

Common Structural Rules for Bulk Carriers and Oil Tankers, 1 January 2021, Urgent Rule Change Notice 1

Amended Rules

Rules for the Survey and Construction of Steel Ships Parts C, and CSR-B&T

Reason for Amendment

Urgent Rule Change Notice 1 related to the 1 January 2021 edition of the Common Structural Rules for Bulk Carriers and Oil Tankers was published by IACS in August 2021.

Therefore, relevant requirements are amended in accordance with Urgent Rule Change Notice 1.

Outline of Amendment

- (1) Delete certain requirements related to mooring and towing arrangements from Part CSR-B&T so as to comply with the other relevant Society Rules.
- (2) Amend requirements related to stiffener dimensions.
- (3) When ships applying Part CSR-B&T are also subject to Chapter 27 of Part C, the corrosion additions used for supporting structures are to be the corrosion additions specified in Part CSR-B&T.

Effective Date and Application

This amendment applies to ships for which the date of contract for construction is on or after 1 January 2022.

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part C HULL CONSTRUCTION AND EQUIPMENT

Chapter 27 EQUIPMENT

27.1 Anchors and Chain Cables

27.1.6 Supporting Hull Structures of Anchor Windlasses and Chain Stoppers

Sub-paragraph -3 has been amended as follows.

3 For strength assessments of supporting hull structures, beam theory or finite element analysis using net scantlings is to be applied as appropriate. Where finite element analysis is used, the provisions of **27.2.3-5** are to be applied. In addition, the total corrosion addition is to be ~~2.0 mm~~ in accordance with the provisions of 27.2.7.

27.2 Towing and Mooring Arrangement

Paragraph 27.2.7 has been amended as follows.

27.2.7 Corrosion Additions

Corrosion additions are to be added to the scantlings of the supporting hull structures and shipboard fittings as following (1) to (3). However, if the shipboard fittings are selected from industry standards deemed appropriate by the Society and the corrosion additions are considered in the standard, following (1) to (3) may not be applied.

- (1) Supporting hull structures: total of 2.0 *mm*. (For container carriers, the corrosion additions specified in **32.1.3** may be applied to the supporting hull structures for which scantlings are determined by the net scantling method.) For ships which are subject to **Part CSR-B&T**, the corrosion additions specified in **Section 3, Chapter 3, Part 1, Part CSR-B&T** are to be applied.
- (2) Pedestals and foundations fitted on decks which are not shipboard fittings selected from industry standards deemed appropriate by the Society: total of 2.0 *mm*
- (3) Shipboard fittings not selected from industry standards deemed appropriate by the Society: total of 2.0 *mm*

Part CSR-B&T COMMON STRUCTURAL RULES FOR BULK CARRIERS AND OIL TANKERS

Part 1 GENERAL HULL REQUIREMENTS

Chapter 1 RULE GENERAL PRINCIPLES

Section 3 VERIFICATION OF COMPLIANCE

2. Documents to be Submitted

2.2 Submission of Plans and Supporting Calculations

Paragraph 2.2.3 has been amended as follows.

2.2.3 Plans and instruments to be supplied onboard the ship

As a minimum, the following plans and instrument are to be supplied onboard:

((a) to (f) are omitted.)

(g) Towing and mooring arrangements plan, ~~see Ch 11, Sec 3.~~

((h) and (i) are omitted.)

Chapter 8 BUCKLING

Section 2 SLENDERNESS REQUIREMENTS

3. Stiffeners

3.1 Proportions of Stiffeners

Paragraph 3.1.2 has been amended as follows.

3.1.2 Net dimensions of angle, L2 and T-bars

The total flange breadth b_f in *mm*, for angle, L2 and T-bars is to satisfy the following criterion:

~~$$b_f \geq 0.25h_w$$~~

$$b_f \geq 0.2h_w$$

Chapter 11 SUPERSTRUCTURES, DECKHOUSES AND HULL OUTFITTING

Section 3 EQUIPMENT

Symbols has been deleted.

~~Symbols~~

~~For symbols not defined in this section, refer to Ch 1, Sec 4.~~

1. General

1.1 Application

Paragraph 1.1.1 has been amended as follows.

1.1.1

~~The anchoring equipment specified in this section is intended for temporary mooring of a ship within a harbour or sheltered area when the ship is awaiting berth, tide, etc~~ Anchoring equipment shall be considered in accordance with the relevant Society Rules.

Paragraphs 1.1.2 and 1.1.3 have been deleted.

~~1.1.2~~

~~The equipment specified is not intended to be adequate to hold a ship off fully exposed coasts in rough weather or to stop a ship that is moving or drifting. In such a condition, the loads on the anchoring equipment increase to such a degree that its components may be damaged or lost.~~

~~1.1.3~~

~~The Equipment Number (EN) formula for the required anchoring equipment is based on an assumed maximum current speed of 2.5 m/s, maximum wind speed of 25 m/s and a maximum scope of chain cable of 6. The scope of chain cable is defined as the ratio between the length of chain paid out and the waters depth. For ships with length greater than 135 m, alternatively the required anchoring equipment can be considered applicable to a maximum current speed of 1.54 m/s, a maximum wind speed of 11 m/s and waves with maximum significant height of 2 m.~~

~~It is assumed that under normal circumstances a ship uses only one bow anchor and chain cable at a time.~~

Section 2 has been deleted.

2. Equipment Number Calculation(Deleted)

Section 3 has been deleted.

3. Anchoring Equipment(Deleted)

Section 4 SUPPORTING STRUCTURE FOR DECK EQUIPMENT AND FITTINGS

Symbols has been deleted.

Symbols

~~For symbols not defined in this section, refer to Ch 1, Sec 4.~~

~~SWL: Safe working load as defined in 4.1.4.~~

~~Normal stress: The sum of bending stress and axial stress with the corresponding shearing stress acting perpendicular to the normal stress~~

1. General

1.1 Application

Paragraph 1.1.1 has been amended as follows.

1.1.1

~~Information pertaining to the supporting structure for deck equipment and fittings, as listed in this section, is to be submitted for approval.~~

~~This section includes scantling requirements to the supporting structure and foundations of the following pieces of equipment and fittings:~~

~~(a) Anchor windlasses.~~

~~(b) Anchoring chain stoppers.~~

~~(c) Mooring winches.~~

~~(d) Deck cranes, derricks and lifting masts.~~

~~(e) Bollards and bitts, fairleads, stand rollers, chocks and capstans.~~

The supporting structures and foundations for deck equipment and fittings shall be considered in accordance with the relevant Society Rules in addition to the requirements in this section.

1.1.2

Where deck equipment is subject to multiple load cases, such as operational loads and green sea load, the loads are to be applied independently for the evaluation of strength of foundations and support structure.

1.2 Documents to be Submitted

1.2.1

The documents to be submitted are indicated in **Ch 1, Sec 3**.

Paragraph 3 has been deleted.

3. Mooring Winches(Deleted)

Paragraph 5 has been deleted.

5. ~~Bollards and Bitts, Fairleads, Stand Rollers, Chocks and Capstans~~(Deleted)