

Release Notes
ABS CSR SafeShip for Tankers
Release 6.8
Patch 3, 12 October 2006

ABS CSR SafeShip for Tankers Release 6.8 corresponds with the following version of the Rules:

- **2006 ABS Rules for Building and Classing Steel Vessel, Part 5, Common Structural Rules for Double Hull Oil Tankers (Chapter 1), (IACS Common Structural Rules)**
- **Corrigenda 1 Rule Editorials and Clarifications, April 2006 (IACS Common Structural Rules)**

Patch 2, released 18 August 2006, included updates to the software to correspond with the following:

- **Corrigenda 2 Rule Editorials and Clarifications, July 2006 (IACS Common Structural Rules)**

These Rules and Corrigenda entered into force on 1 April 2006. This software is intended to assist designers with the application of these rules.

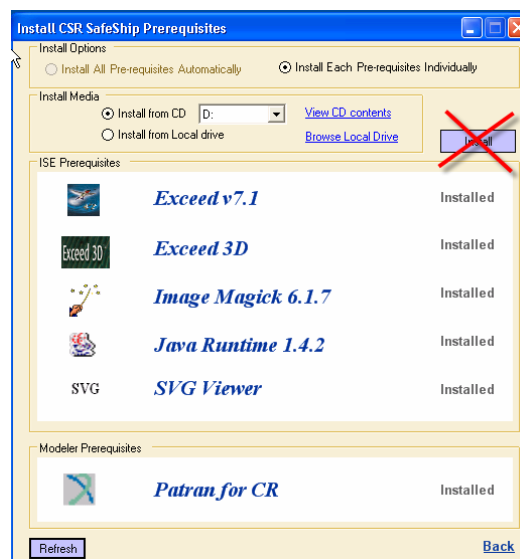
While every effort has been made to address anomalies in the software operation and results, as with all software there are typically issues both known and unknown at the time of release. ABS is fully committed to correcting any issues that arise in a timely manner. Please report any comments or findings to the local ABS engineering office or by e-mail to CSRSafeShip@eagle.org

Known Issues

At the time of the initial distribution of Release 6.8 Patch 3 on 12 October 2006, there are known issues that may be encountered by Users. These items are listed below. ABS is currently working to correct these items and will release updated software in the near future.

Installation:

1. During the installation of software prerequisites the components should be individually selected for installation. The first "Install" button as shown below should not be utilized.



User Input Screens (GUI):

1. When a vessel database is imported the User has to view and save the Stiffener Library and End Connection Library prior to running the Rule Check process.
2. Input fields in some dialog boxes (e.g., Steel Pattern input dialog) may become frozen and the values are not able to be edited. To fix the issue press the 'escape key' to start editing again.
3. When inputting the hull properties for the prismatic hull form the actual values for the flat of bottom and deadrise are to be used. If there is no deadrise, zeros (0) are to be entered for both the flat of bottom and deadrise (the values should not be left blank).
4. Upon propagation of web frames, the menu 'Structure Tree' has to be reloaded to view the propagated surface objects within the menu tree listing. To fix the issue go to the 'Process Tab' and then return to the 'Structure Tab' to view the surface objects in the tree.
5. While creating orthogonal stiffeners (i.e. stiffeners that are horizontal or vertical to the main input axis) using the 'Interactive Stiffener' dialog, the User uses the 'Shift Key'. This sometimes causes the system to shut down (mostly after the second or third time). The system has to be restarted to continue.

Prescriptive Rule Model Generation and Viewing (Derived Data Layer):

1. Major changes in the compartment type are not recognized by the system instantaneously. To fix this the user must close and restart the application to reset the compartment assignments before running the rule application calculations.
2. Tanks located within longitudinal corrugated bulkhead lower and upper stools will not be drawn in the screen viewing area.
3. The attached plate properties for transverse bulkhead stiffeners in the double side are not derived if non-horizontal stiffeners are modeled. To fix this, only horizontal stiffeners should be included in the idealized model.

Prescriptive Rule Spreadsheets:

1. Some user operations may launch a dialog box requiring the User to respond OK before launching the spreadsheet. At times this message box might be hidden behind the active windows, waiting for the user input. To fix this, open windows should be minimized, the Ok response entered, and window sizes restored.
2. The spacing of the longitudinal stiffeners adjacent to the bilge are not always correctly transferred to the spreadsheets. To fix this, the spacing values of the plating and longitudinal stiffeners in the calculation spreadsheet should be closely checked in this area and corrected in the spreadsheet if necessary.
3. The spans of longitudinal stiffeners in way of web frames with face plates (Rule Fig. 4.2.5, 'single skin construction') are correct for longitudinals of the deck and longitudinal bulkhead. However the spans in way of the bilge hopper are not always correctly transferred to the spreadsheets. To fix this, the span values of the longitudinal stiffeners in the bilge hopper area of the calculation spreadsheet should be closely checked and corrected in the spreadsheet if necessary.
4. The spacing of the stiffeners of the corrugated lower and upper stool panel formed due to a seam at one end are not always correctly transferred to the spreadsheets. To fix this, the spacing values of the plating and stiffeners in the calculation spreadsheet should be closely checked in this area and corrected in the spreadsheet if necessary.
5. The number of stiffeners that may be checked in the fatigue spreadsheet has a limitation of 200. If a larger number of stiffeners are to be checked two separate runs will have to be made.
6. When checking the sloshing in way of transverse bulkheads the spreadsheet values for the fitted stiffener side and the unsupported span are to be closely checked and corrected in the spreadsheet if necessary.

Total Strength Assessment System:

1. In the global model evaluation, when reviewing the primary support members in way of openings that are not included in the model, the shear stress adjustment is to be closely checked and evaluated outside the software system if necessary.
2. Where panels between stiffeners consist of two or more thicknesses the weighted average thickness may be used during the assessment of buckling. The thickness used in the buckling program is to be closely checked and corrected in the buckling input file if necessary.
3. When checking buckling the stiffened panels are only applicable for stiffeners that are welded at the ends. If sniped and/or offset stiffeners are used the user is to check the panel using the un-stiffened panel option and only the plating between stiffeners to be assessed.
4. If a panel has more than 4 corner points, it is to be simplified for the assessment of buckling. The procedure illustrated in Appendix Figure D.5.5 is to be used.
5. The column buckling check for the cross tie structure for VLCC configurations may not work as desired. The user should check the stresses from FE analysis results against the criteria directly.
6. The final report generation function for the Total Strength Assessment contains options to automatically create a full comprehensive report or to create user-specified partial reports covering the scope selected by the user. It has been reported that some users experience problems when generating these report options. This issue will be rectified soon, but if users encounter this, please contact your closest ABS Engineering office for assistance.