

GUIDE FOR

APPLICATION OF HIGHER-STRENGTH THICK HULL STRUCTURAL STEEL PLATES IN CONTAINER CARRIERS FEBRUARY 2009

NOTICE NO. 1 – January 2012

The following changes become **EFFECTIVE AS OF 1 FEBRUARY 2012**.

(See <http://www.eagle.org> for the consolidated version of the Guide for Application of Higher-Strength Thick Hull Structural Steel Plates in Container Carriers, 2009, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction, unless otherwise noted. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)

SECTION 5 PREVENTION OF FATIGUE AND FRACTURE FAILURE IN THICK STEEL PLATES WITH MINIMUM YIELD STRESS OF 460 N/MM²

7 Prevention of Fracture Failure

(Revise Paragraph 5/7.1, as follows.)

7.1 General (1 February 2012)

To prevent a serious failure along the block joints of the upper flange structure, appropriate design measures are to be adopted to arrest the propagation of a crack in the hatch coaming and main deck structures. One or a combination of the design measures in this Subsection may be considered. The detailed design measure applied to avoid crack propagation is to be submitted for review.

(Add new Paragraph 5/7.9 and Figure 5, as follows.)

7.9 Insert Plate (1 February 2012)

An insert plate is to be provided at the bottom of the hatch coaming side plate as shown in Section 5, Figure 5. The minimum size of the insert plate is to be 150 mm depth × 300 mm length. The thickness and the material of the insert plate are to be the same as the hatch coaming side plate. The insert plate is to be welded to the hatch coaming side plate and upper deck by double-V or double-bevel groove deep penetration welding. Surface of the weld is to be ground smoothly to remove any stress concentration.

FIGURE 5
Insert Plate (1 February 2012)

