RULES

FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

PART IV

STABILITY

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RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

Rules for the Classification and Construction of Sea Going Ships of Russian Maritime Register of Shipping have been approved in accordance with the established approval procedure and come into force on 1 January 2022.

The present edition of the Rules is based on the 2021 edition taking into account the amendments and additions developed immediately before publication.

The procedural requirements, unified requirements, unified interpretations and recommendations of the International Association of Classification Societies (IACS) and the relevant resolutions of the International Maritime Organization (IMO) have been taken into consideration.

The Rules are published in the following parts:

Part I "Classification";

Part II "Hull";

Part III "Equipment, Arrangements and Outfit";

Part IV "Stability";

Part V "Subdivision";

Part VI "Fire Protection";

Part VII "Machinery Installations";

Part VIII "Systems and Piping";

Part IX "Machinery";

Part X "Boilers, Heat Exchangers and Pressure Vessels";

Part XI "Electrical Equipment";

Part XII "Refrigerating Plants";

Part XIII "Materials";

Part XIV "Welding";

Part XV "Automation";

Part XVI "Structure and Strength of Fiber Reinforced Plastic Ships";

Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships";

Part XVIII "Additional Requirements for Structures of Container Ships and Ships, Dedicated Primarily to Carry their Load in Containers". The text of the Part is identical to IACS UR S11A "Longitudinal Strength Standard for Container Ships" (June 2015) and S34 "Functional Requirements on Load Cases for Strength Assessment of Container Ships by Finite Element Analysis" (May 2015);

Part XIX "Additional Requirements for Cargo Ships of Less Than 500 Gross Tonnage";

Supplement to Rules and Guidelines of Russian Maritime Register of Shipping "IACS Procedural Requirements, Unified Requirements, Unified Interpretations and Recommendations".

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REVISION HISTORY

(purely editorial amendments are not included in the Revision History)

For this version, there are no amendments to be included in the Revision History.

1 GENERAL

1.1 APPLICATION

1.1.1 The requirements of the present Part apply to decked ships [1] sailing in displacement condition. As to sailing ships navigating under sails, the requirements of the present Part apply to them as far as it is reasonable and practicable.

1.1.2 Unless expressly provided otherwise, the requirements of the present Part apply to ships in service as far as it is reasonable and practicable, but it is, however, compulsory for ships which undergo reconstruction, major repair, conversion and modernization if their stability is impaired as a result.

1.1.3 The requirements set forth in this Part do not extend to the light-ship condition, unless expressly provided otherwise.

1.1.4 Based on technical background submitted by the designer, containing assessment of stability, seaworthiness, flooding and conditions of particular operational area, the values required by this Part may be reduced.

[1] In Section 1 of this Part the term "ship" also includes a floating crane, crane ship dock, pontoon and berth-connected ship, unless expressly provided otherwise.

1.2 DEFINITIONS AND EXPLANATIONS

1.2.1 Definitions and explanations concerning the general terminology of the Rules are given in Part I "Classification".

For the purpose of the present Part, the following definitions and explanations have been adopted.

Rolling amplitude is an assumed calculated rolling amplitude.

Moulded depth is the vertical distance measured amidships from the top of plate keel or from the point where the inner surface of shell plating abuts upon the bar keel to the top of the beam of the uppermost continuous deck, i.e. of the deck below which the volume of the ship's hull is taken into account in stability calculations. In ships having a rounded gunwale, the moulded depth is measured to the point of intersection of moulded lines of the uppermost continuous deck and side, the lines extending so as if the gunwale were of angular design. If the uppermost continuous deck is stepped and the raised part of the deck extends over the point at which the moulded depth shall be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

Hydrostatic curves are curves of the ship's lines plan particulars.

Wind pressure is an assumed calculated wind pressure.

Length of ship is the length as defined in the Load Line Rules for Sea-Going Ships.

Liquid cargoes are all liquids on board, including tanker cargo, the ship's liquid stores, ballast water, water in the antirolling tanks and in the swimming pool, etc.

Stores are fuel, fresh water, provision, oil, expendable supplies, etc.

Grain means wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof whose behaviour is similar to that of grain in its natural state.

Booklet is Stability Booklet.

Well is an open space on the upper deck not longer than 30 % of the length of the ship, bounded by superstructures and a continuous bulwark provided with freeing ports.

Heeling moment due to wind pressure is an assumed calculated moment caused by wind pressure.

Amidships is at the middle of the ship's length.

Bulk cargo is grain and non-grain cargo constituted by separate particles and loaded without packaging.

Superstructure is a decked structure on the uppermost continuous deck, extending from side to side of the ship or with the side plating not being inboard of the shell plating more than 4 % of the greatest breadth of the ship. A raised quarter deck is regarded as a superstructure.

Homogeneous cargo is cargo having constant stowage rate.

Openings considered to be open are openings in the upper deck or hull sides, as well as in decks, sides and bulkheads of superstructures and deckhouses whose closures do not comply with the requirements of Section 7 of Part III "Equipment, Arrangements and Outfit" as to their strength, weathertightness and efficiency. Small openings such as those for passing wires or chains, tackle and anchors, and also holes of scuppers, discharge and sanitary pipes shall not be considered as open if they submerge at an angle of inclination more than 30°. If they submerge at an angle of 30° or less, these openings shall be assumed open if they can be considered a source of significant flooding.

Deck timber cargo is a timber cargo carried on open parts of the freeboard deck or superstructure. The said term does not apply to the wood-pulp or similar cargo.

Passage is navigation of a ship outside the prescribed area of navigation.

Voyage is navigation of a ship belonging to the technical fleet within the prescribed area of navigation.

Windage area is the projected lateral area of the above-water portion of the ship (except for a floating crane or crane ship) on the centreline with the ship in the upright position.

Correction for free surfaces is a correction allowing for a decrease in the ship's stability due to the effect of free surfaces of liquid cargoes.

Deckhouse is a decked structure on the upper deck or superstructure deck with its side plating, on one side at least, being inboard of the shell plating by more than 4 % of the greatest breadth of the ship measured amidships to the outside of frames and having doors, windows and other similar openings in external bulkheads.

Series of ships are series of ships according to the definition of "Date of contract for construction of a ship (series of ships)" given in Part I "Classification".

Light ship is a fully ready ship less deadweight. Water ballast is included in the deadweight.

Angle of down-flooding is the angle of heel at which the ship's interior spaces are flooded by water through openings considered to be open or openings which may be opened as required by operation conditions of the ship in working position.

Breadth of ship is the maximum breadth measured on the summer load line from outside of frame to outside of frame in a ship with metal shell and to the outer surface of the hull in a ship with the shell of any other material.

Symbols used in the present Part are given in the Table at the end of the Part.

1.3 SCOPE OF TECHNICAL DOCUMENTATION REVIEW

1.3.1 General provisions pertaining to the procedure of classification and surveys, as well as the requirements for the technical documentation submitted to the Register for review and approval are contained in the General Regulations for the Classification and Other Activity and in Part I "Classification" of these Rules.

1.3.2 For every ship, the following documentation shall be submitted to the Register:

.1 prior to the commencement of ship's construction and conversion:

technical documentation relating to the ship stability;

.2 during ship's construction, conversion and trials:

Stability Booklet;

Guidelines for Safe Ballast Water Exchange at Sea.

1.4 GENERAL TECHNICAL REQUIREMENTS

1.4.1 All calculations shall be made by the methods generally accepted in naval architecture.

1.4.2 Calculation of cross-curves of stability.

1.4.2.1 For ships operating with permanent considerable initial trim, cross-curves of stability shall be calculated with due regard for this trim upon agreement with the Register.

Cross-curves of stability shall be calculated with due regard to the accompanying trim.

In the presence of port-starboard asymmetry (including deck spaces), the most unfavourable righting lever curve shall be used.

1.4.2.2 When calculating the cross-curves of stability, full account may be taken of the tiers of superstructure complying with the requirements of 7.5 of Part III "Equipment, Arrangements and Outfit" for enclosed superstructures.

If a bridge or poop complies with the requirements of 7.5 of Part III "Equipment, Arrangements and Outfit", but the doors in their bulkheads provide the only exits to the deck, and the upper edge of the sills of the superstructure doors in a fully loaded ship immerses at a heeling angle less than 60°, the effective height of superstructures shall be assumed to be half their actual height. If the upper edge of the door sills of a fully loaded ship immerses at a heeling angle equal to, or over, 60°, its effective height above the freeboard deck is taken to be its actual height.

1.4.2.3 When calculating the cross-curves of stability, full account may be taken of the tiers of deckhouse on the freeboard deck, which:

.1 meet the requirements of 7.5 of Part III "Equipment, Arrangements and Outfit" to the enclosed deckhouse;

.2 have an additional exit to the deck above.

If the deckhouses meet the requirements of 7.5 of Part III "Equipment, Arrangements and Outfit", but there is no additional exit to the deck above, such deckhouses shall not be taken into account in calculations of the cross-curves of stability, however, any deck openings inside such deckhouses are assumed as closed.

Openings below the tiers of deckhouse above the freeboard deck are also assumed as closed.

The deckhouses whose closures do not comply with the requirements set forth in 7.5 of Part III "Equipment, Arrangements and Outfit" shall not be considered in calculations of the cross-curves of stability. Any deck openings below them are regarded as closed only if their coamings and means of closing comply with the requirements of 7.3, 7.7 — 7.10 of Part III "Equipment, Arrangements and Equipment".

1.4.2.4 In ships with hatch covers meeting the requirements of Section 7 of Part III "Equipment, Arrangements and Outfit", the volumes of hatches located on the freeboard deck may be taken into account.

1.4.2.5 The cross-curves of stability shall have a small-scaled scheme of super-structures and deckhouses taken into account, specifying the openings considered to be open.

The point shall be indicated in relation to which the cross-curves of stability are calculated.

1.4.3 Arrangement of compartments.

A drawing of watertight compartments shall contain data about the position of the centres of gravity of tanks filled with liquid cargoes and values of free surfaces corrections.

1.4.4 Deck plan.

1.4.4.1 Deck plans shall include data necessary to determine the centres of gravity of deck cargoes.

1.4.4.2 The deck plans of passenger ships shall indicate the deck area on which passengers can walk freely and maximum permissible crowding of passengers on free areas of the deck, with passengers moving to one side of the ship (refer to 3.1.2).

1.4.5 Arrangement of doors, companionways and side scuttles. Angle of down-flooding.

1.4.5.1 The arrangement plan of doors and companionways shall include all doors and companionways to exposed decks, as well as ports and hatches in the shell plating with appropriate references to their design.

1.4.5.2 The arrangement plan of side scuttles shall incorporate all side scuttles located below the uppermost continuous deck, as well as the side scuttles in the superstructures and deckhouses taken into account when calculating the cross-curves of stability.

1.4.5.3 A curve of angles of down-flooding through the lowest opening in the ship's side, deck or superstructure, assumed to be open, shall be appended to the calculations of cross-curves of stability for each ship. Openings for ventilation of machinery spaces, openings for ventilation of passenger spaces and other openings, which shall be open to allow air inside the ship when navigating in rough weather, shall be assumed open even if fitted with weathertight covers.

1.4.6 Calculation of windage area of a ship.

1.4.6.1 The windage area shall include the projections of all continuous surfaces of the ship's hull, superstructures and deckhouses on the centreline, as well as projections of masts, ventilators, boats, deck machinery, all tents that might be stretched in stormy weather as also the projections of side surfaces of deck cargoes, including timber cargo, if the ship design makes the carriage of it possible.

For ships having auxiliary sails, the projected lateral areas of rolled up sails shall be taken into account separately according to the ship's profile plan and included in the total projected lateral area of the continuous surfaces.

It is recommended that projected lateral areas of discontinued surfaces of rails, spars (except for masts) and rigging of ships having no sails and those of various small objects be taken into account by increasing the total projected lateral area of continuous surfaces calculated for draught $d_{\min}$ by 5 % and the statical moment of this area by 10 % with respect to the base plane.

The projected lateral areas of discontinued surfaces of ships subjected to icing is taken into account by increasing the projected lateral area and its statical moment of continuous surfaces calculated for draught $d_{\min}$ under icing conditions by 10 and 20 % or 7,5 and 15 %, respectively, depending upon the ice weight allowance stated in 2.4. In this case, the value of the projected lateral area of discontinued surfaces and the position of its centre of gravity with respect to the base plane are assumed to be constant for all loading conditions.

For container ships the projected lateral area shall be taken into account as a continuous surface having no regard to the clearances between containers.

1.4.6.2 The windage area of discontinued surfaces and small objects can be determined in a more precise way, at the discretion of the designer.

For this purpose when calculating the projected lateral area of rails and crane trusses of lattice type, etc., the overall areas taken into consideration, shall be multiplied by filling factors whose values are taken from Table 1.4.6.2-1:

Table 1.4.6.2-1

Filling factor	No icing	Icing
For rails covered with meshed wire	0,6	1,2
For rails without meshed wire	0,2	0,8
For crane trusses of lattice type	0,5	1,0

For spars, tackle and shrouds of ships with no sails, values of the filling factors shall be adopted in compliance with Table 1.4.6.2-2 depending upon the ratio z_0/b_0 where z_0 is the height of the point of shrouds fastening to the mast over the bulwark; b_0 is the distance between the shrouds at bulwark.

Table 1.4.6.2-2

Filling factors

z_0/b_0	3	4	5	6	7	8	9	10	11	12	13	14
Filling factors:												
no icing	0,14	0,18	0,23	0,27	0,31	0,35	0,4	0,44	0,48	0,52	0,57	0,61
icing	0,27	0,34	0,44	0,51	0,59	0,66	0,76	0,84	0,91	1,0	1,0	1,0

The projections of the hull above the waterline, deckhouses and superstructures shall be taken into account with a flow coefficient 1,0.

The projections of circular section structures located separately on the deck (funnels, ventilators, masts) shall be taken into account with a flow coefficient 0,6.

The projections of small objects, discontinued surfaces, spars, rigging, rails, shrouds, tackle, etc. shall be taken into account with a flow coefficient 1,0.

If the projections of individual components of the windage area overlap one another fully or in part, the areas of only one of the overlapping projections shall be included in the calculation.

If the overlapping projections have different flow coefficients, those with higher coefficients shall be taken for the calculation.

1.4.6.3 Windage area lever z_v shall be determined as a vertical distance, in m, between the centre of the windage area and the centre of the underwater hull lateral area projected on the centreline for an upright ship in smooth water, unless otherwise stated. The position of the centre of windage area and the centre of the underwater hull lateral area is determined by a method generally applied for determining the coordinates of the centre of gravity for a plane figure.

1.4.6.4 The windage area and its statical moment shall be calculated for the ship's draught $d_{\min}$. These components for other draughts are determined by calculation. The use of linear interpolation is permissible if the second point is assumed at the draught corresponding to the summer load line.

1.4.7 Calculation of the liquid cargo effect.

1.4.7.1 Free surface effects shall be considered whenever the filling level in a tank is less than 98 % of full condition.

Free surface effects need not be considered where a tank is nominally full, i.e. filling level is 98 % or above.

But nominally full cargo tanks shall be corrected for free surface effects at 98 % filling level. In doing so, the correction to initial metacentric height shall be based on the inertia moment of liquid surface at 5° of heeling angle divided by displacement, and the correction to righting lever shall be based on the real shifting moment of cargo liquids.

Free surface effects for small tanks may be ignored under condition specified in 1.4.7.7

1.4.7.2 The tanks to be considered at determining the correction for free surfaces may be referred to one of the two categories, namely:

tanks with a permanent filling level (for example, cargo tank with liquid cargo, water ballast tank). Corrections for free surfaces shall be determined for actual filling level prescribed for each tank;

tanks with a variable filling level (for example, consumable liquids, such as fuel, oil, fresh water as well as liquid cargo and ballast at reception, consumption and transfer operations). Except for the cases stipulated in 1.4.7.4, corrections for free surfaces shall have

the maximum values specified within the lower and upper filling boundaries of each tank, provided by the recommendations for ship's operation.

1.4.7.3 Tanks for every type of liquid cargo and ballast, in which according to the operational conditions may simultaneously be free surfaces, as well as anti-heeling tanks and tanks of roll stabilizing system regardless of the tanks categories shall be included in the number of tanks to be considered at calculation of the liquid cargo effect on stability. For consideration of the free surfaces effect, it is necessary to compile the design combination of single tanks or their combinations per each type of liquid cargo. It is necessary to select tanks, which have the maximum free surfaces effect, out of possible operational combinations of tanks per the separate types of liquid cargoes and ballast, or single tanks. The obtained design combination of tanks applies to all loading conditions, except docking, irrespective of the actual availability of free surfaces, including the ship with full stores. At that, angles of heel, for which the maximum corrections are determined, shall be selected with respect to the stability criteria applied to the ship (considering the requirements for subdivision, damage trim and stability, if applicable).

1.4.7.4 For a ship engaged in liquids transfer operation, correction for free surfaces at any stage of the operation may be determined for the actual filling level of the tank at a given stage of transfer.

1.4.7.5 Corrections to the initial metacentric height and the righting lever curve shall be calculated separately as follows.

1.4.7.5.1 Corrections to the initial metacentric height Δm_h shall be determined as a product of liquid cargoes densities by transverse moments of inertia of free surfaces in tanks, calculated for a ship's position without heel in compliance with the categories of tanks specified in 1.4.7.2.

1.4.7.5.2 Corrections to the righting levers may be determined by one of two following methods depending on the rate of variation of a free surface area in a tank at inclination of a ship and on the stability reserve:

.1 correction calculation based on using the actual heeling moment due to the liquid flow in tanks for each angle of ship's heel under consideration;

.2 correction calculation based on using the intrinsic transverse moment of inertia of free surfaces in tanks for a ship's position without heel corrected for each angle of ship's heel θ under consideration by multiplying by $\sin\theta$.

1.4.7.6 The Stability Booklet shall contain only a method used for the calculation of corrections to the righting levers. If instructions on manual assessment of stability for a non-typical loading case provide for an alternative method, the instructions shall include an example of correction for free surfaces calculation with explanation of reasons of different results of manual correction calculation and of calculations by the adopted method.

1.4.7.7 The tanks complying with the following condition may not be included in the calculation

$$\Delta M_{30} < 0{,}01\Delta_{\min}; \qquad (1.4.7.7\text{-}1)$$

for floating cranes, the tanks complying with the following condition may not be included in the calculation

$$\Delta M_{15} < 0{,}02\Delta_{\min} \qquad (1.4.7.7\text{-}2)$$

where ΔM_{30}, ΔM_{15} = heeling moments due to liquids flow at angles of heel equal to 30° and 15°.

Aggregate correction ΔM_{15} for tanks not included in the calculation shall not exceed $0{,}05\Delta_{\min}$. Otherwise, appropriate corrections shall be considered in the calculation.

Usual residues of liquids in emptied tanks shall not be considered in the calculations provided, that the total number of these residues shall not result in considerable increase of the free surfaces effect on ship's stability.

1.4.8 Loading conditions.

1.4.8.1 Stability shall be checked under all loading conditions specified in Sections 3 and 4 for various types of ships.

1.4.8.2 For the types of ships which are not covered by special provisions of Section 3, the loading conditions to be examined shall be as follows:

.1 ship in fully loaded condition with full stores;

.2 ship in fully loaded condition with 10 % of stores;

.3 ship without cargo, with full stores;

.4 ship without cargo, with 10 % of stores.

1.4.8.3 If the loading conditions anticipated in normal service of a ship as regards stability are less favourable than those listed in 1.4.8.2 or specified in Section 3, stability shall also be checked for these conditions.

1.4.8.4 If there is solid ballast on board, its mass shall be included in the light-ship weight.

1.4.8.5 In all cases of loading which might occur in the ship's service, except those specified in 1.4.8.2.1 and expressly provided in Section 3, the weight of ballast water may be included in the deadweight of the ship, where necessary.

1.4.9 Curves of stability.

1.4.9.1 Stability curves calculated with due allowance for the corrections of free surfaces shall be plotted for all loading conditions under consideration.

1.4.9.2 If there are openings considered to be open in the ship's sides, upper deck or superstructures through which water can penetrate inside the hull, the stability curves are considered effective up to the angle of down-flooding. At the inclinations of the ship exceeding the angle of down-flooding, the ship may be regarded to have entirely lost her stability and the curves of stability at this angle are cutting short.

1.4.9.3 If the spread of water coming to a superstructure through openings considered to be open is limited only by this superstructure or a part thereof, such superstructure or its part shall be considered as non-existent at the angles of heel exceeding the angle of down-flooding. In this case, the righting lever curve becomes stepped and that of dynamical stability broken.

1.4.10 Design data relating to stability checking and summary tables.

1.4.10.1 For ships under investigation, all design data relating to stability checking (calculations of loading, initial stability, curves of stability, windage area, amplitudes of roll, angle of heel on account of crowding of passengers to one side, angle of heel on account of turning, of icing, etc.) shall be submitted to the Register for review.

1.4.10.2 For all design loading conditions, tables presenting the results of calculations of displacement, position of the centre of gravity, initial trim and stability, as well as results of stability checking for the compliance with the requirements of the present Part shall be drawn up.

