

IMO SLF 52 Agenda Preview

The 52nd session of IMO SLF Sub-Committee will be held on 25 – 29 January 2010

18th December, 2009



This publication, produced by Lloyd's Register, provides an overview of the agenda for SLF 52, and summarises all the documents submitted for discussion at this meeting.

It contains details of all papers submitted up to 18th December, 2009.

Synopses have only been included for each agenda item.

Except as permitted under current legislation no part of this publication may be photocopied, stored in a retrieval system, published, performed in public, adapted, broadcast, transmitted, recorded or reproduced in any form or by any means, without prior permission of the copyright owner. Enquiries should be directed to the above address.

Where Lloyd's Register has granted written permission for any part of this publication to be quoted such quotation must include appropriate acknowledgement to Lloyd's Register.

Lloyd's Register, its affiliates and subsidiaries and their respective officers, employees or agents are, individually and collectively, referred to in this clause as the 'Lloyd's Register Group'. The Lloyd's Register Group assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant Lloyd's Register Group entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.

© Lloyd's Register 2010

Contents

1. Agenda for SLF 52	5
2. Decisions of other IMO bodies (Agenda Item 2) (Target completion date – Continuous)	7
3. Development of new generation intact stability criteria (Agenda Item 3) (Target completion date – 2010)	7
4. Safety of small fishing vessels (Agenda Item 4) (Target completion date – 2010)	8
5. Development of options to improve effect on ship design and safety of the 1969 TM Convention (Agenda Item 5) (Target completion date – 2011)	10
6. Time-dependent survivability of passenger ships in damaged condition (Agenda Item 6) (Target completion date – 2011)	10
7. Guidance on the impact of open watertight doors on existing and new ship survivability (Agenda Item 7) (Target completion date – 2010)	11
8. Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow (Agenda Item 8) (Target completion date – 2011)	11
9. Guidelines for verification of damage stability requirements for tankers and bulk carriers (Agenda Item 9) (Target completion date – 2010)	12
10. Safety provision applicable to tenders operating from passenger ships (Agenda Item 10) (Target completion date – 2012)	13
11. Damage stability regulations for ro-ro passenger ships (Agenda Item 11) (Target completion date – 2011)	14
12. Development of an agreement on the implementation of the 1993 Torremolinos Protocol (Agenda Item 12) (Target completion date – 2011)	15
13. Consideration of IACS unified interpretations (Agenda Item 13) (Target completion date – continuous)	16
14. Subdivision standards for cargo ships (Agenda Item 14) (Target completion date – 2011)	16

- 15. Any other business (Agenda Item 17) 17**
- 16. Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone (Agenda Item 18) (Target completion date – 2011) 18**

1. Agenda for SLF 52

Opening of the session

1. Adoption of the agenda
2. Decision of other IMO bodies
3. Development of new generation intact stability criteria
4. Safety of small fishing vessels
5. Development of options to improve effect on ship design and safety of the 1969 TM Convention
6. Time-dependent survivability of passenger ships in damaged condition
7. Guidance on the impact of open watertight doors on existing and new ship survivability
8. Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow
9. Guidelines for verification of damage stability requirements for tankers and bulk carriers
10. Safety provisions applicable to tenders operating from passenger ships
11. Damage stability regulation for ro-ro passenger ships
12. Development of an agreement on the implementation of the 1993 Torremolinos Protocol
13. Consideration of IACS unified interpretations
14. Subdivision standards for cargo ships
15. Work Programme and agenda for SLF 53
16. Election of Chairman and Vice-Chairman for 2011
17. Any other business
18. Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone

19. Report to the Maritime Safety Committee

Working and Drafting Groups:

Working and drafting groups are envisaged to be established during the session on the following subjects:

WG	Subdivision and damage stability	Agenda items 7, 8 & 11
WG	Intact stability	Agenda item 3
WG	Fishing vessel safety	Agenda item 4 and 12
DG	1969 TM Convention	Agenda item 5

Note: Due to the resignation of Rob Gehling as Chairman of SLF it is expected that an election for a Chairman for 2010 will take place at the start of SLF 52.

2. Decisions of other IMO bodies (Agenda Item 2) (Target completion date – Continuous)

Background: The Sub-Committee will be informed of the relevant decisions made and action taken by DSC 13, MSC 85, FP 53, DE 52, MSC 86 and other relevant committees and sub-committees, and take action as appropriate.

