STEEL BARGES
2018

NOTICE NO. 1 – JULY 2018

The following Rule Changes were approved by the ABS Rules Committee on 1 June 2018 and become **EFFECTIVE AS OF 1 JULY 2018.**

(See http://www.eagle.org for the consolidated version of the Rules for Building and Classing Steel Barges 2018, 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.)*

PART 3 HULL CONSTRUCTION AND EQUIPMENT

CHAPTER 2 HULL STRUCTURES AND ARRANGEMENTS

SECTION 1 LONGITUDINAL STRENGTH

11 Longitudinal Strength with Higher-Strength Materials

(Revise Paragraph 3-2-1/11.3, as follows:)

11.3 Hull Girder Section Modulus *(1 July 2018)*

When either the top or bottom flange of the hull girder, or both, is constructed of higher-strength material, the section modulus as obtained from 3-2-1/3.1 may be reduced by the factor Q.

$$SM_{hts} = Q\,(SM_R)$$

where

Q = 0.78 for H32 strength steel

Q = 0.72 for H36 strength steel

Q = 0.68(1) for H40 strength steel

H32, H36, H40 are as specified in Section 2-1-3 of the ABS *Rules for Materials and Welding (Part 2)*.

Note:

1 The material factor for H40 may be taken as 0.66, provided that the hull structure is additionally verified for compliance with the requirements of:

- ABS *Guide for 'SafeHull-Dynamic Loading Approach' for Vessels*
- ABS *Guide for Spectral-Based Fatigue Analysis for Vessels*

Q factor for steels having other yield points or yield strengths will be specially considered.