1.4.11 Requirements for Stability Booklet.

1.4.11.1 To provide adequate stability of ships in service, the Stability Booklet approved by the Register and containing the following data shall be issued for each ship:

.1 particulars of ship;

.2 information on how the ship conforms to stability criteria and directions based on the Register requirements for stability, to prevent the ship capsizing;

.3 recommendations concerning stability and other instructions for safe service;

.4 stability data for typical, predetermined loading conditions;

.5 advice and documents necessary to estimate trim and stability of the ship for any cases of full and partial loading which might occur in the ship's service.

The trim and stability of the ship shall be determined by calculation;

.6 instructions concerning the operation of cross-flooding arrangements.

The Stability Booklet shall developed in accordance with the provisions of Appendix 1 to the present Part.

1.4.11.2 The Stability Booklet shall be compiled with regard to the ship's inclining test data.

For ships where the inclining test may be substituted by the light-weight check in compliance with 1.5.2, to be used in the Booklet are the light-ship displacement and longitudinal centre of gravity derived from the light-weight check in conjunction with the light-ship vertical centre of gravity derived from the inclining test.

For ships, whose light-ship properties deviation is within the limits specified in 1.5.2, to be used in the Booklet are the light-ship displacement and longitudinal centre of gravity derived from the light-weight check in conjunction with the higher of either the prototype ship's (previous series-built ship) vertical centre of gravity or the calculated value.

For ships, whose light-ship properties deviation is within the limits specified in 1.5.3, to be used in the Booklet are the light-ship displacement and longitudinal centre of gravity derived from the light-weight check in conjunction with the higher of either the light-ship vertical centre of gravity derived from the inclining test prior to conversion or the design vertical centre of gravity following the conversion.

For ships where inclining test may be omitted in compliance with 1.5.7, to be used in the Booklet are the light-ship displacement and longitudinal centre of gravity derived from the light-weight check in conjunction with the light-ship vertical centre of gravity determined according to 1.5.7. It shall be stated in the Booklet that the ship has been subjected to light-weight check instead of inclining test, and the light-ship vertical centre of gravity has been calculated in compliance with 1.5.7.

1.4.11.3 Where bulk cargoes other than grain are carried, the Booklet as per SOLAS regulation VI/7.2 (specifying the information on stability and strength during loading, unloading and stowage of bulk cargoes other than grain) shall be available on board, which shall be developed in accordance with 1.4.9.7, Part II "Hull".

1.4.11.4 For ships carrying grain in bulk, the Grain Stability Booklet shall be available on board, which shall be developed in accordance with 6.3 of Part I "Main Requirements" of the Rules for the Carriage of Grain.

1.4.12 Requirements for onboard software for stability calculations.

Where the ship's trim and stability is determined using software, the latter shall be approved by the Register in accordance with the requirements of 12.2 of Part II "Technical Documentation" of the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for Ships.

Availability of the onboard software approved by the Register to calculate the ship's trim and stability shall not be a substitute for any section of the approved Stability Booklet.

1.4.13 Requirements for the Guidelines for Safe Ballast Water Exchange at Sea.

If the ballast water exchange at sea is expected, the ship shall be provided with the Guidelines for Safe Ballast Water Exchange at Sea developed according to the Instruction for the Development of Guidelines for Safe Ballast Water Exchange at Sea.

1.5 INCLINING TESTS AND LIGHT-WEIGHT CHECKS

1.5.1 To be inclined are:

.1 every ship before completion of ship's construction, except for the cases specified in 1.5.2;

.2 ships after major repair, conversion or modernization as per 1.5.3;

.3 ships after installation of permanent solid ballast as per 1.5.4;

.4 ships whose stability is unknown or gives rise to doubts;

.5 passenger ships in service — at intervals not exceeding five years if stipulated by 1.5.5;

.6 fishing vessels over 30 m in length, in service, — after 10 years from the date of build or last inclining if stipulated by 1.5.5;

.7 fishing vessels of 30 m in length and less being in service — at intervals not exceeding fifteen years.

In the event that, pursuant to the Dual Classification Agreement, statutory supervision of inclining test/light-weight check is performed by another classification society (ACS) — IACS member, the displacement, longitudinal centre of gravity and vertical centre of gravity derived from the inclining test endorsed by ACS — IACS member, may be recognized by the Register.

1.5.2 For series of ships (except for every fifth ship of the series, i.e. sixth, eleventh, etc.), upon agreement with the Administration (for each particular ship), the inclining test may be substituted by the light-weight check, if design alterations from the first ship of the series, do not result in:

.1 the deviation of the light-ship displacement: for $L \leq$ 50 m — exceeding 2 %, for $L \geq$ 160 m — exceeding 1 % (for intermediate L the acceptable deviation is obtained by linear interpolation); or

.2 the deviation of the light-ship longitudinal centre of gravity exceeding 0,5 % of the length L of the first ship of the series;

Where the deviation exceeds either of the limits above, such ship shall be considered the first ship of a new series as regards stability.

In case of adverse seasonal conditions which may affect test performance accuracy, inclining test of the next ship may be transferred onto the first available ship of a series.

1.5.3 After major repair, conversion and modernization to be inclined are ships, in which structural changes, as shown by calculation, result in:

.1 change of load (total mass of load removed and added) by more than 6 % of the light-ship displacement; or

.2 change in the light-ship displacement by more than 2 % or 2 t, whichever is greater; or;

.3 the deviation of the light-ship longitudinal centre of gravity exceeding 1 % of the ship's length L.

If no inclining test is required upon results of the calculation, the light-weight check shall be carried out.

Irrespective of the calculations submitted, the Register may require the inclining test of the ship to be performed, proceeding from the technical condition of the ship in accordance with 1.5.1.4.

1.5.4 After installation of the permanent solid ballast each ship shall be inclined.

The inclining test of the ship may be omitted if, when installing the ballast, efficient control is effected to ensure the design values of mass and centre of gravity position, or these values can be properly confirmed by calculation.

1.5.5 To determine whether ships specified in 1.5.1.5 and 1.5.1.6 shall be inclined, a light-weight check shall be carried out at periodical intervals:

.1 passenger ships;

.2 fishing vessels over 30 m in length — after 10 years from the date of build or last inclining.

Light-weight check shall be carried out at intervals not exceeding five years.

The ship shall be re-inclined whenever, in comparison with the originally approved Stability Booklet, the deviation of the light-ship displacement exceeds 2 % or the deviation of longitudinal centre of gravity exceeds 1 % of the ship's length is found out as a result of a light-weight check.

1.5.6 Where the inclining test results for the ship built show that the light-ship vertical centre of gravity exceeds design value to the extent that involves the violation of the requirements of the present Part, calculations with explanation of the reasons of such differences shall be attached to the Inclining Test Report.

Based on the investigation analysis of the documents submitted, or in case such documents are not available, the Register may require check inclining test of the ship to be performed. In this case, both Inclining Test Reports shall be submitted to the Register for review.

1.5.7 If a ship is not covered by the International Convention on Load Lines[1], at the shipowner's discretion the Register may substitute the inclining test of a newly built ship by the light-weight check provided an increase of a light-ship vertical centre of gravity by 20 % as against the design value will not result in the violation of the requirements of the present Part.

If the light-weight check results show that the deviation of the light-ship displacement exceeds 2 % of the design value or the deviation of the light-ship longitudinal centre of gravity exceeds 1 % of the ship's length L, the explanatory calculation of such difference shall be attached to the Light-Weight Check Report.

1.5.8 The metacentric height of the ship in the process of the inclining test shall be at least 0,20 m. For this purpose necessary ballast may be taken. When water ballast is taken, the tanks shall be carefully pressed up.

1.5.9 In well performed inclining test the value of the metacentric height obtained may be used in calculations with no deduction for probable error of the test.

The inclining test shall be considered satisfactory performed, provided:

.1 for each measurement the following condition is fulfilled:

$$|h_i - h_{inc}| \le 2\sqrt{\frac{\sum(h_i - h_{inc})^2}{n-1}}, \qquad (1.5.9.1)$$

where h_i = metacentric height obtained by individual measurement;
$h_{inc} = \Sigma h_i/n$ is a metacentric height obtained in inclining the ship;
n = number of measurements.

Measurements not meeting the above condition are excluded when treating the results with appropriate change of the total number n and repeated calculation of the metacentric height h_{inc}.

No more than one measurement is excluded from the calculation;

.2 probable error of the test

$$t_{\alpha n}\sqrt{\frac{\sum(h_i - h_{inc})^2}{n(n-1)}}$$

[1] The International Convention on Load Lines, 1966 (LL-66), as modified by the Protocol of 1988 relating thereto (revised in 2003).

fulfils the condition

$$t_{\alpha n}\sqrt{\frac{\sum(h_i-h_{inc})^2}{n(n-1)}} \leq 0{,}02(1+h_{inc}) \text{ if } h_{inc} \leq 2 \text{ m;} \qquad (1.5.9.2\text{-}1)$$

and

$$t_{\alpha n}\sqrt{\frac{\sum(h_i-h_{inc})^2}{n(n-1)}} \leq 0{,}01(4+h_{inc}) \text{ if } h_{inc} > 2 \text{ m} \qquad (1.5.9.2\text{-}2)$$

where factor $t_{\alpha n}$ is taken from Table 1.5.9.2;

Table 1.5.9.2

Factor $t_{\alpha n}$

n	$t_{\alpha n}$	n	$t_{\alpha n}$
8	5,4	13	4,3
9	5,0	14	4,2
10	4,8	15	4,1
11	4,6	16	4,0
12	4,5		

.3 the following condition is fulfilled considering h and $l_{\max}$ under the most unfavourable design loading conditions:

$$t_{\alpha n}\sqrt{\frac{\sum(h_i-h_{inc})^2}{n(n-1)}}\frac{\Delta_0}{\Delta_1} \leq \varepsilon, \text{ where } \varepsilon = 0{,}05h \text{ or } 0{,}10l_{\max}, \qquad (1.5.9.3)$$

whichever is less, but not less than 4 cm;

.4 total number of satisfactory measurements is not less than 8.

1.5.10 Where the requirements of 1.5.9 are not fulfilled, the value of the metacentric height less the probable error of the test obtained as per 1.5.9.2 shall be taken for calculations.

1.5.11 The inclining test shall be performed in accordance with the Instructions on Inclining Test (refer to Appendix 4 to Section 2 of the Guidelines on Technical Supervision of Ships under Construction) in the presence of the RS surveyor.

1.5.12 The light-weight check shall be carried out in accordance with the Instructions on Inclining Test (refer to Appendix 5 to Section 2 of the Guidelines on Technical Supervision of Ships under Construction) in the presence of the RS surveyor.

1.6 CONDITIONS OF SUFFICIENT STABILITY

1.6.1 Under all loading conditions, the ship's stability, except for floating cranes, crane ships, pontoons, floating docks and berth-connected ships shall comply with the following requirements:

.1 the ship shall withstand, without capsizing, simultaneously the effect of dynamically applied wind pressure and rolling the parameters of which are determined as specified in Section 2;

.2 numerical values of the parameters of the righting lever curve for the ship on still water and the values of the corrected initial metacentric height shall not be below those specified in Section 2;

.3 the effect of consequences of probable icing upon stability shall be taken into account in accordance with Section 2;

.4 stability of a ship shall comply with additional requirements of Section 3.

1.6.2 The stability of floating cranes, crane ships, pontoons, floating docks and berth-connected ships shall comply with the requirements of Section 4.

1.6.3 For ships to which the requirements of Part V "Subdivision" are applicable, the intact stability shall be sufficient to meet these requirements in damaged condition.

1.6.4 When permanent restrictions on the area of navigation imposed on a ship are expanded or changed, the seaworthiness shall be additionally verified according to the risk assessment methodology for evaluation of loss of the ship's dynamic stability, specified in the Collection of Regulating Documents. Book Twenty Four, 2016 (refer to IMO circular MSC.1/Circ.1627), or other methodology agreed with the Register.

1.7 PASSAGE OF SHIPS FROM ONE PORT TO ANOTHER

1.7.1 When passing from one port to another, the ship's stability shall meet the requirements imposed upon ships navigating in a region through which the passage is expected to be undertaken.

1.7.2 The Register may permit the passage of a ship which stability cannot be raised up to that required by 1.7.1 provided that the weather restrictions correspond to its stability.

2 GENERAL REQUIREMENTS FOR STABILITY

2.1 WEATHER CRITERION

2.1.1 The requirements for stability set forth in the present Part are differentiated depending upon the ship's area of navigation.

Definitions of restricted areas of navigation are given in 2.2.5 of Part I "Classification".

2.1.2 Stability of ships of unrestricted area of navigation and of restricted areas of navigation **R1**, **R2**, **R2-RSN**, **R2-RSN(4,5)** and **R3-RSN** shall be considered sufficient as to weather criterion *K*, if the requirements of 2.1.2.5 are met under the assumed effects of wind and seas mentioned below, and:

.1 the ship is under the effect of a wind of steady speed and direction perpendicular to the ship's centreline, to which the lever l_{w1} of wind heeling moment corresponds (refer to Fig. 2.1.2.1);

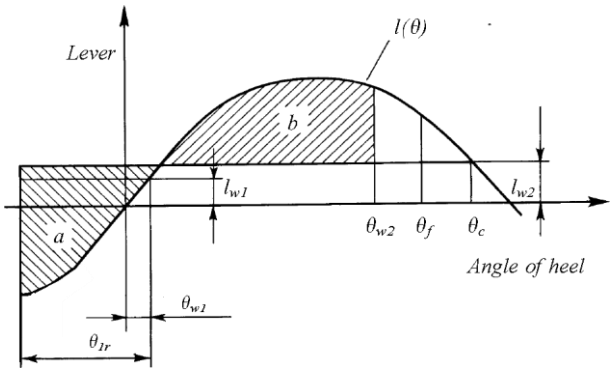


Fig. 2.1.2.1

.2 by the angle of static heel θ_{w1} resulting from steady wind and corresponding to the first point of intersection between the horizontal straight line l_{w1} and the curve of righting levers $l(\theta)$, the ship heels to the weather side under the effect of waves, to an angle equal to the roll amplitude θ_{1r} (refer to Fig. 2.1.2.1);

.3 the ship is then subjected to a gust wind pressure which results in a gust wind heeling lever l_{w2};

.4 the areas a and b are determined and compared, which are shaded in Fig. 2.1.2.1. The area b is formed by a righting lever curve $l(\theta)$, a horizontal straight line corresponding to the heeling lever l_{w2} and the heeling angle $\theta_{w2} = 50°$, or the angle of down-flooding θ_f or the heeling angle θ_c, corresponding to the second point of intersection between the straight line l_{w2} and the righting lever curve, whichever angle is less.

The area a is formed by the righting lever curve, straight line l_{w2} and heeling angle equal to $\theta_{w1} - \theta_{1r}$;

.5 the ship stability is considered sufficient by the weather criterion $K = b/a$, provided the area b is equal to or greater than the area a, i.e. $K \geq 1$.

2.1.3 The angle of static heel θ_{w1} due to steady wind shall not exceed 16° or an angle equal to 0,8 of the open deck edge immersion angle, whichever is less.

The requirements for the angle of static heel of timber carriers and container ships are given in 3.3 and 3.10.

2.1.4 Calculation of heeling lever due to wind pressure.

2.1.4.1 The heeling lever l_{w1}, in m, shall be adopted constant for all heeling angles and shall be determined by the formula

$$l_{w1} = p_v A_v z_v / 1000 g \Delta \qquad (2.1.4.1\text{-}1)$$

where p_v = wind pressure, in Pa, to be determined from Table 2.1.4.1 proceeding from the area of navigation;

z_v = windage area lever to be adopted equal to the vertical distance between the windage area centre A_v and the centre of the underwater hull lateral area projected on the centreline or, approximately, the half of the ship draught;

A_v = windage area, in m^2, to be determined in accordance with 1.4.6;

Δ = ship displacement, in t;

g = gravitational acceleration, equal to 9,81 m/s^2.

Table 2.1.4.1

Area of navigation	Assumed wind pressure p_v, in Pa	Wind gustiness addition m
Unrestricted	504	0,5
Restricted **R1**	353	0,5
Restricted **R2**	252	0,52
Restricted **R2-RSN**	252	0,52
Restricted **R2-RSN(4,5)**	166	0,54
Restricted **R3-RSN**	119	0,55
Note. If the ship of restricted area of navigation is covered by the International Code on Intact Stability (2008 IS Code), assumed wind pressure and wind gustiness addition shall be taken equal to that for the ship of unrestricted area of navigation.		

The heeling lever l_{w2} shall be determined by the formula

$$l_{w2} = (1 + m) l_{w1} \qquad (2.1.4.1\text{-}2)$$

where m = wind gustiness addition.

2.1.4.2 For fishing vessels of unrestricted area of navigation and having a length between 24 and 45 m, the wind pressure value in Formula (2.1.4.1-1) may be ascertained from Table 2.1.4.2 proceeding from the distance Z between the windage area centre and the waterline.

Table 2.1.4.2

Z, in m	1	2	3	4	5	≥6
p_v, in Pa	316	386	429	460	485	504

2.1.4.3 Ships whose stability with respect to the weather criterion does not comply with the requirements for the ships of restricted area of navigation **R2**, may be allowed to operate as ships of restricted area of navigation **R3** with additional restrictions, taking into account the peculiarities of the area and the nature of service.

2.1.5 Calculation of roll amplitude.

2.1.5.1 The roll amplitude, in deg., for a round-bilged ship shall be determined by the formula

$$\theta_{1r} = 109kX_1X_2\sqrt{rS} \qquad (2.1.5.1)$$

where k = factor taking into account the effects of bilge and/or bar keels and determined in accordance with 2.1.5.2; k shall be adopted equal to 1 where the keels are not mounted;

X_1 = dimensionless factor to be adopted from Table 2.1.5.1-1 proceeding from the breadth-to-draught (B/d) ratio;

X_2 = dimensionless factor to be adopted from Table 2.1.5.1-2 proceeding from the block coefficient C_B of the ship;

$r = 0{,}73 + 0{,}6(z_g - d)/d$, while r shall not be adopted greater than 1;

S = dimensionless factor to be adopted from Table 2.1.5.1-3 proceeding from the area of navigation and the roll period T to be determined by the formula

$$T = 2cB/\sqrt{h},$$

where $c = 0{,}373 + 0{,}023B/d - 0{,}043L_{wl}/100$;

h = metacentric height corrected for the effect of free surfaces of liquid cargoes;

L_{wl} = length of ship on the waterline.

Table 2.1.5.1-1

Factor X_1

B/d	≤2,4	2,6	2,8	3,0	3,2	3,4	3,5	3,6	4,0	4,5	5,0	5,5	6,0	≥6,5
X_1	1,00	0,96	0,93	0,90	0,86	0,82	0,80	0,79	0,78	0,76	0,72	0,68	0,64	0,62

Table 2.1.5.1-2

Factor X_2

C_B	≤0,45	0,50	0,55	0,60	0,65	≥0,70
X_2	0,75	0,82	0,89	0,95	0,97	1,00

Table 2.1.5.1-3

Factor *S*

Area of navigation	*T*, in s									
	≤5	6	7	8	10	12	14	16	18	≥20
Unrestricted	0,100	0,100	0,098	0,093	0,079	0,065	0,053	0,044	0,038	0,035
Restricted **R1**, **R2**, **R2-RSN**, **R2-RSN(4,5)**, **R3-RSN**	0,100	0,093	0,083	0,073	0,053	0,040	0,035	0,035	0,035	0,035

2.1.5.2 For ships with bilge keels or bar keel, or both, the factor k shall be adopted from Table 2.1.5.2 proceeding from the $A_k/L_{wl}B$ ratio in which A_k denotes the total area, in m^2, of bilge keels or the lateral projected area of the bar keel, or the sum of both areas.

Table 2.1.5.2

Factor k

$A_k/L_{wl}B$	0	1,0	1,5	2,0	2,5	3,0	3,5	≥4,0
k	1,00	0,98	0,95	0,88	0,79	0,74	0,72	0,70

For **Arc4** to **Arc9** ice class ships, the bilge keels shall be ignored.

2.1.5.3 When calculating the roll amplitude by Formula (2.1.5.1), coefficient k for sharp-bilged ships shall be adopted equal to 0,7.

2.1.5.4 The roll amplitudes of ships equipped with anti-rolling devices shall be determined without regard for the operation of the latter.

2.1.5.5 In Tables 2.1.5.1-1 — 2.1.5.2 the intermediate values shall be obtained by linear interpolation. The calculated roll amplitude values shall be rounded to integer degrees.

2.1.5.6 The tables and formulas used in calculation of roll amplitude are obtained for ships having the following parameters: $B/d \leq 6{,}5$; $0{,}7 < z_g/d < 1{,}5$; $T \leq 20s$. For ships with parameters outside of the above limits the roll amplitude may be determined with model experiments according to the procedure described in the Collection of Regulating Documents. Book Twenty Six, 2019.

