

CORRIGENDA NO. 1

Inputs for the Rules for the classification of ships, Part 5 – Subdivision should be read as follows:

This Part of the Rules includes the requirements of the following international Organisations:

International Maritime Organization (IMO)

Conventions: International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) and all subsequent and applicable amendments adopted up to MSC 106
Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988)
International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) and all subsequent and applicable amendments adopted up to MEPC 79

Resolutions: MSC.235(82), as amended by MSC.335(90); MSC.421(98); MSC.436(99)

Codes: International Code of Safety for High-Speed Craft (HSC Code), MSC.36(63), MSC.97(73)
Code of Safety for Dynamically Supported Craft, A.373(X)
Code of Safety for Special Purpose Ships, 2008, MSC.266(84)

International Association of Classification Societies (IACS)

Unified Interpretations: CC7; LL 63(Rev.2, 2008); LL 65(Rev.3, 2021); LL 69(Rev.1, 2008); LL 75(Rev.1, 2009); LL80 (Rev.1, 2022); MPC93 (Rev.1, 2016); SC 161(Rev.3, 2022)

Recommendations (Rec.): No.110 (Rev.2, Mar 2021)

EU Directives: Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 as amended by Commission Directive 2005/12/EC of 18 February 2005

■ Footnotes to item 4.4.1.5 and item 9.3.4 should be read as follows:

4.4.1.5 When any part of the deck outside the compartment assumed flooded in a particular case of damage is immersed, or in any case where the margin of stability in the flooded condition may be considered doubtful, the residual stability is to be investigated. It may be regarded as sufficient if the righting lever curve has a minimum range of 20 degrees beyond the position of equilibrium with a maximum righting lever of at least 0.1 metre within this range. The area under the righting lever curve within this range shall be not less than 0.0175 metre-radians.

To the satisfaction on *Register* shall be given consideration to the potential hazard presented by protected or unprotected openings which may become temporarily immersed within the range of residual stability. ¹⁾

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9.3.4 The stability in the final stage of flooding shall be investigated and may be regarded as a sufficient if the righting lever curve has at least a range of 20° beyond the position of equilibrium in association with a maximum residual righting lever of at least 0.1 m within the 20° range; the area under the curve within this range shall not be less than 0.0175 metre radians. Unprotected openings shall not be immersed within this range unless the space concerned is assumed to be flooded. Within this range, the immersion of any of the openings listed in 9.3.2 and other openings capable of being closed weathertight may be permitted. [‡]

1) Ventilators (complying with ILLC 19(4)) that for operational reasons have to remain open to supply air to the engine room, emergency generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship, are to be considered as unprotected openings with regard to the residual range of stability.

* Ventilators (complying with ILLC 19(4)) that for operational reasons have to remain open to supply air to the engine room, emergency generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship, are to be considered as unprotected openings with regard to the residual range of stability.