

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C

Hull Construction and Equipment

Rules for the Survey and Construction of Steel Ships

Part C

2014 AMENDMENT NO.3

Guidance for the Survey and Construction of Steel Ships

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2014 AMENDMENT NO.3

Rule No.78 / Notice No.68 19th December 2014

Resolved by Technical Committee on 29th July 2014

Approved by Board of Directors on 16th September 2014

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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 C HULL CONSTRUCTION AND EQUIPMENT

Chapter 16 PLATE KEELS AND SHELL PLATING

16.3 Shell Plating Below the Strength Deck

16.3.5 Bilge Strakes for Midship Part

Sub-paragraph -4 has been added as follows.

4 Where bilge keels are fitted, special consideration is to be given to both the material and the arrangement.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 19 June 2015.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships for which the date of contract for construction is before the effective date.

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GUIDANCE

2014 AMENDMENT NO.3

Notice No.68 19th December 2014

Resolved by Technical Committee on 29th July 2014

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

C16 PLATE KEELS AND SHELL PLATING

C16.3 Shell Plating Below the Strength Deck

C16.3.5 Bilge Strakes for Midship Part

Sub-paragraph -4 has been amended as follows.

- 4** The “special consideration” referred to in **16.3.5-4, Part C of the Rules** refers to the following:
- (1) Bilge keels are not to be welded directly to bilge strakes. They are to be attached by pad plates such as flat bars.
 - (2) ~~Where the bilge keel plates are fitted, the plates welded directly to bilge strakes~~ Pad plates are ~~generally, in principle, to be of~~ have the same ~~kind~~ yield stress as ~~the~~ bilge strakes. However, the use of grade A steel is deemed acceptable.
 - (3) The butt welds of bilge keels and bilge strakes are to be appropriately separated from those of pad plates.
 - (4) Scallops are, in principle, not allowed in bilge keels.
 - (5) The following (a) and (b) are recommended for bilge keel ends:
 - (a) Bilge keel ends are to be not less than 50 mm and not greater than 100 mm from pad plate ends.
 - (b) Bilge keel ends are to be suitably tapered and rounded.
 - (6) The following (a) and (b) are recommended for the supporting structures for bilge keel ends:
 - (a) Where bilge keel ends are supported by transverse support members, such members are to be located, as much as possible, at the mid positions between the bilge keel ends and the pad plate ends. (See **Fig. C16.3.5-1**)
 - (b) Where bilge keel ends are supported by longitudinal stiffeners, such stiffeners are to extend at least to the nearest transverse member located both to the fore and the aft of zone ‘A’. (See **Fig. C16.3.5-2**)

Fig. C16.3.5-1 has been added as follows.

Fig. C16.3.5-1 Example of bilge keel end design supported by transverse member

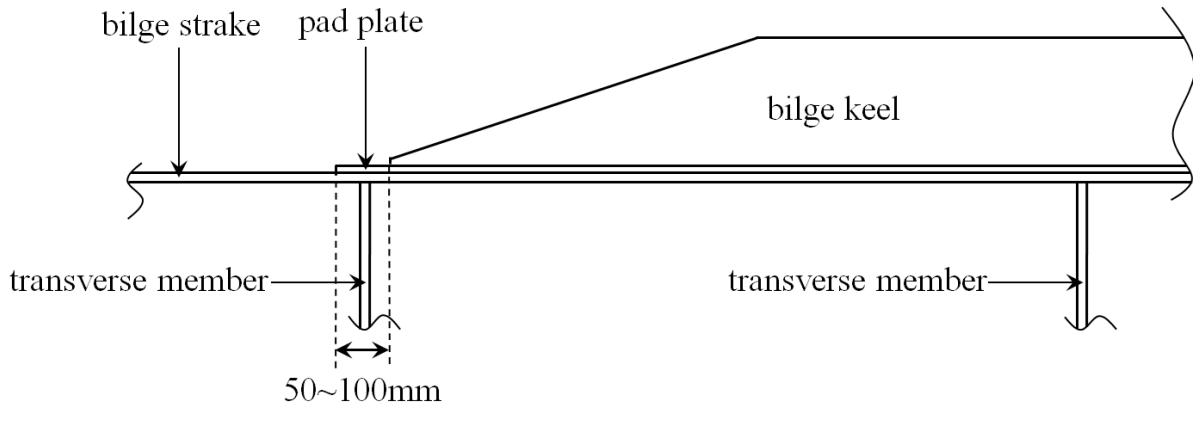
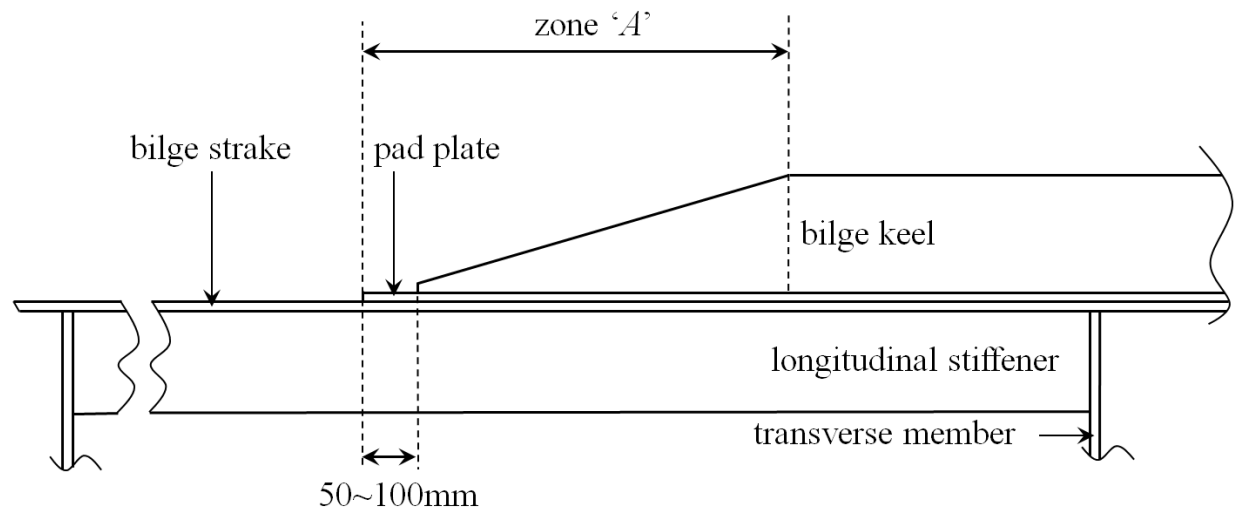


Fig. C16.3.5-2 has been added as follows.

Fig. C16.3.5-2 Example of bilge keel end design supported by longitudinal stiffener



EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 19 June 2015.
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.