

Meeting: International Maritime Organization (IMO) Ship Design and Equipment Sub-Committee (DE)
49th session

Period: 20 Feb. '06 to 24 Feb. '06

Meeting place: IMO headquarters, London, UK

Participants from NMRI

Koichi Yoshida (Principal Research Coordinator)
Takeshi Inoue (Advanced Structure Research Project)
Masaru Hirakata (Advanced Structure Research Project)
Masayoshi Oka (Advanced Structure Research Project)



with Mr. Sasamura (front row right)

The main contributions

Mr. Yoshida chaired the drafting group (DG) for preparing draft amendments to the enhanced survey program (ESP) and the condition assessment scheme (CAS), and he also took over the coordinator of the intersessional correspondence group for preparing draft revision to IMO ESP to make it harmonize to the IACS unified requirements (URZ). Furthermore, with regard to the passenger ship safety, he presented the document submitted by Japan which showed the fundamental idea that the comprehensive review on functional requirements of life saving appliances would be needed. DE Sub-Committee invited Japan to propose this issue as a new work item to the MSC.

Mr. Inoue contributed discussion on amendments of the 2000 HSC code, the 1994 HSC code and the DSC code, and he accomplished realizing the drafts satisfactory for Japan.

Mr. Hirakata proposed amendments to the CAS, resolution of MEPC.94 (46), related to draft guidelines on the assessment of residual fillet weld between deck plating and longitudinals, and contributed to draw up amendments of CAS and related guidelines.

Mr. Oka gave a presentation about the DUST GRADE for coating performance standards, which was based on the research at some shipyards in Japan, and informed the delegations about the interpretation and consideration of the DUST GRADE. In the Working Group, he contributed to draw up a practical rule, making use of result of the endurance test for shop primed steel plate and research of dry film thickness at edge and welding part executed by NMRI.

MAJOR OUTCOMES OF THE MEETING

Amendments to the ESP Guidelines (A.744 (18)) and Amendments to the CAS (MEPC.94(46))

Japan pointed out that the standards of IACS UR Z10s, in particular of coating condition, were more stringent than those of ESP guidelines (IMO resolution A. 744 (18)). The Sub-committee recognized the benefit of inclusion of the procedures for hull surveys of double skin bulk carriers in IACS URZ into IMO ESP guidelines. Following above discussion, a correspondence group was established for the next session, in order to prepare concrete proposals for draft amendments to the ESP guidelines, based on the relevant IACS UR Z10s.

With regard to the CAS, the Sub-committee drew up the amendment to CAS and related guidelines. These guidelines on the assessment of residual fillet weld between deck plating and longitudinals, which were proposed by Japan, were prepared as draft MEPC resolutions for submission to MEPC54. These guidelines will be used by surveyors who conduct close-up survey in case of concern regarding residual throat thickness of the fillet weld between the deck plate and deck longitudinals or possible detachment of a deck longitudinals member.

Passenger Ship Safety

The Sub-Committee agreed the draft amendments of the SOLAS chapter II-1 and III, which provide evaluation method on the alternative design being worthy of its rule so as to keep enough safety. And also the Sub-Committee drafted the amendment of the SOLAS chapter III, about the passengers' inevitable time for taking safety refuge from the ships. With regard to this agenda item, *the New approach to the requirements of life-saving appliances* submitted by Japan was supported by UK and some other delegations, and it was agreed that comprehensive review would be needed including the problem of the help to the handicapped. While this issue is the long-term subject and not limited to only for the passenger ship, and furthermore, Japan's proposal would be effective on this matter in the view of the alternative design, Japan was invited to propose it as a new work item to the MSC.

Review of The 2000 HSC code and Amendments to the DSC code and the 1994 HSC code

The sub-committee finalized the draft amendments of the 2000 HSC code, the 1994 HSC code and the DSC code, based the DSC code on the outcomes from the correspondence group and other IMO Sub-Committees. These amendments will be submitted to MSC for approval.

Performance standards for protective coatings

It was discussed in Working Group based on the draft standard prepared by Correspondence Group.

It became a tentative conclusion that this draft would be approved by MSC81, adopted at MSC82 and taken into force on July 1 2008. But regarding the preparation period for implementing the new standards, Japan will submit comments on the matter of legal consideration for the effective date of the amendments to SOLAS, and temporally measures.

The basic requirements for steel surface preparation, soluble salt limits, dust grade, edge preparation and so on, and the test procedure to confirm the compatibility main coating and shop primer were prepared by the Working

Group, based on the experiments and scientific evidence prepared by NMRI in cooperation with JSTRA.

Japan's efforts, such as the proposal of technical issue carrying out the examination and research, taking the lead in collaborating with Republic of Korea and China as ship building country and compromising with shipping industry such as INTERTANKO and ICS, contributed to make practicable standards.

Review of the Code of Safety for Special Purpose Ships (SPS Code)

Although the training ships of sailor training are defined in the SPS code, it was pointed out that the vessels could be applied to the SPS code were limited narrowly and the training ships of other purposes should not be included. On the other hand, some delegations pointed out that the definition for 'trainee' could be misused for the purpose of commercial activities. With regard to these issues, the Sub-Committee established a correspondence group and prepare the draft amendments to SPS code by next meeting (DE50).

Consideration of IACS Unified Interpretations

The Sub-Committee agreed to IACS' Unified Interpretations (UI) SC136 (SOLAS II-1/41.5.1.3: Connecting means by which the main bus bars of the main source of electrical power are normally connected), SC180 (Hold, ballast and dry space water level detectors and Performance Standards for Water Level Detectors on Bulk Carriers), SC191 (the application of amended SOLAS regulation II-1/3-6 and revised Technical provisions for means of access for inspections), and SC123 (SOLAS Regulation II-1/26.11: Machinery Installations - Service Tank Arrangements), and agreed to a draft MSC circular on these interpretations for submission to MSC 81 for approval.

Results of tests on search and rescue radar transponders (SARTs) for survival craft

Japan reported the results of tests on search and rescue radar transponder (SARTs) for survival craft carried out and the concluded that considerable number of certified equipments being currently in use was not in compliance with IEC standards which specifies performance standards and type testing of SARTs .

Next meeting schedule

The next session (DE50) will meet on 9 to 13 March 2007 in London UK. Since the building of the headquarters of the IMO will be repaired, the meeting venue will be announced later.