LR position: To monitor discussion

Implications: No substantial discussion will take place under this agenda item. Matters of importance will be discussed under the appropriate agenda item.

Application: N/A

(Document submitted)

SLF 52/2 (Secretariat) - Outcome of DSC 13 and MSC 85

This document contains references to the decisions made by DSC 13 and MSC 85 relevant to the work of the Sub-Committee.

SLF 52/2/1 (Secretariat) - Outcome of STW 40, FP 53 and DE 52

This document contains references to the decisions made by STW 40, FP 53 and DE 52 relevant to the work of the Sub-Committee.

SLF 52/2/2 (Secretariat) - Outcome of MSC 86

This document contains references to the decisions made by MSC 86 relevant to the work of the Sub-Committee. The work programme for SLF is provided in the Annex to this document.

3. Development of new generation intact stability criteria (Agenda Item 3) (Target completion date – 2010)

Background: The Sub-Committee will review part 2 of the report of the IS Working Group at SLF 51 (SLF 52/3) and consider the report of the IS Correspondence Group (SLF 52/3/1), together with any relevant documents submitted to this session. There is a move away from linear analysis towards more sophisticated methods which often require a computer program. The Sub-Committee will also establish a working group to deal with the subject.

LR position: To closely monitor developments.

Implications: When completed there will be new requirements to meet covering:

- Stability under dead ship condition (intact ship),
- Surf-riding and broaching,
- Pure loss of stability, and
- Parametric rolling.

Application: To all ships on international voyages. There will be a scale of complexity of requirements. Ships which satisfy the first level (simple) requirements will not be required to confirm compliance against higher levels which are more complex.

(Document submitted)

SLF 52/3 (Chairman of the Working Group) - Report of the working group (part 2)

This document provides part 2 of the report of the Working Group on Intact Stability Code established at SLF 51.

SLF 52/3/1 (Japan) - Report of the intersessional Correspondence Group on Intact Stability

This document contains the report of the intersessional Correspondence Group on Intact Stability.

SLF 52/3/2 (Poland) - Stability hazards imposed by extremely steep quartering waves

This document provides results of thorough analysis of the reasons of capsizing in quartering, extremely steep waves as obtained in the model tests carried out for a small ship. It discusses the results in the context of the works on development of new generation intact stability criteria.

SLF 52/3/3 (Poland) - Two-layered vulnerability criteria and direct assessment of ships' stability

This document contains summary of the discussion made so far on the general approach to new generation intact stability criteria in terms of the structure of the criteria

SLF 52/3/4 (Poland) - Comments on surf-riding and broaching criteria

This document provides some results of model tests which involved surf-riding and broaching in extremely steep waves. It also contains a proposal for the first level criterion of surf-riding in extreme waves.

SLF 52/3/5 (Germany) - Proposal with regard to the scope of new generation criteria

This document re-iterates areas of concern within the framework of the Intact Stability Code. It proposes a scope for further developments.

SLF 52/3/6 (Japan) - Explanation of a proposal on new generation intact stability criteria

This document summarizes draft new generation intact stability criteria proposed by the delegation of Japan.

SLF 52/INF.2 (Japan) - Information collected by the intersessional Correspondence Group on Intact Stability

This document contains information collected by the intersessional Correspondence Group on Intact Stability regarding new generation intact stability criteria.

SLF 52/INF.3 (Japan) - Sample calculation results of draft direct stability assessment methods for parametric rolling

This document contains sample calculation results for draft direct stability assessment methods for parametric rolling of new generation intact stability criteria.

4. Safety of small fishing vessels (Agenda Item 4) (Target completion date – 2010)

Background: The Sub-Committee will consider the outcome of FP 53 and DE 52 (SLF 52/4) and the report of the correspondence group (SLF 52/4/1), together with any relevant documents submitted to this session. The Sub-Committee will also establish a working group to deal with this subject (see also background information for agenda item 12). Draft "Safety Recommendations for decked fishing vessels of less than 12 metres length

and undecked fishing vessels" have been completed (SLF 52/4/2) and guidelines to assist flag administrations in their implementation have been developed (SLF 52/4/3).

LR position: To note the development.

