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Ref.: T1/2.08

SLS.14/Circ.356
19 August 2009

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Equivalent arrangement accepted under regulation I/5

Stability of passenger ships in damaged condition

Communication by the Government of Malta

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of Malta regarding the equivalent arrangement on stability of passenger ships in damaged condition accepted under regulation I/5 of the above Convention.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.



MALTA MARITIME AUTHORITY

Merchant Shipping Directorate

A1/C/A.01

09/200549

28 July 2009

Secretary General
International Maritime Organization
4 Albert Embankment
London SE1 7SR

Sir

May I refer to regulation II-1/8 of the International Convention for the Safety of Life at Sea, 1974, as amended, that deals with stability of passenger ships in damaged condition.

In terms of the provisions of regulation I/5 of the same convention, the Government of Malta would like to submit the enclosed statement concerning the acceptance of equivalent arrangements on the ship specified in the said statement.

I should be grateful if the attached statement is circulated to all Contracting Governments.

Yours faithfully

L C Vassallo
Executive Director



INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
AND ITS PROTOCOL OF 1978

Equivalent arrangement accepted under Regulation I/5

STABILITY OF PASSENGER SHIPS IN DAMAGED CONDITION

Statement by the Government of Malta

Regulation 8 of Chapter II-1 of the International Convention for the Safety of Life at Sea, 1974 as modified by the Protocol of 1978 relating thereto, as amended, requires that a passenger ship is provided with sufficient intact stability in all service conditions so as to withstand one or two-compartment flooding as applicable.

The Government of Malta gives notification of the acceptance of an equivalent arrangement under the provisions of Regulation I/5 of the International Convention for the Safety of Life at Sea, 1974 as modified by the Protocol of 1978 relating thereto, as amended.

<u>Name of Ship</u>	<u>IMO Number</u>	<u>Date of Laying of Keel</u>
Celebrity Equinox	9372456	6 August 2008

The ship is a 121,878 gross tonne cruise liner having a Subdivision Length (L_s) of 316.195 metres, a beam of 36.8 metres and accommodates a maximum total of 4400 persons on board.

The vessel has been designed and constructed to the requirements of new SOLAS Ch. II-1 Part B-1 and has been found to meet the requirements of this new section.

The Government of Malta, having noted acceptance of the amendments to the International Convention for the Safety of Life at Sea, 1974, as set out in Resolution MSC.194 (80) and their entering into force on 1 January 2009, has accepted early implementation of the new probabilistic damage stability criteria for evaluation of the ship's probability of survival in the event of damage.

The subdivision line shall be marked as P1 in lieu of C1 in accordance with IMO Resolution MSC.216(82) Annex 2 Regulation 18.

In the absence of final approved Explanatory Notes, the Administration has accepted the approach developed by Messrs. Meyer Werft and Det Norske Veritas that is based on the Interim Explanatory notes of MSC.1/Circ.1226.

The Government of Malta has also accepted to set the maximum unfavourable angles of list and trim in relation to stowage of survival craft to the maximum angles contributing to the attained index. The maximum list is set at 15° with corresponding trim of 2°.