2.2 RIGHTING LEVER CURVE

2.2.1 The righting lever curve shall satisfy the following criteria:

.1 the area under the righting lever curve shall not be less than 0,055 m·rad up to the angle of heel of 30° and not less than 0,09 m·rad up to the angle of heel of 40°, or up to the angle of down-flooding θ_f, whichever is the less. Additionally, the area between the angles of heel of 30° and 40°, or between 30° and θ_f, if $\theta_f < 40°$, shall not be less than 0,03 m·rad;

.2 the righting lever shall be not less than 0,25 m for ships with $L \leq 80$ m and 0,20 m for ships with $L \geq 105$ m at an angle of heel greater than 30°. For intermediate values of L, the lever value shall be obtained by linear interpolation;

.3 the angle of heel where the maximum of righting lever curve occurs $\theta_{\max}$ shall not be less than 30°, but it may be reduced to the value determined in accordance with 2.2.2.

Where the righting lever curve has two maxima due to the influence of superstructures or deckhouses, the first maximum from the upright position shall occur at the angle of heel not less than 25°.

2.2.2 Ships with ratio $B/D > 2$ are allowed to navigate having the angle corresponding to the maximum righting arm, reduced as compared to that required under 2.2.1 by a value determined by the formula

$$\Delta\theta_{\max} = 40°(\frac{B}{D} - 2)(K - 1)0{,}5. \qquad (2.2.2)$$

Where $B/D > 2{,}5$ and $K > 1{,}5$, the ratio $B/D = 2{,}5$ and $K = 1{,}5$ shall be adopted. The value of $\Delta\theta_{\max}$ shall be rounded off to the nearest integer.

2.2.3 Ships with ratio $B/D > 2{,}5$ may be allowed[1] to navigate having a reduced angle of heel where the maximum of righting lever curve occurs $\theta_{\max}$, provided the following criteria are satisfied:

.1 the angle of heel where the maximum of righting lever curve occurs $\theta_{\max}$ shall be not less than 15°;

.2 the area under the righting lever curve shall be not less than 0,070 m·rad up to an angle of heel of 15° when the maximum of the righting lever curve occurs at an angle of heel of 15°, or 0,055 m·rad up to an angle of heel of 30°, when the maximum of the righting lever curve occurs at an angle of heel of 30° and above. When the maximum of the righting lever curve occurs at angles of between 15° and 30°, the corresponding area under the righting lever curve, in m·rad, shall be not less than the value determined by the formula

$$A_{\max} = 0{,}055 + 0{,}001(30° - \theta_{\max}). \qquad (2.2.3.2)$$

2.2.4 The angle of down-flooding shall be not less than 50°. For ships having a lesser angle the navigation may be permitted as for ships of restricted area of navigation depending upon the value of wind pressure endured when checking stability for compliance with the weather criterion.

2.2.5 A ship shall comply with the aforesaid requirements when the correction for free surfaces is taken into account in righting lever curves in accordance with the provisions of 1.4.7.

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[1] If the ship is covered by the International Code on Intact Stability (2008 IS Code), the possibility of application of criteria specified in 2.2.3 shall be agreed upon with the Administration.

2.3 METACENTRIC HEIGHT

2.3.1 For all ships under all loading conditions, except for the light-ship condition, the value of corrected initial metacentric height shall be not less than 0,15 m, unless otherwise stated in Section 3.

2.3.2 Initial stability of well-deck ships shall be checked for the case of water penetration into the well.

Amount of water in the well and its free surface shall correspond to the water level up to the lower edge of the freeing ports for a ship in upright position allowing for the deck camber.

If a ship has two or more wells, stability shall be checked for the case of flooding of the largest one.

2.4 ALLOWANCE FOR ICING

2.4.1 For ships operating during winter periods and within winter seasonal zones set up by the Load Line Rules for Sea-Going Ships, in addition to the standard loading conditions, stability shall be checked taking into account the icing in accordance with the instructions of this Chapter. In the ice accretion calculation, account shall be taken of increase in displacement, height of the centre of gravity and windage area due to icing. The stability calculation under icing shall be carried out for the worst loading condition as to stability. When checking stability under icing, the mass of the ice is considered as an overload and is not included in the ship's deadweight.

When checking stability of timber carriers, the icing consideration shall be made in accordance with 3.3.7, of tugs — in accordance with 3.7.1.3, and of vessels of dredging fleet — in accordance with 3.8.6.

2.4.2 When determining the heeling and capsizing moments for ships navigating in winter seasonal zones to the north of latitude 66°30′ N and to the south of latitude 60°00′ S, as also in winter in the Bering Sea, the Sea of Okhotsk and in the Tatarski Strait, the assumed ice weight allowance shall be as specified in 2.4.3 and 2.4.4.

2.4.3 The mass of ice per square metre of the total area of horizontal projection of exposed weather decks shall be assumed to be 30 kg. The total horizontal projection of decks shall include horizontal projections of all exposed decks and gangways, irrespective of the availability of awnings. The vertical moment due to this loading is determined for heights of the centre of gravity of the corresponding areas of decks and gangways.

The deck machinery, arrangements, hatch covers, etc. are included in the projection of decks and not taken into account separately.

For ships with framing fitted above open deck sections, allowance shall be made for an additional mass of ice having the thickness equal to the main framing height.

2.4.4 The mass of ice per square metre of the windage area shall be assumed to be 15 kg. In this case, the windage area and the height of the centre of gravity shall be determined for a draught $d_{\min}$, as specified in 1.4.6, but without the allowance for icing.

2.4.5 In other areas of the winter seasonal zone, the ice weight allowance for winter time shall be assumed to be equal to half of those specified in 2.4.3 and 2.4.4.

2.4.6 The mass of ice and vertical moment calculated in compliance with 2.4.3 — 2.4.5 cover all loading conditions when drawing up the Booklet.

2.4.7 For ships of restricted area of navigation, the righting lever plotted with the allowance for icing shall be at least 0,20 m at an angle of heel $\theta_{max} \geq 25°$.

2.4.8 For ships navigating in winter in the regions of the Black and Asov Seas northwards of the parallel of latitude 44°00′ N, as well as in the region of the Caspian Sea northwards of the parallel of latitude 42°00′ N the icing shall be taken into account in compliance with 2.4.5.

3 ADDITIONAL REQUIREMENTS FOR STABILITY

3.1 PASSENGER SHIPS

3.1.1 Stability of passenger ships shall be checked for the following loading conditions:

.1 ship in the fully loaded condition, with full number of cabin and deck passengers and their effects, and full stores with water ballast tanks empty;

.2 ship in the fully loaded condition, with the full number of cabin and deck passengers and their effects, but with 10 % of stores;

.3 ship without cargo, but with the full number of cabin and deck passengers and their effects and with full stores;

.4 ship in the same loading condition as in 3.1.1.3, but with 10 % of stores;

.5 ship without cargo and passengers, but with full stores;

.6 ship in the same loading condition as in 3.1.1.5, but with 10 % of stores;

.7 ship in the same loading condition as in 3.1.1.2, but with 50 % of stores.

When checking the requirements for the weather criterion, righting lever curve and metacentric height, cabin passengers shall be assumed to be in their accommodation and deck passengers on their decks. The cargo arrangement in holds, 'tween decks and on decks is assumed as for normal service conditions of the ship. Stability with an allowance for icing shall be checked with no passengers on exposed decks.

3.1.2 The stability of passenger ships shall be such that in the eventual case of crowding of passengers to one side on the upper deck accessible for passengers, as near the bulwark as possible, the angle of static heel does not exceed 10°.

3.1.3 The angle of static heel on account of turning shall not exceed 10°.

3.1.4 The heeling moment on turning, in kN·m, shall be determined by the formula

$$M_R = 0{,}20\,\frac{v^2 \cdot \Delta}{L_{wl}}\left(z_g - \frac{d}{2}\right) \qquad (3.1.4)$$

where v = ship's service speed, in m/s;
Δ = displacement, in t;
L_{wl} = length of ship on the waterline.

3.1.5 When performing stability calculations of the angle of heel on account of turning and the angle of heel on account of crowding of passengers to one side, no account shall be taken of icing, wind and rolling effects but taking into account the free surface correction of liquids as specified in 1.4.7.

3.1.6 When determining admissible distribution of passengers crowding to one side on their promenade decks, it shall be assumed that the ship's normal operating conditions are duly observed with an allowance for the position of the equipment and arrangements and the regulations concerning the access of passengers to a particular deck area.

3.1.7 When determining the area where crowding of passengers may be permitted, the passages between benches shall be included in the calculation with factor 0,5. The area of narrow external passages between the deckhouse and the bulwark or railing up to 0,7 m wide shall be included with factor 0,5.

3.1.8 A minimum mass of 75 kg shall be assumed for each passenger. The assumed density of distribution of passengers is 4 persons per square metre of the free area of the deck. The height of the centre of gravity for standing passengers shall be assumed equal to 1,0 m above the deck level (account may be taken, if necessary, of camber and sheer of deck) and that for sitting passengers 0,3 m above the seats.

3.2 DRY CARGO SHIPS

3.2.1 Stability of cargo ships shall be checked for the following loading conditions:

.1 ship having a draught to the summer load line with homogeneous cargo filling cargo holds, 'tween decks, coaming spaces and trunks of cargo hatches, with full stores and with water ballast tanks empty;

.2 ship in the same condition as in 3.2.1.1, but with 10 % of stores and, where necessary, with liquid ballast;

.3 ship without cargo, but with full stores;

.4 ship in the same condition as in 3.2.1.3, but with 10 % of stores.

3.2.2 Where cargo holds of a ship in the loading conditions as under 3.2.1.3 and 3.2.1.4 are used to additionally take liquid ballast, ship's stability with liquid ballast in these holds shall be checked.

3.2.3 Where ships are normally engaged in carrying deck cargoes, their stability shall be checked for the following additional conditions:

.1 ship having a draught to the summer load line (with regard to 3.2.1.1); with holds and 'tween decks filled by homogeneous cargo, with deck cargo, full stores and with water ballast tanks empty;

.2 ship in the same loading condition as in 3.2.1.1, but with 10 % of stores.

3.2.4 The corrected initial metacentric height of ro-ro ships in the loaded condition, with icing disregarded, shall not be less than 0,2 m.

3.2.5 If, during stability verification, it is found out that the value of one of the parameters $\sqrt{h}/B$ and B/d, during stability verification, it is found out that the value of one of the parameters 0,08 and 2,5 respectively, the ship's stability shall be checked additionally on the basis of the acceleration criterion K^* in accordance with 3.12.3. In so doing, if the calculated acceleration value a_{cal} (in fractions of g) is in excess of the maximum permissible one, the ship operation under appropriate loading conditions may be allowed provided the restrictions given in Table 3.12.4 are observed.

In the case of a ship in the ballast condition no check of the acceleration criterion may be effected.

3.2.6 In transporting non-cohesive bulk cargoes like grain having an angle of repose less than or equal to 30° as specified in the International Maritime Solid Bulk Cargoes Code (IMSBC Code), the stability shall comply with the provisions of Rules for the Carriage of Grain.

3.2.7 Bulk carriers of less than 150 m in length shall be fitted with the onboard stability instrument complying with the requirements of 1.4.12.

3.3 TIMBER CARRIERS

3.3.1 Stability of timber carriers shall be checked for the following loading conditions:

.1 ship carrying timber cargo with a prescribed stowage factor (if stowage factor of timber cargo is not specified, the calculation of stability shall be made assuming $\mu = 2{,}32$ m^3/t) in holds and on deck and having a draught to the summer timber load line, with water ballast tanks empty, with full stores;

.2 ship in the same loading condition as in 3.3.1.1, but with 10 % of stores and, where necessary, with liquid ballast;

.3 ship with timber cargo, having the greatest stowage rate specified, in holds and on deck, with full stores, with water ballast tanks empty;

.4 ship in the same loading condition as in 3.3.1.3, but with 10 % of stores and, where necessary, with liquid ballast;

.5 ship without cargo, but with full stores;

.6 ship in the same loading condition as in 3.3.1.5, but with 10 % of stores.

3.3.2 The stowage of timber cargo shall comply with the requirements of the Load Line Rules for Sea-Going Ships as well as with the provisions of the Stability Booklet or special instructions.

In case the stowage of deck timber cargo does not comply with the requirements of the Load Line Rules for Sea-Going Ships, the buoyancy of timber deck cargo shall not be taken into consideration in the calculations of stability, while the ship stability shall comply with the requirements of 2.1 — 2.3.

3.3.3 When calculating the cross-curves of stability, the volume of timber cargo on deck may be included in the calculation with full breadth and height and permeability of 0,25 corresponding to the stowed lumber.

3.3.4 The Stability Booklet shall include data to enable the master to estimate the ship's stability when carrying a timber cargo on deck the permeability of which differs substantially from 0,25. Where the approximate permeability is not known, at least three values shall be adopted, namely, 0,25, 0,4 and 0,6. The latter two values specify the permeability range for the stowed round timber where the larger log diameter corresponds to the higher permeability.

3.3.5 The corrected initial metacentric height shall be not less than 0,1 m in loading conditions mentioned in 3.3.1.1 — 3.3.1.4, and not less than 0,15 m in loading conditions mentioned in 3.3.1.5 and 3.3.1.6.

In loading conditions mentioned in 3.3.1.1 — 3.3.1.4, the righting lever curve shall be in compliance with the following specific requirements:

the area under the righting lever curve shall not be less than 0,08 m·rad up to the heeling angle of 40°, or up to the angle of down-flooding θ_f, whichever is the less;

the maximum righting lever shall be not less than 0,25 m.

The angle of static heel due to steady wind shall not exceed 16°; criterion of 0,8 of the deck edge immersion angle is not applicable to timber carriers.

3.3.6 Stability calculations for a ship carrying deck timber cargo for the most unfavourable loading condition out of those specified in 3.3.1.1 — 3.3.1.4 shall be performed with regard to possible increase in mass of the deck timber cargo due to absorption of water.

Where no appropriate data on the extent of water absorption of wood are available, it is necessary to increase a mass of deck cargo by 10 % in the calculations. This addition in mass shall be considered as an overload and shall not be included in the ship's deadweight.

3.3.7 Allowance for icing (ice accretion).

3.3.7.1 For ships carrying deck timber cargo in winter within winter seasonal zones established by the Load Line Rules for Sea-Going Ships, stability calculations shall be carried out with regard to possible icing in accordance with 2.4.

3.3.7.2 In stability calculations the ice weight allowance for upper surface of the deck timber cargo shown in Fig. 3.3.7.2 is calculated according to 3.3.7.3. The ice weight allowance for the ship and side surface areas of deck timber cargo is taken in accordance with 2.4.

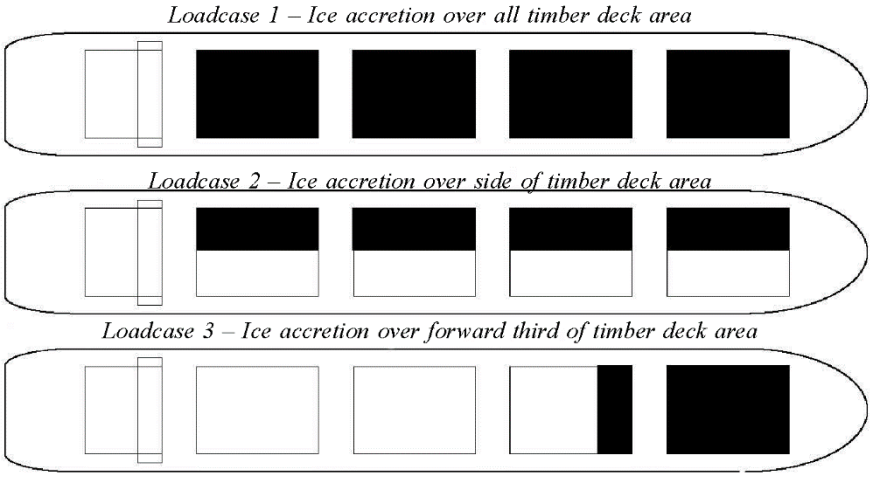


Fig. 3.3.7.2
Ice accretion load cases for timber deck cargoes

3.3.7.3 The ice weight allowance w, in kg/m^2, is taken as follows:

$$w = 30\frac{2{,}3(15{,}2L-351{,}8)}{l_{FB}} f_{tl}\frac{l_{bow}}{0{,}16L}, \qquad (3.3.7.3)$$

where l_{FB} = freeboard height, in mm;
f_{tl} = timber and lashing factor = 1,2;
l_{bow} = length of bow flare region, to be taken as the distance from the longitudinal position at which the maximum breadth occurs on a water line located 0,5 m below the freeboard deck at side to the foremost point of the bow at that waterline.

3.3.8 If a timber carrier is used for the carriage of other kinds of cargo, its stability shall be checked in compliance with the provisions of Section 2 and 3.2. Cross-curves of stability shall be calculated taking no account of deck timber cargo.

3.3.9 The requirements of this Chapter apply to other types of ships when they are used for the carriage of deck timber cargo.

3.4 TANKERS

3.4.1 Stability of tankers shall be checked for the following loading conditions:

.1 ship having draught to summer load line[1], fully loaded with cargo, with full stores and with water ballast tanks empty;

.2 ship fully loaded, but with 10 % of stores;

.3 ship without cargo, but with full stores;

.4 ship in the same loading condition as in 3.4.1.3, but with 10 % of stores.

Where coamings are fitted on the open parts of the tanker's decks for prevention of cargo spillage forming an enclosed space (well), such space shall be considered as filled with sea water and it shall be taken into account in calculation of correction to the initial metacentric height.

3.4.2 Stability of refuelling tankers, bilge water removing ships and oil recovery ships shall be checked for additional loading condition: a ship with 75 % of cargoes and free surfaces in tanks for each kind of cargo, and 50 % of stores with water ballast tanks empty.

3.4.3 All oil tankers shall be fitted with an onboard software for stability calculations approved by the Register, capable of verifying compliance with intact and damage stability requirements.

3.4.4 Stability of tankers having cargo tank or ballast tank breadths more than 60 % of the ship's breadth shall comply with the following additional requirements during cargo loading/unloading operations, including the intermediate stages thereof.

3.4.4.1 When the cargo loading/unloading operations are performed in port the corrected initial metacentric height shall be not less than 0,15 m and the extent of positive intact stability shall be not less than 20°.

3.4.4.2 When the cargo loading/unloading operations are performed at sea and on roadstead all requirements of this Part shall be met.

3.4.4.3 When determining correction for the effect of free surfaces of liquids an allowance shall be simultaneously made for maximum free surface effects in all cargo, ballast and consumable tanks.

3.4.4.4 If the requirements of 3.4.4.1 and 3.4.4.2 are not met, provided the requirements of 3.4.4.3 are complied with, instructions covering the operational restrictions to satisfy the said requirements shall be included into the Stability Booklet.

3.4.4.5 Instructions referred to in 3.4.4.4 shall be formulated with consideration for the following:

they shall be in a language understood by the crew member in charge of loading/unloading operations and shall be translated into English;

they shall not require more complicated mathematical calculations than those provided in the other sections of the Stability Booklet;

they shall indicate the list of cargo and ballast tanks which may simultaneously have free surfaces at any stage of loading/unloading operations;

they shall include typical versions of loading/unloading operations to satisfy the stability requirements under any loading condition specified in the Stability Booklet. The versions shall contain lists of cargo and ballast tanks which may simultaneously have free surfaces during various stages of loading/unloading operations;

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[1] In case the ship is assigned with a tropical load line, the stability shall be checked at draught up to the tropical load line.

they shall provide instructions necessary for independent pre-planning loading/unloading operations, including:

maximum heights of the ship's centre of gravity in graphical and/or tabular form which enables control of compliance with the requirements of 3.4.4.1 and 3.4.4.2;

the method of expeditious assessment of effect produced on the stability by the number of tanks which simultaneously have free surfaces at any stage of loading/unloading operations;

description of means available on board for control and monitoring loading/unloading operations from the viewpoint of the effects on stability;

the method used to monitor loading/unloading operations and to give early warning of possible impeding the stability criteria;

description of means available to suspend loading/unloading operations if the stability criteria are under the threat of being impeded;

information on the possibility and procedure of using shipboard computer and various automated systems to monitor loading/unloading operations (including systems of monitoring tank filling, shipboard computer software by which calculations of trim and stability are performed, etc.);

they shall provide for corrective actions to be taken in case of unexpected technical difficulties which can emerge in the course of loading/unloading operations and in case of emergency.

3.4.4.6 Provisions of the instructions formulated in accordance with 3.4.4.5 shall be specified in the Stability Booklet and also in the computer software available on board, by which trim and stability calculations are performed. A copy of the instructions shall be kept at the loading/unloading control station.

3.4.5 The requirements below are applied to oil tankers of deadweight 5000 and more. The requirements of 3.4.4 are not applicable to the above ships.

3.4.5.1 Each oil tanker shall comply with requirements set forth in 3.4.5.1.1 — 3.4.5.1.2 (considering instructions in 3.4.5.1.3 and 3.4.5.1.4) for any operation draught under the worst possible loading and ballasting conditions (in accordance with good operation practice) including intermediate stages of operations with liquids. Under all conditions it is considered that there is a free surface of liquid in ballast tanks.

