

# GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

## Part C

## Hull Construction and Equipment

Guidance for the Survey and Construction of Steel Ships

Part C

2008

AMENDMENT NO.3

Notice No.64      5th September 2008

Resolved by Technical Committee on 25th June 2008

Notice No.64 5th September 2008

## 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 C HULL CONSTRUCTION AND EQUIPMENT**

#### **Amendment 3-1**

### **C25 CEMENTING AND PAINTING**

#### **C25.2 Painting**

Paragraph C25.2.2 has been added as follows.

##### **C25.2.2 Protective Coatings in dedicated seawater ballast tanks and double-side skin spaces**

In the application of 25.2.2, Part C of the Rules with respect to coating system applications, the criteria for salt measurement for primary surface preparation and secondary surface preparation are to be in accordance with the following items (1) and (2).

- (1) The conductivity of soluble salts is to be measured in accordance with ISO8502-6 and ISO8502-9.
- (2) The conductivity of soluble salts is to be compared with the conductivity of 50mg/m<sup>2</sup> NaCl. If the measured conductivity is less than or equal to, then it will be deemed acceptable.

#### **EFFECTIVE DATE AND APPLICATION (Amendment 3-1)**

- 1. The effective date of the amendments is 5 September 2008.**

## C4 SUBDIVISIONS

### C4.2 Subdivision Index

#### C4.2.3 Survival Probability

Sub-paragraph -2 has been amended as follows.

**2** The calculation of  $s_i$  in **4.2.3-7, Part C** of the Rules is to be treated as follows.

- (1) Where timber deck cargo is stowed to the standard height of one superstructure or more, the buoyancy of the cargo may be taken into account provided that the cargo is in compliance with the provisions of **Chapter 3 and Chapter 4** of the *CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 1991* (resolution A.715(17)).
- (2) Only one standard superstructure height of timber deck cargo may be taken into account when calculating its buoyancy, and it is assumed to have a permeability of not less than 25%.
- (3) When the buoyancy of any timber deck cargo is taken into account, the timber deck cargo in way of a damaged zone is deemed ineffective to all areas in an athwartships direction. However, when the vertical extent of the damage stops at the upper deck and the coefficient ( $v_m$ ) from **4.2.3-2, Part C** of the Rules is used in the calculations, the buoyancy of the timber deck cargo may be taken into account in accordance with (2) above even if it is directly above the damaged area.

## EFFECTIVE DATE AND APPLICATION (Amendment 3-2)

1. The effective date of the amendments is 1 January 2009.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction\* is before the effective date.  
\*“contract for construction” is defined in the latest version of IACS Procedural Requirement(PR) No.29.

### IACS PR No.29 (Rev.4)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.  
For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

#### Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.