



TECHNICAL CIRCULAR No. 250 of 24th February 2015

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	IMO-Ship Design and Construction
Reference:	IMO Subcommittee Feb. 2015

**IMO Sub-Committee on Ship Design and Construction Outcome
2nd Session, from 16 to 20 February 2015, IMO Headquarters**

The IMO's Sub-Committee on Ship Design and Construction held its 2nd session (SDC2) from Monday 16 through Friday 20 February 2015.

Three working groups (WG) and two drafting groups (DG) were formed and chaired as follows:

WG1: Subdivision and damage stability (SDS), Mr J Person (USA)

WG2: Intact Stability (IS), Professor A Francescutto (ITALY)

WG3: Fire Protection (FP), Mr G Szemler (SWEDEN)

DG1: Amendments to SOLAS regulation II-1/11 and Guidelines to ensure adequacy of testing arrangements for watertight compartments, Mr K Koiso (JAPAN)

DG2: Classification of offshore-industry vessels and review of the need for a non-mandatory code for offshore construction support vessels and Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages, Mr P Wilkins (UK)

Following is a selection of salient points from the meeting on items of most interest to InterManager members:

SUBDIVISION AND DAMAGE STABILITY

The Sub-Committee agreed amendments proposed by WG1 to SOLAS chapter II-1, with a view to approval by MSC95, which meets in early June 2015, and subsequent adoption. In addition, it:

1. Agreed to forward finalized text of Chapter 2 of the draft OSV Chemical Code on ship survival capability and location of cargo tanks to the PPR Sub-Committee;
2. Endorsed continued consideration of Explanatory Notes to SOLAS chapter II-1 by a correspondence group with a view to finalization at SDC3;
3. Endorsed WG1's proposal that matters related to the survivability of passenger ships be considered at SDC3; and instructed the FSA (Formal Safety Assessment) Experts Group to

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meet 10 – 12 November 2015, primarily to review the report of a directly relevant EMSA3 study currently in progress;

4. Instructed the SDS correspondence group to consider the draft Revised Guidelines on 'operational information for masters of passenger ships for safe return to port by own power or under tow' (MSC.1/Circ.1400) for finalization at SDC3; and
5. Endorsed WG1's recommendation that the formula for the required subdivision index R should be based on the total number of persons on board without regard to LSA arrangements. The SSE Sub-Committee will be advised accordingly so that possible consequences to SOLAS regulation III/21 can be examined.

INTACT STABILITY (IS)

The Sub-Committee approved WG2's report in general, and in particular, it:

1. Agreed in principle to draft amendments to the 2008 IS Code regarding vulnerability criteria and the standards related to parametric roll, pure loss of stability and surf-riding / broaching;
2. Agreed in principle, to Part B chapter 6 amendments of the 2008 IS Code with regard to ice accretion in timber deck cargo, for approval / adoption by MSC 95;
3. Approved a revised plan of action for matters related to intact stability including a new structure for integrating amendments to the 2008 IS Code;
4. Noted the need to develop explanatory notes regarding application of the criteria in order to ensure uniform implementation of the information provided;
5. Agreed a draft amendment to part B of the 2008 IS Code regarding vessels engaged in anchor handling operations, for MSC95's approval; and
6. Agreed to re-establish the CG on Intact Stability, reporting to SDC 3.

TESTING ARRANGEMENTS FOR WATERTIGHT COMPARTMENTS

The Sub-Committee considered the report of the CG established by SDC1 on Amendments to SOLAS regulation II-1/11 and Development of Associated Guidelines to Ensure the Adequacy of Testing Arrangements for Watertight Compartments and, in addition, documents submitted by JAPAN, GREECE and INTERTANKO. Views were widely expressed, and even more widely divided, such as:

1. Hydrostatic testing is outdated and should be complemented by up-to-date testing methods;
2. A compelling need to amend SOLAS regulation II-1/11 was demonstrated in the justification of this output;
3. The CG report is inconclusive;
4. Amending SOLAS would lower safety standards;
5. Ships built in very good shipyards can still have structural problems (i.e. quality management systems do not guarantee quality of construction, nor can they replace full scale testing); and
6. Alternative arrangement systems can be considered on a case-by-case basis by Administrations, therefore guidelines for procedures of testing tanks and tight boundaries should be developed.