3.4.5.1.1 At port the corrected initial metacentric height shall be not less than 0,15 m.

3.4.5.1.2 At sea:

.1 corrected initial metacentric height shall be not less than 0,15 m;

.2 the righting lever curve shall comply with the requirements of 2.2.1.

3.4.5.1.3 While calculating stability, each cargo tank is considered to be filled up to the level, at which the sum of the cargo volume moment in relation to the main plain and the inertia moment of free surface at the heel of 0° reaches its maximum. The density of cargo shall correspond to the available cargo deadweight at the displacement at which the transverse metacentre over the main plain reaches its minimum at 100 % of stores and 1 % of the total water ballast capacity. In calculations shall be accepted the maximum value of inertia moment of the liquid free surface in ballast tanks. In calculations of the initial metacentric height, the correction for free surface of liquids shall be based on the respective inertia moments of the free surfaces at upright ship position. The righting levers may be corrected on the basis of actual corrections for the free surface effect for each angle of heeling.

3.4.5.1.4 As an alternative to the loading condition specified by 3.4.5.1.3, stability is permitted to be checked at all possible combinations of cargo and ballast tank loading. In so doing, the following shall be suggested:

when making calculations, the mass, centre of gravity co-ordinates and heeling moments due to liquid overflow shall correspond to the real contents of all tanks;

the calculations shall be made considering the following assumptions:

the draughts shall be varied between the light-ship draught and scantling draught specified;

consideration shall be given to the ship loading conditions with consumables including but not restricted to fuel oil, diesel oil and fresh water corresponding to 97 %, 50 % and 10 % content;

for each draught, distribution and amount of the ship's consumables, the available deadweight shall comprise ballast water and cargo such that all combinations between the maximum ballast and minimum cargo and vice versa are covered. In all cases, the number of ballast and cargo tanks loaded shall be chosen to reflect the worst combination of centre of gravity applicate and correction for free surfaces from the stability standpoint. Operational limits on the number and list of tanks, simultaneously having free surfaces, or their exclusion are not permitted. All ballast tanks shall have at least 1 % content;

consideration shall be given to cargo densities between the lowest and highest values intended to be carried;

when checking all the combinations of the ship's loading, the interval of the parametric variation shall be such that the worst conditions from the stability standpoint shall be checked. A minimum of 20 intervals for the range of cargo and ballast content, between 1 % and 99 % of total capacity, shall be examined. More closely spaced intervals near critical parts of the range may be necessary.

3.4.5.2 Implementation of the requirements of 3.4.5.1 shall be ensured by design measures. For the combination carriers additional simple operation instructions may be allowed. This instructions shall:

.1 be approved by the Register;

.2 contain the list of cargo and ballast tanks which may have free surfaces during any operations with liquids and in the range of possible densities of cargo, still the above mentioned stability criteria are met;

.3 be easily understandable for the officer responsible for operations with liquids;

.4 provide possibility of planning the sequence of operations with cargo and ballast;

.5 enable to compare real stability figures with the required criteria presented in graphics and tables;

.6 do not require comprehensive mathematical calculations from the officer responsible for operations with liquids;

.7 contain instructions in respect of corrective actions to be fulfilled by the officer responsible for the operations with liquids in case of deviations from recommended figures and in case of accidents;

.8 be highlighted in the Stability Booklet and hang out in the cargo operations control station and put into the ship software performing stability calculations.

3.5 FISHING VESSELS

3.5.1 Stability of fishing vessels shall be checked in service for the following loading conditions:

.1 departure for fishing grounds with full stores;

.2 arrival at a port from fishing grounds with full catch in holds and on deck, if provision is made for the deck cargo in the design, and with 10 % of stores;

.3 arrival at a port from fishing grounds with 20 % of catch in holds or on deck (if provision is made in the design for stowage of cargo on deck), 70 % of ice and salt rating and 10 % of stores;

.4 departure from fishing grounds with full catch and amount of stores ensuring the ship's draught up to the load line.

3.5.2 The amount of full catch is determined depending on the ship's type, capacity of cargo spaces and stability characteristics. It shall correspond to the load line position and shall be specified in stability calculations, as well as in the Booklet.

3.5.3 For net fishing vessels, allowance shall be made for wet fishing nets on deck loading conditions as in 3.5.1.2 — 3.5.1.4.

3.5.4 Stability of a ship, while being on fishing grounds, shall be checked for compliance with the weather criterion for the following loading conditions: a vessel engaged in fishing, with no catch in holds and the hatches of the holds open, catch and wet nets stowed on deck, 25 % of stores and full amount of ice and salt. For vessels where nets and catch are hauled in with the help of cargo booms, account shall also be taken of cargo which is hoisted, with the cargo weight equal to the boom safe working load. The amount of catch allowed to be stowed on deck shall be specified both in the vessel's design and the Booklet.

3.5.5 The ship's amplitude of roll in the loading condition specified in 3.5.4 is assumed to be 10° and the angle of heel at which the coaming of a cargo hatch immerses is regarded as the angle of the ship's flooding through openings considered open. Wind pressure in this loading condition for vessels of unrestricted area of navigation is assumed as that for ships of restricted area of navigation **R1**, the wind pressure for vessels of restricted area of navigation **R1** as that for ships of restricted area of navigation **R2**, the wind pressure for vessels of restricted area of navigation **R2** as that for these ships reduced by 30 %. For ships having a length between 24 and 45 m, the initial wind pressure shall be adopted from Table 2.1.4.1.

3.5.6 For ships in the loading condition of 3.5.4 in which the requirements of 2.2 for the righting lever curve cannot be fulfilled due to flooding of fish holds through hatches remaining open during fishing operations, the angle of flooding through such hatches shall not be less than 20°.

3.5.7 The corrected initial metacentric height under the light ship loading condition, shall be not less than 0,05 m or $0{,}003B$, whichever is the greater.

For single-deck ships, the corrected initial metacentric height shall not be less than 0,35 m. However, in case of ships with continuous superstructures and those which length exceeds 70 m, the corrected initial metacentric height may be reduced to 0,15 m.

3.5.8 Under all loading conditions, the ship's stability shall conform to 3.1.2 — 3.1.5, 3.1.7 — 3.1.8 where the ships are used for processing fish and other living resources of the sea and have a crew on board of more than 12 persons engaged in catching and processing only. From the point of the above requirements, the crew members in question are regarded as passengers.

3.5.9 In the case of icing the parameters of the righting lever curve shall comply with 2.2.

3.5.10 If the catch is carried in bulk, it is considered as liquid cargo. The effect of liquid cargo is taken into account in compliance with the requirements of 1.4.7.

3.5.11 Stability of fishing vessels of less than 24 m in length shall be checked in compliance with the requirements of Part IV "Stability and Freeboard" of the Rules for the Classification and Construction of Small Sea Fishing Vessels.

3.6 SPECIAL PURPOSE SHIPS

3.6.1 The stability of whale factory ships, fish factory ships and other ships used for processing the living resources of the sea and not engaged in catching the same shall be checked for the following loading conditions:

.1 ship with special personnel, full stores, and full cargo of tare and salt on board;

.2 ship with special personnel, 10 % of stores, and full cargo of its production on board;

.3 ship in the same loading condition as in 3.6.1.2, but with 20 % of production and 80 % of tare and salt on board;

.4 ship in the same loading condition as in 3.6.1.1, but with 25 % of stores and the cargo being processed on board.

3.6.2 The stability of research, expeditionary, hydrographic, training and similar ships shall be checked for the loading conditions below:

.1 ship with special personnel and full stores on board;

.2 ship in the same loading condition as in 3.6.2.1, but with 50 % of stores on board;

.3 ship in the same loading condition as in 3.6.2.1, but with 10 % of stores on board;

.4 ship in the same loading conditions as in 3.6.2.1 — 3.6.2.3, but with full cargo on board if the carriage of the latter is envisaged.

3.6.3 The stability of special purpose ships shall be in accordance with 3.1.2 — 3.1.5, 3.1.7 — 3.1.8. From the point of view of the above requirements special personnel shall be regarded as passengers.

3.6.4 For special purpose ships that are similar to supply vessels, the requirements for the righting lever curve may be reduced, as stated in 3.11.4.

3.6.5 For whale factory ships, fish factory ships and other ships used for processing the living resources of the sea, the requirements of 3.5.7 concerning the initial metacentric height apply.

3.6.6 For whale factory ships, fish factory ships and other ships used for processing the living resources of the sea, the requirements of 3.5.9 for the righting lever curve in the case of icing apply.

3.7 TUGS

3.7.1 General.

3.7.1.1 This Chapter applies to ships with descriptive notation **Tug** in the class notation.

3.7.1.2 This Chapter applies to other ships, in case the ships are intended for towing operations.

3.7.1.3 When checking stability of tugs for compliance with the requirements of Section 2` and this Chapter, the ice weight allowance is assumed to be:

.1 for tugs specially designed for salvage operations, twice as much those given in 2.4;

.2 for other tugs, in accordance with 2.4.

3.7.2 Loading conditions.

3.7.2.1 Stability of tugs shall be checked for the following loading conditions:

.1 maximum operational draught at which towing may be carried out, with 100 % of stores;

.2 minimum operational draught at which towing operations may be carried out, with 10 % of stores;

.3 intermediate condition with 50 % of stores,

and stability of tugs which have cargo holds shall be additionally checked for the following loading conditions:

.4 ship with full cargo in holds and full stores;

.5 ship with full cargo in holds and 10 % of stores.

3.7.2.2 The weight of spare tow lines and tow lines on towing winches shall be taken into account for given loading conditions.

3.7.3 Stability criteria.

3.7.3.1 The area A contained between the righting lever curve and the heeling lever curve occurring during towing calculated in accordance with 3.7.4.1, measured from the angle of heel θ_e to the angle of the second intersection θ_c, or the angle of down-flooding θ_f, whichever is less, shall be greater than the area B contained between the heeling lever curve and the righting lever curve, measured from the angle of heel $\theta = 0$ to the angle of heel θ_e.

θ_e — angle of heel of first intersection between the righting lever and heeling lever curves, in deg.;

θ_f — angle of down-flooding, in deg. Openings required to be fitted with weathertight closing devices but, for operational reasons, are required to be kept open (doors leading to machinery and boiler trunks or to upper deck superstructures, as well as the doors to all companionways of spaces located below the upper deck) shall be considered in stability calculation;

θ_c — angle of second intersection between the righting lever and heeling lever curves, in deg.

3.7.3.2 The first intersection between the righting lever curve and the heeling lever curve occurring due to tow line jerk calculated in accordance with 3.7.4.2 shall occur at an angle of heel less than the angle of down-flooding θ_f.

3.7.3.3 A minimum freeboard at stern, measured on centreline, shall be at least $0{,}005L$.

3.7.4 Heeling lever.

3.7.4.1 Lever of heeling moment, occurring during towing operations, generated by the maximum transverse thrust exerted by the tug's propulsion and steering systems and the corresponding opposing tow line pull, HL_θ, in m, shall be calculated according to the following formula:

$$HL_\theta = \frac{BP \cdot C_T \cdot (h \cdot \cos\theta - r \cdot \sin\theta)}{g \cdot \Delta} \qquad (3.7.4.1)$$

where BP = maximum continuous pull (bollard pull), in kN;

C_T = 0,5, for tugs with non-azimuth thrusters;
0,9/(1+l/L), for tugs with azimuth thrusters installed at a single point along the length. C_T shall not be less than 0,7 for tugs with azimuth stern drive towing over the stern or tractor tugs towing over the bow, and not less than 0,5 for tugs with azimuth stern drive towing over the bow or tractor tugs towing over the stern.
For tugs with other propulsion and towing arrangements, the value of C_T shall be determined prior to commencement of calculations;
Δ = displacement, in t;
l = longitudinal distance, in m, between the towing point and the vertical centreline of the propulsion unit;
h = vertical distance, in m, between the towing point and the horizontal centreline of the propulsion unit;
g = gravitational acceleration, in m/s^2, to be taken as 9,81;
r = transverse distance, in m, between the centreline and the towing point;
L = length of the ship, in m.

3.7.4.2 Lever of heeling moment, caused by the tow line jerk HL_{θ_jerk}, in m, shall be calculated according to the following formula:

$$HL_{\theta_jerk} = C_1 \cdot C_2 \cdot \gamma \cdot V^2 \cdot A_p \frac{h \cdot \cos\theta - r \cdot \sin\theta + C_3 \cdot d}{2g \cdot \Delta} \qquad (3.7.4.2)$$

where $C_1 = 2{,}8\left(\frac{L_h}{L_{pp}} - 0{,}1\right)$ $\quad 0{,}1 \le C_1 \le 1{,}00$;
$C_2 = \left(\frac{\theta}{3\theta_D} + 0{,}5\right)$ $\quad C_2 \le 1{,}00$;
θ_D = deck edge immersion angle, in deg., calculated according to the formula
$\theta_D = \text{arctg}\left(\frac{2f}{B}\right)$;
C_3 = distance from the centre of lateral projected area of the underwater hull A_p to the waterline as fraction of the draught related to the heeling angle, in m,
$C_3 = \left(\frac{\theta}{\theta_D}\right) \cdot 0{,}26 + 0{,}30$ $\quad 0{,}50 \le C_3 \le 0{,}83$;
γ = specific gravity of water, in t/m^3;
V = lateral velocity, in m/s, to be taken as 2,57 (5 knots);
A_p = lateral projected area of the underwater hull on the centreline, in m^2;
r = transverse distance between the centreline and the towing point, in m;
L_h = longitudinal distance, in m, from the aft perpendicular to the towing point;
L_{pp} = length between perpendiculars;
d = ship's draught, in m.

3.7.4.3 The towing point (being the location where the tow line force is applied to the tug) may be a towing hook, staple, fairlead or equivalent fitting serving for fastening or restricting the movement of the tow line.

3.8 VESSELS OF DREDGING FLEET

3.8.1 Working conditions.

Working conditions is an operation of a vessel according to its purpose within the prescribed operation zones:

.1 Zone 1 — coastal zone up to 20 miles from the coast;

.2 Zone 2 — zone including the prescribed area of navigation of a vessel.

3.8.2 Loading conditions.

Depending on the type of a vessel of dredging fleet and its dredging gear the following conditions of loading shall be considered.

3.8.2.1 For vessels of dredging fleet of all types during voyages:

.1 vessel with full stores, without spoil, dredging gear being secured for sea;

.2 vessel in the same loading condition as in 3.8.2.1.1, but with 10 % of stores.

3.8.2.2 In operating conditions for hopper dredgers and hopper barges:

.1 vessel with full stores, with spoil in the hopper, dredging gear being secured for sea;

.2 vessel in the same loading condition as in 3.8.2.2.1, but with 10 % of stores.

For hopper dredgers equipped with grab cranes additional loading conditions, such as with grab cranes operating from one side and crane boom being in the athwartship plane, with spoil in the grab, with maximum loading moment and also with the highest position of the boom with due regard to initial heel shall be considered. These conditions shall be considered for a vessel with 10 % of stores and full stores, both with spoil and without it.

Notes: 1. The mass of spoil in the grab is taken to be $1,6V$ t where V is the volume of the grab, in m^3.

2. The quantity of spoil in the hopper and the position of the centre of gravity shall be determined assuming that the hopper is filled with homogeneous spoil up to the level of the upper discharge holes or the upper coaming edge, if the discharge holes are not provided, with the vessel having a draught up to the load line permitted when dredging.

3.8.2.3 In operating conditions for dredgers equipped with bucket ladder:

.1 vessel with full stores, with spoil in buckets, ladder being secured for sea;

.2 vessel in the same loading condition as in 3.8.2.3.1, but with 10 % of stores.

Note. Spoil is taken into the buckets of the upper part of the ladder (from upper to lower drum). The mass of spoil in each bucket is taken to be $2V$ t where V is the full volume of the bucket, in m^3.

3.8.2.4 In operating conditions for dredgers, other than those equipped with bucket ladder:

.1 vessel with full stores, with dredging gear in the highest position possible in normal operation;

.2 vessel in the same loading condition as in 3.8.2.4.1, but with 10 % of stores.

For dredgers equipped with grab cranes the additional loading conditions shall be considered in compliance with 3.8.2.2.

Notes: 1. Spoil pipeline within the vessel is assumed to be filled with spoil having density equal to 1,3 t/m^3.

2. The mass of spoil in the grab (bucket) is assumed to be $1,6V$ t where V is the volume of the grab (bucket), in m^3.

3.8.3 Calculation of cross-curves of stability and inclining test.

3.8.3.1 When calculating cross-curves of stability for vessels of dredging fleet, the manholes of air spaces may be considered closed irrespective of the coaming height if they are fitted with covers conforming to 7.9, Part III "Equipment, Arrangements and Outfit".

3.8.3.2 Hopper barges, dredgers and other vessels in which the watertight integrity of their hoppers cannot be achieved due to the structural peculiarities may be inclined with water in the hoppers which communicates easily with sea water.

3.8.4 Checking of stability in working conditions and during voyages.

3.8.4.1 Stability of vessels of dredging fleet during voyages shall be calculated having regard to the area of navigation prescribed to the vessel concerned. To be stated both in the specification and in the Stability Booklet are the conditions of voyages, if any (ballast water available, extent to which the dredging gear is dismantled, the position of the ladder, the possibility of spoil transportation in the hopper beyond the limits of 20-mile coastal zone, etc.). The dredgers equipped with a ladder may undertake voyages in the unrestricted area of navigation only with the bucket chain dismantled.

3.8.4.2 When calculating stability of vessels of dredging fleet under working conditions, the following is assumed:

.1 in Zone 1 wind pressure shall be taken: for vessels of unrestricted area of navigation as for ships of restricted area of navigation **R1**; for vessels of restricted area of navigation **R1** as for this area, but reduced by 25 %; for other areas of navigation, as for restricted area of navigation **R2**; amplitude of roll, as for restricted areas of navigation;

.2 in Zone 2 wind pressure and amplitude of roll shall be taken in accordance with area of navigation prescribed for the vessel concerned.

3.8.4.3 Amplitude of roll of the dredgers shall be determined in accordance with 2.1.5.

For restricted areas of navigation **R1** and **R2**, the amplitude of roll determined by Formula (2.1.5.1) shall be multiplied by factor X_3, the value of which is taken from Table 3.8.4.3.

For hopper dredges and hopper barges having bottom recesses for flaps factor X_1 is adopted from Table 2.1.5.1-1 for the ratio B/d, multiplied by coefficient $(\nabla + \nabla_v)/\nabla$, where ∇ is the volume displacement of the vessel with no regard to bottom recess, in m^3; ∇_v is the volume of bottom recess, in m^3.

Table 3.8.4.3

Factor X_3

$\sqrt{h_0/B}$	0,04	0,05	0,06	0,07	0,08	0,09	0,1	0,11	0,12	0,13	0,14	0,15	0,16	0,17	0,18	0,19	0,2
X_3	1,27	1,23	1,16	1,08	1,05	1,04	1,03	1,02	1,01	1,0	1,0	1,01	1,03	1,05	1,07	1,10	1,13

3.8.4.4 Stability of dredgers and hopper dredgers equipped with grab cranes when additional loading conditions (refer to 3.8.2.2) are considered shall meet the requirements of 4.1.

3.8.4.5 Stability of hopper dredgers and hopper barges whose construction of bottom flaps and their drive does not prevent the possibility of spoil discharge from one side shall be checked with due regard to such discharge only for compliance with weather criterion as specified in 3.8.4.6 and 3.8.4.7 for the most unfavourable loading condition out of the conditions specified in 3.8.2.2.1 and 3.8.2.2.2:

.1 where the spoil in the hopper has a density less than 1,3 t/m^3 with the amplitude of roll of 10° with regard to the angle of static heel equal to the sum of the static heeling due to spoil discharge θ_{sp} and the static heeling resulting from steady wind θ_{wl} in accordance with 2.1.2.2;

.2 where the spoil in the hopper has a density equal to, or more than 1,3 t/m^3, with due regard to the dynamic character of discharge, with an amplitude of roll equal to the sum of 10° and the amplitude of vessel's rolling θ_{3r} with respect to static heeling which, in its turn, is equal

to the sum of heeling due to spoil discharge θ_{sp} and the heeling resulting from steady wind θ_{wl} in accordance with 2.1.2.2.

The value of θ_{3r}, in deg., is determined by the formula

$$\theta_{3r} = 0{,}2\theta_{sp}. \qquad (3.8.4.5.2)$$

3.8.4.6 Transverse centre of gravity y_g, in m, when discharging half the spoil from one side out of fully loaded hopper, is determined by the formula

$$y_g = Py/(2\Delta) \qquad (3.8.4.6\text{-}1)$$

where P = total mass of spoil in the hopper, in t;
y = transverse centre of gravity of spoil discharged from one side, in m;

$$\Delta = \Delta_{\max} - P/2 \qquad (3.8.4.6\text{-}2)$$

where $\Delta_{\max}$ = vessel's displacement prior to spoil discharge, in t.

3.8.4.7 When spoil is discharged by long chute or conveyor methods, stability of a dredger shall be checked for the case of statical action of the moment due to the mass forces of the long chute or the conveyor (in the athwartship plane) filled with spoil (with no regard to the waves and wind effects). In this case, the vessel's stability is considered to be adequate, if maximum statical heel is not more than the angle of down-flooding or the angle at which the freeboard becomes equal to 300 mm, whichever is less.

