

RULES FOR BUILDING AND CLASSING

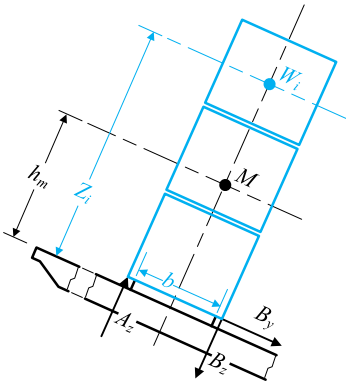
STEEL VESSELS 2018

CORRIGENDA/EDITORIALS – 1 March 2018

CORRIGENDA/EDITORIALS – 17 May 2018

CORRIGENDA/EDITORIALS – 1 July 2018

CORRIGENDA/EDITORIALS – 17 August 2018

| Page No. | Paragraph | Comments |
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| Part 3 Chapter 2 | Hull Construction and Equipment Hull Structures and Arrangements | |
| 26 | Table of Contents | In title of 3-2-14/23.25, “NDT Testing” to read “Nondestructive Testing”. |
| Part 3 Chapter 2 Section 14 | Hull Construction and Equipment Hull Structures and Arrangements Rudders and Steering Equipment | |
| 173 | 3-2-14/11.5vi) | In sentence before Note, “(0.8 in.)” to read “(0.08 in.)”. |
| 192 | 3-2-14/23.19 | In first line, “steering tub” to read “steering tube”. |
| 192 | 3-2-14/23.21.2 | In definition of F_{eqv} , “ pA_{strut} ” to read “ pA_{eqv} ”. |
| 193 | 3-2-14/23.25 | In title, “NDT Testing” to read “Nondestructive Testing”. |
| 193 | 3-2-14/23.25 | In Items <i>ii)</i> and <i>iii)</i> , “NDE” to read “NDT”. |
| 195 | 3-2-14/25.5 | In Item <i>iv)</i> , “Non-destructive Testing (NDE)” to read “Nondestructive Testing (NDT)”. |
| Part 3 Chapter 2 Section 15 | Hull Construction and Equipment Hull Structures and Arrangements Protection of Deck Openings | |
| 227 | 3-2-15/Figure 4 | Revise figure as follows:  |
| 234 | 3-2-15/9.17.3(b) | Reference “3-2-15/19.17.3(c) through 3-2-15/19.17.3(d)” to read “3-2-15/9.17.3(c) through 3-2-15/9.17.3(d)”. |
| 250 | 3-2-15/Table 7 | In last row, “Plastic materials on steel” to read “Lower friction materials”. |

