INTERNATIONAL MARITIME ORGANIZATION

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SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT
52nd session
Agenda item 9

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AMENDMENTS TO THE GUIDELINES FOR SHIPS OPERATING IN ARCTIC ICE-COVERED WATERS

Outcome of SLF 51

Note by the Secretariat

SUMMARY

Executive summary:	The document reports on the outcome of SLF 51 in the matter.
Strategic direction:	5.2
High-level action:	5.2.1
Planned output:	5.2.1.2
Action to be taken:	Paragraph 5
Related documents:	SLF 51/17 and SLF 51/WP.1

1 Following the request of DE 51 for expert advice, SLF 51 considered the impact of the revised SOLAS chapter II-1 provisions on the Guidelines for ships operating in Arctic ice-covered waters and noted that specific stability-related issues which might need to be considered are the residual stability criteria following damage assessed under the amended Guidelines; whether any additional subdivision requirements should be added to applicable SOLAS chapter II-1 requirements; and the Guidelines' provisions on double bottoms and protection of spaces containing pollutants.

2 Recognizing the importance of the matter, SLF 51 instructed its SDS Working Group to give preliminary consideration to the impact of the revised SOLAS chapter II-1 provisions on the guidelines and advise the Sub-Committee as appropriate.

3 Having received the report of the SDS Working Group (SLF 51/WP.1), SLF 51 noted that the group had considered whether the stability requirements in the Guidelines should follow the probabilistic concept, also taking into account further information on the issue presented by the coordinator of the relevant DE correspondence group, and had made the following comments:

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.1 The probabilistic damage and subdivision provisions in SOLAS chapter II-1 were developed assuming collision damage in a moderate sea state. Ice damage is a different issue and there are no statistics available to allow the development of survival criteria for such damage. However, new regulation II-1/8 (Special requirements concerning passenger ship stability), which is deterministic in nature, covers side damage and might be useful.

.2 The use of intact stability criteria for a damaged ship instead of damage stability criteria would result in a much higher standard since this would basically require damaged ships to maintain the same stability as intact ships.

.3 The wave height, which is essential for survival criteria, may in ice-affected waters be dependent on the ice concentration.

4 SLF 51 also invited stability experts to contribute to the work of the DE correspondence group.

Action requested of the Sub-Committee

5 The Sub-Committee is invited to take the above information into account when considering the amendments to the Guidelines for ships operating in Arctic ice-covered waters.

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