

# Stability Computer for Passenger Ships

## Amended Rules and Guidance

Rules for the Survey and Construction of Passenger Ships

Guidance for the Survey and Construction of Passenger Ships

## Reason for Amendment

The IMO has been conducting discussions on ways to increase the safety of passenger ships for quite some time.

At the 82<sup>nd</sup> Session of the IMO Maritime Safety Committee (MSC 82) held in 2006, new regulations were adopted as SOLAS II-1/Reg.8-1 (requirements related to the safe return to port when a ship is subject to flooding of any single watertight compartment) at the 82<sup>nd</sup> Session of the IMO Maritime Safety Committee (MSC 82) held in 2006.

The IMO continues discussions on ship stability and at the 90<sup>th</sup> Session of the IMO Maritime Committee (MSC 90) held in May 2012, IMO adopted resolution MSC.325(90) which requires that either onboard stability computers or shore-based support to be provided for the purpose of providing operational information to the Master for safe return to port after a flooding casualty.

Accordingly, relevant requirements have been amended so as to follow IMO Res. MSC.325(90).

## Outline of Amendment

- (1) Specified that it is to be confirmed at the completion of classification surveys during construction that the relevant operation manuals for the onboard stability computers when these are provided are on board.
- (2) Specified that ships whose length  $L_f$  is 120 *m* or more or having three or more main vertical zones are required to be provided with onboard stability computers or with shore-based support which has capable of rapidly carrying out stability calculations after a flooding casualty in consideration of current loading conditions.