

Marine Safety and Environmental Protection



Activities of Panel O-44

[SOLAS Schedules](#)

[Active Projects](#)

[Other IMO Matters](#)

[Auxiliary Issues](#)

[Potential Projects](#)

[Summary of Minutes](#)

[Completed Ad Hoc](#)

[More Information](#)

[SNAME Home](#)

[O-44 Home](#)

Active Projects

Last revised: January 24, 2007 (Updates & meeting dates)

Previous revisions:

August 16, 2006 (Meeting schedules, SLF 49 reports)

December 9, 2005 (Updates; meeting schedules; relocate Harmonization)

May 6, 2004 (Topics updated; removed to Auxiliary Issues)

May 5, 2003 (Complete revision of page; user friendly & added customer form)

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SOLAS Working Group Meetings Schedules

The Coast Guard serves as head of the U.S. delegations to several IMO committees and sub-committees, that meet periodically in London. Prior to the IMO meetings, the Coast Guard holds several "SOLAS working group" meetings that are open to SNAME members and interested parties in order to develop U.S. positions on the agenda items. Listed below are the meeting dates for some selected sub-committees and their respective working groups.

SLF 50: April 30 - May 4, 2007

SLF Working Group Meeting:

March 1, 2007 at 1:00 p.m.

U.S. Coast Guard Headquarters, Room 6319

[Meeting Agenda](#)

Contact - James.L.Person@uscg.mil

[SLF 50 Agenda, Working Group Information, and Annotated Agenda](#)

[Report from SLF 49](#) and [SLF 49 papers](#)

[Report from SLF 48](#) and [SLF 48 papers](#)

[Report from SLF 47](#) and [SLF 47 papers](#)

[Reports and papers from previous SLF sessions](#)

DE 50: March 5-9, 2007

Working Group Meeting:

February 15, 2007 at 9:30 a.m.

U.S. Coast Guard Headquarters

Room 6319

Contact - Wayne.M.Lundy@uscg.mil

[Agenda for DE 50](#)

[DE 49 Report to MSC](#)

BLG 11: April 16-20, 2007

Working Group Meeting: TBD

U.S. Coast Guard HQTRs

Contact - Richard.J.Raksnis2@uscg.mil

[Agenda for BLG 11](#)

[BLG 10 Report to MEPC](#)

Panel/Regional/Sub-Panel Meetings

Panel: Contacts - Harry.P.Cojeen@uscg.mil or Jaideep.Sirkar@uscg.mil

Regional:

Sub-Panels:

[Ad Hoc Panel #8 Safety of Passenger Ships](#)

[Ad Hoc Panel #11 Evaluation of Accidental Oil Spills from Bunker Tanks](#)

[Ad Hoc Panel #13 Investigation of Head-Sea Parametric Rolling and Resulting Vessel and Cargo Securing Loads](#)

[Ad Hoc Panel #14 Oily Water Separator Systems - State of the Art Evaluation](#)

[Ad Hoc Panel #15 Loading Criteria for People aboard Passenger Vessels](#)

[Back to Top](#)

World Maritime Technology Conference - 2009

WMTC 2009 will be hosted by The Institute of Marine Engineers (India) in Mumbai, India in February 2009.

Website: <http://www.wmtc2009.com>

More Information is available at: <http://www.worldmaritimenetwork.com>

Active Projects

Development of Explanatory Notes for the new harmonized SOLAS Chapter II-1 damage stability regulations

The new harmonized SOLAS Chapter II-1 damage stability regulations were adopted at MSC 80 in May 2005 (see [Resolution MSC.194\(80\)](#)), and will enter into force on 1 January 2009. The remaining task associated with the harmonization of SOLAS Chapter II-1 is for the IMO Sub-Committee (S/C) on Stability and Load Lines and on Fishing Vessels Safety (SLF) to develop Explanatory Notes for the new regulations. The purpose of Explanatory Notes is to ensure uniform application of the new regulations by providing amplifying details and information.

