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MARINE CIRCULAR

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FOR: Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies

SUBJECT: IMO PERFORMANCE STANDARDS FOR PROTECTIVE COATING (PSPC)

DEFINITIONS:

The following abbreviations stand for:

- "GT" – Gross Tonnage as determined under the provisions of the ITC 69 and shown on the International Tonnage Certificate (based on ITC 69) of the ship
- "IMO" – International Maritime Organization
- "MEPC" – Maritime Environment Protection Committee (IMO)
- "MSC" – Maritime Safety Committee (IMO)
- "PSPC" – Performance Standard for Protective Coatings as defined by IMO Resolution MSC.215(82)
- "RO" – Recognized Organization as defined by IMO Resolution A.789(19).
- "SOLAS" – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended

The term "Administration" shall mean the Tuvalu Ship Registry.

PURPOSE:

This marine circular seeks to inform the Administration's position with regard to the Unified Interpretation of the Application of Regulations Governed by the Building Contract Date, The Keel Laying Date and the Delivery Date for the requirements of SOLAS II-1/3-2 Convention (PSPC) and related matters.

APPLICATION:

The Protective coatings of dedicated seawater ballast tanks in all types of ships over 500 GT, and double-side skin spaces of bulk carriers of 150 metres in length and over, becomes mandatory in accordance to SOLAS II-1/3-2 and IMO has set three (3) different dates to activate the new coating standard:

- (a) The building contract is placed on or after 1 July 2008 or;
- (b) In the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; or
- (c) The Delivery date of which is on or after 1 July 2012.

REFERENCES:

- (a) IMO Resolution MSC.215(82), Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all types of ships and Double-side skin spaces of Bulk Carriers
- (b) IMO Resolution MSC.216(82), Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
- (c) IMO MSC-MEPC.5/Circ.8, Unified Interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MRPOL Conventions.
- (d) IMO MSC.1/Circ.1247, Interpretation of SOLAS II-1/3-2 concerning the term "Unforeseen Delay in Delivery of Ships"

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1. Background

IMO, on 8 December 2006, adopted a Performance Standard for Protective Coatings (PSPC). This new coating standard applies to ballast water tanks on newbuildings in all types of ships and is settled in IMO Resolution MSC.215(82). The IMO PSPC has been made mandatory through an amendment in SOLAS through Page 3 of IMO Resolution MSC.216(82) Page 3 and is therefore a statutory requirement.

2. Interpretation of the IMO Implementation Dates

This Administration, with a view of providing more specific guidance for the application of the PSPC will follow the guidance for the unified interpretation of the application of Regulations as indicated in the MSC-MEPC.5/Circ.8 detailed as follows:

- 2.1. If a building contract signing date occurs on or after 1 July 2008, then the applicable vessel must comply with the PSPC requirements;
- 2.2. Only in the absence of a building contract does the keel laying date criteria apply. This means that in the absence of a building contract, vessels which keel laid occurs on or after 1 January 2009 must comply with the PSPC requirements; and
- 2.3. Regardless of the building contract or the keel laying date, if the vessel's delivery date occurs on or after 1 July 2012, then the vessel must comply with the PSPC requirements.

The delivery date means the completion date (day, month and year) of the survey on which the certificate is based (i.e. the initial survey before the ship is put into service and certificate issued for the first time) as entered on the relevant statutory certificates.

3. Delay in Delivery Date due to Unforeseen Circumstances

- 3.1. Notwithstanding the above, this Administration understands that there will be cases of vessels with a scheduled delivery date prior to 1 July 2012, but is however delivered after 1 July 2012 due to unforeseen circumstances beyond the control of the shipbuilder and owner.
- 3.2. In such cases, such vessels may apply to this Administration to be treated as a vessel that is delivered before 1 July 2012. In order to approve the request for this special consideration, the following documents shall be submitted in electronic format to this Administration at technical@tvship.com:
 - 3.2.1. a report by the owner providing the reasons for delay; and
 - 3.2.2. a formal request through submission of Form EX (which can be downloaded from www.tvship.com).
- 3.3. Applications received by the Administration shall be reviewed and considered on a case-by-case basis.
- 3.4. Vessels who have received approval from this Administration shall inform the RO to have the delivery date annotated on the Passenger Ship Safety Certificate (in the case of Passenger vessels), or Cargo Ship Safety Construction Certificate (in the case of all other vessels), be footnoted to indicate that the vessel's delivery date is accepted by this Administration under the unforeseen delay in delivery provisions as interpreted in IMO MSC.1/Circ.1247.

4. Relevant Annexes

- Annex I** : IMO Resolution MSC.215(82), Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all types of ships and Double-side skin spaces of Bulk Carriers
- Annex II** : IMO Resolution MSC.216(82), Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
- Annex III** : IMO MSC-MEPC.5/Circ.8, Unified Interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MRPOL Conventions.
- Annex IV** : IMO MSC.1/Circ.1247, Interpretation of SOLAS II-1/3-2 concerning the term “Unforeseen Delay in Delivery of Ships”

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry

ANNEX 1

RESOLUTION MSC.215(82)

(adopted on 8 December 2006)

**PERFORMANCE STANDARD FOR PROTECTIVE COATINGS
FOR DEDICATED SEAWATER BALLAST TANKS IN ALL TYPES OF SHIPS
AND DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING the amendments to regulations II-1/3-2 and XII/6 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (hereinafter referred to as “the Convention”) adopted by resolution MSC.216(82), concerning protective coatings of dedicated seawater ballast tanks and double-side skin spaces,

NOTING ALSO that the aforementioned regulation II-1/3-2 provides that the protective coatings referred to therein shall comply with the requirements of the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (hereinafter referred to as “the Performance standard for protective coatings”);

RECOGNIZING that the Performance standard for protective coatings referred to above is not intended to inhibit the development of new or novel technologies which provide for alternative systems,

HAVING CONSIDERED, at its eighty-second session, the text of the proposed Performance standard for protective coatings,

1. **ADOPTS** the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, the text of which is set out in the Annex to the present resolution;
2. **INVITES** Contracting Governments to the Convention to note that the Performance standard for protective coatings will take effect on 1 July 2008 upon entry into force of the amendments to regulations II-1/3-2 and XII/6 of the Convention;
3. **REQUESTS** the Secretary-General to transmit certified copies of this resolution and the text of the Performance standard for protective coatings contained in the Annex to all Contracting Governments to the Convention;
4. **FURTHER REQUESTS** the Secretary-General to transmit copies of this resolution and the Annex to all Members of the Organization which are not Contracting Governments to the Convention;
5. **INVITES** Governments to encourage the development of novel technologies aimed at providing for alternative systems and to keep the Organization advised of any positive results.

