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FROM: Alan Spackman, Vice President, Offshore Technical and Regulatory Affairs
SUBJECT: Report on the 55th Session of the IMO Sub-Committee on Stability and Load Lines and on Fishing Vessel’s Safety
DATE: 22 April 2013

The 55th session of IMO’s Sub-Committee on Stability and Load Lines and on Fishing Vessel’s Safety (SLF 55) was held from 18 to 22 February 2013 under the chairmanship of Mr. K. Hunter (U.K.). Representatives attended the session from 65 Members, one Associate Member, one UN specialized agency, one inter-governmental organization and 22 non-governmental organizations. IADC was not represented at this session.

The following is a summary of issues addressed by the Sub-Committee that may interest of companies with offshore oil and gas operations:

**Development of second generation intact stability criteria**
A revised plan of action for further work on the matter was agreed and the Intact Stability Correspondence Group was re-established under the coordination of Norway¹ and Japan², to continue the work, including the preparation of a working version of Explanatory Notes to facilitate the accumulation of experience of application of the draft second generation of intact stability criteria. The following decisions were made regarding this effort:

- Ice accretion criteria should be further developed on the basis of work already undertaken by the Correspondence Group and in consideration of information provided by Poland.
- With respect to the wave spectra and the boundary limits proposed for parametric roll and excessive accelerations, further calculations should be performed for additional ship types.
- Suitable operational limitations should be discussed before embarking on the direct assessment.
- Proposals for amendment of the 2008 IS Code are to be limited to those within the scope of approved work.

**Recommendation on evaluating cross-flooding arrangements**
The Sub-Committee agreed the draft Recommendation on a standard method for evaluating cross-flooding arrangements, for submission to the Maritime Safety Committee at its next session (MSC 92) for adoption. The Recommendation would apply to ships built on or after the date of its adoption. The delegation of France voiced concern that additional explanatory text was required.

**Guidelines for verification of damage stability requirements for tankers**
Sub-Committee agreed to the draft Guidelines for verification of damage stability requirements for tankers, and the associated draft MSC circular, for submission to MSC 92 for approval. The Guidelines consist of two parts:

- Guidelines for preparation and approval of tanker damage stability calculations, applicable to new ships; and
- Guidelines for operation and demonstration of damage stability compliance, applicable to all oil tankers, chemical tankers and gas carriers.

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² Dr. Eng. Naoya Umeda (umeda@naoe.eng.osaka-u.ac.jp)
Carriage requirements for stability instruments for tankers
The Sub-Committee agreed to draft amendments to MARPOL Annex 1, regulation 28 (Subdivision and damage stability) adding a new paragraph to require oil tankers to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements. The draft amendments will be forwarded to the Marine Environment Protection Committee at its next session (MEPC 65) for approval with a view to subsequent adoption.

The Sub-Committee also agreed related draft Guidelines for verification of damage stability requirements for tankers, for submission to MSC 92 for approval.

Related draft amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code); the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code); the Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code); the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code); and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) were also agreed, to require ships subject to those codes to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements. These draft amendments will be forwarded to MEPC 65 and MSC 92, as appropriate, for approval with a view to subsequent adoption.

Draft consequential amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011 were also agreed approval by MEPC 65 and MSC 92.

Development of revised SOLAS chapter II-1 – Subdivision and damage stability regulations
The Sub-Committee made substantial progress with its ongoing review of SOLAS chapter II 1 subdivision and damage stability regulations and the related Explanatory Notes. The intention is to update and revise the provisions, including the comprehensive revision of provisions relating to flooding and cross-flooding, and survivability after damage, with regards to both passenger and cargo ships. The Sub-Committee decided that:

- To help resolve the existing vagueness in SOLAS regulation II-1/4.1 regarding what is considered a "damage stability requirement" in parts B-1 to B-4; it was agreed to refer to the OSV Guidelines and the SPS Code in a footnote in order to accommodate their current non-mandatory status.
- With regard to the proposal to include the MODU Code as an alternative damage stability standard under the regulation, the Sub-Committee reiterated its decision at SLF 54 that the MODU Code should not be included.
- It agreed in principle with the draft amendments SOLAS chapter II 1, subdivision and damage stability regulations and the related Explanatory Notes, and to limiting their application to new ships only.

