



SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING  
VESSELS SAFETY - 30th session  
Agenda item 2

IMO

DECISIONS BY THE MARITIME SAFETY COMMITTEE

Forty-ninth and fiftieth sessions of the  
Maritime Safety Committee (MSC)

Note by the Secretariat

The Maritime Safety Committee, at its forty-ninth session held from 2-6 April 1984 and its fiftieth session held from 19 to 30 November 1984 took several decisions; those of relevance to this Sub-Committee are summarized hereunder.

1 Forty-ninth session of the Committee

1.1 Owing to time constraints the Committee deferred consideration of the report of the twenty-ninth session of the Sub-Committee (SLF 29/15) to its fiftieth session. There are, however, several items from the forty-ninth session of the Committee which are of importance to this Sub-Committee, as outlined below.

Review of the work programme

General problems

1.2 The Committee agreed that the number of ad hoc working groups formed during its sessions and sessions of its sub-committees should be limited to a maximum of three, bearing in mind the difficulties of small delegations in being represented on such groups and the necessity for such groups to work without interpretation. The Committee also agreed with the Canadian proposal that, as far as possible, intersessional meetings should be avoided. Where it is considered essential, these meetings should be arranged, where possible, immediately before or following a session of the parent body.

1.3 The Committee also recognized that realistic target completion dates for work items could not be set without the necessary feasibility studies having first been made.

Sub-Committee work programmes

1.4 The Committee agreed that the sub-committees should continue to be the fora for the exchange of information on important matters within their fields of competence between technical and nautical experts.

1.5 The Committee also decided to delete items from the sub-committee work programmes dealing with information on the status of IMO safety instruments considering that such reviews were properly a function of the Committee and that a provision to that effect should be inserted in the Revised Guidelines for the Organization and Method of Work of the Maritime Safety Committee and its subsidiary bodies.

1.6 The Committee decided that sub-committees should hereafter discontinue work on items which had been removed from their work programmes except that work on items in respect of which substantial progress had been accomplished should be completed as soon as possible.

1.7 In considering the work programme of this Sub-Committee concerning the review of stability and subdivision requirements in the MODU Code, the Committee agreed that the Sub-Committee on Ship Design and Equipment, which has been assigned as the lead Sub-Committee for the periodic review of the MODU Code, should first consider all papers submitted relating to the review in order to decide which sub-committees should be involved in the problems raised. Arrangements should be agreed by the Chairmen concerned and the Secretariat, so that the review may be completed with a minimum of delay.

Organization and method of work

1.8 The Committee approved the Revised Guidelines for the Organization and Method of Work of the Maritime Safety Committee and its subsidiary bodies. The revised guidelines are attached in annex 1.

1.9 The Committee decided to insert a general provision in the Revised Guidelines for the Organization and Method of Work of the Maritime Safety Committee and its subsidiary bodies to the effect that any matter of an urgent and important nature could be submitted simultaneously to the Committee and to the relevant sub-committee, any continuing work of the sub-committee being subject to the approval of the Committee.

1.10 The Committee agreed to consider the reorganization of its subsidiary bodies at its fiftieth session.

Allocation of meeting weeks

1.11 The Committee briefly considered the twenty-six meeting weeks provided to the MSC and its subsidiary bodies by the Assembly at its thirteenth session. One meeting week has been allocated for the Sub-Committee during 1985.

2 Fiftieth session of the Committee

2.1 The Committee approved the report of the Sub-Committee at its twenty-ninth session (SLF 29/15) in general and took specific action referred to in the following paragraphs.

Interpretation of the term "conversion of a major character"

2.2 The Committee accepted the conclusion by the Sub-Committee that there was no need for an interpretation of the term "conversion of a major character" for the purpose of chapter II-1 of the 1974 SOLAS Convention.

Interpretation of the 1966 Load Line Convention requirements

2.3 The Committee approved the fourth set of unified interpretations of the 1966 Load Line Convention proposed by the Sub-Committee as set out at annex 6 to SLF 29/15. The Secretariat was requested to amalgamate the four sets of unified interpretations and to disseminate them in a single Load Line circular (LL.3/Circ.69).

2.4 The Committee recalled that by circular LL.3/Circ.30 Contracting Governments were requested to inform the Organization of action taken in respect of implementation inter alia of the first and second sets of unified interpretations set out in circulars LL.3/Circ.20 and LL.3/Circ.22. The Committee invited Contracting Governments to submit such information concerning implementation of all unified interpretations so far agreed.

Interpretations of codes

2.5 The Committee noted that this Sub-Committee confirmed that the interpretations on survival requirements of the BCH and GC Codes (MSC/Circ.286) are still valid for inclusion in the final text of the guidelines on interpretation. The Committee also noted that the Sub-Committee submitted comments on the survival requirements of the IBC Code to the Sub-Committee on Bulk Chemicals for further perusal.