ANNEX

PERFORMANCE STANDARD FOR PROTECTIVE COATINGS FOR DEDICATED SEAWATER BALLAST TANKS IN ALL TYPES OF SHIPS AND DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS

1 PURPOSE

This Standard provides technical requirements for protective coatings in dedicated seawater ballast tanks of all type of ships of not less than 500 gross tonnage and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards¹ for which the building contract is placed, the keels of which are laid or which are delivered on or after the dates referred to in SOLAS regulation II-1/3-2 as adopted by resolution MSC.216(82).

2 DEFINITIONS

For the purpose of this Standard, the following definitions apply.

- 2.1 *Ballast tanks* are those as defined in the Guidelines for the selection, application and maintenance of corrosion prevention systems of dedicated seawater ballast tanks (resolution A.798(19)) and the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18), as amended).
- 2.2 *Dew point* is the temperature at which air is saturated with moisture.
- 2.3 *DFT* is dry film thickness.
- 2.4 *Dust* is loose particle matter present on a surface prepared for painting, arising from blast-cleaning or other surface preparation processes, or resulting from the action of the environment.
- 2.5 *Edge grinding* is the treatment of edge before secondary surface preparation.
- 2.6 “*GOOD*” *condition* is the condition with minor spot rusting as defined in resolution A.744(18).
- 2.7 *Hard coating* is a coating that chemically converts during its curing process or a non-convertible air drying coating which may be used for maintenance purposes. It can be either inorganic or organic.
- 2.8 *NDFT* is the nominal dry film thickness. A 90/10 practice means that 90% of all thickness measurements shall be greater than, or equal to, NDFT and none of the remaining 10% measurements shall be below 0.9 x NDFT.
- 2.9 *Primer coat* is the first coat of the coating system applied in the shipyard after shop-primer application.

¹ This Standard applies only to dedicated seawater ballast tanks in all types of ships and double-side skin spaces in bulk carriers which are constructed of steel.

2.10 *Shop-primer* is the prefabrication primer coating applied to steel plates, often in automatic plants (and before the first coat of a coating system).

2.11 *Stripe coating* is painting of edges, welds, hard to reach areas, etc., to ensure good paint adhesion and proper paint thickness in critical areas.

2.12 *Target useful life* is the target value, in years, of the durability for which the coating system is designed.

2.13 *Technical Data Sheet* is paint manufacturers' Product Data Sheet which contains detailed technical instruction and information relevant to the coating and its application.

3 GENERAL PRINCIPLES

3.1 The ability of the coating system to reach its target useful life depends on the type of coating system, steel preparation, application and coating inspection and maintenance. All these aspects contribute to the good performance of the coating system.

3.2 Inspection of surface preparation and coating processes shall be agreed upon between the shipowner, the shipyard and the coating manufacturer and presented to the Administration² for review. The Administration may, if it so requires, participate in the agreement process. Clear evidence of these inspections shall be reported and be included in the Coating Technical File (CTF) (see 3.4).

3.3 When considering the Standard provided in section 4, the following is to be taken into account:

- .1 it is essential that specifications, procedures and the various different steps in the coating application process (including, but not limited to, surface preparation) are strictly applied by the shipbuilder in order to prevent premature decay and/or deterioration of the coating system;
- .2 the coating performance can be improved by adopting measures at the ship design stage such as reducing scallops, using rolled profiles, avoiding complex geometric configurations and ensuring that the structural configuration permits easy access for tools and to facilitate cleaning, drainage and drying of the space to be coated; and
- .3 the coating performance standard provided in this document is based on experience from manufacturers, shipyards and ship operators; it is not intended to exclude suitable alternative coating systems, providing a performance at least equivalent to that specified in this Standard is demonstrated. Acceptance criteria for alternative systems are provided in section 8.

2 In accordance with SOLAS regulation I/6, for the purposes of this Standard, the Administration may entrust a recognized organization acting on its behalf to determine compliance with the provisions of this Standard.

3.4 Coating Technical File

3.4.1 Specification of the coating system applied to the dedicated seawater ballast tanks and double-side skin spaces, record of the shipyard's and shipowner's coating work, detailed criteria for coating selection, job specifications, inspection, maintenance and repair³

³ Guidelines to be developed by the Organization.

shall be documented in the Coating Technical File (CTF), and the Coating Technical File shall be reviewed by the Administration.

3.4.2 *New construction stage*

The Coating Technical File shall contain at least the following items relating to this Standard and shall be delivered by the shipyard at new ship construction stage:

- .1 copy of Statement of Compliance or Type Approval Certificate;
- .2 copy of Technical Data Sheet, including:
 - .2.1 product name and identification mark and/or number;
 - .2.2 materials, components and composition of the coating system, colours;
 - .2.3 minimum and maximum dry film thickness;
 - .2.4 application methods, tools and/or machines;
 - .2.5 condition of surface to be coated (de-rusting grade, cleanness, profile, etc.); and
 - .2.6 environmental limitations (temperature and humidity);
- .3 shipyard work records of coating application, including:
 - .3.1 applied actual space and area (in square metres) of each compartment;
 - .3.2 applied coating system;
 - .3.3 time of coating, thickness, number of layers, etc.;
 - .3.4 ambient condition during coating; and
 - .3.5 method of surface preparation;
- .4 procedures for inspection and repair of coating system during ship construction;
- .5 coating log issued by the coating inspector, stating that the coating was applied in accordance with the specifications to the satisfaction of the coating supplier representative and specifying deviations from the specifications (example of daily log and non-conformity report (see annex 2));
- .6 shipyard's verified inspection report, including:
 - .6.1 completion date of inspection;
 - .6.2 result of inspection;
 - .6.3 remarks (if given); and
 - .6.4 inspector signature; and

.7 procedures for in-service maintenance and repair of coating system.

3.4.3 *In-service maintenance, repair and partial re-coating*

In-service maintenance, repair and partial re-coating activities shall be recorded in the Coating Technical File in accordance with the relevant section of the Guidelines for coating maintenance and repair³.

3.4.4 *Re-coating*

If a full re-coating is carried out, the items specified in 3.4.2 shall be recorded in the Coating Technical File.

3.4.5 The Coating Technical File shall be kept on board and maintained throughout the life of the ship.

3.5 **Health and safety**

The shipyard is responsible for implementation of national regulations to ensure the health and safety of individuals and to minimize the risk of fire and explosion.

4 **COATING STANDARD**

4.1 **Performance standard**

This Standard is based on specifications and requirements which intend to provide a target useful coating life of 15 years, which is considered to be the time period, from initial application, over which the coating system is intended to remain in “GOOD” condition. The actual useful life will vary, depending on numerous variables including actual conditions encountered in service.