3.8.5 Effect of liquid cargoes.

When calculating the effect of liquid cargoes as specified in 1.4.7 for hopper dredgers and hopper barges, it shall be assumed that:

.1 for a vessel with spoil having density over 1,3 t/m^3, the spoil is regarded as solid non-overflowing cargo; the lever of statical and dynamical stability is determined for the constant displacement and position of the spoil centre of gravity in the hopper;

.2 for a vessel with spoil having density equal to, or less than 1,3 t/m^3 the spoil is regarded as liquid cargo; the lever of statical and dynamical stability is determined at the variable displacement and position of the spoil centre of gravity, taking account of the spoil flowing overboard and reduction of the vessel's draught.

No such calculation is carried out if the vessel is provided with a longitudinal bulkhead in the hopper, the spoil in the latter case being regarded as solid cargo;

.3 for a vessel without spoil, the hopper is in communication with sea water, that is flaps or valves are open. The lever of statical and dynamical stability is determined for the constant displacement (as for a damaged vessel).

3.8.6 Effect of dredging gear icing.

When estimating the effect of icing of vessels of dredging fleet, the horizontal projection of dredging gear is added to the area of horizontal projection of decks (the centreline projection being included in the windage area). The vertical moment due to this additional ice load is determined by the centre of gravity elevation of the projection of the dredging gear in its working or secured for sea position to the centreline.

3.8.7 Righting lever curve.

3.8.7.1 The righting lever curve of hopper dredgers and hopper barges during voyages and under working conditions shall meet the requirements of 2.2.

3.8.7.2 The maximum righting lever of dredgers equipped with bucket ladder for all loading conditions specified in 3.8.2, as well as when taking account of icing, for vessels:

operating in Zone 1 — shall be not less than 0,25 m;

during voyages, passages and when operating in Zone 2 — shall be not less than 0,4 m;

at a heeling angle $\theta_{\max}$ shall be $\geq 25°$.

3.8.7.3 For dredgers equipped with bucket ladder with $B/D > 2{,}5$, angle θ_{max} may be reduced as compared to that required under 3.8.7.2 by the value $\Delta\theta_{max}$ calculated according to the following formula depending on B/D ratio and the weather criterion K and provided that every 1° reduction accounts for increase of l_{max} by 0,01 m in relation to the normative value:

$$\Delta\theta_{max} = \frac{25°(B/D-2{,}5)(K-1)}{2} \quad (3.8.7.3)$$

For $B/D > 3{,}0$, $B/D = 3{,}0$ shall be assumed, and for $K > 1{,}5$, $K = 1{,}5$ shall be assumed.

The value of $\Delta\theta_{max}$ is rounded to the integer.

For dredgers of unrestricted area of navigation, the reduction of angle θ_{max} is not permitted.

3.9 SHIPS UNDER 24 M IN LENGTH

3.9.1 When determining the cross-curves of stability, it is possible to take into consideration deckhouses of the first tier only which conform to 1.4.2.3.1 and from which there is either an additional exit to the deck above or exits to both the sides.

3.9.2 Stability as to weather criterion shall not be checked. However, for the operation of the ships, restrictions on the distance to the port of refuge and the sea state shall be introduced.

For small ships, restrictions on the area and conditions of navigation shall be set down and included in the Stability Booklet:

.1 for ships of less than 15 m in length and passenger ships of less than 20 m in length restricted area of navigation **R3** may be prescribed.

For ships 15 — 20 m in length, other than passenger ships, an area of navigation not higher than **R2** may be prescribed.

For ships 20 — 24 m in length, other than passenger ships, an area of navigation not higher than **R1** may be prescribed;

.2 non-passenger ships of less than 15 m in length may proceed to sea and be en route at sea state not more than 4, ships 15 — 20 m in length — not more than 5; ships 20 — 24 m — not more than 6;

.3 passenger ships of less than 20 m in length may proceed to sea and be en route at sea state not more than 3; ships 20 — 24 m — not more than 4;

.4 having regard to stability and seaworthiness of ships and depending on the reliable provision of the area of navigation concerned with forecasts, as well as on the operating experience for ships of similar type and the same or approximately the same dimensions, available for this area of navigation, the Register may change the restrictions on the area of navigation and permissible sea state specified in 3.9.2.1 — 3.9.2.3;

.5 when determining maximum permissible sea state for small craft carried on depot ships (for example, small fishing boats carried on mother ships), in addition to the provisions of 3.9.2.2 and 3.9.2.3, maximum sea state at which the craft can be safely lifted on board the depot ship shall be taken into account;

.6 additional restrictions may be introduced in zones of special sea conditions.

Referred to such zones are:

zones of surf (breaking) waves;

zones of local abrupt increase in wave height and steepness (bars in estuaries, tossing, etc.).

Zones of special sea conditions are set on the basis of the data of local hydrometeorological and hydrographic offices.

3.9.3 The angle of down-flooding shall be not less than 40°.

3.9.4 The righting lever curve of a fishing vessel, when on fishing grounds, under the loading conditions stated in 3.5.4 may not conform to the requirements of 2.2.1 for the maximum arm. Under those loading conditions, the maximum righting lever shall be not less than 0,2 m.

3.9.5 The corrected initial metacentric height shall be not less than 0,5 m. The corrected initial metacentric height of fishing vessels under loading condition stated in 3.5.4 shall be not less than 0,35 m.

3.9.6 The initial stability of fishing vessels hauling in the nets and catch with cargo booms shall be sufficient (under loading conditions stated in 3.5.4 as well) to ensure that the static heel angle of the ship when handling the nets and operating the cargo boom at its maximum outreach would not exceed 10° or the angle at which the deck is immersed (whichever is less).

3.9.7 Operation of the ships under conditions of eventual icing shall not, in general, be permitted.

Where due to the mode of operation and purpose the possibility of sailing into regions where icing might occur cannot be completely ruled out for a ship, the values of initial metacentric height and other parameters of righting lever curves drawn taking icing into consideration shall not be less than those stated in 2.2, 3.9.3 and 3.9.5.

3.9.8 The Stability Booklet shall include indications of the permissible speed and angle of rudder shifting in turning. The permissible values of initial turning speed and angle of rudder shifting shall be determined by tests during acceptance trials of the prototype ship assuming that the angle of heel on account of steady turning shall not exceed:

.1 for non-passenger ships, the angle at which the freeboard deck is immersed or 12°, whichever is less;

.2 for passenger ships, taking account additionally of the effect of the simulated heeling moment due to passengers crowding to one side (to be determined in accordance with 3.1.2), the angle at which the freeboard deck is immersed or 15°, whichever is less.

The Register may apply the provisions of 3.9.8.2 to the stability of non-passenger ships (for instance, when persons not belonging to the ship's crew are on board).

The requirements of 3.1.3 and 3.1.4 are not applicable to ships of less than 24 m in length.

3.9.9 The initial stability of passenger ships shall be checked for conformity with 3.1.2. The angle of heel due to passengers crowding to one side shall not be greater than the angle corresponding to 0,1 m freeboard before the deck is immersed or 12°, whichever is less.

If necessary, the Register may apply the requirements of 3.1.2 to the stability of non-passenger ships (for instance, when persons are on board who are not members of the regular crew). In this case, the heel is determined on the assumption that all persons crowd to one side who are not engaged in handling the ship.

3.9.10 In the Stability Booklet it shall be specified that when the ship is under way in following seas, with the wave length equal to, or exceeding the length of the ship, its speed v, in knots, shall not be greater than determined by the formula

$$v = 1{,}4\sqrt{L} \qquad (3.9.10)$$

where L = length of the ship, in m.

3.10 CONTAINER SHIPS

3.10.1 In calculating stability of container ships, the vertical centre of gravity position of each container shall be taken equal to half the height of the container of the type concerned.

3.10.2 Stability of container ships shall be checked for the following loading conditions:

.1 ship with maximum number of containers, each loaded container having the mass equal to one and the same part of the maximum gross mass for each type of containers, with full stores at the draught up to the summer load line;

.2 ship in the same loading condition as in 3.10.2.1, but with 10 % of stores;

.3 ship with maximum number of containers, each loaded container having the mass equal to 0,6 of the maximum gross mass for each type of containers, with full stores;

.4 ship in the same loading condition as in 3.10.2.3, but with 10 % of stores;

.5 ship with containers, each loaded container having the mass equal to the maximum gross mass for each type of containers, with full stores at the draught up to the summer load line;

.6 ship in the same loading condition as in 3.10.2.5, but with 10 % of stores;

.7 ship with maximum number of empty containers, but with full stores;

.8 ship in the same loading condition as in 3.10.2.7, but with 10 % of stores;

.9 ship with no cargo, but with full stores;

.10 ship in the same loading condition as in 3.10.2.9, but with 10 % of stores.

When determining the arrangement of containers on board under the loading conditions mentioned above, the allowable loads upon the hull structures shall be considered.

3.10.3 If other loading conditions different from those listed in 3.10.2 are provided in the technical assignment, stability calculations shall also be made for such conditions with full stores and 10 % of stores.

3.10.4 Stability of container ships for any loading condition with containers shall be such that the angle of heel on account of steady turning or under the effect of continuous beam wind as determined from the statical stability curve does not exceed half the angle at which the freeboard deck immerses; in any case, the heeling angle shall not exceed 16°.

Where the deck cargo of containers is located on cargo hatch covers only, the angle at which the hatch coaming edge or a container is immersed, whichever angle is less, may be adopted instead of the angle at which the upper deck edge is immersed (provided the containers protrude beyond the coaming in question).

3.10.5 The heeling moment on steady turning in kN·m, is determined by the formula

$$M_R = 0{,}2\frac{v_0^2 \cdot \Delta}{L_{wl}}\left(z_g - \frac{d}{2}\right) \qquad (3.10.5)$$

where v_0 = ship's operational speed, in m/s;
Δ = displacement, in t.

3.10.6 The moment lever due to wind pressure used to determine the heeling angle according to 3.10.4 shall be determined by Formula (2.1.4.1-1) in which p_v is taken equal to that for ships of unrestricted area of navigation given in Table 2.1.4.1.

3.10.7 All calculations of statical angle of heel on account of beam wind or steady turning shall be made with no regard for icing, but having regard for the free surface effect of liquid cargoes as required by 1.4.7.

3.10.8 Where the requirement of 3.10.4 to the value of the angle of heel at steady turning of a ship at operational speed cannot be complied with, the Stability Booklet shall contain the maximum permissible ship's turning approach speed, determined at a condition of compliance with 3.10.4.

3.10.9 The requirements of this Part are applicable to ships of other types appropriated for the carriage of cargoes in containers on deck.

Where, acting in line with 3.10.2.1 and 3.10.2.5, it is not possible to load the ship to the summer load line the ship may be considered for the relevant loading conditions at the maximum draught possible.

3.11 SUPPLY VESSELS

3.11.1 This Chapter applies to ships with descriptive notation **Supply vessel** in the class notation.

3.11.2 In addition to the loading conditions listed in 1.4.8.2, the stability of supply vessels shall be checked for the following loading conditions:

.1 ship with full stores and full deck cargo with the greatest prescribed stowage factor in the most unfavourable case of distribution of the rest of the cargo (when pipes are carried as deck cargo — taking the water entering the pipes into consideration);

.2 ship in the same loading condition as under 3.11.2.1, but with 10 % of stores.

3.11.3 The volume of water V_a lingering in the pipes carried on deck shall be determined depending on the total volume of the pipe pile V_{at} and the ratio of the freeboard amidships l_{FB} to the ship's length L

$$V_a = \begin{cases} 0{,}3V_{at}, \quad if \quad \frac{l_{FB}}{L} \le 0{,}015; \\ (0{,}5 - \frac{40\, l_{FB}}{3L})V_{at}, \quad \text{if} \quad 0{,}015 < \frac{l_{FB}}{L} \le 0{,}03. \\ 0{,}1V_{at}, \quad \text{if} \quad \frac{l_{FB}}{L} > 0{,}03. \end{cases} \tag{3.11.3}$$

The volume of a pipe pile shall be regarded as the sum of the inner volumes of the pipes and spaces between them.

Where the pipes are plugged or where the pipe pile is higher than 0,4 of the draught, the design value for the volume of water in the pipes may be reduced. Such reduction shall be calculated by the designer and submitted to the Register for review.

3.11.4 The requirements of 2.2.1 may be replaced by the following:

.1 the area under the righting lever curve shall be not less than 0,07 m·rad up to the angle of heel where the maximum of righting lever curve occurs $\theta_{\max}$, when $\theta_{\max} = 15°$ and not less than 0,055 m·rad, when the angle of heel where the maximum of righting lever curve occurs $\theta_{\max} \ge 30°$.

For intermediate values of $\theta_{\max}$, the area under the righting lever curve, in m·rad, shall be determined by the formula

$$A_{\max} = 0{,}055 + 0{,}001(30° - \theta_{\max});$$

.2 the area under the righting lever curve between the heeling angles of 30° and 40°, or, when $\theta_f < 40°$, between 30° and θ_f shall be not less than 0,03 m·rad;

.3 the righting lever shall be at least 0,20 m at a heeling angle $\theta \ge 30°$;

.4 the angle of heel where the maximum of righting lever curve occurs shall be not less than 15°.

3.11.5 When the effect of icing is computed, the upper surface of the deck cargo shall be considered as the deck, and its lateral area projection above the bulwark — as a part of the design windage area. The ice weight allowance shall be assumed in accordance with 2.4.

3.11.6 For supply vessels operating in areas where icing is possible, the ice and water in the pipes shall be considered simultaneously when making stability calculations for the carriage of pipes on deck. The icing of pipes carried on deck shall be determined as follows:

the mass of ice M_{ice} inside the pipe pile is determined as follows:

$$M_{ice} = \sum_{i=1}^{k} m_{ice_i} n_i, \qquad (3.11.6)$$

where m_{ice_i} = mass of ice per one pipe, obtained from Table 3.11.6;
n_i = quantity of pipes of the i-th diameter;
k = number of standard pipe sizes with regard to diameter.

Table 3.11.6

Pipe diameter, in m	0,05	0,1	0,2	0,3	0,4	0,5	0,6
Ice mass per one pipe, in kg	0,2	2,1	26,7	125	376	899	1831
Note. For pipes of intermediate diameters, the mass of ice is determined by interpolation.							

The mass of ice on the outer surfaces of a pipe pile shall be determined taking into account the curvature of the pipe surface in the pile. The ice weight allowance is adopted in accordance with 2.4.

3.11.7 A minimum freeboard at the stern of at least $0{,}005L$ shall be maintained in all operating conditions.

3.11.8 Supply vessels which may be engaged in towing operations as well shall comply with 3.7.

3.11.9 Supply vessels which may be engaged in operation of lifting the anchors of mobile offshore drilling units as well shall comply with the requirements of 4.1.

3.11.10 The requirements of the present Chapter are applicable to other types of vessels fit for carrying pipes as deck cargo.

3.12 SHIPS OF RIVER-SEA NAVIGATION

3.12.1 This Chapter applies to dry cargo ships of restricted areas of navigation **R2-RSN** and **R2-RSN(4.5)**.

3.12.2 The stability shall be checked for the loading conditions listed in 3.2, as well as for the case of holds partly filled with heavy cargoes (ore, scrap metal, etc.) at the draught to the load line.

3.12.3 The stability as concerns the acceleration criterion K^* is considered sufficient if in the loading condition under consideration the following condition is fulfilled:

$$K^* = 0{,}3/a_{\text{cal}} \geq 1 \qquad (3.12.3)$$

where a_{cal} = calculated value of acceleration (in fractions of *g*) determined by the formula

$$a_{\text{cal}} = 0{,}0105 \frac{h_0}{c^2 B} k_\theta \theta_{1r}$$

where θ_{1r} = calculated amplitude of roll determined in accordance with 2.1.5, in deg.;
c = inertia coefficient determined in accordance with 2.1.5.1;
h_0 = initial metacentric height regardless of the correction for the liquid cargo free surfaces;
k_θ = coefficient, taking account of the peculiarities of roll for ships of river-sea navigation, adopted from Table 3.12.3.

Table 3.12.3

Coefficient k_θ

B/d	≤2,5	3,0	3,5	4,0	4,5	5,0	5,5	6,0	≥6,5
k_θ	1,0	1,08	1,11	1,11	1,20	1,30	1,45	1,56	1,61

3.12.4 The ship's operation with the criterion $K^* < 1$, is allowed if an additional wave height restriction is assigned. The permissible wave height with 3 % probability of exceeding level is estimated according to Table 3.12.4. The specific loading conditions with $K^* < 1$ shall be stated in the Stability Booklet.

Table 3.12.4

K^*	1,0 — 0,75	0,75 and less
Permissible wave height with 3 % probability of exceeding level, in m	5,0	4,0

3.13 SHIPS CARRYING EQUIPMENT FOR FIRE FIGHTING ABOARD OTHER SHIPS

3.13.1 This Chapter applies to ships having distinguishing marks **FF1WS**, **FF1**, **FF2WS**, **FF2** or **FF3WS** for ships carrying equipment for fire fighting aboard other ships, offshore drilling units, shore and floating facilities.

3.13.2 Stability of ships shall be considered to be sufficient when all fire monitors operating simultaneously with the maximum supply rate in the direction corresponding to the minimum stability of the ship, the angle of static heel does not exceed 5°.

3.13.3 In determining the heeling moment due to the monitor impact, the vertical distance between the monitor axis and the midpoint of the mean draught is assumed to be the heeling lever. Where the ship is fitted with a thruster, the design heeling moment shall be increased by a value of the moment which occurs during operation of the thruster, in relation to the midpoint of the ship's draught.

4 REQUIREMENTS FOR THE STABILITY OF FLOATING CRANES, CRANE SHIPS, PONTOONS, DOCKS AND BERTH-CONNECTED SHIPS

4.1 SHIPS ENGAGED IN LIFTING OPERATIONS

4.1.1 General.

4.1.1.1 The provisions of this Chapter shall apply to:

.1 ships engaged in lifting operations in which the maximum heeling moment due to the lift is greater than that calculated by the formula

$$M_L = 0{,}67 \cdot \Delta \cdot GM \cdot (\frac{f}{B}) \qquad (4.1.1.1.1)$$

where M_L = value for the heeling moment, in t·m, induced by the change of the centre of gravity of cargo handling gear and the load in the cargo handling gear;
GM = metacentric height, in m, with free surface correction, including the effect of the load in the cargo handling gear;
f = minimum freeboard, in m, measured from the upper side of the weather deck to the waterline;
B = breadth of the ship, in m;
Δ = displacement of the ship, including the lift load, in t.

.2 ships which are engaged in lifting operations where the increase of the ship's vertical centre of gravity (VCG) due to the lifted weight is greater than 1 %.

4.1.1.2 For the purpose of this Chapter, waters that are not exposed are those where the environmental impact on the lifting operation is negligible. Otherwise, waters shall be considered exposed. In general, waters that are not exposed are calm stretches of water, i.e. estuaries, roadsteads, bays, lagoons; where the wind fetch (an unobstructed horizontal distance over which the wind can travel over water in a straight direction) is 6 miles or less.

4.1.2 Load and vertical centre of gravity for different types of lifting operations.

4.1.2.1 In the calculations of stability during lifting operations involving a cargo handling gear consisting of a crane, derrick, sheerlegs, A-frame or similar:

.1 the magnitude of the vertical load P_L shall be the maximum allowed static load at a given outreach of the cargo handling gear;

.2 the transverse distance y is the transverse distance between the point at which the vertical load is applied to the cargo handling gear and the ship centreline in the upright position;

.3 the vertical height of the load KG_{load} is taken as the vertical distance from the point at which the vertical load is applied to the cargo handling gear to the baseline in the upright position;

.4 the change of centre of gravity of the cargo handling gear shall be taken into account in calculations.

4.1.2.2 In the calculations of stability during lifting operations which involve lifting of fully or partially submerged objects over rollers or strong points at or near a deck level:

.1 the magnitude of the vertical load P_L shall be the maximum winch brake holding force;

.2 the transverse distance y is the transverse distance between the point at which the vertical load is applied to the cargo handling gear and the ship's centreline in the upright position;

.3 the vertical height of the load KG_{load} is taken as the vertical distance from the point at which the vertical load is applied to the cargo handling gear to the baseline in the upright position.

4.1.2.3 The stability criteria specified in this Chapter shall be satisfied for all loading conditions where lifting operations are possible, with the cargo handling gear and its load at the most unfavourable positions as regards stability.

The most unfavourable position may be chosen at the position where the total of the transverse and vertical moment is the greatest.

4.1.2.4 Stability shall also be checked for loading conditions reflecting the operational limitations of the ship. Use of counter ballast, if applicable, shall be considered. The ship's stability in the event of loss of the crane load shall comply with the requirements specified for such situations.

4.1.2.5 For each loading condition, the mass and centre of gravity of the load being lifted, the cargo handling gear, and counter ballast, if any, shall be taken into account. Stability shall also be checked for loading conditions corresponding to other possible boom positions and counter ballast with different filling level.

