

# **Intact Stability of Tankers, Ships Carrying Liquefied Gases in Bulk and Ships Carrying Dangerous Chemicals in Bulk with Assigned with a Tropical Load Line**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part U

## **Reason for Amendment**

Regulation 28.1 of MARPOL Annex I, the IBC Code and the IGC Code specify the operating draughts which need to be taken into account when performing damage stability calculations for ships subject to their respective requirements, whereas the requirements related to the intact stability calculations for the same ships are specified in the “International Code on Intact Stability, 2008” (the “2008 IS Code”). The 2008 IS Code requirements, however, do not clearly specify which operating draughts which need to be taken into account when performing intact stability calculations.

In order to rectify this inconsistency, the IMO decided to establish a new unified interpretation (UI) for the 2008 IS Code to specify that for ships subject to MARPOL, the IBC Code and IGC Code assigned with a tropical load line, the ship should be assumed to be loaded to the tropical load lines for intact stability calculation purposes. This UI was approved at the 96<sup>th</sup> Session of the IMO Maritime Safety Committee (MSC96) held in June 2016 and circulated as MSC.1/Circ.1537.

Accordingly, relevant requirements were amended based upon MSC.1/Circ.1537.

## **Outline of Amendment**

Amended requirements to specify that 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 for the purpose of intact stability calculations.

## **Amended Requirements**

Guidance for the Survey and Construction of Steel Ships  
Part U: Annex U1.2.1 1.3.9