4.2 **Standard application**

Protective coatings for dedicated seawater ballast tanks of all ship types and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards shall at least comply with the requirements in this Standard.

4.3 **Special application**

4.3.1 This Standard covers protective coating requirements for the ship’s steel structure. It is noted that other independent items are fitted within the tanks to which coatings are applied to provide protection against corrosion.

4.3.2 It is recommended that this Standard is applied, to the extent possible, to those portions of permanent means of access provided for inspection not integral to the ship’s structure, such as rails, independent platforms, ladders, etc. Other equivalent methods of providing corrosion

³ Guidelines to be developed by the Organization.

protection for the non-integral items may also be used, provided they do not impair the performance of the coatings of the surrounding structure. Access arrangements that are integral to the ship structure, such as increased stiffener depths for walkways, stringers, etc., are to fully comply with this Standard.

4.3.3 It is also recommended that supports for piping, measuring devices, etc., be coated in accordance with the non-integral items indicated in paragraph 4.3.2.

4.4 Basic coating requirements

4.4.1 The requirements for protective coating systems to be applied at ship construction for dedicated seawater ballast tanks of all ship types and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards meeting the performance standard specified in 4.1 are listed in table 1.

4.4.2 Coating manufacturers shall provide a specification of the protective coating system to satisfy the requirements of table 1.

4.4.3 The Administration shall verify the Technical Data Sheet and Statement of Compliance or Type Approval Certificate for the protective coating system.

4.4.4 The shipyard shall apply the protective coating in accordance with the verified Technical Data Sheet and its own verified application procedures.

Table 1 – Basic coating system requirements for dedicated seawater ballast tanks of all type of ships and double-side skin spaces of bulk carriers of 150 m and upwards

	Characteristic/ Reference standards	Requirement
1 Design of coating system		
.1	Selection of the coating system	<p>The selection of the coating system shall be considered by the parties involved with respect to the service conditions and planned maintenance. The following aspects, among other things shall be considered:</p> <ul style="list-style-type: none"> .1 location of space relative to heated surfaces; .2 frequency of ballasting and deballasting operations; .3 required surface conditions; .4 required surface cleanliness and dryness; and .5 supplementary cathodic protections, if any (where coating is supplemented by cathodic protection, the coating shall be compatible with the cathodic protection system). <p>Coating manufacturers shall have products with documented satisfactory performance records and technical data sheets. The manufacturers shall also be capable of rendering adequate technical assistance. Performance records, technical data sheet and technical assistance (if given) shall be recorded in the Coating Technical File.</p> <p>Coatings for application underneath sun-heated decks or on bulkheads forming boundaries of heated spaces shall be able to withstand repeated heating and/or cooling without becoming brittle.</p>

.2	Coating type	<p>Epoxy-based systems.</p> <p>Other coating systems with performance according to the test procedure in annex 1.</p> <p>A multi-coat system with each coat of contrasting colour is recommended.</p> <p>The top coat shall be of a light colour in order to facilitate in-service inspection.</p>
.3	Coating pre-qualification test	<p>Epoxy-based systems tested prior to the date of entry into force of this Standard in a laboratory by a method corresponding to the test procedure in annex 1 or equivalent, which as a minimum meets the requirements for rusting and blistering; or which have documented field exposure for 5 years with a final coating condition of not less than “GOOD” may be accepted.</p> <p>For all other systems, testing according to the procedure in annex 1, or equivalent, is required.</p>
.4	Job specification	<p>There shall be a minimum of two stripe coats and two spray coats, except that the second stripe coat, by way of welded seams only, may be reduced in scope where it is proven that the NDFT can be met by the coats applied, in order to avoid unnecessary over-thickness. Any reduction in scope of the second stripe coat shall be fully detailed in the CTF.</p> <p>Stripe coats shall be applied by brush or roller. Roller to be used for scallops, ratholes, etc., only.</p> <p>Each main coating layer shall be appropriately cured before application of the next coat, in accordance with coating manufacturer’s recommendations. Surface contaminants such as rust, grease, dust, salt, oil, etc., shall be removed prior to painting with proper method according to the paint manufacturer’s recommendation. Abrasive inclusions embedded in the coating shall be removed. Job specifications shall include the dry-to-recoat times and walk-on time given by the manufacturer.</p>
.5	NDFT (nominal total dry film thickness) ⁴	<p>NDFT 320 µm with 90/10 rule for epoxy-based coatings; other systems to coating manufacturer’s specifications.</p> <p>Maximum total dry film thickness according to manufacturer’s detailed specifications.</p> <p>Care shall be taken to avoid increasing the thickness in an exaggerated way. Wet film thickness shall be regularly checked during application.</p> <p>Thinner shall be limited to those types and quantities recommended by the manufacturer.</p>

4 Type of gauge and calibration in accordance with SSPC-PA2: 2004. Paint Application Specification No.2.

2 PSP (Primary surface preparation)		
.1	Blasting and profile ^{5,6}	<p>Sa 2½; with profiles between 30-75 µm</p> <p>Blasting shall not be carried out when:</p> <p>.1 the relative humidity is above 85%; or</p> <p>.2 the surface temperature of steel is less than 3°C above the dew point.</p> <p>Checking of the steel surface cleanliness and roughness profile shall be carried out at the end of the surface preparation and before the application of the primer, in accordance with the manufacturer's recommendations.</p>
.2	Water soluble salt limit equivalent to NaCl ⁷	≤ 50 mg/m ² of sodium chloride.
.3	Shop primer	<p>Zinc containing inhibitor free zinc silicate based or equivalent.</p> <p>Compatibility with main coating system shall be confirmed by the coating manufacturer.</p>
3 Secondary surface preparation		
.1	Steel condition ⁸	<p>The steel surface shall be prepared so that the coating selected can achieve an even distribution at the required NDFT and have an adequate adhesion by removing sharp edges, grinding weld beads and removing weld spatter and any other surface contaminant.</p> <p>Edges shall be treated to a rounded radius of minimum 2 mm, or subjected to three pass grinding or at least equivalent process before painting.</p>
.2	Surface treatment ⁵	<p>Sa 2½ on damaged shop primer and welds.</p> <p>Sa 2 removing at least 70% of intact shop primer, which has not passed a pre-qualification certified by test procedures in 1.3.</p> <p>If the complete coating system comprising epoxy-based main coating and shop primer has passed a pre-qualification certified by test procedures in 1.3, intact shop primer may be retained provided the same epoxy coating system is used. The retained shop primer shall be cleaned by sweep blasting, high-pressure water washing or equivalent method.</p> <p>If a zinc silicate shop primer has passed the pre-qualification test of 1.3 as part of an epoxy coating system, it may be used in combination with other epoxy coatings certified under 1.3, provided that the compatibility has been confirmed by the manufacturer by the test in accordance with 1.7 of appendix 1 to annex 1 without wave movement.</p>

5 Reference standard: ISO 8501-1:1988/Suppl: 1994. Preparation of steel substrate before application of paints and related products – Visual assessment of surface cleanliness.