| Page No. | Paragraph | Comments |
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| Part 4 Chapter 1 Section 1 | Vessel Systems and Machinery General Classification of Machinery | |
| 9 | 4-1-1/Table 1 | For Items 5 and 6, reference “4-2-2/5.3” to read “4-2-2/5.7”. (2 places) |
| 11 | 4-1-1/Table 3 | For Item 21, Rule Reference to read “4-8-5/5.17.11”. |
| Part 4 Chapter 2 Section 1 | Vessel Systems and Machinery Prime Movers Appendix 8 – Guidance for Evaluation of Fatigue Tests | |
| 124 | 4-2-1A8/7.3 | In first paragraph, “107 cycles” to read “10 ⁷ cycles”. |
| 127 | 4-2-1A8/9 | In last paragraph, “cycles beyond 107” to read “cycles beyond 10 ⁷ ”. |
| 127 | 4-2-1A8/11.1 | In first and second paragraphs, “107 cycles” to read “10 ⁷ cycles”. (2 places) |
| 127 | 4-2-1A8/11.3 | In first and fourth paragraphs, “107 cycles” to read “10 ⁷ cycles”. (2 places) |
| Part 4 Chapter 6 Section 2 | Vessel Systems and Machinery Piping Systems Metallic Piping | |
| 451 | 4-6-2/7.3.4 | In last line, “ABS Divisional Survey Department” to read “ABS Assistant Chief Surveyor”. |
| 454 | 4-6-2/9.13.5iv) | Reference “6-1-4/23.13” to read “6-1-4/19.13”. |
| 462 | 4-6-2/Table 8 | For NPS of 5 in., outside diameter in inches to read “5.563”. |
| Part 4 Chapter 6 Section 5 | Vessel Systems and Machinery Piping Systems Piping Systems for Internal Combustion Engines | |
| 533 | 4-6-5/13.1 | Reference “6.5.3 of the <i>ABS Guide for Propulsion Systems for LNG Carriers</i> ” to read “5C-8-A7/5.5”. |
| 533 | 4-6-5/13.1 | Reference “5C-8-A7/5.5” to read “5C-8-A7/3.5”. |
| Part 4 Chapter 8 Section 5 | Vessel Systems and Machinery Electrical Systems Special Systems | |
| 825 | 4-8-5/3.7.5(c) | Reference “4-8-3/Table 2” to read “4-8-5/Table 1”. |
| Part 4 Chapter 9 Section 5 | Vessel Systems and Machinery Automation ACC Notation | |
| 895 | 4-9-5/15.5.2 | Reference “4-9-6/21.3viii)” to read “4-9-6/21.3ix)”. |
| Part 5C Chapter 1 Section 4 | Specific Vessel Types Vessels Intended to Carry Oil in Bulk (150 meters (492 feet) or more in Length) Initial Scantling Criteria | |
| 93 | 5C-1-4/9.5 | In definition of c , “1.25 β^2 ” to read “1.25/ β^2 ”. |
| 114 | 5C-1-4/17.3 | Equation for t_4 to read : $t_4 = 100F/(df_4) \quad \text{in mm for web plating}$ $= F/(df_4) \quad \text{in in. for web plating}$ |
| Part 5C Chapter 1 Section 7 | Specific Vessel Types Vessels Intended to Carry Oil in Bulk (150 meters (492 feet) or more in Length) Cargo Oil and Associated Systems | |
| 177 | 5C-1-7/25.11.4 | Reference “4-6-1/7.3.1vii)” to read “4-6-1/7.3.1vi)”. |

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| Part Chapter Section | 5C 3 4 | Specific Vessel Types Vessels Intended to Carry Ore or Bulk Cargoes (150 meters (492 feet) or more in Length) Initial Scantling Criteria |
| 392 | 5C-3-4/9.1 | In paragraph above equation for t_6 , “ t_5 ” to read “ t_6 ”. |
| 393 | 5C-3-4/9.1 | In paragraph above equation for t_7 , “ t_6 ” to read “ t_7 ”. |
| 443 | 5C-3-4/25.3 | Equation for t_4 to read : $t_4 = 100F/(df_4) \quad \text{in mm for web plating}$ $= F/(df_4) \quad \text{in in. for web plating}$ |

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| Part Chapter Section | 5C 3 7 | Specific Vessel Types Vessels Intended to Carry Ore or Bulk Cargoes (150 meters (492 feet) or more in Length) Cargo Safety and Vessel Systems |
| 494 | 5C-3-7/Table 2 | Reference “7.3.4(c)” to read “7.3.4(d)”. |

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| Part Chapter Appendix | 5C 3 3 | Specific Vessel Types Vessels Intended to Carry Ore or Bulk Cargoes (150 meters (492 feet) or more in Length) The Design and Evaluation of Ore and Ore/Oil Carriers |
| 556 | 5C-3-A3/11.7 | In last line, reference “7.3” to read “3-1-1/7.3”. |
| 557 | 5C-3-A3/11.9 | In definition of $f_{Ri,jk}$, “N/mm ² as specified in Appendix 5C-3-A1/9.1.1” to read “N/mm ² as specified in 5C-3-A1/9.1.1”. |

