

Lloyd's Register Rulefinder 2016 - Version 9.25

Statutory Documents - IMO Publications and Documents - Circulars - Maritime Safety Committee -

MSC/Circular.688 – International Convention for the Safety of Life at Sea, 1974 as amended - Interpretations of SOLAS regulation II-1/8.7.2 for the purpose of implementation of resolution MSC.26(60) – (Adopted on 31 May 1995)

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[The Maritime Safety Committee](#)

[Annex - Interpretations of SOLAS Regulation II-1/8.7.2 for the Purpose of Implementation of Resolution MSC.26\(60\)](#)

Parent topic: [Maritime Safety Committee](#)

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MSC/Circular.688 – International Convention for the Safety of Life at Sea, 1974 as amended - Interpretations of SOLAS regulation II-1/8.7.2 for the purpose of implementation of resolution MSC.26(60) – (Adopted on 31 May 1995) - The Maritime Safety Committee

The Maritime Safety Committee

1 The Maritime Safety Committee, at its sixtieth session (6 to 10 April 1992), adopted, by resolution MSC.26(60), an amendment to [chapter II-1](#) of the 1974 SOLAS Convention introducing retroactive regulations in respect of residual stability standards for existing ro-ro passenger ships.

2 In this context, SOLAS regulation [II-1/8.7.2](#), as amended, requires existing ro-ro passenger ships to have on board curves indicating the maximum permissible height of the ship's centre of gravity above the keel (KG), or alternatively the minimum permissible metacentric height (GM), for a range of draughts or displacements sufficient to cover all service conditions including the influence of various trims taking into account the operational limits. However, in resolution MSC.26(60), there is no reference to this requirement, a fact that may give rise to different interpretations.

3 Recognising the need for consistent guidance, the Maritime Safety Committee, at its sixty-fifth session (9 to 17 May 1995), approved interpretations of the provisions of SOLAS regulation [II-1/8.7.2](#) to provide a unified guidance to the implementation of resolution MSC.26(60), developed by the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF) as set out in the annex.

4 Member Governments are invited to use these interpretations when applying amendments to the 1974 SOLAS Convention concerning existing ro-ro passenger ships, adopted by resolution MSC.26(60).

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Annex - Interpretations of SOLAS Regulation II-1/8.7.2 for the Purpose of Implementation of Resolution MSC.26(60)

Information on current practice, and a proposal on how to correct the original GM_{min} curve for use on board every ro-ro passenger ship covered by SOLAS regulation [II-1/8.9](#) adopted by resolution MSC.26(60), during the transitional period for all ships, and thereafter having $A/A_{\max} \geq 0.95$ is provided hereunder.

1 Where the GM_{min} value for A/A_{\max} is greater than that in the original GM_{min} limit curve according to the 1974 SOLAS Convention, the limit curve should be adjusted by linear interpolation between the GM_{min} value for A/A_{\max} at the maximum draught, and the value in the original SOLAS 74 limit curve at the draught given by the following formula:

$$d_{LS} + 0.8(d_s - d_{LS})$$

where:

d_{LS} = is the lightship draught; and

d_s = is the maximum subdivision draught.

2 Direct calculations can also be used as an alternative to 1 above, according to the following

guidelines:

.1 An additional curve (GM as a function of draught) could be assessed for constant A/A_{\max} over the range of draughts.

The value of A/A_{\max} may be taken as the lower limit of the range of A/A_{\max} defined in SOLAS regulation [II-1/8.9](#) (for instance, for an original $A/A_{\max} = 0.87$, a value of 0.85 may be taken).

.2 The new GMmin limit curve should be the greater of either the original SOLAS 74 curve or the additional curve as specified in .1 above.

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