

- (d) That, in accordance with past decisions of this Assembly, States Members of the United Nations and its Specialized Agencies and the International Atomic Energy Agency or who are Parties to the Statute of the International Court of Justice, together with observers from such governmental and non-governmental organizations as are normally present at conferences convened by IMCO, should be invited to the Conference;
- (e) That the invitation should be issued by the Organization and should contain suitable reference to the hospitality offered by the Government of Belgium;
- (f) That the Secretary-General, after obtaining the advice of the Legal Committee and after consulting with the Government of Belgium, should plan the structure of the Conference, especially the number of Committees which will be working at any given time, so that appropriate recommendations may be made to the Conference at its opening;
- (g) That the Secretary-General should as soon as possible circulate to governments for their comments the draft Articles and Protocol on Public Law matters and at the appropriate time similarly circulate the draft Articles on Private Law matters;
- (h) That the two sets of draft Articles and the comments of governments thereon should together constitute the basic working documents for the Conference;

Records its gratitude to the Governments of Belgium, Greece, Ireland and the United Kingdom for their kind offers of hospitality.

28 November 1968
Agenda item 6

RESOLUTION A.172(ES.IV)

RECOMMENDATION FOR UNIFORM APPLICATION AND INTERPRETATION OF REGULATION 27 OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966

The Assembly,

Noting Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

Noting also Regulation 27 of the International Convention on Load Lines, 1966, concerning the subdivision and damage stability of cargo ships,

Desiring to ensure uniformity in the application and interpretation of that Regulation,

Having considered the Recommendation adopted by the Maritime Safety Committee at its eighteenth session,

Adopts the Recommendation for Uniform Application and Interpretation of Regulation 27 of the International Convention on Load Lines, 1966, the text of which is set out in the Annex to this Resolution,

Invites all governments concerned to take steps to give effect to the Recommendation as soon as possible.

ANNEX

RECOMMENDATION FOR UNIFORM APPLICATION AND
INTERPRETATION OF REGULATION 27 OF THE
INTERNATIONAL CONVENTION ON LOAD LINES, 1966

In order to ensure uniform application and interpretation of Regulation 27 of the International Convention on Load Lines, 1966, Administrations should be guided by the following recommendations:

1. The ship in the intact condition is assumed to have no trim.
2. In applying paragraphs (3), (7) and (9) of Regulation 27 when calculating subdivision, account should be taken of the following assumptions:
 - (a) The vertical extent of damage in all cases is assumed to be equal to the depth of the ship at the flooded compartment under consideration. The buoyancy of any superstructure or deckhouse directly above the flooded compartment is to be disregarded.
 - (b) The transverse extent of damage is equal to B/5, measured inboard from the side of the ship perpendicularly to the centre line at the level of the summer load waterline. If damage of a lesser extent results in a more severe condition such lesser extent should be assumed.
 - (c) No main transverse bulkhead is assumed damaged except where in Regulation 27(9) the flooding of any two adjacent fore and aft compartments is envisaged; in addition the damage may be located between two transverse bulkheads bounding side tanks.

If in a transverse bulkhead there are steps or recesses of not more than 3.05 m. in length located within the extent of transverse penetration of damage as defined in paragraph 2(b) above, such transverse bulkheads may be considered intact and the adjacent compartments may be floodable singly. If, however, within the extent of penetration of damage there is a step or recess of more than 3.05 m. in length in a transverse bulkhead, the two compartments adjacent to this bulkhead should be considered as flooded.
 - (d) If a double bottom or side tank is divided by a transverse bulkhead located more than 3.05 m. from a main transverse bulkhead, the adjacent double bottom or side tank should be considered as flooded. If this side tank has openings into the holds, such holds should also be considered as flooded. This provision is applicable even where such openings are fitted with closing appliances.
3. In applying paragraph (9) of Regulation 27, the calculations for the flooded condition should be based on the assumptions specified in paragraph 2 above. To be considered effective main transverse watertight bulkheads should be spaced at least $3.05 \text{ m.} + .03L$, or 10.65 m. whichever is the lesser.

Where transverse bulkheads are spaced a lesser distance, one or more of these bulkheads should be assumed as non-existent in order to achieve the minimum spacing between bulkheads.

