

Polski Rejestr Statków

RULES

AMENDMENTS NO. 2/2011

to

PUBLICATION NO. 76/P

**STABILITY, SUBDIVISION AND FREEBOARD OF PASSENGER
SHIPS ENGAGED ON DOMESTIC VOYAGES**

2006



GDAŃSK

Amendments No. 2/2011 to Publication No. 76/P – Stability, Subdivision and Freeboard of Passenger Ships Engaged on Domestic Voyages – 2006 were approved by PRS Board on 8 July 2011 and enter into force on 15 July 2011.

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The following amendments to Publication No. 76/P – Stability, Subdivision and Freeboard of Passenger Ships Engaged on Domestic Voyages – 2006, have been introduced:

1. *New paragraph 2.1.15 has been added:*

2.1.15 Ships of Class B, C and D, the keel of which was laid on or after 1 January 2009, or which were at a similar stage of construction on that date, shall fulfill the requirements specified in Annex 1, Chapter II-1 part B or, alternatively, the appropriate provisions of SOLAS, Chapter II-1, part B, as laid down in Annex 2 of Resolution MSC 216(82).

2. *In Annex 1, Part B, paragraph 6 has been amended to read:*

6 Subdivision factor

For new class B, C and D ships and existing class B ro-ro passenger ships the factor of subdivision shall be:

1.0 when the ship is certified to carry less than 400 persons, and

1.0 when the ship is certified to carry 400 persons or more and a length of ship $L < 55$ m, and

0.5 when the ship is certified to carry 400 persons or more and a length of ship $L \geq 55$ m.

Existing class B ro-ro passenger ships have to comply with this requirement not later than the date of compliance laid down in Annex 1, Part B, paragraph 8-2, sub-paragraph 2.

For existing class B non ro-ro passenger ships the factor of subdivision shall be 1.0.

3. *In Annex 1, Part B, paragraph 17-1, sub-paragraph .2.4 has been removed.*

4. *In Annex 1, Part B, paragraph 17-1, sub-paragraph .1.7 has been amended to read:*

.1.7 new class C ro-ro passenger ships of less than 40 metres in length and new class D ro-ro passenger ships may, instead of complying with paragraphs .1.1 to .1.6, comply with paragraphs .2.1 to .2.3, provided that coaming and sill heights are at least 600 mm on open ro-ro cargo decks and at least 380 mm on enclosed ro-ro cargo decks.

5. *In Annex 1, Part B, paragraph 18, a new sub-paragraph .5 has been added:*

.5 When an accurate inclining is not practical, the lightweight displacement and centre of gravity shall be determined by a lightweight survey and accurate calculation. Reference is made to the information contained in Regulation 2.7 in the in the *High Speed Craft Code 2000*.

6. *In Annex 1, Part B, paragraph 20, the text at the beginning (in italics) has been removed.*

