



Briefings of IMO Meeting

SDC3 (18 -22 Jan 2016)

BRIEFING STATUS

Flash

Briefings of IMO Meeting are sequentially released by 2 steps as **Flash** - **Final**.

(For subcommittee only 1 step as Flash)

Ref: No. IMO-0001-2016

Subject: News Flash of SDC 3 (Implementation of IMO Instruments)

The Ship Design and Construction (hereinafter 'SDC') held its 3rd session at IMO HQ from 18 to 22 January 2016. This flash report helps understanding of relevant stakeholders such as ship owners, shipbuilders, equipment manufacturers and class surveyors.

The requirements or items agreed or determined at the meeting will be entered into force after its adoption at incoming MSC.

1. Draft amendments to SOLAS chapter II-1 subdivision and damage stability regulations

- 1) Followings in SOLAS II-1 Regulations are discussed during the session
 - Conditions which enable to omit recalculation of Attained Subdivision Index.
 - Conditions which enable to omit recalculation of final damage stability on which an inclining experiment was reflected after approval of preliminary damage stability information

- 2) With regard to the proposal on consolidated amendments to SOLAS II-1 damage stability, it was suggested to apply 'Four-year cycle of entry into force' (MSC.1/Circ.1481). However, it was agreed that the application date based on ship delivery date shall be extended for 3 years from normal delivery date which comes after 4 years from the contract date, because design and construction period is longer for most of large passenger cruisers which have big dimensions and complicated structures compared to normal merchant ships.

- 3) Requirements on watertight doors in SOLAS II-1/19.2(Watertight doors in



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passenger ships permitted to remain open during navigation shall be clearly indicated in the ship's stability information) which was proposed at MSC 95, was determined to be deleted, because existing SOLAS II-1/22.4(Certain watertight doors may be permitted to remain open during navigation) was deleted.

- 4) It was pointed out that there is some error in application of SOLAS II-1/12 (Survival Index calculation requirement on the fore end of collision bulkhead which was revised in MSC 95). Accordingly, it was decided to add 'Explanatory Note' to the relevant page, which describes damage stability requirement in Reg. 12 is double applied to certain ship types (e.g. chemical tankers, gas carriers) that are applied by separate codes (e.g. IBC Code, IGC Code)
- 5) With regard to various formulas on Required Subdivision Index 'R', which were forwarded to improve survivability of passenger ships, new formula for acquiring 'R' value was agreed based on the principle to increase 'R' value as much as possible to achieve safety enhancement.
- 6) Amendment to 'Explanatory Note' was prepared in order to review requirements on fire resistance, watertightness and other natures of heat-sensitive pipes penetrating watertight bulkhead.

2. Development of 2nd generation intact stability criteria

- 1) Draft criteria in level 1 and 2 for dead ship condition and excessive acceleration



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was prepared;

- In case of a dead ship condition criteria, it is related with 2008 IS Code which is partially mandatory. And, Correspondence Group will carry out effect assessment on ship design compared to the one when applying existing criteria.
- The above will be supplemented at next SDC 4.

2) Direct stability analysis and operational limitation/guidance procedure

- The above will be supplemented by Correspondence Group.

3. AMENDMENTS TO SOLAS AND FSS CODE TO MAKE EVACUATION ANALYSIS MANDATORY FOR NEW PASSENGER SHIPS AND REVIEW OF THE RECOMMENDATION ON EVACUATION ANALYSIS FOR NEW AND EXISTING PASSENGER SHIPS

- 1) Amendment to Evacuation analysis guideline of new and existing passenger ships (MSC.1/Circ.1238) was completed after determining evacuation response time, evaluation criteria, definition of open deck, trim & heel effects on evacuation, congestion criterion and others. It was decided that evacuation analysis guideline will be applied to Ro-Ro passenger ships constructed after 1 Jan., 2020.
- 2) In accordance with revised evacuation analysis guideline, FSS Code, chapter 13, paragraph 2.1.2.2.1, case 2 was identified as misleading one, because it states



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that "members of the crew in public spaces occupied to 1/3 of the maximum capacity". It was amended to "1/3 of the crew distributed in public spaces",

4. 2011 ESP Code Revision

Totally, 8 items including conduct of thickness measurement required by close-up survey in 2nd and 3rd special survey and close-up survey on hatch covers and hatch coamings were agreed.

5. UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS

- 1) With regard to minimum height of sills and coamings for various openings on the top of deckhouses or companionways on the freeboard deck, the top of deckhouses or companionways, which are included in buoyancy or protect openings lead to buoyancy space, was regarded as open deck. Unified Interpretation on ILL convention Regulation 13 defining reference positions (position 1 or position 2) when determining height of sills and coamings located in this open deck was agreed.
- 2) IACS UI SC246 "Steering gear test with vessel not at its deepest seagoing draught" was agreed by majority (※ It will be reflected on the instruction for convention survey of our society)
- 3) With regard to harmonization among IMO instruments on verification of damage



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stability of a tanker, Unified Interpretation on 2008 IS Code was agreed. It makes loading conditions equivalent to tropical loadline be included in stability information, if tropical loadline is assigned to a tanker.

