Overview

The 53rd session of the IMO Stability, Load Line and Fishing Vessels (SLF) Sub-Committee was held from 10th to 14th January 2011, at the IMO headquarters in London, the United Kingdom. This briefing is to provide a summary of topics which were discussed at the meeting. It is in two parts, the first part, immediately below, gives an overview of each agenda item. Fuller details on each agenda item are then given at the end of the summary. These can be found either by using the hyperlinks from within each overview paragraph or by scrolling through the document. A link to return to the relevant overview paragraph is given at the end of each full description of the discussions.

New generation intact stability (Second generation intact stability criteria) (agenda item 3)

The IMO recognised that the traditional intact stability calculations do not adequately address all intact stability failures. Work has been undertaken in the SLF Sub-Committee to investigate some intact stability phenomena and develop some criteria to identify, at the design stage, which ships are likely to suffer from them and thus reduce the incidence of them. This session of the SLF Sub-Committee continued the detailed discussion on the subject, came up with some proposals and added excessive acceleration to the list of topics for which criteria need to be developed. Full details on the discussion can be found here.

Guidelines to improve the effect of the 1969 TM Convention on ship design and safety (agenda item 5)

The gross tonnage of a vessel is commonly used as the basis for determining port fees and some IMO regulations use the parameter as the basis for determining the point at which regulations are applicable. The IMO was advised that many designers were reducing freeboard and crew accommodation space in order to reduce the gross tonnage of vessels. The SLF Sub-Committee has been investigating ways of reviewing how the International Convention on Tonnage Measurement of Ships, 1969 (1969 TM Convention) is applied order to stop this trend. At this session, the SLF Sub-Committee reviewed and updated the TM.5/Circ.5 circular which is widely used when calculating tonnage. A justification for a new agenda item was prepared and will be sent to MSC 89 (May 2011) for approval. Work is expected to start at SLF 54 (January 2012). Full details on the discussion can be found here.

Standards on time-dependent survivability of passenger ships in damaged condition (agenda item 6)

The subject of the time taken for a passenger ship to sink was first discussed at SLF 48 (held in September 2005) following the decision (by MSC 78, May 2004) that a ship is to remain habitable for a minimum of 3 hours after a casualty to allow for safe and orderly abandonment. There is a need to be able to verify that computer simulations of the flooding of passenger ships in the damaged condition accurately predict the response of the ship after damage. The SLF Sub-Committee agreed that this item required further work and that the target completion date should be extended to 2013. Full details on the discussion can be found here.

Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow (agenda item 7)

The IMO has introduced requirements to ensure that certain systems on passenger ships of 120 m length or more, or having 3 or more main fire zones, remain operable after a fire or flooding. These requirements are contained in SOLAS II-1/8-1, II-2/21 and II-2/22. Amendments to SOLAS II-1/8-1 have been approved which require the provision of an on board
computer, or shore based system which is immediately available, to give the ship’s crew stability information after a
flooding. Guidelines on the information to be provided to the master to assist him in his decision as to whether to return to
port or evacuate the ship were also discussed and agreed. These amendments and guidelines will be sent to MSC 89 for
approval. It is expected that MSC 90 will approve them and they will come into force on 1 January 2014. Full details on the
discussion can be found here.

Verification of damage stability on tankers and bulk carriers (agenda items 8)
Some IMO regulations require examination of the ship after certain assumed damages for all loading conditions. Although
loading conditions contained in the approved stability manual will have been confirmed as complying with the damage
stability requirements, when it is intended to load the ship in a condition other than one previously approved there should
be a separate approval or other confirmation of compliance with the requirements. It has previously been agreed that both
‘design’ and ‘operational’ guidance should be developed. Initially this work has concentrated on tankers. Draft text for both
design and operational guidance will be further developed by a Correspondence Group. Full details on the discussion can
be found here.

Safety provisions applicable to tenders operating from passenger ships (agenda item 9)
Passenger ships sometimes cannot enter a port, either due to draught restrictions or because there are no facilities for them
to berth. In such instances they either use their lifeboats as tenders to transfer passengers ashore or they use small craft
only for this purpose. The IMO has developed guidelines for craft used as tenders. Where tenders are not certified as
lifeboats, the SLF Sub-Committee agreed that they should meet the requirements of SOLAS 2009, including the
requirement to fit double bottoms. Two means of propulsion will be required unless only a very limited operation is
intended. The draft guidelines have been returned to the DE Sub-Committee for finalisation. Full details on the discussion
can be found here.

Review of damage stability regulations for ro-ro passenger ships (agenda item 10)
The IMO decided to undertake a review of damage stability regulations for ro-ro passenger ships to assess whether the
probabilistic damage stability requirements now contained in SOLAS chapter II-1 provide the same safety level as the older
deterministic SOLAS requirements and the Stockholm Agreement. So far no definite proposals have been developed as
there are a number of different research projects currently underway which have yet to report. Full details on the discussion
can be found here.

Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol (agenda item 11)
The IMO has been investigating ways of improving the safety of fishing vessels over 24 metres in length by reviewing the
Torremolinos Protocol and seeing how it can be brought into force. Currently the entry into force criteria have not been
met. Proposals for an agreement and an assembly resolution have been drafted and will be submitted to MSC 89. The SLF
Sub-Committee expressed the view that the preferred option would be to have an agreement. A number of proposals for
changes to the entry into force criteria were proposed and MSC 89 will be asked to decide on which is preferred. The SLF
Sub-Committee agreed that a reduction in the number of fishing vessels in the entry into force criteria was needed, but
was unable to decide on a number. Full details on the discussion can be found here.

Amendments to SOLAS chapter II-1 subdivision standards for cargo ships (agenda item 12)
Concern has been raised at IMO that the current exemptions from complying with the probabilistic damage stability
contained in SOLAS chapter II-1, given to vessels complying with deterministic damage stability contained in other IMO
instruments (see footnote to SOLAS II-1/4), are no longer valid. It was agreed that further investigations on the effect of
changing the damage stability requirements for offshore vessels was needed. Full details on the discussion can be found
here.
Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone (agenda item 13)

Currently the traffic corridor off Cape Agulhas is quite narrow. With increased piracy activity to the East of the African Continent there has been a marked increase in shipping using this route. The Southern limit of the load line Summer zone has been moved by 50 miles in order to improve the safety of tankers transiting this area. The necessary amendments have been prepared for approval by MSC 89, adoption is expected at MSC 90, and the change is expected to enter into force on 1 January 2014. Full details on the discussion can be found here.

