GUIDANCE CHANGES NOTICE No.1 April 2022

Part 1 Seagoing Ships

Volume Y

GUIDANCE FOR CODE AND CONVENTION INTERPRETATIONS

Consolidated Edition 2022

Biro Klasifikasi Indonesia

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Foreword

This Guidance Change Notices (GCN) No. 1 provide amendment and corrigenda to the "Guidance for Code and Convention Interpretations (Pt. 1, Vol. Y), 2022 Consolidated edition" along with effective date from which these change are applicable.

Amendments to the preceding Edition are marked by strikethrough, red color, and expanded text. These new additions and amendments are to be read in conjunction with the requirements given in the Consolidated 2022 edition of the Guidance.

The summary of current amendments for each section including the implementation date are indicated in *Table 1 - Amendments Incorporates in This Notice*.

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Further queries or comments concerning this Guidance are welcomed through communication to BKI Head Office.

Guidance Changes Notice No. 1 – April 2022

Table 1 – Amendments Incorporates in This Notice

These amendments will come into force in accordance with the date which stated in the notes in each Sub-Section.

Paragraph	Title/Subject	Status/Remark
Section 4 – Gas Code		
GC 32.	Outer Duct in Gas Fuel Piping Systems	To keep consistency with the IMO unified interpretation (the amendment to MSC.1/Circ.1625 to be approved at MSC 105)
Section 6 – High Speed Craft Code		
HSC 1.	Cupboard as part of the space	To be deleted (as it is included in paragraph 7.3.2.2 of the 2000 HSC Code as amended by Resolution MSC.222(82))
HSC 2.	Classification of stairways	To be deleted (as it is included in 2000 HSC Code 7.3.1.3)
HSC 3.	Public spaces extending over 2 decks	To be deleted (as it is included in paragraph 7.4.4.2 of the 2000 HSC Code as amended by resolution MSC.222(82))
HSC 4.	Ventilation Grille in Toilet Entrance Door	To be deleted (as it is included in paragraph 7.4.2.7 of the 2000 HSC Code as amended by resolution MSC.222(82))
HSC 6.	Protection of Propeller Shafts	To include a correct regulation in the 2000 HSC Code
Section 7 – Load Line Convention		
LL 15.	Length of superstructure (Regulation 34(1) and 34(2))	To distinguish applicability of parts of the UI to different ICLL amendments (Reg. 34(1) and 34(2))
LL 55.	Least Moulded Depth for a Ship with a Rake of Keel (Regulation 3(1))	To recreated and included missing diagram
LL 59.	Cargo manifold gutter bars – freeing arrangements and intact stability	To improve clarity and non-mandatory language (“should”) changed to mandatory language (“shall”) in the wording of paragraph 3
LL 77.	Application of Load Line Requirements to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers)985	Correction to the referenced IMO circular. MSC-MEPC.1/Circ.1247 should be to MSC.1/Circ.1247
Section 9 – MARPOL Convention		
MPC 20.	Annex VI of MARPOL 73/78 Regulation 13.2.1.1 and 13.2.2	To update for reflecting the amended text of regulation 13.2.2 of MARPOL VI adopted by Resolution MEPC.251(66), which entered into force on 1 September 2015
Section 11 – SOLAS Convention		
SC 123.	Machinery Installations - Service Tank Arrangements	The expression “HFO” included in the second tank of the reinstated version of Rev.3 should be corrected to “MDO” according to the original version of Rev.3 of this UI and MSC.1/Circ.1572/Rev.1
SC 126.	Fire Protection Materials for Cargo Ships	To correct the wrong: References of SOLAS Reg.II-2/5.2 instead of II-2/5.3.
SC 154.	Provision of Detailed Information on Specific Cargo Hold Flooding Scenarios (SOLAS XII/9.3)	To update references (SOLAS XII/4.3 and UI SC180)

Paragraph	Title/Subject	Status/Remark
SC 159.	Equivalent Protection	To account for changes to the referenced IMO circulars and to align the UI with the current IACS standard format
SC 167.	Electrical distribution boards	To corrected the reference (SOLAS II-2/9.2.4.2.2.2(5))
SC 169.	Foam systems positions of aft monitors	To updated with the SOLAS regulations and the associated unified interpretation (by resolution MSC.339(91) and MSC.1/Circ.1491 respectively)
SC 213.	Arrangements for remotely located survival craft	To updated with MSC 97 so align with MSC.1/Circ.1490/Rev.1.

Section 4 Gas Code

GC 32. Outer Duct in Gas Fuel Piping Systems

(Feb 2021)
(Rev.1 Feb 2022)

Interpretation of paragraphs 5.4.4 and 5.13.2.4 of the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (as amended by Resolutions MSC.370(93), MSC.411(97) and MSC.441(99))

Paragraphs 5.4.4 and 5.13.2.4 of the Code reads as follows:

5.4.4 The design pressure of the outer pipe or duct of gas fuel systems shall not be less than the maximum working pressure of the inner gas pipe. Alternatively, for gas fuel piping systems with a working pressure greater than 1 MPa, the design pressure of the outer duct shall not be less than the maximum built-up pressure arising in the annular space considering the local instantaneous peak pressure in way of any rupture and the ventilation arrangements.

5.13.2.4 In double wall gas-fuel piping systems, the outer pipe or duct shall also be pressure tested to show that it can withstand the expected maximum pressure at gas pipe rupture.

Interpretation

1. The expression "duct" in 5.4.4 and 5.13.2.4 means to include the equipment enclosure required in 16.4.3.1 and 16.4.3.2 (e.g. GVU enclosure) as well as the structural pipe duct intended to contain any release of gas from inner pipe or equipment. The term "structural pipe duct" means an outer duct forming part of a structure such as a hull structure or superstructure or deck house, where permitted, other than gas valve unit rooms.

The gas valve unit rooms are to be:

.1 gastight toward other enclosed spaces;

.2 equipped with mechanical exhaust ventilation having a capacity of at least 30 air changes per hour and arranged to maintain a pressure less than the atmospheric pressure; and

.3 able to withstand the maximum built-up pressure arising in the room in case of a gas pipe rupture, as documented by suitable calculations taking into account the ventilation arrangements.

~~1.~~2. The expression "design pressure of the outer pipe or duct" in 5.4.4 is either of the following:

.1 the maximum pressure that can act on the outer pipe or equipment enclosure after the inner pipe rupture as documented by suitable calculations taking into account the venting arrangements; or

.2 for gas fuel systems with inner pipe working pressure greater than 1 MPa, the "maximum built-up pressure arising in the annular space", after the inner pipe rupture, which is to be calculated in accordance with paragraph 9.8.2 of the IGF Code as adopted by MSC.391(95).

~~2.~~3. The expression "maximum pressure at gas pipe rupture" in 5.13.2.4 is the maximum pressure to which the outer pipe or duct is subjected after the inner pipe rupture and for testing purposes it is the same as the design pressure used in 5.4.4.