6 Reference standard: ISO 8503-1/2:1988. Preparation of steel substrate before application of paints and related products – Surface roughness characteristics of blast-cleaned steel substrates.

7 Conductivity measured in accordance with ISO 8502-9:1998. Preparation of steel substrate before application of paints and related products – Test for the assessment of surface cleanliness.

8 Reference standard: ISO 8501-3:2001 (grade P2). Preparation of steel substrate before application of paints and related products – Visual assessment of surface cleanliness.

.3	Surface treatment after erection ⁵	Butts St 3 or better or Sa 2½ where practicable. Small damages up to 2% of total area: St 3. Contiguous damages over 25 m ² or over 2% of the total area of the tank, Sa 2½ shall be applied. Coating in overlap shall be feathered.
.4	Profile requirements ⁶	In case of full or partial blasting 30-75 µm, otherwise as recommended by the coating manufacturer.
.5	Dust ⁸	Dust quantity rating “1” for dust size class “3”, “4” or “5”. Lower dust size classes to be removed if visible on the surface to be coated without magnification.
.6	Water soluble salts limit equivalent to NaCl after blasting/grinding ⁷	≤ 50 mg/m ² of sodium chloride.
.7	Oil contamination	No oil contamination.
4 Miscellaneous		
.1	Ventilation	Adequate ventilation is necessary for the proper drying and curing of coating. Ventilation should be maintained throughout the application process and for a period after application is completed, as recommended by the coating manufacturer.
.2	Environmental conditions	Coating shall be applied under controlled humidity and surface conditions, in accordance with the manufacturer’s specifications. In addition, coating shall not be applied when: .1 the relative humidity is above 85%; or .2 the surface temperature is less than 3°C above the dew point.
.3	Testing of coating ⁴	Destructive testing shall be avoided. Dry film thickness shall be measured after each coat for quality control purpose and the total dry film thickness shall be confirmed after completion of final coat, using appropriate thickness gauges (see annex 3).
.4	Repair	Any defective areas, e.g., pin-holes, bubbles, voids, etc., shall be marked up and appropriate repairs effected. All such repairs shall be re-checked and documented.

5 COATING SYSTEM APPROVAL

Results from prequalification tests (table 1, paragraph 1.3) of the coating system shall be documented and a Statement of Compliance or Type Approval Certificate shall be issued if found satisfactory by a third party, independent of the coating manufacturer.

⁴ Type of gauge and calibration in accordance with SSPC-PA2:2004. Paint Application Specification No.2.

5 Reference standard: ISO 8501-1:1988/Suppl: 1994. Preparation of steel substrate before application of paints and related products – Visual assessment of surface cleanliness.

6 Reference standard: ISO 8503-1/2:1988. Preparation of steel substrate before application of paints and related products – Surface roughness characteristics of blast-cleaned steel substrates.

7 Conductivity measured in accordance with ISO 8502-9:1998. Preparation of steel substrate before application of paints and related products – Test for the assessment of surface cleanliness.

8 Reference standard: ISO 8502-3:1993. Preparation of steel substrate before application of paints and related products – Test for the assessment of surface cleanliness.

6 COATING INSPECTION REQUIREMENTS

6.1 General

6.1.1 To ensure compliance with this Standard, the following shall be carried out by qualified coating inspectors certified to NACE Coating Inspector Level 2, FROSIO Inspector Level III or equivalent as verified by the Administration.

6.1.2 Coating inspectors shall inspect surface preparation and coating application during the coating process by carrying out, as a minimum, those inspection items identified in section 6.2 to ensure compliance with this Standard. Emphasis shall be placed on initiation of each stage of surface preparation and coatings application as improper work is extremely difficult to correct later in the coating progress. Representative structural members shall be non-destructively examined for coating thickness. The inspector shall verify that appropriate collective measures have been carried out.

6.1.3 Results from the inspection shall be recorded by the inspector and shall be included in the CTF (refer to annex 2 (Example of daily log and non-conformity report)).

6.2 Inspection items

Construction stage		Inspection items
Primary surface preparation	1	The surface temperature of steel, the relative humidity and the dew point shall be measured and recorded before the blasting process starts and at times of sudden changes in weather.
	2	The surface of steel plates shall be tested for soluble salt and checked for oil, grease and other contamination.
	3	The cleanliness of the steel surface shall be monitored in the shop-primer application process.
	4	The shop-primer material shall be confirmed to meet the requirements of 2.3 of table 1.
Thickness		If compatibility with the main coating system has been declared, then the thickness and curing of the zinc silicate shop primer to be confirmed to conform to the specified values.
Block assembly	1	After completing construction of the block and before secondary surface preparation starts, a visual inspection for steel surface treatment including edge treatment shall be carried out. Any oil, grease or other visible contamination shall be removed.
	2	After blasting/grinding/cleaning and prior to coating, a visual inspection of the prepared surface shall be carried out. On completion of blasting and cleaning and prior to the application of the first coat of the system, the steel surface shall be tested for levels of remaining soluble salts in at least one location per block.
	3	The surface temperature, the relative humidity and the dew point shall be monitored and recorded during the coating application and curing.
	4	Inspection shall be performed of the steps in the coating application process mentioned in table 1.
	5	DFT measurements shall be taken to prove that the coating has been applied to the thickness as specified and outlined in annex 3.

Construction stage	Inspection items
Erection	1 Visual inspection for steel surface condition, surface preparation and verification of conformance to other requirements in table 1, and the agreed specification shall be performed.
	2 The surface temperature, the relative humidity and the dew point shall be measured and recorded before coating starts and regularly during the coating process.
	3 Inspection shall be performed of the steps in the coating application process mentioned in table 1.

7 VERIFICATION REQUIREMENTS

The following shall be carried out by the Administration prior to reviewing the Coating Technical File for the ship subject to this Standard:

- .1 check that the Technical Data Sheet and Statement of Compliance or Type Approval Certificate comply with this Standard;
- .2 check that the coating identification on representative containers is consistent with the coating identified in the Technical Data Sheet and Statement of Compliance or Type Approval Certificate;
- .3 check that the inspector is qualified in accordance with the qualification standards in paragraph 6.1.1;
- .4 check that the inspector's reports of surface preparation and the coating's application indicate compliance with the manufacturer's Technical Data Sheet and Statement of Compliance or Type Approval Certificate; and
- .5 monitor implementation of the coating inspection requirements.