Revision of SOLAS chapter II-1 subdivision and damage stability regulations (agenda item 14)

During finalisation of the amendments to SOLAS chapter II-1 (as given in Resolution MSC.216(82)) areas for further improvement were identified. Investigation work on these topics is progressing and may lead to further changes to the Convention. The changes which the Correspondence Group had agreed were approved in principle by SLF. Further work on the matters will be done intersessionally by a Correspondence Group. Full details on the discussion can be found here.

Any other business (agenda item 18)

“Guidance for watertight doors on passenger ships which may be opened during navigation”, circular MSC.1/Circ.1380, was approved by MSC in December 2010. The SLF Sub-Committee was asked to further investigate the floatability requirements contained in the guidance with a view to developing amendments to SOLAS chapter II-1 as necessary. The SLF Sub-Committee agreed that this was a very important topic which needed its own agenda item and a justification for this would need to be prepared. Full details on the discussion can be found here.

Summary of the discussion (list of finalized instruments)

The documents listed have been drafted for submission to MSC for approval. The list includes any amendments to SOLAS, Load Line or other IMO Conventions; draft circulars, guidelines and guidance; and justifications for new work items or changes to existing work items. See the list of documents here.
Overview

The IMO recognised that the traditional intact stability calculations do not adequately address all intact stability failures. Work has been undertaken in the SLF Sub-Committee to investigate some intact stability phenomena and develop some criteria to identify, at the design stage, which ships are likely to suffer from them and thus reduce the incidence of them. This session of the SLF Sub-Committee continued the detailed discussion on the subject, came up with some proposals and added excessive acceleration to the list of topics for which criteria need to be developed.

Background

GZ-curve based intact stability standards have served the shipping industry well for decades, but recently it has been recognised that incidents do occur to ships meeting the standards and that there may be hydrodynamic related mechanisms that can lead to failure. The IMO has been working for some time now on updating the 2008 Intact Stability Code (2008 IS Code) to include, for the first time, criteria for specific problematic modes of stability failure. These modes are:

- Parametric roll (excessive roll in head seas)
- Surf riding/broaching (typically following seas)
- Pure loss on a wave crest (ship loses buoyancy because it is effectively stationary on the crest and the water profile is different from design i.e. level waterline)
- Dead ship condition (large roll is possible as stabilising effects of speed are removed)

They have become collectively known as the ‘new generation intact stability criteria’. The IMO has planned a three tier approach to vulnerability assessment for each of these criteria with each level becoming more complex, a design must pass the assessment at one of these levels:

- Level 1: simple calculation (possible by calculator)
- Level 2: more involved calculation (may involve spreadsheets or small software program)
- Level 3: direct assessment (by sophisticated software)

Ships deemed ‘conventional’ are expected to pass level 1 and most other ships at level 2. A ship complying with the simplest level (level 1) will not have to carry out difficult calculations at levels 2 or 3. A further ‘operator guidance’ level is envisaged as a natural output from level 3 assessments.

Since the last session, an intersessional Correspondence Group has been working to develop some criteria for levels 1 and 2 for the identified stability issues.

Discussion

Concerns raised about the heel angle criteria were considered to be outside the scope of the current discussions. A new work program item would be needed to consider the issue in detail.

The phenomenon of large GMs leading to a stiff ship in roll and subsequent large accelerations was raised as a problem for some ships. The issue raised by the DSC Sub-Committee relating to timber deck cargoes was also considered to be related
to excessive acceleration. The Working Group noted the 2008 IS Code recommendation to limit GM to not more than 3% of beam to prevent excessive accelerations and agreed that excessive accelerations needed to be further considered. This topic was added to the list of phenomena to be investigated.

The various proposed criteria were extensively discussed in the Working Group at this session of SLF. It was decided that, although no criteria have been agreed, progress towards finalising some was achieved. The discussion will be continued intersessionally by Correspondence Group.

It was agreed that any criteria would have to be practical to use so that ship’s crew could easily verify compliance when needed.

The title of the agenda item was changed to “Second generation intact stability criteria” to reflect the use of ‘SMART’ terms. SMART is a way of evaluating criteria so that they are Specific, Measureable, Attainable, Relevant and Time-bound.

It was agreed that the criteria should initially be included within Part B (non-mandatory) of the 2008 IS Code to ensure that sufficient experience in their use could be gained before making them mandatory.

It was also agreed that guidelines on the implementation of the new criteria would also be necessary and should be developed.

In view of the work still to be done, an intersessional Correspondence Group was established and the target completion date for this agenda item was extended to 2014.

**Advice for owners / operators**

The new generation intact stability criteria will be applicable to new ships only from a date yet to be determined.

**Advice for builders**

Builders / designers will need to be aware of the work as it develops. When finalised there is the potential to require complex calculations to be carried out. Participation in the validation of the proposed criteria is recommended to ensure that the new requirements are relevant.

**Advice for manufacturers**

Manufacturers of stability software will need to be able to demonstrate that their programmes will be able to carry out the necessary calculations at levels 1 and 2. This may require upgrades to existing programmes when they are installed on new ships.

**Advice for Flag Administrations / Recognized Organizations**

Flag Administrations and Recognized Organizations should be aware of the developments and participate in assessment of the proposed criteria to ensure ease of use. They should also be prepared to undertake or verify the complex level 3 calculations (direct assessment of intact stability in waves) for situations when the first two levels cannot be met.

**Applicability**

The new criteria will be applicable to all new ships which have to comply with the SOLAS or Load Line Conventions from a date yet to be determined.

**What is LR doing?**

LR will continue to participate in the intact stability Correspondence Group to monitor the developments. Where possible, comments on the practical application of the proposed formulae will be provided.