Note:

1. *This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2021.*
2. *The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.*
3. *Rev.1 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2023.*

----------*end*----------

Section 6 High Speed Craft Code

HSC 1. Cupboard as part of the space

(1996)
(Del Nov 2021)

~~Reg. 7.3.1~~

~~Cupboards of less than 2 m² may be accepted as part of the space they serve provided they have open ventilation to this space and do not contain any materials or equipment of fire risk.~~

Deleted July 2022

Note:

On 10 November 2021, IACS agreed to delete UI HSC 1 with implementation date for deletion on 01 July 2022.

HSC 2. Classification of stairways

(1996)
(Del Nov 2021)

~~Reg. 7.3.1.3~~

~~Stairways may be categorised as areas of minor fire hazard.~~

Deleted July 2022

Note:

On 10 November 2021, IACS agreed to delete UI HSC 1 with implementation date for deletion on 01 July 2022.

HSC 3. Public spaces extending over 2 decks

(1996)
(Del Nov 2021)

~~Reg. 7.4.4.1~~

~~Public spaces extending over 2 decks may be considered as one space, provided that~~

- ~~the mean length and width of the opening area between lower and upper part is at least 25% of the mean length and width of the upper part of the whole space or at least of a corresponding area,~~
- ~~sufficient means of escape is provided from both levels of the space directly leading to an adjacent safe area or compartment,~~
- ~~the whole space is served by one section of sprinkler system with one relieve valve.~~

Deleted July 2022

Note:

On 10 November 2021, IACS agreed to delete UI HSC 1 with implementation date for deletion on 01 July 2022.

HSC 4. Ventilation Grille in Toilet Entrance Door

(1997)
(Del Nov 2021)

~~Table 7.4-1~~

~~Ventilation openings may be accepted in entrance doors to public toilets if positioned in the lower portion of such doors and fitted with closable grilles operable from the public space side and made of non-combustible or fire-restricting material.~~

Deleted July 2022

Note:

On 10 November 2021, IACS agreed to delete UI HSC 1 with implementation date for deletion on 01 July 2022.

----------*end*----------

HSC 6. Protection of Propeller Shafts

(1997)
(Rev. 1 Nov 2021)

~~Reg. 9.8~~

Interpretation of paragraph 9.8 of the High Speed Craft Code 2000, Chapter 9, part B, Section 8

Paragraph 9.8 reads as follows:

Means for return to a port of refuge for category B craft

Category B craft shall be capable of maintaining the essential machinery and control so that, in the event of a fire or other casualties in any one compartment on board, the craft can return to a port of refuge under its own power.

Interpretation

On monohulls, propeller shaft and bearings of at least one main engine, when passing through the aft machinery space, are to be protected as follows:

- steel shaft bearings by water spray,
- shafts made of composite material (FRP), either by
  - passive fire protection for 60 minutes duration, or
  - a water spray system and able to transmit the full torque of the propulsion engine after a standard fire test of 7 minutes.

----------*end*----------

Section 7 Load Line Convention

LL 15. Length of superstructure (Regulation 34(1) and 34(2))[18]

(1968)
(Rev.1 1993)
(Rev.2 July 2003) [19]
(Rev.3 July 2008)
(Rev.4 Nov 2021)

Interpretation of the 1966 International Convention on Load Lines, regulations 34(1) and 34(2) and the 1988 Protocol relating to the 1966 International Convention on Load Lines, regulations 34(1) and 34(2), as amended by resolutions MSC.143(77), MSC.329(90), MSC.356(92) and MSC.375(93)

Regulations 34(1) and 34(2) of the International Convention on Load Lines, 1966 reads as follows:

(1) Except as provided in paragraph (2) of this Regulation, the length of a superstructure (S) shall be the mean length of the parts of the superstructure which lie within the length (L).

(2) Where the end bulkhead of an enclosed superstructure extends in a fair convex curve beyond its intersection with the superstructure sides, the length of the superstructure may be increased on the basis of an equivalent plane bulkhead. This increase shall be two-thirds of the fore and aft extent of the curvature. The maximum curvature which may be taken into account in determining this increase is one-half the breadth of the superstructure at the point of intersection of the curved end of the superstructure with its side.

Regulations 34(1) and 34(2) of the 1988 Protocol relating to the International Convention on Load Lines 1966 reads as follows:

(1) Except as provided in paragraph (2), the length of a superstructure (S) shall be the mean length of the parts of the superstructure which lie within the length (L).

Where a superstructure bulkhead is recessed, the effective length of the superstructure shall be reduced by an amount equal to the area of the recess in plan view divided by the breadth of the superstructure at the midlength of the recess. Where the recess is unsymmetrical about the centreline, the largest portion of the recess shall be considered as applying to both sides of the ship. A recess need not be decked over.

(2) Where the end bulkhead of an enclosed superstructure extends in a fair convex curve beyond its intersection with the superstructure sides, the length of the superstructure may be increased on the basis of an equivalent plane bulkhead. This increase shall be two-thirds of the fore and aft extent of the curvature. The maximum curvature which may be taken into account in determining this increase is one-half the breadth of the superstructure at the point of intersection of the curved end of the superstructure with its side.

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[18] ~~This UI is also applicable to Regulation 34(1) and 34(2) of the 1988 Protocol.~~ All paragraphs of the UI are applicable to Regulation 34 (1) and 34(2) of ICLL 1966 and to ICLL 1966 as amended in 1988.

[19] ~~Changes introduced in Rev.2 (July 2003) are also applicable to Regulation 34(1) of the revised 1988 Protocol.~~ Paragraphs 4 and 5 of the UI are also applicable to ICLL 1966 as amended in 1988 and 2003.

Where there is an extension to a superstructure, which extension has a breadth on each side of the centre line at least 30% of the breadth of the ship, the effective length of the superstructure may be increased by considering an equivalent superstructure bulkhead in the form of a parabola. This parabola shall extend from the extension at the centreline and pass through the junction of the actual superstructure bulkhead with the sides of the extension and extend to the sides of the ship. This parabola shall be completely contained within the boundary of the superstructure and its extensions.

If the superstructure is set-in from the side, up to the limit allowed under regulation 3(10), the equivalent bulkhead should be calculated on the basis of the actual breadth of the superstructure (and not the breadth of the ship).

Interpretations

Regulation 34(1):

1. Where a superstructure bulkhead is recessed, the effective length of the superstructure shall be reduced by an amount equivalent in area to the area of the recess related to the breadth of the ship at the mid-length of the recess.

2. Where the recess is unsymmetrical about the centre line, the largest portion of the recess shall be considered as applying to both sides of the ship.

3. It is considered that such a recess need not be decked over.

4. Where a cargo hatchway, complying with the requirements of regulation 16 and having a coaming height that extends above the level of the superstructure deck, is fitted in the recess and covering the whole area of the recess, the hatchway may be taken into account as forming a part of the superstructure, and the effective length of the superstructure need not be reduced by the amount equivalent in area to the area of the recess.

5. The hatchway coaming height shall be in accordance with Regulation 16(1), measured from the superstructure deck level.

