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**Edition**

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CHEAPEST NOTES

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IMO publication  
sales no.: T101E.

IGF = International  
code for ships  
fuelled by gases or  
other low-flashpoint  
fuels

Law and Practice  
Research Handbook  
on Maritime Law  
and Regulation  
Load Lines  
International Code

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of Safety for Ships  
Using Gases Or  
Low Flashpoint  
Fuels

Liquefied Natural  
Gas (LNG) Tanker  
Cargo and Ballast  
Handling Simulator  
Procedures for Port  
State Control 2019

***Load lines are  
painted on the side  
of a ship to show***

***how low it may safely rest in the water. The 1966 International Convention on Load Lines (ICLL) is administered by the International Maritime Organization, and sets out detailed regulations on the assignment of the freeboard (the***

***vertical distance between the top of the hull and the waterline) and the specific limitations to which different types of ships may be loaded. This publication contains the text of the 1966 Convention, the articles of the 1988 Protocol and amendments, the***

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*unified*

*Edition Bitcoinore*  
**interpretations of  
the 1966 Convention  
approved by the  
Maritime Safety  
Committee up to  
December 2004, and  
the Form of Record  
conditions of  
assignment of load  
lines accepted by  
the Maritime Safety  
Committee.**

**There have been**

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***important  
developments in  
commercial  
practice,  
technology,  
shipping  
infrastructure and  
sustainability  
policies in recent  
times. This  
Research Handbook  
examines the major  
themes surrounding  
the thinking and***

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***studies of maritime  
law and practice.***

***The stellar panel of  
contributors take a  
diverse range of  
approaches to  
identify any  
emerging theoretical  
and conceptual  
perspectives in law  
on what is  
essentially a fast  
paced sector of the  
global economy.***



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**IMO sales no.:**  
**T704E.**

***Risk Based Design  
for Safe  
Development of  
Reliable and  
Environmentally  
Friendly Inland  
Water  
Transportation  
System  
Specialized Training  
for Liquefied Gas  
Tankers***

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***Particularly  
Sensitive Sea Areas  
Proceedings of the  
14th International  
Symposium, PRADS  
2019, September  
22-26, 2019,  
Yokohama, Japan-  
Volume III  
Officer in charge of  
an engineering  
watch  
International  
Convention on Load***

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***Lines, 1966 and  
Protocol of 1988, as  
Amended in 2003***

Ship Construction  
is a  
comprehensive  
text for students  
of naval  
architecture, ship  
building and  
construction, and  
for professional

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Naval Architects  
and Marine

Engineers as a  
refresher on the  
latest

developments in  
ship types, safety  
and shipyard  
practices.

Beginning with an  
introduction to  
ship building and

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concluding with  
the finished  
product, the book  
enables the reader  
to follow the  
construction of a  
ship from start to  
finish. Eyres  
explores in depth,  
chapter by  
chapter, the  
development of

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ship types,  
materials and  
strengths of ships,  
welding and  
cutting, shipyard  
practice, ship  
structure and  
outfitting. The  
new edition  
includes a new  
chapter on  
computer-aided

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design and  
manufacture, and  
all the latest  
international  
regulations and  
technological  
developments. .  
Covers the  
complete ship  
construction  
process including  
the development

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of ship types,  
materials and  
strengths of ships,  
welding and  
cutting, shipyard  
practice, ship  
structure and  
outfitting · All the  
latest  
developments in  
technology and  
shipyard methods,



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including a new  
chapter on  
computer-aided  
design and  
manufacture .  
Essential for  
students and  
professionals,  
particularly those  
working in  
shipyards,  
supervising ship

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construction,  
conversion and  
maintenance

This is the 15th  
annual edition of  
the Bibliography  
of Nautical Books,  
a reference guide  
to over 14,000  
nautical  
publications. It  
deals specifically

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with the year  
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2000.

The Code on  
Alerts and  
Indicators 2009, is  
intended to  
provide general  
design guidance  
and to promote  
uniformity of type,  
location and  
priority for alerts

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and indicators  
required by the  
SOLAS

Convention,  
including relevant  
performance  
standards, and by  
the MARPOL  
Convention, as  
well as by other  
associated  
instruments and

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codes. The Code will benefit designers and operators by consolidating in one document the references to priorities, aggregation, grouping, locations and types, including

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colours and  
symbols, of  
shipboard alerts  
and indicators.

This new Code  
updates, revises  
and replaces the  
Code on Alarms  
and Indicators  
1995.