Some assessment of the proposed criteria will be undertaken and reported through the appropriate channels.
IMO SLF 53
Guidelines to improve the effect of the 1969 TM Convention on ship design and safety (agenda item 5)

Overview
The gross tonnage of a vessel is commonly used as the basis for determining port fees and some IMO regulations use the parameter as the basis for determining the point at which regulations are applicable. The IMO was advised that many designers were reducing freeboard and crew accommodation space in order to reduce the gross tonnage of vessels. The SLF Sub-Committee has been investigating ways of reviewing how the International Convention on Tonnage Measurement of Ships, 1969 (1969 TM Convention) is applied in order to stop this trend. At this session, the SLF Sub-Committee reviewed and updated the TM.5/Circ.5 circular which is widely used when calculating tonnage. A justification for new agenda item was prepared and will be sent to MSC 89 (May 2011) for approval. Work is expected to start at SLF 54 (January 2012).

Background
The 1969 TM Convention has not been updated since it entered into force in 1982 and the interpretations used with the regulations (TM.5/Circ.5) have not been updated since 1994. The TM Convention has the effect of penalizing vessels with increased freeboards and larger superstructures, thus, in gross tonnage terms, making it an advantage to have vessels with reduced freeboards and smaller superstructures (reduced size crew accommodation) thereby reducing vessels’ total enclosed moulded volumes.

A Correspondence Group was established at the last meeting of the SLF Sub-Committee to further discuss the options available to improve the safety of ships through the TM Convention and to further assess the benefits and disadvantages of the previously identified options. These options were:

- review and update document TM.5/Circ.5;
- promote the use of net tonnage for calculating fees;
- establish a new tonnage parameter for adjusted net tonnage; and
- establish a new tonnage parameter for an adjusted gross tonnage.

The Correspondence Group was also tasked with identifying the extent to which the options would address the issues of accounting for deck cargo and encouraging more spacious crew accommodation. In its conclusion the Correspondence Group proposed that TM.5/Circ.5 should be reviewed and updated as necessary, with amendments to the TM Convention clearly identified where these are considered to be essential.

During the work of the Correspondence Group further new tonnage parameters were proposed and assessed along with those previously identified.

Discussion
After some debate on the extent to which the option to update TM.5/Circ.5 met the need to improve accommodation for crew members and on the merits of the various options which have been proposed, it was agreed that the best option was to review and update TM.5/Circ.5.

During the discussion it was noted that the major problem is that many fees are based on gross tonnage and until this practice changes there will be continued pressure to reduce non-revenue earning space. This is a matter for individual ports and not something that the IMO can influence.
A justification for the new work program item which is needed for this specific task was agreed and will be sent to MSC 89 (May 2011) for approval.

**Advice for all clients**

Implications are difficult to determine before the Sub-Committee has made any decisions on amendments. Any amendments to TM.5/Circ.5 are not expected to be made retroactive and would apply to new ships only. Until the amendments are made it is not possible to identify how they will affect new designs.

Tonnage experts are encouraged to review the list of issues identified in the report of the Correspondence Group and submit ideas on how to address them to the next session of SLF.

**Applicability**

This will depend on the decision of the Sub-Committee. Currently there is no decision and no clearly identified application.

**What is LR doing?**

LR has participated in the discussions so far, and will continue to do so, providing advice on the issues we have experienced when implementing the 1969 TM Convention.

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IMO SLF 53
Standards on time-dependent survivability of passenger ships in damaged condition (agenda item 6)

Overview
The subject of the time taken for a passenger ship to sink was first discussed at SLF 48 (held in September 2005) following the decision (by MSC 78, May 2004) that a ship is to remain habitable for a minimum of 3 hours after a casualty to allow for safe and orderly abandonment. There is a need to be able to verify that computer simulations of the flooding of passenger ships in the damaged condition accurately predict the response of the ship after damage. The SLF Sub-Committee agreed that this item required further work and that the target completion date should be extended to 2013.

Background
The SLF Sub-Committee is investigating means by which computer simulations of flooding can be verified as producing accurate results. Much research into the way ships flood, the effects of entrapment of air, and the means by which bulkheads fail has been undertaken and is still underway.

Discussion
Two information documents were submitted; one containing the interim result of the EU FLOODSTAND project and the other reporting on an investigation into the direct calculations given in resolution MSC.245(83). These papers were noted as providing valuable information in the furtherance of this work.

There was some discussion on the need to review resolution MSC.245(83) and it was agreed to wait until the results of the research which is currently underway was complete before asking the SDS Working Group to do this. The agenda item was extended until 2013 to permit further investigations to take place and report to SLF.

Advice for owners / operators
When the new standards are determined they will provide a minimum against which computer systems may be compared. Owners / operators of passenger ships which are subject to safe return to port requirements will be able to have confidence in any compliant system.

Advice for builders
When the new standards are determined they will provide a minimum against which computer systems may be compared. Builders of passenger ships which are subject to safe return to port requirements will be able to have confidence in any compliant system.

Advice for manufacturers
Manufacturers of passenger ship computer systems which are designed to evaluate stability after flooding should monitor the developments, when there are any, as the standards will have direct impact on their programmes.

Advice for Flag Administrations / Recognized Organizations
Flag Administrations and Recognized Organizations are encouraged to monitor the developments.
Applicability

When concluded the new standards will apply to computer systems used on passenger ships which need to analyse the time to flood and the characteristics of the vessels during flooding.

What is LR doing?

LR will continue to follow developments in this area.

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IMO SLF 53
Stability and sea-keeping characteristics of damaged passenger ships in a seaway when returning to port by own power or under tow (agenda item 7)

Overview
The IMO has introduced requirements to ensure that certain systems on passenger ships of 120 m length or more, or having 3 or more main vertical fire zones, remain operable after a fire or flooding. These requirements are contained in SOLAS II-1/8-1, II-2/21 and II-2/22. Amendments to SOLAS II-1/8-1 have been approved which require the provision of an on board computer, or shore based system which is immediately available, to give the ship’s crew stability information after a flooding. Guidelines on the information to be provided to the master to assist him in his decision as to whether to return to port or evacuate the ship were also discussed and agreed. These amendments and guidelines will be sent to MSC 89 for approval. It is expected that MSC 90 will approve them and they will come into force on 1 January 2014.

Background
Under the philosophy that a passenger ship will be its best lifeboat, i.e. evacuation of large passenger ships is dangerous and can lead to loss of life, it was decided to develop guidance/acceptance criteria for safe return to port of these vessels. The “safe return to port” discussions continued in the SLF Sub-Committee. The interim explanatory notes for the assessment of passenger ships system’s capabilities after a fire or flooding casualty have been published as circular MSC.1/Circ.1369. The intersessional Correspondence Group had further discussed the subject of information which should be available to the master to help him with the decision whether to try and return to port or abandon ship.

