

SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING VESSELS  
SAFETY  
53rd session  
Agenda item 19

SLF 53/19/Corr.1  
20 April 2011  
ENGLISH ONLY

## REPORT TO THE MARITIME SAFETY COMMITTEE

### Corrigendum

1 In annex 4 to document SLF 53/19, the existing text is replaced by the following:

"The existing regulation II-1/8-1 is replaced by the following:

**"Regulation 8-1 – System capabilities and operational information  
after a flooding casualty on passenger ships**

**1 Application**

Passenger ships having a length, as defined in regulation II-1/2.5, of 120 m or more or having three or more main vertical zones shall comply with the provisions of this regulation.

**2 Availability of essential systems in case of flooding damage\***

A passenger ship constructed on or after 1 July 2010 shall be designed so that the systems specified in regulation II-2/21.4 remain operational when the ship is subject to flooding of any single watertight compartment.

**3 Operational information after a flooding casualty**

For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships constructed on or after [1 January 2014] shall have:

- .1 onboard stability computer; or
- .2 shore-based support,

in accordance with guidelines developed by the Organization\*\*."

\* Refer to the Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty (MSC.1/Circ.1214).

\*\* Refer to the Guidelines on operational information for Masters of passenger ships for safe return to port by own power or under tow (MSC.1/Circ.[...]).

2 In paragraph 1 of annex 5 to document SLF 53/19, the word "master" is replaced by the word "masters", and the words "which was adopted by resolution MSC.216(82) and entered into force on 1 July 2010" are replaced by the words "which is expected to be adopted by MSC 90 (May 2012)\*".

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\* The draft amendment to regulation II-1/8-1 was approved by MSC 89, and is contained in the report of the Committee (MSC 89/25/Add.[...], annex [...]). Owners of passenger ships, masters, operators and all other parties concerned should prepare in advance for the adoption of the draft amendment to regulation II-1/8-1.

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