Code on Alerts  
and Indicators,

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2009  
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IGF Code

International  
Aeronautical and  
Maritime Search  
and Rescue  
Manual

IMO Publications  
Catalogue  
Liquified Gas  
Handling

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Principles on Ships  
and in Terminals

Amendment to 2015  
consolidated ed.

(ISBN  
9780115534027).

Amendment consists  
of loose-leaf pages that  
replace select pages  
from the main edition  
binder

Designations of large



Particularly Sensitive  
Sea Areas (PSSAs)  
triggered a  
controversial debate  
within the  
International  
Maritime  
Organisation (IMO)  
concerning the legal  
basis of PSSAs, the  
relationship between  
the IMO ' s PSSA  
guidelines and

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UNCLOS, as well as the competency of IMO to adopt mandatory protective measures in these areas. As a result, IMO conducted a review process which led to substantially updated guidelines adopted in late 2005. This book provides a detailed analysis of the

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PSSA guidelines and protective measures available in PSSAs.

Emphasis is placed on their legal basis and the implications for coastal states'

jurisdiction over vessel-source pollution.

This textbook provides readers with an understanding of the basics of ship

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stability as it has been  
enacted in

international law. The  
assessment of ship  
stability has evolved  
considerably since the  
first SOLAS  
convention after the  
sinking of the RMS  
Titanic, and this book  
enables readers to  
familiarise themselves  
with the most up-to-

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date modern day methodology, as well as looking ahead to the effects on ship design over the next fifty years. The author not only explains the methodology of probabilistic ship damage as required by the International Maritime Organisation (IMO),

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but also details the new requirements to assess certain sizes and classes of ships to the seven second-generation ship stability requirements. Many textbooks that are currently used by undergraduates focus on the geometric-centric deterministic approach to the

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assessment of ship stability, whereas this book also includes material on the classes of ships that are now required to have probabilistic ship damage assessment, as has only recently been agreed by the IMO.

Basic Naval

Architecture: Ship

Stability contains up-

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to-date information, making it ideal for university students studying ocean or marine engineering, as well as being of interest to students on naval architecture and ship science courses. Highly illustrated and including chapter studies for ease of learning, the book is



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an ideal one-volume  
textbook for students.

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Pollution: Problem  
assessment and  
response

arrangements  
Practical Design of  
Ships and Other  
Floating Structures  
Corporate

Environmental

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Responsibility  
Jurisdiction of the  
Coastal State over  
Foreign Merchant  
Ships in Internal  
Waters and the  
Territorial Sea

PHASE 1 - NAVAL  
ARCHITECTURE  
CONSOLIDATED  
NOTES

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This present Code  
has been

developed for the  
design,  
construction and  
operation of  
offshore support  
vessels (OSVs)  
which transport  
hazardous and  
noxious liquid  
substances in bulk

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for the servicing  
and resupplying of  
offshore  
platforms, mobile  
offshore drilling  
units and other  
offshore  
installations,  
including those  
employed in the  
search for and  
recovery of

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hydrocarbons  
from the seabed.

The basic  
philosophy of the  
present Code is to  
apply standards  
contained in the  
Code and the  
International Code  
or the  
Construction and  
Equipment of

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Ships Carrying  
Dangerous  
Chemicals in Bulk  
(IBC Code) and in  
the International  
Code for the  
Construction and  
Equipment of  
Ships Carrying  
Liquefied Gases in  
Bulk (IGC Code) to  
the extent that is

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practicable and  
reasonable taking  
into account the  
unique design  
features and  
service  
characteristics of  
OSVs.

The purpose of the  
IGC Code is to  
provide an  
international

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standard for the safe carriage by sea of liquefied gases (and other substances listed in the Code) in bulk. To minimize risks to the ships, their crews and the environment, prescribes the design and



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constructional standards of such ships and the equipment they should carry. The 1993 edition incorporates amendments adopted in 1992 by resolution MSC.30(61).

This publication

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provides guidance  
to port State  
control officers  
(PSCOs) on the  
conduct of  
inspections of  
foreign ships, in  
order to promote  
consistency in the  
way inspections  
are carried out  
worldwide, and to

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harmonize the  
criteria for  
deciding on  
deficiencies found  
on board relating  
to the ship, its  
equipment or its  
crew, as well as  
the application of  
procedures.