The probabilistic damage stability calculations contained in SOLAS Chapter II-1, Part B-1 are based on three theoretical initial loading conditions. This may lead to the master making an incorrect decision in an emergency situation as the actual ship condition immediately before the flooding may not be even close to one of those assessed under the requirements of Part B-1. There is a need, therefore, to have the ability to calculate stability based on the actual loading at the time of the incident.

The master of the vessel will be considerably helped with the decisions he has to take if he has accurate information about the condition of the vessel after flooding.

Discussion
There was discussion about whether the computational ability to assess stability in the damaged condition should be ship or shore based. The SLF Sub-Committee decided to mandate the provision of a stability computer, which could be shore based provided it was immediately available, and the necessary amendments to SOLAS II-1/8-1 were agreed to be submitted to MSC 89 for approval. It is expected that they will be adopted at MSC 90 and enter into force on 1 January 2014.

The need for functional requirements was identified and it was proposed that the requirements contained in MSC.1/Circ.1229 should be used. Where a shore based alternative was preferred and agreed by the Flag Administration this was to be available 24 hours a day, 365 days a year. The shore based computer was to be programmed with the ship particulars at the time a contract was signed for provision of the service. In an emergency there should be reliable communication between the ship and shore, and the shore based model should be able to be programmed with the actual loading condition of the vessel just before the flooding within an hour of the flooding taking place. Some delegations
expressed concern about this time. Further work on guidelines on the approval of computers will be undertaken by the intersessional subdivision and damage stability Correspondence Group.

The possible need for further training of the crew was raised and the STW Sub-Committee was requested to pursue the matter.

It was agreed that the stability information to be provided to the master should include the following as a minimum:

- GM transverse in any loading condition;
- GZ and range;
- area under the GZ curve;
- maximum and actual values of free surface moments of all tanks and spaces below the bulkhead deck;
- location of flooding level indicators within tanks;
- draughts forward, midship and aft;
- angles of heel and trim;
- the effect of flooding and heel and trim angles on:
  - operation of essential equipment;
  - escape routes and evacuation times; and
  - effective deployment of life-saving appliances;
- profile areas of the ship, above and below the waterline, and means to establish their centres in order to estimate the effects of wind pressure;
- currently applied global bending moment and sheer forces;
- fuel consumption data accounting for estimates of increased resistance due to flooding; and
- ship specific particulars as specified in MSC.1/Circ.1245.

Guidelines were approved and a draft circular will be submitted to MSC 89 for approval.

**Advice for owners / operators**

The new amendments to SOLAS will be applicable to passenger ships with a length of 120 m or more, or with 3 or more main vertical fire zones, whose keels are laid or are at a similar state of construction on or after 1 January 2014. Where owners have ships to which this is applicable they need to provide an onboard or shore based computer able to assess stability after a flooding. Regardless of where the computer is based (onboard or ashore) it will need to be approved to the same requirements. There are currently no requirements for the approval of the support provided on shore if this option is chosen, and advice from the relevant Flag Administration should be sought.

The information for the master’s use after damage should be made available in an easy to use, readily available, form.

Training for ships’ crews on the use of the software, where this is onboard, and the additional information should be regularly undertaken to ensure familiarity of use.

**Advice for builders**

Builders / designers will need to remember that provision of a computer able to carry out damage stability calculations for any damage scenario will be required. The information that masters will require should be provided in an easy to use, readily available, form.
Advice for manufacturers

Manufacturers of stability software should be aware of the forthcoming need for programs which can calculate stability after any combination of compartments are damaged. The information which should be provided to the master after the assessment of damage is given in the draft circular and it is recommended that manufacturers ensure that systems are able to provide as much of this information as possible.

Advice for Flag Administrations / Recognized Organizations

Flag Administrations and Recognized Organizations will need to ensure that the necessary stability information is available onboard the affected ships. There will be a need to ensure that both the access to the necessary calculations and the information for the master are provided at annual survey.

The approval of stability computers will become more complex and may require more time to undertake as the combination of damage and loading options is not clearly defined.

Flag Administrations may wish to consider how shore based systems are to be approved, and if any approval of the support provided (not just the computer) is needed.

Applicability

The new SOLAS requirement will be applicable to passenger ships with a length of 120 m or more, or with 3 or more main vertical fire zones, whose keels are laid or are at a similar state of construction on or after 1 January 2014.

What is LR doing?

LR will ensure that there are procedures in place to ensure that stability software is able to calculate stability in the damaged condition. Additionally, surveyors will be advised of the need to ensure that the software is installed, or is immediately accessible, and that the information required to be provided to the master is readily available and easy to use.

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Overview

Some IMO regulations require examination of the ship after certain assumed damages for all loading conditions. Although loading conditions contained in the approved stability manual will have been confirmed as complying with the damage stability requirements, when it is intended to load the ship in a condition other than one previously approved there should be a separate approval or other confirmation of compliance with the requirements. It has previously been agreed that both ‘design’ and ‘operational’ guidance should be developed. Initially this work has concentrated on tankers. Draft text for both design and operational guidance will be further developed by a Correspondence Group.

Background

There are requirements in SOLAS, MARPOL, IBC Code and IGC Code for damage stability to be assessed on tankers and bulk carriers. The SLF Sub-Committee at its last session (SLF 52, January 2010) agreed that both ‘design’ and ‘operational’ guidelines would be developed. ‘Design’ guidance would cover the approval procedure for damage stability assessment to be used at the time of construction, ‘operational’ guidance would cover information for the ship’s crew on the need to confirm compliance with damage stability and how such confirmation could be obtained. Guidelines for tankers were to be developed first.

Discussion

Proposals covering both ‘design’ and ‘operational’ guidelines have been developed and submitted to this session of SLF. ‘Design’ is, in general, covered by IACS Unified Recommendation 110. On the ‘operational’ side, proposals had been submitted by both flag and industry.

After discussion the SLF Sub-Committee agreed that IACS Unified Recommendation 110 could be used as a base document for ‘design’ guidance.

