

# **Definitions of Pre-programmed Damage Cases for Type 3 Stability Computers**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part U

## **Reason for Amendment**

IACS Unified Requirement (UR) L5 was adopted in 2004 in order to help ensure that the computational accuracy of onboard stability computers as well as the approval of the software being used by such computers is consistent among IACS members. This UR, including the amended version UR L5(Rev.3) adopted in 2017, has already been incorporated into the NK Rules.

A review of UR L5 carried out by IACS found that the damage cases required to be pre-programmed for the Type 3 software was unclear; more specifically, damage occurring on both sides of a ship and the damage case for only one side of a ship with unsymmetrical structure and/or loading conditions were not being properly considered.

As a result of the aforementioned review, IACS decided that vessels can have asymmetric compartmentation, an initial list in their loaded conditions, or asymmetric loading; therefore, it is necessary that Type 3 software be pre-programmed for damage occurring on both sides of a ship.

To clearly indicate the above conclusion, IACS adopted UR L5(Rev.4) in June 2020.

Accordingly, relevant requirement was amended based upon IACS UR L5(Rev.4).

## **Outline of Amendment**

Clarified that pre-defined relevant damage cases for Type 3 software of stability computers are to be such that all the damage cases required to be considered in damage stability calculation.

## **Amended Requirements**

Guidance for the Survey and Construction of Steel Ships  
Part U: Annex U1.2.2 1.2.2