Regulation 34(2):

6. Where there is an extension to a superstructure, which extension has a breadth on each side of the centre line at least 30% of the breadth of the ship, the effective length of the superstructure may be increased by considering an equivalent superstructure bulkhead in the form of a parabola. This parabola should extend from the extension at the centre line and pass through the junction of the actual superstructure bulkhead with the sides of the extension and extend to the sides of the ship. This parabola should be completely contained within the boundary of the superstructure and its extensions.

7. If the superstructure is set-in from the side, up to the limit allowed under Regulation 3(10), the equivalent bulkhead should be calculated on the basis of the actual breadth of the superstructure (not the breadth of the ship).

Note:

1. *Changes introduced in Rev.2 (July 2003) are to be uniformly implemented by IACS Members and Associates from 1 January 2004.*

2. *Changes introduced in Rev.4 (Nov 2021) are to be uniformly implemented by IACS Members from 1 January 2022.*

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LL 55. Least Moulded Depth for a Ship with a Rake of Keel (Regulation 3(1))[67]

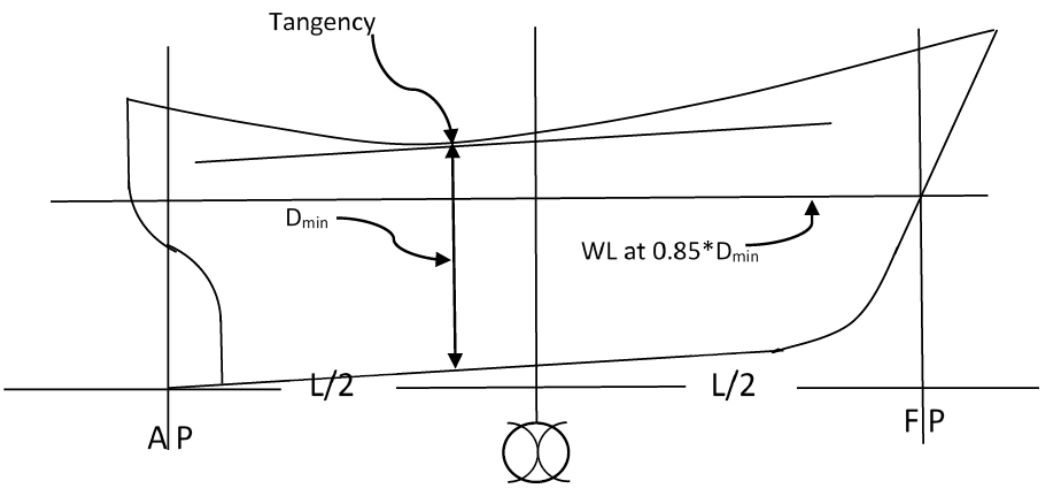
(1993)
(Rev.1 July 2008)
(Corr.1 Dec 2021)

Interpretation of the paragraph 3(1) of the International Convention on Load Lines, 1966 as amended

Regulation 3(1) reads as follows:

(1) Length. The length (L) shall be taken as 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or as the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

Interpretation



For a ship with a rake of keel, least moulded depth, D_{mld}, is found by drawing a line parallel to the keel line of the vessel (including skeg) tangent to the moulded sheer line of the freeboard deck, as illustrated in the above sketch. The least moulded depth is the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side at the point of tangency.

Depth for freeboard, **D**, may then be found.

----------end----------

LL 59. Cargo manifold gutter bars – freeing arrangements and intact stability

(1997)
(Rev.1 Dec 2007)[71]
(Corr.1 Feb 2022)

[67] - ~~This UI is also applicable to Regulation 3(1) of the 1988 Protocol.~~

[71] Rev.1 of this Unified Interpretation is to be uniformly implemented by all Members and Associates from 1 July 2008, unless otherwise instructed by a Flag State.

Interpretation of the 1966 International Convention on Load Lines, regulation 26 and the 1988 Protocol relating to the 1966 International Convention on Load Lines, regulations 24(1)(g) and 26, as amended by resolution MSC.143(77)

~~ICLL 1966, Regulation 26 Special Conditions of Assignment for Type "A" Ships~~

Regulation 26 of ICLL 1966 reads as follows:

Regulation 26 Special Conditions of Assignment for Type "A" Ships

Machinery Casings

(1) Machinery casings on Type "A" ships as defined in Regulation 27 shall be protected by an enclosed poop or bridge of at least standard height, or by a deckhouse of equal height and equivalent strength, provided that machinery casings may be exposed if there are no openings giving direct access from the freeboard deck to the machinery space. A door complying with the requirements of Regulation 12 may, however, be permitted in the machinery casing, provided that it leads to a space or passageway which is as strongly constructed as the casing and is separated from the stairway to the engine room by a second weathertight door of steel or other equivalent material.

Gangway and Access

(2) An efficiently constructed fore and aft permanent gangway of sufficient strength shall be fitted on Type "A" ships at the level of the superstructure deck between the poop and the midship bridge or deckhouse where fitted, or equivalent means of access shall be provided to carry out the purpose of the gangway, such as passages below deck. Elsewhere, and on Type "A" ships without a midship bridge, arrangements to the satisfaction of the Administration shall be provided to safeguard the crew in reaching all parts used in the necessary work of the ship.

(3) Safe and satisfactory access from the gangway level shall be available between separate crew accommodations and also between crew accommodations and the machinery space.

Hatchways

(4) Exposed hatchways on the freeboard and forecastle decks or on the tops of expansion trunks on Type "A" ships shall be provided with efficient watertight covers of steel or other equivalent material.

Freeing Arrangements

(5) Type "A" ships with bulwarks shall have open rails fitted for at least half the length of the exposed parts of the weather deck or other effective freeing arrangements. The upper edge of the sheer strake shall be kept as low as practicable.

(6) Where superstructures are connected by trunks, open rails shall be fitted for the whole length of the exposed parts of the freeboard deck.

~~(ICLL Regulation 24(1)(g) and Regulation 26)~~

~~ICLL 1988, as amended by res. MSC.143(77), Regulation 24 Freeing Ports~~

Regulation 24 of ICLL 1988 reads as follows

Regulation 24 Freeing Ports

(1)(g) Gutter bars greater than 300 mm in height fitted around the weather decks of tankers in way of cargo manifolds and cargo piping shall be treated as bulwarks. Freeing ports shall be arranged in

accordance with this regulation. Closures attached to the freeing ports for use during loading and discharge operations are to be arranged in such a way that jamming cannot occur while at sea.

~~ICLL 1988, Regulation 26 Special conditions of assignment for type 'A' ships~~

Regulation 26 of ICLL 1988 reads as follows

Regulation 26 Special conditions of assignment for type 'A' ships

Machinery casings

(1) Machinery casings on type 'A' ships, as defined in regulation 27, shall be protected by one of the following arrangements:

a) an enclosed poop or bridge of at least standard height; or

b) a deckhouse of equal height and equivalent strength.

(2) Machinery casings may, however, be exposed if there are no openings giving direct access from the freeboard deck to the machinery space. A door complying with the requirements of regulation 12 is acceptable in the machinery casing, provided that it leads to a space or passageway which is as strongly constructed as the casing and is separated from the stairway to the engine-room by a second weathertight door of steel or other equivalent material.

