

# **Intact Stability for Ships Engaged in Towing Operations and Anchor Handling Operations**

## **Amended Rules and Guidance**

Rules for the Survey and Construction of Steel Ships Part O

Guidance for the Survey and Construction of Steel Ships Parts U and O

## **Reason for Amendment**

The requirements for intact stability are stipulated in the 2008 IS Code. These requirements have already been incorporated into in NK rules.

The IMO began discussing intact stability requirements for crane vessels and ships engaged in towing operations and anchor handling operations at 1<sup>st</sup> Session of the Ship Design and Construction (SDC 1) sub-committee held in 2013, and these discussion eventually led to the Maritime Safety Committee (MSC 97) stipulating requirements related to the intact stability for such ships as Resolution MSC.413(97) and MSC.415(97) at its 97<sup>th</sup> Session held in November 2016.

Relevant requirements were, therefore, amended in accordance with the IMO resolutions MSC.413(97) and MSC.415(97).

## **Outline of Amendment**

- (1) Added requirements for the intact stability of ships engaged in towing operations
- (2) Added requirements for the intact stability of ships engaged in anchor handling operations
- (3) Moved requirements for bollard pull test procedures from Part U to Part O

## **Amended Requirements**

Rules for the Survey and Construction of Steel Ships

Part O: 1.3.2

Guidance for the Survey and Construction of Steel Ships

Part U: Appendix U1

Part O: O1.2.4, O4.2.1, O8.2.1, Annex O4.2.1, Annex O8.2.1, Appendix O1