



SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 28th session
Agenda item 2

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DECISIONS BY THE MARITIME SAFETY COMMITTEE

Forty-sixth and forty-seventh sessions of the
Maritime Safety Committee (MSC)

Note by the Secretariat

The Maritime Safety Committee at its forty-sixth session held from 29 March to 2 April 1982 and its forty-seventh session held from 13 September to 17 September 1982 took several decisions, those of relevance to this Sub-Committee are summarized hereunder.

1 Forty-sixth session of the Committee

Establishment of the Sub-Committee on Stability and Load Lines and on Fishing
Vessels Safety

1.1 The Committee at its forty-sixth session agreed to the proposals of the former Sub-Committees on Subdivision, Stability and Load Lines and on Safety of Fishing Vessels at their twenty-seventh and twenty-fourth sessions respectively to the amalgamation of these Sub-Committees into the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLE) which should continue with its work at its twenty-eighth session.

1.2 The Committee recognized the importance of the work on safety of fishing vessels in respect of the 1977 Torremolinos Convention and that any work on the Code of Safety for Fishermen and Fishing Vessels should be continued as appropriate in co-operation with FAO and ILO.

1.3 The Committee noted that the two sub-committees had elected Mr. E. Middleton (United States) as Chairman for the new sub-committee and Mr. B. Sjöholm (Sweden) as Vice-Chairman. The Committee expressed its sincere appreciation to Mr. H. Bardarson (Iceland) who had been Chairman of the Sub-Committee on Safety of Fishing Vessels since its inception as the

Panel of Stability of Fishing Vessels in 1962 for his excellent services to the Sub-Committee over so many years. The Committee also recorded its appreciation for the services of Mr. Nickum (United States), Commander Price (United States) and Mr. Kerlin (United States) who had been Vice-Chairmen over many years. Mr. H. Bardarson outlined the activities of the Sub-Committee on Safety of Fishing Vessels during its existence over 20 years (MSC 46/19, Annex 3).

Report of the twenty-sixth session of the Sub-Committee on Subdivision, Stability and Load Lines

1.4 The Committee at its forty-sixth session considered and approved in general the report of the twenty-sixth session of the Sub-Committee on Subdivision, Stability and Load Lines.

1.5 The decisions taken by the Committee in respect of this report and of other matters relating to this Sub-Committee are reflected in paragraphs 1.6 - 1.20.

The 1966 Load Line Convention

1.6 The Committee concurred with the proposal that it would be advisable to start a systematic review of the 1966 Load Line Convention. The Committee agreed that the Sub-Committee may collect material in this respect and Members were invited to exchange views on the approach. However, this task should be given low priority, with no action to be taken in the present biennium.

1.7 The Committee approved the third set of unified interpretations of the 1966 Load Line Convention, as proposed by the Sub-Committee. The Secretariat, as requested, disseminated the Circular (LL.3/Circ.42) to all Contracting Governments to the Convention recommending the application of the unified interpretations.

The 1974 SOLAS Convention

1.8 The Committee took note of the Sub-Committee's view on the discontinuation of the inter-relationship between subdivision and survival craft in the second set of amendments to the 1974 SOLAS Convention. The Committee decided that the matter may be taken up when the alternative regulations on subdivision and stability of passenger ships (resolution A.265(VIII)) are considered as amendments to the Convention.

1.9 The Committee approved the draft requirements on drainage of enclosed cargo spaces situated on the bulkhead deck proposed by the Sub-Committee at its twenty-sixth and twenty-seventh sessions. The Secretariat, as requested, circulated this text to Member Governments (MSC/Circ.326). The Committee also agreed that these requirements should be included in future amendments to the 1974 SOLAS Convention and to the 1966 Load Line Convention.

1.10 The Committee agreed that it would be desirable to have an interpretation of the term "conversion of a major character" for the purpose of Chapter II-1 and requested governments concerned to submit comments well in advance of the forty-eighth session of the Committee. Italy agreed to submit information on their national practice for determining subdivision when passenger ships are being converted. The matter will then be considered by the Committee or referred to the appropriate Sub-Committee.

Non-return valves in tankers

1.11 The Committee took note of the Sub-Committee's recommendation concerning automatic non-return valves which has been proposed for inclusion in the Bulk Chemical and Gas Carrier Codes and in Regulation 25 of Annex I of the MARPOL Convention.

The 1969 Tonnage Convention

1.12 The Committee considered the interpretation of the 1969 Tonnage Convention proposed by the Sub-Committee at its twenty-sixth and twenty-seventh sessions as a revision of MSC/Circ.254. As requested, the Secretariat circulated the text, which was improved by a working group during the session of the Committee, to Contracting Governments to the Convention (TM/Circ.28).

1.13 The Committee agreed to the circular (TM/Circ.27) requesting Member Governments to assist the Panama Canal Commission and the Suez Canal Authority in their studies to determine conversion factors for assessing canal dues by providing them with information for ships whose tonnages are determined in accordance with the provisions of the 1969 Tonnage Convention and which are also measured for Panama and Suez Canal tonnages.