At SLF 48 (September 2005), significant progress was made on priority issues associated with intermediate stage flooding, cross-flooding, equalization time, progressive flooding, and horizontal escape routes. Resolving these issues in the Explanatory Notes was extremely important due to their impact on future passenger ship designs. The Subdivision and Damage Stability (SDS) Correspondence Group was re-established to complete the draft Explanatory Notes for consideration at SLF 49 (scheduled for July 2006). The following additional items are being considered in association with development of the Explanatory Notes:

- revision of Resolution A.266(VIII) to include cross-flooding arrangements other than pipes and air ventilation to assure efficient cross-flooding
- guidelines on damage consequence diagrams and, if considered appropriate, inclusion in the Explanatory Notes
- guidance by which Administrations may determine the impact on survivability of open watertight doors permitted by new SOLAS regulation II-1/22.4 for inclusion in the Explanatory Notes

At SLF 49 (July) and MSC 82 (December 2006), the S/C finalized the Interim Explanatory Notes and submitted them to MSC for approval. At MSC 82 the Interim Explanatory Notes were approved as MSC.1/Circ.1226. In

addition, as part of the long-time IMO effort on *Large Passenger Ship Safety* and the introduction of system redundancy (new reg 8-1) and flooding detection system requirements (new reg 22-1) the harmonized SOLAS Chapter II-1 damage stability regulations were re-adopted at MSC (see [Resolution MSC.216\(82\)](#)). Their entry into force remains 1 January 2009.

Visit the SDS Correspondence Group's website for additional information:
www.sname.org/committees/tech_ops/O44/sdsiscg/home.html

Contacts - [Jim Person](#) or [Bill Peters](#)

[Back to Top](#)

Passenger Ship Safety

Under the IMO initiative on *Large Passenger Ship Safety*, MSC 74 (June 2001) directed the SLF S/C to evaluate nine tasks related to the regulatory framework for both existing and future large passenger ships. After consideration of these tasks at SLF 44 (September 2001) and SLF 45 (July 2002), the active items were narrowed to: characterize the design survivability of the ship; structural integrity of the ship after damage; and raking damage issues for future ships.

At SLF 46 (September 2003), the S/C discussed the status of work regarding the assessment of flooding time (to characterize the design survivability of existing large passenger ships), and the structural integrity of the ship after damage. It was agreed that further work on these items would be accomplished intersessionally through contributions by Italy, Japan, Finland, the Netherlands and the United States to a framework of coordinated and defined tasks. The work was directed into two categories: (1) time-domain flooding (referred to as *Time-to-Flood*) analyses, and (2) structural survivability after flooding.

Within the time-domain flooding framework, the projects involving computer simulation and model testing were completed. The computer simulation *Time-to-Flood* work provides further insight to actual flooding survivability when compared with traditional naval architectural assumptions of watertight/weathertight integrity and to the influence of semi-watertight spaces on survivability. The model tests completed provide information about the influence of multiple watertight and/or semi-watertight decks on flooding survivability, especially in intermediate stages. Relevant reports were submitted to SLF 47 for consideration.

An additional study on the structural survivability of the ship after damage, was sponsored by the Ship Structure Committee, which extended the work presented in SLF 46/INF.12; it has been completed - as report SSC-445. Effects that reduce the load-carrying capacity of the hull girder after damage, such as horizontal bending and shear forces in addition to vertical bending, are quantified both in the upright and heeled conditions.

At SLF 47 (September 2004), the S/C reviewed the *Time-to-Flood* reports together with the updated instructions from MSC 78 (May 2004) regarding casualty thresholds and return to port capabilities. In addition, the S/C submitted a complete status report on all of its Large Passenger Ship Safety tasks to MSC 79 for consideration. The SDS Correspondence Group was instructed to continue this work intersessionally. Note: at MSC 79 (December 2004) the Committee agreed to delete the word "Large" from this agenda item and all S/C's were instructed to develop relevant parameters for the application of any proposed requirements.

At SLF 48 (September 2005), the S/C reviewed the updated task list from MSC 80 (May 2005) to identify items that require further action. It was agreed to use the new SOLAS regulation II-1/8 as the basis for defining the extent of damage for the casualty threshold for safe return to port. Regarding the casualty scenario to allow time for orderly evacuation and abandonment, it was agreed that it was not possible to establish this criteria in the near term. However given the importance of this issue, the S/C endorsed the SDS Working Group's recommendation to develop mandatory requirements for water ingress detection and flooding level monitoring systems to provide the Master real time information on the progression of flooding. The S/C also agreed that tasks related to measures to limit the spread of flooding, raking damage, and alternative designs were already adequately addressed in the new

harmonized SOLAS Chapter II-1, and no further action was necessary on these items. In order to finalize the Passenger Ship Safety work at SLF 49, the SDS Correspondence Group was tasked with the following additional items: (a) develop criteria for safe return to port, either under own power or under tow; and (b) prepare mandatory requirements for water ingress detection and flooding level monitoring systems.

