Amending Stability Information due to Conversions

Object of Amendment

Rules for the Survey and Construction of Steel Ships Part B

Reason for Amendment

Chapter II-1 of SOLAS and its associated explanatory notes (hereinafter, EN) stipulate the necessity of updating stability information according to the amount of change in the lightweight and other ship particulars associated with a conversion. The same requirements are also incorporated in Part B of the Rules for the Survey and Construction of Steel Ships along with the Society's independently developed requirements.

Since the Society's requirements have been reviewed to align them with the above-mentioned requirements of SOLAS and the EN, relevant requirements are amended accordingly.

Outline of the Amendment

Amends relevant requirements related to the necessity of updating stability information associated with a conversion to be consistent with SOLAS and its EN.

Effective Date and application

Effective date of this amendments is 1 January 2026.

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

ID:DH25-03

Amended-Original Requirements Comparison Table (Amending Stability Information due to Conversions)

Amended	Original	Remarks
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS **Part B CLASS SURVEYS** **Chapter 2 CLASSIFICATION SURVEYS** **2.3 Alterations** **2.3.1 Examinations of Altered Parts*** **5** The necessity for re-inclining tests and amending stability information for ships subject to major conversions is to be in accordance with **(1)** to **(3)** below. In this sub-paragraph, "Stability information" includes any document (whether on paper or electronic) or electronic means of calculation of stability which includes lightship properties. This may include, but is not limited to, approved stability books, computer software for onboard calculations of stability, approved strength books and loading instruments. (1) The determination of the necessity for re-inclining tests and amending stability information is to be in accordance with **Table B2.13**. (2) Where the stability information has been amended in accordance with **(1)** above to reflect the lightship properties derived from the lightweight calculation, it is to be approved by the Society and provided to the ship's master with instructions that it is now to be used for all stability calculations.	**RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS** **Part B CLASS SURVEYS** **Chapter 2 CLASSIFICATION SURVEYS** **2.3 Alterations** **2.3.1 Examinations of Altered Parts*** **5** The necessity for re-inclining tests and amending stability information for ships subject to major conversions is to be in accordance with **(1)** to **(3)** below. In this sub-paragraph, "Stability information" includes any document (whether on paper or electronic) or electronic means of calculation of stability which includes lightship properties. This may include, but is not limited to, approved stability books, computer software for onboard calculations of stability, approved strength books and loading instruments. (1) The determination of the necesiity for re-inclining tests and amending stability information is to be in accordance with **Table B2.13**. (2) Where the stability information has been amended in accordance with **(1)** above to reflect the lightship properties derived from the lightweight calculation, it is to be approved by the Society and provided to the ship's master with instructions that it is now to be used for all stability calculations.	Wording correction

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<table>
<tr><th>Amended</th><th>Original</th><th>Remarks</th></tr>
<tr>
<td>(3) Where it is judged in accordance with (1) above that re-inclining tests and amending stability information are not necessary, ships are to be in accordance with (a) and (b) below. In this context, “lightship properties” means the weight and the centre of gravity of ships.
(a) A copy of the lightweight calculation report endorsed by the Society is to be provided on board for future reference with no further amendments required to the stability information. “Lightweight calculation” means a detailed calculation of weights added to, removed from, and relocated on a ship, resulting from all alterations to the ship since the date of the last approved inclining test to determine the adjusted lightship properties. The documented weights and their centres of gravity are to be verified on board or on site by the attending Society surveyor.
(b) Deviations of lightship properties are, however, still to be noted in the stability information on board for reference and applied to all future references and stability/loading calculations.</td>
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<tr>
<td>Table B2.13 Necessity for Re-inclining Tests and Amending Stability Information
<table>
<tr><th>Result of lightweight calculation</th><th>Need for inclining test</th><th>Need for an amendment to stability information</th></tr>
<tr><td>Lightweight change > 2 %</td><td>Yes</td><td>Yes, using new inclining test result</td></tr>
<tr><td>LCG change > 1 % of ship length for freeboard (L_f), either forward or aft
(For ships other than those of 500 gross tonnage and above engaged on international voyages, 1 % of length of ship (L) can be applied.)</td><td>Yes</td><td>Yes, using new inclining test result</td></tr>
</table>
</td>
<td></td>
<td>Wording correction</td>
</tr>
</table>

Amended-Original Requirements Comparison Table (Amending Stability Information due to Conversions)

Amended		Original	Remarks
VCG change > 1 %	Yes	Yes, using new inclining test result	The reference value of draught, still water bending moment and shear force after conversion specified in Note (4) is deleted. On the other hand, it is clearly specified that when deemed necessary by Society, a re-inclining test and amending relevant documents may be required.
1 % < Lightweight change ≤ 2 %	No	Yes, using the calculated lightweight	
0.5 % of ship length for freeboard (L_f) < *LCG* change ≤ 1 % of ship length for freeboard (L_f), either forward or aft (For ships other than those of 500 gross tonnage and above engaged on international voyages, 0.5 % of length of ship (L) can be applied.)	No	Yes, using the calculated lightweight	
0.5 % < *VCG* change ≤ 1 %	No	Yes, using the calculated lightweight	
Lightweight change ≤ 1 %	No	No	
LCG change ≤ 0.5 % of ship length for freeboard (L_f), either forward or aft (For ships other than those of 500 gross tonnage and above engaged on international voyages, 0.5 % of length of ship (L) can be applied.)	No	No	
VCG change ≤ 0.5 %	No	No	

Notes

(1) Longitudinal centre of gravity is abbreviated as "*LCG*", and vertical centre of gravity is abbreviated as "*VCG*".

(2) When multiple alterations are made to a ship in service over a period of time and each alternation is within the deviation limits specified in the table above, the cumulative total changes to the principal data from the most recent inclining test or lightweight calculation are to be used.

(3) Both upward and downward changes to the vertical centre of gravity are to be considered.

(4) When deemed necessary by the Society, a re-inclining test and amending the stability information, loading manuals, etc. may be required. Furthermore, ships subject to **Part CSR-B&T** are to comply with **2.1.2 Section 5 Chapter 1, Part CSR-B&T**, when the differences between the original values for draught, still water bending moment and shear force and the values calculated after conversion exceed 2 %.

(5) Lightship properties are to be consistent in all documents which use them (e.g. loading manual, stability manual, computer data).

(6) A change in lightweight will result in a change in deadweight unless there is an associated change in freeboard. The consequences of the change could have an impact on compliance with other regulations (e.g. MARPOL Annex VI).

(7) "Stability information" in this table means any document (whether on paper or electronic) or electronic means of calculation of stability which includes lightship properties. This may include, but is not limited to, approved stability books, computer software for onboard calculations of stability, approved strength books and loading instruments.

Amended-Original Requirements Comparison Table (Amending Stability Information due to Conversions)

Amended	Original	Remarks
EFFECTIVE DATE AND APPLICATION **1.** The effective date of the amendments is 1 January 2026.		