There was extensive discussion concerning the use of computers onboard ships, and the complexity of limiting GM/KG curves. Some delegations were concerned that the guidance being developed was in effect requiring the fitting of a computer with damage stability capability. There was general agreement that limiting curves were not necessarily a practical option, particularly where many different cargoes were carried, e.g. parcel tankers.

The need to provide guidance on how it will be confirmed that damage compliance has been achieved was identified and added to the areas of guidance which require development.

An intersessional Correspondence Group was established to progress the development of design, operational and compliance confirmation guidance and report back to the next session of SLF.

Advice for owners / operators

Owners / operators interested in the operational guidance are advised to discuss any concerns with their Flag Administration.
Advice for builders

Builders / designers are recommended to submit damage stability calculations in accordance with the IACS Unified Recommendation 110. Submissions to LR will have been approved in line with this in the past and will continue to be in the future.

Advice for manufacturers

Manufacturers of stability software should be aware of the steps which are expected to be taken during the assessment of stability and should ensure that they are all done. This may result in changed or additional procedures.

Advice for Flag Administrations / Recognized Organizations

Flag Administrations will be able to ensure that the necessary damage stability assessment has been carried out before the ship leaves. The guidelines will include means by which this confirmation can be demonstrated.

Design guidance may require changes to current approval procedures.

Applicability

When developed the current guidance will be applicable to tankers. Work on guidance for bulk carriers will be undertaken after that for tankers has been agreed.

What is LR doing?

LR will continue to approve stability books for compliance with the various damage stability requirements as necessary. LR was deeply involved in the development of the IACS Unified Recommendation 110 and this is, in general, in line with LR standard practice. Where builders or owners are unclear on the provisions of the guidance then advice from their local design support office should be sought.

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IMO SLF 53
Safety provisions applicable to tenders operating from passenger ships (agenda item 9)

Overview
Passenger ships sometimes cannot enter a port, either due to draught restrictions or because there are no facilities for them to berth. In such instances they either use their lifeboats as tenders to transfer passengers ashore or they use small craft only for this purpose. The IMO has developed guidelines for craft used as tenders. Where tenders are not certified as lifeboats, the SLF Sub-Committee agreed that they should meet the requirements of SOLAS 2009, including the requirement to fit double bottoms. Two means of propulsion will be required unless only a very limited operation is intended. The draft guidelines have been returned to the DE Sub-Committee for finalisation.

Background
There is concern that tenders transferring passengers from passenger ships to the shore, where suitable berths are not available, are not meeting any minimum safety standards. While some craft are certified as lifeboats, and thus have to meet the requirements for lifeboats contained in the LSA Code and SOLAS Chapter IV, others are not. DE 53 (February 2010) drafted some guidelines for passenger ship tenders. These draft guidelines are intended to provide minimum standards for tenders.

Discussion
There was extensive discussion about the matters which the SLF Sub-Committee had been asked to comment on, specifically which standards for freeboard and stability should be used, and where only a single means of propulsion is provided what restrictions should be placed on the craft.

Of particular concern was the possible lack of intact stability requirements in SOLAS, but it was clarified that compliance with the 2008 IS Code was required for all passenger ships regardless of size.

The SLF Sub-Committee agreed that where a tender was not certified as a lifeboat then compliance with SOLAS Chapter II-1, Parts B-1 to B-4 as a passenger ship will be required.

It was agreed that craft should be provided with at least two independent means of propulsion and steering systems. Where only a single means of propulsion is provided then a craft will not be permitted to be used as a tender unless various factors are taken into consideration, including:

- the tender has a beam of less than 3.5 metres;
- the number of passengers on board is less than 40;
- tender having a bow thruster; and
- there is only a limited distance between the mother ship and the embarkation point ashore.

Regarding the last point there was much discussion about the distance from shore which should be permitted (1, 2 or 2.5 nautical miles) and whether any limit should be able to be extended by the associated port state / coastal state (where a port was not present). The various options would be put in square brackets and the document returned to the DE Sub-Committee for their final decision.
Advice for owners / operators

Owners / operators are advised to review SOLAS II-1 Parts B-1 to B-4 to see what modifications, if any, are required for tenders which are not certified as a lifeboat.

Advice for builders

Builders / designers of tenders are advised to review SOLAS II-1 Parts B-1 to B-4 to see what modifications, if any, to their design are required for tenders which are not certified as a lifeboat.

Advice for Flag Administrations / Recognized Organizations

Flag Administrations and Recognized Organizations should ensure that they have procedures in place to assess tenders in accordance with the guidelines.

Applicability

The guidance is applicable to ship-carried tenders used for transferring more than 12 passengers from a stationary passenger ship to shore and back. They do not apply to rigid hull inflatable boats.

It should be noted that the DE Sub-Committee will further review the draft guidance at its next session (DE 55 21st to 25th March 2011) before submitting a final draft text to MSC.

What is LR doing?

LR welcomes the proposed guidelines which should improve the safety of passengers when they are being transferred from ship to shore and back. LR already issues a lifeboat / tender Safety Equipment Certificate together with a letter to the master when lifeboats are to be used as tenders. The certificate records the additional equipment which should be fitted prior to the lifeboat operating in tender mode and gives the operational limits which are dictated by the equipment provided.

LR practice will be reviewed in light of the proposed guidelines and further advice will be issued in due course as necessary.

Return to overall summary at start of document
Overview

The IMO decided to undertake a review of damage stability regulations for ro-ro passenger ships to assess whether the probabilistic damage stability requirements now contained in SOLAS chapter II-1 provide the same safety level as the older deterministic SOLAS requirements and the Stockholm Agreement. So far no definite proposals have been developed as there are a number of different research projects currently underway which have yet to report.

Background

The SLF Sub-Committee was asked to investigate whether the safety level obtained by the old SOLAS deterministic damage stability when used in conjunction with the Stockholm agreement (water on deck) was achieved under the newer probabilistic requirements. There is some concern that the probabilistic requirements can mean that ships can sink following a damage but because the overall safety level is achieved this is ignored. During the investigations into the issue a further potential problem was identified in particular with ro-ro passenger ships with long lower holds where rapid capsize could take place. A number of research projects have been set up to investigate fully.

Discussion

The ongoing research in this area is not due to report until later this year. In view of the importance of the research and its potential impact on the deliberations in SLF it was agreed that an extension to the target completion date for this item to 2013 would be sought from MSC.

