



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING VESSELS
SAFETY
46th session

SLF 46/16
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REPORT TO THE MARITIME SAFETY COMMITTEE

Summary of decisions

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1 GENERAL

1.1 The Sub-Committee held its forty-sixth session from 8 to 12 September 2003 under the chairmanship of Mr. A. Carcantzós (Greece). The Vice-Chairman, Mr. A. Gudmundsson (Iceland), was also present.

1.2 The session was attended by delegations from the following Member Governments:

ARGENTINA	LATVIA
AUSTRALIA	LEBANON
BAHAMAS	LIBERIA
BANGLADESH	MARSHALL ISLANDS
BELGIUM	MEXICO
BELIZE	MOROCCO
BRAZIL	NETHERLANDS
CANADA	NIGERIA
CHILE	NORWAY
CHINA	PANAMA
COLOMBIA	PERU
CUBA	PHILIPPINES
CYPRUS	POLAND
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	PORTUGAL
DENMARK	REPUBLIC OF KOREA
ECUADOR	RUSSIAN FEDERATION
EGYPT	SAUDI ARABIA
FINLAND	SINGAPORE
FRANCE	SOUTH AFRICA
GERMANY	SPAIN
GREECE	SWEDEN
ICELAND	TURKEY
IRELAND	UKRAINE
ITALY	UNITED KINGDOM
JAPAN	UNITED STATES
	VENEZUELA

and the following Associate Members of IMO:

HONG KONG, CHINA	FAROE ISLANDS
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representatives from the following United Nations specialized agencies:

INTERNATIONAL LABOUR ORGANIZATION (ILO)
FOOD AND AGRICULTURE ORGANIZATION OF THE UNITED NATIONS (FAO)

and observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)
BIMCO
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)

INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)
INTERNATIONAL COUNCIL OF CRUISE LINES (ICCL)
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS
(INTERCARGO)
THE INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
WORLD NUCLEAR TRANSPORT INSTITUTE (WNTI)
THE ROYAL INSTITUTION OF NAVAL ARCHITECTS (RINA)

1.3 After welcoming participants, the Secretary-General singled out important items on the agenda. In particular, he observed that the development of revised SOLAS chapter II-1 parts A, B and B-1, which the Sub-Committee had been dealing with for several years as part of the broader undertaking to harmonize the subdivision and damage stability provisions contained in various IMO instruments, had progressed significantly intersessionally thanks to the intensive efforts made by the correspondence group and the input from the HARDER research project. He added that the successful conclusion of the above matter was important as there were other subjects which could not be tackled properly until a definitive text of the harmonized SOLAS chapter II-1 was prepared, such as the development of the associated explanatory notes; the harmonization of damage stability provisions in other IMO instruments; and the safety of large passenger ships, with particular regard to stability and survivability aspects.

Turning to the revision of the fishing vessel Safety Code and Voluntary Guidelines, the Secretary-General referred first to the revision of Part B of the Code, which was by now well advanced and then to Part A of the Code, as reviewed intersessionally by the correspondence group, which would be further developed by a working group during this session. He considered it essential that sufficient progress be made at this session to enable the Sub-Committee to finalize an agreed revised text of both instruments for submission to the MSC for adoption in 2004 and subsequent acceptance by FAO and ILO. In this context, referring to the fact that the fishing sector of the maritime industry which seems to suffer the most casualties (24,000 lives lost per year was a commonly quoted figure) was still lacking the international mandatory safety regime which would be provided by the 1993 Torremolinos Protocol and the 1995 STCW-F Convention, if in force, he reiterated his plea to those countries which own large fishing vessel fleets and had not yet accepted the two instruments, to do so urgently.

He then referred to the comprehensive review of the Intact Stability Code, based on a two-way approach which, in the short term, would enable the development of amendments to the Code by the next session and, in the long term, would allow the preparation of performance-based stability criteria to replace the existing prescriptive provisions. He noted that as well as comments and proposals to amend the Code, the Sub-Committee would consider whether some of its provisions should be made mandatory, in which case the Code would have to be restructured and, for the longer term, the Sub-Committee would be expected to define a work methodology and agree on a detailed plan of action with the associated timetable, for approval by the MSC.

With respect to a procedural matter, the Secretary-General recalled that the ninetieth session of the Council had endorsed his proposal that draft reports of sub-committees should only contain a summary of decisions, annexes (if any) and actions requested of the reporting sub-committee's parent body. This arrangement would enable the sub-committees and their working and drafting groups to devote additional time to their substantive work during a meeting week, while reducing the load on the translation services. He added that, following the Council's decision that the proposed arrangement should be tried out by one or two sub-committees, so that the impact on their work could be evaluated, and consultations with the Chairmen of the bodies concerned, a decision was made to put the system on trial at this session of the Sub-Committee and at DSC 8.

Acknowledging that this would be the last time that he would address this Sub-Committee in his capacity as the Secretary-General of the Organization, the Secretary-General expressed appreciation for the hard work and the excellent contribution the Sub-Committee had made to the positive advances made by the Organization over the years; as well as the hope that it would continue this good work in the future.

1.4 The Chairman assured the Secretary-General that his advice and requests would be given every consideration in the deliberations of the Sub-Committee and its working groups. He also emphasized that he would be remembered for his outstanding achievements and the leadership he had provided to IMO throughout his term of office.

Having said that and judging from the number of items in the Sub-Committee's agenda, and indeed from the submissions themselves, the Chairman believed that the Sub-Committee had before it a demanding meeting and possibly a challenging one. In spite of that and given the successful history of the Sub-Committee in producing sound and robust international legislation pertinent to stability, load lines and fishing vessel safety, in an efficient way, he was certain that the same mentality would prevail in this session too.

1.5 The Sub-Committee adopted the agenda (SLF 46/1), which, together with a list of documents considered under each agenda item, is set out in annex 1. The Sub-Committee agreed, in general, to be guided in its work by the annotations to the provisional agenda and timetable contained in document SLF 46/1/1.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted the decisions and comments pertaining to its work, made by DSC 7, MEPC 48, FP 47, DE 46, BLG 8, MSC 77 and C 90, as reported in documents SLF 46/2, SLF 46/2/1, SLF 46/2/2 and SLF 46/2/3, and took them into account in its deliberations when dealing with relevant agenda items.

2.2 As anticipated by the Secretary-General in his opening address, following a decision by the ninetieth session of the Council (SLF 46/2/3), the Sub-Committee, assisted by the Secretariat, put to trial a more concise reporting procedure, whereby the draft report to the Committee normally presented to plenary on the last day of the session for approval was substituted, on a trial basis, by a draft summary of decisions, including a draft list of actions requested of the Committee and attaching any essential annexes determined by plenary during the session. As soon as possible after the session, the Secretariat would prepare a definitive version of the summary of decisions, containing the agreed action requested of the parent body and attaching all the necessary annexes on which the MSC and, as necessary, the MEPC would need to take action at the first opportunity following the Sub-Committee's session.

3 DEVELOPMENT OF REVISED SOLAS CHAPTER II-1 PARTS A, B AND B-1

3.1 The Sub-Committee had for its consideration under this agenda item documents submitted by the Chairman of the SDS working group (SLF 46/3), the Co-ordinators of the SDS correspondence group (SLF 46/3/1 and SLF 46/3/2), France (SLF 46/3/5), Germany (SLF 46/3/4, SLF 46/3/6 and SLF 46/3/7), Italy (SLF 46/3/8, SLF 46/3/13 and SLF 46/3/14), Norway (SLF 46/3/9 and SLF 46/3/10), the United States (SLF 46/3/11 and SLF 46/3/12), as well as seven joint submissions by Norway and the United Kingdom (SLF 46/3/3, SLF 46/INF.4, SLF 46/INF.5, SLF 46/INF.6, SLF 46/INF.7, SLF 46/INF.8 and SLF 46/INF.9).

