

SC 280

Angle of down-flooding (ϕ_f) / Angle at which an opening incapable of being closed weathertight (θ_v)

(June 2016)
(Rev.1
June 2022)

~~{Interpretation of 2008 IS Code, International Grain Code and SOLAS/Ch.II-1-Reg.7-2}~~

2008 IS Code & International Grain Code read as follows:

ϕ_f is an angle of heel at which openings in the hull, superstructures or deckhouses which cannot be closed weathertight immerse.

~~(2008 IS Code & International Grain Code)~~

SOLAS II-1/7-2 reads as follows:

θ_v is the angle, in any stage of flooding, where the righting lever becomes negative, or the angle at which an opening incapable of being closed weathertight becomes submerged.

~~(SOLAS/Ch.II-1-Reg.7-2)~~

Interpretation

In applying ϕ_f or θ_v , openings which cannot be or are incapable of being closed weathertight include ventilators (complying with ICLL 19(4)) that for operational reasons have to remain open to supply air to the engine room, or emergency generator room or closed ro-ro and vehicle spaces (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2017.
2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.
3. Rev.1 is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2023.

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