



Technical Information

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To : All BKI Customers

Subject : Summary Report of IMO Meetings of Sub-Committee on Ship Design and Construction Session 2 (SDC 2)

Summary

This Technical Information summarizes the 2nd Session of the IMO Sub-Committee on Ship Design and Construction (SDC 2) held from the 16 to 20 February 2015 at the IMO headquarters in London.

Information

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2. The following agenda are discussed during SDC 2 meeting:

Agenda Number	Topic
3	Amendments to SOLAS Chapter II-1 Subdivision and Damage Stability Regulations
5	Second Generation Intact Stability Criteria
7	Development of Amendements To Part B Of The 2008 IS Code
9	Classification of Offshore Industry Vessel (Agenda Item
12	Interim Guidelines for Use of Fibre Reinforced Plastic (FRP) Elements within Ship Structures
14	Amendments to the Guidelines for Evacuation Analysis For New And Existing Passenger Ships
16	Review of Conditions under which Passenger Ship Watertight Doors May Be Opened during Navigation and Development of Amendements to SOLAS Regulation II-1/22 and MSC.1/Circ.1380
20	Amendments to the 2011 ESP CODE
21	Unified Interpretation to Provisions of IMO Safety, Security, and Environment-Related Conventions

3. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

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Classification Director

A handwritten signature in black ink, appearing to read 'Iman Satria Utama', with a long, sweeping flourish extending upwards and to the right.

Capt. Iman Satria Utama, MM

BRIEF INFORMATION OF IMO SUB-COMMITTEE ON SHIP DESIGN AND CONSTRUCTION (SDC 2)

AMENDMENTS TO SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS (AGENDA ITEM 3)

Since the amendments to SOLAS Chapter II-1 regarding probabilistic damage stability for passenger ships and general cargo ships have entered into force in 1 January 2009, the works to revise and update the subdivision and damage stability requirements contained in the Chapter have been undertaken.

From those works, the proposed amendments to SOLAS chapter II-1 on subdivision and damage stability have been submitted, agreed and will be submitted to MSC 95 with a view of approval and subsequent adoption.

While, the work on the revision of the required subdivision index "R" for new passenger ships, taking into account the number of people on board a ship, will need to the outcome of the EMSA3 project and its validation by the FSA Experts Group. Therefore, the further consideration regarding the matter will be discussed at SDC 3.

SECOND GENERATION INTACT STABILITY CRITERIA (AGENDA ITEM 5)

IMO currently is developing the second generation intact stability criteria. The development works have been conducted through intersessionally meetings.

In SDC 2, the draft amendments to part B of the International Code on Intact Stability, 2008 (2008 IS Code) regarding vessels engaged in anchor handling operations were agreed and will be submitted to MSC 95 for approval. In addition, the Sub-Committee also agreed, in principle, to draft amendments to update the 2008 IS Code, including those related to vulnerability criteria and the standards (levels 1 and 2) related to parametric roll, pure loss of stability and surf-riding / broaching; and to ice accretion in timber deck cargo.

Furthermore, Sub-Committee established correspondence group with the following tasks to:

1. finalize the draft text of amendments to the 2008 IS Code regarding vulnerability criteria and standards (levels 1 and 2)
2. prepare a draft text of the Explanatory Notes for vulnerability criteria
3. enhance a working version of the guidelines for "*direct stability assessment and operational guideline*"
4. consider the proposed amendments to the Part B of the 2008 IS Code concerning towing and lifting operations
5. submit a report to SDC 3

DEVELOPMENT OF AMENDMENTS TO PART B OF THE 2008 IS CODE (AGENDA ITEM 7)

1. Vessels engaged in anchor handling operations

According to the post-biennial agenda of the Maritime Safety Committee, at its eighty-eighth session, about "Development of amendments to part B of the 2008 IS Code on towing and anchor handling operations", The working group have finalize the draft amendments regarding ships engaged in anchor handling operations.

2. Icing considerations

The group agreed that this provision to include the allowance for icing, if a vessel operates in zones where ice accretion is likely to occur, should be assumed for any vessel (not only offshore supply vessels and fishing vessels).

3. Vessels engaged in towing operations

In order to further develop amendments to part B of the 2008 IS Code regarding vessels engaged in towing operations, the group briefly discussed the issue of escort towing and agreed that the issue of escort towing should be included in the Code. However, it was noted that despite numerous requests no submissions have been received from interested parties. In this context, the delegation of France highlighted that there is an operational difference between escort towing and more traditional towing operations (including harbour, coastal and ocean towing) and that there is a need to develop criteria relevant to escorting. The group also noted that criteria for escort towing do currently exist and a correspondence group could be tasked as a starting point to review the existing available criteria in this regard.