| Part Chapter Appendix | 5C 3 6 | Specific Vessel Types Vessels Intended to Carry Ore or Bulk Cargoes (150 meters (492 feet) or more in Length) Harmonized System of Notations and Corresponding Design Loading Conditions for Bulk Carriers | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 589 | 5C-3-A6/ Table 2A | Revise references in Maximum Allowable: <table border="1" style="margin-left: 40px;"> <thead> <tr> <th><i>summer draft (d)</i></th> <th><i>shallower draft</i></th> </tr> </thead> <tbody> <tr> <td>7.3.2(a): $M_{FULL} + M_{DBF}$</td> <td>7.3.4(b): $M_{HD} + M_{DBF}$</td> </tr> <tr> <td>7.3.4(b): $M_{HD} + (0.1M_H) + M_{DBF}$</td> <td>*7.3.3(a): $M_{FULL} + M_{DBF}$</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td>7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$</td> </tr> <tr> <td></td> <td>7.3.6(c): (max @sea) = $0.15M_{MAX}$</td> </tr> <tr> <td>7.3.2(a): $M_{FULL} + M_{DBF}$</td> <td>*7.3.3(a): $M_{FULL} + M_{DBF}$</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td>7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$</td> </tr> <tr> <td></td> <td>7.3.6(c): (max @sea) = $0.15M_{MAX}$</td> </tr> <tr> <td>7.3.2(a): $M_{FULL} + M_{DBF}$</td> <td>*7.3.3(a): $M_{FULL} + M_{DBF}$</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td>7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$</td> </tr> <tr> <td></td> <td>7.3.6(c): (max @sea) = $0.15M_{MAX}$</td> </tr> <tr> <td>7.3.2(a): $M_{FULL} + M_{DBF}$</td> <td>*7.3.3(a): $M_{FULL} + M_{DBF}$</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td>7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$</td> </tr> <tr> <td></td> <td>7.3.6(c): (max @sea) = $0.15M_{MAX}$</td> </tr> </tbody> </table> | <i>summer draft (d)</i> | <i>shallower draft</i> | 7.3.2(a): $M_{FULL} + M_{DBF}$ | 7.3.4(b): $M_{HD} + M_{DBF}$ | 7.3.4(b): $M_{HD} + (0.1M_H) + M_{DBF}$ | *7.3.3(a): $M_{FULL} + M_{DBF}$ | | (at sea) - * marked req't | | 7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$ | | 7.3.6(c): (max @sea) = $0.15M_{MAX}$ | 7.3.2(a): $M_{FULL} + M_{DBF}$ | *7.3.3(a): $M_{FULL} + M_{DBF}$ | | (at sea) - * marked req't | | 7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$ | | 7.3.6(c): (max @sea) = $0.15M_{MAX}$ | 7.3.2(a): $M_{FULL} + M_{DBF}$ | *7.3.3(a): $M_{FULL} + M_{DBF}$ | | (at sea) - * marked req't | | 7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$ | | 7.3.6(c): (max @sea) = $0.15M_{MAX}$ | 7.3.2(a): $M_{FULL} + M_{DBF}$ | *7.3.3(a): $M_{FULL} + M_{DBF}$ | | (at sea) - * marked req't | | 7.3.6(a): $M_{MAX} = M_{HD}(M_{FULL}) + M_{DBF}$ | | 7.3.6(c): (max @sea) = $0.15M_{MAX}$ |
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| Part 5C Chapter 3 Appendix 6 | 5C-3-A6/ Table 2A | Specific Vessel Types Vessels Intended to Carry Ore or Bulk Cargoes (150 meters (492 feet) or more in Length) Harmonized System of Notations and Corresponding Design Loading Conditions for Bulk Carriers | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | (at sea) - * marked req't | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7.3.6(b): $M_{FULL} + M_{DBF}$ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 589 | 5C-3-A6/ Table 2B | Revise references in Minimum Required: <table border="1"> <thead> <tr> <th><i>summer draft</i></th> <th><i>shallower draft</i></th> </tr> </thead> <tbody> <tr> <td>7.3.2(f): $0.5M_H$</td> <td>*7.3.3(d): 0</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td>*7.3.3(d): 0</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td>*7.3.3(d): 0</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td>*7.3.3(d): 0</td> </tr> <tr> <td></td> <td>(at sea) - * marked req't</td> </tr> </tbody> </table> | <i>summer draft</i> | <i>shallower draft</i> | 7.3.2(f): $0.5M_H$ | *7.3.3(d): 0 | | (at sea) - * marked req't | | | | *7.3.3(d): 0 | | (at sea) - * marked req't | | | | *7.3.3(d): 0 | | (at sea) - * marked req't | | | | *7.3.3(d): 0 | | (at sea) - * marked req't | | |
| <i>summer draft</i> | <i>shallower draft</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.3.2(f): $0.5M_H$ | *7.3.3(d): 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (at sea) - * marked req't | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | *7.3.3(d): 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (at sea) - * marked req't | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | *7.3.3(d): 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (at sea) - * marked req't | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | *7.3.3(d): 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (at sea) - * marked req't | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|-----------------------------------|----------------|--|
| Part 5C Chapter 4 Section 1 | 5C-4-1/1.13 | Specific Vessel Types Vessels Intended to Carry Ore or Bulk Cargoes (Under 150 meters (492 feet) in Length) Introduction |
| 604 | 5C-4-1/1.13 | Reference “SOLAS regulation XII/6.5.3” to read “SOLAS regulation XII/6.4.3”. |
| 604 | 5C-4-1/Table 1 | In title, reference “SOLAS Regulation XII/6.5.3” to read “SOLAS Regulation XII/6.4.3”. |