3.2 The Sub-Committee established the Working Group on Subdivision and Damage Stability (SDS) under the chairmanship of Mr. R. Tagg (United States), and instructed it to:

- .1 consider in detail part 2 of the SLF 45 working group's report (SLF 46/3) and parts 1 and 2 of the correspondence group's report (SLF 46/3/1 and SLF 46/3/2), together with documents SLF 46/3/3, SLF 46/3/4, SLF 46/3/5, SLF 46/3/6, SLF 46/3/8, SLF 46/3/9, SLF 46/3/10, SLF 46/3/11, SLF 46/3/12, SLF 46/3/13 and SLF 46/3/14, referring where necessary to documents SLF 46/INF.4, SLF 46/INF.5, SLF 46/INF.6, SLF 46/INF.7, SLF 46/INF.8 and SLF 46/INF.9, taking into account relevant comments made in plenary;
- .2 consider the concerns expressed in plenary regarding the lack of equivalency between the safety standard stemming from the application of the proposed revised chapter II-1 and that afforded by the current chapter II-1, and advise plenary accordingly, including any recommended course of action;
- .3 endeavour to finalize a draft text of the revised SOLAS chapter II-1, parts A, B and B-1, using as a basis the text annexed to document SLF 46/3/1 and taking into consideration the documents listed in subparagraph .1 above, and submit a report to plenary by Friday, 12 September;

if it is not possible to finalize the above-referred draft text:

- .4 advise on the extension that should be sought from the Committee and consider whether it is necessary to re-establish the correspondence group and, if so, prepare, based on the progress made during the session, draft terms of reference for consideration by plenary, bearing in mind that the correspondence group may be additionally instructed by plenary when considering agenda items 4 (Development of explanatory notes for harmonized SOLAS chapter II-1) and 8 (Large passenger ship safety);
- .5 consider the proposal in document SLF 46/3/7 and advise plenary as appropriate; and
- .6 submit a written report (part 1) on progress made by Thursday, 11 September, and continue working through to the end of the week and submit a further report (part 2) to SLF 47 as soon as possible after the session, so that it may be taken into account by the correspondence group, if established.

3.3 Having received part 1 of the report of the working group (SLF 46/WP.5) and noting that the second report (part 2) of the group will be submitted by its Chairman as an SLF 47 document shortly after the session in order that the correspondence group can take it into consideration, the Sub-Committee approved it in general and, in particular (with reference to paragraphs of document SLF 46/WP.5/Rev.1) and took action as outlined in the following paragraphs.

3.4 The Sub-Committee noted the progress made in the development of the draft revised SOLAS chapter II-1 parts A, B and B-1 (paragraphs 4 to 23 of document SLF/WP.5/Rev.1).

3.5 The majority of the Sub-Committee was of the opinion that there should be a single standard for the R index for all types of cargo ships. This would mean that many new ro-ro cargo ships and car carriers would be required to meet a higher standard than existing ships of these types. Since this exceeded the mandate given to the Sub-Committee by the MSC, i.e., to

maintain an equivalent level of safety, the Sub-Committee agreed to ask the MSC to provide further guidance on how to proceed with this matter.

3.6 The delegation of Japan reserved its position regarding the way of establishing the required index R for cargo ships based on the mean level of the A values of the ships, because of the lack of equivalency of safety levels.

3.7 With regard to the general principles for establishing the required index R for passenger ships (paragraph 18 to 23 of document SLF 46/WP.5/Rev.1), the majority of the Sub-Committee agreed that the downward trend of the survivability level for larger existing passenger ships as evaluated by the current proposals for the new SOLAS chapter II-1 was unacceptable. The majority of the Sub-Committee felt that the trend should be upwards for larger ships and for ships with greater numbers of persons on board. These general principles for establishing the index R did not conform with the mandate given by the MSC, i.e. to maintain an equivalent level of safety, since larger ships would be required to comply with a higher standard. It was therefore agreed to ask the MSC to provide further guidance on how to proceed with this matter.

3.8 The Sub-Committee agreed with the recommendation of the group that the IMO damage card contained in annex 5 of MSC/Circ.953 (paragraph 24 of document SLF/WP.5/Rev.1) should be revised and decided to recommend to the Committee the inclusion of a relevant item in the work programme of the Sub-Committee.

3.9 The Sub-Committee agreed to recommend to the Committee the extension of the target completion date for the item by one year to 2004 and re-established the SDS correspondence group, instructing it to* :

- .1 co-ordinate the validation of sample ships and test calculations, considering the outcome of the SDS working group at this session (parts 1 and 2), regarding:
 - .1 p-factor, including damage length;
 - .2 SEM method;
 - .3 transient and intermediate stages of flooding and equalization;
 - .4 minimum values of the index A at specific draughts;
 - .5 required index R;
 - .6 introduction of an H_{min} factor;
 - .7 passenger heel and wind moments; and
 - .8 investigation of the impact of the proposal on the design of ships, in particular large passenger ships;
- .2 endeavour to finalize the development of the draft revised SOLAS chapter II-1 parts A, B and B-1, using as basic document the report of the SLF 45 correspondence group, part 1 (SLF 46/3/1), together with any related submissions by Members; and

* The SDS correspondence group was given additional instructions under agenda items 4 and 8.
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- .3 submit its report to SLF 47, including a basic text of the draft revised SOLAS chapter II-1 parts A, B and B-1.

3.10 The delegations of Sweden and the United States* kindly offered to continue co-ordinating jointly the work of the correspondence group.

4 DEVELOPMENT OF EXPLANATORY NOTES FOR HARMONIZED SOLAS CHAPTER II-1

4.1 The Sub-Committee noted a submission by Germany (SLF 46/INF.10), outlining an approval procedure concept for alternative arrangements.

4.2 Noting that no basic text for the development of the explanatory notes had been received and that work on the preparation should be started as soon as possible, the Sub-Committee agreed to instruct the SDS correspondence group established under agenda item 3 (refer to paragraph 3.9), to start developing a basic text of the explanatory notes for the draft revised SOLAS chapter II-1, taking into account MSC/Circ.153, resolutions A.684(17) and MSC.76(69) and the proposal in document SLF 46/INF.10, and to report the progress made to SLF 47, where a decision as to whether to request the Committee to extend the target completion date for the item would be made.

4.3 The Sub-Committee invited Members and international organizations to contribute to the work of the correspondence group as much as possible.

5 REVISION OF THE FISHING VESSEL SAFETY CODE AND VOLUNTARY GUIDELINES

5.1 The Sub-Committee considered under this agenda item documents submitted by the Co-ordinator of the correspondence group (SLF 46/5/1 and SLF 46/5/2), the Russian Federation (SLF 46/INF.2), Spain (SLF 46/5/3) and the Secretariat (SLF 46/5).

5.2 The Sub-Committee established the Working Group on Fishing Vessel Safety under the chairmanship of Captain M. Ahmed (Bangladesh) and instructed it to:

- .1 review the report of the correspondence group, parts 1 and 2 (SLF 46/5/1 and SLF 46/5/2), together with the proposals contained in document SLF 46/5/3, the request of FP 47 in paragraph 8 of document SLF 46/5 and the comments made in plenary, with a view to finalizing an agreed draft text of part A of the fishing vessel Safety Code, including the Foreword;

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- .2 consider the structural issues related to the safety of fishing vessels built of glass reinforced plastic and provide advice on how to proceed on this matter; and
- .3 consider whether it was necessary to establish a correspondence group on fishing vessel safety to work intersessionally with a view to start putting together a draft text of part B of the Safety Code and the Voluntary Guidelines, using first the contributions of the STW, COMSAR and DE Sub-Committees, and adding the outcome of FP 48 as it becomes available, so that at the next session the Sub-Committee stands a good chance of finalizing the complete draft text of both instruments after incorporating the outcome of NAV 50; and, if so, prepare draft terms of reference.