Draft regulation on "double bottoms in cargo ships other than tankers"

2.6 The Committee considered a statement by IACS prepared at the request of the Sub-Committee on the draft regulation for double bottoms in cargo ships other than tankers (MSC 50/9).

2.7 Having recalled that sub-committees which have made substantial progress on amendments to conventions should complete them as soon as possible, the Committee referred the IACS statement, attached in annex 2, to this Sub-Committee for consideration and requested the preparation of a final text of the regulation at this session of the Sub-Committee.

#### Review of the MODU Code

2.8 The Committee noted the action taken by the Sub-Committee on Ship Design and Equipment concerning the periodic review of the Code for the Construction and Equipment of Mobile Offshore Drilling Units. The Committee requested that Sub-Committee to make the maximum possible use of the experience gained by other organizations. The Committee reiterated that the Sub-Committee on Ship Design and Equipment should be the lead sub-committee co-ordinating the review and collating the results, where necessary.

2.9 In order to allow that Sub-Committee to act in a timely fashion its meeting was rescheduled to be prior to the meetings of the Sub-Committees on Fire Protection and on Stability and Load Lines and on Fishing Vessels Safety.

2.10 To ensure effectiveness, papers relating to the work of the Sub-Committees on Fire Protection and on Stability and Load Lines and on Fishing Vessels Safety may be circulated simultaneously to those sub-committees and to the Sub-Committee on Ship Design and Equipment.

2.11 The Committee noted that a number of standards were considered by the Conference on Safety and Pollution Safeguards in the Development of North West European Offshore Mineral Resources at the October 1984 conference including standards on intact and damage stability of mobile offshore drilling units. It was understood that NWE standards are additional to the IMO MODU Code.

#### Status of conventions and codes

2.12 The Committee noted the statistical data on the number of fishing vessels of 24 metres in length and over, (MSC 50/17/3), collected to establish the fulfilment of the conditions for the entry into force of the 1977 Torremolinos Convention. The Committee urged Governments to submit and periodically update this information, including the number of fishing vessels registered in dependent territories.

2.13 The Committee noted that the Commission of the European Communities (EEC) had invited its Member States to accept the Torremolinos Convention by 31 July 1982 and that a proposal will be placed before the European Parliament requesting application of the Convention by all Community Members at a common date.

2.14 The Committee again requested Governments to ratify the SFV Convention at the earliest possible date, if they have not yet done so.

2.15 The Committee noted information on the status of codes related to maritime safety (MSC 50/17/1, MSC/Circ.378, 378/Add.1, 380 and 381). The Committee welcomed the suggestion of the Secretariat that in future the status of codes would be presented in the form of a table illustrating the status of the various codes, similar to that used to illustrate the status of maritime safety related conventions.

2.16 The Committee further decided that, although it should maintain an overview of the implementation of codes, the sub-committees may continue to review technical details of implementation of codes in their fields of interest.

#### Tanker casualty statistics

2.17 The Committee noted from the report of the steering group on casualty statistics that there would be no benefit from any analysis of less serious casualties to tankers but that the IMO tanker casualty data bank is available for investigation into specific questions by the Committee or any of its sub-committees.

2.18 The Committee recalled that it had reminded its subsidiary bodies about the existence of the enlarged data bank (MSC 46/19, paragraph 16.6.6) including details of all reported incidents to tankers of 100 gross tonnage and above, and agreed that, where possible, this IMO tanker casualty data bank be used in any analysis.

#### Structure of subsidiary bodies

2.19 The Committee considered proposals by France (MSC 50/4/1) and the Federal Republic of Germany (MSC 50/4/Add.1) on the restructuring of its subsidiary bodies as well as papers by the USSR (MSC 49/11/5) and the Chairman and Secretariat (MSC 49/11/1) submitted to the previous session of the Committee.

2.20 In the ensuing discussion of the issue in depth, the Committee considered various proposals including the amalgamation of certain sub-committees, joint meetings and back-to-back meetings of sub-committees. The merits of retaining the present sub-committees as well as of amalgamating some with similar work programmes and expertise were appreciated. The usefulness of sub-committee meetings as fora for the exchange of technical information was also stressed. Some delegations expressed the view that, if economies should be made, it would be preferable to extend the present intervals between sub-committee sessions rather than to reduce the number of sub-committees, although realizing that the ideal interval is eight to twelve months.

2.21 It was agreed that best use of the restricted resources would be made by periodically analysing the work programmes of sub-committees and where necessary reassigning items to sub-committees dealing with similar subject matters, having regard to the estimated completion dates.