| Page No. | Paragraph | Comments |
|----------------------------|--------------|---|
| Part Chapter Section | 5C 5 2 | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Design Considerations and General Requirements |
| 633 | 5C-5-2/1.5.2 | Reference “5C-5-5/5.13” to read “5C-5-4/3”. |

| Part | Chapter | Section | Comments |
|------|---------|---------|---|
| 5C | 5 | 4 | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Initial Scantling Criteria |

| | | |
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| 684 | 5C-5-4/Figure 1 | Revise references in figure as follows: |
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| 711 | 5C-5-4/11.1 | In first paragraph, “5C-5-4/3.1.6” to read “5C-5-A4a/5”. |
| 712 | 5C-5-4/11.1 | In definition of SM_D , reference “5C-5-4/3.1.6(c)” to read “5C-5-A4a/5.5”. |
| 741 | 5C-5-4/19.13.1 | In equation for t , “0.73s” to read “0.73sk”. |
| 756 | 5C-5-4/25.1 | In equation for t , “0.73s” to read “0.73sk”. |

| Part | Chapter | Section | Comments |
|------|------------|--|--|
| 5C | 5 | 5 | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Total Strength Assessment |
| 759 | 5C-5-5/3.5 | In definition of p , reference “5C-5-3/9.3.1(b)” to read “5C-5-3/Table 2”. | |

| Part | Chapter | Section | Comments |
|------|-------------|---|--|
| 5C | 5 | 6 | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Hull Structures Beyond 0.4L Amidships |
| 822 | 5C-5-6/27.5 | Reference “5C-5-6/27.2” to read “5C-5-6/27.3”. (2 places) | |