1.14 The Committee agreed that an ad hoc group comprising appropriate experts in safety matters rather than in tonnage measurement should meet during the forty-ninth session of the Committee to conduct a complete and thorough analysis of the continued use of tonnage as a regulatory criterion in SOLAS and other conventions, the matter being of fundamental importance to the safety requirements in the various conventions.

1.15 The Committee recalled resolution A.493(XII) in which IMO bodies were requested to consider, when appropriate, the replacement of the term "tons gross tonnage" by "gross tonnage" and decided that the new term should be used in the second set of amendments to the 1974 SOLAS Convention and in the IBC and IGC Codes and any other future documents.

Survey and certification

1.16 The Committee approved the report of the joint MSC/MEPC working group on survey and certification which contains the text of the harmonized system on survey and certification under the SOLAS, Load Line and MARPOL Conventions (MSC 46/14).

1.17 The Committee agreed to the work to be carried out by the working group, the matters of relevance to this Sub-Committee being:

- .1 finalization of guidelines for surveys under the Load Line Convention;
- .2 form of record of survey for load line assignment.

Work programme of the Sub-Committee

1.18 The Committee reviewed its work programme taking into account the reports of Chairmen's meetings and resolutions A.500(XII) and A.510(XII), together with the recommendations of the MEPC and the sub-committees.

1.19 The Committee decided that sub-committees should not review, alter, amend or up-date any instrument without permission from the Committee. Before granting permission the Committee should be satisfied that there was a compelling need for the work to be carried out on the basis of background information submitted by the proponent.

1.20 The Committee approved the work programme of the Sub-Committee for this biennium (MSC 46/19, Annex 4) which is reproduced at Annex.

2 Forty-seventh session of the Committee

Amendments to Part B of Chapter II-1 of the 1974 SOLAS Convention

2.1 The Committee approved editorial changes to Part B of Chapter II-1 of the 1974 SOLAS Convention concerning inter-relationship between subdivision requirements and survival craft for passenger ships to bring them in line with revised Chapter III. These amendments shall also be incorporated in the draft second set of amendments to the 1974 SOLAS Convention.

Amendments to the 1966 Load Line Convention

2.2 The Committee considered a proposal by Chile for amending the 1966 Load Line Convention to extend the summer and tropical zones southwards on the south-western coast and noted the meteorological information provided by Chile in this respect.

2.3 The Committee unanimously adopted, under Article 29(3)(a) of the Convention, the amendments proposed to Regulations 47 and 48, together with a draft covering Assembly resolution and consequential changes to the chart of zones and seasonal areas.

Submission of documents prior to meetings

2.4 The Committee revised its decision on the matter taken at its forty-sixth session. The revised deadlines for submission of documents which should be adhered to are as follows:

- .1 bulky documents and documents which require action or decision should be received by the Secretariat not later than three months before the opening of the meeting. Exception to this rule can only be accepted with prior authorization by the Committee;
- .2 other non-bulky documents should be received by the Secretariat not later than two months before the opening day of the meeting;
and
- .3 non-bulky documents containing comments to basic documents and purely informative documents may be accepted, provided that they are received by the Secretariat not later than one month before the opening of the meeting.

Strict observance of this procedure will avoid delegations experiencing difficulties in developing national positions on subjects under discussion and preparing adequately for the meeting.

ANNEX

WORK PROGRAMME FOR THE SUB-COMMITTEE

THE SUB-COMMITTEE ON STABILITY AND LOAD LINES
AND ON FISHING VESSELS SAFETY

- *1 Subdivision and damage stability of dry cargo ships including ro/ro ships and statistical analysis of damage stability casualties
- 2 Intact stability:
 - **1 review of IMO criteria
 - *.2 improved criteria taking into account external forces and other factors affecting stability as well as systematic model tests
 - *.3 stability of ships not fully loaded, including ballast condition
 - *.4 stability of pontoons
 - ***.5 collection and analysis of damage stability cards and intact stability casualty records, especially for decked fishing vessels of less than 24 metres in length
- *3 Standard and practices on icing
- **4 Implementation and interpretation of Chapter II-1 of the 1974 SOLAS Convention (double bottoms in cargo ships and definition of the long-forward superstructure)
- *5 Implementation and interpretation of the 1966 Load Line Convention
- ***6 Implementation and interpretation of the 1969 Tonnage Convention
- ***7 Implementation and interpretation of the 1977 Torremolinos Fishing Vessels Convention
- ***8 Implementation and interpretation of the FAO/ILO/IMO Code of Safety for Fishermen and Fishing Vessels
- ***9 Implementation and interpretation of the FAO/ILO/IMO Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels
- ***10 Review of experience of applying the subdivision and damage stability regulations for passenger ships
- ***11 Exchange of information to base the Load Line Convention on scientific criteria

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- * Items of higher priority
 - ** Items of lower priority
 - *** Items under continuous review

