

A brief on The IMO Maritime Safety Committee (MSC), 104th session from October 4 to 8, 2021.

Relevant for ship owners, managers & ship builders

TI - 21- 07

Nov. 2021

The 104th session of the Maritime Safety Committee, was held remotely from 04 to 08 October 2021. The summary of the adoption of the IMO mandatory instrument sorted in this technical information.

A. Amendment to the international convention on load lines (ICLL) (Res.MSC.491(104))

A.1. Minor amendments on the ICLL adopted and two regulations 22 & 27 revised as mentioned below.

Annex B/Annex I/Chapter II
Regulation 22 (Scuppers, inlets and discharges)
Reg. 22(1)(g) is replaced with the following:

"(g) Table 22.1 provides the acceptable arrangements of scuppers, ~~inlets~~ and discharges."

The "inlets" phrase deleted from the Reg.22. (g)

A.2. Annex B/Annex I/Chapter III
Regulation 27 (Types of ships)
Regulation 27(13) (a) is replaced with the following:
"(13) The condition of equilibrium after flooding shall be regarded as satisfactory provided:

(a)The final waterline after flooding, taking into account sinkage, heel and trim, is below the lower edge of any opening through which progressive down flooding may take place. Such openings shall include air pipes,

ventilators (even if they comply with regulation 19(4)) and openings which are closed by means of weather tight doors (even if they comply with regulation 12) or hatch covers (even if they comply with regulation 16(1) through (5)), and may exclude those openings closed by means of manhole covers and flush scuttles (which comply with regulation 18), cargo hatch covers of the type described in regulation 27(2), remotely operated sliding watertight doors, [hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea](#), and side scuttles of the non-opening type (which comply with regulation 23). In the case of doors separating a main machinery space from a steering gear compartment, watertight doors may be of a hinged, quick-acting type kept closed at sea whilst not in use, provided also that the lower sill of such doors is above the summer load waterline."

Entry into force date:

This amendment will be mandatory to all ships (new & existing ships) on 01 Jan. 2024.

As distinguished with blue underlined sentences, the new terms have been added to the Reg. 27 to unify the ICLL with the SOLAS and MSC.1/Circ. 1572/ Rev.1, as amended.

Refer to the marked terms, in calculation of damage stability, where watertight doors (as aforesaid above) installed, the aforementioned compartment must be considered as watertight compartment and may be excluded from final waterline level after flooding requirement as described in the Reg. 27.13(a).

Besides, the type and the frequency¹ of usage of the watertight doors harmonized with other conventions. (See footnote)

B. Amendment to the international code for the construction and equipment of ships carrying liquefied gases in bulk (IGC Code):

Entry into force date:

This amendment will be mandatory to all ships (new & existing ships) on 01 Jan. 2024.

IGC Code / Chapter 2 / Par. 2.7.1 was replaced with the following:

the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or down flooding may take place. Such openings shall include air pipes and openings that are closed by means of weather tight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers that maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with

open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and side scuttles of the non-opening type;

C. Sub-committees (Agenda 12, NCSR)

C.1. The Japanese Quasi-Zenith Satellite System (QZSS) has been recognized as a component of the world wide maritime radio navigation system.

C.2. Draft amendments

Draft amendment of SOLAS 1974 prepared and will be entered into force on 01 Jan 2024 after adoption in MSC 105th session (Apr. 2022)

- This amendment is related to GMDSS modernization to improve based on the new GMDSS communication systems.
- Amendments of performance standards for S-VDR (Res.MSC.493(104)) and VDR (Res.MSC.494(104))
- The float-free type protective capsule for S-VDR and VDR installed on or after 1 July 2022 should be constructed as per the latest performance standards (Res.MSC.471(101)) for float free EPIRB.
- Amendments of guidelines for shore-based maintenance (MSC.1/Circ.1039/Rev.1) and annual testing (MSC.1/Circ.1040/Rev.2) of EPIRB
- EPIRB with the additional functions, such as AIS transmitter, GNSS receiver, etc., installed on or after 1 July 2022 should be maintained and tested as per the circulars approved at this session, unless otherwise specified by the flag Administration.

¹ Types of watertight doors (Remotely operated sliding door, sliding door, hinged door), Frequency of use while at sea (Used, normally closed, permanently closed)