Tonnage Measurement
The Sub-Committee agreed a proposed draft Assembly resolution providing unified interpretations on the application of the 1969 International Convention on Tonnage Measurement of Ships to existing ships, for submission to MEPC 65 and MSC 92 with a view to approval, for submission to the IMO Assembly (A 28) for adoption.

The draft resolution includes a revised recommendation on the use of national tonnage in applying international conventions and recommends that Governments which are Contracting Governments to the 1969 Tonnage Measurement Convention should use the Recommendation when applying the provisions of the 1969 Tonnage Measurement Convention and Interim Schemes for Tonnage Measurement.

Sub-Committee agreed to re-establish the Correspondence Group on the Development of Provisions to Ensure the Integrity and Uniform Implementation of the 1969 TM Convention, under the coordination of the United States³ and Japan⁴, and instructed it to:

- Further develop draft unified interpretations to the 1969 TM Convention;
- Consider matters related to the possible implementation of a reduced gross tonnage parameter for accommodation spaces; and

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⁴ Mr. Takumi Honda (honda*t55by@mil.go.jp)
Further consider approaches to tonnage implications of alterations and modifications to existing ships which affect gross tonnage.

Amendments to part B of the 2008 IS Code on towing, lifting and anchor-handling operations

Work on the development of amendments to part B of the International Code on Intact Stability, 2008 (2008 IS Code), addressing towing and anchor handling operations continued. The Intact Stability Correspondence Group (see above) was tasked with further considering proposed amendments to the 2008 IS Code concerning towing, lifting and anchor handling operations.

Amendments to the 2008 IS Code on the criterion for the angle of heel in turns

Due to time constraints, the draft amendments to chapter 3 of part A of the 2008 IS Code, the draft amendments proposed by the Royal Institution of Naval Architects (RINA) were not considered. Participants were invited to submit comments and proposals to the next session.

Polar Code development

Relevant chapters of the draft Polar Code were discussed and the Intact Stability and Subdivision and Damage Stability Correspondence Groups (see above) was tasked with reviewing the draft chapters and were authorized to exchange information as appropriate.

Performance standards for electronic inclinometers

Following an in-depth discussion, the Sub-Committee agreed that there was no need for an alarm function of inclinometers concerning parametric roll and/or synchronous rolling detection. The Sub-Committee agreed to the draft Performance standards for electronic inclinometers, and the associated draft MSC resolution, for submission to MSC 92 for adoption.

Damage stability standard for offshore support vessels (OSVs) that carry limited amounts of hazardous and noxious liquid substances in bulk

The Sub-Committee considered the report of the outcome of the deliberations of the 16th session of Sub-Committee on Bulk Liquids and Gases (BLG 16) on matters related to the damage stability standard for OSVs carrying limited amounts of hazardous and noxious liquid substances in bulk.

The Sub-Committee considered a proposal by the United States, on a damage stability standard for OSVs carrying limited amounts of hazardous and noxious liquid substances in bulk and stressing the importance of compatibility and alignment between the damage stability standards in the Adoption of the Guidelines for the design and construction of offshore supply vessels, 2006 (resolution MSC.235(82), as amended) and the future OSV Chemical Code for the carriage of limited amounts of hazardous and noxious liquid substances in bulk on OSVs, currently under development in the BLG Sub-Committee.

Norway expressed concern that the damage extents proposed by the United States were minor, especially for carriage of larger amounts and carriage of products with more severe carriage requirements than those products covered by the Guidelines. Compared to the current Guidelines and the IBC Code, the safety level for the carriage of these products on board OSVs would be reduced.

Notwithstanding the above, and following an in-depth discussion, the Sub-Committee agreed to accept the United States’ proposal and inform BLG accordingly.

Work program

The proposed planned outputs for the Sub-Committee include:

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**Arrangements for the next session**

The 56th session of the Sub-Committee is tentatively scheduled from 18 to 22 February 2013. The Sub-Committee agreed to establish working or drafting groups on:

- Subdivision and damage stability;
- Intact stability; and
- Development of provisions to ensure the integrity and uniform implementation of the 1969 TM Convention.

No date was set for the next meeting due to the ongoing deliberations regarding restructuring of the Sub-Committees.

The IMO report of this session is will be made available on the IADC website at: [http://iadc.org/committees/offshore/IMO.html](http://iadc.org/committees/offshore/IMO.html).

Please feel free to contact me by phone (+1 / 713 292 1964) or e-mail (alan.spackman@iadc.org) with any questions you may have regarding this summary report.