At SLF 49 (July) and MSC 82 (December 2006), the S/C finalized draft SOLAS regulations and an associated MSC circular and submitted them to MSC 82 for adoption. However MSC completely revised regulation II-1/8-1 by harmonizing it with the 3 MVZs requirement in regulation II-2/21. The specific flooding detection system details for this new regulation will be provided in guidelines. This concludes SLF's work under the Passenger Ship Safety agenda item. A work programme item, "Time dependent survivability of passenger ships in the damaged condition", will examine the feasibility of establishing thresholds; or, more appropriately recognize that this is not a design issue but rather an operational issue occurring from a flooding casualty.

More information is available on the Passenger Ship Safety page of the SDS Correspondence Group's website: http://www.sname.org/committees/tech_ops/O44/sdsiscg/LPSwork.html

SNAME Ad Hoc Panel #8, *Safety of Passenger Ships*, which was formed under the SNAME T&R Steering Committee in 1999 (before the issue was taken up by the MSC in 2001), has been revitalized with renewed interest due to the active consideration given to this subject by the IMO. Information concerning the panel is located on the Panel's website at:

http://www.sname.org/committees/tech_ops/O44/passenger/home.html

SNAME Ad Hoc Panel #15, *Loading Criteria for People Aboard Passenger Vessels*, was chartered by the SNAME T&R Steering Committee at its meeting in October 2005 at the SMTC held in Houston. The panel's main work will be to peer review the USCG-sponsored study on increased passenger weight - as it affects the U.S. domestic small passenger vessel fleet. The ad hoc panel will comment on the grouping of passenger vessels for evaluation, the technical assumptions used for evaluation, and confirm the technical validity and thoroughness of the results. Information concerning the panel is located on the panel's website at:

http://www.sname.org/committees/tech_ops/O44/passenger/activity-15.html

Contacts - [Jim Person](#) or [Bill Peters](#) or
[Dr. George Borlase](#), chair of Ad Hoc #15

[Back to Top](#)

Review of the Intact Stability Code

The IMO Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) established a Working Group on Revision of the Intact Stability Code (*IS Code*) at its 45th session under the chair of Professor Alberto Francescutto of the University of Trieste. The terms of reference (TOR) of the working group was to develop a two-way approach that (a) would allow the completion of some priority tasks by 2004 and (b) a plan to re-develop the Code according to a performance standards approach. The *IS Code* was first published in 1995 and subsequently amended in 1999.

At SLF 46 (September 2003), the task of making certain IS criteria mandatory was discussed and agreed upon as a worthwhile next step in the revision of the Code. It was determined that any decisions on mandatory sections of the Code would be beyond the mandate of SLF. Germany volunteered to submit a paper to the MSC (MSC 78/24/1) requesting that this task be added to the SLF work-plan.

At SLF 47 (September 2004), the Intact Stability Working Group continued to review the Intact Stability Code using a two-phased approach, completing most of the short-term phase at this session. The short-term phase included: development of a new structure for the Code (to include making certain parts mandatory), consideration of free surface effects of nominally full liquid cargo tanks, and the use of anti-heeling devices. The long-term phase (to

be completed by 2007) will consider revising the Code using performance-based criteria, additional ship type specific standards, modification of the weather criterion, interim guidelines for model tests and full-scale trials as an alternative to the weather criterion, revision of MSC/Circ.707 (Guidance to the master for avoiding dangerous situations in following and quartering seas), and initial efforts aimed at identifying areas of concern and areas requiring future research. The intersessional correspondence group (CG) was re-established to continue this work; its terms of reference are presented in the SLF 47 "Summary of Decisions" (paper SLF 47/17).

The CG developed a draft revised IS Code. In addition to the re-structuring of the Code, a number of changes were included:

- a Preamble is added,
- all definitions are merged under the Part "Purpose and Definitions,"
- the decisions made at SLF 47 are implemented,
- the symbol for heel is changed from theta to phi,
- a new chapter 4 of Part B for stability, loading instruments is added,
- all standard loading conditions required are merged under Part B, chapter 3.4,
- all assumptions for calculating loading cases are merged under Part B, chapter 3.4.2,
- all recommendations for calculating loading cases, for stability booklets and operational measures are merged under Part B, chapter 3.3 to 3.7,
- acceptance levels for light ship survey of following sister vessels are clearly defined under Part B, chapter 8.14,
- origins of the present criteria stated under Part A, 2.2 are inserted into the Explanatory Notes, Part C, chapter 3,
- the version of October 2004 of the guidelines for alternative assessment of the weather criterion are implemented as Annex 1, and
- recommended MODU criteria is added in Part B, 2.6.