| Page No. | Paragraph | Comments |
|-----------------------------|-----------------------------|--|
| Part Chapter Appendix | 5C 5 1 | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Fatigue Strength Assessment of Container Carriers |
| 870 | 5C-5-A1/9.5.2(c) | In definition of I_g , reference “5C-5-A1/Table 2b” to read “item b of 5C-5-A1/Table 2”. |
| 876 | 5C-5-A1/11.5 | In paragraph before Figure 11, reference “5C-5-A1/13.7” to read “5C-5-A1/11.7”. |
| Part Chapter Appendix | 5C 5 4c | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Buckling Capacity |
| 931 | 5C-5-A4c/7.7.3 | In definition of P_z , “ $\frac{t_p}{z}$ ” to read “ $\frac{t_p}{s}$ ”. |
| Part Chapter Appendix | 5C 5 5 | Specific Vessel Types Vessels Intended to Carry Containers (130 meters (427 feet) to 450 meters (1476 feet) in Length) Additional Loading Patterns and Loading Cases for Structural Analysis |
| 950 | 5C-5-A5/Table 1 | For L.C. I-3b, Torsional Mt. k_c to read “0.55 α ”. |
| Part Chapter Section | 5C 7 4 | Specific Vessel Types Vessels Intended to Carry Passengers Structural Fire Protection |
| 1024 | 5C-7-4/1.3.2 | In Note, reference “Regulation 2.1 of SOLAS” to read “Regulation 2.2.1 of SOLAS”. |
| Part Chapter Section | 5C 8 1 | Specific Vessel Types Vessels Intended to Carry Liquefied Gases in Bulk General |
| 1121 | 5C-8-1/2.24.8 | Revise to read “areas on open deck, or semi-enclosed spaces on open deck, within 1.5 m of cargo machinery space entrances, cargo machinery space ventilation inlets;”. |
| Part Chapter Section | 5C 8 2 | Specific Vessel Types Vessels Intended to Carry Liquefied Gases in Bulk Ship Survival Capability and Location of Cargo Tanks |
| 1146 | 5C-8-2/7.1.3 | Revise to read “the residual stability during intermediate stages of flooding shall not be less than that required by 5C-8-2/7.2.1;”. |
| Part Chapter Section | 5C 8 9 | Specific Vessel Types Vessels Intended to Carry Liquefied Gases in Bulk Cargo Containment System Atmosphere Control |
| 1251 | 5C-8-9/2.1 | Revise “full secondary barriers” to read “full or partial secondary barriers”. |
| Part Chapter Appendix | 5C 8 7 | Specific Vessel Types Vessels Intended to Carry Liquefied Gases in Bulk Dual Fuel Diesel and Single Gas Fuel Engines (ABS) |
| 1348 | 5C-8-A7/1.5 | In fourth bullet, reference “5C-8-A7/9.5” to read “5C-8-A7/3.5”. |
| 1348 | 5C-8-A7/1.5 | In fifth bullet, reference “5C-8-A7/9.3.4 and 5C-8-A7/9.9.1” to read “5C-8-A7/3.7”. |
| 1348 | 5C-8-A7/1.5 | In sixth bullet, reference “5C-8-A7/11” to read “5C-8-A7/5”. |
| 1349-1351 | 5C-8-A7/5 thru 5C-8-A7/9 | Renumber 5C-8-A7/5 through 5C-8-A7/9 as 5C-8-A7/3 through 5C-8-A7/7. |
| Part Chapter Section | 5C 12 3 | Specific Vessel Types Liquefied Gas Carriers with Membrane Tanks Load Criteria |
| 1704 | 5C-12-3/11.1 | In third line, “ h_1 ” to read “ h_d ”. (2 places) |

| Page No. | Paragraph | Comments |
|----------------------------|-----------------|---|
| Part Chapter Section | 5C 12 4 | Specific Vessel Types Liquefied Gas Carriers with Membrane Tanks Initial Scantling Criteria |
| 1738 | 5C-12-4/7.9.2 | In definition of M , “10 ⁵ ” to read “10 ⁶ ”. |
| 1738 | 5C-12-4/7.9.2 | In definition of k_1 , “37.2” to read “5780”. |
| 1738 | 5C-12-4/7.9.2 | In definition of F , “600” to read “6000”. |
| 1738 | 5C-12-4/7.9.2 | In definition of k_2 , “2.24” to read “0.0145”. |
| 1754 | 5C-12-4/11.5.1 | In definition of f_s , “0.3 S_{mf_y} ” to read “0.45 S_{mf_y} ”. |
| Part Chapter Section | 5C 13 6 | Specific Vessel Types Vessels Using Gases or other Low-Flashpoint Fuels Fuel Containment System |
| 1902 | 5C-13-6/7.2.5.1 | Revise “0oC” to read “0°C”. |
| 1907 | 5C-13-6/9.2.1 | Revise “32oC” and “45oC” to read “32°C” and “45°C”, respectively. |