4. In applying paragraphs (3), (7) and (9) of Regulation 27, the specified conditions after flooding, as determined by paragraphs 2 and 3 above, should be defined as follows:

- (a) The final waterline after flooding taking into account sinkage, heel and trim is to be below the lower edge of any opening through which progressive flooding may take place. Such openings should include air pipes and those which are closed by means of weathertight doors (even if they comply with Regulation 12) or covers (even if they comply with Regulation 16 or Regulation 19(4)), 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), watertight doors which are secured closed while at sea and so logged, remotely operated sliding watertight doors, and side scuttles of the non-opening type (which comply with Regulation 23).
- (b) If pipes, ducts or tunnels are situated within the assumed extent of penetration of damage as defined in paragraph 2(b) above, arrangements should be made so that flooding cannot thereby extend beyond the limits assumed for the calculations of the damaged conditions.
- (c) In applying sub-paragraph (3)(b) of Regulation 27, the angle of heel due to unsymmetrical flooding should not exceed 15° . Since sub-paragraph (3)(b) states that the maximum angle of heel is to be of the order of 15° , if no part of the deck is immersed, an angle of heel of up to 17° may be accepted.
- (d) When any part of the deck beyond the limits of flooding is immersed or in any case where the margin of stability in the flooded condition may be considered doubtful, the dynamic stability should be investigated.

The dynamic stability may be regarded as sufficient if the righting lever curve has a minimum range of 20° beyond the position of equilibrium in association with a righting lever of at least 0.1 metre.

- (e) After flooding, the metacentric height as calculated by the constant displacement method should be at least 50 mm. in the upright condition.

5. The height of the centre of gravity above base line is assessed allowing for homogeneous loading of all spaces designed to contain cargo and 50 per cent of the individual total capacity of all tanks and spaces fitted to contain consumable fluids and ship's stores.

In calculating the height of the centre of gravity account should be taken of corrections for free surfaces of liquids. In calculating these corrections it should be assumed that, for each type of liquid, at least one transverse pair or a single centre line tank has a free surface and the tank or combination of tanks to be taken into account should be those where the effect of free surfaces is the greatest.

The remaining tanks should be assumed either completely empty or completely filled, and the distribution of consumable liquids between these tanks should be effected so as to obtain the greatest possible height above the keel for the centre of gravity.

The effect of free surface in compartments containing fluid cargoes which may exist in the normal full load condition should be taken into account.

Weights should be calculated on the basis of the following values for specific weights:

Salt water	1.025	metric ton	per	cu. m.
Fresh water	1.000	"	"	" " "
Oil fuel	0.950	"	"	" " "
Diesel oil	0.900	"	"	" " "
Lubricating oil	0.900	"	"	" " "

6. With regard to tanks situated in the machinery compartments and designed to contain consumable liquids, such as fuel oil and diesel oil, lubricating oil and fresh water, unless the dynamic stability is required to be investigated in accordance with paragraph 4(d) above, or where the heeling moment due to unsymmetrical flooding of these tanks is appreciable, such tanks will be assumed not to be floodable.

28 November 1968
Agenda item 9

RESOLUTION A.173(ES.IV)

PARTICIPATION IN OFFICIAL INQUIRIES
INTO MARITIME CASUALTIES

The Assembly,

Noting that there is variation in the practices of Member States with regard to official inquiries into maritime casualties, and other proceedings directly consequent upon such inquiries,

With a view to ensuring that States seriously affected by or having a substantial interest in maritime casualties, particularly where oil pollution to their coasts has resulted, shall have an opportunity of being represented at inquiries into, or other such proceedings relating to, such casualties, and

Desiring to encourage international unification of practice in relation to such inquiries and proceedings,

Recommends to governments that if a State other than the State of the flag is known to have been seriously affected by or to have a substantial interest in a maritime casualty occurring to a ship of the flag State (particularly where the coast of that other State has been polluted by oil as a result of the casualty):

- (1) (a) the State of the flag should, unless an inquiry is held by that State as a matter of course, consult with that other State as to the holding of an inquiry into the casualty by one or other of the States, complying with the provisions of sub-paragraph (2);
- (b) if such an inquiry is held as a matter of course by the flag State, the other State should be informed of its time and place;
- (2) such an inquiry should be so conducted that, subject to the national rules relating to the special conditions under which inquiries are held *in camera*,
 - (a) the public is permitted to attend; and