

Subject :

Preparation of "Stability Information"
in accordance with the amended Part U
of NK Rules and Guidance of English
version

NKTECHNICAL INFORMATION

No. : No.: 401

Date : Date: 1 June 2001

To: Shipowners and Shipbuilders concerned

IMO Resolution A.167 (ES.IV)*¹, IMO Resolution A.206 (VII)*² and IMO Resolution A.562 (14)*³ that provides the Intact Stability Criteria were integrated into Reg.3.1, Reg.3.2 and Reg.4.1 of IMO Resolution A.749 (18)*⁵ as amended by MSC Resolution 75(65)*⁴.

As a result, Part U of NK Rules and Guidance of English version is to be applied to the ships on and after 1 July 2001.

Therefore, please be noted that the "Stability Information for ships for which the application for Classification Survey during Construction is submitted to the Society on and after 1 July 2001 is to be prepared in accordance with Reg.3.1, Reg.3.2 and Reg.4.1 of IMO Resolution A.749 (18)*⁵ as amended by MSC Resolution 75(65)*⁴, not in accordance with IMO Resolution A.167 (ES.IV)*¹, IMO Resolution A.206 (VII)*² and IMO Resolution A.562 (14)*³.

Main amendment is that the requirement on G_0M of a ship carrying timber deck cargoes is altered as mentioned below. In other parts, there is no major alteration on the related requirements. In details, please refer to the attached extract from the amended Part U of NK Rules and Guidance of English version

Present Reg. : For a ship carrying timber deck cargoes, G_0M is not to be less than 0.1 m in departure condition and to be at least positive during navigation.

Amended Reg. : For a ship carrying timber deck cargoes, G_0M is not to be less than 0.1 m during navigation at all time.

It is recommended that the "Stability Information" for a Japanese flagship is also to be prepared in accordance with Reg.3.1, Reg.3.2 and Reg.4.1 of IMO Resolution A.749 (18)*⁵ as amended by MSC Resolution 75(65)*⁴ as same as for a foreign flag ship.

Note;

- * 1 : "Recommendation on Intact Stability for Passenger and Cargo Ships under 100 meters in length"
- * 2 : "Amendments to the Recommendation on Intact Stability for Passenger and Cargo Ships under 100 meters in length (Resolution A.167 (ES.IV)) with respect to Ships Carrying Deck Cargoes"
- * 3 : "Recommendation on a Severe wind and Rolling Criterion (Weather Criterion) for the Intact Stability of Passenger and Cargo Ships of 24 meters in length and over"
- * 4 : "Adoption of Amendments to the Code on Intact Stability for all types of Ships Covered by IMO Instruments (Resolution A.749(18))"
- * 5 : "Code on Intact Stability for all types of Ships Covered by IMO Instruments"

Attachment: Extract of the amended Part U of NK Rules and Guidance of English version

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2001 RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C Hull Construction and Equipment

Part U Intact Stability

Rules for the Survey and Construction of Steel Ships

Part C

AMENDMENT NO.1

Part U

AMENDMENT NO.1

Guidance for the Survey and Construction of Steel Ships

Part C

AMENDMENT NO.1

Part U

AMENDMENT NO.1

Rule No. 4 / Notice No.14 10th April 2001

Resolved by Technical Committee on 10th November 1999,

17th March 2000, 12th July 2000 and 6th November 2000

Approved by Board of Directors on 24th November 1999,

28th March 2000, 22nd August 2000 and 28th November 2000

ClassNK
NIPPON KAIJI KYOKAI

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part U Intact Stability

Void

AMENDMENT NO.1

Rule No. 4 10th April 2001

Resolved by Technical Committee on 6th November 2000

Approved by Board of Directors on 28th November 2000

Rule No. 4 10th April, 2001

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Rules for the Survey and Construction of Steel Ships” has been partly amended as follows:

Part U INTACT STABILITY

Chapter 1 GENERAL

1.1 General

Paragraph 1.1.4 has been newly added as follows;

1.1.4 Definitions

For the purpose of the application of this part, the following definitions apply.

- (1) “Timber deck cargo” means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo.

Chapter 2 STABILITY REQUIREMENTS

2.1 General

2.1.2 Calculation on Stability

(3) in paragraph 2.1.2 has been amended as follows;

- (3) Where anti-rolling devices are installed in a ship, the requirements in 2.2 are to be satisfied whether the devices are in operation or not.

2.2 General Stability Requirements

2.2.1 Stability Curves

(3) in sub-paragraph 2 has been amended as follows;

- (3) G_0M is to be not less than 0.10 *m* during navigation.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2001.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships other than ships for which the application for Classification Survey during Construction is submitted to the Society on and after the effective date.
3. Notwithstanding the provision of preceding 2., the amendments to the Rules may upon the request by the Owner apply to ships other than ships for which the application for Classification Survey during Construction is submitted to the Society on and after the effective date.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part U Intact Stability

AMENDMENT NO.1

Notice No. 14 10th April 2001

Resolved by Technical Committee on 6th November 2000

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

U1 GENERAL

U1.1 General

U1.1.1 Application

Sub-paragraph -3 has been deleted.

U1.1.2 Special Cases in Application

Sub-paragraph -2 has been amended as follows;

- 2 For offshore supply vessels, Chapters 3.2 and 4.5 of *IMO Res. A.749(18) “Code on Intact Stability for All Types of Ships covered by IMO Instruments”*, as amended by *MSC Res.75(69)* are to apply.

Paragraph U1.1.5 has been newly added.

U1.1.5 Definitions

For the purpose of the application of this part, timber deck cargo specified in **1.1.5, Part U of the Rules**, is to be stowed complying with the provisions of Chapter 3 of the *CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991* (resolution A.715(17)). Otherwise, special consideration is required.

U2 STABILITY REQUIREMENTS

U2.1 General

U2.1.2 Calculation on Stability

Sub-paragraph -3 has been newly added.

For the application of 2.1.1-3, Part U of the Rules, reference is to be made to the provisions of Chapter 5 of *IMO Res. A.749(18)*.

U2.3 Stability Requirements in Wind and Waves

U2.3.1 Stability Curves and Wind-heeling Moment Lever Curves

Sub-paragraph -3 and -4 has been renumbered to -4 and -5 respectively, sub-paragraph -3 has been newly added and main text of sub-paragraph -4 has been amended as follows;

- 3 For the application of 2.3.1-1, Part U of the Rules to ships loaded with timber deck cargo, provisions in 2.3.1-1(1), Part U of the Rules may apply reading that heeling angle caused by steady wind is to be less than 16°
- 4 Where the requirements specified in 2.3.1-1, Part U of the Rules apply to the ships registered as restricted service, the values of l_{wl} and s may be modified as the following formula respectively.

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