Gangway and access

(3) A fore-and-aft permanent gangway, constructed in accordance with the provisions of regulation 25-1(2)(e), shall be fitted on type 'A' ships at the level of the superstructure deck between the poop and the midship bridge or deckhouse where fitted. The arrangement contained in regulation 25-1(2)(a) is considered an equivalent means of access to carry out the purpose of the gangway.

(4) Safe access from the gangway level shall be available between separate crew accommodations and also between crew accommodations and the machinery space.

Hatchways

(5) Exposed hatchways on the freeboard and forecastle decks or on the tops of expansion trunks on type 'A' ships shall be provided with efficient watertight covers of steel or other equivalent material.

Freeing arrangements

(6) Type 'A' ships with bulwarks shall have open rails fitted for at least half the length of the weather deck or other equivalent freeing arrangements. A freeing port area, in the lower part of the bulwarks, of 33% of the total area of the bulwarks, is an acceptable equivalent freeing arrangement. The upper edge of the sheer strake shall be kept as low as practicable.

(7) Where superstructures are connected by trunks, open rails shall be fitted for the whole length of the exposed parts of the freeboard deck.

Interpretation

1. Where gutter bars are installed on the weather decks of tankers in way of cargo manifolds and are extended aft as far as the after house front for the purpose of containing cargo spills on deck during loading and discharge operations, the free surface effects caused by containment of a cargo spill during liquid transfer operations or of boarding seas while underway require consideration with respect to the vessel’s available margin of positive initial stability (GMo).

2. Where the gutter bars installed are greater than 300 mm in height, they are to be treated as bulwarks according to the Load Line Convention with freeing ports arranged in accordance with Regulation 24 and effective closures provided for use during loading and discharge operations. Attached closures are to be arranged in such a way that jamming cannot occur while at sea, ensuring that the freeing ports will remain fully effective.

~~On ships without deck camber, or where the height of the installed gutter bars exceeds the camber, and for tankers having cargo tanks exceeding 60% of the vessel's maximum beam at midships regardless of gutter bar height, gutter bars should not be accepted without an assessment of the initial stability (GMo) for compliance with the relevant intact stability requirement taking into account the free surface effect caused by liquids contained by the gutter bars.~~

3. An assessment of the initial stability (GMo) for compliance with the relevant intact stability requirements taking into account the free surface effect caused by liquids contained by the gutter bars shall be undertaken on:

- tankers having cargo tanks exceeding 60% of the vessel's maximum beam at midships regardless of gutter bar height,
- ships without deck camber,
- ships where the height of the installed gutter bars exceeds the camber.

----------end----------

LL 77. Application of Load Line Requirements to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers)[98]

(Dec 2011)
(Corr.1 Dec 2021)

Article 10 - Repairs, alterations and modifications

1) *A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before.*
2) *Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the administration deems reasonable and practicable.*

Interpretation

1. For single-hull oil tankers converted to double-hull oil tankers:

1.1 The ship should meet the requirements of the regulations contained in chapter III (Freeboards) of Annex I of the Load Line Convention in effect at the date of conversion. In cases where there are no changes to the parameters which result in a change of the minimum freeboard[99] , and where there is no decrease in magnitude of freeboard assigned after conversion, using the Convention previously applicable to the ship in determining any change or decrease as mentioned above, the converted ship should continue to comply with at least the requirements previously applicable to the ship.

[98] This UI is to be uniformly implemented by IACS Societies to conversions which occur (as defined in paragraph 3) on or after 1 January 2013.

[99] "which result in a change of the minimum freeboard" should be understood as "which are used in determining the minimum freeboard even though the minimum freeboard has no change in fact".

1.2 Any structure and/or equipment such as doors, hatches, and cable lockers, etc., which is newly added, replaced, or modified is to comply with the requirements of the regulations contained in chapter II (Conditions of assignment of freeboard) of Annex I of the Convention in effect at the date of conversion.

2. For single-hull oil tankers converted to bulk carriers:

2.1 Any such conversion should be regarded as a modification of a major character and the ship should meet all the requirements of the regulations annexed to the Convention (including regulation 39) in effect at the date of conversion; and

2.2 Notwithstanding the above, the requirements of the regulations contained in chapter II (Conditions of assignment of freeboard) of Annex I of the Convention in effect at the date of conversion, should be applied only to the structure and/or equipment, which is newly added, replaced, or modified.

3. The date on which a conversion occurs for the purposes of determining the applicability of requirements for ships constructed on or after the date on which any relevant amendments enters into force should be:

3.1 The date on which the contract is placed for the conversion; or

3.2 In the absence of a contract, the date on which the work identifiable with the specific conversion begins; or

3.3 The completion date of the conversion[100], if that occurs more than 3 years after the date specified in subparagraph 3.1 above or 30 months after the date specified in subparagraph 3.2 above, either as applicable.

----------*end*----------

[100] Where the completion date of the conversion has been subject to delay beyond the period referred to in paragraph 3.3 above due to unforeseen circumstances beyond the control of the builder and the owner, the other dates referred to in paragraph 3.1 or 3.2 above, if applicable, may be accepted by the Administration in lieu of the completion date of the conversion in accordance with MSC-~~MEPC~~.1/Circ.1247.

Section 9 MARPOL Convention

MPC 20. Annex VI of MARPOL 73/78 Regulation 13.2.1.1 and 13.2.2

(July 2004)
(Rev.1, Apr 2014)
(Corr.1 July 2020)
(Corr.2 Feb 2022)

Application

Regulation 13.2.1.1 reads as follows:

For the purpose of this regulation, major conversion means a modification on or after 1 January 2000 of a marine diesel engine that has not already been certified to the standards set forth in paragraph 3, 4, or 5.1.1 of this regulation where:

1 *the engine is replaced by a marine diesel engine or an additional marine diesel engine is installed, or ….*

Regulation 13.2.2 reads as follows:

For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine, or the installation of an additional marine diesel engine, the standards in ~~force~~ this regulation at the time of the replacement or addition of the engine shall apply. In the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III, as applicable), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II), taking into account guidelines developed by the Orqanization.*

* Refer to the 2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit, adopted by the MEPC by resolution MEPC.230(65).

Regulation 13(2)(a)(i) before the 2008 amendments reads as follows:

For the purpose of this regulation, major conversion means a modification of an engine where the engine is replaced by a new engine built on or after 1 January 2000.

Interpretation

This section shall be interpreted, in respect of engines installed on or after 1 January 2000 but before 1 July 2010, on the basis of regulation 13(2)(a)(i) which applied at that time in which it was given that "For the purpose of this regulation, major conversion**, means a modification of an engine where the engine is replaced by a new engine built on or after 1 January 2000." as follows:

1) For application of regulation 13(2)(a)(i) the term "replaced" shall be interpreted as being applicable to an engine installed either as a direct replacement for an existing engine or one installed as an addition to the original engine complement as at 1 January 2000 to meet revised ship requirements; and,
2) For application of regulation 13(2)(a)(i) the term "new" shall be interpreted as applying to engines that left the manufacturer's works for the first time on or after 1 January 2000.

