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# **GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

**Part U**

**Intact Stability**

**GUIDANCE**

**2017 AMENDMENT NO.1**

Notice No.96      25 December 2017

Resolved by Technical Committee on 26 July 2017

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**

### **Annex U1.2.1 GUIDANCE FOR STABILITY INFORMATION FOR MASTER**

#### **1.3 The Details of Each Content**

##### **1.3.9 Stability in Standard Loading Condition**

Sub-paragraph -1 has been amended as follows.

###### **1 Standard loading condition**

The undermentioned conditions are to be at least included in standard loading conditions unless they are clearly inappropriate. A departure condition means a condition in which provisions and fuel are fully loaded and an arrival condition means a condition in which 90% thereof are consumed. In full load departure conditions, it is to be assumed that water ballast tanks are empty and that the ship is loaded to its subdivision load line used for damage stability calculations according to Chapter 4, Part C of the Rules or summer load line or, if intended to carry a timber deck cargo, to the summer timber load line ~~with water ballast tanks empty~~ or for tankers, ships carrying liquefied gases in bulk and ships carrying dangerous chemicals in bulk assigned with a tropical load line, the ship should be assumed to be loaded to the tropical load line (if the tropical load line is not assigned to the ships, the ships should be assumed to be loaded to the summer load line). In all cases, the cargo in holds is assumed to be fully homogeneous unless this condition is inconsistent with the practical service of the ship.

- (1) Light condition
- (2) Docking condition
- (3) Ballast departure condition and ballast arrival condition
- (4) Full load departure condition and full load arrival condition as following.
  - (a) In principle, all designed loading conditions are to be included; for example, such special loading conditions as loading cargoes on decks or in alternate holds, etc.
  - (b) If a dry cargo ship has tanks for liquid cargo, the effective deadweight in the loading conditions therein described is to be distributed according to the following two assumptions: (1) with cargo tanks full and (2) with cargo tanks empty.
- (5) Loading condition in which the parameters of stability are liable to be changed on a large scale (e.g. ballasting during navigation, possible icing, etc.)
- (6) Where the ships are loaded with timber deck cargoes, the loading condition with the summer timber load line (if the timber summer draught is not assigned to the ships, summer load line) with cargoes homogeneously distributed in the holds and with cargoes specified in extension

and mass on deck.

#### EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 25 June 2018.
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.