

Meeting: International Maritime Organization (IMO) Sub-Committee on Stability, Load Lines and Fishing Vessels Safety 48th session (SLF48)

Meeting period: September 12 to 16, 2005

Meeting venue: IMO Headquarters, London, UK

Attendances from NMRI

Shigesuke ISHIDA, Dr.
Senior researcher of seakeeping group

Yoshitaka OGAWA, Dr.
Chief researcher of seakeeping group

Takeshi INOUE, Mr.
Chief researcher of project team for advanced ship structure



Contribution to this meeting

Development of explanatory notes for harmonized SOLAS chapter II-1 (Revision of the requirements for damage stability)

With regard to the drafting of explanatory notes for the amended SOLAS chapter II-1, Dr. Ogawa, Dr. Ishida and Mr. Inoue put the Japanese opinion together for the clarification of uncertain points of SOLAS chapter II-1 and gave a presentation on this agenda. As a result, all matters were clarified in accordance with a Japanese opinion.

Review of the Intact Stability Code

Short-term revision of the Intact Stability code (IS code) has completed. With regard to the weather criterion in the IS code, the guideline for alternative assessment by means of model experiments, which is constructed based on the findings of the study by NMRI, was agreed to the draft MSC Circular as interim guidelines in response to the urgent need of the industry. Dr. Ishida put the Japanese opinion together and gave a presentation on this agenda.

Revision of technical regulations of the 1966 LL Convention

Three matters, which were extracted in SLF47, were discussed. Based on the findings of the study by NMRI, Japan indicated that the assigned freeboard by means of the freeboard tables and corrections of the ICLL ensures adequate safety level and proposed that the freeboard tables and correction for the existing ships should not be revised without compelling needs. Many countries supported this Japanese proposal. As a result, SLF Sub-Committee concluded that the work on this agenda had been completed. Dr. Ogawa put the Japanese opinion together and gave a presentation on this agenda.

Harmonization of damage stability provisions in IMO instruments

Japan proposed that a new probabilistic requirement, which takes the factor of structural strength and pollution of environment into account, should be developed because these factors are not considered in the SOLAS chapter II-1. Therefore, we can not extend the approach of the SOLAS chapter II-1 directly to other IMO instruments. Based on the Japanese proposal, it was agreed that probabilistic requirement should not be extended to the instruments for the vessels carrying bulk liquid cargoes (e.g. MARPOL, IBC code and so forth). On the other hand, SLF Sub-Committee concluded that further consideration should be made to the ICLL because some countries questioned the safety level of deterministic requirements of the ICLL for the reduced-B type ship. Dr. Ogawa put the Japanese opinion together and gave a presentation on this agenda.