5.3 Having received the report of the working group (SLF 46/WP.6), the Sub-Committee approved it in general and, in particular (with reference to paragraphs in document SLF 46/WP.6/Rev.1):

- .1 noted the progress made by the group on the review of part A of the Code and concurred with its recommendation to continue the work through an intersessional correspondence group (paragraphs 5, 6, 8 and 9);
- .2 instructed the Secretariat to contact the World Health Organization (WHO) concerning the status of the International Medical Guide for Ships (IMGS) and its relevance to medical care on board fishing vessels (paragraph 7);
- .3 concurred with the opinion of the group concerning the proposals contained in document SLF 46/5/3 on the revision of part A of the fishing vessel Safety Code (paragraph 10);
- .4 concurred with the opinion of the group regarding the testing of emergency fire pumps (paragraph 11);
- .5 agreed to the inclusion of a new appendix to the Code containing a list of pertinent instruments, such as the FSS and FTP Codes, developed after 1993 in the context of part B, and of a similar appendix in part A but not necessarily limited to instruments developed after 1993 (paragraph 12);
- .6 concurred with the opinion of the group that the issues related to the structural integrity of glass reinforced plastic (GRP) vessels were outside the scope of the revision of the Code and Voluntary Guidelines (paragraph 13);
- .7 agreed to bring the issues of fire protection in relation to certain structures to the attention of the FP Sub-Committee as well as of the Co-ordinator of the Correspondence Group on the Revision of the fishing vessel Safety Code and Voluntary Guidelines established at FP 47 and instructed the Secretariat accordingly (paragraphs 14 and 15); and

- .8 decided to establish the Correspondence Group on Fishing Vessel Safety under the joint co-ordination of Bangladesh and Iceland* according to the following terms of reference (paragraph 16):
- .1 to continue the revision of part B of the fishing vessel Safety Code and Voluntary Guidelines, and prepare a consolidated draft text taking into account the contributions of the STW, COMSAR and DE Sub-Committees (adding the outcome of FP 48 as it becomes available) for submission to SLF 47 when the outcome of NAV 50 will be available;
 - .2 to continue the revision of part A of the fishing vessel Safety Code, taking into account the revised text prepared by the working group at this session as made available on the website of the correspondence group (www.sigling.is/english), and prepare a consolidated draft text for submission to SLF 47; and
 - .3 to submit a report to SLF 47.

6 REVIEW OF THE INTACT STABILITY CODE

6.1 The Sub-Committee had for its consideration under this agenda item documents submitted by the Co-ordinator of the correspondence group (SLF 46/6), the Chairman of the working group at SLF 45 (SLF 46/6/2), China (SLF 46/6/11), Germany (SLF 46/6/1, SLF 46/6/5, SLF 46/6/6, SLF 46/6/7, SLF 46/6/8 and SLF 46/INF.13), Italy (SLF 46/6/18), Japan (SLF 46/6/14, SLF 46/6/15 and SLF 46/6/16), Poland (SLF 46/6/3 and SLF 46/6/4), the Russian Federation (SLF 46/6/9 and SLF 46/6/10) and the United States (SLF 46/6/17), as well as joint submissions by Japan and the Netherlands (SLF 46/6/12) and Japan and the Republic of Korea (SLF 46/6/13).

6.2 The Sub-Committee continued dealing with this agenda item following the two-way approach (short- and long-term) and associated work methodology agreed by MSC 76 (MSC 76/23, paragraphs 12.26 and 12.27).

6.3 The Sub-Committee established the Working Group on Intact Stability under the chairmanship of Mr. A. Francescutto (Italy) and instructed it to:

- .1 consider in detail part 2 of the report of the SLF 45 working group (SLF 46/6/2) and the report of the correspondence group (SLF 46/6), as well as documents

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SLF 46/6/1, SLF 46/6/3, SLF 46/6/5, SLF 46/6/7, SLF 46/6/8, SLF 46/6/9, SLF 46/6/10, SLF 46/6/11, SLF 46/6/12, SLF 46/6/13, SLF 46/6/14, SLF 46/6/15, SLF 46/6/16, SLF 46/6/17, SLF 46/6/18, SLF 46/INF. 13 and SLF 45/6/6, with a view to:

- .1.1 developing a new structure for the Code, whereby the provisions that might be considered for mandatory application, if the Committee so decides, would be separated from those that should remain recommendatory including any explanatory notes, taking into account, in particular, documents SLF 46/6/5 and SLF 46/6/17;
- .1.2 preparing draft amendments to the Code, taking into account the new structure referred to above, and referring also to the schedule of work pending, as contained in document SLF 46/6/2; and
- .1.3 ascertaining whether MSC/Circ.707 on Guidance to the master for avoiding dangerous situations in following and quartering seas should be revised as a consequence;
- .2 on the basis of documents SLF 46/6/4, SLF 46/6/6 and SLF 46/6/9 and taking into account the outcome of the consideration of this issue at the last session (SLF 45/14, paragraphs 6.6 to 6.10), to make progress towards defining a work methodology and prepare a detailed plan of action for the long-term approach, including a timetable for completion of the work, so that MSC 78 can consider what extension of the target completion date of this item should be given; and
- .3 submit a written report (part 1) on progress made by Thursday, 11 September, considering that all the tasks indicated above should be finalized by then with the possible exception of that in subparagraph .1.2, and continue working on the latter through to the end of the week and submit a further report (part 2) to SLF 47, as soon as possible after this session so that it can be taken into account by the correspondence group, if established.

6.4 Having received the report of the working group (SLF 46/WP.1), the Sub-Committee approved it in general and, in particular (with reference to paragraphs of document SLF 46/WP.1/Rev.1):

- .1 agreed to the proposed work methodology and detailed plan of action for the long-term work on matters related to intact stability and invited the Committee to endorse the aforementioned work methodology and plan of action, as set out in annex 2, and to extend the target completion date for this work programme item accordingly (paragraphs 5 to 11);
- .2 noted the outcome of the group's discussion on matters related to the compensation of heeling due to wind (paragraph 13);
- .3 noted the outcome of the group's discussion on matters related to free surface effects in tanks (paragraphs 14 to 16);
- .4 noted the outcome of the group's discussion on matters related to the criterion for containerships greater than 100 m in length and this matter was added to the plan of action (paragraphs 17 and 19);

- .5 noted the group's views regarding the need to restructure the Code and that further detailed consideration is needed on this matter (paragraphs 20 to 21);
- .6 agreed that certain parts of the Code should be made mandatory and invited MSC 78 to note this view (paragraphs 22 to 24);
- .7 agreed that MSC/Circ.707 on Guidance to the master for avoiding dangerous situations in following and quartering seas should be revised, and invited MSC 78 to concur with this view (paragraph 25); and
- .8 agreed to re-establish the Correspondence Group on Intact Stability, under the co-ordination of Germany*, and instructed it to**:
 - .1 develop a set of proposed amendments to the Code, taking into account the new structure thereof, based on the short-term tasks set out in the annex to document SLF 46/WP.1/Rev.1 and the progress made at the session, taking into account documents SLF 45/6/6, SLF 46/6, SLF 46/6/1, SLF 46/6/5, SLF 46/6/7, SLF 46/6/8, SLF 46/6/9, SLF 46/6/10, SLF 46/6/12, SLF 46/6/13, SLF 46/6/14, SLF 46/6/15, SLF 46/6/16, SLF 46/6/17, SLF 46/6/18, SLF 46/WP.1 and SLF 46/INF.13;
 - .2 further consider the revision of the weather criterion with a view towards establishing interim guidelines for model experiments and full-scale trials;
 - .3 further consider matters related to the development of a new structure for the Code, taking into account documents SLF 46/6/5, SLF 46/6/17, SLF 46/INF.13 and SLF 46/WP.1/Rev.1 and that certain parts of the Code could be made mandatory;
 - .4 further consider the proposal by China (SLF 46/6/11) regarding the free surface effects of nominally full liquid cargo tanks, taking into account document SLF 46/WP.1/Rev.1, and make recommendations as appropriate;
 - .5 identify any areas of concern, collect information on the existing related knowledge on these areas and identify any needs for future research, taking into account documents SLF 46/6/6 and SLF 46/6/9 and the long-term tasks set out in annex 2 including the dead ship condition; and
 - .6 submit a report to SLF 47.

