

Subject: Newsflash of SDC 5

The Sub-Committee on Ship Design and Construction (hereinafter 'SDC') held its 5th session from 22nd to 26th January 2018. Please be informed of the main and summarized outputs of SDC 5.

1. AMENDMENTS TO SOLAS REGULATION II-1/8-1 ON THE AVAILABILITY OF PASSENGER SHIPS' ELECTRICAL POWER SUPPLY IN CASES OF FLOODING FROM SIDE RAKING DAMAGE (Agenda 3)

- Taking into account the need to harmonize the proposed new requirements on the availability of passenger ships' electrical power supply in case of flooding relating to side raking damage with the existing safe return to port requirements, it was suggested the matter should be solved by applying electrical engineering solution (e.g. distribution of emergency sources of power), rather than naval architectural solution, such as a double hull or other structural requirements. In this regard, the Sub-Committee decided not to proceed with the finalization of the draft amendments to SOLAS regulation II-2/8-1.2 and requested the MSC to clarify what is the exact outcome expected from the Sub-Committee under this output.

2. COMPUTERIZED STABILITY SUPPORT FOR THE MASTER IN CASE OF FLOODING FOR EXISTING PASSENGER SHIPS (Agenda 4)

- Taking into account the decision taken in the Sub-Committee, the draft Guidelines on stability computers and shore-based support for passenger ships constructed before 1 January 2014 was finalized and it was decided to submit the draft MSC circular to MSC 99 for its approval.

- It was also agreed that the passenger ships constructed before 1 January 2014 shall comply with the above draft guidelines not later than the first renewal survey after five years after the date of entry into force of the draft SOLAS II-1/8-1.3.1.

3. REVIEW OF SOLAS CHAPTER II-1, PARTS B-2 TO B-4, TO ENSURE CONSISTENCY WITH PARTS B AND B-1 WITH REGARD TO WATERTIGHT INTEGRITY (Agenda 5)

- The discussion was conducted in order to identify possible inconsistencies and ambiguities between existing parts of SOLAS chapter II-1 and possible solutions in form of amendments to the existing SOLAS chapter II-1. In order to progress the work on this output intersessionally, the Sub-Committee re-established the Correspondence Group on Subdivision and Damage Stability (SDS) to further consider the proposal and submit a report to SDC 6.

4 FINALIZATION OF SECOND GENERATION INTACT STABILITY CRITERIA (Agenda 6)

- With regard to the application of operational limitations and/or operational guidance within the framework for the second generation intact stability criteria, it was agreed that IS Correspondence Group should be re-established to progress the work intersessionally with a view to finalizing a package of the levels 1 and 2 vulnerability criteria, and the guidelines for direct stability assessment and operational limitations and operational guidance at SDC 6.
- Also, it was agreed to establish Expert Group at SDC 6 under the approval of MSC and Drafting Group at SDC 7 in order to finalize the explanatory note.

5. MANDATORY INSTRUMENT AND/OR PROVISIONS ADDRESSING SAFETY STANDARDS FOR THE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES (Agenda 7)

- General principle on the development of new SOLAS chapter XV and IP Code, which are the mandatory safety standards for ships carriage of more than 12 industrial personnel, were decided and the main discussions are as follows.
 - SOLAS chapter XV and IP Code will apply to the cargo ships of 500 GT and above, and engaged on international voyages, regardless of its construction date.
 - The draft IP Code could have requirements based upon the total number of persons on board without specifying special personnel. It could be considered when the content of the draft new code has matured.
- Agreed to re-establish Correspondence Group in order to progress the further development of the draft new SOLAS chapter XV and IP Code.

6. AMENDMENTS TO THE 2011 ESP CODE (Agenda 8)

- Draft amendments and consolidated version of the 2011 ESP Code were reviewed with a view to correct editorial changes and footnotes to identify all mandatory requirements, and to consist with the recent updates to the IACS UR Z10 series.
- Agreed to authorize the IMO Secretariat to make editorial changes to the draft resolution on amendments to the ESP Code and invite the Secretariat and IACS to work together intersessionally to further develop a new draft consolidated text of the ESP Code taking into account the work done at this session, for submission to SDC 6.