** For IACS interpretation of "time of the replacement or addition" with respect to major conversion, see MPC 98.

Note:

1. *This UI is to be uniformly implemented by IACS Societies from 19 May 2005.*
2. *Rev.1 of the UI is to be uniformly implemented by IACS Societies from 1 January 2015.*

----------*end*----------

Section 11 SOLAS Convention

SC 123. Machinery Installations - Service Tank Arrangements

(1998)
(Rev.1, April 1998)
(Rev.2, June 2002)
(Rev.3, Dec 2005)
(Rev.4 Nov 2018 Withdrawn and Rev.3 reinstated Nov 2019)
(Corr.1 Feb 2022)

(Reg. II-1/26.11)

SOLAS Regulation II-1/26.11 states:

Two fuel oil service tanks for each type of fuel used on board necessary for propulsion and vital systems or ***equivalent arrangements*** *shall be provided on each new ship, with a capacity of at least 8 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant.*

Interpretation

Arrangements complying with this regulation and acceptable "equivalent arrangements", for the most commonly utilised fuel systems, are shown below.

A service tank is a fuel oil tank which contains only fuel of a quality ready for use i.e fuel of a grade and quality that meet the specification required by the equipment manufacturer. A service tank is to be declared as such and not to be used for any other purpose.

Use of a setting tank with or without purifiers, or purifiers alone, and one service tank is not acceptable as an "equivalent arrangement" to two service tanks.

1. Example 1

1.1 Requirement according to SOLAS - Main and Auxiliary Engines and Boiler(s) operating with Heavy Fuel Oil (HFO) (one fuel ship)

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux Eng. + Aux Boiler	HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux Eng. + Aux Boiler	MDO TK For initial cold starting or Repair work of Engines/Boiler

1.2 Equivalent arrangement

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux Eng. + Aux Boiler	~~HFO~~ MDO Serv. TK Capacity for at least 8 h Main Eng. + Aux Eng. + Aux Boiler

This arrangement only applies where main and auxiliary engines can operate with heavy fuel oil under all load conditions and, in the case of main engines, during manoeuvring.

For pilot burners of Auxiliary Boilers if provided, an additional MDO tank for 8 hours may be necessary.

Notes:

1. *This Unified Interpretation is to be applied by IACS Members and Associates to all ships subject to the relevant SOLAS Regulation.*
2. *Changes introduced in Rev.2 are to be uniformly implemented by IACS Members and Associates from 1 January 2003.*
3. *Changes introduced in Rev.3 are to be uniformly implemented by IACS Members and Associate from 1 July 2006.*
4. *Rev.4 of this UI is withdrawn prior to coming into force on 1 January 2020 and Rev.3 of this UI is reinstated on Nov 2019.*

2. Example 2

2.1 Requirement according to SOLAS - Main Engine(s) and Auxiliary Boiler(s) operating with HFO and Auxiliary Engine operating with Marine Diesel Oil (MDO)

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux Boiler	HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux Boiler	MDO Serv. TK Capacity for at least 8 h Aux. Eng.	MDO Serv. TK Capacity for at least 8 h Aux. Eng.

2.2 Equivalent arrangement

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux Boiler	MDO Serv. TK Capacity for at least the highest of : • 4 h Main Eng. + Aux. Eng + Aux. Boiler, Or • 8 h Aux. Eng. + Aux Boiler	MDO Serv. TK Capacity for at least the highest of : • 4 h Main Eng. + Aux. Eng + Aux. Boiler, Or • 8 h Aux. Eng. + Aux Boiler

3. The arrangements in 1.2 and 2.2 apply, provided the propulsion and vital systems which use two types of fuel support rapid fuel changeover and are capable of operating in all normal operating conditions at sea with both types of fuel (MDO and HFO).

----------*end*----------

SC 126. Fire Protection Materials for Cargo Ships

(May, 1998)
(Rev.1 June 2000)
(Rev.2 Nov 2005)
(Corr.1 Aug 2021)

(SOLAS regulations II-2/4.4.4, 5.3, 6.2.1 and 6.3.1)

For the application of SOLAS regulations II-2/4.4.4, 5.3~~2~~, 6.2.1 and 6.3.1 ~~6.2~~, reference is to be made to the attached Figure 1 and associated Tables 1 and 2.

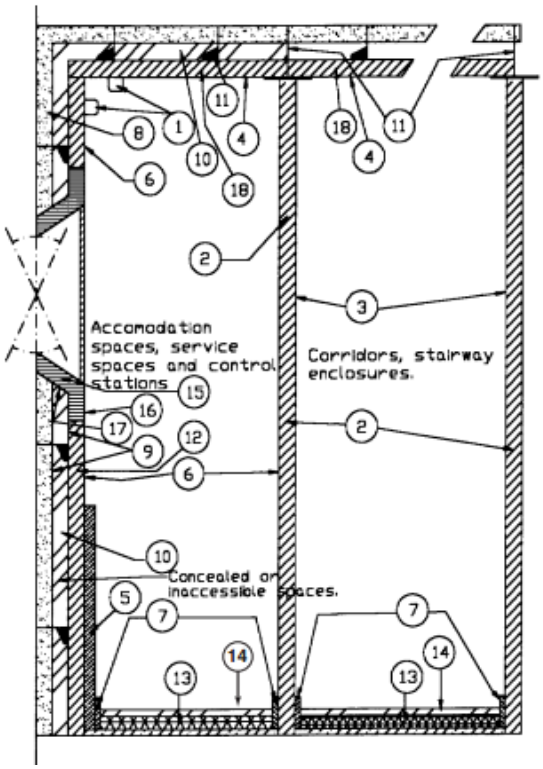


Figure 1 : Constructural elements in accommodation spaces

Table 1: Method IC

		Requirements for Components						
		A Non Combustible Materials Reg. II-2/ 5.3.1.2.2.1	B Non Combustible Materials Reg. II-2/ 5.3.1.1	C Low Flame Spread Reg. II.2/5.3.2.4.2	D Equivalent Volume Reg. II-2/5.3.2.3.1	E Calorific Value Reg. II-2/5.3.2.2	F Smoke Production Reg. II-2/6.~~2~~	G Not readily ignite Reg. II-2/~~6.3~~ 4.4.4
1	Moulding				X			
2	Panel	X						
3	Painted surfaces or Veneer or Fabric or Foils			X	X	X	X(2)	
4	Painted surfaces or Veneer or Fabric or Foils			X	X	X	X(2)	
5	Decoration				X		X ~~(2)~~	
6	Painted surfaces or Veneer or Fabric or Foils				X	X	X (2)	
7	Skirting board				X			
8	Insulation		X (1)					
9	Surfaces and paints in concealed or inaccessible spaces			X				
10	Draught stops	X						
11	Grounds and supports	X		X				
12	Lining	X						
13	Primary deck covering 1st layer						X(4)	X
14	Floor finishing			X (3)			X ~~(3)~~	
15	Window box	X						
16	Window box surface			X ~~(3)~~	X	X	X ~~(3)~~	
17	Window box surface in concealed or inaccessible space			X				
18	Ceiling panel	X						