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** The IS correspondence group was given additional instructions under agenda items 7, 10 and 12.
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7 REVIEW OF THE OSV GUIDELINES

7.1 The Sub-Committee noted that no documents had been submitted to the session under this agenda item.

7.2 Observing that the Guidelines for the design and construction of offshore supply vessels (OSV Guidelines) mainly address stability matters, the Committee was invited to assign the co-ordinating role for this item to the Sub-Committee, rather than the DE Sub-Committee, as this would also help with the latter's heavy workload.

7.3 Since most of the provisions of section 2 of the Guidelines, entitled "Intact stability", were included in the Intact Stability Code, currently under review, the Sub-Committee agreed to refer this part of the Guidelines together with the principles governing near-coastal voyages laid down in section 1.3, and section 2.1 of the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (resolution A.673(16)), to the intact stability correspondence group established under agenda item 6 (see paragraph 6.4.8), for co-ordinated consideration.

7.4 With respect to section 3 of the Guidelines, concerning subdivision and damage stability, the Sub-Committee agreed that, in the short term, the provisions therein should remain deterministic in nature and be updated to reflect current requirements, and invited Members to submit relevant proposals for consideration at SLF 47. For the longer term, however, the possibility of using the probabilistic method should be explored, but first, it should be established whether there are sufficient statistical data for offshore support vessels to develop the appropriate probabilistic provisions. Members were invited to advise SLF 47 accordingly.

7.5 The Sub-Committee invited the Committee to consider involving also the BLG Sub-Committee in the review, since the Guidelines attached to resolution A.673(16), which should be referred to in the revision process, address the transport and handling of hazardous and noxious liquid substances in bulk on offshore support vessels.

8 LARGE PASSENGER SHIP SAFETY

8.1 The Sub-Committee had for its consideration under this agenda item a joint submission by Italy, Japan and the United States (SLF 46/8) together with information documents submitted by Japan (SLF 46/INF.14) and the United States (SLF 46/INF.3 and SLF 46/INF.12) and a document referred to it by MSC 77, submitted by ICCL (MSC 77/4/1).

8.2 Having considered the documents addressing purely stability aspects, i.e. all those submitted except document SLF 46/INF.12, the Sub-Committee agreed to further instruct the SDS working group (refer to paragraph 3.2) to:

- .1 consider in detail documents SLF 46/8, SLF 46/INF.3, SLF 46/INF.14, SLF 45/8, SLF 45/INF.3 and the relevant parts of document MSC 77/4/1, together with comments thereon made in plenary with a view to determining the refinements that should be introduced in the time-domain stability analysis programme in order that any further studies performed on other large passenger ships take into account the shortcomings identified from the results of the initial study;
- .2 prepare draft instructions for the SDS correspondence group, if established, to oversee the additional studies referred-to above, provided they are carried out; and

- .3 present the outcome of the above mandate on Thursday, 11 September, included in part 1 of the working group's report, for consideration by plenary.

8.3 With regard to the structural aspects, the Sub-Committee, having reviewed document SLF 46/INF.12, noted that the United States would be willing to carry out further work on the matter, the outcome of which would be submitted to SLF 47, and that it had invited interested delegations to join in.

8.4 Having received part 1 of the report of the SDS working group (SLF 46/WP.5), the Sub-Committee noted that, due to time constraints, the working group had not been able to consider the issue in time for inclusion in that report. However, the Sub-Committee received an oral report of the Chairman of the working group, the contents of which will be included in part 2 of the report of the SDS working group, expected to be issued shortly after the meeting.

8.5 The Sub-Committee agreed that the SDS correspondence group established under agenda item 3 should also deal with large passenger ship safety and instructed the group as follows:

- .1 the work with respect to time-domain flooding would pursue the task to characterize the survivability of existing large passenger ships given to the Sub-Committee by the Committee. Specifically, this work would undertake the suggestions put forth in document SLF 46/8, paragraphs 25 to 27, and would be accomplished by contributions to a framework of defined tasks. These tasks, each of which will be amplified in a statement of work, for the time-to-flood work, include:
 - .1 a model test program to be performed by Japan;
 - .2 the further refinement and scope of MARIN computer simulations to be co-sponsored by Italy and the United States;
 - .3 research by Italy in the form of STREP proposals within the 6th EU Program and including non-European partners for Large Passenger Ship Safety (LAPASS); and
 - .4 influences of time-to-flood research on the practical assessment of damage stability by Finland;
- .2 the plan for structural survivability will be sponsored through the Ship Structure Committee (an inter-agency advisory committee comprised of the US Coast Guard, the US Navy, the Canadian Coast Guard and others which sponsor ship structures research), which is in the process of developing a statement of work for a study of effects on the ultimate strength of the hull girder by other factors than vertical bending including shear, horizontal bending in a list condition, and discontinuous structural arrangements; and
- .3 for both tasks, once statements of work have been drafted, these will be distributed to all relevant members of the SDS correspondence group interested in large passenger ship safety, for their review and comments.

8.6 The Sub-Committee agreed to refer in future to the term "time-to-flood" rather than the somewhat negative impression given by the term "time-to-sink".

8.7 Concerning other aspects of large passenger ship safety under its purview, the Sub-Committee agreed to await the results of the DE Sub-Committee's work on Objective 6, task 2 regarding measures to provide functional requirements for the approval of alternative designs and arrangements, which were being addressed by a DE correspondence group due to report to DE 47. The Secretariat was requested to report the relevant outcome to SLF 47.

9 HARMONIZATION OF DAMAGE STABILITY PROVISIONS IN IMO INSTRUMENTS

9.1 The Sub-Committee noted that no documents had been submitted to the session under this agenda item.

9.2 In order to facilitate the consideration of this matter at the next session, the Sub-Committee requested the Secretariat to identify all IMO instruments containing damage stability requirements and submit its findings to SLF 47 as soon as possible after the current session.

9.3 Acknowledging that part of the harmonization efforts might follow the probabilistic method of SOLAS chapter II-1, the Sub-Committee agreed that, before deciding whether a particular instrument would be reviewed under probabilistic or deterministic principles, the availability of adequate damage statistical data for the particular ship type should be ascertained before the former approach could be considered for the longer term (see also paragraph 7.4). The delegation of Australia was invited to submit relevant comments and proposals to SLF 47.

9.4 The Sub-Committee agreed also that a decision should be taken on whether to use a ship-type approach, whereby harmonized damage stability provisions would be developed separately for specific types of ships, or a more generic method, whereby the harmonized provisions would apply to all types of ships and other vessels collectively. The delegation of Denmark was invited to submit relevant proposals to MSC 78, which would enable the Committee to give the Sub-Committee precise guidance and instructions on how to make progress on this agenda item.