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Bibliography of

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Nautical Books

The IMO's Role in  
Protecting  
Vulnerable Marine  
Areas

Liquefied Gas

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IGC Code

**The International  
Code on Intact  
Stability 2008  
(2008 IS Code),**

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**presents  
mandatory and  
recommendatory  
stability criteria  
and other  
measures for  
ensuring the safe  
operation of  
ships, to  
minimize the risk  
to such ships, to  
the personnel on  
board and to the**

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**environment. The  
2008 IS Code  
took effect on 1  
July 2010. The  
2008 IS Code  
features: a full  
update of the  
previous IS Code;  
criteria based on  
the best state-of-  
the-art concepts  
available at the  
time they were**

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**developed, taking  
into account  
sound design and  
engineering  
principles and  
experience  
gained from  
operating ships;  
influences on  
intact stability  
such as the dead  
ship condition,  
wind on ships**

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**with large  
windage area,  
rolling  
characteristics  
and severe seas.  
This publication  
also presents  
Explanatory  
Notes to the 2008  
IS Code, intended  
to provide  
administrations  
and the shipping**



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**industry with  
specific guidance  
to assist in the  
uniform  
interpretation  
and application of  
the intact  
stability  
requirements of  
the 2008 IS Code.  
This publication  
provides useful  
practical**

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**information to  
Governments,  
particularly those  
of developing  
countries,  
administrations,  
shipowners, port  
state control  
authorities,  
environmental  
agencies and  
other  
stakeholders on**

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**the implications  
of ratifying,  
implementing  
and enforcing the  
Ballast Water  
Management  
Convention. The  
aim is to  
encourage the  
further  
ratification and  
proper  
implementation**

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**and enforcement  
of the**

**Convention.**

**However, it  
should be noted  
that, the legal  
purposes, the  
authentic text of  
the Convention  
should always be  
consulted**

**Ship**

**Construction is**

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**the market  
leading text for  
the professional  
shipbuilding and  
naval  
architecture  
sector. Acting as  
both a reference  
on the latest  
developments in  
construction  
techniques,  
safety and**

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**shipyard practice  
for professionals**

**and a  
comprehensive  
text for students  
of naval  
architecture, the  
book covers the  
complete  
construction  
process, from  
ship specification  
to completed**

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**vessel. Covering  
each core**

**operation and  
providing  
detailed  
understanding of  
the key ship  
construction  
steps and  
techniques, this  
new edition  
includes the  
latest**

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**developments in  
computer-aided  
design and  
manufacture,  
plus updated  
international  
regulations for  
ship types, new  
materials,  
fabrication  
technologies,  
safety practice  
and shipyard**



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**technology.**

**Covers the**

**complete ship**

**construction**

**process including**

**the development**

**of ship types,**

**materials and**

**strengths,**

**welding and**

**cutting and ship**

**structure, with**

**numerous clear**

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**line diagrams  
included for ease  
of understanding  
Includes the  
latest  
developments in  
technology and  
shipyard  
methods,  
including a new  
chapter on  
computer-aided  
design and**

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**manufacture  
Essential for  
students and  
professionals,  
particularly those  
working in  
shipyards,  
supervising ship  
construction,  
conversion and  
maintenance  
Apply Safety Risk  
and Reliability**

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**Analysis of  
Marine System  
Carefully to Carry  
Tanker  
Familiarization  
Seminar on how  
to Manage IMO  
Documentation  
and Optimising  
Resources and  
Expertise for  
Mutual Gain  
(Nadi, Fiji**

*Page 60/114*

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**Islands, 02-06  
April 2003).**

**International  
Code for the  
Construction and  
Equipment of  
Ships Carrying  
Liquefied Gases  
in Bulk (2016  
Edition)**

**How to Do It  
The Assembly,  
at its twenty-**

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Edition, Btcoinore  
**sixth session  
(23 November to  
2 December  
2009), adopted  
by resolution  
A.1023(26) the  
Code for the  
Construction  
and Equipment  
of Mobile  
Offshore  
Drilling Units,  
2009 (2009 MODU**

**Code), which  
had been  
developed  
following a  
thorough  
revision of the  
1989 MODU Code  
adopted by  
resolution  
A.649(16). In  
adopting the  
2009 MODU Code,  
the Assembly**

**recalled in particular that, since the adoption of the 1989 MODU Code, the Organization had adopted a significant number of amendments to many of the regulations of**



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**the  
International  
Convention for  
the Safety of  
Life at Sea,  
1974 (SOLAS)  
referenced in  
the Code, and  
also that the  
International  
Civil Aviation  
Organization  
(ICAO) had**