4.1.2.6 Under working condition, stability shall be checked taking no account of icing, and with liquid ballasting if necessary, with maximum crane load at the maximum outreach for the load and at a given slewing angle of the crane structure with reference to the ship's centreline:

.1 with full load and full stores;

.2 with full load and 10 % of stores;

.3 without load and with full stores;

.4 without load and with 10 % of stores.

4.1.2.7 The weight of cargo, spare tow lines and tow lines for towing winches shall be taken into account for given loading conditions.

4.1.2.8 Where a deck cargo of hollow structures or pipes is carried, the mass of water therein shall be considered assuming the caves in the structures (taking account of their possible icing) and the pipes to be filled with water, in accordance with 3.11.3 and 3.11.6.

4.1.3 Stability criteria.

4.1.3.1 For the purpose of 4.1.3 and 4.1.4, the displacement and centre of gravity of the ship shall be calculated taking into account the mass and the centre of gravity (COG) of the cargo handling gear and its load.

4.1.3.2 Stability of ships covered by the requirements of this Chapter, shall comply with the stability criteria given in Section 2 and other applicable criteria. During lifting operations, as determined by 4.1.1.1, the ship's stability shall also comply with the following stability criteria:

.1 the angle of static heel θ_1 shall not be greater than the allowable angle of static heel at which the reliable operation of the cargo handling gear is ensured;

.2 during lifting operations in non-exposed waters, the minimum distance between the water level and the highest continuous deck taking into account trim and heel at any position along the length of the ship, shall not be less than 0,5 m;

.3 during lifting operations in exposed waters, the minimum distance between the water level and the highest continuous deck taking into account trim and heel at any position along the length of the ship shall not be less than 1 m or the highest significant wave height ($0{,}75 \cdot h_{3\%}$), in m, at which the operation is possible, whichever is greater.

4.1.4 Lifting operations conducted under environmental and operational limitations.

4.1.4.1 For checking stability during lifting operations carried out within additionally defined environmental and operational limitations the minimum list of which is given in 4.1.4.1.1, the stability criteria set forth in 4.1.4.1.2 may be applied instead of the criteria specified in 4.1.3.

4.1.4.1.1 The limits of the environmental conditions shall include at least the following:

the maximum height of the wave of 3 % probability of exceeding level height $h_{3\%}$;

the maximum wind speed (1 min sustained at 10 m above sea level).

The limits of the operational conditions shall include at least the following:
the maximum duration of the lift;
the maximum ship speed;
required limitations in traffic/traffic control.

4.1.4.1.2 Stability of the ship shall be checked at the most unfavourable position of the cargo handling gear with the lifted load as regards stability, for compliance with the following criteria:

.1 the corner of the highest continuous deck shall not be submerged;

.2 $A_{RL} \geq 1{,}40 \cdot A_{HL}$ (4.1.4.1.2.2)

where A_{RL} = the area under the righting lever curve, corrected for crane heeling moment and for the righting moment provided by the counter ballast if applicable, extending from the angle of static heel θ_1 to the angle of down-flooding θ_f or the angle of vanishing stability θ_R or the second intersection of the righting lever curve with the wind heeling lever curve, whichever is less (refer to Fig. 4.1.4.1.2);

A_{RL} = the area below the wind heeling lever curve due to the wind force applied to the ship and the lift at the maximum wind speed specified in 4.1.4.1.1 (refer to Fig. 4.1.4.1.2);

.3 the area under the righting lever curve from the angle of static heel θ_1 to the down-flooding angle θ_f or 20°, whichever is less, shall be at least 0,03 m·rad.

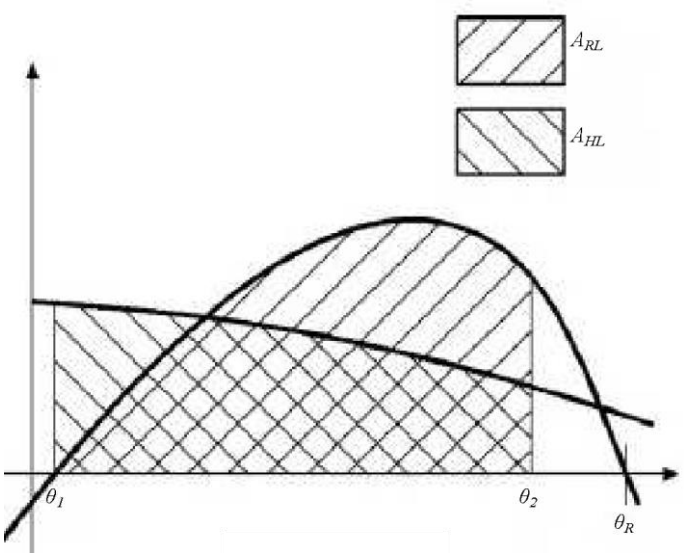


Fig. 4.1.4.1.2

4.1.5 Loss of crane load.

4.1.5.1 To confirm that the ship's stability is sufficient to withstand the loss of crane load, the area on the side of the ship opposite to the lift *(Area* 2) shall be greater than the residual area on the side of the lift (*Area* 1), as shown in Fig. 4.1.5.1, by an amount given by the following:

Area 2 ≥ 1,40 *Area* 1, for lifting operations in waters that are exposed; (4.1.5.1-1)

Area 2 ≥ 1,00 *Area* 1, for lifting operations in waters that are not exposed (4.1.5.1-2)

where l_1 = righting lever (l) curve for the condition before loss of crane load, corrected for crane heeling moment and for the righting moment provided by the counter ballast if applicable;

l_2 = righting lever (l) curve for the condition after loss of crane load, corrected heeling moment provided by the counter ballast if applicable;

θ_{e2} = angle of static heel after loss of crane load, in deg.;
θ_f = angle of down-flooding, in deg., or the angle of heel of second intersection between the heeling lever and righting lever curves, whichever is less.

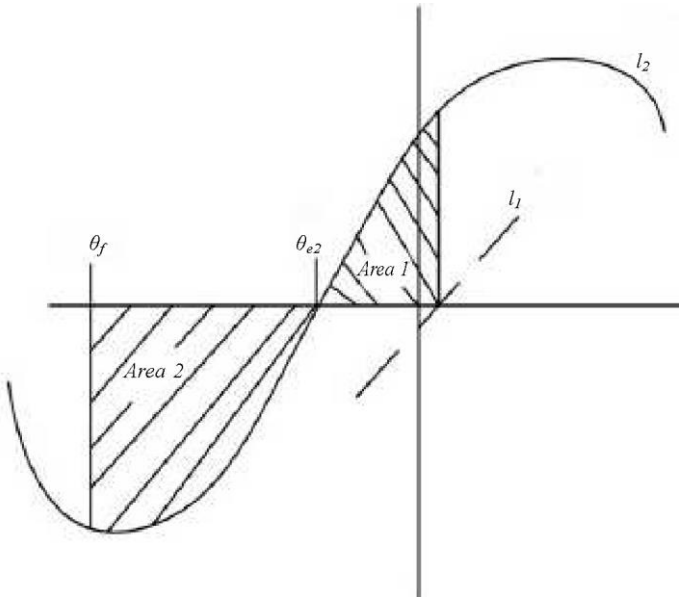


Fig. 4.1.5.1

The righting lever curve shall take into account of the ship's true transverse centre of gravity variation as function of the heeling angle.

4.1.6 Alternative method of stability calculation.

4.1.6.1 The stability criteria specified in 4.1.7 may be applied to ships engaged in lifting operations, as determined by 4.1.1.1, as an alternative to the criteria in 4.1.3 — 4.1.5. For the purpose of 4.1.6 and 4.1.7, the lifted load which causes the ship to heel is translated for the purpose of stability calculation to a heeling moment which is applied on the righting lever curve of the ship.

4.1.6.2 The heeling moment applied to the ship due to a lift and the associated heeling lever shall be calculated using the following formulae:

$$HM_\theta = P_L \cdot y \cdot \cos\theta; \qquad (4.1.6.2\text{-}1)$$

$$HL_\theta = HM_\theta \div \Delta \qquad (4.1.6.2\text{-}2)$$

where HM_θ = heeling moment, in t·m, due to the lift at θ;
P_L = vertical load, in t, of the lift, as defined in 4.1.2.1.1;
y = transverse distance, in m, of the lift, as defined in 4.1.2.1.2;
θ = angle of heel, in deg.;
HL_θ = heeling lever, in m, due to the lift at θ;
Δ = displacement, in t, of the ship with the load of the lift.

4.1.6.3 For application of the criterion specified in 4.1.7.2, involving the loss of load of the lift in which counter-ballast is used, the heeling levers shall be calculated using the following formulae:

$$CHL_1 = \frac{(P_L \cdot y - CBM) \cdot \cos\theta}{\Delta} \qquad (4.1.6.3\text{-}1)$$

$$CBHL_2 = \frac{CBM \cdot \cos\theta}{(\Delta - P_L)} \qquad (4.1.6.3\text{-}2)$$

where CBM = heeling moment, in t·m, due to the counter-ballast;

CHL_1 = combined heeling lever, in m, due to the load of the lift and the counter-ballast heeling moment at the displacement corresponding to the ship with the load of the lift;

$CBHL_2$ = heeling lever, in m, due to the counter-ballast heeling moment at the displacement corresponding to the ship without the load of the lift.

4.1.7 Alternative stability criteria.

4.1.7.1 Stability of ships covered by the requirements of this Chapter, shall comply with the stability criteria given in Section 2 and other applicable criteria. During lifting operations, as determined by 4.1.1.1, the ship's stability shall also comply with the following stability criteria:

.1 the righting area below the righting lever and above the heeling lever curve between θ_e and 40° or the angle of the maximum righting lever shall not be less than:

0,080 m·rad, if lifting operations are performed in waters that are exposed;

0,053 m·rad, if lifting operations are performed in waters that are not exposed;

.2 the static heeling angle shall be not exceed the following:

2.1 10°;

2.2 the angle of immersion of the highest continuous deck;

2.3 the allowable value of trim/heel, at which the reliable operation of the cargo handling gear is ensured.

4.1.7.2 To confirm that the ship's stability is sufficient to withstand the loss of crane load, the area on the side of the ship opposite to the lift (*Area* 2) shall be greater than the residual area on the side of the lift (*Area* 1), as shown in Fig. 4.1.7.2 by an amount given by the following:

$$Area\ 2 - Area\ 1 > K, \qquad (4.1.7.2)$$

where K = 0,037 m·rad, for lifting operations in waters that are exposed;

K = 0,0 m·rad, for lifting operations in waters that are not exposed;

l_1 = righting lever curve at the displacement corresponding to the ship with crane load;

l_2 = righting lever curve at the displacement corresponding to the ship without crane load;

Area 2 = area between l_2 and $CBHL_2$ up to the lesser of the down-flooding angle or the second intersection of l_1 and $CBHL_2$;

Area 1 = area below l_2 and above $CBHL_2$ up to the angle of the first intersection between the righting lever curve and the heeling lever curve θ_e.

The righting lever curve shall take into account of the ship's true transverse centre of gravity variation as function of the heeling angle.

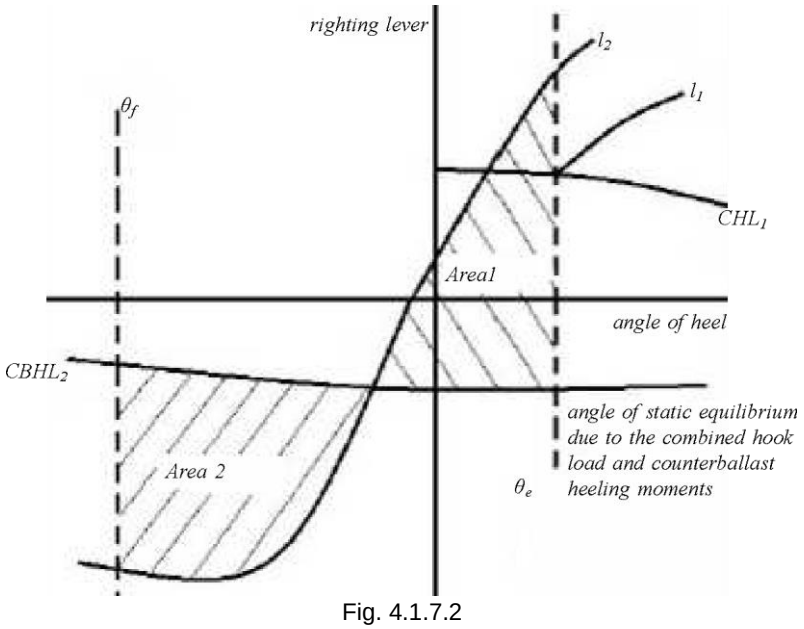


Fig. 4.1.7.2

4.1.8 Model tests or direct calculations.

4.1.8.1 Model tests or direct calculations, performed in accordance with a methodology approved by the Register, to confirm that the ship's stability is sufficient to withstand the loss of crane load, may be allowed as an alternative to complying with the requirements of 4.1.5 and 4.1.7.2, provided that:

.1 the effects of wind and waves are taken into account;

.2 the maximum dynamic roll amplitude of the ship after loss of crane load will not cause immersion of unprotected openings.

4.2 PONTOONS

4.2.1 This Chapter applies to ships with descriptive notations **Pontoon for technological services** and **Pontoon for transportation services** in the class notation.

4.2.2 Loading conditions.

4.2.2.1 Stability of a pontoon shall be checked for the following loading conditions:

.1 with full load;

.2 without load;

.3 with full load and icing.

4.2.2.2 When carrying timber cargo, the stability calculation shall be made with regard to possible addition in mass of timber cargo due to water absorption as under 3.3.7.

4.2.2.3 When carrying pipes, the stability calculation shall be made with regard to trapped water in the pipes as under 3.11.3.

4.2.3 Calculation of cross-curves of stability.

When calculating the cross-curves of stability for a pontoon carrying timber cargo, the volume of timber cargo may be included in the calculation with full breadth and height and permeability of 0,25.

4.2.4 Allowance for icing.

4.2.4.1 Ice weight allowance shall be adopted as under 2.4.

4.2.4.2 When carrying timber cargo, ice weight allowance shall be adopted as under 3.3.7.

4.2.4.3 When carrying pipes, icing is determined as under 3.11.6.

4.2.5 Stability of a pontoon.

4.2.5.1 Stability of a pontoon shall be considered sufficient:

.1 if the area under the righting lever curve up to the angle of heel θ_m is not less than 0,08 m·rad;

.2 if the static angle of heel due to wind heeling moment determined according to 4.2.5.2 does not exceed half the open deck edge immersion angle;

.3 if the range of righting lever curve is not less than:

20° for $L \leq$100 m;

15° for $L >$150 m.

For intermediate values of L, the range of stability is obtained by linear interpolation.

4.2.5.2 The heeling moment M_v, in kN·m, is determined by the formula

$$M_v = 0{,}001 p_v z_v A_v \qquad (4.2.5.2)$$

where p_v = wind pressure equal to 540 Pa;

z_v = windage area lever determined according to 2.1.4.1;

A_v = windage area, in m^2, determined according to 1.4.6.

4.3 FLOATING DOCKS

4.3.1 This Chapter applies to ships with descriptive notations **Floating dock** and **Docklift ship** in the class notation.

4.3.2 Stability of floating docks shall be checked for the following loading conditions:

.1 floating dock when supporting a ship;

.2 floating dock during submersion and emersion.

4.3.3 Stability of a floating dock when supporting a ship.

4.3.3.1 Stability shall be checked of fully emersed dock with a supported ship under conditions of maximum lifting capacity and moment of sail of the dock — ship system without icing.

4.3.3.2 Stability is considered to be adequate provided:

.1 angle of heel under action of heeling moment due to wind pressure according to 4.3.3.4 or 4.3.3.5 in case of gust action does not exceed the permissible heeling angle for dock cranes in non-operating condition or 4°, whichever is less;

.2 angle of heel under action of heeling moment due to wind pressure according to 4.3.4.4 in case of gust action does not exceed the angle at which safe operation of cranes is ensured;

.3 angle of trim with trimming moment due to crane weight with maximum load for the most unfavourable service case of their arrangement does not exceed the angle at which efficient operation of cranes is ensured or the angle of pontoon deck immersion, whichever is less.

4.3.3.3 The heeling moment due to wind pressure in case of gust action, in kN·m, shall be determined by the formula

$$M_v = 2\frac{p_v A_v z}{1000} \qquad (4.3.3.3)$$

where p_v = wind pressure, in Pa, calculated in compliance with the requirements of this Chapter;
A_v = windage area, in m^2, calculated in compliance with 1.4.6;
z = windage area lever, in m, calculated as the distance from the centre of the windage area centre to the plane of the waterline of floatation.

The angle of heel of the floating dock under the effect of heeling moment due to wind pressure in case of gust action shall be determined from the static or dynamic stability curve.

4.3.3.4 Wind pressure is assumed to be 1700 Pa.

4.3.3.5 Wind pressure may be taken from Table 4.3.3.5-1 depending upon the prescribed geographical area of the floating dock operation according to Fig. 4.3.3.5.

To account for the increase of wind pressure with regard to the elevation of some top zones of windage area in the dock — ship system above the actual waterline the wind pressure values from Table 4.3.3.5-1 are multiplied by the relevant zone coefficients from Table 4.3.3.5-2.

In this case, the values of p_v, A_v and z_v are determined for each zone separately, the sum of their products for all height zones comprising windage area of the dock — ship system is included in Formula 4.3.3.3).

Table 4.3.3.5-1

Wind pressure for top zone of 0 — 10 m above the actual waterline p_v, in Pa

Geographical area of floating dock service (refer to Fig. 4.3.3.5)	2	3	4	5	6	7
Pressure p_v, in Pa	460	590	730	910	1110	1300

Table 4.3.3.5-2

Zone coefficient n_i

Height above the waterline (zone boundary), in m	n_i	Height above the waterline (zone boundary), in m	n_i
Up to 10	1,0	50 — 60	1,75
10 — 20	1,25	60 — 70	1,84
20 — 30	1,4	70 — 80	1,94
30 — 40	1,55	80 — 90	2,02
40 — 50	1,69	90 — 100	2,1

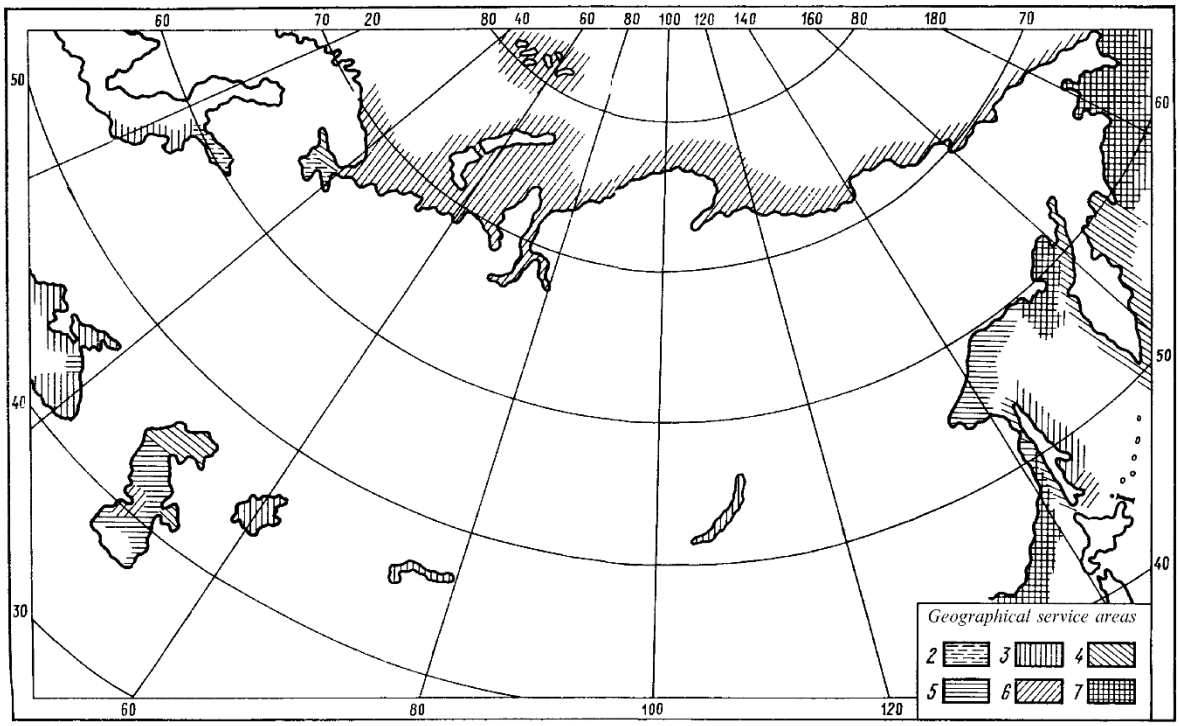


Fig. 4.3.3.5

4.3.3.6 With geographical service area of the floating dock prescribed, the wind pressure may be taken for this particular area.

4.3.3.7 With several geographical service areas of the floating dock prescribed, maximum wind pressure for these areas shall be taken.