1) *Vapour barriers used on pipes for cold systems (see UI SC 102) may be of combustible materials providing that their surface has low flame spread characteristics (Reg. II-2/5.3.1.1)*
2) *Applicable to paints, varnishes and other finishes (Reg. II-2/6.2.1)*
3) *Only in corridors and stairway enclosures.*
4) *Only in accommodation and service spaces and control stations (Reg. II-2/6.3.1).*
   - *Regulation II-/6.2 only applies to accommodation spaces, service spaces and control stations as well as stairway enclosures (UI SC 127)*
   - *As far as window boxes construction is concerned, reference is also to be made to MSC/Circ.917 and MSC/Circ. 917 Add. 1*

Guidance Changes Notice No. 1

Table 2: Method IIC and IIIC

		Requirements for Components						
		A Non Combustible Materials Reg. II-2/ 5.3.1.2.2.2~~1~~	B Non Combustible Materials Reg. II-2/5.3.1.1	C Low Flame Spread Reg. II.2/5.3.2.4.2	D Equivalent Volume Reg. II-2/5.3.2.3.1	E Calorific Value Reg. II-2/5.3.2.2	F Smoke Production Reg. II-2/6.~~2~~	G Not readily ignite Reg. II-2/~~6.3~~ 4.4.4
1	Moulding				X(3)			
2	Panel	X (4)						
3	Painted surfaces or Veneer or Fabric or Foils			X	X	X	X(5)	
4	Painted surfaces or Veneer or Fabric or Foils			X	X (3)	X (2)	X(5)	
5	Decoration				X (3)		X ~~(5)~~	
6	Painted surfaces or Veneer or Fabric or Foils				X (3)	X (2)	X (5)	
7	Skirting board				X (3)			
8	Insulation		X (1)					
9	Surfaces and paints in concealed or inaccessible spaces			X				
10	Draught stops	X (4)						
11	Grounds and supports	X (4)		X				
12	Lining	X (4)						
13	Primary deck covering 1st layer						X(7)	X
14	Floor finishing			X (6)			X ~~(4)~~	
15	Window box	X (4)						
16	Window box surface			X (3)	X (3)	X (2)	X ~~(4)~~	
17	Window box surface in concealed or inaccessible space			X				
18	Ceiling panel	X (4)						

Table Notes

1) *Vapour barriers used on pipes for cold systems (see UI SC 102) may be of combustible materials providing that their surface has low flame spread characteristics (Reg. II-2/5.3.1.1)*
2) *Where fire material is fitted on non combustible bulkheads, ceiling and lining in accommodation and service spaces (Reg. II-2/5.3.2.2)*
3) *To be applied to those accommodation and service spaces bounded by non combustible bulkheads, ceiling and lining (Reg. II-2/ 5.3.2.3.1)*
4) *Only in corridor and stairway enclosures serving accommodation and service spaces and control stations (Reg. II-2/5.3.1.2.2.2)*
5) *Applicable to paints, varnishes and other finishes (Reg. II-2/6.2.1)*
6) *Only in corridors and stairway enclosures.*
7) *Only in accommodation and service spaces and control stations (Reg. II-2/6.3.1)*

– *Regulation II-/6.2 only applies to accommodation spaces, service spaces and control stations as well as stairway enclosures (UI SC 127).*
– *As far as window boxes construction is concerned, reference is also to be made to MSC/Circ.917 and MSC/Circ. 917 Add. 1.*

Note:

1. *This Unified Interpretation is to be applied by all Members and Associates on ships contracted for construction on or after 1 January, 2006.*
2. *The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29."*

----------*end*----------

SC 154. Provision of Detailed Information on Specific Cargo Hold Flooding Scenarios (SOLAS XII/9.3)

(March 2000)
(Corr.1 Sep 2021)

Interpretation of regulation 9.3 of SOLAS chapter XII

SOLAS XII/9 reads as follows:

Requirements for bulk carriers not being capable of complying with regulation 4.3 due to the design configuration of their cargo holds

For bulk carriers constructed before 1 July 1999 being within the application limits of regulation 4.3, which have been constructed with an insufficient number of transverse watertight bulkheads to satisfy that regulation, the Administration may allow relaxation from the application of regulations 4.3 and 6 on condition that they shall comply with the following requirements:

.1 for the foremost cargo hold, the inspections prescribed for the annual survey in the enhanced programme of inspections during surveys required by regulation XI-1/2 shall be replaced by the inspections prescribed therein for the intermediate survey of cargo holds;

.2 are provided with bilge well high water level alarms in all cargo holds, or in cargo conveyor tunnels, as appropriate, giving an audible and visual alarm on the navigation bridge, as approved by the Administration or an organization recognized by it in accordance with the provisions of regulation XI-1/1; and

.3 are provided with detailed information on specific cargo hold flooding scenarios. This information shall be accompanied by detailed instructions on evacuation preparedness under the provisions of section 8 of the International Safety Management (ISM) Code and be used as the basis for crew training and drills.

Interpretation

Application

This Unified Interpretation is applicable only to bulk carriers which are constructed before 1 July 1999 but not capable of complying with SOLAS XII/4.3 ~~SOLAS XII/4.2~~.

Where bulk carriers are shown to be not capable of complying with SOLAS XII/4.3 ~~SOLAS XII/4.2~~ due to the design configuration of their cargo holds, SOLAS XII/9 permits relaxation from the application of regulations ~~4.2~~ 4.3 and 6 on the basis of compliance with certain other requirements, including provision of detailed information on specific cargo hold flooding scenarios.

1. General - The information should comprise at least the following:

1.1 Specific cargo hold flooding scenarios.

1.2 Instructions for evacuation preparedness.

1.3 Details of the ship's means for leakage detection

2. Specific cargo hold flooding scenarios

2.1 Flooding assumptions:

2.1.1 The flooding of the foremost cargo hold is to be used as the starting point for any respective flooding scenario. Subsequent flooding of other spaces can only occur due to progressive flooding.

2.1.2 The permeability of a loaded hold shall be assumed as 0.9 and the permeability of an empty hold shall be assumed as 0.95, unless a permeability relevant to a particular cargo is assumed for the volume of a flooded hold occupied by cargo and a permeability of 0.95 is assumed for the remaining empty volume of the hold. The permeability of a hold loaded with packaged cargo shall be assumed as 0.7.

2.2 Loading conditions to be considered:

2.2.1 Flooding scenarios should be developed for loading conditions loaded down to the summer load line even if not in compliance with the requirements of Regulation ~~4.2~~ 4.3. The scope to be covered should include at least the following:

- A homogenous and, if applicable, an alternate hold loading condition are to be considered.
- In case one or more loading conditions meet the requirements of regulation ~~4.2~~ 4.3, this should be noted.
- A packaged cargo condition, if applicable.