Concerns were raised over the length of time which is being taken to come to a conclusion on this subject. There was also some discussion about the date by which results from the research could be expected and the time for these to be acted upon by the IMO. Amendments to SOLAS, if required, are approved at one session of MSC and then adopted for entry into force 18 months after the following session of MSC. It will, therefore, be at least 2015 before any possible amendments to SOLAS which are required as a result of the research can come into force.

It was agreed that the subdivision and damage stability Correspondence Group should discuss this matter as part of their work.

The SLF Sub-Committee agreed that the safety standard previously obtained could be increased and that the current item needed to have an expanded scope to cover other issues which have been identified. An appropriate justification was prepared and will be submitted to MSC 89.

Advice for all clients

This is very much a work in progress. Those with an interest should follow the developments either by participating in the Correspondence Group or by monitoring the published documents on the internet.

Applicability

These developments are related to passenger ships and ro-ro passenger ships. Full details of the applicability will be finalised when the work is complete.
What is LR doing?

LR will continue to follow the discussion in the subdivision and damage stability Correspondence Group and at SLF and will make contributions to the research. LR is participating in the EU GOAL-DS projects on damage stability for passenger vessels.

Return to overall summary at start of document
Overview

The IMO has been investigating ways of improving the safety of fishing vessels over 24 metres in length by reviewing the Torremolinos Convention and Protocol and seeing how it can be brought into force. Currently the entry into force criteria have not been met. Proposals for an agreement and an assembly resolution have been drafted and will be submitted to MSC 89. The SLF Sub-Committee expressed the view that the preferred option would be to have an agreement. A number of proposals for changes to the entry into force criteria were proposed and MSC 89 will be asked to decide on which is preferred. The SLF Sub-Committee agreed that a reduction in the number of fishing vessels in the entry into force criteria was needed, but was unable to decide on a number.

Background

The SLF Sub-Committee is split on the issue of fishing vessels. One part has shorter broader ships, the other has longer thinner ships. Those with longer thinner fishing vessels find some of the requirements of the Torremolinos Convention difficult to accommodate due a reduced deck area. There have been many lengthy discussions and equivalents have been suggested.

There are two ways to enable amendments to the Protocol to enter into force. Either an agreement, which would be signed by existing parties to Torremolinos as well as those who currently are reluctant to sign, can be ratified which would bring the changes into effect as soon as the revised entry into force criteria are met, or an Assembly Resolution can be issued which brings the changes into effect when the existing criteria are met.

An intersessional Working Group was established to discuss the options. It also considered what amendments were thought to be necessary to the existing text which would encourage States to ratify the Protocol. This covered the following areas:

- length to gross tonnage equivalents
- exemptions;
- application;
- certification (harmonized system of survey and certification or a simplified 5 year system);
- fire protection;
- life saving appliances;
- radiocommunications; and
- shipbourne navigational equipment and arrangements.

Draft amendments to the 1993 Torremolinos Protocol were prepared.
Discussion

There was much discussion about whether the current criteria for entry into force requiring a certain number of ships (14000) should be kept or removed. Opinions were completely divided on this matter. Some administrations are concerned about the administrative burden which would follow once Torremolinos is in force, particularly where there is a large fishing fleet. Five different combinations of numbers of flag states and numbers of ships will be put to MSC with a statement that the majority of SLF support the second option for 15 states and 3000 ships.

All administrations agreed that there should be no reduction in the level of safety introduced by the amendments.

Advice for owners / operators

The Protocol has requirements covering the following areas:

- construction, watertight integrity and equipment;
- stability and associated seaworthiness;
- machinery and electrical installations and periodically unattended machinery spaces;
- fire protection, detection, extinction and fire fighting;
- protection of crew;
- life saving appliances and arrangements;
- emergency procedures, musters and drills;
- radiocommunications; and
- shipbourne navigational equipment and arrangements.

When it enters into force these safety items will need to be provided on board fishing vessels. Some of the requirements are applicable to existing fishing vessels as well as to new construction.

It should be noted that some Flag Administrations have already enacted the Torremolinos Convention and Protocol, fishing vessels flagged with these administrations will find that nothing will change following these amendments.

Advice for builders

Builders / designers of fishing vessels will need to ensure that the regulations are complied with. This may require additional or different safety equipment to be provided.

Advice for Flag Administrations / Recognized Organizations

Flag Administrations and Recognized Organizations will have to survey new and existing fishing vessels to the extent required and issue appropriate certification.

Applicability

The Torremolinos Convention and Protocol is, in general, applicable to fishing vessels of 24 metres in length and over. The regulations contained in these chapters have length limits or have different requirements depending on the length of the ship:

- machinery and electrical installations and periodically unattended machinery spaces applies when \( L \geq 45 \text{m} \);
- fire protection, detection, extinction and fire fighting has different requirements for \( 45 \text{m} \leq L \leq 60 \text{ m} \) and \( L \geq 60 \text{m} \);
- life saving appliances and arrangements applies when \( L \geq 45 \text{m} \) only;
- emergency procedures, musters and drills (some requirements only apply when \( L \geq 45 \text{m} \)).
• radiocommunications applies when \( L \geq 45 \text{m} \); and
• shipbourne navigational equipment and arrangements (different requirements for lengths of \( 24 \text{m} \leq L < 45 \text{m}, 45 \text{m} \leq L < 75 \text{m} \) and \( L \geq 75 \text{m} \)).

Although the majority of the requirements are applicable only to new ships, the following are also applicable to existing ships:

• life saving appliances and arrangements - only regulation 13 ‘Radio life-saving appliances’ and regulation 14 ‘Radar transponders’;
• emergency procedures, musters and drills;
• radiocommunications; and
• shipbourne navigational equipment and arrangements.

What is LR doing?
LR will assist builders, Flag Administrations and owners with the requirements where requested and authorised to do so.

Return to overall summary at start of document
IMO SLF 53
Amendments to SOLAS chapter II-1 subdivision standards for cargo ships (agenda item 12)

Overview
Concern has been raised at IMO that the current exemptions from complying with the probabilistic damage stability contained in SOLAS chapter II-1, given to vessels complying with deterministic damage stability contained in other IMO instruments (see footnote to SOLAS II-1/4), are no longer valid. It was agreed that further investigations on the effect of changing the damage stability requirements for offshore vessels was needed.