10 CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

10.1 The Sub-Committee considered under this agenda item a joint submission by Sweden and the United States (SLF 46/10/1) together with a note by the Secretariat (SLF 46/10).

10.2 Following consideration of IACS unified interpretation SC 155 entitled "Lightweight check in lieu of inclining test", the Sub-Committee decided to instruct the intact stability correspondence group established under agenda item 6 (see paragraph 6.4.8) to review the interpretation together with the comments thereon contained in the annex to document SLF 46/10/1 and prepare an agreed text for consideration at SLF 47. Interested Members and international organizations were invited to contribute to the work of the correspondence group.

10.3 Having considered IACS unified interpretations LL 65 entitled "Ships with assigned reduced freeboards intended to carry deck cargo" and LL 7 entitled "Machinery space openings (Regulations 17(1), 26(1), 27(9) and 27 (10))", the Sub-Committee agreed to the draft LL.3 circular on Unified interpretations of the 1966 LL Convention, set out in annex 3, for submission to MSC 78 with a view to approval.

11 REVISION OF TECHNICAL REGULATIONS OF THE 1966 LL CONVENTION

11.1 The Sub-Committee considered under this agenda item a note by the Secretariat (SLF 46/11), containing load line matters identified for further consideration.

11.2 In the absence of written submissions to this session on the listed load line matters and having listened to constructive comments on these matters made orally by the delegations of Australia and Cyprus, the Sub-Committee invited Members and international organizations to review the matters listed in document SLF 46/11 with a view to identifying the action that should be taken on each of them, if any, and submitting relevant comments and proposals thereon for consideration at SLF 47.

12 IMPROVED LOADING/STABILITY INFORMATION FOR BULK CARRIERS

12.1 The Sub-Committee considered under this agenda item a document submitted by the United Kingdom (SLF 46/12/1), together with a note by the Secretariat (SLF 46/12).

12.2 Following an extensive debate, the Sub-Committee agreed to deal with this agenda item using a two-way approach, i.e., by proceeding to the development of the stability part of the guidelines for the provision of detailed, comprehensive and user friendly information covering stability and longitudinal stress characteristics of the ship's hold during loading and unloading (hereinafter referred to as "the guidelines"), as mandated by MSC 76, and at the same time by preparing appropriate draft amendments to the SOLAS Convention along the lines of the proposal annexed to document SLF 46/12/1.

12.3 In order to make progress in the preparation of the guidelines, the Sub-Committee decided to further instruct the intact stability correspondence group established under agenda item 6 (see paragraph 6.4.8) to develop the part of the guidelines addressing the provision of detailed, comprehensive and user friendly information covering the stability of the ship, taking into account MSC/Circ.456 on Guidelines for the preparation of intact stability information; the appendix to the annex of MSC/Circ.891 on Guidelines for the on-board use and application of computers; document MSC 77/5/2 containing an FSA study of bulk carriers less than 150 m in length (except the recommendations); as well as the outcome of consideration of the latter document by MSC 77 (MSC 77/26, paragraph 5.49), and submit a draft text to SLF 47 for appropriate action.

12.4 Regarding the proposed amendments to make the fitting of a stability computer on bulk carriers of less than 150 m in length mandatory, the Sub-Committee, with the help of an informal group of experts (SLF 46/WP.3), agreed to a proposed amendment to SOLAS regulation XII/11 on Loading instrument, whereby new bulk carriers of those sizes would have to be fitted with a loading instrument capable of providing information on the ship's stability in the intact condition. The Committee was invited to consider the proposed amendment, as set out in annex 4, with a view to approval and subsequent adoption, as appropriate.

13 WORK PROGRAMME AND AGENDA FOR SLF 47

13.1 Taking into account the progress made at this session and the provisions of the agenda management procedure contained in paragraphs 3.11 to 3.23 of the Guidelines on the organization and method of work (MSC/Circ.1099 – MEPC/Circ.405), the Sub-Committee revised its work programme (SLF 46/WP.2) based on that approved by MSC 76 (SLF 46/2,

annex) and confirmed by MSC 77, and invited the Committee to approve the proposed revised work programme and provisional agenda for SLF 47 set out in annex 5.

13.2 The Sub-Committee agreed to establish, at its next session, working groups on the following subjects:

- .1 subdivision and damage stability;
- .2 fishing vessel safety; and
- .3 intact stability.

13.3 In discussing the preliminary terms of reference for the Sub-Committee annexed to document SLF 46/13, prepared by the Secretariat following a request by MSC 76 (MSC 76/23, paragraph 19.6), the Sub-Committee considered that, in addition to the main subjects under its remit listed in the above document, the terms of reference should also include seakeeping and structural strength of ships, as this was closely related to load line and ship survivability matters, although the latter had been traditionally perceived as being under the responsibility of the DE Sub-Committee. The Committee was, therefore invited to approve the agreed draft terms of reference for the Sub-Committee, as set out in annex 6, including transferring the consideration of structural strength of ships from the DE Sub-Committee to the Sub-Committee.

13.4 The Sub-Committee noted that its forty-seventh session had been tentatively scheduled to take place from 13 to 17 September 2004.

14 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2004

14.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. A. Carcantzós (Greece) as Chairman and Mr. A. Gudmundsson (Iceland) as Vice-Chairman, both for 2004.

15 ANY OTHER BUSINESS

Interpretations of the 2000 HSC Code

15.1 The Sub-Committee considered under this agenda subitem a note by the Secretariat on relevant outcome of DE 46 and MSC 77, as well as a submission by the United Kingdom (SLF 46/15) proposing an interpretation relating to the “periphery of the craft” and, after agreeing with the proposal, instructed the Secretariat, following the Committee’s instructions, to incorporate the agreed text into the MSC circular on Interpretation of the 2000 HSC Code and SOLAS chapter X approved by MSC 77. The circular was subsequently issued under the symbol MSC/Circ.1102.

Open-top containership admeasurements in accordance with ITC 69

15.2 After considering documents SLF 46/15/1 (Germany) and SLF 46/15/2 (Netherlands) referring to this agenda subitem, the Sub-Committee, in line with the proposal in paragraph 9 of document SLF 46/15/1 and without prejudice as to the eventual decision that may be made by MSC 78 when considering the formal proposal expected from the delegation of Germany, agreed in principle that the calculation of gross tonnage of open-top containerships should be addressed as soon as possible.

Research on stability of high-speed craft

15.3 The Sub-Committee noted the information provided in document SLF 46/INF.11 regarding the background nature of the five research projects being undertaken by the United Kingdom to examine aspects of high-speed craft stability.

Development of management-based guidelines on shipboard occupational health

15.4 The Sub-Committee, having considered a request of BLG 8, endorsed by MSC 77, to consider and comment or make proposals on, as appropriate, the draft Guidelines on the basic elements of a shipboard occupational health and safety programme contained in annex 1 to document BLG 8/WP.4, and after noting that the BLG Sub-Committee would not meet during 2004, invited Members and international organizations to consider the said Guidelines and submit to SLF 47 comments thereon relating to the Sub-Committee's remit, so that BLG 9 may be advised accordingly.

