
GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part U

Intact Stability

GUIDANCE

2021 AMENDMENT NO.1

Notice No.28 30 June 2021

Resolved by Technical Committee on 27 January 2021

Notice No.28 30 June 2021

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 U1.2.2 GUIDANCE FOR STABILITY COMPUTER

1.2 Software for Stability Calculation

1.2.2 Functional Requirements for Software

Sub-paragraph -3 has been amended as follows.

3 For type 3 software, ~~the each~~ relevant damage cases (damage on both sides of the ship, on the port side, and on the starboard side) according to the applicable ~~rules~~ requirements ~~are~~ is to be pre-defined for automatic checking of a given loading condition, and, the system is to be pre-loaded with a detailed computer model of the complete hull, including appendages, all compartments, tanks and the relevant parts of the superstructure considered in ~~the~~ damage stability calculations, wind profiles, down-flooding and up-flooding openings, cross-flooding arrangements and internal compartments.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2021.
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.
* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.