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**adopted  
amendments to  
the Convention  
on  
International  
Civil Aviation  
which impacted  
on the  
provisions for  
helicopter  
facilities as  
contained in  
the Code. The**

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**2009 MODU Code  
provides an  
international  
standard for  
MODUs of new  
construction  
which will  
facilitate  
their  
international  
movement and  
operation and  
ensure a level**

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**of safety for  
such units and  
for personnel  
on board,  
equivalent to  
that required  
by the 1974  
SOLAS  
Convention and  
the Protocol of  
1988 relating  
to the  
International**

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**Convention on  
Load Lines,  
1966, for  
conventional  
ships engaged  
on  
international  
voyages. The  
2009 MODU Code  
supersedes the  
1989 MODU Code  
for mobile  
offshore**

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**drilling units,  
the keels of  
which are laid  
or which are at  
a similar stage  
of construction  
on or after 1  
January 2012.  
For MODUs  
constructed  
before that  
date, the  
provisions of**

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**the 1989 MODU  
Code still**

**apply.**

**The**

**International**

**Maritime**

**Dangerous Goods**

**Code is the**

**standard guide**

**to all aspects**

**of handling**

**dangerous goods**

**and marine**

**pollutants in  
sea transport.  
The Code lays  
down basic  
principles:  
detailed  
recommendations  
for individual  
substances,  
materials and  
articles, and a  
number of  
recommendations**



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**for good  
operational  
practice,  
including  
advice on  
terminology,  
packing,  
labelling,  
stowage,  
segregation and  
handling, and  
emergency  
response**

**action. The**

**Code has**

**undergone many  
changes over  
the years, in  
both format and  
content, in  
order to keep  
up with the  
rapid expansion  
of the shipping  
industry.**

**Amendment 40-20**

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**includes  
revisions to  
various  
sections of the  
Code and to  
transport  
requirements  
for specific  
substances. It  
is mandatory as  
from 1 June  
2022 but may be  
applied by**

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**Administrations  
in whole or in  
part on a  
voluntary basis  
from 1 January  
2021**

**This book  
gathers the  
peer-reviewed  
proceedings of  
the 14th  
International  
Symposium,**

*Page 76/114*

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**PRADS 2019,  
held in  
Yokohama,  
Japan, in  
September 2019.  
It brings  
together naval  
architects,  
engineers,  
academic  
researchers and  
professionals  
who are**

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**involved in  
ships and other  
floating  
structures to  
share the  
latest research  
advances in the  
field. The  
contents cover  
a broad range  
of topics,  
including  
design**

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**synthesis for  
ships and  
floating  
systems,  
production,  
hydrodynamics,  
and structures  
and materials.  
Reflecting the  
latest  
advances, the  
book will be of  
interest to**

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researchers and  
practitioners  
alike.

Tanker Safety  
Guide

International  
Maritime

Dangerous Goods  
Code,

Incorporating  
Amendment 40-20

International  
Code on Intact



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**Stability, 2008**

Code for the

Construction

and Equipment

of Mobile

Offshore

Drilling Units,

2009

Ballast Water

Management

Supplement

*IGC Code International Code for*

*ional Code for*

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*the Construction  
and Equipment of  
Ships Carrying  
Liquefied Gases  
in Bulk (2016 Ed  
ition)Particular  
ly Sensitive Sea  
AreasThe IMO's  
Role in  
Protecting  
Vulnerable  
Marine  
AreasSpringer  
Science &*

*Business Media*  
*The need for*  
*specific legal*  
*arrangements*  
*governing ships*  
*in distress and*  
*places of refuge*  
*is one of the*  
*most topical*  
*problems in both*  
*public and*  
*private maritime*  
*law. The*  
*headline*

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*grabbing  
shipping  
disasters  
involving the  
loss of the  
Erika (1999) and  
the Prestige  
(2002) attracted  
the attention of  
the IMO, the  
Comité Maritime  
International,  
the European  
Union, national*

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*maritime*

*authorities*

*around the globe*

*and the maritime*

*industry in*

*general.*

*Ultimately the*

*impact of*

*pollution on*

*local economies*

*and the*

*environment was*

*enough to arouse*

*the concern of a*

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Edition Btcoinore  
*broad swathe of  
public opinion.*

*Places of Refuge  
provides clarity  
on: • The scope  
of the right of  
access • The  
conditions under  
which coastal  
authorities may  
deny access •  
The liability of  
authorities  
granting or*

*denying access •  
The basis and  
the conditions  
of financial  
securities • The  
obligation to  
establish  
contingency  
plans*