16 ACTION REQUESTED OF THE COMMITTEE

16.1 The Committee is invited to:

- .1 note that the Sub-Committee could not finalize its work on the development of revised SOLAS chapter II-1 parts A, B and B-1, as scheduled; and agree to extend the target completion date for this item to 2004 (paragraphs 3.3 and 3.9 and annex 5);
- .2 note that, in order to apply a single standard for the required index R to all cargo ships under the proposed formulae, as preferred by the Sub-Committee, certain ship types (e.g. some ro-ro ships and pure car carriers) would be required to meet a higher standard than that provided in SOLAS chapter II-1 for existing cargo ships (which would be at odds with the Committee's instructions that the same level of safety should be maintained); and provide further guidance on how to proceed on this matter (paragraphs 3.5 and 3.6);
- .3 note that the majority of the Sub-Committee was of the opinion that the downward trend of the survivability level for larger existing passenger ships as evaluated by the current proposals was unacceptable, as the trend should be upwards for larger ships and for ships with greater number of persons on board (in which case it would be at odds with the Committee's instructions that the same level of safety, as that provided in SOLAS chapter II-1 should be maintained); and provide further guidance on how to proceed on this matter (paragraph 3.7);
- .4 accept the Sub-Committee's recommendation that the IMO damage card contained in annex 5 to MSC/Circ.953 be revised; and include a relevant item in the Sub-Committee's work programme (paragraph 3.8);
- .5 note the progress made on the revision of the fishing vessel Safety Code and Voluntary Guidelines (section 5);
- .6 endorse the work methodology and plan of action agreed by the Sub-Committee regarding the long-term work on the review of the Intact Stability Code; and consider extending the target completion date for that part of the review to 2007 (paragraph 6.4.1 and annex 2);

- .7 note the Sub-Committee's view that certain parts of the Intact Stability Code should be made mandatory (paragraph 6.4.6);
- .8 concur with the Sub-Committee's view that MSC/Circ.707 should be revised; and instruct it accordingly (paragraph 6.4.7);
- .9 regarding the review of the OSV Guidelines, consider assigning the co-ordinating role for this work to the Sub-Committee rather than the DE Sub-Committee (paragraph 7.2);
- .10 consider involving the BLG Sub-Committee in the review of the OSV Guidelines (paragraph 7.5);
- .11 agree to extend the target completion date for the item on large passenger ship safety to 2004, in view of its linkage with the ongoing work of the Sub-Committee on the development of revised SOLAS chapter II-1 parts A, B and B-1 (section 8 and annex 5);
- .12 approve the draft LL.3 circular on Unified interpretations of the 1966 LL Convention (paragraph 10.3 and annex 3);
- .13 concur with the two-way approach agreed by the Sub-Committee to deal with the item on improved loading stability information for bulk carriers, whereby the guidelines mandated by MSC 76, to be developed by the next session, would be augmented by a carriage requirement for a stability computer (see also subparagraph .14 below) (paragraphs 12.2 to 12.4);
- .14 consider, with a view to approval and subsequent adoption, the proposed amendments to SOLAS regulation XII/11 to make the fitting of a stability computer mandatory on small bulk carriers (paragraph 12.4 and annex 4);
- .15 approve, subject to any agreed modifications, the draft revised work programme and provisional agenda for SLF 47 (paragraph 13.1 and annex 5);
- .16 approve the agreed draft terms of reference for the Sub-Committee, including transferring the consideration of the ships' structural strength from the DE Sub-Committee to the Sub-Committee (paragraph 13.3 and annex 6);
- .17 note that the Sub-Committee agreed to proposed interpretations of the 2000 HSC Code and, following MSC 77 instructions, requested the Secretariat to incorporate them in the relevant MSC circular already approved by MSC 77, prior to circulation (paragraph 15.1);
- .18 note that, without prejudice as to the Committee's eventual decision on the subject, the Sub-Committee agreed in principle that the calculation of gross tonnage of open-top containerships should be addressed as soon as possible (paragraph 15.2); and
- .19 approve the summary of decisions in total.

ANNEX 1

**AGENDA FOR THE FORTY-SIXTH SESSION AND
LIST OF DOCUMENTS**

1 Adoption of the agenda

SLF 46/1	Secretariat	Provisional agenda
SLF 46/1/1	Secretariat	Annotations to the provisional agenda

2 Decisions of other IMO bodies

SLF 46/2	Secretariat	Outcome of the seventy-sixth session of the Maritime Safety Committee
SLF 46/2/1	Secretariat	Outcome of DSC 7, MEPC 48, FP 47, DE 46 and BLG 8
SLF 46/2/2	Secretariat	Outcome of the seventy-seventh session of the Maritime Safety Committee
SLF 46/2/3	Secretariat	Outcome of C 90

3 Development of revised SOLAS chapter II-1 parts A, B and B-1

SLF 46/3	Chairman of SDS WG	Report of the SDS WG at SLF 45 (part 2)
SLF 46/3/1	Sweden and United States	Report of the ICG (part 1)
SLF 46/3/2	Sweden and United States	Report of the ICG (part 2)
SLF 46/3/3	Norway and United Kingdom	Final recommendations from the research project HARDER
SLF 46/3/4	Germany	Approval procedure concept for alternative arrangements
SLF 46/3/5	France	Comments on draft regulations 6 and 7-2
SLF 46/3/6	Germany	Passenger ship subdivision standard versus draught range
SLF 46/3/7	Germany	Proposal for a revised IMO damage card
SLF 46/3/8	Italy	Review of the proposed formulation for the factor 's' (comments on SLF 45/3/3)
SLF 46/3/9	Norway	Sea inlets and discharges in machinery spaces
SLF 46/3/10	Norway	Attained index for passenger ships and dry cargo ships
SLF 46/3/11	United States	Required subdivision index 'R' for cargo ships
SLF 46/3/12	United States	Attained subdivision index 'A'
SLF 46/3/13	Italy	Review of the formulation for the factor 's' (comments on SLF 46/3/1)
SLF 46/3/14	Italy	Review of the formulation for the index 'R' (comments on SLF 46/3/1)

SLF 46/INF.4	Norway and United Kingdom	Report on design of ships according to the harmonized probabilistic concept of survival
SLF 46/INF.5	Norway and United Kingdom	Evaluation of required subdivision index 'R' for passenger and dry cargo ships
SLF 46/INF.6	Norway and United Kingdom	Development of generalized s-factor
SLF 46/INF.7	Norway and United Kingdom	Implementation of probabilistic factors 'p' and 'r' into the regulatory framework
SLF 46/INF.8	Norway and United Kingdom	Implementation of probabilistic factor 'v' into the regulatory framework
SLF 46/INF.9	Norway and United Kingdom	Report on validation and verification of the harmonized probabilistic concept of survival
SLF 46/WP.5/Rev.1	Working group	Report of the working group (part 1)

4 Development of explanatory notes for harmonized SOLAS chapter II-1

SLF 46/INF.10	Germany	Approval procedure concept for alternative arrangements
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5 Revision of the fishing vessel Safety Code and Voluntary Guidelines

SLF 46/5	Secretariat	Outcome of FP 47 and DE 46
SLF 46/5/1	Co-ordinator of the correspondence group	Report of the correspondence group (part 1)
SLF 46/5/2	Co-ordinator of the correspondence group	Report of the correspondence group (part 2)
SLF 46/5/3	Spain	Proposals for the revision of the work of the correspondence group
SLF 46/INF.2	Russian Federation	Information on the Russian Federation regulations for small-scale decked and undecked fishing vessels
SLF 46/WP.6/Rev.1	Working group	Report of the working group

6 Review of the Intact Stability Code

SLF 46/6	Germany	Report of the intersessional correspondence group
SLF 46/6/1	Germany	Remarks on calculating stability curves
SLF 46/6/2	Chairman of IS WG	Report of the Working Group on the Revision of Intact Stability Code (IS) at SLF 45 – Part 2
SLF 46/6/3	Poland	Proposed amendments to the IS Code
SLF 46/6/4	Poland	Performance-oriented stability criteria
SLF 46/6/5	Germany	Proposal for restructuring the IS Code
SLF 46/6/6	Germany	Towards the development of new intact stability criteria

