ANNEX 27

RESOLUTION MSC.335(90)
(adopted on 22 May 2012)

ADOPTION OF AMENDMENTS TO THE GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006 (RESOLUTION MSC.235(82))

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution A.469(XII) by which the Assembly adopted the Guidelines for the design and construction of offshore supply vessels (OSV Guidelines),

RECALLING FURTHER resolution MSC.235(82), by which the Committee, at its eighty-second session, adopted the Guidelines for the design and construction of offshore supply vessels, 2006 (2006 OSV Guidelines), superseding the OSV Guidelines adopted by resolution A.469(XII),

RECOGNIZING the need to upgrade the damage stability standard for larger offshore supply vessels,

HAVING CONSIDERED, at its ninetieth session, amendments to the 2006 OSV Guidelines, proposed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its fifty-fourth session,

1. ADOPTS amendments to the Guidelines for the design and construction of offshore supply vessels, 2006, the text of which is set out in the annex to the present resolution;

2. INVITES Governments to take appropriate steps to give effect to the annexed amendments to the 2006 OSV Guidelines.

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ANNEX

AMENDMENTS TO THE GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS, 2006 (RESOLUTION MSC.235(82))

Section 1.2 Definitions

1 In paragraph 1.2.4, the words ""breadth (B) of a vessel"," are inserted after the words ""length (L) of a vessel",".

Section 3.2 Damage assumptions

2 Paragraphs 3.2.2 and 3.2.3 are replaced by the following:

"3.2.2 The assumed extent of damage should be as follows:

.1 longitudinal extent:

.1 for a vessel the keel of which is laid or which is at a similar stage of construction* before 22 November 2012:

with length (L) not greater than 43 m: 10% of L; and
with length (L) greater than 43 m: 3 m plus 3% of L;

.2 for a vessel the keel of which is laid or which is at a similar stage of construction on or after 22 November 2012:

with length (L) not greater than 43 m: 10% of L;
with length (L) greater than 43 m and less than 80 m: 3 m plus 3% of L; and
with length (L) from 80 m to 100 m: $1/3L^{2/3}$;

.2 transverse extent:

.1 for a vessel the keel of which is laid or which is at a similar stage of construction before 22 November 2012:

760 mm measured inboard from the side of the vessel perpendicularly to the centreline at the level of the summer load waterline;

.2 for a vessel the keel of which is laid or which is at a similar stage of construction on or after 22 November 2012:

with length (L) less than 80 m: 760 mm; and
with length (L) from 80 m to 100 m: B/20, but not less than 760 mm;

* *A similar stage of construction* means the stage at which:
.1 construction identifiable with a specific ship begins; and
.2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

The transverse extent should be measured inboard from the side of the vessel perpendicularly to the centreline at the level of the summer load waterline; and

.3 vertical extent:

from the underside of the cargo deck, or the continuation thereof, for the full depth of the vessel.

3.2.3 For a vessel the keel of which is laid or which is at a similar stage of construction:

.1 before 22 November 2012:

A transverse watertight bulkhead extending from the vessel's side to a distance inboard of 760 mm or more at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations.

.2 on or after 22 November 2012:

For a vessel with length (L) less than 80 m, a transverse watertight bulkhead extending from the vessel's side to a distance inboard of 760 mm or more at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations. For a vessel with length (L) from 80 m to 100 m, a transverse watertight bulkhead extending from the vessel's side to a distance inboard of B/20 or more (but not less than 760 mm) at the level of the summer load line joining longitudinal watertight bulkheads may be considered as a transverse watertight bulkhead for the purpose of the damage calculations."

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