Implications: Flag administrations will be encouraged to apply the new recommendations to fishing vessels in their merchant fleet. The recommendations cover the following areas:

- Construction
- Watertight integrity
- Equipment
- Machinery
- Electrical Installations
- Fire protection
- Protection of crew
- Life saving appliances
- Radio communications
- Navigational equipment
- Accommodation
- Manning and training

Application: To new decked fishing vessels of less than 12 metres length and new undecked fishing vessels regardless of length. It is expected that the recommendations are applied to existing vessels as far as is reasonable and practical.

(Document submitted)

SLF 52/4 (Secretariat) - Outcome of FP 53 and DE 52

This document provides the outcome of FP 53 and DE 52 on matters related to this agenda item.

SLF 52/4/1 (South Africa) - Report of the Correspondence Group (Part 1)

This document summarizes the work completed by the Correspondence Group on Fishing Vessel Safety (FVS-ISCG) since its re-establishment at the fifty-first session of the Sub-Committee.

Action requested of the Sub-Committee

The Sub-Committee is to:

1. note the progress during the intersessional period;
2. concur with the recommendations given on the draft Safety Recommendations (paragraphs 16 to 18);
3. concur with the recommendation given on the implementation guidelines (paragraph 20);
4. concur with the recommendation given on the development of an agreement on the implementation of the 1993 Torremolinos Protocol (paragraph 21);
5. establish a working group at SLF 52 as noted (paragraphs 19 and 22); and
6. approve the report in general.

SLF 52/4/2 and SLF 52/4/2/Add.1 (South Africa) - Report of the Correspondence Group (Part 2); Consolidated text of the draft Safety Recommendations for decked fishing vessels of less than 12 metres length and undecked fishing vessels

This document provides the consolidated text of the draft Safety Recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels.

SLF 52/4/3 (South Africa) - Report of the Correspondence group (Part 3)

This document provides the consolidated text of the draft Guidelines to assist competent authorities in the implementation of relevant instruments.

5. Development of options to improve effect on ship design and safety of the 1969 TM Convention (Agenda Item 5) (Target completion date – 2011)

Background: The Sub-Committee will consider the outcome of MSC 85 (SLF 52/5) and STW 40 (SLF 52/5/1) and the report of the correspondence group (SLF 52/5/2), together with any relevant documents submitted to this session. The Sub-Committee will also establish a drafting group to deal with this subject. A number of proposals on ways to change the TM Convention to reduce the incentive to minimise under deck capacity (and thus minimise freeboard) and to reduce the perceived penalty in providing training berths have been considered.

LR position: To closely monitor the discussion.

Implications: Depending on the decision of the sub-committee. Some of the options will require re-issuing tonnage certificates to incorporate a new tonnage measurement.

Application: Depending on the decision of the sub-committee. Some of the proposals apply only to ships which carry a deck cargo. Others apply to all ships.

(Document submitted)**SLF 52/5 (Secretariat) - Outcome of MSC 85**

This document provides the outcome of MSC 85 on matters related to this agenda item.

SLF 52/5/1 (Secretariat) - Outcome of STW 40

This document provides the outcome of STW 40 on matters related to this agenda item.

SLF 52/5/2 (Australia and the Netherlands) - Report of the Correspondence Group

This document provides the results of the work of the correspondence group on this agenda item that was established by SLF 51.

SLF 52/5/3 (China) - Comments on the report of the Correspondence Group

This document provides China's comments on the report of the Correspondence Group.

6. Time-dependent survivability of passenger ships in damaged condition (Agenda Item 6) (Target completion date – 2011)

Background: The Sub-Committee will consider the matter, taking into account any relevant documents submitted to this session. There is a need to evaluate computer simulations of the flooding of passenger ships in the damaged condition. This work is ongoing.

LR position: To monitor the discussions.

Implications: When completed the work will provide a means by which computer simulations of flooding can be assessed.

Application: To passenger ships which need to analyse the time to flood and the characteristics of the vessel during flooding.

(Document submitted)

No documents have been made available under this item.

7. Guidance on the impact of open watertight doors on existing and new ship survivability (Agenda Item 7) (Target completion date – 2010)

Background: The Sub-Committee will consider the outcome of DE 52 (SLF 52/7) and the report of the correspondence group (SLF 52/7/1), together with any relevant documents submitted to this session. The Sub-Committee will also establish a working group to deal with this subject (see also background information for agenda items 8 and 11). This agenda item is also under discussion at the DE sub-committee. SOLAS permits watertight doors to be opened in certain limited circumstances. This agenda item considers the consequences of leaving watertight doors open.

