

ROYAL INSTITUTION OF NAVAL ARCHITECTS

REPORT OF SDC 4

SDC 4 was held from 13 -17 February 2017. The meeting and working groups were attended by members of the Institution's IMO Committee.

SUMMARY.

The following matters were considered at the meeting:

- Amendments to SOLAS II-1/6 and 8.1 – sub-division and damage stability matters.
- Computerised stability support for masters of passenger ships.
- Second generation intact stability.
- The guidelines for Damage Control plans for masters.
- Safety standards for the carriage of more than 12 industrial personnel.
- ESP Code amendments.
- Safe mooring operations.
- FRP in ship structures.

Three working groups were set up to deal with some of these matters.

MAIN REPORT.

Agenda items 3 – Amendments to SOLAS II-1/6 and 8-1.

Agenda item 4 – Computerised stability support for the master in case of flooding for existing passenger ships.

Agenda item 7 – Revision of section 3 of the guidelines for damage control plans and information to the master (MSC.1/circ.1245) for passenger ships.

All papers under these items were presented including the report of the CG. A Working group (WG) was set up to deal with these matters.

The WG revised the explanatory notes for sub-division and damage stability and they were forwarded to the next MSC for approval in conjunction with the previously agreed amendments to SOLAS II-1.

The discussion on the availability of electrical power on passenger ships in case of flooding due to side raking damage reached no conclusion and will be further discussed in the correspondence group to be re-established.

Computerised Stability support for the master related to SOLAS II-1/1 and 8-1.3. The WG drafted amendments which were agreed by the sub-committee. However a doubt remained on the entry into force (EIF) date. 2024 was proposed but it is considered that 2020 should be aimed at. IMO have guidelines for these considerations but they are guidelines only. Papers were requested for MSC 98 so that a decision could be made when the amendments would be approved and the EIF date determined.

Draft guidelines for stability computers on passenger ships were considered but not prepared due to time constraints. They would be considered by the CG and submitted for debate at the next SDC in 2018.

Guidelines were drafted for Damage Control Plans and information to the master for passenger ships. These were agreed and will be submitted to MSC 98 for approval.

The Correspondence was agreed and will be attended by members of the IMO Committee.

Agenda item 5 – Finalisation of Second generation intact stability criteria.

The report of the CG was presented consisting of 7 papers. There were many commenting papers all of which were discussed in plenary. A WG was established and tasked to consider:-

- The plan of action for future work.
- The draft guidelines for specification of direct stability.
- The draft amendments to 2008 IS Code.
- The draft explanatory notes for all failure modes with a view to completing them.

The WG made significant progress on the draft guidelines. There were several differing views during the discussion hence a request for submissions on operational limitations and guidance need to be sent to the next meeting of the sub-committee.

They also discussed the draft amendments to the 2008 IS Code., and more work needs to be done on Failure Modes.

The revised action plan was agreed and it proposed to complete the work by 2020.

The CG was re-established with extensive Terms of Reference which can be supplied if anyone wishes to see them. RINA will be active in this CG.

Agenda item 8 – Mandatory instrument and/or provisions addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged in international voyages.

Two papers were considered. It was noted during the debate that a number of Codes were relevant, in part, to this subject. It is important that there is unnecessary duplication.

Accordingly, a CG was agreed with the following terms of reference:

- develop a matrix that identifies the relevant aspects of the existing IMO regulatory framework, with regard to definitions and application, in order to ensure that the new SOLAS chapter [XV] and the new Code are consistent with and avoid unnecessary duplication of the existing IMO instruments;
- develop the draft new SOLAS chapter [XV];
- consider the format and organization of the draft Code, providing explanation on the group's decision;

- develop the introduction and preamble for the Code, including also a possible promotion of a consistent level of safety in non-mandatory applications;
- consider the impact that the service of the vessel may have on the total number of industrial personnel carried;
- develop the draft Code taking into account the matrix developed.

Agenda item 9 –Amendments to the 2011 ESP Code.

IACS presented their paper which recommended no amendments should be undertaken at this meeting, and that they and the Secretariat should prepare a consolidated text of the Code for consideration at the next SDC. Subsequent to approval it should be submitted to MSC for approval and adoption at Assembly. This was agreed. In the meantime the IACS UI Z10 should be used and flag states were invited to do so or advise IACS members, as their recognised organisations, of any other requirements that they may have.

Agenda item 10 – UI's.

The relevant papers were presented and were agreed. IMO will issue Circulars in accordance with established procedures. They will be sent to MSC and MEPC as required for approval.

Agenda item 11 –SOLAS II-1/3-8 and guidelines for safe mooring operations.

The CG report was presented. The CG had made progress on SOLAS II-1/3-8 and will continue to do so in order to finalise the guidelines for the design of safe mooring arrangements. There should be no reference to operational matters or the efficiency of such arrangements. However the guidelines should consider inspection and maintenance matters. Submissions were requested relating to accidents and incidents. The CG was re-established.

Agenda item 12 –Guidelines for use of FRP in ship structures.

The CG report was presented which included the draft interim guidelines. After some debate a working group was established to finalise the Interim Guidelines. The WG reported accordingly and the guidelines were agreed and will remain Interim for four years when some experience has been gained in their use. Members and NGO's were tasked with reporting their experiences so that this could be achieved. The guidelines will be sent to MSC 98 for approval..

Arrangements for SDC 5

The next meeting will be held from 22nd to 28th January 2018.

The sub-committee agreed to set up WG's and DG's on:-

- Intact Stability
- SDS
- Safety of WIG craft

- Safe mooring operations.
- Carriage of more than 12 industrial personnel.

This list will be subject to revision closer to the next meeting and subject to MSC approval.

The following CG's were agreed

- SDS (RINA represented)
- Intact Stability (RINA represented)
- Safe mooring operations
- Carriage of more than 12 industrial personnel.