

## **Equivalent safety standard for the floodable length curve (SOLAS II-1, Regulations 4 – 7) on RoRo passenger ships with a long lower hold.**

In lieu of the application of the entire Res. A. 265 (VIII) which could account for passenger vessels designed with long lower holds, the requirements of SOLAS chapter II-1, part B may be applied based on an interpretation. The following interpretation is proposed to be used on **new** ships built on or after [1. January 2007] unless they comply with the revised SOLAS II-1, parts A, B and B-1 which will enter into force on 1 January 2009.

The requirements in Regulations 4 – 7 do not account for local subdivision. Therefore, the damage of the long lower hold needs to be investigated even if the local subdivision is inboard of the B/5 line.

If the permissible length of compartments in passenger ships is governed a factor of subdivision of 0.5 any double compartment damage to the local side subdivision including damage to the lower hold shall be proven to satisfy the following criteria:

- The margin line may not be submerged in the equilibrium water line.
- $GM \geq 0.05$  m
- $h \geq 0.07$  m within the positive range of stability.

This shall be proven based on a permeability of the long lower hold between 0.90 and 0.95, depending on the steel structure. If the long lower hold is located adjacent to the engine room compartment and or limited at the either end by a bulkhead extending over the full beam, the damage assumption shall include damage to either of these bulkheads where the end sections are investigated.

The engine room permeability shall be taken between 0.85 and 0.95. It may further be adjusted depending on any local structure.

**This interpretation is not intended to cover existing ships.** A relevant introduction of upgrading needs to be discussed carefully considering that it will most likely require retrofitting of steel structure.

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