



Technical Information

No. : 015 - 2014

8 April 2014

Kepada : Semua pengguna jasa BKI

Perihal : Amandemen untuk Protocol 1988 yang berkaitan dengan International Convention on Load Lines, 1966, sebagaimana yang telah diamandemen.

Ringkasan

Tujuan dari Technical Information ini adalah untuk menginformasikan kepada semua pengguna jasa BKI mengenai Amandemen untuk Protocol 1988 yang berkaitan dengan International Convention on Load Lines, 1966, sebagaimana yang telah diamandemen, Annex I, Chapter III (Freeboards), Regulations (27/11) and 27/(13), mengenai kondisi pemuatan awal sebelum terjadi kebocoran dan kondisi ekuilibrium.

Informasi

1. Maritime Safety Committee (MSC) pada sesi sidang ke-91 di bulan Nopember 2012 telah mengadopsi Amandemen untuk Protocol 1988 yang berkaitan dengan International Convention on Load Lines, 1966, sebagaimana yang telah diamandemen,, melalui resolusi MSC.345 (91). Amandemen tersebut akan secara efektif diberlakukan pada tanggal 1 Juli 2014.
2. Amandemen untuk Protocol 1988 yang berkaitan dengan International Convention on Load Lines, 1966, sebagaimana yang telah diamandemen, Annex I, Chapter III (Freeboards), Regulations (27/11) and 27/(13), mengenai kondisi pemuatan awal sebelum terjadi kebocoran dan kondisi ekuilibrium, memberikan penjelasan mengenai:
 - a. Pengisian tangki ballas
 - b. Perhitungan Damage Stability tidak dipersyaratkan untuk kondisi pemuatan servis.
 - c. Dua metode untuk memperhitungkan Free Surface Effect secara detail, yaitu:
 - metode Virtual Correction
 - metode dengan menggunakan Actual Free Surface Moments.

Amandemen tersebut berlaku untuk kapal-kapal yang harus memenuhi persyaratan Damage Stability dari Load Line Convention, misalnya kapal-kapal yang mendapatkan penurunan lambung timbul

3. Detail dari Amandemen untuk Protocol 1988 yang berkaitan dengan International Convention on Load Lines, 1966, sebagaimana yang telah diamandemen, yang tercantum pada IMO resolution MSC.345(91) dapat dilihat pada lampiran di Technical Information ini

Informasi lebih lanjut

Pertanyaan sehubungan dengan Technical Information ini dapat ditujukan ke:

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Technical Information

No. : 015-2014

8 April 2014

To : All BKI Customers

Subject : Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as Amended

Summary

The objective of this Technical Information is to inform the BKI Customers of Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as Amended, Annex I, Chapter III (Freeboards), Regulations (27/11) and 27/(13), regarding the initial condition of loading before flooding and the condition of equilibrium.

Information

1. The Maritime Safety Committee (MSC) at its 91st session in November 2012 adopted, by resolution MSC.345(91), the Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as Amended. The amendments will enter into force on 1 July 2014.
2. The Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as Amended, Annex I, Chapter III (Freeboards), Regulations (27/11) and 27/(13), regarding the initial condition of loading before flooding and the condition of equilibrium, stipulate the explanation on:
 - a. the filling of ballast tanks
 - b. damage stability calculations are not required to be carried out for service loading conditions.
 - c. Two methods for considering the free surface effect are given in detail:
 - a virtual correction method
 - a method for using actual free surface moments.

Those Amendments apply to ships which have to comply with the damage stability requirements of the Load Line Convention, e.g., those assigned to reduced freeboards.

3. The details of Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as Amended annexed to IMO resolution MSC.345(91) are attached in the Annex of this Information.

More info

Inquiries concerning the subject of this Technical Information should be directed to:

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ANNEX 9

**RESOLUTION MSC.345(91)
(adopted on 30 November 2012)**

**ADOPTION OF AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO
THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VI of the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (hereinafter referred to as the "1988 Load Lines Protocol") concerning amendment procedures,

RECOGNIZING the need to improve clarity and standardize the application of damage stability requirements concerning initial conditions of loading and conditions of equilibrium for oil, chemical and gas tankers,

HAVING CONSIDERED, at its ninety-first session, amendments to the 1988 Load Lines Protocol proposed and circulated in accordance with paragraph 2(a) of article VI thereof,

1. ADOPTS, in accordance with paragraph 2(d) of article VI of the 1988 Load Lines Protocol, amendments to the 1988 Load Lines Protocol, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with paragraph 2(f)(ii)(bb) of article VI of the 1988 Load Lines Protocol, that the said amendments shall be deemed to have been accepted on 1 January 2014, unless, prior to that date, more than one third of the Parties to the 1988 Load Lines Protocol or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of all the merchant fleets of all Parties, have notified their objections to the amendments;
3. INVITES the Parties concerned to note that, in accordance with paragraph 2(g)(ii) of article VI of the 1988 Load Lines Protocol, the amendments shall enter into force on 1 July 2014 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with paragraph 2(e) of article VI of the 1988 Load Lines Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the 1988 Load Lines Protocol;
5. ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Parties to the 1988 Load Lines Protocol.

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ANNEX

**AMENDMENTS TO ANNEX B TO THE PROTOCOL OF 1988 RELATING TO THE
INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS AMENDED**

**ANNEX I
Regulations for determining load lines**

**Chapter III
Freeboards**

Regulation 27 – Types of ships

Regulation 27(11) – Initial condition of loading

- 1 The first sentence of paragraph (b)(iv) is replaced by the following:

"50 per cent of the ship's total capacity of tanks and spaces fitted to contain each type of consumables and stores is allowed for."
- 2 After the existing paragraph (b)(iv), a new paragraph (b)(v) is inserted as follows:

"(v) Ballast water tanks shall normally be considered to be empty and no free surface correction shall be made for them."

and the existing paragraphs (b)(v) and (b)(vi) are renumbered as (b)(vi) and (b)(vii), accordingly.

- 3 The renumbered paragraph (b)(vi) is replaced by the following:

"(vi) Alternative treatment for free surface may be considered when developing the final condition for application of damage specified in regulation 27(12):
 - (aa) Method 1 (appropriate to virtual corrections). The virtual centre of gravity for the initial condition is determined as follows:
 - i. the loading condition shall be developed in accordance with paragraphs (i) to (iv);
 - ii. the correction for the free surfaces is added to the vertical centre of gravity;
 - iii. one virtual initial condition with all compartments empty is generated on summer load line draught with level trim, using the vertical centre of gravity from the above loading condition; and
 - iv. the damage cases will be checked for compliance with the damage stability criteria using the above initial condition.

- (bb) Method 2 (appropriate to the use of actual free surface moments according to the assumed tank fillings for damage case). The virtual centre of gravity for the initial condition is determined as follows:
- i. the loading condition shall be developed in accordance with paragraphs (i) to (iv);
 - ii. one virtual initial condition for each damage case with liquid-filled compartments may be generated on summer load line draught with level trim, using the initial virtual condition with filled compartments generated on summer load line draught with level trim. Using the vertical centre of gravity and free surface correction from the above loading condition separate calculations for each damage case are performed, only the liquid-filled compartments to be damaged are left empty before damage; and
 - iii. the damage cases will be checked for compliance with the damage stability criteria using above initial conditions (one initial condition for each damage case)."

Regulation 27(13) – Condition of equilibrium

4 A new paragraph (g) is added after the existing paragraph (f), as follows:

- "(g) Compliance with the residual stability criteria specified in paragraphs (a), (c), (d) and (e) above is not required to be demonstrated in service loading conditions using a stability instrument, stability software or other approved method."
