Amendments

Pt. 10 Hull Structure and Equipment of Small Steel Ships

Present	Amendment	Note

〈Guidance〉 – Pt 10

Ch.22 EQUIPMENT NUMBER AND EQUIPMENT

Sec.1 General

101. General and application *(2020)* 【See Rule】

1. When Danforth anchors with special shapes and dimensions are used on ships less than 30 meters in length, shall comply with requirements in this chapter. Type approval is required if the anchor does not comply with the dimensions specified in **Table 10.22.2** or exceeds a mass of 120 kg. *(2025)*
2. Where the equipment number is to be calculated in accordance with the requirements of **57** of Regulation for Ships Equipment of **Korean Ship Safety Act**, danforth anchor, anchor ropes and mooring ropes in specified **Table 10.22.1** may be provided with according to the equipment number.

Table 10.22.1 Danforth anchor and ropes

Equipment Number		–		Ropes for anchor(per each anchor)				Tow Line		Mooring Line		
					Diameter (mm)							
Exceeding	Not exceeding	–	–	Length (m)	Manilar Rope	Nylon Rope	Vinyl Rope	Length (m)	Diameter (mm)	Number	Length (m)	Diameter (mm)
80	90			60	24	17	20	110	28	·	·	·
90	105			70	28	20	24	110	30	1	165	20
105	140	–	–	80	32	22	27	110	32	1	165	20
140	175			90	35	25	30	135	34	1	165	22
175	215			100	38	27	33	135	36	1	165	24
–	–	–	–	–	–	–	–	–	–	–	–	–

〈Guidance〉 – Pt 10

Ch.22 EQUIPMENT NUMBER AND EQUIPMENT

Sec.1 General

101. General and application *(2020)* 【See Rule】

1. 〈same as present〉
2. Where the equipment number is to be calculated in accordance with the requirements of **57** of Regulation for Ships Equipment of **Korean Ship Safety Act**, danforth anchor, anchor ropes and mooring ropes in specified **Table 10.22.1** may be provided with according to the equipment number. If the rope is not of the type specified in Table 10.22.1, other ropes having a minmum breaking strength equal to or greater than that of the ropes specified may be used. In this case, international standards (ISO, etc.) or recognized industrial standards (KS, DIN, etc.) of the country in which the ship was built may be applied. *(2026)*

Table 10.22.1 Danforth anchor and ropes

Equipment Number		–		Ropes for anchor(per each anchor)				Tow Line (Manilar Rope)		Mooring Line (Manilar Rope)		
					Diameter (mm)							
Exceeding	Not exceeding	–	–	Length (m)	Manilar Rope	Nylon Rope	Vinyl Rope	Length (m)	Diameter (mm)	Number	Length (m)	Diameter (mm)
80	90			60	24	17	20	110	28	·	·	·
90	105			70	28	20	24	110	30	1	165	20
105	140	–	–	80	32	22	27	110	32	1	165	20
140	175			90	35	25	30	135	34	1	165	22
175	215			100	38	27	33	135	36	1	165	24
–	–	–	–	–	–	–	–	–	–	–	–	–

- For towing and mooring lines, the values given in **Table 10.22.1** are for Manila ropes.
- When ropes other than those given in the table are used, industry standards may be followed. (refer to **Pt4, Ch8, 607.**)

