

12.17 The delegation from the Netherlands noted that many Administrations do not have operational experience with open-top vessels and urged greater study of the subject in order to establish more realistic procedures.

12.18 The Sub-Committee agreed in general with the revised draft guidelines developed by the group, as set out in annex ... Members are invited to submit comments to the next session when the matter is expected to be finalized.

12.19 In addition to this, the Sub-Committee agreed with the view by the group that additional survey and inspection procedures may be necessary for this type of ship and invited views to the next session.

12.20 The Sub-Committee also agreed to include provisions regarding the stowage position of dangerous goods in open-top container ships prepared by the CDG Sub-Committee, as shown in annex 3 of SLF 36/WP.1.

12.21 The Sub-Committee noted that the FP Sub-Committee has not yet finalized its consideration of fire protection provisions (SLF 36/2/6, paragraph 18) and requested it to give further consideration to the matter.

Tonnage measurement implications

12.22 The Sub-Committee recognized that difference in gross tonnage between a container vessel with hatchcovers and an open-top container ship with a carrying capacity of the same number of containers could have economic consequences. As there is not enough information available in this respect for the matter to be dealt with in the drafting group the Sub-Committee invited comments for the next session.

12.23 The Secretariat was instructed to advise the FP and DE Sub-Committees of the outcome of discussions at this session, as set out in the above paragraphs.

13 LIVESTOCK CARRIERS

13.1 The Sub-Committee recalled that during the fifty-eighth session of the Maritime Safety Committee an ad hoc working group was instructed to consider, among others, the application of the 1969 Tonnage Measurement Convention

(TM-69 Convention) to livestock carriers based on the information provided by Italy. The Committee instructed the SLF Sub-Committee to deal with this matter after more information was submitted (MSC 58/25, paragraph 4.29).

13.2 As a follow up to this request the Italian delegation submitted a paper (SLF 35/13) concerning this subject to the thirty-fifth session of the SLF Sub-Committee. The SLF Sub-Committee could not arrive at a conclusion at that session and decided to establish an intersessional correspondence group, co-ordinated by the Netherlands, to investigate this matter further.

13.3 The Sub-Committee had for its consideration documents submitted to this session by the Netherlands, the co-ordinator of the correspondence group on the matter (SLF 36/13), Germany (SLF 36/13/1) and the United States (SLF 36/13/2).

13.4 After a general discussion the Sub-Committee referred the above documents, together with others referred to in items 12 and 23, to the drafting group composed of tonnage measurement experts. Having considered the relevant part of the report by the drafting group (SLF 36/WP.4), the Sub-Committee took the following decisions.

13.5 The Sub-Committee recognized that livestock carriers are most often converted tankers or converted cargo ships. Above the existing upper deck, one or more decks are constructed and between these decks the livestock corrals and their associated spaces are arranged, separated by, for example, railings, fences or gangways. The corrals are open to the air. The corrals and associated spaces between these decks are treated as excluded spaces according to regulation 2(5)(b) of the 1969 TM Convention only if there are no means for securing the cargo. Stanchions, fences and railings to keep livestock in the corrals are "other means for securing cargo" according to regulation 2(5). The livestock is considered as cargo.

13.6 The Sub-Committee therefore agreed that these livestock structures are to be included in the gross tonnage.

13.7 It further recognized the economic impact caused by the transition from the existing systems of tonnage measurement to the new system for some livestock carriers as well as other types of ship, for example ro-ro vessels and shelter-deck ships. Reference is made in this respect to Recommendation 2 of the 1969 Tonnage Conference.

13.8 After discussing this matter the Sub-Committee agreed to include provisions for livestock carriers in a draft TM.5 circular as set out in annex ... and invited comments from Members for finalization of the circular at its next session.

14 HULL CRACKING IN LARGE SHIPS

14.1 Under this item of its agenda the Sub-Committee had for its consideration document MSC 59/INF.22 by IACS referred to it by the MSC (SLF 36/2) together with comments provided by the Committee (SLF 36/2) and the Sub-Committee on Ship and Design Equipment (SLF 36/2/2). The recommendation entitled "Safety of ships carrying solid bulk cargoes" adopted at the seventeenth Assembly of the Organization as resolution A.713(17) (SLF 36/2/7, annex) was also taken into account in considering the matter.

14.2 The Sub-Committee recalled that the instruction given by the Committee at its fifty-eighth session called for investigation of the following issues:

- .1 causes of cracking;
- .2 survey requirements; and
- .3 analysis of information on the occurrence of hull cracking incidents in tankers, bulk carriers and combination carriers.

14.3 The Sub-Committee considered that, due to the close interrelation of the item in question and agenda item 17 "Investigations into the loss of bulk carriers" those two items should be considered together.

14.4 The delegation of the United States informed the Sub-Committee of their studies in developing critical area inspection plans and voyage data recorders