
GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part U **Intact Stability**

GUIDANCE

2020 AMENDMENT NO.1

Notice No.26 30 June 2020

Resolved by Technical Committee on 22 January 2020

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 U INTACT STABILITY

Amendment 1-1

Annex U1.2.1 GUIDANCE FOR STABILITY INFORMATION FOR MASTER

1.3 The Details of Each Content

1.3.10 General Data

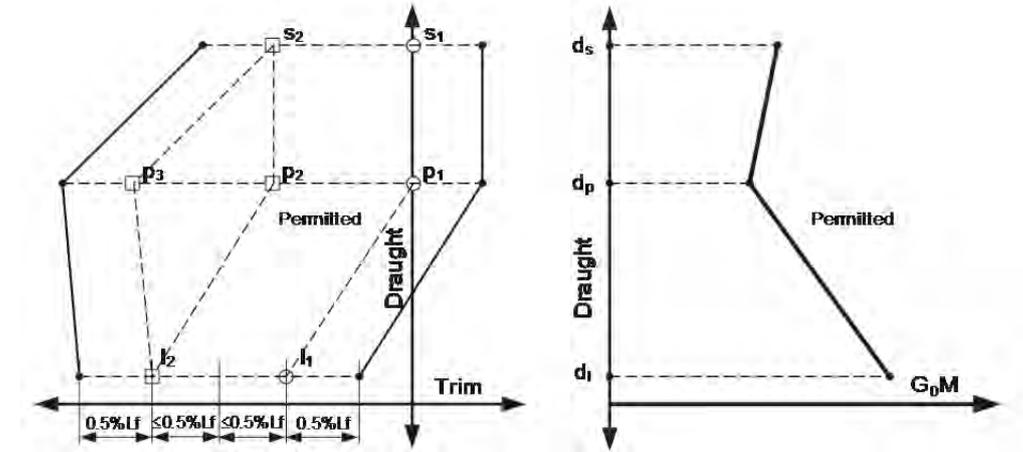
Sub-paragraphs -10 and -11 have been amended as follows.

10 If the damage stability is calculated in accordance with the requirements specified in **Chapter 4, Part C of the Rules** or **C6.1.1-3(1)**, a stability limit curve is to be determined using linear interpolation between the minimum required G_0M assumed for each of the three draughts d_s , d_p and d_l . When additional subdivision indices are calculated for different trims, a single envelope curve based on the minimum values from these calculations is to be presented. When it is intended to develop curves of maximum permissible KG_0 it is to be ensured that the resulting maximum KG_0 curves correspond with a linear variation of G_0M . When light service draught is not with the same trim as other draughts, TKM for draughts between partial and light service draught are to be calculated for trims interpolated between trim at partial draught and trim at light service draught.

11 As an alternative to the single envelope curve specified in **-10** above, the calculations for additional trims may be carried out with one common G_0M for all of the trims assumed at each subdivision draught. The lowest values of each partial index A_s , A_p and A_l across these trims are then to be used in the summation of the attained subdivision index A according to the requirements specified in **Chapter 4, Part C of the Rules**. This will result in one G_0M limit curve based on the G_0M used at each draught. A trim limit diagram showing the assumed trim range is to be developed. (See Fig. 1)

Fig. 1 has been added as follows.

Fig. 1 Example of trim limit diagram (left) and one G_0M limit curve (right)



EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 30 June 2020.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships other than ships that fall under the following:
 - (1) for which the contract for construction is placed on or after 1 January 2020; or
 - (2) in the absence of a contract for construction, the keels of which are laid or which are at a *similar stage of construction* on or after 1 July 2020; or
 - (3) the delivery of which is on or after 1 January 2024.

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.

U1 GENERAL

U1.1 General

U1.1.4 Definitions

Sub-paragraph -1 has been amended as follows.

1 In applying the requirements of **1.1.4(1), Part U of the Rules**, “openings in the hull, superstructures or deckhouses which cannot be closed weathertight” include ventilators 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 ~~or~~ 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 30 December 2020.
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.