Background
Following concern that the current exemptions from complying with the probabilistic damage stability contained in SOLAS chapter II-1, given to vessels complying with deterministic damage stability contained in other IMO instruments (see footnote to SOLAS II-1/4), are no longer valid, the Correspondence Group established at SLF 52 (January 2010) considered the matter further. It developed four different possible amendments to the title of the current footnote and considered in particular the issue of the standards which apply to offshore support vessels.

Results of research into the safety standards of OSVs under A.469(XII) / MSC.235(82) and under probabilistic damage stability are still awaited. One document (SLF 53/INF.7) had been submitted which concluded that the safety level achieved by MSC 235(82) is comparable to that achieved by SOLAS probabilistic damage stability.

Discussion
The SLF Sub-Committee asked the Working Group on subdivision and damage stability to investigate the matter in detail.

It was noted that footnotes to SOLAS do not form part of the authentic text and concerns about this would be raised at MSC. Despite this fact the SLF Sub-Committee agreed that the current footnote to SOLAS II-1/4.1 was required for uniform implementation of the requirements.

It was also noted that the current footnote to SOLAS II-1/4.1 refers to resolution A.469(XII) which has been superseded by resolution MSC.235(82) and that the footnote therefore needed to be updated to reflect this.

It could not be agreed that MODU Code compliant vessels could be exempted from the damage stability requirements of SOLAS Part B-1.

Given the different arrangements of offshore supply vessels, the SLF Sub-Committee agreed that further comparisons of different OSVs safety levels under MSC.235(82) and SOLAS were needed. It was agreed to delay the completion date of this item to 2012, subject to MSC approval.

Advice for owners / operators and builders
If it is decided to delete the footnote .4 regarding the applicability of the damage stability requirements in Resolution MSC.235(82) (OSV Code) it is very important that clear guidelines on how to apply damage stability requirements for offshore vessels is developed. In this connection, please note that the damage requirements in the OSV Code forms a lower limit for damages (“minor damage” requirement) where as SOLAS 2009 does not include such a requirement. As offshore vessels, due to their typical service, are vulnerable to smaller damages it is important that this requirement is kept even if SOLAS 2009 damage stability requirements will be applicable to these vessels.
Clients with interests in these vessel types are encouraged to support investigations into the damage stability assessment of them.

**Advice for Flag Administrations / Recognized Organizations**

Flag Administrations and Recognized Organizations are encouraged to fund research into the relative safety levels produced by SOLAS 2009 and MSC.235(82) and report findings to SLF 54 (January 2012), noting that submissions of papers of more than 6 pages are required 13 weeks before the meeting starts.

**Applicability**

Modifications to the footnote to SOLAS II-1/4.1 have not yet been determined. The application cannot be determined at this point.

**What is LR doing?**

LR will support investigations wherever it is practical to do so.

*Return to overall summary at start of document*
Overview
Currently the traffic corridor off Cape Agulhas is quite narrow. With increased piracy activity to the East of the African Continent there has been a marked increase in shipping using this route. The Southern limit of the load line Summer zone has been moved by 50 miles in order to improve the safety of tankers transiting this area. The necessary amendments have been prepared for approval by MSC 89, adoption is expected at MSC 90, and the change is expected to enter into force on 1 January 2014.

Background
The proposals by South Africa to move the Southern limit of the Summer zone by approximately 50 miles have been discussed by the NAV Sub-Committee where they were agreed.

Discussion
The load line seasonal zones are based on typical weather conditions. Wind and wave data for two areas currently in the Summer zone and two in the proposed new Southern limit had been submitted.

The IMO secretariat prepared the necessary amendments for the load line convention which were agreed. This will be prepared for submission to MSC and Assembly.

Advice for owners / operators
Owners / operators should make sure that their crews are aware of the new limits once they come into effect. The changes will mean that there is more sea room when transiting Cape Agulhas which should reduce the likelihood of collisions. This does not remove the need to ensure that an adequate watch is maintained at all times.

Advice for Flag Administrations / Recognized Organizations
Flag Administrations and Recognized Organizations should be aware of the change.

Applicability
The new seasonal zone will apply to all ships permitted to trade in the area.

What is LR doing?
LR will advise its surveyors of the change.

Return to overall summary at start of document
IMO SLF 53
Revision of SOLAS chapter II-1 subdivision and damage stability regulations (agenda item 14)

Overview
During finalisation of the amendments to SOLAS chapter II-1 (as given in Resolution MSC.216(82)) areas for further improvement were identified. Investigation work on these topics is progressing and may lead to further changes to the Convention. The changes which the Correspondence Group had agreed were approved in principle by SLF. Further work on the matters will be done intersessionally by a Correspondence Group.

Background
Since SLF 52 (January 2010) a Correspondence Group has been examining the areas of SOLAS Chapter II-1, and the explanatory notes (resolution MSC.281(85)), which have been identified as requiring review and possible amendment.

Proposed amendments which have been agreed by the Correspondence Group are given in paragraph 12 of document SLF 53/14. These cover the following areas:

- exclusion of ballast water exchange procedures from the light draught;
- the footnote to SOLAS II-1/4.1 to be updated to reflect the fact that resolution A.534(13) has been updated by resolution MSC.266(84);
- OBO ships are no longer included so the explanatory notes need to be updated;
- formulae for $K$ in the published version and errata are not correct (MSC.216(82) is correct);
- the footnote to SOLAS II-1/7-2.5 which references resolution A.266(VIII) should be changed to resolution MSC.245(83);
- the use of $L_s$ or $L$ in regulation 8;
- unusual double bottom arrangements;
- references to steerage passengers are no longer relevant;
- application of regulation 20 to be to all ships (not just passenger ships); and
- clarification that regulation 22 is applicable to both passenger and cargo ships.

A Working Group was established to discuss remaining matters of concern.

Discussion
The proposed amendments which had been agreed by the Correspondence Group were agreed in principle by the SLF Subcommittee.

It was decided that parts B-2, B-3 and B-4 of SOLAS II-1 are applicable to all cargo ships and passenger ships to which SOLAS applies. The Working Group prepared revised text for SOLAS II-1/4.1 to make this clear.