4.3.4 Stability of a floating dock during submersion or emersion.

4.3.4.1 Stability of a floating dock shall be checked in the process of submersion or emersion for the most unfavourable case, as regards stability, of the supported ship displacement, moment of windage area of the dock — ship system and dock ballasting with the cranes not in operation, without icing.

4.3.4.2 Stability is considered to be adequate if the angle of heel under action of heeling moment due to wind pressure in case of gust action does not exceed the permissible heeling angle for dock cranes in non-operating condition or 4º, whichever is less.

4.3.4.3 The angle of heel of the floating dock shall be determined in conformity with 4.3.3.3.

4.3.4.4 Specific wind pressure is assumed to be 400 Pa.

4.4 BERTH-CONNECTED SHIPS

4.4.1 This Chapter applies to ships with descriptive notation **Berth-connected ship** in the class notation.

4.4.2 The stability of a berth-connected ship is considered sufficient provided:

.1 the metacentric height complies with the requirements of 2.3 with due regard for the distribution of passengers among decks likely to occur in service;

.2 the angle of heel under action of heeling moment as determined by Formula (4.3.3.3) with due regard for the provisions of 4.3.3.4 — 4.3.3.7 (for the case of a berth-connected ship) does not exceed the permissible value.

4.4.3 Under dynamically applied wind heeling moment, the ship stability is checked for the most unfavourable loading conditions as regards stability.

4.4.4 As the permissible heel, the angle is assumed at which the freeboard deck or fender edge immerses or the middle of the bilge comes out from water or 10º, whichever is less.

APPENDIX 1

INSTRUCTIONS ON DRAWING UP THE STABILITY BOOKLET

1 GENERAL

1.1 Each ship shall be provided with the Stability Booklet [1] in order to assist the master and the control authorities in maintaining stability of the ship during service in compliance with the requirements of international agreements, the Administration and these Rules.

Formal observance of the provisions contained in the Booklet does not relieve the master of the responsibility for the stability of the ship.

1.2 The present Instructions contain provisions concerning the form and contents of the Booklet.

The scope of the Booklet may vary depending on the type, purpose, stability reserve and service area of a ship.

The form of the Booklet shall comply with the present Instructions.

1.3 The Booklet shall contain the following sections:

.1 Particulars of ship;

.2 Guidance to the master;

.3 Technical information;

.4 Reference information.

The contents of the sections are given below.

1.4 The Booklet shall have an identification number.

1.5 Each sheet (page) of the Booklet shall be marked with the identification number of the Booklet, the number of the sheet (page) and the total number of sheets (pages). The numbering of sheets (pages) shall be continuous, including plans and drawings.

Tables, plans and drawings are not allowed to have identical numbers.

1.6 The front page shall contain:

.1 name of the document: Stability Booklet;

.2 identification number;

.3 name of ship;

.4 IMO number.

1.7 The front page shall be succeeded by a table of contents.

1.8 The Stability Booklet shall be drawn up in the working language of the crew. The Stability Booklet of ships flying the flag of the Russian Federation shall be drawn up in the Russian language if the shipowner's documents do not state another crew working language. The Stability Booklet of ships engaged on international voyages shall be translated into English.

1.9 The Booklet shall list the documents on the basis of which it was developed.

1.10 The Booklet shall contain a record of familiarization with the document.

2 PARTICULARS OF SHIP

2.1 The Section shall contain the following information:

.1 ship's name;

---

[1] Hereinafter referred to as "the Booklet".

.2 type of ship (dry cargo ship, oil tanker, etc.);

.3 purpose of ship (for what kind of cargo the ship is designed according to specification);

.4 name of builder and hull number;

.5 date on which the keel was laid, date of completion of construction, date of conversion;

.6 ship's class, classification society and RS number;

.7 ship's flag;

.8 port of registry;

.9 principal dimensions (length, breadth, depth; where the bulkhead deck does not coincide with the upper deck, the depth up to the bulkhead deck shall be stated);

.10 service area and restrictions imposed (sea state, distance to port of refuge, seasons, geographical service areas, etc.).

For dredgers and floating cranes, restrictions for both operating and voyage conditions shall be stated;

.11 draughts to the summer load line and summer timber load line, drawing of the load line marks and the corresponding displacement and deadweight;

.12 speed;

.13 type of anti-rolling devices; dimensions of bilge keels, if any;

.14 inclining test data, on which the Booklet is based (light-ship displacement and centre of gravity coordinates for light-ship condition), place and date of the inclining test with the reference to the Inclining Test Report singed by the RS representative and stamped with the RS surveyor's seal or endorsed by another organization.

If the data for the light-ship condition have been assumed based on the results of the light-weight check taking into consideration the results of the inclining test performed on a series-built ship, the data on the ship light-weight check and on the inclining test performed on a series-built ship, including the name and serial number of this ship shall be stated in the Booklet. The data shall contain reference to the Light-Weight Check Report and the Inclining Test Report singed by the RS representative and stamped with the RS surveyor's seal or endorsed by another organization;

.15 a sketch showing the quantity and location of solid ballast, if any, on board;

.16 ship inertia coefficient C in the formula for determining the roll period $\tau = CB/\sqrt{h_0}$ to be calculated on the basis of the roll period, if determined, during the inclining test;

.17 other data deemed necessary by the developer of the Booklet (for instance, carrying capacity of the ship, designed trim, stores endurance).

3 GUIDANCE TO THE MASTER

3.1 General.

3.1.1 The Chapter shall contain the following information:

.1 statement of the purpose of the document, i.e. to provide the necessary information to the master for ensuring the ship's trim and stability during loading, unloading, ballasting and other operations for which the ship is intended, and to provide guidance on and methods for satisfying the requirements of normative documents;

.2 list of normative documents (IMO, IACS, Administration, rules of RS and other classification societies) on the basis of which the Booklet was developed;

.3 list of stability criteria applicable to the ship with sketches (where necessary) and indication of criteria (criterion) limiting the ship's stability, damage stability criteria included, where these are applicable to the ship and limiting with regard to intact stability;

.4 general instructions to the master to exercise good maritime practice, having regard to the season of the year, the navigational area and weather forecasts, and to take the appropriate action as to speed and course warranted by the prevailing conditions; the instructions shall be developed considering the Revised Guidance to the Master for Avoiding Dangerous Situations in Following and Quartering Seas (refer to the Collection of Regulating Documents. Book Eighteen, 2008);

.5 general instructions to the effect that the stability criteria (except for the criteria relevant to the carriage of grain and non-cohesive bulk cargoes) do not take possible cargo shifting into consideration and to prevent such cargo shifting one shall be guided by approved documents regulating the securing and stowage of cargo;

.6 explanations on the use of optional information included in the document at the discretion of the shipowner. It shall be stated that such information falls under the responsibility of the shipowner.

3.2 Terms, symbols and units.

3.2.1 The Chapter shall contain the following information:

.1 a table of symbols showing the terms and symbols used in the Stability Booklet, relevant explanations (where necessary) and the units of measurement. The unit system shall be uniform throughout the document and it shall be the same as the unit system adopted for the Damage Stability Booklet. The main symbols to be used in the Stability Booklet are given in Table 3.2.1.1;

Table 3.2.1.1

Main symbols

Nos.	Term	Symbol	Symbol according to the International Code on Intact Stability (2008 IS Code)
1	Length	L	L
2	Breadth	B	B
3	Depth	D	D
4	Draught	d	d
5	Freeboard	f	f
6	Displacement volume	∇	∇
7	Displacement weight	Δ	Δ
8	Centre of gravity:	G	G
8.1	longitudinal	x_g	LCG
8.2	transverse	y_g	TCG
8.3	vertical	z_g	VCG
9	Centre of buoyancy:	C	B
9.1	longitudinal	x_c	LCB
9.2	transverse	y_c	TCB
9.3	vertical	z_c	VCB
10	Longitudinal centre of flotation	x_f	LCF
11	Height of metacentre above base line:		
11.1	transverse	z_m	KMT
11.2	longitudinal	ZM	KML

Nos.	Term	Symbol	Symbol according to the International Code on Intact Stability (2008 IS Code)
12	Metacentric height:		
12.1	transverse	h	GM
12.2	longitudinal	H	GML
13	Righting lever	l	GZ
14	Cross curve lever	l_K	KN

.2 a sketch (refer to Fig. 3.2.1.2) explaining the main symbols.

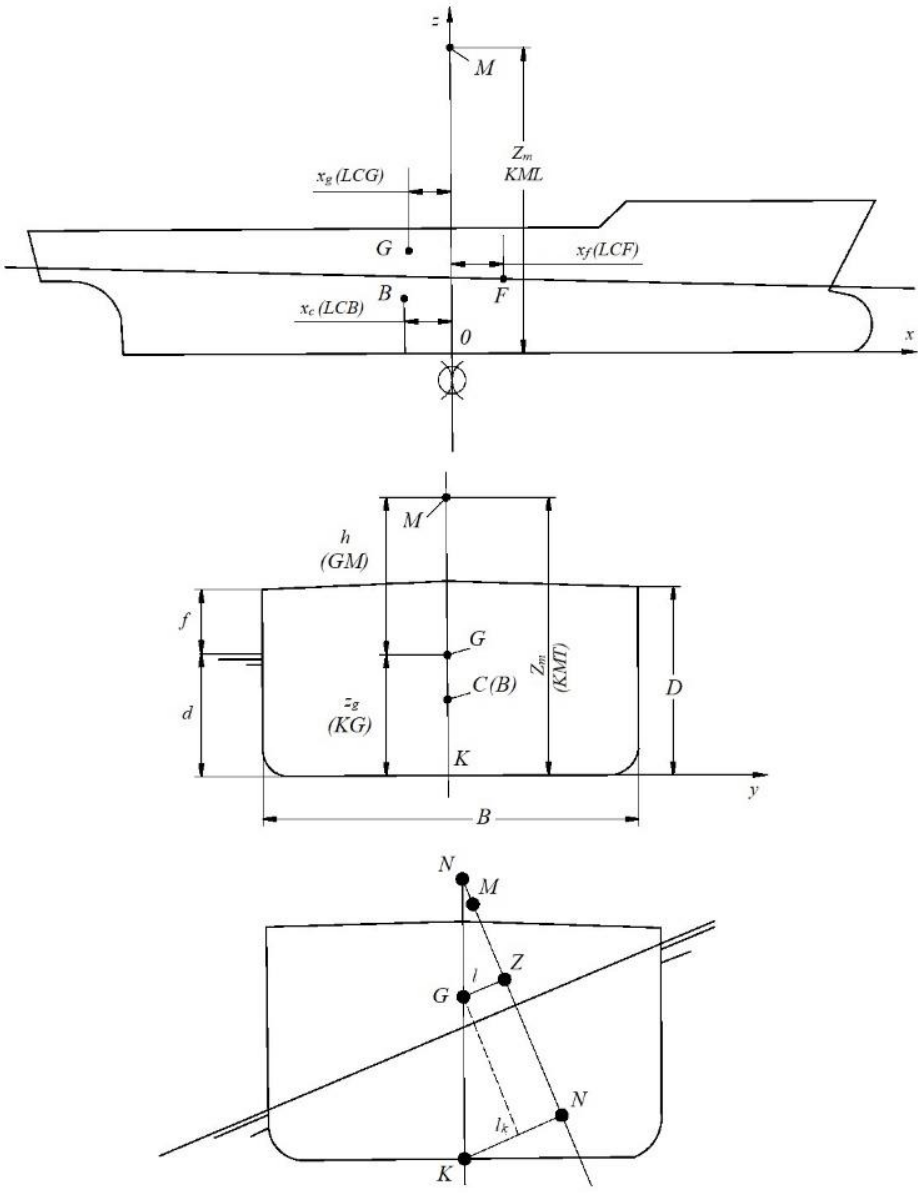


Fig. 3.2.1.2

3.3 General explanations to the Stability Booklet.

3.3.1 The Chapter shall contain explanations and guidance pertinent to all the sections of the Stability Booklet concerning the use of the following technical data:

.1 coordinate system. The coordinate system for determining mass moments, volumes, buoyancy, draughts, shall be uniform throughout the Stability Booklet, and it shall be the same as the coordinate system adopted for the Damage Stability Booklet and the design documentation;

.2 rules for the signs of heel and trim;

.3 applicability of hydrostatic data with regard to trim;

.4 applicability of stability limits with regard to trim;

.5 permissible windage area of deck cargo;

.6 accuracy of calculations and interpolation, and other guidance proceeding from the contents of the Stability Booklet.

3.4 Operation of the ship.

3.4.1 The Chapter shall contain the following information:

.1 data on the light ship with regard to its trim, stability and strength. If the light ship has a heel and a trim due to asymmetrical distribution of equipment, instructions shall be given on stowing the ballast, stores and cargo so as to eliminate the heel and reduce the trim. It shall be stated that elimination of heel by appropriate stowage of solid bulk cargo is not permitted;

.2 principles on the basis of which instructions on consuming the stores were developed; distribution of 50 % and 10 % of stores; effect of stores consumption on the vertical centre of gravity of the ship; specific instructions on consuming the stores with indication of conditions proceeding from which the consumption pattern shall be applied (stability, trim and damage stability requirements);

.3 the procedure for taking ballast during voyage for the compensation of increase of the vertical centre of gravity due to stores consumption; instructions on weather conditions under which ballasting is permitted;

.4 the principal ballast patterns for the carriage of heavy deck cargo, like containers, or light cargo in the hold, like ro/ro-vehicles, and explanations to the patterns;

.5 information regarding the effect of hoisted crane booms, filled swimming pool or other heavy top masses on the ship's stability;

.6 operating limits concerning loading, unloading, ballasting and distribution of cargo shall be listed and explained, as for example:

.6.1 draught limits and, in particular, statement that the ship's draught shall not exceed the value corresponding to the freeboard according to the ship's Load Line Certificate;

.6.2 statement that the height of the ship's centre of gravity shall not exceed the maximum allowable value;

.6.3 statement that the shear forces and bending moments shall not exceed the maximum allowable values;

.6.4 minimum draught forward and aft with regard to seaworthiness and bridge visibility;

.6.5 numerical values of deck cargo dimensions with regard to bridge visibility;

.6.6 maximum draught forward due to minimum bow height requirement;

.6.7 maximum mass for container stacks;

.6.8 permissible load for plating, decks and hatch covers on which cargo is stowed;

.6.9 maximum mass per hold for bulk cargo;

.6.10 ship's speed on the turn;

.6.11 permissible quantities of fish on the deck of fishing vessels;

.6.12 deck areas of passenger ships to which the access of passengers is prohibited;

.6.13 restrictions to the application of anti-rolling devices;

.6.14 directions for the use of anti-heeling tanks;

.6.15 other limitations proceeding from the ship's purpose and construction;

.7 list of openings which shall be closed when at sea to prevent the flooding of spaces in hull, superstructures or deckhouses which shall be taken into consideration for stability calculation purposes. Where necessary, a diagram of the openings shall be attached;

.8 instructions for the case of damage to bilge keels;

.9 general instructions concerning tanks which shall be either emptied or pressed up, except for those tanks out of which or into which liquid is taken. An instruction to the effect that the number of tanks with free surfaces shall be reduced to a minimum;

.10 general instructions to the effect that the heeling of a ship adversely effects stability and, therefore, efforts shall be made to maintain the ship in the upright position;

.11 instructions to the effect that the cargo shall be secured in accordance with the approved Cargo Securing Manual or in accordance with the recommendations of the master for the safe methods of stowing and securing the carried cargo (for fishing vessels);

.12 instructions to the effect that trimming is necessary in compliance with the IMSBC Code (during transportation of bulk cargoes);

.13 measures to ensure stability when, during a voyage or passage, the ships enter a region where the navigating conditions are more severe than those specified when assigning the area of navigation to the ship (provided such measures are necessary);

.14 instructions for preserving ship's stability when water is used for fire extinguishing;

.15 restrictions and instructions aimed at insuring an intact stability sufficient to satisfy the damage trim and stability requirements of the Register where these are compulsory for the ship in question;

.16 recommendations to the master which shall include recommendations for choosing the direction and speed with regard to the seaway having regard to the danger of parametric resonance of rolling when carrying deck cargo and/or at low initial stability, for minimum draught forward, manoeuvring directions (for instance, permissible speed with regard to heel on the turn for ships carrying containers on deck), recommendations for icing control, scale of forward and aft draught variations as a result of taking cargo on board the ship, directions for operating of heavy derricks (if installed on board the ship), etc.

Recommendations to the master for maintaining sufficient stability, including information deemed useful by the developer. They shall not be overburdened with well-known provisions of good maritime practice.

3.4.2 Stability booklet for anchor handling vessels shall contain the following information on:

.1 maximum bollard pull, winch pull capacity and brake holding force;

.2 details on the anchor handling arrangement such as location of the fastening point of the wire, type and arrangement of towing pins, stern roller, all points where the tension is applied to the ship;

.3 down-flooding points;

.4 information on permissible tension for all towing pins, with relevant maximum allowable tow line tension, including any physical element or arrangement that can restrict the wire movement;

.5 recommendations on the use of roll reduction systems.

3.4.3 Stability Booklet for tugs shall contain the following information on:

.1 maximum bollard pool;

.2 details on the towing arrangement, including location of the towing point(s), such as towing hook, staple, fairlead, etc.;

.3 down-flooding points;

.4 recommendations on the use of roll reduction systems;

.5 if any wire, etc. is included as part of the lightship weight, clear guidance on the quantity and mass (size) shall be given;

.6 maximum and minimum permissible draught for towing operations;

.7 instructions on the use of the quick-release device of the towing line.

3.4.4 Stability Booklet for escort tugs shall contain the following information:

.1 maximum bollard pull;

.2 details on the towing arrangement, including location of the towing point(s), such as towing hook, staple, fairlead, etc.;

.3 down-flooding points;

.4 recommendations on the use of roll reduction systems;

.5 if any wire, etc. is included as part of the lightship weight, clear guidance on the quantity and mass (size) shall be given;

.6 maximum and minimum permissible draught for escort operations;

.7 instructions on the use of the quick-release device of the towing line;

.8 a table with permissible limits of the heel angle;

.9 instructions on the available means to limit the heel angle within the permissible limits.

3.4.5 Stability Booklet for ships engaged in lifting operations shall contain the following information on:

.1 maximum heeling moment for each direction of cargo lift subject to the draught, ship's vertical centre of gravity (VCG) and counter-ballast heeling moment, if applicable;

.2 where fixed counter ballast is used, its weight and centre of gravity position shall be specified;

.3 loading conditions shall be specified for which lifting operations may be conducted with the maximum load of the lift;

.4 limitations on lifting operations, e.g. angle of heel;

.5 operational limitations, such as:

.5.1 Maximum Safe Working Load (SWL);

.5.2 maximum radius of operation of all derricks and cargo handling gear;

.5.3 maximum load moment;

.5.4 permissible environmental conditions affecting the stability of the ship;

.6 instructions related to normal crane operation, including those for use of counter ballast;

.7 instructions such as ballasting/de-ballasting procedures to righting the ship following an accidental load drop;

.8 down-flooding points;

.9 recommendations on the use of roll reduction systems;

.10 drawing of the crane showing the weight and centre of gravity, including heel/trim limitations established by the crane manufacturer;

.11 a crane load chart;

.12 data associated with the permissible limiting factors during crane operation;

.13 information regarding the deployment of (stability) pontoons to assist a lifting operation, if fitted.

The information in 3.4.5.2 — 3.4.5.13 above may be included in other ship specific documentation on board the ship. In that case, a reference to these documents shall be included in the Stability Booklet.

3.5 Typical loading conditions.

3.5.1 The Chapter shall contain the following information:

.1 plan of tanks, cargo spaces, machinery space, spaces intended for crew and passengers; the numbers and names shall be the same as in the ship documentation;

.2 tables showing the distribution of stores and ballast among tanks under typical loading conditions with indication of mass and centre of gravity coordinates of the tanks as well as of relevant moments. The numbers and names of the tanks shall be the same as those to be found in plan referred to in 3.5.1.1. The tanks with regard to which corrections for free surfaces were made, taken into consideration for typical loading conditions at 100 %, 50 % and 10 % filling, shall be indicated in the tables;

.3 mass and centre of gravity position, adopted for calculation purposes, of mass groups, such as passengers with their luggage and crew with their luggage, mass and centre of gravity position of cargo items (vehicles, containers, etc.);

.4 typical loading conditions including the following:

.4.1 light-ship condition;

.4.2 docking condition;

.4.3 loading conditions required by the RS rules, loading conditions for all cargoes mentioned in the specification; marginal conditions of the ship operation in accordance with its purpose to be encountered in practice and conditions of commencement of ballasting during the voyage for the purpose of maintaining stability;

.5 a summary table of typical loading conditions.