2.22 The Committee concluded that the existing sub-committee structure should be retained for the present. The Committee also agreed that the work programme of its subsidiary bodies should be reassessed annually and that sub-committees with light workloads could have their sessions combined, where appropriate and practicable, to make full use of a meeting week. Sub-Committees requiring expertise which could be attended by a number of the same delegates should, where possible, be scheduled back to back. Where urgency necessitates intersessional work, such work should be carried out, wherever possible, by correspondence instead of intersessional meetings.

#### Work programme of the Sub-Committee

2.23 The Committee reviewed its long-term work plan and work programmes of its subsidiary bodies. The work programme of this Sub-Committee is attached in annex 3. The Committee agreed that the work of the Committee and its subsidiary bodies for 1986 and 1987 should be maintained at the same level as the present biennium, i.e. twenty-six meeting weeks.

\*\*\*

ANNEX 1REVISED GUIDELINES FOR THE ORGANIZATION AND METHOD  
OF WORK OF THE MARITIME SAFETY COMMITTEE AND ITS  
SUBSIDIARY BODIES

(Annex 9 to MSC 49/19)

1 Co-ordination of work and review of work programme

1.1 Periodically the Committee will examine its technical work programme, establish priorities, allocate work to its subsidiary bodies and review the allocation of meetings to each body and their future work programme, in the light of any recommendations provided by the Chairmen's meeting.

1.2 The Committee Chairman may convene a meeting of Chairmen of the Committee's subsidiary bodies in conjunction with a Committee session to advise the Committee on the above subjects to ensure co-ordination of the work and examine other matters pertinent to the effective conduct of business of the Committee and its subsidiary bodies. The Chairman of MEPC, the Vice-Chairman of the Committee and the Chairmen of Working Groups of the Committee may also be invited.

1.3 When work is undertaken involving more than one sub-committee, one of them should be designated to co-ordinate the work so as to avoid duplication, maintain consistency in safety standards and ensure effective communications between the sub-committees.

1.4 When a sub-committee requests contributions from another sub-committee, the contributing sub-committee should be allowed sufficient time to prepare its contribution.

1.5 The Committee should periodically review the necessity for the continued existence of its subsidiary bodies.

1.6 The Committee shall regularly review the status of all safety related conventions, protocols and other major instruments.

2 Working Arrangements

2.1 In compliance with resolution A.500(XII), the Committee should, for some time to come, concentrate on the implementation of existing instruments and avoid frequent amendments of conventions. Exchange of information on technological developments should be encouraged.

2.2 When any new subject is proposed for inclusion in the work programme by a Member State, specific indication of the action required should be included in the proposal and the Member State should prepare a preliminary report to the Committee documenting the need for the measure and its relation to the current objectives of the Organization, determining its scope, analysing the issues involved, including the costs to the maritime industry, the legislative and administrative burdens involved and the safety and other benefits which would accrue therefrom and indicating where possible a target completion date, so that the Committee may make an informed decision as to the action to be taken.

2.3 Subsidiary bodies should not develop amendments or interpretations to any instrument without permission from the Committee.

2.4 Subsidiary bodies shall not include in their work programme new subjects or expand existing subjects unless directed or authorized to do so by the Committee. Furthermore, the Committee shall not, as a rule, permit any subsidiary body to commence work on the review or improvement of provisions already approved by it, until sufficient experience has been obtained from the operation of such existing provisions.

2.5 Before granting permission the Committee should be satisfied that there is a compelling need for the work to be carried out on the basis of background information submitted by the proponent and ensure that the proposal is consistent with the intent of resolution A.500(XII).

2.6 Where a Member State considers a matter is of sufficient urgency and importance, a well documented proposal may be submitted simultaneously to the Committee and to the relevant sub-committee, any continuing work of the sub-committee being subject to the approval of the Committee.

2.7 Normally intervals of not less than nine months should be allowed between sub-committee meetings. Concerning the meeting weeks to be allocated to the Sub-Committee on Bulk Chemicals, which serves both the Maritime Safety Committee and the Marine Environment Protection Committee, these will be decided between the two committees.

2.8 A Member State preparing a preliminary report should co-operate with other Member States by correspondence. When unavoidable, intersessional meetings of ad hoc groups may, subject to authorization by the Council, be established, without interpretation. Where possible meetings of such intersessional groups

should be held immediately before or after the session of the parent body. However, small editorial groups with limited attendance, which merely assist the to prepare or improve the texts of certain documents, may be held intersessionally, in accordance with established practice.

2.9 The Committee and its subsidiary bodies should limit the number of ad hoc working groups formed during their sessions to a maximum of three, bearing in mind the difficulties of small delegations in being represented on such groups and the necessity for such groups to work without interpretation.

2.10 When appropriate, ad hoc working groups should make full use of the five meeting-days submitting their reports to the following session of the parent body.