8 ALTERNATIVE SYSTEMS

8.1 All systems that are not an epoxy-based system applied according to table 1 of this Standard are defined as an alternative system.

8.2 This Standard is based on recognized and commonly used coating systems. It is not meant to exclude other, alternative, systems with proven equivalent performance, for example non epoxy-based systems.

8.3 Acceptance of alternative systems will be subject to documented evidence that they ensure a corrosion prevention performance at least equivalent to that indicated in this Standard.

8.4 As a minimum, the documented evidence shall consist of satisfactory performance corresponding to that of a coating system which conforms to the coating standard described in section 4, a target useful life of 15 years in either actual field exposure for 5 years with final coating condition not less than "GOOD" or laboratory testing. Laboratory test shall be conducted in accordance with the test procedure given in annex 1 to this Standard.

**TEST PROCEDURES FOR COATING QUALIFICATION
FOR DEDICATED SEAWATER BALLAST TANK OF ALL TYPES OF SHIPS AND
DOUBLE-SIDE SKIN SPACES OF BULK CARRIERS COATING**

1 Scope

These Procedures provide details of the test procedure referred to in 5 and 8.3 of this Standard.

2 Definitions

Coating specification means the specification of coating systems which includes the type of coating system, steel preparation, surface preparation, surface cleanliness, environmental conditions, application procedure, acceptance criteria and inspection.

3 Testing

Coating specification shall be verified by the following tests. The test procedures shall comply with appendix 1 (Test on simulated ballast tank conditions) and appendix 2 (Condensation chamber tests) to this annex as follows:

- .1 for protective coatings for dedicated seawater ballast tanks, appendix 1 and appendix 2 shall apply; and
- .2 for protective coatings for double-side spaces of bulk carriers of 150 m in length and upwards other than dedicated seawater ballast tanks, appendix 2 shall apply.

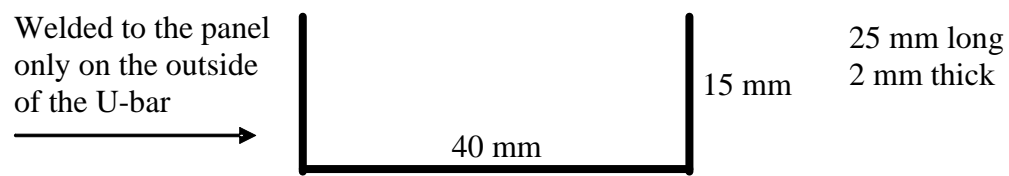
APPENDIX 1

TEST ON SIMULATED BALLAST TANK CONDITIONS

1 Test condition

Test on simulated ballast tank conditions shall satisfy each of the following conditions:

- .1 The test shall be carried out for 180 days.
- .2 There are to be 5 test panels.
- .3 The size of each test panel is 200 mm x 400 mm x 3 mm. Two of the panels (Panel 3 and 4 below) have a U-bar welded. The U-bar is welded to the panel in a 120 mm distance from one of the short sides and 80 mm from each of the long sides.



The panels are to be treated according to this Standard, table 1.1, 1.2 and 1.3, and coating system applied according to table 1, paragraphs 1.4 and 1.5. Shop primer to be weathered for at least 2 months and cleaned by low pressure washing or other mild method. Blast sweep or high pressure washing, or other primer removal methods not to be used. Weathering method and extent shall take into consideration that the primer is to be the foundation for a 15 year target useful life system. To facilitate innovation, alternative preparation, coating systems and dry film thicknesses may be used when clearly defined.

- .4 The reverse side of the test piece shall be painted appropriately, in order not to affect the test results.
- .5 As simulating the condition of actual ballast tank, the test cycle runs for two weeks with natural or artificial seawater and one week empty. The temperature of the seawater is to be kept at about 35°C.
- .6 Test panel 1: This panel is to be heated for 12 h at 50°C and cooled for 12 h at 20°C in order to simulate upper deck condition. The test panel is cyclically splashed with natural or artificial seawater in order to simulate a ship's pitching and rolling motion. The interval of splashing is 3 s or faster. The panel has a scribe line down to bare steel across width.
- .7 Test panel 2: This panel has a fixed sacrificial zinc anode in order to evaluate the effect of cathodic protection. A circular 8 mm artificial holiday down to bare steel is introduced on the test panel 100 mm from the anode in order to evaluate the effect of the cathodic protection. The test panel is cyclically immersed with natural or artificial seawater.

- .8 Test panel 3: This panel is to be cooled on the reverse side, in order to give a temperature gradient to simulate a cooled bulkhead in a ballast wing tank, and splashed with natural or artificial seawater in order to simulate a ship's pitching and rolling motion. The gradient of temperature is approximately 20°C, and the interval of splashing is 3 s or faster. The panel has a scribe line down to bare steel across width.
- .9 Test panel 4: This panel is to be cyclically splashed with natural or artificial seawater in order to simulate a ship's pitching and rolling motion. The interval of splashing is 3 s or faster. The panel has a scribe line down to bare steel across width.
- .10 Test panel 5: This panel is to be exposed to dry heat for 180 days at 70°C to simulate boundary plating between heated bunker tank and ballast tank in double bottom.

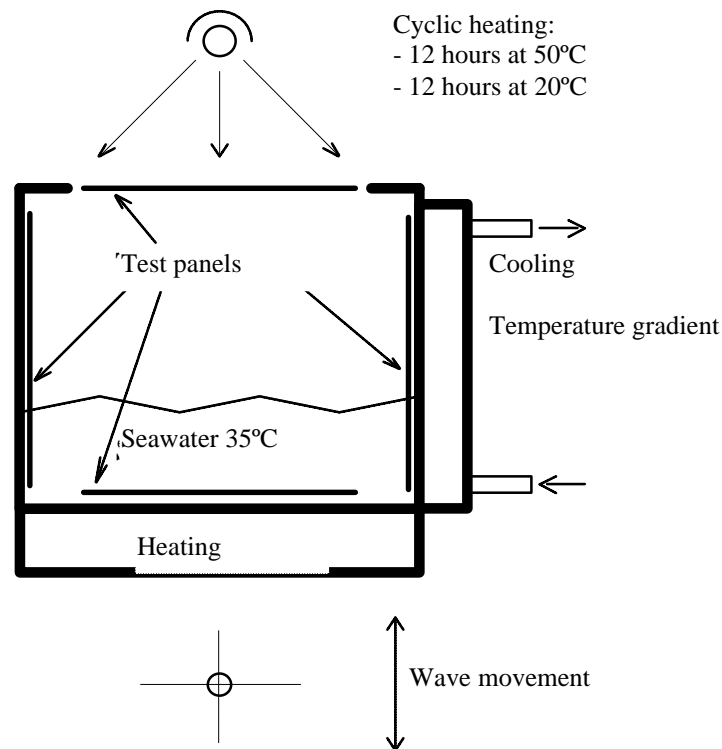


Figure 1
Wave tank for testing of ballast tank coatings

2 Test results

- 2.1 Prior to the testing, the following measured data of the coating system shall be reported:
 - .1 infrared (IR) identification of the base and hardener components of the coating;
 - .2 specific gravity⁹ of the base and hardener components of the paint; and

.3 number of pinholes, low voltage detector at 90 V.

