

Guidelines for the design and construction of offshore supply vessels, 2006 (2006 OSV Guidelines)

Supplement December 2012

Amendments to the Guidelines for the design and construction of offshore supply vessels, 2006 (2006 OSV Guidelines), by resolution MSC.335(90), were approved by the Maritime Safety Committee on 22 May 2012 at its ninetieth session. These are amendments to resolution MSC.235(82), which superseded the OSV Guidelines adopted by resolution A.469(XII).

1.2 Definitions

In paragraph 1.2.4, insert the words “breadth (B) of a vessel”, after the words “length (L) of a vessel”.

3.2 Damage assumptions

Replace paragraphs 3.2.2 and 3.2.3 with the following:

“3.2.2 The assumed extent of damage should be as follows:

- .1 longitudinal extent:
 - .1 for a vessel the keel of which is laid or which is at a similar stage of construction* before 22 November 2012:
with length (L) not greater than 43 m: 10% of L ; and
with length (L) greater than 43 m: 3 m plus 3% of L ;
 - .2 for a vessel the keel of which is laid or which is at a similar stage of construction on or after 22 November 2012:
with length (L) not greater than 43 m: 10% of L ;
with length (L) greater than 43 m and less than 80 m: 3 m plus 3% of L ; and
with length (L) from 80 m to 100 m: $\frac{1}{3}L^2$;

* A similar stage of construction means the stage at which:

- .1 construction identifiable with a specific ship begins; and
- .2 assembly of that ship has commenced, comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

- .2 transverse extent:
 - .1 for a vessel the keel of which is laid or which is at a similar stage of construction before 22 November 2012:

760 mm measured inboard from the side of the vessel perpendicularly to the centreline at the level of the summer load waterline;
 - .2 for a vessel the keel of which is laid or which is at a similar stage of construction on or after 22 November 2012:

with length (L) less than 80 m: 760 mm; and
 with length (L) from 80 m to 100 m: $\frac{B}{20}$, but not less than 760 mm;

The transverse extent should be measured inboard from the side of the vessel perpendicularly to the centreline at the level of the summer load waterline; and

- .3 vertical extent:

from the underside of the cargo deck, or the continuation thereof, for the full depth of the vessel.

3.2.3 For a vessel the keel of which is laid or which is at a similar stage of construction:

- .1 before 22 November 2012:

A transverse watertight bulkhead extending from the vessel's side to a distance inboard of 760 mm or more at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations.
- .2 on or after 22 November 2012:

For a vessel with length (L) less than 80 m, a transverse watertight bulkhead extending from the vessel's side to a distance inboard of 760 mm or more at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations.

For a vessel with length (L) from 80 m to 100 m, a transverse watertight bulkhead extending from the vessel's side to a distance inboard of $\frac{B}{20}$ or more (but not less than 760 mm) at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations."