Software for the Stability Calculations

Amended Guidance
Guidance for the Survey and Construction of Steel Ships Part U
Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment
IACS Unified Requirement (UR) L5 was adopted in 2004 in order to help ensure that the computational accuracy and approval of software used for onboard stability computers is consistent among IACS members. This UR has already been incorporated into the NK Rules, including UR L5 (Rev.2) which was subsequently adopted in 2006.

In May 2012, the IMO adopted amendments to regulation II-1/8-1 of SOLAS as resolution MSC.325(90) at the 90th Session of the IMO Maritime Safety Committee (MSC90); this amendment requires passenger ships to have onboard stability computers or shore-based support for the purpose of providing operational information to ship masters to help ensure a safe return to port after a flooding casualty.

With respect to the above, IACS adopted UR L5 (Rev.3) in June 2017, which further specified new requirements related to the function and approval of software used for stability computers used to provide operational information after a flooding casualty to the ship masters of the passenger ships defined in MSC.325(90). In addition, the amendment for clarification of the existing requirements for stability software in cargo ships, was also carried out.

Accordingly, relevant requirements were amended based upon IACS UR L5 (Rev.3).

Outline of Amendment
(1) Clarified requirements related to output items and acceptable tolerance of calculation results for stability software used for cargo ships.
(2) Specified requirements related to stability software used to help ensure a safe return to port for passenger ships.

Amended Requirements
Guidance for the Survey and Construction of Steel Ships
Part U: Annex U1.2.2
Guidance for the Survey and Construction of Passenger Ships Part 4 2.5.1