2.2 After the testing, the following measured data shall be reported:

- .1 blisters and rust;¹⁰
- .2 dry film thickness (DFT) (use of a template);¹¹
- .3 adhesion value;¹²
- .4 flexibility¹³ modified according to panel thickness (3 mm steel, 300 µm coating, 150 mm cylindrical mandrel gives 2% elongation) for information only;
- .5 cathodic protection weight loss/current demand/disbondment from artificial holiday; and
- .6 undercutting from scribe. The undercutting along both sides of the scribe is measured and the maximum undercutting determined on each panel. The average of the three maximum records is used for the acceptance.

3 Acceptance criteria

3.1 The test results based on section 2 shall satisfy the following criteria:

Item	Acceptance criteria for epoxy-based systems applied according to table 1 of this Standard	Acceptance criteria for alternative systems
Blisters on panel	No blisters	No blisters
Rust on panel	Ri 0 (0%)	Ri 0 (0%)
Number of pinholes	0	0
Adhesive failure	> 3.5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.	> 5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.

⁹ Reference standard: ISO 2811-1/4:1997. Paints and varnishes. Determination of density.

¹⁰ Reference standards: ISO 4628/2:2003. Paints and varnishes – Evaluation of degradation of coatings – Designation of quantity and size of defects, and of intensity of uniform changes in appearance – Part 2. ISO 4628:2003. Paints and varnishes – Evaluation of degradation of coatings – Designation of quantity and size of common types of defect – Part 3: Designation of degree of rusting.

¹¹ Nine equally distributed measuring points are used on panel's size 150 mm x 150 mm or 15 equally distributed measuring points on panel's size 200 mm x 400 mm.

¹² Reference standard: ISO 4624:2002. Pull-off test for adhesion.

¹³ Reference standards: ASTM D4145:1983. Standard Test Method for Coating Flexibility of Prepainted Sheet.

Item	Acceptance criteria for epoxy-based systems applied according to table 1 of this Standard	Acceptance criteria for alternative systems
Cohesive failure	≥ 3 MPa Cohesive failure in coating for 40% or more of the area.	> 5 MPa Cohesive failure in coating for 40% or more of the area.
Cathodic protection current demand calculated from weight loss	< 5 mA/m ²	< 5 mA/m ²
Cathodic protection; disbondment from artificial holiday	< 8 mm	< 5 mm
Undercutting from scribe	< 8 mm	< 5 mm
U-bar	Any defects, cracking or detachment at the angle or weld will lead to system being failed.	Any defects, cracking or detachment at the angle or weld will lead to system being failed.

3.2 Epoxy-based systems tested prior to the date of entry into force of this Standard shall satisfy only the criteria for blistering and rust in the table above.

3.3 Epoxy-based systems tested when applied according to table 1 of this Standard shall satisfy the criteria for epoxy-based systems as indicated in the table above.

3.4 Alternative systems not necessarily epoxy-based and/or not necessarily applied according to table 1 of this Standard shall satisfy the criteria for alternative systems as indicated in the table above.

4 Test report

The test report shall include the following information:

- .1 name of the manufacturer;
- .2 date of tests;
- .3 product name/identification of both paint and primer;
- .4 batch number;
- .5 data of surface preparation on steel panels, including the following:
 - .5.1 surface treatment;
 - .5.2 water soluble salts limit;
 - .5.3 dust; and
 - .5.4 abrasive inclusions;

- .6 application data of coating system, including the following:
 - .6.1 shop primed;
 - .6.2 number of coats;
 - .6.3 recoat interval;¹⁴
 - .6.4 dry film thickness (DFT) prior to testing;¹⁴
 - .6.5 thinner;¹⁴
 - .6.6 humidity;¹⁴
 - .6.7 air temperature;¹⁴ and
 - .6.8 steel temperature;
- .7 test results according to section 2; and
- .8 judgment according to section 3.

¹⁴ Both of actual specimen data and manufacturer's requirement/recommendation.

APPENDIX 2

CONDENSATION CHAMBER TEST

1 Test condition

Condensation chamber test shall be conducted in accordance with applicable standards.¹⁵

- .1 The exposure time is 180 days.
- .2 There are to be 2 test panels.
- .3 The size of each test panel is 150 mm x 150 mm x 3 mm. The panels are to be treated according to the Performance Standard, table 1, paragraphs 1, 2 and 3 and coating system applied according to table 1, paragraphs 1.4 and 1.5. Shop primer to be weathered for at least 2 months and cleaned by low pressure washing or other mild method. Blast sweep or high pressure washing, or other primer removal methods not to be used. Weathering method and extent shall take into consideration that the primer is to be the foundation for a 15 year target life system. To facilitate innovation, alternative preparation, coating systems and dry film thicknesses may be used when clearly defined.
- .4 The reverse side of the test piece shall be painted appropriately, in order not to affect the test results.

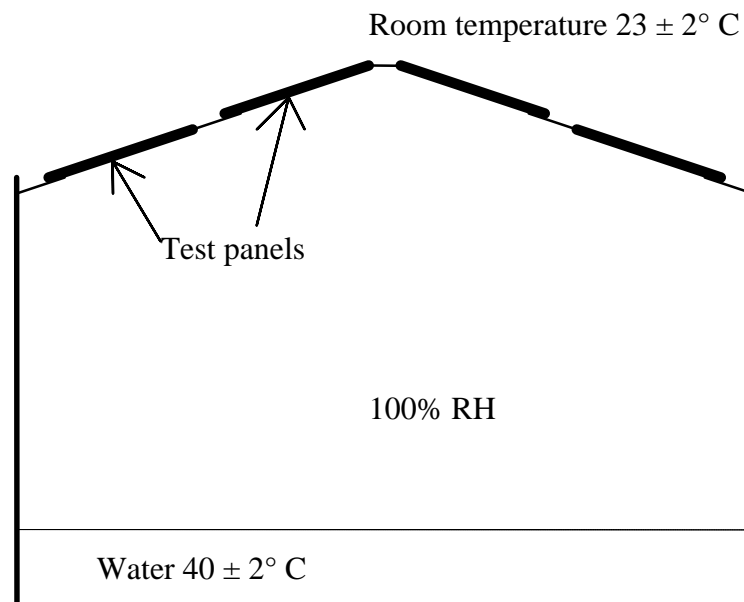


Figure 2
Condensation chamber

¹⁵ Reference standard: ISO 6270-1:1998 Paints and varnishes – Determination of resistance to humidity – Part 1: Continuous condensation.

