An amendment to part B of the International Code on Intact Stability, 2008 (2008 IS CODE) was adopted by resolution MSC.398(95) in June 2015. This amendment took effect on 5 June 2015.

Part B
Recommendations for certain types of ships and additional guidelines

CHAPTER 6 – ICING CONSIDERATIONS

6.2 Cargo ships carrying timber deck cargoes

A new paragraph 6.2.3 is added after the existing paragraph 6.2.2, as follows:

"6.2.3 Allowance for ice accretion

1 The ice accretion weight, w (kg/m²), may be taken as follows:

\[ w = 30 \cdot \frac{2.3(15.2L - 351.8)}{l_{FB}} \cdot f_t \cdot \frac{l_{bow}}{0.16L} \]

where:

\[ f_t = \text{timber and lashing factor} = 1.2 \]

\[ L = \text{length of ship in m} \]

\[ l_{FB} = \text{freeboard height in mm} \]
\[ l_{\text{bow}} = \text{length of bow flare region in m, to be taken as the distance from the longitudinal position at which the maximum breadth occurs on a water line located 0.5 m below the freeboard deck at side to the foremost point of the bow at that waterline.} \]

.2 The ice accretion weight, \( w \) (kg/m\(^2\)), over the timber deck region should be applied to each of the load cases as illustrated in figure 1:

**Figure 1 – Ice accretion load cases for timber deck cargoes**

*Note:* Load cases are to be applied in stability calculations.