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UNIFIED INTERPRETATION OF SOLAS CHAPTER II-1

1 The Maritime Safety Committee, at its eighty-seventh session (12 to 21 May 2010), with a view to providing more specific guidance for application of the relevant requirements of the 1974 SOLAS Convention, approved a unified interpretation of SOLAS regulation II-1/2.14, prepared by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, at its fifty-second session.

2 The Maritime Safety Committee, at its 105th session (20 to 29 April 2022), agreed to amend the above unified interpretation by incorporating interpretations for SOLAS regulations II-1/5.4 and II-1/5.5, prepared by the Sub-Committee on Ship Design and Construction, at its eighth session (17 to 21 January 2022).

3 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of SOLAS chapter II-1 and to bring them to the attention of all parties concerned.

4 This circular revokes MSC.1/Circ.1362.

ANNEX

UNIFIED INTERPRETATION OF SOLAS REGULATIONS II-1/5.4 AND II-1/5.5, RELATING TO THE AMENDMENT TO THE STABILITY/LOADING INFORMATION IN CONJUNCTION WITH THE ALTERATIONS OF LIGHTWEIGHT

Regulation 2.14 – Definitions

For ships constructed on or after 21 May 2010: In determining the permeability of a space, the volume of a space should be taken as the moulded volume, i.e. the immersed volume of a space should be the underwater moulded volume of that space multiplied by the permeability.

Regulations 5.4 and 5.5

SOLAS regulations II-1/5.4 and II-1/5.5 read:

"Regulation 5

Intact stability

...

4 Where any alterations are made to a ship so as to materially affect the stability information supplied to the master, amended stability information shall be provided. If necessary, the ship shall be re-inclined. The ship shall be re-inclined if anticipated deviations exceed one of the values specified in paragraph 5.

5 At periodical intervals not exceeding five years, a lightweight survey shall be carried out on all passenger ships to verify any changes in lightship displacement and longitudinal centre of gravity. The ship shall be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightship displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1% of L is found or anticipated."

Revised Explanatory Notes to SOLAS regulation II-1/5.4 (resolutions MSC.429(98)/Rev.1 and Rev.2) read:

"Regulation 5.4

1 When alterations are made to a ship in service that result in calculable differences in the lightship properties, a detailed weights and centres of gravity calculation to adjust the lightship properties should be carried out. If the adjusted lightship displacement or longitudinal centre of gravity, when compared to the approved values, exceeds one of the deviation limits specified in regulation 5.5, the ship should be re-inclined. In addition, if the adjusted lightship vertical centre of gravity, when compared to the approved value, exceeds 1%, the ship should be re-inclined. The lightship transverse centre of gravity is not subject to a deviation limit.

2 When a ship does not exceed the deviation limits specified in explanatory note 1 above, amended stability information should be provided to the master using the new calculated lightship properties if any of the following deviations from the approved values are exceeded:

- .1 1% of the lightship displacement; or
- .2 0.5% of L for the longitudinal centre of gravity; or
- .3 0.5% of the vertical centre of gravity.

However, in cases when these deviation limits are not exceeded, it is not necessary to amend the stability information supplied to the master.

3 When multiple alterations are made to a ship in service over a period of time and each alteration is within the deviation limits specified above, the cumulative total changes to the lightship properties from the most recent inclining also should not exceed the deviation limits specified above or the ship should be re-inclined."

Interpretation

Definition of lightweight calculation

For the purposes of this interpretation, the term "lightweight calculation" means a detailed calculation of weights on and weights off a ship, resulting from all alterations to the ship since the date of the last approved inclining test, to determine the adjusted lightship properties. Lightship properties include weights and the centre of gravity. The documented weights and their centres of gravity should be verified on board/on-site by the attending class surveyor.

When weights are added, removed or relocated, the final cumulative change is to be compared to the last approved inclining test.

"*Lightweight survey*" is defined in the International Code on Intact Stability 2008, paragraph 2.24.

Definition of stability information

"*Stability information*" includes any document (whether on paper or electronic) or electronic means of calculation of stability which includes lightship properties. This could include, but is not limited to, the approved stability book, computer software for onboard calculation of stability, the approved strength book and the loading instrument.

Amendment of stability information in conjunction with alterations of lightship properties

1 If the lightweight calculation, regardless of keel laying date, shows a deviation in lightweight mass, or the longitudinal or vertical position of the centre of gravity:

- .1 beyond any of the tolerance limits specified in explanatory note 1 to SOLAS regulation II-1/5.4 (resolutions MSC.429(98)/Rev.1 and Rev.2), then the ship should be re-inclined and the stability information, as defined above, should be updated to reflect the lightship properties derived from the inclining test and should be approved;
- .2 within the tolerance limits specified in the explanatory note 1 and exceeding any of the deviations specified in explanatory note 2 to SOLAS regulation II-1/5.4 (resolutions MSC.429(98)/Rev.1 and Rev.2), then the stability information should be updated to reflect the lightship properties derived from the lightweight calculation and should be approved; or
- .3 within the tolerance limits specified in explanatory note 2 to SOLAS regulation II-1/5.4 (resolutions MSC.429(98)/Rev.1 and Rev.2), then a copy of the endorsed lightweight calculation report should be provided on board for future reference with no further amendments required to the stability information. However, even if addition, removal or relocation of any weight results in lightship particulars being within tolerable limits, that weight should still be noted and the "constant" adjusted for lightweight calculation in the stability information for all future references and calculations.

2 A summary of paragraph 1 of this interpretation is provided in the following table. Where stability information is to be updated, it should be approved and provided to the master with the instruction that it should now be used for all stability calculations.

Scenario, as calculated by lightweight calculation	Requirement for Inclining Test	Update of Stability Information
Lightweight change > 2%	Yes	Yes, using new incline result
LCG change > 1% of L (either forward or aft)	Yes	Yes, using new incline result
VCG change > 1%	Yes	Yes, using new incline result
1% < Lightweight change ≤ 2%	No	Yes, using lightweight calculation
0.5% of L < LCG change ≤ 1% of L (either forward or aft)	No	Yes, using lightweight calculation
0.5% < VCG change ≤ 1%	No	Yes, using lightweight calculation
Lightweight change ≤ 1%	No	No
LCG change ≤ 0.5% of L (either forward or aft)	No	No
VCG change ≤ 0.5%	No	No

3 Lightship properties should be consistent in all documents which use them, e.g. loading manual, stability manual and computer data.

4 A change in lightweight will result in a change in deadweight unless there is an associated change in freeboard. The consequences of the change could have an impact on compliance with other regulations, e.g. MARPOL Annex VI.