*IBC =*

*International  
code for the  
construction and  
equipment of*

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*ships carrying  
dangerous*

*chemicals in  
bulk*

*Code of Safe  
Working  
Practices for  
Merchant  
Seafarer's  
(LGHP4)*

*Basic Naval  
Architecture  
International  
Code for the*



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*Consolidated  
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**Construction and  
Equipment of  
Ships Carrying  
Liquefied Gases  
in Bulk**

**Publications of  
the  
International  
Maritime**

**Organization  
Places of Refuge  
Water supports  
our planet and**

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its vast  
resources need  
to be fully  
utilized to  
benefit human  
activities and  
his  
environment in  
a sustainable  
manner, most  
of inland  
water

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resources has  
been under  
utilised and  
under  
maintained.  
Maritime  
industry has  
made use of  
the ocean in a  
more much  
responsible  
manner for

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cross

continental

transportation

of good. There

are currently

dire needs to

find sensitive

ways to

mitigate

challenge of

global

warming,

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climate  
changes and  
its associated  
impact,  
especially  
within the  
coastline.  
Various  
research works  
has proven  
that Inland  
Water

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Transportation represents the cleanest mode of transportation. Its use could reduce and mitigate carbon footage and other Green House Gases. Past system design

and operation  
has followed  
conventional  
method. System  
has been  
addressed  
through  
reactive  
behaviour that  
has put system  
on probable  
risk and

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consequence in  
oblivion.

Likewise,  
complexity of  
sustainable  
water  
transportation  
development  
demand design  
and operation  
that require  
careful



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evaluation  
which can be  
achieved by  
employing  
proactive  
method. That  
considers  
holistic  
system  
analysis  
approach. It  
has become

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important to  
address system  
associated  
risk,  
reliability  
and their life  
cycle through  
assessment of  
accident and  
pollution  
prevention,  
protection,

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control  
principle.

Ageing,  
uncertainty  
and  
operational  
factors are  
also important  
system  
variables that  
need to be  
incorporated

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in risk close  
loop system.

This book  
account for  
modelling of  
proactive  
technik and  
application of  
a top down  
risk and  
reliability  
based design

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that

identifies

assess,

analyses and

employ

sustainability

equity

comparison

leading to

generic safety

and

environmental

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risk

reliability

model (SERM).

SERM is a

decision

support system

tool developed

at University

Technology

Malaysia for

the

development of

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efficient and  
sustainable  
Inland Water  
Transportation  
System (IWT).  
IMO carriage  
requirement on  
board LNG  
Tankers.  
Looseleaf  
operating  
manual for

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anyone engaged  
in the  
carriage of  
liquefied  
gases by sea.  
Provides  
detailed  
information on  
the characteri  
stics of  
liquefied  
gases,



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precautions,  
hazards and  
emergency  
procedures. A  
series of  
appendices  
provide  
additional  
information,  
including  
chemical data  
sheets for all

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liquefied  
gases carried  
by sea. Tanker  
Safety Guide  
(Liquified  
Gas) quantity.  
The general  
international  
law regarding  
foreign  
merchant ships  
in internal

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waters has never been codified. The question of the breadth of the territorial sea was finally solved during the Third United Nations

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Conference on  
the Law of the  
Sea. But  
conflicts  
between  
coastal States  
and foreign  
merchant ships  
in internal  
waters and the  
territorial  
sea may arise.

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This comprehensive study analyses these issues and strives for reasonable and generally acceptable solutions.

OSV Chemical  
Code  
IAMSAR Manual

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IBC Code

Ship Stability

2009 MODU Code

*Contemporary time*

*has seen alarming*

*environmental revolt*

*that is calls for*

*attention and*

*concern about the*

*biosphere world, a*

*condition that calls*

*for need to use*

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*advantage of human  
improved  
knowledge and  
civilization in  
science engineering  
to develop  
proactive, efficient  
and predictive  
based system that  
meet reliability and  
sustainability  
requirement as well  
to reduce*

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*uncertainty  
components of  
system design.  
Proactive based  
philosophy under  
safety and  
environmental  
framework should  
be exercise on all  
level of system life  
cycle, including  
design,  
construction,*



*operation and disposal. Selection of all element of the life cycle should be responsibly done and pollution impact of the system to the environment and community should be mitigated. The book present application of risk and reliability*

*analysis to various cases of marine system and subsystem, application of risk method ranging from qualitative, quantitative to simulation and analytical approach is presented.*