

SUB-COMMITTEE ON SHIP DESIGN AND
CONSTRUCTION
4th session
Agenda item 4

SDC 4/4
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**COMPUTERIZED STABILITY SUPPORT FOR THE MASTER IN CASE OF FLOODING
FOR EXISTING PASSENGER SHIPS**

**Comments on the outcome of SDC 3 and proposal on
amending SOLAS regulation II-1/8-1.3**

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

Executive summary: Following the discussion at SDC 3 and in response to the invitation for interested delegations to submit further proposals on the matter to SDC 4, this document further discusses the need for existing passenger ships to be provided with computerized stability support and proposes a draft amendment to SOLAS regulation II-1/8-1.3

Strategic direction: 5.2

High-level action: 5.2.1

Output: 5.2.1.7

Action to be taken: Paragraph 5

Related documents: MSC 94/6/1, MSC 94/21; SDC 3/WP.4 and SDC 3/21

Background

1 Having considered document MSC 94/6/1 (Bahamas et al.), MSC 94 agreed to include a new output in the post-biennial agenda of the Committee on "Computerized stability support for the master in case of flooding for existing passenger ships", assigning the SDC Sub-Committee as the coordinating organ (MSC 94/21, paragraph 18.20).

2 SDC 3, having considered the relevant part of the report of the SDS Working Group (SDC 3/WP.4), noted that, due to time constraints, the Group had only been able to briefly discuss the proposal to extend the requirement in SOLAS regulation II-1/8-1.3 regarding computerized stability support for the master in case of flooding to existing passenger ships. In this regard, several views were expressed in the Group that the proposed draft amendments to SOLAS regulation II-1/8-1.3, as set out in annex 2 to document MSC 94/6/1 (Bahamas et al.), were sufficient to be considered for finalization at SDC 4. However, the Sub-Committee also noted that further consideration would be necessary regarding implementation of the draft

revised *Guidelines on operational information for masters of passenger ships for safe return to port by own power or under tow* (MSC.1/Circ.1400) on existing passenger ships. The Sub-Committee invited Member States and international organizations to submit proposals on this matter to SDC 4 (SDC 3/21, paragraphs 4.7 to 4.9).

Discussion

3 Having noted the comment made at SDC 3 that the draft amendments to SOLAS as proposed in document MSC 94/6/1 do not cover all passenger ships, including those constructed before 1 January 2009, IACS further considered the proposed amendment and prepared a draft amendment to SOLAS regulation II-1/8-1.3 to include all the intended ships, as set out in the annex.

4 IACS, having reviewed the *Guidelines on operational information for masters of passenger ships for safe return to port by own power or under tow* (MSC.1/Circ.1400), the *Revised guidelines on operational information for masters of passenger ships for safe return to port* (MSC.1/Circ.1532), and the *Guidelines for the approval of stability instruments* (MSC.1/Circ.1229), is of the opinion that these guidelines could be used for existing passenger ships as proposed in document MSC 94/6/1. However, IACS notes that it might be difficult to apply all the items in MSC.1/Circ.1400, MSC.1/Circ.1532 and MSC.1/Circ.1229 to some existing passenger ships, as for older passenger ships there may be problems in obtaining all the information specified in the circulars and, in particular, the information required for creating a hull model.

Action requested of the Sub-Committee

5 The Sub-Committee is invited to consider the discussion in paragraphs 3 and 4 above, and take action as appropriate.

ANNEX

DRAFT AMENDMENT TO SOLAS REGULATION II-1/8-1*

In paragraph 3, the existing text is amended to read as follows:

"3 Operational information after a flooding casualty

3.1 For the purpose of providing operational information to the Master for safe return to port after a flooding casualty, passenger ships constructed on or after 1 January 2014 shall have:

- .1 on-board stability computer; or
- .2 shore-based support,

based on guidelines developed by the Organization**.

3.2 All passenger ships to which this regulation applies, regardless of the date of construction, shall comply with the provisions in paragraph 3.1 above at the first scheduled dry-docking after [...] but not later than [...].

** Refer to the Guidelines on operational information for Masters of passenger ships for safe return to port by own power or under tow (MSC.1/Circ.1400)."

* Tracked changes are created using "grey shading" to highlight all new insertions.