

**RULES
FOR THE CLASSIFICATION OF
SHIPS**

*Part 5 – SUBDIVISION
January 2020*

*Amendments No. 2
July 2022*

CROATIAN REGISTER OF SHIPPING

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By the decision of the General Committee of Croatian Register of Shipping,

Amendments No. 2 to the
RULES FOR THE CLASSIFICATION OF SHIPS
Part 5 – SUBDIVISION

have been adopted on 27th June and shall enter into force on 1st July 2022

INTRODUCTORY NOTES

These amendments shall be read together with the requirements in the Rules for the Classification of Ships, Part 5 – Subdivision, edition January 2020, as amended by Amendments No. 1, edition January 2022.

Table 1 contains review of amendments, where items changed or added in relating to previous edition are given, with short description of each modification or addition. All major changes throughout the text are shaded.

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 1974) and all subsequent amendments up to and including the 2018 amendments (MSC.436(99))
Protocol of 1988 relating to the International Convention for the Safety of Life at Sea 1974, as amended (SOLAS PROT 1988).
International Convention on Load Lines, 1966, and Protocol of 1988, as amended up to and including the 2012 amendments (MSC. 345(91)).
International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 thereto (MARPOL 73/78) and all subsequent amendments up to and including the 2011 amendments (MEPC.201(62)).

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); 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

TABLE 1 – REVIEW OF AMENDMENTS

This review comprises amendments in relation to the Rules for the Classification of Ships, Part 5 – Subdivision, edition January 2020, as amended by Amendments No. 1, edition January 2022.

<i>ITEM</i>	<i>DESCRIPTION OF THE AMENDMENTS</i>
SECTION 2 SUBDIVISION AND DAMAGE STABILITY OF PASSENGER SHIPS AND CARGO SHIPS	
Head 2.21	Items 2.21.1, 2.21.2, 2.21.3 and 2.21.8 have been amended in order to include revised requirements of IACS UI SC 161
SECTION 4 SPECIAL REQUIREMENTS FOR TYPE B SHIPS WITH REDUCED FREEBOARD	
Head 4.5	Item 4.5.2 has been amended in order to include revised requirements of IACS UI LL65

2 SUBDIVISION AND DAMAGE STABILITY OF PASSENGER SHIPS AND CARGO SHIPS

■ **2.21 TIMBER DECK CARGO IN THE CONTEX OF DAMAGE STABILITY REQUIREMENTS**, items 2.21.1, 2.21.2 and 2.21.3 have been changed and should be read as follows:

2.21.1 For ships carrying timber deck cargoes which have to fulfil the damage stability requirements of this part of the *Rules*, stability information, as required in 1.5.1.3.8, 1.5.1.3.10 and 1.5.1.3.11 of the *Rules for the classification of ships, Part 4 – Stability*, shall include, among other damage stability related issues, a curve of minimum operating metacentric height (GM) versus draught or maximum allowable vertical centre of gravity (KG) versus draught which covers the requirements in 1.5.1.3.8 of the *Rules for the classification of ships, Part 4 – Stability*.

2.21.2 To ensure the buoyancy of timber deck cargo can be justifiably credited in damage stability calculations, the integrity of the lashed timber deck cargo shall comply with the following:

- .1 The timber deck cargo is to be stowed in accordance with the requirements of 2.9 of the CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 2011 (IMO Resolution A.1048(27)).
- .2 The timber deck cargo is to be secured by lashings and/or uprights.
- .3 Lashings and uprights are to comply with the requirements of 2.10 of the CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER DECK CARGOES, 2011 (IMO Resolution A.1048(27)).

2.21.3 The height and extent of the timber deck cargo shall be in accordance with 3.3.5 of the *Rules for the classification of ships, Part 4 – Stability*, and shall be at least stowed to the standard height of one superstructure.

■ **2.21 TIMBER DECK CARGO IN THE CONTEX OF DAMAGE STABILITY REQUIREMENTS**, item 2.21.8 has been changed and should be read as follows:

2.21.8 When considering the vertical extent of damage, the upper deck may be regarded as a horizontal subdivision (in accordance with 2.7.7.1 of this part of the *Rules*). Thus when calculating damage cases which are limited vertically to the upper deck with the corresponding v factor, the timber deck cargo may be considered to remain buoyant with an assumed permeability of 0.25 at the deepest and partial draught. For damage extending above the upper deck the timber deck cargo buoyancy in way of the damage zone is to be ignored.

4 SPECIAL REQUIREMENTS FOR TYPE B SHIPS WITH REDUCED FREEBOARD

■ **4.5 SHIPS WITH ASSIGNED REDUCED FREEBOARD INTENDED TO CARRY DECK CARGO,** item 4.5.2 has been changed and should be read as follows:

4.5.2 As per 2.1.2.1.4 and 2.1.2.1.5 of this part of the Rules, ships shown to comply with ICLL 1966 Regulation 27 as applied in compliance with IMO Res. A.320(IX) and A.514(13), may be excluded from the application of the requirements of Heads 2.4 to 2.8 of this Part of the Rules, except if they carry deck cargo.