The CG submitted the draft revised IS Code to SLF 48 for consideration and completion.

At SLF 48 (September 2005), the Intact Stability Working Group completed the short-term tasks for the IS Code revision by addressing all noted technical issues. The S/C agreed that the weather criteria should remain as it is in Part A, and submitted the *Interim Guidelines for alternative assessment of the weather criterion* to MSC 81 as a draft MSC circular. In addition, the S/C agreed that hardware of stability computers should not be approved by the Administration and endorsed development of guidelines for the approval of stability instrument software. Finally, the S/C agreed that performance-based criteria should be developed as a long term item.

At SLF 49 (July 2006), the S/C completed its work on the revised [Code of Intact Stability \(IS Code\)](#) after accepting further improvements and recommendations by the intersessional Correspondence Group. The IS Correspondence Group was tasked to recommend a plan to determine the most appropriate way to amend the SOLAS and Load Lines regulations to implement the mandatory provisions, and suggest means to achieve the same entry-into-force date. Agreement was also reached on several MSC circulars, which were approved by MSC 82; included explanatory notes, guidelines for stability instrument approval, and "Guidance to the master for avoiding dangerous situations in adverse weather and sea conditions" (as a revision to MSC/Circ.707). The Correspondence Group was tasked to continue work on the items in the updated plan of action for IS work, such as consideration of regulations for certain types of ships and development of performance-based criteria.

One of the topics being addressed is parametric rolling. SNAME Ad Hoc Panel #13 *Investigation of Head-Sea Parametric Rolling and Resulting Vessel and Cargo Securing Loads* was formed to consider this important issue. The key objectives of the panel are to better identify sea and vessel characteristics that initiate this coupling of pitch and extreme rolling based on current data and to propose operational guidelines and navigational procedures for vessels to avoid the effects of the phenomenon. Those interested in this subject should contact the Panel's Chair, [Mr. William N. France](#) or visit the Panel's website:

http://www.sname.org/committees/tech_ops/roll/home.html

Contact - [Bill Peters at William.S.Peters@uscg.mil](mailto:William.S.Peters@uscg.mil)

[Back to Top](#)

Environmental Protection Matters

Protection of Fuel Tanks - Bunker oil spills have been attracting increasing public and industry attention due to a series of recent collision and grounding casualties in environmentally sensitive areas. IMO has addressed this matter through its Ship Design and Equipment (DE) Sub-Committee.

This topic was considered at DE 47 (March 2004). The intersessional Correspondence Group, established under the coordination of Germany, was instructed to:

1. develop a draft MARPOL regulation on the protection of fuel tanks, taking into account documents DE 47/6, DE 47/6/1, DE 47/6/2, DE 47/6/3, DE 47/6/4, DE 47/WP.3, DE 46/29, BLG 7/INF.6, DE 46/INF.4 and MEPC 49/16/6 (note: these papers are available on the Ad Hoc Panel #11 website through the link provided below); and
2. give special consideration to the following issues:
 - o application to new ships only;
 - o application to smaller ships;
 - o use of tank capacity as a criteria;
 - o application to heavy fuel oil; and
 - o use of the probabilistic outflow method.

As stated in our paper (DE 48/7/2), we were concerned by the lack of a minimum oil outflow requirement for bottom damage. The Correspondence Group report and draft MARPOL regulation for the protection of fuel tanks is provided in DE 48/7. These papers and two submissions from Japan, may be accessed on the *Other IMO Matters* web page at:

http://www.sname.org/committees/tech_ops/O44/imo.html.

At DE 48 (February 2005), the S/C considered the Correspondence Group report and draft MARPOL regulation which contains two options for the protection of fuel tanks: a prescriptive double hull requirement and an alternative probabilistic oil outflow requirement. The S/C finalized the draft new MARPOL regulation for submission to MEPC 53 for approval. The draft regulation applies to all ships with an aggregate fuel capacity of 600 cubic meters and greater; fuel is defined as any oil used as fuel for the propulsion and auxiliary machinery of the ship; small tanks less than 30 cubic meters are excluded; there is a maximum individual tank size limit of 2,500 cubic meters; an important new factor for minimum oil outflow from bottom damage to tanks bounding the bottom shell was added to the alternative probabilistic oil outflow option.

