

- Density for fatigue calculation is different between Ch4, App3 and Ch8, Sec4, 2.3.5.  
According to Ch8, Sec4, 2.3.5, minimum density is 1.0  
According to Ch4, App3, there is no minimum density.

Ch8, Sec4, 2.3.5

$p_{CW, i/j(k)}$ : Inertial pressure, in  $kN/m^2$ , due to dry bulk cargo specified in Ch 4, Sec 6, [1.3], with  $f_p = 0.5$ , in load case "i1" and "i2" for loading condition "(k)"

Ch4, Sec6, Table1

**Table 1: Density of dry bulk cargo**

Type of loading	Density	
	BC-A, BC-B	BC-C
Cargo hold loaded up to the upper deck	$\max(M_H/V_H, 1.0)$	1.0
Cargo hold not loaded up to the upper deck	3.0 <sup>(1)</sup>	-

(1) Except otherwise specified by the designer.

Ch4, App3, Remarks 1)  $M_H/V_H$

$M_H$ : The actual cargo mass

- Is the correction factor of Ch7, Sec4, 3.3.2 to be applied to only the intersection of two plates or both the intersection of tow plates and intersection of plating and bracket?
- If stress of no1 element is slightly greater than no2 element, is the correction factor of Ch7, Sec4, 3.3.2 still to be applied?