2.2.2 In case the vessel is able to withstand flooding of the foremost hold at a lower draught, guidance in the form of limiting KG/GM curves, based on the flooding assumptions in 2.1, should be provided. Curves should indicate the assumed trim and whether the foremost hold is homogeneously loaded, loaded with high density cargo (alternate hold loading), loaded with packaged cargo or empty.

2.3 Presentation of results

The results should clearly indicate the reasons for non-compliance with the survival criteria given in Reg. ~~XII/4.3~~ XII/4.4 and explain the implications regarding the need to abandon ship. e.g. immersion of a weathertight closing appliance if the stability characteristics are otherwise satisfactory may indicate that

there is no immediate danger of foundering, provided the bulkhead strength is adequate, particularly if the weather conditions are favourable and bilge pumping can cope with any progressive flooding.

3. Guidance for evacuation

The following guidance in this IACS Interpretation with regard to preparation for evacuation is in the most general terms. Responsibility for the preparation of detailed information rests with the operator of the ship.

3.1 In any case of detection of severe flooding (made in accordance with ~~UR S 24~~ UI SC 180), preparations for abandoning the vessel shall be envisaged in accordance with the applicable rules and procedures, such as SOLAS III, STCW and the ISM Code.

3.2 In the context of severe weather conditions the weather itself may have substantial influence on the development of the flooding and consequently the time remaining to execute the abandoning of the ship could be much shorter than estimated in any pre-assessed flooding scenario.

Note:

This UI SC 154 is to be uniformly implemented by IACS Members and Associates from 1 January 2001.

----------*end*----------

SC 159. Equivalent Protection

(June 2000)
(Corr.1 May 2001)
(Rev.1 Nov 2005)
(Corr.1 Sep 2021)

Interpretation of regulation 10.7.2 of SOLAS Chapter II-2

~~(Reg. II-2/10.7.2)~~ SOLAS Chapter II-2, Regulation 10.7.2 reads as follows:

10.7.2 A ship engaged in the carriage of dangerous goods in any cargo spaces shall be provided with a fixed carbon dioxide or inert gas fire-extinguishing system complying with the provisions of the Fire Safety Systems Code or with a fire-extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargoes carried.

Interpretation

Water supplies as defined in Reg. II-2/19.3.1.2 are considered as an acceptable protection for cargoes listed in Table 2 of ~~MSC/Circ. 671~~ the latest revision of MSC.1/Circ.1395.

~~(MSC/Circ. 1120)~~

Note:

This UI SC 159 is to be uniformly implemented by IACS Members and Associates from 1 January 2001.

----------*end*----------

SC 167. Electrical distribution boards

(June 2002)
(Rev.1 Nov 2005)
(Corr.1 Nov 2021)

Interpretation of SOLAS chapter II-2 regulations 9.2.2.3.2.2(7), 9.2.2.4.2.2(5), 9.2.3.3.2.2(5) and 9.2.4.2.2.2(5))

~~(Reg.II- 2/9.2.2.3.2.2(7), 9.2.2.4.2.2(5), 9.2.3.3.2.2(5) and 9.3.4.2.2.2(5))~~

SOLAS II-2/9.2.2.3.2.2(7) reads as follows:

For determining the appropriate fire integrity standards to be applied to boundaries between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (14) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed rooms within a space that have less than 30% communicating openings to that space are considered separate spaces. The fire integrity of the boundary bulkheads and decks of such smaller rooms shall be as prescribed in tables 9.1 and 9.2. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.

(7) Accommodation spaces of moderate fire risk

Spaces as in category (6) above but containing furniture and furnishings of other than restricted fire risk.

Public spaces containing furniture and furnishings of restricted fire risk and having a deck area of 50 m^2 or more.

Isolated lockers and small store-rooms in accommodation spaces having areas less than 4 m^2 (in which flammable liquids are not stowed).

Motion picture projection and film stowage rooms. Diet kitchens (containing no open flame).

Cleaning gear lockers (in which flammable liquids are not stowed).

Laboratories (in which flammable liquids are not stowed).

Pharmacies.

Small drying rooms (having a deck area of 4 m^2 or less).

Specie rooms.

Operating rooms.

SOLAS II-2/9.2.2.4.2.2(5) reads as follows:

For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (11) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed rooms within a space that have less than 30 % communicating openings to that space are considered separate spaces. The fire integrity of the boundary bulkheads and decks of such smaller rooms shall be as prescribed in tables 9.3 and 9.4. The title of each category is intended to be typical rather than restrictive. The number in

parentheses preceding each category refers to the applicable column or row in the tables.

(5) Service spaces (low risk)

Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m² and drying rooms and laundries.

SOLAS II-2/9.2.3.3.2.2(5) reads as follows:

For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (11) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed rooms within a space that have less than 30% communicating openings to that space are considered separate spaces. The fire integrity of the boundary bulkheads and decks of such smaller rooms shall be as prescribed in tables 9.5 and 9.6. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.

(5) Service spaces (low risk)

Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m² and drying rooms and laundries.

SOLAS II-2/9.2.4.2.2.2(5) reads as follows:

For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (10) below. Where the contents and use of a space are such that there is a doubt as to its classification for the purpose of this regulation, or where it is possible to assign two or more classifications to a space, it shall be treated as a space within the relevant category having the most stringent boundary requirements. Smaller, enclosed areas within a space that have less than 30% communicating openings to that space are considered separate areas. The fire integrity of the boundary bulkheads and decks of such smaller spaces shall be as prescribed in tables 9.7 and 9.8. The title of each category is intended to be typical rather than restrictive. The number in parentheses preceding each category refers to the applicable column or row in the tables.

(5) Service spaces (low risk)

Lockers and store-rooms not having provisions for the storage of flammable liquids and having areas less than 4 m² and drying rooms and laundries.

Interpretation

Distribution boards may be located behind panels/linings within accommodation spaces including stairway enclosures, without the need to categorize the space, provided no provision is made for storage.

If distribution boards are located in an identifiable space having a deck area of less than 4 m², this space may be categorized in (7), according to regulation 9.2.2.3.2.2, or (5), according to regulations 9.2.2.4.2.2, 9.2.3.3.2.2 and 9.2.4.2.2.2.

(MSC/Circ. 1120)

Note:

This UI SC 167 is to be implemented from 1 January 2003.

----------*end*----------

SC 169. Foam systems positions of aft monitors

(June 2002)
(Corr. Feb 2003)
(Rev.1 Nov 2021)

Interpretation of SOLAS chapter II-2, regulation 10.8 and the FSS Code chapter 14, paragraph 2.3.2.3, as amended by resolution MSC.99(73)

~~(SOLAS 2000 Amendments (MSC.99(73)), Reg.II-2/10.8 and FSS Code Ch.14.2.3.2.3)~~

SOLAS II-2/10.8 reads as follows:

8.1 Fixed deck foam fire-extinguishing systems

8.1.1 For tankers of 20,000 tonnes deadweight and upwards, a fixed deck foam fire-extinguishing system shall be provided in accordance with the requirements of the Fire Safety Systems Code, except that, in lieu of the above, the Administration, after having given consideration to the ship's arrangement and equipment, may accept other fixed installations if they afford protection equivalent to the above, in accordance with regulation I/5. The requirements for alternative fixed installations shall comply with the requirements in paragraph 8.1.2.