The summary table shall include:

.5.1 name of the loading condition;

.5.2 displacement;

.5.3 trim parameters of the ship (forward and aft draught, draught at perpendiculars, mean draught, trim);

.5.4 coordinates of the centre of gravity;

.5.5 free surface correction value to the initial metacentric height;

.5.6 initial metacentric height with regard to the free surface correction;

.5.7 height of the centre of gravity of the ship with regard to the free surface effect;

.5.8 permissible values of the height of the ship's centre of gravity;

.5.9 standardized parameters and stability criteria (weather criterion, static stability curve parameters, angle of heel on account of crowding of passengers to one side or angle of heel on account of turning, etc.) and their permissible values;

.5.10 angle of down-flooding through opening considered to be open in accordance with the present Part.

3.5.2 As typical loading conditions are used to assess the cargo carrying capabilities of the ship, a limited number of conditions with 50 % stores shall be included in the typical loading conditions.

3.5.3 As a rule, the stability calculation for typical loading conditions shall be made for mean draught with initial trim disregarded.

3.5.4 Typical loading conditions shall be presented on special forms. In one and the same form, two or more loading conditions may be entered which may differ in the quantity of stores and ballast, characterizing the variations of loading during the voyage.

3.5.5 A form shall contain:

.1 description (name) of typical loading condition;

.2 drawing showing the location of basic mass groups on the ship that shall be included in the displacement; a plan and directions for the stowage of deck cargo;

.3 table for determining the ship's weight, coordinates of its centre of gravity and relevant mass moments with regard to coordinate planes including the weight moments and centre of gravity positions of particular mass groups and of the light ship, and where icing is concerned, taking the ice weight into consideration; correction for the free surface effect of liquid stores and ballast shall be given in the table;

.4 displacement;

.5 ship's draught at forward and aft perpendiculars, mean draught, draught at centre of waterline area, draught at draught marks; draught statements shall refer to bottom of keel, which shall be clearly indicated;

.6 moment to change trim one unit;

.7 longitudinal centre of buoyancy;

.8 longitudinal centre of gravity;

.9 longitudinal centre of flotation;

.10 trim over perpendiculars;

.11 total correction for the effect of free surfaces of liquids;

.12 vertical position of the transverse metacentre (for trimmed condition if trim exceeds 0,5 % of the length of the ship);

.13 height of the ship's centre of gravity, its correction to free surface effect and the corrected value;

.14 initial metacentric height adopted with regard for free surface effect;

.15 permissible value of the height of the ship's centre of gravity or of the metacentric height determined on the basis of the RS rules, and the comparison with the corresponding value obtained;

.16 stability criteria required for the ship in question by the RS rules (weather criterion for the particular loading condition, standardized parameters of righting lever curve, heel angles due to passengers crowding to one side, etc.);

.17 table of righting levers;

.18 righting lever curve plotted with regard for free surface effect, the angle of down-flooding indicated (the scales used in the diagrams shall be the same for all loading conditions);

.19 statement of the ship's stability under the particular loading condition;

.20 information, where applicable, with regard to operating limits, ballasting during voyage, water soaking of deck cargo, limitations to stowage factor of cargo, limitations to average container masses per tier; restrictions to the usage of heavy equipment and of swimming pools; and any other important aspects.

3.5.6 Notwithstanding the fact that for the carriage of grain a ship shall have a separate Grain Stability Booklet developed in accordance with the Rules for the Carriage of Grain, typical loading conditions shall contain grain loading conditions, without regard to the shifting (where applicable).

3.6 Evaluation of stability for non-typical loading conditions.

3.6.1 Where an approved computer and programs for the evaluation of stability are available on board the ship, general data regarding the computer, the programs and the programmer, and the information on the approval of the programs shall be given (by whom, when and for what period they were approved).

3.6.2 Notwithstanding a computer being available on board the ship, the "manual" method of calculation and evaluation of stability shall be explained in detail. The explanation shall contain a description of the calculations sequence. As a rule, the description shall include six sections.

3.6.2.1 The first Section shall contain:

.1 calculation of displacement and of the coordinates of the ship's centre of gravity;

.2 determination of mean draught and comparison with permissible draught according to load line;

.3 determination of correction for free surface effect of liquid stores;

.4 height of the centre of gravity corrected for free surface effect of liquid stores;

.5 comparison of the value obtained for the height of the centre of gravity with the permissible value and condition of sufficient stability;

.6 actions and measures to be taken if the condition of sufficient stability is not fulfilled.

A note shall be made when describing the method of calculation adopted for this Section that the calculation shall be presented in the form of a table. The constants adopted (for instance, lightship weight, crew, etc.) shall be specified and entered in the table. The numbers of the tables, diagrams, etc. from which data for the calculation are taken shall be indicated in the text. The recommended table form is given below (refer to Table 3.6.2.1.6).

If containers, vehicles, etc., are carried, auxiliary table forms for determining the weight and the coordinates of the centre of gravity of the cargo and explanations with regard to the use of the tables shall be given.

Instructions concerning allowance for icing shall be given.

Table 3.6.2.1.6

Stability verification and draught calculation

Nos.	Type of loading	Mass, in t	Abscissa x_g, in m	Moment M_x, in t·m (3) × (4)	Applicate z_g, in m	Moment M_z, in t·m (3) × (6)	Moment of free surface of liquid $M_{f.s.}$, in t·m
1	Light ship	×	×	× ×	×	× ×	
2	Crew	×	×	× ×	×	× ×	
3							
n	Displacement	Δ		$\sum M_x$		$\sum M_z$	$\sum M_{f.s.}$
1	Abscissa of ship centre of gravity $x_g = \frac{\sum M_x}{\Delta} = \frac{(5)}{(3)}$						_____m
2	Centre of gravity elevation above moulded base plane $z_g = \frac{\sum M_z}{\Delta} = \frac{(7)}{(3)}$						_____m
3	Correction for free surface effect of liquid stores $\frac{\sum M_{f.s.}}{\Delta} = \frac{(8)}{(3)}$						_____m
4	Corrected centre of gravity elevation above moulded base plane $z_{g_{\text{corr}}} = z_g + \frac{\sum M_{f.s.}}{\Delta}$						_____m
5	Permitted centre of gravity elevation above moulded base plane						_____m
6	By the value of M_x as per diagram (table) of forward and aft draughts: draught at forward perpendicular d_f						_____m
	draught at aft perpendicular d_a						_____m
	draught amidships $d_{\otimes} = \frac{d_f + d_a}{2}$						_____m

3.6.2.2 The second Section shall contain:

.1 calculation of trim;

.2 actions and measures to be taken if the trim exceeds permissible values;

.3 calculation of draughts at draught marks.

Calculations sequence, adopted formulae, tables, curves, charts, diagrams and references to their numbers shall be given in the text of the Section.

3.6.2.3 The third Section shall contain instructions for the calculation of the righting lever curve, formulae, references to the numbers of tables, curves, charts and diagrams.

The calculations shall be tabulated. The recommended table form is given below (Table 3.6.2.3).

Provision shall be made for a form for plotting the righting lever curve (Fig. 3.6.2.3).

Where an approved computer and programs for the evaluation of stability are available on board the ship, this Section is optional.

Table 3.6.2.3

Table for righting lever curve calculation

Angle of heel, θ°	5	10	15	20	30	40	50	60	70	80
$\sin\theta°$										
Lever of form l_f										
$z_{g_{\text{corr}}} \sin\theta°$										
Lever of static stability curve $l = l_f - z_{g_{\text{corr}}} \sin\theta°$										

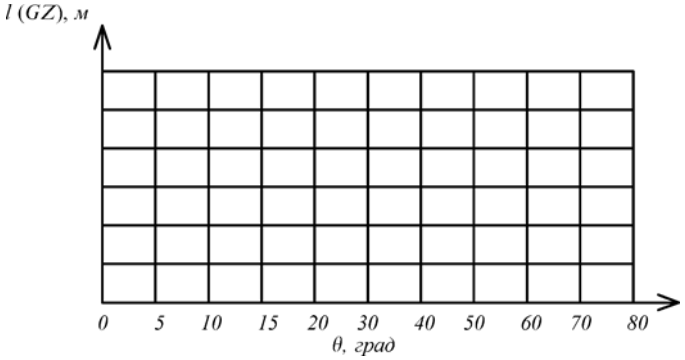


Fig. 3.6.2.3

3.6.2.4 The fourth Section shall contain:

explanation, in the text and graphic form, for determining the weather criterion;

instructions for the calculation, formulae, references to the numbers of tables, curves, charts and diagrams used.

This Section may be optional in the following cases:

the weather criterion is not a limiting one;

an approved computer and programs enabling the calculation of the weather criterion are available on board the ship.

3.6.2.5 The fifth Section shall contain instructions for calculating the angle of heel due to the effect of wind and/or angle of heel on account of turning (if applicable). The formulae and norms adopted in the calculations shall be given.

3.6.2.6 The sixth Section shall contain a calculated example and a detailed explanation of the calculation and the evaluation of stability for a non-typical loading condition.

3.6.2.7 If the ship is equipped with an approved installation for performing in-service inclining tests, a guidance for performing such inclining tests shall be given in accordance with the operation manual of the installation.

Guidance for determining the ship's stability in service shall enable the master to determine the actual stability of the ship with adequate accuracy and without undue loss of time. This Section shall contain:

.1 instructions on the conditions and procedure for carrying out the in-service inclining test using the facilities available on board the ship (automatic systems for measuring and control of trim and stability, equalizing tanks, calibrated tanks for measuring stability and heel by means of a load the weight of which is known, etc.);

.2 data to assess the precision of measurements during the in-service inclining test and to estimate the quality of the test as a whole;

.3 instructions and materials to control initial metacentric height by measuring the roll period;

.4 explanations for the master concerning the assessment of the ship's stability by means of the above procedures.

3.6.2.8 The Section shall contain forms on which independent calculations can be made.

4 TECHNICAL INFORMATION

4.1 All drawings, diagrams, curves and tables shall be named and numbered.

The Section shall contain the following information:

.1 the ship's general arrangement plan;

.2 capacity plan.

The capacity plan shall show the layout of cargo spaces, tanks, stores, machinery spaces and crew and passenger accommodation. Cargo spaces and tanks shall bear names and numbers adopted on board the ship. In addition, the plan shall present:

.2.1 coordinate axes;

.2.2 frames, frame spacing and numbering;

.2.3 location of draught marks;

.2.4 drawing of the load line marks showing the position of the deck line relative to the ship, draught to the summer load line, draught to the summer timber load line (if any) and corresponding freeboards;

.2.5 deadweight scale.

It is permitted to incorporate the general arrangement plan and the capacity plan into a single plan;

.3 cargo space information.

Information on each cargo space shall include:

.3.1 name and number;

.3.2 location (frames);

.3.3 volume at 100 % filling;

.3.4 coordinates of the centre of volume;

.3.5 bale cargo capacity and grain capacity;

.3.6 permissible load for plating;

.3.7 permissible cargo mass for bulk carriers;

.3.8 on oil tankers, volume at 98 % filling and the corresponding moment of inertia of the free surface;

.3.9 for dry cargo holds intended for the carriage of solid bulk cargoes, volume and coordinates of the centre of gravity depending on the level of filling;

.3.10 on container ships and ships equipped for the carriage of containers, container stowage plan (including deck containers) on the basis of which one can calculate the masses and the position of the centre of gravity of containers in the assumed loading condition. Maximum stack masses and maximum stack heights of containers shall be specified in the plan. A sketch shall be presented to confirm that the requirement for bridge visibility is fulfilled;

.3.11 on roll-on/roll-off ships, vehicle stowage plan;

.3.12 stowage plan for the deck cargo of timber with regard to the stowage factor and the requirements for bridge visibility;

.4 tank space information.

Information on each tank space, including cargo tanks, shall include:

.4.1 name and number of tank;

.4.2 location (frames);

.4.3 volume, volumetric centre coordinates and the moment of inertia of the free surface depending on the level of filling.

Intervals of 0,10 m shall, as a rule, be adopted for the level of liquid. In justified cases a greater interval may be adopted;

.5 hydrostatic particulars.

Hydrostatic particulars shall be calculated for the ship on even keel or design trim (without deflection) against displacement over a range from light ship to 115 % of the displacement to the load line. The draught intervals shall be 0,05 m. In justified cases, a greater interval may be adopted. The particulars shall be presented in the form of a table.

If the ship is intended for operation with a trim exceeding $\pm$0,5 % of the ship's length, additional tables of hydrostatic particulars shall be presented for a suitable range of trim. The trim interval shall not exceed 1 % of the ship's length.

Draught statements shall refer to bottom of keel;

.6 cross-curves of stability data.

Cross-curves of stability data shall be provided for heeling angles up to 20° at 5° intervals, and from 20° to 80° at 10° intervals. The displacement range shall correspond to that in 4.1.5; draught (displacement) intervals shall be 2 % of the draught (displacement) range. Cross-curves of stability values shall be presented in the form of a table. The table shall be supplemented by a sketch showing the ship's watertight spaces, which were taken into account for the calculation.

If the ship is intended for operation with a trim exceeding ±0,5 % of the ship's length, additional tables of cross-curves of stability shall be presented for the ship with a trim. The trim interval shall not exceed 1 % of the ship's length.

If the buoyancy of the deck cargo is taken into account when performing stability calculations, an additional separate cross-curves of stability table and a relevant sketch shall be developed.

Cross-curves of stability calculations shall be performed having regard to the accompanying trim;

.7 solid cargo information.

If solid cargo is stowed on board the ship, a sketch shall be presented showing the location of the ballast, with a specification containing information on the weight of each ballast group and the coordinates of the centre of gravity;

.8 information for stability control.

Information for stability control shall include permissible values of the height of the centre of gravity of the ship (or of permissible metacentric heights) depending on displacement (draught). The information shall be presented in the form of a table.

The information may include more than one table for different conditions of the ship's operation (for instance, for operation without deck cargo, with timber cargo on board the ship, with deck cargoes of timber having different permeabilities, under conditions of icing, when carrying one or two or three tiers of containers on deck, etc.). The permissible values of the height of the ship's centre of gravity shall be calculated with regard to subdivision requirements and damage trim and stability requirements where such requirements are compulsory for a ship.

If the ship is intended for operation with a trim exceeding ±0,5 % of the ship's length, additional tables (diagrams) of permissible values of the height of the centre of gravity of the ship with the trim shall be presented. The trim interval shall not exceed 1 % of the ship's length; the tables (diagrams) shall specify the trim range they apply to.

Where necessary, a table shall be presented containing minimum values of the height of the ship's centre of gravity at which the requirements of the Rules for the acceleration criterion are fulfilled;

.9 information on angles of down-flooding.

Information on flooding angles in the form of a table (tables) proceeding from displacement or draught with a plan of openings assumed to be open. The names of the openings and their coordinates shall be indicated. Openings for ventilation of machinery spaces which ensure operation of machinery and its maintenance and which may not be closed in rough weather shall be assumed to be open;

.10 tables showing free surface correction values for liquid cargoes.

Free surface correction values to the initial metacentric height and righting levers for liquid cargoes, in tabular form;

.11 a diagram of forward and aft draughts.

A diagram (or table) of forward and aft draughts (at perpendiculars) plotted on a graph of displacement versus the longitudinal static mass moment of the ship. The diagram shall enable the master to speedily determine the draughts at forward and aft perpendiculars;

.12 a diagram (or table) correlating the draughts at perpendiculars with the draughts at draught marks;

.13 data for direct calculation of weather criterion on the basis of the static or dynamic stability curves. If the weather criterion is not a limiting one, the data mentioned above shall be presented in the Section 5 of the Appendix.

5 REFERENCE INFORMATION

5.1 This Section shall contain information, which may be useful for the master, Port Administration and the Administration when resolving matters connected with the ship's stability.

The Section shall contain:

.1 a detailed diagram of permissible heights of the ship's centre of gravity, including curves for each of the stability criteria applicable to the ship in question. Resulting curves of permissible heights of the ship's centre of gravity shall be highlighted on the diagram;

.2 data for direct calculation of weather criterion on the basis of the static or dynamic stability curves (at the discretion of the developer);

.3 a copy of the Inclining Test Report for the ship or its prototype and a copy of the Light-Weight Check Report (if any);

.4 any other data included in the Booklet at the discretion of the shipowner.

5.2 Booklet for floating cranes.

5.2.1 For floating cranes, the Booklet shall contain data on their stability as regards the rated criteria for various boom radii and various loads on the hook (by mass and windage area) including loading conditions in which the stability becomes unsatisfactory by any criterion (criteria).

5.2.2 For floating cranes which stability in case of load drop is limited by the angle of down-flooding in the working condition, the Booklet shall contain requirements for reliable battening down of openings which shall not be permanently open during cargo-handling operations.

5.2.3 Because of the variety of their loading conditions, data on the stability of floating cranes shall be presented in a simple and obvious form (for instance, in tables and diagrams characterizing the loading and stability of the floating crane in each of the loading conditions).

5.2.4 In the case of floating cranes with luffing booms, the following rule shall be applied: in order to reduce the influence of external forces upon the floating crane the boom shall be lowered to the lowest position (secured for sea) on completion of cargo-handling operations.

5.2.5 In case of floating cranes with slewing cranes and a cargo platform on deck it is not recommended to perform cargo-handling operations when under way (e.g. carriage of loads hanging on the hook semi-submerged or raised above water: small ships, metal structures, etc.). Where this is performed by floating cranes of any type, restrictions on the area of navigation and weather shall be specified for such a voyage in each case, and arrangements shall be made for reliable securing to prevent the boom, hanger and the hanging load from swinging. The possibility of a voyage with a load on the hook shall be confirmed by calculation and approved by the Register in each case.

5.3 The Booklet for the tug shall include a direction to the effect the manoeuvring close to a stopped ship without casting off a tow rope is dangerous at the current speed above 1,3 m/s.

TABLE OF SYMBOLS FOR THE VALUES ADOPTED IN PART IV "STABILITY"

Symbol	Description
A_v	Windage area
A_k	Area of bilge keels
$A_{\max}$	The area under the positive range of righting lever curve up to the maximum angle
A_p	Lateral projected area of the underwater hull on the centreline
a_{cal}	Calculated value of acceleration
B	Breadth
b_0	Distance between shrouds at a bulwark
BP	Bollard pull
C_B	Block coefficient
D	Depth
d	Draught
$d_{\min}$	Draught related to the minimum loading condition of the ship specified by these Rules
g	Gravitational acceleration
h	Initial corrected transverse metacentric height
h_0	Initial uncorrected transverse metacentric height
$h_{3\%}$	Wave height of 3 % probability
HL_θ	Heeling lever due to the lift at θ
HM_θ	Heeling moment due to the lift at θ
K	Weather coefficient
K^*	Acceleration coefficient
k	Factor taking into account the effect of bilge keels and/or bar keels
k_i	Aerodynamic flow coefficient for a windage area component
L	Length
L_h	Longitudinal distance from the aft perpendicular to the towing point
L_{pp}	Length between perpendiculars
L_s	Subdivision length
L_{wl}	Waterline length
l	Righting lever
l_{bow}	Length of bow flare region
l_d	Dynamic stability curve lever
l_{FB}	Freeboard height
$l_{\max}$	Maximum righting lever
l_{w1}	Heeling lever due to steady wind
l_{w2}	Heeling lever due to gust
l_1	Righting lever curve for the condition before loss of crane load
l_2	Righting lever curve for the condition after loss of crane load
M_R	Heeling moment on turning
M_v	Heeling moment due to steady wind
M_l	Mass of ice inside the pipe pile
m	Wind gustiness addition
P	Weight of spoil in a hopper
p_v	Wind pressure
r	Transverse distance between the centreline and the towing point
T	Rolling period

Symbol	Description
V	Volume
v	Ship speed
V_a	Volume of water in the pipe pile
V_{at}	Volume of the pipe pile
v_s	Ship speed before steady turning
x_c	Longitudinal centre of buoyancy
x_g	Longitudinal centre of gravity
y_g	Transverse centre of gravity
z_g	Vertical centre of gravity
z	Windage area lever which is equal to the height of centre of windage area above the actual waterline
z_v	Windage area lever
z_0	Height of a point of shrouds fastening to a mast over a bulwark
Δ	Displacement
$\Delta_{\max}$	Displacement related to the maximum loading condition of the ship specified by these Rules
$\Delta_{\min}$	Displacement related to the minimum loading condition of the ship specified by these Rules
Δ_0	Lightship displacement
Δ_1	Ship's displacement in the most unfavourable loading condition regarding h or $l_{\max}$ values
Δm_h	Initial metacentric height correction
ΔM_θ	Free surface heeling moment for angle of heel θ
θ	Angle of heel
θ_d	Angle of deck immersion
θ_c	Angle of second intersection between the righting lever and heeling lever curves
θ_e	Angle of heel of first intersection between the righting lever and heeling lever curves
θ_{e2}	Angle of static heel after loss of crane load
θ_f	Down-flooding angle
$\theta_{\max}$	Angle of heel where the maximum of righting lever curve occurs
θ_{sp}	Angle of static heel due to spoil discharge
θ_{w1}	Angle of static heel due to steady wind
θ_0	Angle of initial static heel
θ_{1r}	Rolling amplitude
θ_{2r}	Rolling amplitude taking into account bilge keels
θ_{3r}	Rolling amplitude of a dredger with respect to a statical inclination after spoil discharge from a side

Russian Maritime Register of Shipping

Rules for the Classification and Construction of Sea-Going Ships
Part IV
Stability

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