2 Test results

According to section 2 (except for 2.2.5 and 2.2.6) of appendix 1.

3 Acceptance criteria

3.1 The test results based on section 2 shall satisfy the following criteria:

Item	Acceptance criteria for epoxy-based systems applied according to table 1 of this Standard	Acceptance criteria for alternative systems
Blisters on panel	No blisters	No blisters
Rust on panel	Ri 0 (0%)	Ri 0 (0%)
Number of pinholes	0	0
Adhesive failure	> 3.5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.	> 5 MPa Adhesive failure between substrate and coating or between coats for 60% or more of the areas.
Cohesive failure	> 3 MPa Cohesive failure in coating for 40% or more of the area.	> 5 MPa Cohesive failure in coating for 40% or more of the area.

3.2 Epoxy-based systems tested prior to the date of entry into force of this Standard shall satisfy only the criteria for blistering and rust in the table above.

3.3 Epoxy-based systems tested when applied according to table 1 of this Standard shall satisfy the criteria for epoxy-based systems as indicated in the table above.

3.4 Alternative systems not necessarily epoxy-based and/or not necessarily applied according to table 1 of this Standard shall satisfy the criteria for alternative systems as indicated in the table above.

4 Test report

According to section 4 of appendix 1.

ANNEX 2

EXAMPLE OF DAILY LOG AND NON-CONFORMITY REPORT

DAILY LOG

Sheet No:

Ship:

Tank/Hold No:

Database:

Part of structure:

SURFACE PREPARATION

Method:

Area (m²):

Abrasive:

Grain size:

Surface temperature:

Air temperature:

Relative humidity (max):

Dew point:

Standard achieved:

Rounding of edges:

Comments:

Job No.:

Date:

Signature:

COATING APPLICATION:

Method:

Coat N o.	System	Batch No.	Date	Air temp.	Surf temp.	RH%	Dew point	DFT* Meas.*	Specified
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* Measured minimum and maximum DFT. DFT readings to be attached to daily log

Comments:

Job No:

Date:

Signature:

NON-CONFORMITY REPORT

Sheet No:

Ship:

Tank/Hold No:

Database:

Part of structure:

DESCRIPTION OF THE INSPECTION FINDINGS TO BE CORRECTED

Description of findings:

Reference document (daily log):

Action taken:

Job No.:

Date:

Signature:

ANNEX 3

DRY FILM THICKNESS MEASUREMENTS

- 1 The following verification check points of DFT are to be taken:
 - .1 one gauge reading per 5 m² of flat surface areas;
 - .2 one gauge reading at 2 to 3 m intervals and as close as possible to tank boundaries, but not further than 15 mm from edges of tank boundaries;
 - .3 longitudinal and transverse stiffener members:

One set of gauge readings as shown below, taken at 2 to 3 m run and not less than two sets between primary support members;

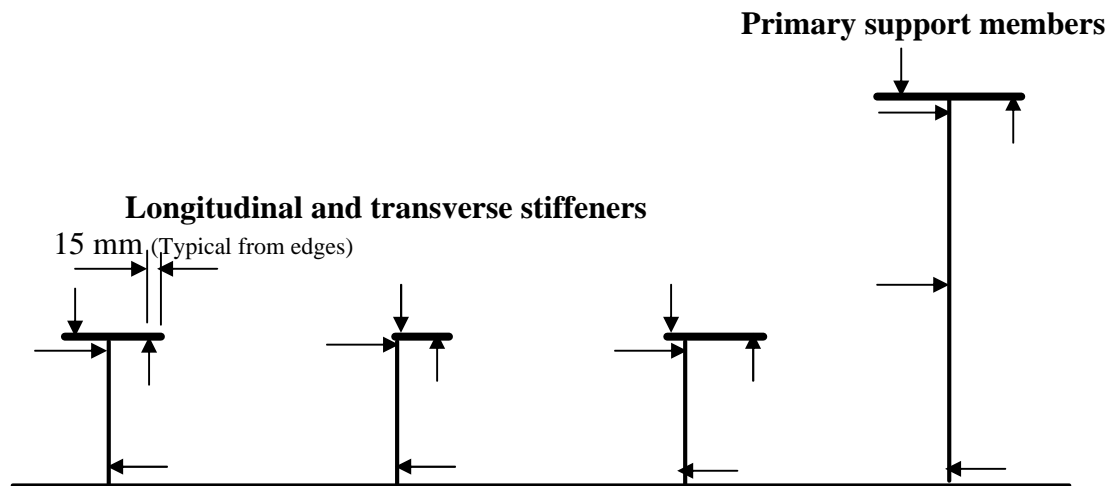


Figure 3

Note: Arrows of diagram indicate critical areas and should be understood to mean indication for both sides.

- .4 3 gauge readings for each set of primary support members and 2 gauge readings for each set of other members as indicated by the arrows in the diagram;
- .5 for primary support members (girders and transverses) one set of gauge readings for 2 to 3 m run as shown in figure 3 above but not less than three sets;
- .6 around openings one gauge reading from each side of the opening;
- .7 five gauge readings per square metre (m²) but not less than three gauge readings taken at complex areas (i.e., large brackets of primary support members); and
- .8 additional spot checks are to be taken to verify coating thickness for any area considered necessary by the coating inspector.