8.1.2 In accordance with paragraph 8.1.1, where the Administration accepts an equivalent fixed installation in lieu of the fixed deck foam fire-extinguishing system, the installation shall: .1 be capable of extinguishing spill fires and also preclude ignition of spilled oil not yet ignited; and .2 be capable of combating fires in ruptured tanks.

8.1.3 Tankers of less than 20,000 tonnes deadweight shall be provided with a deck foam fire-extinguishing system complying with the requirements of the Fire Safety Systems Code.

Paragraph 2.3.2.3 of the FSS Code, chapter 14 reads as follows:

A monitor and hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck. The monitors and hose connections shall be aft of any cargo tanks, but may be located in the cargo area above pump-rooms, cofferdams, ballast tanks and void spaces adjacent to cargo tanks if capable of protecting the deck below and aft of each other. On tankers of less than 4,000 tonnes deadweight a hose connection for a foam applicator shall be situated both port and starboard at the front of the poop or accommodation spaces facing the cargo tanks deck.

Interpretation

The ~~P~~port and starboard monitors required by this paragraph ~~regulation~~ may be located in the cargo area ~~as defined in Reg. II-2/3.6, provided they are aft of cargo tanks and that they protect~~ above oil bunker tanks adjacent to cargo tanks if capable of protecting the deck below and aft of each other.

(MSC.1/Circ.1491)

Note:

1. *This Unified Interpretation is to be uniformly implemented by IACS Members and Associates from 1 January 2003.*
2. *Rev.1 of this Unified Interpretation is to be uniformly implemented by IACS Societies from 1 January 2023.*

----------*end*----------

SC 213. Arrangements for remotely located survival craft

(Aug, 2006)
(Corr.1 Oct 2007)
(Rev.1 June 2008)
(Corr.2 June 2011)
(Rev.2 Nov 2013)
(Rev.3 Dec 2015)
(Rev.4 Nov 2016)
(Rev.5 Sep 2021)

(SOLAS Regulations III/31.1.4, III/7.2.1.4, III/11.4, III/11.7, III/13.1.3, III/16.7 and LSA Code paragraph 4.1.3.2)

SOLAS Regulations:

Regulation III/31.1.4 reads:

"Cargo ships where the horizontal distance from the extreme end of the stem or stern of the ship to the nearest end of the closest survival craft is more than 100 m shall carry, in addition to the liferafts required by paragraphs 1.1.2 and 1.2.2, a liferaft stowed as far forward or aft, or one as far forward and another as far aft, as is reasonable and practicable. Such liferaft or liferafts may be securely fastened so as to permit manual release and need not be of the type which can be launched from an approved launching device"

Regulation III/7.2.1.4

"a sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft stations. The lifejackets carried for persons on watch should be stowed on the bridge, in the engine control room and at any other manned watchstation."

Regulation III/11.4

"Muster and embarkation stations shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate."

Regulation III/11.7

"An embarkation ladder complying with the requirements of paragraph 6.1.6 of the Code extending, in a single length, from the deck to the waterline in the lightest seagoing condition under all conditions of trim of up to 10°and a list of up to 20° either way shall be provided at each embarkation station or at every two adjacent embarkation stations for survival craft launched down the side of the ship. However, the Administration may permit such ladders to be replaced by approved devices to afford access to the survival craft when waterborne, provided that there shall be at least one embarkation ladder on each side of the ship. Other means of embarkation enabling descent to the water in a controlled manner may be permitted for the liferafts required by regulation 31.1.4."

Regulation III/13.1.3

"1. Each survival craft shall be stowed:

…

.3 in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 min"

Regulation III/16.7

"During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate."

LSA Code paragraph 4.1.3.2

"The liferaft shall be fitted with an efficient painter of length equal to not less than 10 m plus the distance from the stowed position to the waterline in the lightest seagoing condition or 15 m whichever is the greater. …"

Interpretation

1. Liferafts required by ~~reg.~~ SOLAS III/31.1.4 shall be regarded as "remotely located survival craft" with regard to ~~reg.~~ SOLAS III/7.2.1.4.

2. The area where these remotely located survival craft are stowed shall be provided with:

.1 a minimum number of two lifejackets and two immersion suits;

.2 adequate means of illumination complying with ~~reg.~~ SOLAS III/16.7, either fixed or portable, which shall be capable of illuminating the liferaft stowage position as well as the area of water into which the liferaft should be launched. Portable lights, when used, shall have brackets to permit their positioning on both sides of the vessel; ~~and~~

.3 an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner* as per ~~reg.~~ SOLAS III/11.7; and

.4 self-contained battery-powered lamps (i.e. luminaires) may be accepted as means of illumination for complying with ~~reg.~~ SOLAS III/16.7. Such lamps shall be capable of being recharged from the ship's main and emergency source of electrical power, and shall be stowed close to the liferaft and embarkation ladder they are intended to serve, under charge. When disconnected from the ship's power, the lamp shall give a minimum duration of three ~~3~~ hours of undiminished performance. The lamps shall comply with the requirements of the LSA Code section 1.2.3. The lamps (i.e. luminaires) should meet the requirements of Ingress Protection rating IP 55. The batteries for the subject lamps should comply with IACS Unified Requirement (UR) E18 requirements irrespective of whether the expiry date is marked by the manufacturer or not.

3. With regard to the distance between the embarkation station and stowage location of the liferaft as required by ~~reg.~~ SOLAS III/31.1.4 (remotely located survival craft), the embarkation station shall be so arranged that the requirements of ~~reg.~~ SOLAS III/13.1.3 can be satisfied.

4. Exceptionally, the embarkation station and stowage position of the liferaft (remotely located survival craft) may be located on different decks provided that the liferaft can be launched from the stowage deck using the attached painter to relocate it to the embarkation ladder positioned on the other deck (traversing a stairway between different decks with the liferaft carried by crew members is not acceptable).

5. Notwithstanding paragraph 2, where the exceptional cases mentioned in paragraph 4 exist, the following provisions shall be applied:,

.1 the lifejackets and the immersion suits required by paragraph 2.1 may be stowed at the embarkation station;

.2 adequate means of illumination complying with paragraph 2.2, shall also illuminate the liferaft stowage position, embarkation station and area of water where the liferaft is to be embarked;

.3 the embarkation ladder or other means of embarkation as required by paragraph 2.3 may be stowed at the embarkation station; and

.4 notwithstanding the requirements in LSA Code paragraph 4.1.3.2, the painter is to be long enough to reach the relevant embarkation station.

Note:

Controlled manner: a knotted rope is not acceptable for this purpose.

Note:

1. *This UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2007.*
2. *Rev.1 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2008.*
3. *Rev.2 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2014.*
4. *Rev.3 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2017.*
5. *Rev.4 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2017.*
6. *Rev.5 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2023.*

~~6~~7. *The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.*

----------*end*----------