
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part N

Ships Carrying Liquefied Gases in Bulk

2015 AMENDMENT NO.1

Rule No.30 8th May 2015

Resolved by Technical Committee on 2nd February 2015

Approved by Board of Directors on 23rd February 2015

Rule No.30 8th May 2015

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part N SHIPS CARRYING LIQUEFIED GASES IN BULK

Amendment 1-1

Chapter 11 FIRE PROTECTION AND FIRE EXTINCTION

11.1 Fire Safety Requirements (IGC Code 11.1)

Paragraph 11.1.1 has been amended as follows.

11.1.1 General

The requirements for tankers in **Part R** are to apply to ships covered by this Part, irrespective of tonnage including ships of less than 500 *gross tonnage*, except those specified in (1) to (4) below. Where alternative and supplementary arrangements are provided to the satisfaction of the Society, the requirements in **Part R** need not apply to ships covered by this Part. Where alternative arrangements for inert gas systems are provided to ships covered by this Part, the requirements in **4.5.5-1, Part R** need not apply to these ships, even if these ships carry crude oil and petroleum products having a flashpoint not exceeding 60°C and other liquid products having a similar fire hazard.

((1) to (3) are omitted)

(4) **13.3.3** and **13.4.47, Part R** are to apply to ships of 500 *gross tonnage* and over.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 January 2016.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is the less.

Chapter 2 SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS

2.2 Solid Ballast and Stability Information

Paragraph 2.2.3 has been added as follows.

2.2.3 Stability Instruments (with reference to IGC Code 2.2.6 and 2.2.7)

1 All ships subject to this Part are to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration having regard to the performance standards recommended by the *IMO*.

2 Notwithstanding the requirement in the preceding **-1**, a stability instrument installed on a ship at the beginning stage of construction before 1 July 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability to the satisfaction of the Administration.

3 In cases where the stability instrument is fitted in accordance with the requirements in the preceding **-1** or **-2**, a document of approval for the stability instrument issued by the Administration is to be maintained on board.

4 The Administration may waive the requirements in the preceding **-1** to **-3** for the following ships, provided the procedures employed for intact and damage stability verification maintain the same degree of safety, as being loaded in accordance with the approved conditions:

- (1)** Ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided in accordance with the requirements in **2.2.2**;
- (2)** Ships where stability verification is made remotely by a means approved by the Administration;
- (3)** Ships which are loaded within an approved range of loading conditions; or
- (4)** Ships at the beginning stage of construction before 1 July 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2016.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less. However, when there is a requirement to apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date, the amendment may apply.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part N

Ships Carrying Liquefied Gases in Bulk

GUIDANCE

2015 AMENDMENT NO.1

Notice No.33 8th May 2015

Resolved by Technical Committee on 2nd February 2015

Notice No.33 8th May 2015

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part N SHIPS CARRYING LIQUEFIED GASES IN BULK

N2 SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS

N2.2 Solid Ballast and Stability Information

Paragraph N2.2.3 has been added as follows.

N2.2.3 Stability Instruments

1 The wording “performance standards recommended by the *IMO*” specified in **2.2.3-1, Part N of the Rules** refers to the following **(1) to (3)**:

- (1)** Chapter 4, Part B of *IMO resolution MSC.267(85) “International Code on Intact Stability, 2008 (2008 IS Code)”*
- (2)** Section 4, Annex to “*Guidelines for the Approval of Stability Instruments*” (*MSC.1/Circ.1229*)
- (3)** The technical standards provided in Part 1 of “*Guidelines for Verification of Damage Stability Requirements for Tankers*” (*MSC.1/Circ.1461*)

2 In applying the requirements in **2.2.3-4, Part N of the Rules**, reference is to be made to the operational guidance provided in Part 2 of “*Guidelines for Verification of Damage Stability Requirements for Tankers*” (*MSC.1/Circ.1461*).

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2016.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less. However, when there is a requirement to apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date, the amendment may apply.