The main issue with doing this is with the applicability of the double bottom requirements to cargo vessels with a load line length less than 80 m. It was noted by the Working Group that regulation 9.8 (double bottom damages) might be difficult to apply to smaller ships and that this matter should be further addressed in the subdivision and damage stability
Correspondence Group. It was further agreed to amend Reg. 9.3 to limit the 500 mm clearance restriction to small double bottom wells and to delete the text regarding the wells extending to the bottom plating.

Further, the Working Group generally agreed that the load line length \( L \) should be used in all regulations in SOLAS Ch. II-1 apart from the regulations directly related to the probabilistic damage stability requirements (regulation 7).

The Working Group had extensive discussions on the following topics which were referred to the Correspondence Group for further discussion and possible resolution:

- minimum required GM at draughts below the light service draft;
- whether to apply an \( s=1 \) requirement for damages forward of the collision bulkhead for smaller cargo vessels with length less than 80 m; and
- the reference to screw down valves in SOLAS II-1/12.5.1, or whether butterfly valves would be accepted as an alternative.

The Working Group continued revising the SOLAS Ch. II-1, Part B-1 and B-2 as well as the explanatory notes after their report had been discussed in plenary. The work done will be reflected in the 2nd report from the Working Group Chairman which will be issued under the SLF 54 agenda.

A Correspondence Group was established to further progress the work before the next session of SLF (January 2012).

**Advice for owners / operators and builders**

There will be extensive discussion on many matters in the Correspondence Group. All clients are encouraged to maintain contact with their Flag Administration to keep abreast of developments with the review of SOLAS chapter II-1.

The requirement to fit a double bottom to all ships which have to comply with SOLAS, including cargo ships less than 80 metres in length, may cause design changes in shorter vessels.

**Advice for Flag Administrations / Recognized Organizations**

The discussion has the potential to impact designs significantly and it is recommended that the developments are closely monitored.

**Applicability**

When agreed the amendments to SOLAS will apply to all ships which have to comply with SOLAS. No changes have been agreed yet so no date of application has been decided.

**What is LR doing?**

LR will be participating in the subdivision and damage stability (SDS) Correspondence Group.

[Return to overall summary at start of document]
Lloyd's Register briefing

IMO SLF 53
Any other business (agenda item 18)

Overview

“Guidance for watertight doors on passenger ships which may be opened during navigation”, circular MSC.1/Circ.1380, was approved by MSC in December 2010. The SLF Sub-Committee was asked to further investigate the floatability requirements contained in the guidance with a view to developing amendments to SOLAS chapter II-1 as necessary. The SLF Sub-Committee agreed that this was a very important topic which needed its own agenda item and a justification for this would need to be prepared.

Background

The issue of leaving watertight doors open is of particular concern to passenger ships. Although guidance has been agreed to give a consistent basis for accepting watertight doors may be left open, some delegations do not agree with the circular. The SLF Sub-Committee has been asked to consider whether the floatability requirements in the circular can be fitted into the probabilistic framework in SOLAS chapter II-1. This would, in effect, make the guidance mandatory.

It should be noted that part of the guidance requests that a risk assessment is made and submitted. No advice on what this risk assessment should contain has been published.

Discussion

Some delegations again expressed their dissatisfaction with the concept of leaving watertight doors open in areas which had been identified as being hazardous in navigation. Others supported the guidance which had been developed and encouraged the implementation of the floatability assessment into the mandatory requirements.

Due to time constraints the matter was not discussed in the SDS Working Group.

Advice for owners / operators

Where there is no option but to request that watertight doors are left open then permission to do so must be obtained from the relevant Flag Administration. It is recommended that the guidance contained in circular MSC.1/Circ.1380 is used as the basis for any such request.

Advice for builders

Builders / designers should have early discussions with owners on what access will be needed to which areas such that the watertight subdivision can be arranged without the need for leaving watertight doors open. Where it is really unavoidable to have watertight doors left open then the guidance developed by the IMO (circular MSC.1/Circ.1380) should be followed and discussions with the relevant Flag Administration should be started at the earliest opportunity.

Advice for Flag Administrations / Recognized Organizations

Flag Administrations should ensure that they have a procedure for the assessment of any submitted requests for leaving watertight doors open. This should include the basis of acceptance of the risk assessment and should be clearly disseminated to the maritime community.
Where Recognized Organizations are authorised to carry out these assessments on behalf of Flag Administrations, they should be clear about the flag requirements on what is acceptable and what is not.

**Applicability**

The guidance is currently non-mandatory. It is applicable to passenger ships only.

**What is LR doing?**

LR will be participating in the SDS Correspondence Group discussions. We are currently developing some guidance on the risk assessment which is required to be submitted to assist our clients.

[Return to overall summary at start of document](#)
IMO SLF 53
Summary of the discussions (list of finalized instruments)

Overview
The documents listed have been drafted for submission to MSC for approval. The list includes any amendments to SOLAS, Load Line or other IMO Conventions; draft circulars, guidelines and guidance; and justifications for new work items or changes to existing work items.

Where an amendment to the SOLAS or LL 1988 Protocols are required there is a two stage approach before the entry into force. The amendment is approved at one session of MSC and then the following session of MSC will formally adopt the amendment and it will enter into force 18 months later.

Although amendments to the 1988 Protocol to the LL Convention can be accepted tacitly, amendments to the base LL Convention cannot be made by the tacit acceptance route and have to be made by Assembly resolution.

Draft amendments to SOLAS Convention

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<td>II-1/8-1</td>
<td>“System capabilities and operational information after a flooding casualty on passenger ships” Operational information after a flooding casualty</td>
<td>MSC 89</td>
<td>MSC 90</td>
<td>1 January 2014</td>
<td>Agenda item 7</td>
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Draft amendments to Load Line Convention & 1988 Protocol

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<td>47</td>
<td>Southern Winter Seasonal Zone</td>
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<td>Assembly 27 (1966 ILLC) MSC 90 (1988 Protocol)</td>
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Draft agreement on the Implementation of the 1993 Torremolinos Protocol

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<td>Agreement relating to the implementation of the 1993 Protocol relating to the 1977 Torremolinos Convention on the safety of fishing vessels</td>
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Draft Assembly resolution

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Draft circulars (guidelines, guidance etc.)

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Justifications for work items

Ensure the integrity and uniform implementation of the existing gross and net tonnage parameters (agenda item 5).

Expansion of ro-ro passenger ship issues (agenda item 10).