LR position: To closely monitor the discussion.

Implications: The new guidance will clarify when and which watertight doors may be open when the vessel is at sea.

Application: To ships which require certain watertight doors to be open during passage at sea.

(Document submitted)

SLF 52/7 (Secretariat) - Outcome of DE 52

This document provides the outcome of DE 52 on matters related to this agenda item.

SLF 52/7/1 (Sweden and the United Kingdom) – Report of the SDS Correspondence Group

This document provides the report of the correspondence group which was set up to discuss this agenda item.

SLF 52/7/2 (Sweden) - Comments on the report of the SDS Correspondence Group

This document comments on the SDS Correspondence Group's report, SLF 52/7/1, with a proposal to have one common MSC circular for both guidances on open watertight doors developed by the SLF and DE Sub-Committees respectively.

8. Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow (Agenda Item 8) (Target completion date – 2011)

Background: The Sub-Committee will consider the outcome of FP 53 (SLF 52/8) and the report of the correspondence group (SLF 52/8/1), together with any relevant documents submitted to this session. This is part of the discussions which come under the "Safe return to port" grouping which are being discussed by both the FP and SLF sub-committees. The Sub-Committee will also establish a working group to deal with this subject (see also background information for agenda items 7 and 11). This provides further clarification of SOLAS regulation II-1/8-1.

LR position: To closely monitor developments.

Implications: Guidance will be developed to help ship's officers decide when it is safe to keep passengers on board and when they should be evacuated.

Application: To passenger ships constructed on or after 1 July 2010.

(Document submitted)

SLF 52/8 (Secretariat) – Outcome of FP 53

This document provides the outcome of FP 53 on matters related to this agenda item.

SLF 52/8/1 (Germany) – A survey of residual stability margin

This document proposes a method to establish an attained index for safe return to port by means of probabilistic calculation.

SLF 52/8/2 (United Kingdom) – Report of the correspondence group

This document gives the report of the correspondence group which was set up to discuss this agenda item.

9. Guidelines for verification of damage stability requirements for tankers and bulk carriers (Agenda Item 9) (Target completion date – 2010)

Background: The Sub-Committee will consider the outcome of MSC 85 (SLF 52/9) on the matter, taking into account any relevant documents submitted to this session. The sub-committee is clarifying what damage stability assessment needs to be carried out before a tanker or bulk carrier departs from port.

LR position: LR will provide assistance with the necessary approvals where requested and where authorised by the relevant flag administration.

Implications: These are not new requirements. This is a clarification of existing ones. Depending on the decision of the Sub-Committee additional loading conditions will need to be approved by the Flag Administration / recognised organisation. Alternatively, a computer capable of carrying out damage stability calculation may be required.

Application: To new and existing tankers and bulk carriers on international voyages.

(Document submitted)

SLF 52/9 (Secretariat) – Outcome of MSC 85

This document provides the outcome of MSC 85 on matters related to damage stability requirements for tankers and bulk carriers.

SLF 52/9/1 and SLF 52/9/1/Corr.1 (Denmark, Germany, Norway, Sweden and the United Kingdom) - Development of guidelines for the verification of damage stability on oil, chemical and gas tankers

During SLF 51 and MSC 86 discussions of this issue, it was suggested that interested Member States and organizations submit further information. This document presents the results of data collection carried out with regard to damage stability verification made on tank vessels prior to departure. The scope of the data collection is explained, together with the methodology used. The results of the data collection are summarized

in a series of tabular presentations detailing the number of vessels on which data was collected and the compliance or otherwise of those vessels with the regulations.

SLF 52/9/2 (Republic of Korea) - A proposal for existing tankers and bulk carriers

This document provides the practical concerns on introducing the guidelines for verifying the damage stability prior to departure for existing tankers and bulk carriers.

SLF 52/9/3 (RINA)

This document supports the need for instant access to suitable means of checking operational loading conditions for tankers.

