

Meeting: International Maritime Organization(IMO) Maritime Safety Committee(MSC) Inter-sessional Working Group on Interpretation for SOLAS Regulation XII/6.5 held at IMO Headquarters, London, UK

date: September 12 and 13, 2005

Participant from NMRI  
Koichi Yoshida (Principal Research Coordinator)  
Tsuyoshi Inoue (Innovative Structure project team)



### **Major contribution**

Yoshida chaired the meeting. Inoue represented Japanese delegation.

The IMO unified interpretations established at this meeting will be approved by the 24th Assembly of IMO in November 2005 on time to the implementation date of revision of SOLAS chapter XII Bulk carrier safety.

### **Major outcome**

#### **1. Interpretation on SOLAS regulation XII/6.5.1**

As for the protection of lower part of cargo hold structure, WG agreed to refer to “Grab notation” for bulk carriers of the classification societies. As for the protection of hatchway coaming, WG agreed to take relevant provisions to put a protection aid around the edges of the coaming. WG recognized that cargo friendliness for smooth flow by providing good design of cargo hold members would be helpful, but also WG agreed that this would be an amendment to the regulation and did not include as an interpretation.

**2. Interpretation on SOLAS regulation XII.6.5.3** WG developed the definitions for stiffening structural members, members of cargo hold and components of cargo area. WG also developed interpretations that a local damage to a stiffening structural members should not lead to a collapse of whole structure, and that crack of stiffening structural members should not extend unstably, and that structural stability of cargo area should be obtained by relevant rules of the classification societies.