2.11 The allocation of meeting weeks should take account of the pace of development in other international organizations and the need to meet target dates set by international conferences. Where high priority has been given by the Committee or other bodies to a specific task, such priority should not normally be changed prior to the task being completed.

2.12 Items for which extensive work is required, such as the preparation of codes, should, when appropriate, be placed on the agendas of alternate sessions to allow adequate time for the preparatory work of delegations.

2.13 In respect of subjects requiring research, contributions from other organizations and learned societies should be encouraged and taken into account.

### 3 Preparation of documents and introduction of reports of subsidiary bodies

3.1 In the absence of summary records, important points raised by Member States and any reservations made should be recorded in the reports of subsidiary bodies. Such reports should otherwise contain only the information needed for the work to be continued intersessionally by Member States and at subsequent meetings.

3.2 Chairmen should not introduce the reports of their sub-committees to the Committee as these should be taken as read.

3.3 In drafting recommendations, codes or guidelines, maximum possible use should be made of texts and terminology previously developed by IMO or other organizations by using cross references. This will reduce the need for excessively detailed provisions and avoid unnecessary duplication and the need for subsequent harmonization.

3.4 Whenever possible, each subsidiary body should indicate in its report the progress made towards the target completion date set by the Committee for each major item.

4 Submission of documents

Taking into account the need to comply strictly with rule 9 of the Rules of Procedure of the Maritime Safety Committee the following provisions, concerning submission of documents for distribution, should apply:

- .1 documents of more than twelve pages and documents which require action or decision should be received by the Secretariat not later than three months before the opening of the meeting and any exception to this rule must have the prior authorization of the Committee;
- .2 other documents should be received by the Secretariat not later than two months before the opening day of the meeting; and
- .3 documents of twelve pages or less 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.

5 Observance of Guidelines

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

\*\*\*

ANNEX 2IMPLEMENTATION AND INTERPRETATION OF PART B OF  
CHAPTER II-1 OF THE 1974 SOLAS CONVENTIONDouble Bottoms in Cargo Ships other than TankersSubmitted by International Association of Classification Societies (IACS)

Paragraph 7.5 of SLF 29/15 states that the Sub-Committee requested IACS to prepare a more definitive text than the one in draft regulation II-1/12.1 contained in annex 8 of SLF 28/13, taking into account the existing practices of classification societies.

Each classification society has its own Rules pertaining to double bottoms. Due to differences in details between those Rules, the existing practices of classification societies cannot be offered in a definite text. Nevertheless, because of each society's satisfactory experience with its double bottom Rules, which have met the needs of industry, IACS has not found it necessary to produce a unified requirement.

IACS has examined draft regulation II-1/12.1 and has compared it to the societies' Rules. The draft regulation contains sufficient flexibility to be compatible with those Rules. Accordingly, IACS feels that the draft regulation is acceptable and need not be changed.

\*\*\*



ANNEX 3WORK PROGRAMME OF THE SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING VESSELS SAFETYTarget completion date

- |   |   |            |
|---|---|------------|
| 1 | Subdivision and damage stability of dry cargo ships including ro-ro ships:  |            |
|   | .1 probabilistic concept of survival  | 1988       |
|   | .2 information for the master   | 1985       |
| 2 | Intact stability:   |            |
|   | .1 review of IMO criteria (resolutions A.167(ES.IV) and A.168(ES.IV) taking into account the weather criterion including harmonization of the latter for different types of ships | 1988       |
|   | .2 improved criteria taking into account the effect of following and quartering seas, external forces and other factors affecting stability as well as systematic model tests     | continuous |
|   | .3 stability of pontoons - evaluation of experience to set a single standard  | 1986       |
|   | .4 collection and analysis of intact stability casualty records   | continuous |
|   | .5 information for the master on intact stability   | 1986       |
|   | .6 calculation of stability curves for ships carrying timber deck cargoes   | 1985       |
| 3 | Collection and analysis of damage cards   | continuous |
| 4 | Standards and practices on icing  | 1987       |
| 5 | Minimum acceptable standards of residual stability after damage for passenger ships   | 1985/86    |

	<u>Target completion date</u>
6.1 Consideration of interpretations of the 1966 LL Convention proposed by IACS	1985
6.2 Consideration of basic principles for a future revision of the Load Line Convention	continuous
7 Clarification of specific regulations of the 1969 TM Convention	1985
8 Review of experience of applying the subdivision and damage stability regulations for passenger ships (resolution A.265(VIII))	1987
9 Periodic review of the stability and subdivision requirements of the MODU Code	1987/88
10 Review of "Guidance on a method of calculation of the minimum distance from the deepest operating waterline to the lowest point at the top of the bulwark" Recommendation 9 of the Torremolinos Convention	1985
11 Consideration of a draft regulation for SOLAS Chapter II-1 on double bottoms in cargo ships other than tankers	1985