Present	Amendment (1)	Note
〈Rules〉 – Pt 10 **Ch.7 Double Bottoms** **Sec.1 General** 101. ~ 103. 〈omit〉 104. Cofferdams 1. The following dedicated tanks are to be separated from adjacent tanks by cofferdams. However, these cofferdams may be omitted provided that the common boundaries of lubricating oil and fuel oil tank have full penetration welds. (1) Fuel oil (2) Lubricating oil (3) Vegetable oil (4) Fresh water 2. The cofferdams in **Par 1** are to be provided with the air pipes to comply with the requirements in **Pt 5, Ch 6, 201.** and with the manholes of adequate size which are well accessible. 105. ~ 107. 〈omit〉	〈Rules〉 – Pt 10 **Ch.7 Double Bottoms** **Sec.1 General** 104. Cofferdam 1. A cofferdam means an empty space arranged so that compartments on each side have no common boundary; a cofferdam may be located vertically or horizontally. As a rule, a cofferdam is to be kept gas-tight and is to be properly ventilated, provided with drainage arrangement, and of sufficient size to allow proper inspection, maintenance and safe evacuation. 2. Cofferdams are to be provided between compartments intended for liquid hydrocarbons (including fuel oil, lubricating oil) and those intended for fresh water (water for propelling machinery and boilers) as well as tanks intended for the carriage of liquid foam for fire extinguishing. 3. Furthermore, tanks carrying fresh water for human consumption are to be separated from other tanks containing substances hazardous to human health by cofferdams or other means as approved by the Society. Normally, tanks for fresh water and water ballast are considered non-hazardous. 4. Where a corner to corner situation occurs, tanks are not considered to be adjacent. 5. The cofferdams specified in 2. may be waived when deemed impracticable or unreasonable by the Society in relation to the characteristics and dimensions of the spaces containing such tanks, provided that the common boundaries have full penetration welds. 6. The cofferdams in **Par. 1** are to be provided with the air pipes to comply with the requirements in **Pt 5, Ch 6, 201** and with the manholes of adequate size which are well accessible. 105. ~ 107. 〈same as present〉	-The definition of cofferdam is consistent with Ch 15, 304 - The cofferdam omission requirements remain the same as in Ch7

Present	Amendment (2)	Note
〈Rules〉 - Pt 10 Ch.15 DEEP TANKS Sec.3 Fittings of Deep Tanks 304. Cofferdams 1. ~~A cofferdam means an empty space arranged so that compartments on each side have no common boundary; a cofferdam may be located vertically or horizontally. As a rule, a cofferdam is to be kept gas-tight and is to be properly ventilated, provided with drainage arrangement, and of sufficient size to allow proper inspection, maintenance and safe evacuation.~~ 2. ~~Cofferdams are to be provided between compartments intended for liquid hydrocarbons (including fuel oil, lubricating oil) and those intended for fresh water (water for propelling machinery and boilers) as well as tanks intended for the carriage of liquid foam for fire extinguishing.~~ 3. ~~Furthermore, tanks carrying fresh water for human consumption are to be separated from other tanks containing substances hazardous to human health by cofferdams or other means as approved by the Society. Normally, tanks for fresh water and water ballast are considered non-hazardous.~~ 4. ~~Where a corner to corner situation occurs, tanks are not considered to be adjacent.~~ 5. ~~The cofferdams specified in **Par 1** may be waived when deemed impracticable or unreasonable by the Society in relation to the characteristics and dimensions of the spaces containing such tanks, provided that:~~ ~~(1) The thickness of common boundary plates of adjacent tanks is increased, with respect to the thickness obtained according to **Ch 15, Sec 2,** by 2 mm in the case of tanks carrying fresh water or boiler feed water, and by 1 mm in all other cases;~~ ~~(2) the sum of the throats of the weld fillets at the edges of these plates is not less than the thickness of the plates themselves;~~ ~~(3) the structural test is carried out with a test pressure increased by 1 m.~~	〈Rules〉 - Pt 10 Ch.15 DEEP TANKS Sec.3 Fittings of Deep Tanks 304. Cofferdams 1. As specified in **Ch 7, 104.**	- The contents of Ch15, Sec304 are omitted as they are identical to Ch7, Sec104.

Present	Amendment (2)	Note
6. The cofferdams specified in **Par 1** are to be provided with the air pipes to comply with the requirements in **Pt 5, Ch 6, 201.** and with the manholes of adequate size which are well accessible. **7.** Crew spaces and passenger spaces are not to be directly adjacent to the tanks for carriage of fuel oil. Such compartments are to be separated from the fuel oil tanks by cofferdams which are well ventilated and are not less than 600 mm in width for easy access. Where the top of fuel oil tanks has no opening and is coated with incombustible coverings of 38 mm and over in thickness, the cofferdam between such compartments and the top of fuel oil tanks may be omitted.	~~**6.** The cofferdams specified in **Par 1** are to be provided with the air pipes to comply with the requirements in **Pt 5, Ch 6, 201.** and with the manholes of adequate size which are well accessible.~~ **2.** Crew spaces and passenger spaces are not to be directly adjacent to the tanks for carriage of fuel oil. Such compartments are to be separated from the fuel oil tanks by cofferdams which are well ventilated and are not less than 600 mm in width for easy access. Where the top of fuel oil tanks has no opening and is coated with incombustible coverings of 38 mm and over in thickness, the cofferdam between such compartments and the top of fuel oil tanks may be omitted.	- 7.→ 2.