- Endorsed to submit draft MSC resolution on the amendment of 2011 ESP Code to MSC 99 for approval, with a view to subsequent adoption at MSC 100 and entry into force on 1 July 2020. Also, it was agreed to proceed with development of the consolidated version of the ESP Code for consideration and finalization at SDC 6, taking into account the related outcome of MSC 100; subsequent submission to MSC 101, for endorsement; and final adoption at Assembly 31.

7. UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS (Agenda 9)

- Clarification on the safe return to port requirement for the liquid level monitoring systems (Agenda 5/9)
 - With regard to two opposite understandings on the issue as to whether the liquid level monitoring systems for tanks containing liquids, which are not installed with a flooding detection system, need to meet the safe return to port requirement in SOLAS regulation II-2/21.4.13, the Sub-Committee agreed to the view expressed by the majority of those that spoke on the matter that such systems should meet the safe return to port requirement and invited IACS to develop a unified interpretation, taking into account that there should be no retroactive application of the agreed understanding, and submit it for consideration at SDC 6.
- Means of escape from control stations, accommodation and service spaces in case of flooding (Agenda 5/9/1)
 - With regard to the proposal on a draft unified interpretation of SOLAS regulation II-2/13.3.1.5.2 that the doors in vertical emergency escape trunks which may open out of the trunk should not be located below the bulkhead deck in order to permit it to be used in case of flooding, it was noted that the regulation not applies to machinery spaces and, therefore, agreed that the proposal should be considered as an amendment to SOLAS regulation II-

2/13.3.1.5.2 rather than an interpretation. In this regard, the IMO Secretariat is requested to advise SSE 5 of the Sub-Committee's decision.

8. REVISED SOLAS REGULATION II-1/3-8 AND ASSOCIATED GUIDELINES (MSC.1/CIRC.1175) AND NEW GUIDELINES FOR SAFE MOORING OPERATIONS FOR ALL SHIPS (Agenda 10)

- Agreed to the draft amendments to SOLAS regulation II-1/3-8, with a view to submission to MSC 101 for approval, and it was agreed to re-establish the Correspondence Group on Safe Mooring Operations for the further development of the draft new "Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring", "Guidelines for inspection and maintenance of mooring equipment including lines" and draft revised "Guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175)".

9. GUIDELINES FOR WING-IN-GROUND CRAFT (Agenda 11)

- Agreed to the draft Guidelines for Wing-in-ground craft carrying more than 12 passengers and/or having a full load displacement of more than 10 tonnes, and the associated draft MSC circular, for submission to MSC 99, for approval.

10. ANY OTHER BUSINESS (Agenda 14)

- Review of the 2008 IS Code (Agenda 5/14, 5/14/3)
 - The Sub-Committee noted that the draft amendments to part A of the 2008 IS Code proposed by IACS were relevant to the amendments to the 2008 IS Code, and agreed to the proposed draft amendments to part A of the 2008 IS Code, for submission to MSC 99, with a view to approval and subsequent adoption.
- Minor corrections of mandatory IMO instruments which refer to resolution A.744(18) (Agenda 5/14/1)

- Requested the Secretariat to further analyse the matter, and prepare draft MSC resolutions on minor editorial corrections to all MSC resolutions referring to resolutions A.744(18) or A.1049(27) after the adoption of the new consolidated ESP Code, and issue corrigenda to all MSC circulars referring to resolution A.744(18) or A.1049(27).

- Fire integrity requirements for steering gear compartments (Agenda 5/14/2)
 - The Sub-Committee noted the following views expressed and invited submitter to take them into account, when deciding on what further actions, if any they may wish to take.
 - .1 consequences of proposed draft amendment should be carefully evaluated as it may impact many regulations of SOLAS chapter II-2 and lead to the retroactive application to the existing ship.
 - .2 according to MSC/Circ.1120, steering gear rooms are within category 7(other machinery spaces)
 - .3 the issue should more appropriately be considered by the SSE

- Consistency of in-water survey (IWS) provisions for passenger and cargo ships (MSC 98/17/1 & III 4/8/3)
 - Endorsed the Secretariat's view that the problem proposed by IACS was only related to "rudder bearing clearances" and, therefore, should be addressed by the SSE Sub-Committee.

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