

SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING VESSELS  
SAFETY  
55th session  
Agenda item 9

SLF 55/WP.5/Add.1  
12 April 2013  
Original: ENGLISH

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**DEVELOPMENT OF PROVISIONS TO ENSURE THE INTEGRITY AND UNIFORM  
IMPLEMENTATION OF THE 1969 TM CONVENTION**

**Report of the working group (part 2)**

**General**

1 The Working Group on Development of Provisions to Ensure the Integrity and Uniform Implementation of the 1969 TM Convention met from 18 to 20 February 2013 (part 1) and on 21 February 2013 (part 2), Mr. P. D. Eareckson (United States).

2 The list of participants and the terms of reference for the group are set out in paragraphs 2 and 3, respectively of part 1 of the report of the working group (SLF 55/WP.5).

**Further development of draft unified interpretations to the 1969 TM Convention (regulations)**

3 The group discussed options for using photographs, in addition to technical illustrations, in figures that accompany interpretations. After reviewing figures in the International Code for Application of Fire Test Procedures (resolution MSC.61(67)) used as an example of illustrations in IMO documents, that incorporates both photographs and technical graphic material, the group concluded that this approach is well suited for the draft Unified Interpretations in a future TM.5 circular, noting that any copyrighted material cannot be used.

4 The group discussed specific figures to accompany the text of the new and revised interpretations developed by the working group, as set out in annexes 1 and 2 to document SLF 55/WP.5, and agreed to the following:

- .1 a figure or figures for the interpretation of paragraph 2 of annex 1 to document SLF 55/WP.5 (least moulded depth) should be developed, using figure 5 of annex 3 to document SLF 55/INF.2 as a basis. In addition, figures should be developed to address the lower terminus of the depth measurement, to illustrate configurations where the location of the "top of the keel" is not clearly defined (e.g. situations involving keel structures that are external to the faired portion of the hull);



- .2 a photograph similar to that shown under issue 5.i of annex 1 to document SLF 55/INF.2, and possibly a related technical illustration, should be included for the interpretation of paragraph 7 of annex 1 to document SLF 55/WP.5 (excluded spaces stanchions and horizontal bars), with labelling inserted as appropriate;
- .3 a figure or figures for the interpretation of paragraph 8 of annex 1 to document SLF 55/WP.5 (excluded space end opening breadth) should be included. There was some support for using a photograph and/or technical illustration of an end opening on a yacht of modern construction for this purpose;
- .4 a figure or figures for the interpretation of paragraph 9 of annex 1 to document SLF 55/WP.5 (spaces open to the sea) should be included, using figure 2 shown under issue 6.d of annex 1 to document SLF 55/INF.2 as a basis. The possible inclusion of additional figures to address live fish carriers and ships having ballast tanks fitted with large flood gratings, as is seen in some submarine designs, was also discussed;
- .5 no figures are needed for the interpretations of paragraphs 1 (length), 3 (novel types of craft), 4 (enclosed spaces), and 5 (excluded spaces), and 6 (excluded space labelling) of annex 1 to document SLF 55/WP.5;
- .6 a figure or figures for the interpretation of paragraph 4 of annex 2 to document SLF 55/WP.5 (excluded space below bridge wings) should be included, possibly addressing associated horizontal bulkheads;
- .7 a figure or figures for the interpretation of paragraph 5 of annex 2 to document SLF 55/WP.5 (excluded space side opening height criterion) should be included. In discussing the need for such figures, the group considered a sketch depicting a stepped deck in way of the opening that was offered by one of the group members, which received some support;
- .8 a figure for the interpretation of paragraph 6 of annex 2 to document SLF 55/WP.5 (excluded space below deck opening) should be included, possibly based on the top figure of annex 6 to document SLF 55/INF.11; and
- .9 the development of figures for all other interpretations of annex 2 to document SLF 55/WP.5 will depend on the development and finalization of the text for the associated interpretations.

### **Correspondence group administration**

5 The group discussed administrative matters related to the TM Convention Correspondence Group established at SLF 54, with the view toward incorporating improvements should the correspondence group be re-established. There was general agreement that the methods and timeframes used to disseminate and collect information for this earlier group were effective and appropriate, including the organization and maintenance of the group's website at <http://www.uscg.mil/imo/slf/tonnagecg.asp>, the use of Adobe Acrobat Portable Document Format (.pdf) documents for electronic submissions, and the timeframes for responses from participants (e.g. 6 weeks to complete and submit questionnaires).

**Effect of the TM Convention on ship design and safety**

6 The group discussed, in general terms, the effect of the TM Convention on ship design and safety, noting the views expressed during discussions in plenary. The group reaffirmed the importance of taking into consideration ship design and safety when developing interpretations to ensure the integrity and uniform implementation of the Convention.

**Action requested of the Sub-Committee**

7 The Sub-Committee is invite to note the discussions held and take action, as appropriate.

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