SLF 46/6/7	Germany	Calculations using the proposed factors 's' and 'r'
SLF 46/6/8	Germany	Sample calculations using a wind criterion
SLF 46/6/9	Russian Federation	Regulation of ships' stability for ensuring safe parametric rolling
SLF 46/6/10	Russian Federation	Severe wind and rolling criterion
SLF 46/6/11	China	Proposed amendments to 3.3.2 of the IS Code
SLF 46/6/12	Japan and Netherlands	Assessment of the weather criterion for a large passenger ship
SLF 46/6/13	Japan and Republic of Korea	Proposal to delete containership criteria in the IS Code
SLF 46/6/14	Japan	Direct estimation of coefficients in the weather criterion
SLF 46/6/15	Japan	Examination of the weather criterion
SLF 46/6/16	Japan	Sample calculations for the draft weather and wind criteria
SLF 46/6/17	United States	Comments on the report of the correspondence group
SLF 46/6/18	Italy	Weather criterion revision
SLF 46/INF.3	Germany	Information on a proposal for making the intact stability criteria mandatory
MSC/Circ.707		Guidance to the master for avoiding dangerous situations in following and quartering seas
SLF 46/WP.1/Rev.1	Working group	Report of the working group (part 1)

7 Review of the OSV Guidelines

No documents submitted

8 Large passenger ship safety

SLF 46/8	Italy, Japan and United States	Review of MARIN study on time-to-flood simulations
SLF 46/INF.3	United States	Time-to-flood simulations for a large passenger ship – initial study
SLF 46/INF.12	United States	Structural integrity of a modern passenger ship after damage
SLF 46/INF.14	Japan	Experimental study on flooding of a large passenger ship model
MSC 77/4/1	ICCL	Cruise Ship Safety Forum recommendations

9 Harmonization of damage stability provisions in IMO instruments

No documents submitted

10 Consideration of IACS unified interpretations

SLF 46/10	Secretariat	Consideration of IACS unified interpretations
SLF 46/10/1	Sweden and United States	Report of the SDS correspondence group
SLF 46/WP.4	Secretariat	Draft LL.3 circular

11 Revision of technical regulations of the 1966 LL Convention

SLF 46/11	Secretariat	Matters identified for further consideration
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12 Improved loading/stability information for bulk carriers

SLF 46/12	Secretariat	Outcome of MSC 76 and DE 46
SLF 46/12/1	United Kingdom	Stability information for ships of less than 150 m in length
MSC 77/5/3	United Kingdom	Safety of bulk carriers and general cargo ships of less than 150 m in length
SLF 46/WP.3	Group of experts	Proposed amendment to SOLAS regulation XX/11

13 Work programme and agenda for SLF 47

SLF 46/2, annex	Secretariat	Work programme approved by MSC 75
SLF 46/13	Secretariat	Terms of reference of the Sub-Committee
SLF 46/WP.2	Chairman	Proposed revised work programme of the Sub-Committee and provisional agenda for SLF 47

14 Election of Chairman and Vice-Chairman for 2004

No documents submitted

15 Any other business

SLF 46/15	Secretariat	Interpretations of the 2000 HSC Code
SLF 46/15/1	Germany	Open-top containerships admeasurements in accordance with ITC 69
SLF 46/15/2	Netherlands	Open-top containership
SLF 46/INF.11	United Kingdom	Research being conducted on aspects of stability
DE 46/32, paragraphs 10.6 to 10.9 and annex 12		Report of DE 46

DE 46/10/2

Australia and
United Kingdom

Proposed draft interpretations to the 2000
HSC Code

16 Report to the Maritime Safety Committee

SLF 46/16

SLF 46/WP.7 and
Add.1

Summary of decisions

Draft summary of decisions

SLF 46/INF.1

List of participants

ANNEX 2

INTACT STABILITY WORK METHODOLOGY AND PLAN OF ACTION

1 The following plan of action was developed by the Working Group on Intact Stability and agreed by the Sub-Committee, taking into account the work to be accomplished in the short term (2004) and the work to be accomplished in the long term (2007).

2 The following short-term tasks are identified with a view towards their completion by 2004:

- .1 consideration of matters related to free surface effects;
- .2 consideration of matters related to moments due to passenger crowding, cranes, nets, towing, etc.;
- .3 consideration of matters related to the weather criterion;
- .4 consideration of matters related to light ship particulars;
- .5 consideration of matters related to the harmonization of calculation standards for the application of criteria (to include consideration of anti-roll devices);
- .6 consideration of matters related to the criteria which should be proposed for mandatory application for all types of ships (possibly by restructuring the IS Code);
- .7 consideration of matters related to the instructions and guidance for those responsible on board which should become mandatory;
- .8 formulation of a framework for development of performance-based criteria;
- .9 introduction of direct assessments as an alternative; and
- .10 completion of a basic structure for the Code.

3 The following long-term tasks were identified with a view towards their completion by 2007:

- .1 consideration of regulations for certain types of ships;
- .2 consideration of matters related to manoeuvrability and course keeping ability;
- .3 consideration of matters related to large accelerations and loads on cargo;
- .4 consideration of parametric excitation;

- .5 consideration of matters related to pure loss of stability;
- .6 consideration of revision of MSC/Circ.707;
- .7 formulation of criteria as performance criteria;
- .8 consideration of matters related to direct assessment as an alternative;
- .9 consideration of matters related to the criterion for containerhips greater than 100 m in length; and
- .10 consideration of matters related to the restructuring of new Code.

ANNEX 3**DRAFT LL.3 CIRCULAR****INTERNATIONAL CONVENTION ON LOAD LINES, 1966****Unified interpretations of the Convention**

1 The Maritime Safety Committee at its [seventy-eighth session (12 to 21 May 2004)], following a recommendation of the forty-sixth session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF), approved unified interpretations of the provisions of the 1966 LL Convention, as set out in the annex.

2 Member Governments are invited to:

- .1 take note of the annexed unified interpretations and use them when applying the relevant requirements of the 1966 LL Convention in order to ensure the uniform application thereof; and
- .2 bring the annexed unified interpretations to the attention of all interested parties.

ANNEX

**UNIFIED INTERPRETATIONS OF THE PROVISIONS OF THE INTERNATIONAL
CONVENTION ON LOAD LINES, 1966**

1 Ships with assigned reduced freeboards intended to carry deck cargo (regulation 27 of the 1966 LL Convention and SOLAS regulation II-1/25-1, footnote)

1.1 This unified interpretation pertains to ships assigned reduced freeboards in accordance with regulation 27 of the International Convention on Load Lines, 1966 (1966 LL Convention) and intended to carry deck cargo.

1.2 In subparagraph .6 of the footnote to SOLAS regulation II-1/25-1, ships shown to comply with regulation 27 of the 1966 LL Convention as applied in compliance with IMO resolutions A.320(IX) and A.514(13), may be excluded from the application of SOLAS chapter II-1 part B-1.

1.3 The footnote accepts the deterministic damage stability analysis according to the load line regulations in lieu of the probabilistic method of SOLAS chapter II-1 part B-1. This was considered an acceptable substitution because of the very conservative assumptions of the initial load case made in the deterministic calculation under regulation 27(7) of the 1966 LL Convention. This can only be presumed for bulk carriers where the cargo is carried solely within the cargo holds, but may not always be true for bulk carriers which may occasionally also carry deck cargo, or other cargo ships intended for carriage of deck cargo which have been designed to take advantage of a reduced freeboard assignment.

