

Meeting: International Maritime Organization (IMO) Sub-Committee on Stability, Load Lines and Fishing Vessels Safety
49th session (SLF 49)

Meeting period: July 24 to 28, 2006

Meeting venue: IMO Headquarters, London, UK

Attendances from NMRI

Harukuni TAGUCHI, Mr.
Marine Dynamics Research Group

Yoshitaka OGAWA, Dr.
Ship Structural Research Group



Contributions to this meeting

Mr. Taguchi participated in the technical discussion in terms of the revision of MSC/Circ.707 (Guidance to the master for avoiding dangerous situations in adverse weather and sea conditions) in accordance with the outcome of the research by **NMRI** and the Japan Ship Technology Research Association. He made efforts for the reflection of Japan's opinion through a presentation for visual aid for revision of MSC/Circ.707. This presentation was not only praised by many delegates but also reflected on the revision of MSC/Circ.707.

Dr. Ogawa participated in the technical discussion and made efforts for the reflection of Japan's opinion in terms of the development of explanatory notes for the revised SOLAS chapter II-1 and passenger ship safety. He contributed to submit the position paper of Japan in terms of the performance based criteria of the intact stability. He also participated in the technical discussion and took the initiative of the revision work of the footnote of regulation 4 of the revised SOLAS II-1 for the reflection of Japan's opinion in terms of the harmonization of damage stability provisions in IMO instruments in accordance with the position paper of Japan based on the outcome of the research by **NMRI** and the Japan Ship Technology Research Association.

Outcomes of this meeting

Development of explanatory notes for harmonized SOLAS chapter II-1

With regard to the revised SOLAS chapter II-1 adopted at MSC80, the drafting of the Explanatory Note, which clarifies the contents and helps smooth implementation of the revised SOLAS chapter II-1, was conducted. In this meeting, interim Explanatory Note was developed gathering up important parts for the early enforcement of this note. SLF Sub-committee agreed that this note shall be revised by taking account of new findings, which will be obtained through the enforcement of the revised SOLAS chapter II-1.

Passenger ship safety

In terms of criteria for safe return to port, which is the additional requirement for the safety of passenger ship, SLF Sub-committee agreed to develop criteria for safe return to port either own power or under tow separately by means of the casualty threshold contained in the revised SOLAS Chapter II-1/8. However, because one majority proposed that this should be applied for a ship intended to carry more than 400 persons, the other majority proposed that this should be applied for a ship intended to carry more than 1500 persons, application range of these criteria was not agreed. This issue will be discussed in MSC 82.

Review of the Intact Stability Code (IS-code)

In this meeting, the revision of the IS-code and MSC/Circ.707 were mainly discussed. With regard to the finalization of the revision of the IS-code, some delegates expressed concerns that some ships have difficulty complying with the criterion and proposed the inclusion of an equivalency paragraph to resolve this concern. As a result of the objection to this inclusion by other delegates, the Sub-committee agreed that this matter should be considered with high priority by the correspondence group with a view to have a solution before amendments of the IS-code. The revised MSC/Circ.707, which is reflected by the Japan's

opinion, was agreed by the Sub-committee.

Harmonization of damage stability provisions in IMO instruments

The position paper of Japan, which indicates that bulk carriers applying the regulation 27 of the 1988 LL Protocol secure the higher safety in terms of the damage stability without the application of the revised SOLAS chapter II-1, was supported by many delegates. In addition, the Sub-committee agreed the draft of amendment of regulation 4 of the revised SOLAS II-1 for application of the requirement for damage stability only for a ship intended for carriage of deck cargo because regulation 27 of the 1988 LL Protocol does not take account of the effect of on-deck cargo on the stability.

Next Meeting Schedule

The next session (SLF 50) will meet from April 30 to May 4, 2007 at International Coffee Organization in London UK.