SLF 52/9/4 (United Kingdom) - Relevant IMO mandatory and voluntary instruments

This document reminds delegations of the obligations of masters and maritime administrations to undertake checks of stability for ships as per the requirements in SOLAS, the relevant associated Codes and MARPOL.

SLF 52/9/5 (IPTA) - Development of guidelines for the verification of damage stability on oil, chemical and gas tankers

This document provides comments on document SLF 52/9/1.

SLF 52/9/6 (IPTA) - Development of guidelines for the verification of damage stability requirements on oil, chemical and gas tankers

This document provides comments on document SLF 52/9/2.

SLF 52/9/7 (ICS) - Guidelines for verification of damage stability requirements for tankers

This submission comments on document SLF 52/9/1. It also highlights the need for, and supports the development of, guidance for the refinement and improvement of procedures and acceptance criteria used during the flag State approval of stability data for tankers.

SLF 52/INF.4 (IACS) – Guideline for scope of damage stability verification on new oil tankers, chemical tankers and gas carriers

This document provides an IACS Guideline for the scope of damage stability verification on new oil tankers, chemical tankers and gas carriers. This document has been developed to assist the IMO in its deliberations on the topic.

10. Safety provision applicable to tenders operating from passenger ships (Agenda Item 10) (Target completion date – 2012)

Background: This item was agreed to be included in the work programme of the Sub-Committee by MSC 84 (MSC 84/24, paragraphs 22.50, 22.51 and 22.57), assigning the DE Sub Committee as a coordinator, and MSC 85 agreed to include the item in the provisional agenda of the Sub-Committee at this session (MSC 85/26, paragraph 23.43). There is some concern that the safety of passengers and crew may be at risk due to inadequate equipment and training provided for tenders which transport passengers and crew between ships and shore where berthing facilities are not available. The Sub-Committee will consider any relevant proposals and comments, as may be submitted by Members and international organizations.

LR position: To monitor any discussion under this agenda item

Implications: To be determined

Application: To be determined

(Document submitted)

No documents have been submitted under this agenda item.

11. Damage stability regulations for ro-ro passenger ships (Agenda Item 11) (Target completion date – 2011)

Background: This item was agreed to be included in the work programme and the provisional agenda of the Sub-Committee by MSC 84 (MSC 84/24, paragraphs 22.58 and 22.59), and was preliminarily considered at SLF 51 (SLF 51/17, paragraph 3.26). The Sub-Committee will consider the outcome of FP 53 (SLF 52/11) and the report of the correspondence group (SLF 52/11/1), together with any relevant documents submitted to this session. The work considers whether the SOLAS probabilistic damage stability requirements, as amended by the IMO resolution MSC.216(82), provide the same level of safety as the previous deterministic requirements when used in conjunction with the Stockholm Agreement. The Sub-Committee will also establish a working group to deal with this subject (see also background information for agenda items 7 and 8).

LR position: To closely monitor the discussions.

Implications: Passenger ship damage stability assessment may change.

Application: Not clear yet whether it will apply to new construction only or to both new construction and existing passenger ships. It should be noted that some European Union countries currently still require compliance with the Stockholm Agreement for passenger ships trading to its ports until this matter is resolved.

(Document submitted)

SLF 52/11 (Secretariat) – Outcome of FP 53

This document provides the outcome of FP 53 on matters related to this agenda item.

SLF 52/11/1 (Sweden and the United Kingdom) - Report of the SDS Correspondence Group

This document provides the SDS Correspondence Group's report on the impact of the SOLAS 2009 amendments on ro-ro passenger ships, as compared to the SOLAS 1990 regulations in association with the Stockholm Agreement.

SLF 52/11/2 (Japan) - Study on the impact of the damage stability requirements of the SOLAS 2009 amendments on ro-ro passenger ships

This document provides a summary of a study on the impact of damage stability requirements of the SOLAS 2009 amendments on ro-ro passenger ships.

SLF 52/11/3 (Austria, Belgium, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, the United Kingdom and the European Commission) - Comment on the report of the SDS correspondence group

This document provides comments on document SLF 52/11/1 and requests that the Sub-Committee await the outcome of further research on possible rectification measures.

