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Ref.: IMO-0003-2015

### Subject : News flash of SDC 2

The Sub-Committee on Ship Design and Construction(hereinafter 'SDC') held its second session at IMO HQ from 16 February to 20 February 2015. In this regard, please be informed of the main issues and summary of SDC 2. Also please pay attention to the agendas which were decided or agreed will enter into force after adoption by MSC Committee.

#### 1. AMENDMENTS TO SOLAS REGULATION II-1/11 AND DEVELOPMENT OF ASSOCIATED GUIDELINES TO ENSURE THE ADEQUACY OF TESTING ARRANGEMENTS FOR WATERTIGHT COMPARTMENTS

1) It was decided that the sub-committee would not submit the document to amend SOLAS II-1/ Reg. 11, because majority (Greece, U.S.A, Malta, Liberia, INTERTANKO and others) disagreed with the amendment although Korea, China, Japan and Norway supported.

- It was not discussed further to develop Shipyard Quality Management System in IMO, because majority did not support it.

2) As the time limit for the agenda in SDC was fixed as 2015, this agenda can't be discussed in SDC any further. In this regard, it was decided to submit the agenda as any other business to MSC 95 to end discussion.

- ※ Regarding SOLAS II-1/Reg.11, which provides that all tanks and watertight compartments of new building ship shall pass structural test, IMO have discussed to prepare foundation, which relaxes or exempts tanks and compartments for structural test, under the condition that shipyards observe "instruction for test procedure of tanks and watertight compartments test" and "instruction for survey on shipyard quality management system."

#### 2. AMENDMENTS TO SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS

1) Decided the draft amendment on SOLAS Chapter II-1 Subdivision and damage stability regulations.

- Amended the definition of length, which is used as base for deciding SOLAS II-1 applicable ships, to the length of International Load Line Convention instead of Subdivision length.

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- Amended texts to clarify which regulations, which are applied to passenger ship or cargo ship (SOLAS II-1 / Reg. 20, 22, 24), shall be applied to both of passenger ship and cargo ship together.
  - Survival index 'Si' in intermediate stage of flooding needs to be calculated in case of cargo ships in which cross flooding arrangements are installed.
- 2) Regarding double bottom of ships, It was decided that the distance requirements for small well and other well are used identically without defining suction well as proposed by U.S.A.
- It means that flooding calculation based on  $h/2 = \text{breadth}/40$  (but minimum 500mm) or SOLAS II-1 9.8 shall be satisfied.
  - It was proposed to prepare new interpretation to apply unified regulations because there is no requirement for the ship with length less than 80m.
- 3) It was decided that 'small watertight hatch' in current regulation among openings, which are excluded from damage stability calculation, is revised to 'watertight hatch submerged during navigation', and relevant texts (SOLAS II-1, Reg. 16) is revised to guarantee watertightness of the hatch as such accordingly.

### 3. SECOND GENERATION INTACT STABILITY CRITERIA

- 1) Finalized the draft amendments to the 2008 IS Code regarding vulnerability criteria and the standards (levels 1 and 2) related to parametric roll resonance, pure loss of stability and broaching-to.
- Instead of applying all standards of individual level in consecutive order, it was agreed that all standards are satisfied, if one standard is satisfied at minimum.
  - Because there is the problem that maritime accidents of the ships, which satisfy current intact stability standards, occur owing to dynamic stability, the sub-committee intends to develop stability standards for individual level in each mode by discerning five category mode of stability loss in order to figure out dynamic stability problem.
- 2) It is scheduled to complement basic draft after carrying out tests by shipyards, ship's owners and ship design companies including member states and international organizations.

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3) In order to apply accurate standards, it was agreed to develop following interpretation by correspondence group.

- Physical concept of stability loss mode, relevant formula, input data, output data, examples for application and countermeasures to dissatisfaction.

#### 4. GUIDELINES FOR WING-IN-GROUND CRAFT

1) Secretariat has developed the draft of a provisional guideline by accommodating proposals from Korea, Russia, China and France due to several problems such as the accident of WIG craft in Korea, different views on the scope of application, necessity of reinforcement for the current provisional guideline in safety aspects and others.

2) Correspondence group was organized in order to review the draft of provisional guideline prepared by Secretariat and all documents submitted to SDC 2 from individual states, and it was agreed that China would lead the CG.

- Final draft guidelines will be completed by CG and submitted to SDC3.

#### 5. AMENDMENTS TO THE 2011 ESP CODE

The sub-committee agreed to the insertion of '*Revised Recommendations for entering enclosed spaces aboard ships*' (Res. A.1050(27)) as a reference among documents submitted to revise 2011 ESP (Enhanced Survey Program) Code.

#### 6. UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS

The sub-committee agreed with the interpretation provided by IACS on Means of access for inspections, Continuous hatchways (regulation 36(6) of the Protocol of 1988 relating to the International Convention on Load Lines, 1966), Means of escape from accommodation spaces, service spaces and control stations on cargo ships, Clarifications to the Code on Noise Levels on Board Ships and others.

- However, the sub-committee could not reach agreement on some items such as Means of escape from machinery spaces on passenger ships and cargo ships, ventilation ducts in "B" class divisions and others.



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## SDC 2 (16-20 Feb. 2015)

BRIEFING STATUS

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### 7. REVIEW OF CONDITIONS UNDER WHICH PASSENGER SHIP WATERTIGHT DOORS MAY BE OPENED DURING NAVIGATION AND DEVELOPMENT OF AMENDMENTS TO SOLAS REGULATION II-1/22 AND MSC.1/CIRC.1380

The Sub-Committee agreed not to allow application of Category A watertight doors (watertight doors on passenger ships which may be opened during navigation). Instead, it is agreed to amend SOLAS II-1 / Reg.22 to apply "Floatability Assessment" for Category B watertight doors (watertight doors that may be opened during navigation when work in the immediate vicinity of the door.)

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