ANNEX 17

RESOLUTION MSC.408(96)
(adopted on 13 May 2016)

AMENDMENTS TO CHAPTER 2 OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)

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 MSC.266(84), by which it adopted the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code),

NOTING the need to amend respective provisions of the Code,

HAVING CONSIDERED, at its ninety-sixth session, amendments to chapter 2 of the 2008 SPS Code proposed by the Sub-Committee on Ship Design and Construction, at its third session,

1 ADOPTS amendments to the Code of Safety for Special Purpose Ships, 2008, the text of which is set out in the annex to the present resolution;

2 DETERMINES that the said amendments should become effective on 13 May 2016.

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AMENDMENTS TO CHAPTER 2 OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)

Chapter 2
Stability and subdivision

1 The existing paragraph 2.2 is replaced by the following:

"2.2 The subdivision and damage stability of special purpose ships should in general be in accordance with SOLAS chapter II-1 where the ship is considered a passenger ship, and special personnel are considered passengers, with an *R*-value calculated as follows:

.1 where the ship is certified to carry 240 persons or more, the *R*-value is assigned as *R*;

.2 where the ship is certified to carry not more than 60 persons, the *R*-value is assigned as 0.8*R*; and

.3 for more than 60 (but not more than 240) persons, the *R*-value should be determined by linear interpolation between the *R*-values given in .1 and .2 above.

Where:

$$R = 1 - \frac{5{,}000}{L_s + 2.5N + 15{,}225}$$

$N = N_1 + 2N_2$

N_1 = number of persons for whom lifeboats are provided

N_2 = number of persons (including officers and crew) the ship is permitted to carry in excess of N_1

2 The following new paragraph 2.3 is added after the amended paragraph 2.2 and the existing paragraphs 2.3 to 2.5 are renumbered accordingly:

"2.3 Where the conditions of service are such that compliance with paragraph 2.2 above on the basis of $N = N_1 + 2N_2$ is impracticable and where the Administration considers that a suitably reduced degree of hazard exists, a lesser value of *N* may be taken but in no case less than $N = N_1 + N_2$."

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