CLASSIFICATION OF OFFSHORE INDUSTRY VESSEL (AGENDA ITEM 9)

The Sub-Committee agreed to definition of industrial personnel, as:

All persons who are not passengers or members of the crew or children of under one year of age, and:

1. are transported or accommodated on board for the purpose of offshore industrial activities;
2. are able-bodied and meet appropriate medical standards;
3. have received basic safety training, according to relevant industry standards;
4. have a fair knowledge of the layout of the ship and the handling of the ship's safety equipment before departure from port (e.g. through a safety briefing); and
6. are equipped with appropriate personal safety equipment suitable for the risks to safety such personnel are likely to experience on the forthcoming voyage (e.g. immersion suits).

The aforementioned definition will be included in a draft MSC circular and be submitted to MSC 95 for approval.

INTERIM GUIDELINES FOR USE OF FIBRE REINFORCED PLASTIC (FRP) ELEMENTS WITHIN SHIP STRUCTURES (AGENDA ITEM 12)

Applicability of SOLAS regulation II-2/17 for approval of FRP elements within ship structures

The group decided not to discuss in-depth the applicability of SOLAS regulation II-2/17. As instructed by the Sub-Committee, the group made a decision that the interim guidelines for use of FRP elements should be used as a supplement to the Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments (MSC.1/Circ.1455) and the Guidelines on alternative design and arrangements for fire safety (MSC.1/Circ.1002) when approving FRP elements in ship structures.

AMENDMENTS TO THE GUIDELINES FOR EVACUATION ANALYSIS FOR NEW AND EXISTING PASSENGER SHIPS (AGENDA ITEM 14)

With regard to evacuation analysis, the group decided to start its work with developing the draft amendments to SOLAS to make evacuation analysis mandatory for new passenger ships. As instructed by the Sub-Committee, the group used the text of amendments to SOLAS regulation II-2/13 proposed by Germany and the Netherlands, as a base document for discussion.

The group noted that the draft SOLAS amendments mandating evacuation analysis should apply to:

1. ro-ro passenger ships constructed on or after the date on which regulation II-2/13.7.4 applies.
2. other passenger ships carrying more than 36 passengers constructed on or after the date of entry into force of the amendments.

Sub-Committee agreed draft amendments to SOLAS regulation II-2/13 to extend the requirements for evacuation analysis to all passenger ships. The draft amendments will be submitted to MSC 95 for approval and subsequent adoption.

REVIEW OF CONDITIONS UNDER WHICH PASSENGER SHIP WATERTIGHT DOORS MAY BE OPENED DURING NAVIGATION AND DEVELOPMENT OF AMENDMENTS TO SOLAS REGULATION II-1/22 AND MSC.1/CIRC.1380 (AGENDA ITEM 16)

The amendments to SOLAS regulation II 1/22, to clarify when watertight doors may be opened during a voyage, was agreed by the Sub-Committee and will be sent to MSC 95 for approval and subsequent adoption.

The amendments would still permit a watertight door to be opened during navigation with conditions that it is a passage of passengers or crew, or there is work around the door and require it to be kept opened. However, the door should be immediately closed when transit through the door is complete or when the work is done.

In addition, the draft MSC circular on revised Guidance for watertight doors on passenger ships which may be opened during navigation, also agreed by the Sub-Committee also and will be submit to MSC 95 for approval.

The revised guidance will contain, in the appendices, the following items:

1. Procedure for the determination of the impact of open watertight doors on passenger ship survivability (floatability assessment);
2. Technical standards for watertight doors on passenger ships;
3. Flowchart on Guidance for permitting watertight doors on passenger ships to remain open during navigation;
4. Illustration of application of the floatability assessment under hazardous conditions in the Guidance.

AMENDMENTS TO THE 2011 ESP CODE (AGENDA ITEM 20)

The Sub-Committee agreed to draft amendments to the 2011 ESP Code in order to deal with updates to the IACS UR Z10 series. The amendments take into account the following items:

1. Revision to the procedure for entry into enclosed spaces including a reference to resolution A.1050(27).
2. Editorial updates.

The agreed amendments will be submitted to MSC 95 for approval and subsequent adoption.

UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS (AGENDA ITEM 21)

The Sub-Committee agreed to the following unified interpretations of provisions under IMO mandatory instruments and will be submitted the associated draft MSC circular to MSC 95 for approval:

1. Provisions for means of access for inspection under SOLAS regulation II-1/3-6
2. Definition of continuous hatchways under regulation 36(6) of the Protocol of 1988 relating to the International Convention on Load Lines, 1966
3. Clarification on provisions of the Code on Noise Levels on board Ships
4. Arrangements for prevention of heat transmission at intersections and terminal points of insulation of decks and/or bulkheads, stipulated at SOLAS Chapter II-2, The FSS Code, The FTP Code and related Fire Test Procedures
5. Provisions for fire integrity of the boundaries of ro-ro/vehicle spaces on passenger and cargo ships under SOLAS II-2/9
6. Means of escape under SOLAS regulations II-2/13