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# **GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

**Part V**

**Load Lines**

**GUIDANCE**

**2023 AMENDMENT NO.1**

Notice No.28      30 June 2023

Resolved by Technical Committee on 25 January 2023

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 V LOAD LINES**

**Amendment 1-1**

**V2 ASSIGNMENT OF FREEBOARD AND MARKING OF LOAD LINES**

**V2.2 Assignment of Freeboard and Marking of Load Lines**

**V2.2.1 Assignment of Freeboard**

Sub-paragraph -1 has been amended as follows.

1 In the case of the freeboard assignment specified in **2.2.1, Part V of the Rules**, the standard heights of superstructures and the standard raised quarterdecks height used for freeboard assignment calculations are given in **Table V2.2.1-1**. For intermediate values not specified in the table, of  $L_f$  is to be obtained by linear interpolation.

Table V2.2.1-1 has been amended as follows.

~~Table V2.2.1-1 Standard Height of Superstructure ( $h_s$ )~~

<del>Length of ship for freeboard (<math>L_f</math>)</del>	<del>Standard Height of Superstructure (m)</del>	<del>Standard Quarterdeck Height (m)</del>
<del>30 m or less</del>	<del>1.80</del>	<del>0.90</del>
<del>75 m</del>	<del>1.80</del>	<del>1.20</del>
<del>125 m or more</del>	<del>2.30</del>	<del>1.80</del>

**Table V2.2.1-1 Standard Heights of Superstructures**

Freeboard length $L_f$ (m)	Standard height $h_s$ (m)	
	Raised quarter decks	All other superstructures
30 m or less	0.90	1.80
75 m	1.20	1.80
125 m or more	1.80	2.30

Sub-paragraph -13 has been amended as follows.

13 In the application of the Regulation 27(13)(e) of the *ILLC*, “unprotected openings” include ventilators that are for operational reasons have to remain open to supply air to engine rooms, emergency generator rooms or closed ro-ro and vehicle spaces (if the same is either considered buoyant in stability calculations or is considered to be a protected opening leading below) for the effective operation of the ship and that are provided with weathertight closing appliances in accordance with the requirements of **23.6.5-2, Part C of the Rules** or **21.6.5-2, Part CS of the Rules**, that for operational reasons have to remain open to supply air to the engine room, emergency

~~generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship are to be considered as unprotected openings with regard to the residual range of stability.~~ Where it is not technically feasible to treat some closed ro-ro and vehicle space ventilators as unprotected openings, an alternative arrangement that provides an equivalent level of safety may be used provided that it is deemed appropriate by the Administration.

## EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 July 2023.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships for which the date of contract for construction\* is before the effective date.  
\* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

### IACS PR No.29 (Rev.0, July 2009)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Note:

This Procedural Requirement applies from 1 July 2009.

## V2 ASSIGNMENT OF FREEBOARD AND MARKING OF LOAD LINES

### V2.2 Assignment of Freeboard and Marking of Load Lines

#### V2.2.1 Assignment of Freeboard

Sub-paragraph -7 has been amended as follows.

**7** For bulk carriers assigned *B*-60 or *B*-100 freeboards according to regulation 27 of *ILLC* and intended to carry deck cargoes, the *KG* used for demonstrating compliance with the deterministic damage stability requirements of that regulation is to be the same as that used for the probabilistic damage stability calculations specified in ~~Chapter 4, 2.3, Part 1, Part C of the Rules~~, at the deepest subdivision load line. For ships assigned timber freeboards according to the provisions of **Part V of the Rules**, the above mentioned deepest subdivision load line is to be read as the deepest timber subdivision load lines.

Sub-paragraph -13 has been amended as follows.

**13** In the application of the regulation 27(13)(e) of the *ILLC*, “unprotected openings” include ventilators provided with weathertight closing appliances in accordance with the requirements of ~~23.6.5-2, 14.12.3.1, Part 1, Part C of the Rules~~ or **21.6.5-2, Part CS of the Rules** that for operational reasons have to remain open to supply air to the engine room, emergency generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship. Where it is not technically feasible to treat some closed ro-ro and vehicle space ventilators as unprotected openings, an alternative arrangement that provides an equivalent level of safety may be used provided that it is deemed appropriate by the Administration.

#### EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2023.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to the following ships:
  - (1) ships for which the date of contract for construction is before the effective date; or
  - (2) sister ships of ships subject to the current requirements for which the date of contract for construction is before 1 January 2025.