12. Development of an agreement on the implementation of the 1993 Torremolinos Protocol (Agenda Item 12) (Target completion date – 2011)

Background: This item was agreed to be included in the work programme and the provisional agenda of the Sub-Committee by MSC 84 (MSC 84/24, paragraphs 22.60 to 22.62), and was preliminarily considered at SLF 51 (SLF 51/17, paragraphs 5.27 to 5.30). The Sub Committee will consider the relevant information on the matter (SLF 52/12) and the report of the correspondence group (SLF 52/12/1), together with any relevant documents submitted to this session. The Torremolinos Protocol has still not entered into force as the necessary criteria have not been met (i.e. 15 States and 14000 vessels). To date 17 States ratified this Convention however the criterion of 14000 vessels has not yet been achieved. This item seeks to identify the reasons for the reluctance of flag administrations to ratify the Protocol and to see what steps can be taken to encourage more to do so. A possible timetable for implementation is given (SLF 52/12/Add.1). The Sub-Committee will also establish a working group to deal with this subject (see also background information for agenda item 4).

LR position: To monitor discussions.

Implications: When the entry into force criteria are met the Torremolinos Convention and Protocol will be mandatory.

Application: The Torremolinos Convention is applicable to fishing vessels of 24 metres in length and over.

(Document submitted)

SLF 52/12 (Secretariat)

This document provides the outcome of SLF 51 and MSC 85 on matters related to the implementation of the 1993 Torremolinos Protocol and introduces measures to be taken on the matter, including a draft Agreement on the implementation of the 1993 Torremolinos Protocol and other similar measures.

SLF 52/12/Add.1 (Secretariat) - An option to adopt an Assembly resolution for facilitating the implementation of the 1993 Torremolinos Protocol

This document provides additional information on the option to adopt an Assembly resolution for facilitating the early implementation of the 1993 Torremolinos Protocol.

SLF 52/12/Add.2 (Secretariat) - Proposed amendments to the 1993 Torremolinos Protocol

This document provides the proposed amendments to the 1993 Torremolinos Protocol, which should be annexed to a draft Agreement or a draft Assembly resolution on the implementation of the 1993 Torremolinos Protocol.

SLF 52/12/1 (Secretariat) - Reply to the questionnaire regarding implementation of the 1993 Torremolinos Protocol

This document provides the replies to the questionnaire regarding implementation of the 1993 Torremolinos Protocol.

SLF 52/12/2 (Secretariat) - Outcome of the Sub-regional seminar/workshop on the implementation of the 1993 Torremolinos Protocol (Bali, Indonesia)

This document provides the outcome of the Sub-regional seminar/workshop on the implementation of the 1993 Torremolinos Protocol held in Bali, Indonesia.

SLF 52/INF.5 (Secretariat) – Suggested modifications to the 1993 Torremolinos Protocol
This document provides suggested modifications to the 1993 Torremolinos Protocol which may be used when considering the technical amendments to it.

13. Consideration of IACS unified interpretations (Agenda Item 13) (Target completion date – continuous)

Background: The Sub-Committee will consider relevant Unified Interpretations submitted by IACS (SLF 52/13, SLF 52/13/1 and SLF 52/13/2) and any comments thereon by Members and international organizations.

LR position: LR implements IACS unified interpretations on all applicable vessels built to class unless otherwise instructed by the Flag Administration.

Implications: Ships to which the UIs apply will be expected to meet the requirements contained therein.

Application: Different UIs have different application criteria. Each should be referred to for details.

(Document submitted)

SLF 52/13 (IACS) - Revised Unified Interpretation SC 225

This document provides at annex IACS Unified Interpretation SC 225 regarding the determination of the volume of flooded water in the damage stability calculation of a space under SOLAS regulation II-1/2(14).

SLF 52/13/1 (IACS) - Revised Unified Interpretation LL 75

This document provides at annex IACS Unified Interpretation LL 75, Rev.1, regarding the permeability to be assumed in the damage stability calculation for the flooding of any store space when undertaking calculations in accordance with the 1988 Protocol to the 1966 ICLL.

SLF 52/13/2 (IACS) - Revised Unified Interpretation LL 59 on cargo manifold gutter bars - freeing arrangements and intact stability

This document provides at annex IACS Unified Interpretation LL 59, Rev.1 on Cargo manifold gutter bars - freeing arrangements and intact Stability.