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REDUCED GROSS TONNAGE FOR CREW ACCOMMODATION SPACES

A submission by GERMANY proposing a draft resolution to encourage improved living conditions on board ships by means of a reduced gross tonnage parameter for assessing fees was considered. Following an in-depth discussion including concerns that a simplified reduced gross tonnage parameter might lower the safety requirements of ships that are just over 500 tons, and that a recommendatory instrument would not provide an incentive for shipowners to improve seafarers' living conditions or to increase training accommodation, the Sub-Committee did not agree the proposed draft Assembly resolution and instead invited MSC to note that work on this output has been completed.

FIRE PROTECTION

The Sub-Committee welcomed WG3's wide-ranging report, approving it in general, and in particular, it:

1. Agreed draft 'Interim Guidelines for use of Fiber Reinforced Plastic (FRP) elements within ship structures: Fire Safety Issues' and an associated MSC circular, for approval at MSC95;
2. Agreed a draft Unified Interpretation (UI) of the 'Guidelines for Safe Access to Tanker Bows' (resolution MSC.62(87)) and associated draft MSC95 circular;
3. Agreed draft amendments to the 'Guidelines for the application of plastic pipes in ships' for MSC95 approval;
4. Noted WG3's discussion regarding application and purpose of evacuation analysis to various types of passenger ships, also special purpose ships and agreed relevant draft amendments to SOLAS II-2/13 for submission to MSC95 plus the establishment of a CG;
5. Noted that the WG had failed to establish a consensus view on a UI that would not exceed the SOLAS requirement regarding the means of escape from ro-ro spaces but that nevertheless, a draft UI on SOLAS regulation II-2/13.6 had been finalized for consideration at MSC 95 together with its associated draft MSC circular; and
6. Agreed the justification for an unplanned output on clarification of application to SOLAS regulation II-2/9.4.1.3.3 with regard to fire integrity of windows on various sizes of passenger ships, as specified.

OPENING OF WATERTIGHT DOORS DURING NAVIGATION

This item was on the agenda of SDC1 but was not raised owing to constrained time. The Sub-Committee noted that any revisions to SOLAS regulation II-1/22 and the related 'Guidance for watertight doors on passenger ships which may be opened during navigation (MSC.1/Circ.1380) are intended to ensure that requirements governing when such watertight doors may be opened, do not inadvertently provide a weak link in the required damage stability survivability of passenger ships. Of note, proposed revisions to SOLAS regulations II-1/22 approved by the Sub-Committee for approval by MSC will apply to new passenger ships whereas MSC.1/Circ.1380 applies to new and existing ships. Revising the latter would have unintended consequences to existing ships thus it was decided not to amend it, enabling continued application to existing ships.

REVIEW OF GENERAL CARGO SHIP SAFETY

No documents were submitted to DE57, SDC1 or SDC2 on this subject so in accordance with IMO's Guidelines on the organization and method of work, the output was deemed 'completed'.

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AMENDMENTS TO THE 2011 ESP CODE

Draft amendment to the 2011 ESP Code proposed by IACS were debated, modified where necessary, then adopted by the Sub-Committee for submission to MSC 95 for approval.

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

Unified Interpretations as submitted by IACS, were approved as follows:

1. Application of SOLAS regulation II-1/3-6, as amended, and the revised Technical Provisions on means of access for inspections;
2. Continuous hatchways (regulation 36(6)) of the Protocol of 1988 relating to the International Convention on Load Lines, 1966;
3. Clarifications to the Code on Noise Levels on Board Ships;
4. Means of escape from machinery control rooms and main workshops;
5. Means of escape from machinery spaces on passenger ships;
6. Means of escape from machinery spaces on cargo ships;
7. Means of escape from accommodation spaces, service spaces and control stations on cargo ships;
8. Interpretation of SOLAS regulation II-2/9.7.3.2 on ventilation ducts in 'B' class divisions; and
9. Fire integrity of the boundaries of ro-ro / vehicle spaces on passenger and cargo ships.

REFERENCES:

- IMO Subcommittee Feb. 2015

ATTACHMENTS: No.

Kindest Regards,
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