

# Handling of Damage Stability

## Amended Guidance

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

Guidance for the Survey and Construction of Passenger Ships

## Reason for Amendment

At the 98<sup>th</sup> Session of the IMO Maritime Safety Committee (MSC98) held in June 2017, the IMO adopted amendments to Chapter II-1 of SOLAS as Resolution MSC.421(98) which revised damage stability requirements. In addition, the IMO also adopted revised explanatory notes to the damage stability requirements specified in Chapter II-1 of SOLAS as Resolution MSC.429(98). These amendments have already been incorporated into the Rules.

Since the aforementioned explanatory notes are non-mandatory, the Society decided that only minimum necessary items related to these notes needed to be incorporated into the ClassNK Rules in consideration of their respective application to the damage stability requirements.

Recently, however, the Society has been undertaking a comprehensive review of its Rules so as to make them more transparent. Therefore, relevant requirements were amended to incorporate more detailed and specific information from Resolution MSC.429 (98).

## Outline of Amendment

- (1) Clarified the loading condition corresponding to light service draught.
- (2) Specified the handling of pipes, corrugated bulkheads, openings, etc. with respect to damage extent.
- (3) Specified how to interpolate curves of maximum permissible  $KG_0$  for stability information.
- (4) Added examples of the trim limit diagrams and  $G_0M$  limit curves to be included in stability information.

## Amended Requirements

Guidance for the Survey and Construction of Steel Ships

Part C: C4.1.2, C4.2.1, C4.2.3

Part U: Annex U1.2.1 1.3.10

Guidance for the Survey and Construction of Passenger Ships

Part 1: 2.1.11, Part 4: 2.3.4, 2.3.6