14. Subdivision standards for cargo ships (Agenda Item 14) (Target completion date – 2011)

Background: This item was agreed to be included in the work programme and the provisional agenda of the Sub-Committee by MSC 85 (MSC 85/26, paragraph 23.32). The Sub-Committee will consider any relevant proposals and comments, as may be submitted by Members and international organizations. The work is intended to review the footnote to SOLAS Chapter II-1, part B-1 (which lists those other regulations which are considered to provide an equivalent assessment of damage stability as that contained in SOLAS) to ensure that consistency of approach is achieved.

LR position: To closely monitor discussions.

Implications: To be determined

Application: To be determined.

(Document submitted)

No documents have been submitted under this agenda item.

15. Any other business (Agenda Item 17)

Background: The Sub-Committee will consider the outcome of DSC 13 (SLF 52/17), together with relevant submissions which may be made by Members and international organizations.

LR position: To monitor discussions.

Implications: The majority of the items concern the 2009 SOLAS damage stability calculations.

Application: To be determined.

(Document submitted)

SLF 52/17 (Secretariat) - Outcome of DSC 13 on Guidance on providing safe working conditions for securing of containers

This document reports on the outcome of DSC 13 related to Guidance on providing safe working conditions for securing of Containers.

SLF 52/17/1 (Germany) - Uniform application of SOLAS regulation II-1/7-2

This document raises the issue of uniform application of cross flooding provisions contained in SOLAS, regulation II-1/7-2.

SLF 52/17/2 (Germany) - Damage control information

This document provides further aspects for damage control information to be provided for onboard documentation as required by harmonized SOLAS chapter II-1.

SLF 52/17/3 (Finland) - Enhancement of Explanatory Notes regarding SOLAS regulation II-1/7-1

This document presents the basis for interpretations of the deepest subdivision draught waterline of the ship.

SLF 52/17/4 (Norway) – Revision of SOLAS chapter II-1 subdivision and damage stability criteria

This document contains proposals for amendments to the text of SOLAS chapter II-1 for the purpose of clarifying the principles for establishing stability limit curves.

SLF 52/17/5 (Norway) - Revision of SOLAS chapter II-1 subdivision and damage stability criteria

This document contains comments and proposals intended for future work on the regulations and the explanatory notes. Reference is made to the proposals contained in document SLF 51/3/2.

SLF 52/17/6 (Norway) - Revision of SOLAS chapter II-1 subdivision and damage stability regulations

This document contains proposals for amendments to the text of SOLAS chapter II-1 intended for future improvements.

16. Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone (Agenda Item 18) (Target completion date – 2011)

Background: This item was agreed to be included in the work programme and the provisional agenda of the Sub-Committee by MSC 86 (MSC 86/26, paragraphs 23.25, 23.44 and 23.45). The Sub-Committee will consider any relevant proposals and comments, as may be submitted by Members and international organizations. The proposal is to move the Southern limit of the Summer zone further South off the coast of South Africa.

This item is also under discussion by the NAV Sub-Committee.

LR position: To note discussions.

Implications: Ships may be able to sail further South on their summer load line marks.

Application: To all ships.

(Document submitted)

No documents have been submitted under this agenda item. Reference is expected to be made to the submission to MSC 85, document MSC 86/23/3.

For further information, please contact any of the following offices

External Affairs
Lloyd's Register
71 Fenchurch Street
London EC3M 4BS,
UK

Tel: +44 (0)20 7423 2748
Fax: +44 (0)20 7423 2213
Email: external-affairs@lr.org

www.lr.org

© 2009 Lloyd's Register

Services are provided by members of the Lloyd's Register Group.
Lloyd's Register is an exempt charity under the UK Charities Act 1993.

Lloyd's Register EMEA
71 Fenchurch Street
London EC3M 4BS,
UK

Tel: + 44 (0)20 7709 9166
Fax: + 44 (0)20 7423 2057
Email: emea@lr.org

Lloyd's Register Asia
Suite 3501 China Merchants Tower
Shun Tak Centre
168–200 Connaught Road Central
Hong Kong, SAR of PRC

Tel: + 852 2287 9333
Fax: + 852 2526 2921
Email: asia@lr.org

Lloyd's Register Americas, Inc.
1401 Enclave Parkway, Suite 200
Houston,
Texas, 77077,
USA

Tel: +1 281 675 3100
Fax: +1 281 675 3139
Email: americas@lr.org



LIFE MATTERS