At MEPC 53 (July 2005), the draft new MARPOL Annex I regulation 13A *Oil fuel tank protection* was considered. The Committee agreed to a proposal from Singapore to exclude self-elevating drilling units from the double bottom requirement in the draft regulation. The Committee then approved the [draft new regulation 13A to the revised MARPOL Annex I](#) and associated consequential draft amendments to the IOPP Certificate Supplements, with a view to adoption at MEPC 54.

At MEPC 54 (March 2006), the drafting group proposed that the draft MARPOL Annex I regulation 13A *Oil fuel tank protection* be renumbered to 12A as it is a construction requirement that should be included in Chapter 3 of the revised Annex I. The Committee agreed to a proposal and adopted the proposed amendments to the revised MARPOL Annex I.

Contact - [Jim Person](#)

SNAME Ad Hoc Panel #11 *Evaluation of Accidental Oil Spills from Bunker Tanks* was formed to consider this important issue. Their Interim Report was submitted to DE 46 as an information paper (DE 46/INF.4 referenced above) by Ad Hoc Panel member INTERTANKO (which has NGO status at IMO). Additional information can be found on the panel's website:

http://www.sname.org/committees/tech_ops/bunkertank/home.html

Contacts - [Arthur Haskell](#) or [Jim Person](#)

Revision of MARPOL Annex I - At BLG 8 (March 2003), the S/C finalized and agreed to a draft revised

MARPOL Annex I (primarily a re-write of the current Annex I). The draft revised MARPOL Annex I was approved in principle at MEPC 49 (July 2003), with a view towards incorporating any amendments adopted by MEPC 50 for a final approval of the Annex at MEPC 51. Amendments to regulation 13G and a new regulation 13H were subsequently adopted at MEPC 50 (see [MEPC 51/22](#), paragraph 12 for a summary). MEPC 51 (April 2004) then incorporated the changes and approved the updated draft revised MARPOL Annex I with a view to adoption at MEPC 52. At MEPC 52 (October 2004), the revised MARPOL Annex I ([Resolution MEPC.117\(52\)](#)) was adopted and will enter into force on 1 January 2007. Amendments to the revised MARPOL Annex I were adopted at MEPC 54 (March 2006). These amendments included oil fuel tank protection, IOPP amendments and the definition of Heavy Grade Oil in Regulation 21 - and will enter into force on August 1, 2010.

Contact - [Jim Person](#)

[Back to Top](#)

Review of the IMO Guidelines for the Design and Construction of Offshore Supply Vessels (OSV Guidelines)

At MSC 75 (May 2002), Australia proposed in MSC 75/22/2 that the *Guidelines for the Design and Construction of Offshore Supply Vessels* (A.469(XII)) be reviewed and made mandatory under the 1974 SOLAS Convention either in the form of a Code or by directly incorporating into the Convention the technical provisions of the Guidelines as well as the survey and certification requirements. The reason behind the proposal was that the Guidelines had been adopted in 1981 and were based on the requirements of the Convention as amended in that year, while a number of amendments to SOLAS and other IMO instruments (such as the Intact Stability Code) had since been adopted which might affect the Guidelines. Following discussion, in the course of **which it was agreed that the Guidelines should not be made mandatory**, the Committee decided to include, in the work programs of the FP, COMSAR, NAV, DE (co-ordinator) and SLF Sub-Committees, a high priority item on Review of the OSV Guidelines.

At SLF 46 (September 2003), the Sub-Committee referred the Intact stability portion of the Guidelines to the Intact Stability Correspondence Group, under the coordination of Germany. The Sub-Committee agreed that, in the short term, the subdivision and damage stability portion of the Guidelines remain deterministic in nature and be updated to reflect current requirements. For the longer term, the possibility of using probabilistic methods should be explored, if it is established that there is sufficient statistical data to develop appropriate probabilistic provisions.

