

Testing Procedures of Watertight Compartments

Amended Guidance

Guidance for the Survey and Construction of Steel Ships Part B

Reason for Amendment

IACS Unified Requirement (UR) S14 specifies testing procedures of watertight compartments. This UR may apply in cases where an exemption from application or an alternative method of application of Regulation 11 of SOLAS Chapter II-1 is granted by the Administration.

Although the IACS Common Structural Rules for Bulk Carriers and Oil Tankers (CSR-BC&OT) specifies that strength and tightness testing are to be carried out according to the rules of individual classification societies which incorporate IACS UR S14, an observation was made during the GBS verification audit of the CSR-BC&OT by the IMO that the CSR-BC&OT requirement for testing based upon UR S14 does not seem fully compliant with Regulation 11 of SOLAS Chapter II-1.

Therefore, IACS amended UR S14 so that it fully complies with SOLAS. However, IACS decided that the existing procedures may be applied subject to agreement by the Administration and specified Part A, which stipulates testing procedures fully compliant with SOLAS, and Part B, which stipulates existing testing procedure subject to Administration agreement. In addition, IACS amended the requirements related to air tests and non-destructive tests and adopted the amendment as UR S14 (Rev.6) in September 2016.

Accordingly, relevant requirements were amended in accordance with UR S14 (Rev.6).

Outline of Amendment

- (1) Specified requirements fully compliant with SOLAS as well as requirements subject to Administration agreement in Chapter 1 and Chapter 2 respectively.
- (2) Amended requirements to specify that IACS Recommendation No. 140 is to be taken into account in cases where two pressure gauges are used in lieu of a U-tube.
- (3) Clarified that non-destructive testing is required as part of the conditions to reduce the scope of structural tests.
- (4) Amended requirements to require structural tests for the boundaries of double bottom tanks under main engines in cases where they are required to satisfy the damage stability requirements of a ship.

Amended Requirements

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Part B: B2.1.5, Annex B2.1.5-1