

# **Distances between Solid Ballast and Cargo Tanks**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part N

## **Reason for Amendment**

Part N of the Guidance for the Survey and Construction of Steel Ships had specified that the distance between solid ballast and a cargo tank was to be not less than 760 *mm* in cases where solid ballast was arranged. That requirement was based upon an interpretation for IGC Code made by Shipbuilding Research Association of Japan and requirements specified by the Japanese Government. However, the requirements specified by the Japanese Government were deleted in April 2016.

Although the requirements specified by Japanese Government were deleted, NK decided to standardize 760 *mm* as the recommended minimum distance between solid ballast and cargo tanks, and accordingly refers to this distance as such in its guidance for designs.

Accordingly, relevant requirements regarding to the distances between solid ballast and cargo tanks were amended. In addition, requirements regarding the verification of damage survival capability for non-Japanese-flagged ships were amended so that the draught up to the tropical load line is to be considered as in the case of Japanese-flagged ships.

## **Outline of Amendment**

- (1) Amended requirements to standardize the distance between solid ballast and a cargo tank as not less than 760 *mm*.
- (2) Amended requirements to specify that the draught up to the tropical load line is to be considered for verification of damage survival capability.

## **Amended Requirements**

Guidance for the Survey and Construction of Steel Ships

Part N: N2.2.2, N2.2.5