At SLF 47 (September 2004), the Sub-Committee considered the outcome of the Intact Stability Correspondence Group and papers submitted to this session, agreed to proposed changes to eliminate text redundant in the Code on Intact Stability, and determined that further work was necessary on specific sections of the Guidelines. The S/C agreed that further improvement of the subdivision and damage stability provisions needs additional study, taking into account the newly proposed SOLAS Chapter II-1 standards, before a decision can be made in this regard. The OSV Guidelines are referred to by the *Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substance in Bulk on Offshore Support Vessels* (A.673(16)), which were intended to permit limited quantities of such substances be transported on offshore support vessels. Therefore, S/C agreed that the Dangerous Goods, Solid Cargoes and Containers (DSC) S/C should be involved in the review of the OSV Guidelines and invited MSC 80 to include an item on the DSC S/C provisional agenda, with a target completion date of 2006.

At SLF 48 (September 2005), The S/C determined that the intact stability related provisions should be included only by a general reference to the IS Code and that the basis for damage stability assumptions and subdivision should be based on the U.S. proposals contained in document SLF 48/5/1. Also, in order to provide a means by which an OSV could demonstrate to a Port State authority compliance with the revised Guidelines, a new section "Documentation" was included that will provide for issuance of a Document of Compliance, certifying an OSV's compliance with the design and construction requirements of the revised Guidelines. The S/C referred the revised OSV and LHNS Guidelines to the DSC S/C for finalizations and submission to MSC and MEPC for adoption and thereby closed this work programme item.

At **MSC 82 (December 2006)**, the OSV guidelines were adopted (see [Resolution MSC.235\(82\)](#)). The LHNS guidelines were also adopted (see [Resolution MSC.236\(82\)](#)).

Contacts - [Bill Peters](#) or [Jim Magill at James.M.Magill@uscg.mil](mailto:Jim.Magill@uscg.mil)

[Back to Top](#)

Fishing Vessel and Small Working Vessel Operations and Safety

Small Fishing Vessel Safety

At **MSC 79 (December 2004)**, the Committee approved the FAO/ILO/IMO Code of Safety for Fishermen and Fishing Vessels, 2005 and the Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels, 2005. At the same meeting and in order to address the safety of small fishing vessels that are not covered by these instruments, the Committee agreed to include in the work programme of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) and the provisional agenda for SLF 48, a new item on the *Safety of small fishing vessels*, with the objective of developing safety standards for small fishing vessels.

At **SLF 48 (September 2005)**, the Sub-Committee gave initial consideration to the contents of safety standards for small fishing vessels on the basis of documents SLF 48/16 (FAO) and SLF 48/INF.3 (Ireland) and provided terms of reference to the correspondence group. In co-operation with FAO [and ILO], IMO will examine existing regional and national safety standards for small fishing vessels and develop a consolidated draft text of the Safety standards for small fishing vessels. These Standards will cover decked fishing vessels of less than 12 m in length and undecked fishing vessels of any length. The correspondence group is to submit a report to SLF 49.

At **SLF 49 (July 2006)**, the Working Group on Safety of Small Fishing Vessels continued development of draft Safety Standards for Small Fishing Vessels on the basis of the consolidated draft text provided in the Correspondence Group report. SLF 49 agreed to use "Safety recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels" as the guidance document title. The amended draft safety recommendations are provided in part 2 of the Working Group's report. The Correspondence Group was re-established under the coordination of South Africa to finalize the draft Safety recommendations for consideration at SLF 50.

The correspondence group will use the website:

<http://www.sigling.is/template16.asp?pageid=195> to exchange and disseminate information and papers during the intersessional period.

Contact - [Mike Rosecrans at Michael.E.Rosecrans@uscg.mil](mailto:Michael.E.Rosecrans@uscg.mil)

[Back to Top](#)

SNAME Ad Hoc Panel

[Ad Hoc Panel #12 on Fishing Vessel Operations and Safety](#) was one of the ad hoc panels formed under the T&R Steering Committee banner. The ad hoc panel was a success; a key element being their work with other like-minded organizations to affect a major shift to a safety culture within the U.S. and international commercial fishing fleets. The ad hoc panel has been closed and the few remaining tasks have been shifted to a newly created STOC panel: Panel O-49. This panel, titled, *Small Working Vessel Operations and Safety* will endeavor to bring technology to achieve a similar shift in approach to this important segment of the U.S. domestic fleet.

Contacts - [John Womack](#) or [Professor Bruce Johnson](#)

[Back to Top](#)

[SNAME Home](#) / [O-44 Home](#)

http://www.sname.org/committees/tech_ops/O44/activity.html