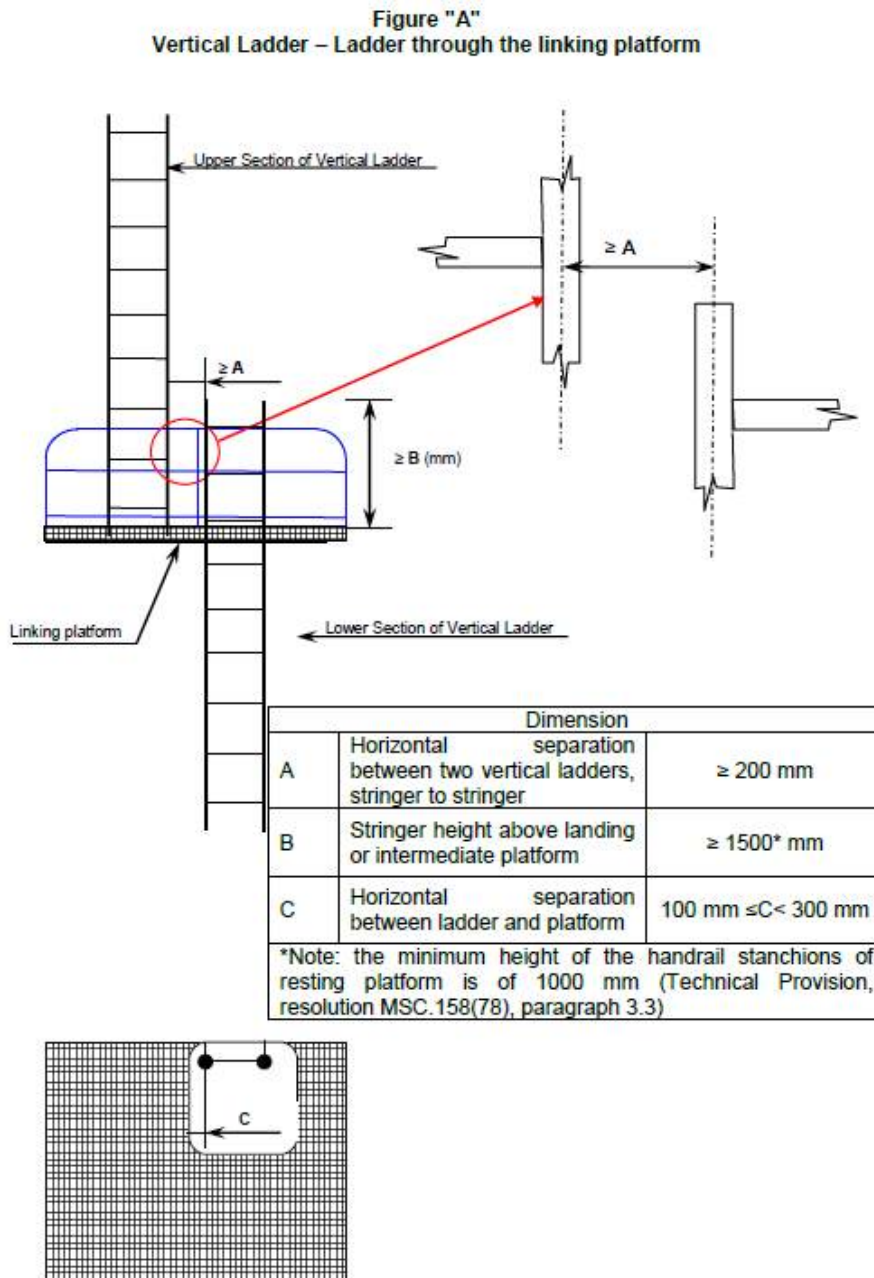
- 4) With regard to draft Unified Interpretation of IACS on openings of ventilators in machinery space of which is incapable of weathertight, it was agreed that the openings without weathertight closing appliances (e.g. ventilation of machinery space which is extended to high position instead of closing system for continuous ventilation of machinery space.) shall be regarded as seawater inlet when calculating stability. The openings need to remain open for a work, although it has weathertight closing appliances, (such as ventilators in machinery space closed normally but needs to remain open for guaranteeing a large output) shall be regarded as seawater inlet when calculating stability shall be also.

- 5) UI SC 190 on 'a minimum transverse distance between the stringers of the adjacent sections of the ladder', 'minimum transverse distance of the lower ladder section', 'a minimum vertical overlapping distance between two adjacent sections of the vertical ladder was agreed. (Refer to the figure in next page)

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6) It was agreed that Heat exchangers (coolers) fitted in hull recesses or outside of the hull shall be treated as machinery not as appendages.



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7) It was agreed that seawater ballast tanks for the carriage of grey water or black water are confirmed by the coating manufacturer to be resistant to the media stored in these tanks and provided such coatings are applied and maintained according to coating manufacturer's procedures (SOLAS regulation II-1/3-2)

6. GUIDELINES FOR USE OF FIBRE-REINFORCED PLASTIC (FRP) WITHIN SHIP STRUCTURES

Following the request from MSC 95, discussion on guidelines for use of FRP was resumed and the roadmap for development of the guideline was agreed. The guideline will be an interim solution in short term and practical instructions, which guarantee fire safety goal and functional requirements in accordance with SOLAS II-2/2, will be included in the guideline in long term aspect.

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