1.4 Therefore, for such ships damage stability calculations should be carried out as follows:

- .1 due to the assigned reduced freeboards, in compliance with the damage stability requirements of regulation 27 of the 1966 LL Convention and the 1988 LL Protocol; and
- .2 due to the intended deck cargo capacity, the limiting GM or KG curve required by SOLAS regulation II-1/25-8 should be provided to the master for guidance, based on compliance with the probabilistic damage stability analysis of SOLAS chapter II-1 part B-1.

1.5 The KG used for demonstrating compliance with the deterministic damage stability requirements of regulation 27 of the 1966 LL Convention should be the same as that used for the probabilistic damage stability calculations required by SOLAS chapter II-1 part B-1, at the deepest subdivision load line.

2 Machinery space openings (regulations 17(1), 26(1), 27(9) and 27(10) of the 1966 LL Convention)

Where casings are not protected by other structures, double doors should be required for type A or type B ships assigned freeboards less than those based on table B¹. An inner sill of 230 mm in conjunction with the outer sill of 600 mm is recommended.

¹ "Based on table B" means without any reduction in accordance with regulation 27(9) or (10).

ANNEX 4

**PROPOSED AMENDMENT TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974 AS AMENDED****CHAPTER XII
ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS****Regulation 11 - Loading instrument**

- 1 The existing text of the regulation is replaced by the following:

“(Unless provided otherwise, this regulation applies to bulk carriers regardless of their date of construction)”

1 Bulk carriers of 150 m in length and upwards shall be fitted with a loading instrument capable of providing information on hull girder shear forces and bending moments, taking into account the recommendation adopted by the Organization.¹

2 Bulk carriers of 150 m in length and upwards constructed before 1 July 1999 shall comply with the requirements of paragraph 1 not later than the date of the first intermediate or periodical survey of the ship to be carried out after 1 July 1999.

3 Bulk carriers of less than 150 m in length constructed on or after [date of entry into force of the amendment] shall be fitted with a loading instrument capable of providing information on the ship’s stability in the intact condition. The computer software shall be approved for stability calculations by the Administration and shall be provided with standard conditions for testing purposes relating to the approved stability information.²”

¹ Refer to resolution 5, Recommendation on loading instruments, adopted by the 1997 SOLAS Conference.

² Refer to the relevant parts of the appendix to the annex to MSC/Circ.891.

ANNEX 5

DRAFT REVISED WORK PROGRAMME OF THE SUB-COMMITTEE

PROVISIONAL AGENDA FOR SLF 47

Draft revised work programme

		Target completion date/number of sessions needed for completion	Reference
1	Analysis of intact stability casualty records	Continuous	MSC 70/23, paragraph 20.4; SLF 30/18, paragraphs 4.16 and 4.17
2	Analysis of damage cards	Continuous	MSC 70/23, paragraph 20.4; SLF 41/18, paragraph 17.5
H.1	Development of revised SOLAS chapter II-1 parts A, B and B-1	2003 2004	SLF 42/18, section 3; MSC 72/23, paragraph 21.52; SLF 46/16, section 3
H.2	Development of explanatory notes for harmonized SOLAS chapter II-1	2004	MSC 69/22, paragraph 20.60.1; SLF 44/18, paragraph 15.2.2 ; SLF 46/16, section 4

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- Notes:**
- 1 "H" means a high priority item and "L" means a low priority item. However, within the high and low priority groups, items have not been listed in any order of priority.
 - 2 Struck-out text indicates proposed deletions and shaded text shows proposed additions or changes.
 - 3 Items printed in bold letters have been selected for inclusion in the provisional agenda for SLF 47.

Work programme of the Sub-Committee (continued)

		Target completion date/number of sessions needed for completion	Reference
H.3	Revision of the fishing vessel Safety Code and Voluntary Guidelines (in co-operation with FP, COMSAR, NAV, DE and STW)	2004	SLF 43/16, section 5; MSC 73/21, paragraph 18.32; SLF 46/16, section 5
H.4	Safety aspects of ballast water management	1 session	MSC 71/23, paragraph 9.11
H.5	Large passenger ship safety	2003 2004	MSC 74/24, paragraph 21.4; SLF 46/16, section 8
H.6	Review of the Intact Stability Code	2004 2007	SLF 41/18, paragraph 3.14; SLF 46/16, section 6
H.7	Review of the OSV Guidelines (co-ordinated by in co-operation with DE)	2005	MSC 75/24, paragraph 22.4; SLF 46/16, section 7
H.8	Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code (co-ordinated by DE)	2 sessions 2005	MSC 76/23, paragraphs 8.19 and 20.4
H.9	Consideration of IACS unified interpretations	2004	MSC 76/23, paragraph 20.3 SLF 46/16, section 10
H.10	Revision of technical regulations of the 1966 LL Convention	2005	MSC 76/23, paragraph 20.51 SLF 46/16, section 11
H.11	Improved loading/stability information for bulk carriers (in co-operation with DE)	2004	MSC 76/23, paragraph 20.52 SLF 46/16, section 12

Work programme of the Sub-Committee (continued)

		Target completion date/number of sessions needed for completion	Reference
L.1	Harmonization of damage stability provisions in other IMO instruments, including the 1993 Torremolinos Protocol (probabilistic method)	2005	MSC 62/25, paragraph 21.23; SLF 46/16, section 9,
L.2	Revision of resolution A.266(VIII)	2 sessions	SLF 45/14, paragraphs 3.19 and 11.1.4.1; MSC 76/23, paragraph 20.50

Draft provisional agenda for SLF 47*

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Development of revised SOLAS chapter II-1 parts A, B and B-1
 - 4 Development of explanatory notes for harmonized SOLAS chapter II-1
 - 5 Revision of the fishing vessel Safety Code and Voluntary Guidelines
 - 6 Review of the Intact Stability Code
 - 7 Review of the OSV Guidelines
 - 8 Large passenger ship safety
 - 9 Harmonization of damage stability provisions in other IMO instruments
 - 10 Consideration of IACS unified interpretations
 - 11 Revision of technical regulations of the 1966 LL Convention
 - 12 Improved loading/stability information for bulk carriers
 - 13 Review of the 2000 HSC Code and amendments to the DSC Code and the 1994 HSC Code
 - 14 Work programme and agenda for SLF 48
 - 15 Election of Chairman and Vice-Chairman for 2005
 - 16 Any other business
 - 17 Report to the Maritime Safety Committee

*Agenda item numbers do not necessarily indicate priority.

ANNEX 6**DRAFT TERMS OF REFERENCE FOR THE SLF SUB-COMMITTEE**

Under the direct instructions of the Maritime Safety Committee and as may be requested by the Marine Environment Protection Committee, the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) will consider matters related to the following subjects, including the development of any necessary amendments to relevant conventions and other mandatory and non-mandatory instruments, as well as the preparation of guidelines and recommendations, for consideration by the Committees, as appropriate:

- 1 buoyancy, intact stability and subdivision and damage stability of all types of ships, vessels and craft covered by IMO instruments;
- 2 seakeeping;
- 3 structural strength of ships;
- 4 load line matters;
- 5 tonnage measurement matters; and
- 6 safety of fishermen and fishing vessels.

The conventions and mandatory instruments referred to above include the 1974 SOLAS Convention (chapters II-1 and XII), the 1966 LL Convention and the 1988 Protocol relating thereto; MARPOL 73/78 (Annex I); the 1969 Tonnage Convention; the HSC, IBC and IGC Codes; and the 1993 Torremolinos Protocol.

The non-mandatory instruments, which the Sub-Committee may be called upon to review, include the Intact Stability, BCH, GC, DSC, MODU, Special Purpose Ships and Fishing Vessel Safety Codes; and the Offshore Supply Vessels and Fishing Vessel Guidelines, among others.
