

SUB-COMMITTEE ON SHIP DESIGN AND  
CONSTRUCTION  
6th session  
Agenda item 9

SDC 6/9  
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**UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND  
ENVIRONMENT-RELATED CONVENTIONS**

**Draft amendments to the unified interpretation of paragraph 3.4.2 of part B  
of the 2008 IS Code (MSC.1/Circ.1537)**

**Submitted by the International Association of Classification Societies (IACS)**

**SUMMARY**

*Executive summary:* This document proposes the draft amendments to the unified interpretation of paragraph 3.4.2 of part B of the 2008 IS Code, as set out in the *Unified interpretations of the 2008 IS Code* (MSC.1/Circ.1537), to facilitate consistency in its application

*Strategic direction, if applicable:* 6

*Output:* 6.1

*Action to be taken:* Paragraph 5

*Related documents:* SDC 3/14/2 and SDC 3/21, paragraphs 14.12 and 14.13

**Background**

1 The Sub-Committee on Ship Design and Construction, at its third session, having considered document SDC 3/14/2 (IACS) regarding the application of damage stability verification for tankers, agreed to the draft unified interpretations of the 2008 IS Code and the draft associated MSC circular, for submission to MSC 96 for approval. In this context, the Sub-Committee agreed that this was a short-term solution and that this matter called for consideration of a long-term solution. MSC 96 subsequently approved the *Unified interpretations of the 2008 IS Code* (MSC.1/Circ.1537), including the following unified interpretation of paragraph 3.4.2 of part B of the 2008 IS Code:

"For tankers assigned with a tropical load line, the ship should be assumed to be loaded to its tropical load line."

## Discussion

2 Based on the practical experience gained by IACS members in witnessing the application of the unified interpretation of paragraph 3.4.2 of part B of the 2008 IS Code, IACS has noted some inconsistency in the understanding of how the aforementioned unified interpretation should be followed by flag Administrations.

3 Having discussed the issue, IACS members concluded that the following clarifications would assist in achieving consistency in application of the unified interpretation of paragraph 3.4.2 of part B of the 2008 IS Code:

- .1 the loading conditions should be with cargo homogeneously distributed throughout all cargo tanks;
- .2 a departure loading condition at the tropical load line and the corresponding arrival loading condition should be considered; and
- .3 sea water density of 1.025 t/m<sup>3</sup> should be assumed.

## Proposal

4 IACS suggests that, as a short term measure, paragraph 3 of the *Unified interpretations of the 2008 IS Code* (MSC.1/Circ.1537) should be amended as proposed in the annex.

## Action requested of the Sub-Committee

5 The Sub-Committee is invited to note the discussion in paragraphs 3 and 4 above, consider the draft amendments to paragraph 3 of the *Unified interpretations of the 2008 IS Code* (MSC.1/Circ.1537), as proposed in the annex, and take action, as appropriate.

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## ANNEX

### DRAFT AMENDMENTS TO THE UNIFIED INTERPRETATIONS OF THE 2008 IS CODE (MSC.1/CIRC.1537)<sup>1</sup>

#### Introduction

#### 2.23 *Definition of the term "lightship"*

1 The weight of mediums on board for the fixed firefighting systems (e.g. freshwater, CO<sub>2</sub>, dry chemical powder, foam concentrate, etc.) should be included in the lightweight and lightship condition.

#### Part A – Mandatory criteria

#### 2.3 *Severe wind and rolling criterion (weather criterion)*

2 In applying  $\Phi_r$ , openings which cannot be or are incapable of being closed weathertight include ventilators (complying with regulation 19(4) of the International Convention on Load Lines, 1966) that for operational reasons have to remain open to supply air to the engine room or emergency generator room (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship.

#### Part B – Recommendations for certain types of ships and additional guidelines

#### 3.4.2 *Assumptions for calculating loading conditions*

3 For tankers assigned with a tropical load line, the ship should be assumed to be loaded to its tropical load line in accordance with the following:

- .1 a fully loaded departure condition at the tropical load line and the corresponding arrival loading condition are considered;
- .2 the cargo is homogeneously distributed throughout all cargo tanks; and
- .3 sea water density is 1.025 t/m<sup>3</sup>.

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<sup>1</sup> Tracked changes are created using "strikeout" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.