ANNEX 2**RESOLUTION MSC.216(82)****(adopted on 8 December 2006)****ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-second session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in Annexes 1, 2 and 3 to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:
 - (a) the said amendments, set out in Annex 1, shall be deemed to have been accepted on 1 January 2008;
 - (b) the said amendments, set out in Annex 2, shall be deemed to have been accepted on 1 July 2008; and
 - (c) the said amendments, set out in Annex 3, shall be deemed to have been accepted on 1 January 2010,

unless, prior to those dates, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention:
 - (a) the amendments, set out in Annex 1, shall enter into force on 1 July 2008;
 - (b) the amendments, set out in Annex 2, shall enter into force on 1 January 2009; and
 - (c) the amendments, set out in Annex 3, shall enter into force on 1 July 2010,

upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in Annexes 1, 2 and 3 to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annexes 1, 2 and 3 to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX 1

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

**PART A-1
STRUCTURE OF SHIPS**

Regulation 3-2 – Corrosion prevention of seawater ballast tanks in oil tankers and bulk carriers

1 The existing text and the heading of regulation 3-2 are replaced by the following:

**“Protective coatings of dedicated seawater ballast tanks in all types of ships
and double-side skin spaces of bulk carriers**

1 Paragraphs 2 and 4 of this regulation shall apply to ships of not less than 500 gross tonnage:

- .1 for which the building contract is placed on or after 1 July 2008; or
- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009; or
- .3 the delivery of which is on or after 1 July 2012.

2 All dedicated seawater ballast tanks arranged in ships and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards shall be coated during construction in accordance with the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by the Maritime Safety Committee by resolution MSC.215(82), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

3 All dedicated seawater ballast tanks arranged in oil tankers and bulk carriers constructed on or after 1 July 1998, for which paragraph 2 is not applicable, shall comply with the requirements of regulation II-1/3-2 adopted by resolution MSC.47(66).

4 Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. The effectiveness of the protective coating system shall be verified during the life of a ship by the Administration or an organization recognized by the Administration, based on the guidelines developed by the Organization.*”

* Refer to the guidelines to be developed by the Organization.

CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Regulation 1 – Application

- 2 In paragraph 2.2.3, the second occurrence of the word “and” is deleted.
- 3 In paragraph 2.2.4, “.” is replaced by “; and”.
- 4 In paragraph 2.2, the following new subparagraph .5 is added after the existing subparagraph .4:
- “5 regulations 5.3.1.3.2 and 5.3.4 to passenger ships not later than the date of the first survey after 1 July 2008.”

Regulation 3 – Definitions

- 5 The following new paragraph 53 is added after the existing paragraph 52:
- “53 *Cabin balcony* is an open deck space which is provided for the exclusive use of the occupants of a single cabin and has direct access from such a cabin.”

Regulation 4 – Probability of ignition

- 6 The following text is added at the end of paragraph 5.2.3:
- “except that “A-0” class standard is acceptable for windows and sidescuttles outside the limit specified in regulation 9.2.4.2.5.”
- 7 In paragraph 4.4, the words “or if applied on cabin balconies of passenger ships constructed on or after 1 July 2008,” are added between the words “stations” and “shall”.

Regulation 5 – Fire growth potential

- 8 In paragraph 3.1.2.1, the last sentence is deleted.
- 9 The following new paragraph 3.1.3 is inserted:
- “3.1.3 *Partial bulkheads and decks on passenger ships*
- 3.1.3.1 Partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall be of non-combustible materials.
- 3.1.3.2 Linings, ceilings and partial bulkheads or decks used to screen or to separate adjacent cabin balconies shall be of non-combustible materials. Cabin balconies on passenger ships constructed before 1 July 2008 shall comply with the requirements of this paragraph by the first survey after 1 July 2008.”

10 In the first sentence of paragraph 3.2.1.1, the words “and cabin balconies” are added between the words “spaces” and “which”, and the following new sentence is added at the end of the paragraph:

“However, the provisions of paragraph 3.2.3 need not be applied to cabin balconies.”

11 The following new subparagraph .3 is added to the existing paragraph 3.2.4.1:

“.3 exposed surfaces of cabin balconies, except for natural hard wood decking systems.”

12 The following new paragraph 3.4 is added after the existing paragraph 3.3:

“3.4 *Furniture and furnishings on cabin balconies of passenger ships*

On passenger ships, furniture and furnishings on cabin balconies shall comply with regulations 3.40.1, 3.40.2, 3.40.3, 3.40.6 and 3.40.7 unless such balconies are protected by a fixed pressure water-spraying and fixed fire detection and fire alarm systems complying with regulations 7.10 and 10.6.1.3. Passenger ships constructed before 1 July 2008 shall comply with the requirements of this paragraph by the first survey after 1 July 2008.”

Regulation 6 – Smoke generation potential and toxicity

13 The existing paragraph 2 is renumbered as paragraph 2.1.

14 The following new paragraph 2.2 is added after the renumbered paragraph 2.1:

“2.2 On passenger ships constructed on or after 1 July 2008, paints, varnishes and other finishes used on exposed surfaces of cabin balconies, excluding natural hard wood decking systems, shall not be capable of producing excessive quantities of smoke and toxic products, this being determined in accordance with the Fire Test Procedures Code.”

15 The existing paragraph 3 is renumbered as paragraph 3.1.

16 The following new paragraph 3.2 is added after the renumbered paragraph 3.1:

“3.2 On passenger ships constructed on or after 1 July 2008, primary deck coverings on cabin balconies shall not give rise to smoke, toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code.”

Regulation 7 – Detection and alarm

17 The following new paragraph 10 is added after the existing paragraph 9.4:

“10 **Protection of cabin balconies on passenger ships**

A fixed fire detection and fire alarm system complying with the provisions of the Fire Safety Systems Code shall be installed on cabin balconies of ships to which regulation 5.3.4 applies, when furniture and furnishings on such balconies are not as defined in regulations 3.40.1, 3.40.2, 3.40.3, 3.40.6 and 3.40.7.”

Regulation 9 – Containment of fire

18 The following new paragraph 2.2.7 is added after the existing paragraph 2.2.6:

“2.2.7 Arrangement of cabin balconies

On passenger ships constructed on or after 1 July 2008, non-load bearing partial bulkheads which separate adjacent cabin balconies shall be capable of being opened by the crew from each side for the purpose of fighting fires.”

Regulation 10 – Fire fighting

19 The heading of paragraph 6.1 is replaced by the following:

“6.1 Sprinkler and water spray systems in passenger ships”

20 The following new paragraph 6.1.3 is added after the existing paragraph 6.1.2:

“6.1.3 A fixed pressure water-spraying fire-extinguishing system complying with the provisions of the Fire Safety Systems Code shall be installed on cabin balconies of ships to which regulation 5.3.4 applies, where furniture and furnishings on such balconies are not as defined in regulations 3.40.1, 3.40.2, 3.40.3, 3.40.6 and 3.40.7.”

CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 6 – Communications

21 Paragraph 4.3 is replaced by the following:

“4.3 The general emergency alarm system shall be audible throughout all the accommodation and normal crew working spaces. On passenger ships, the system shall also be audible on all open decks.”

Regulation 11 – Survival craft muster and embarkation arrangements

22 In the first sentence of paragraph 7, the word “unfavourable” is replaced by the word “all” and the unit “°” is inserted after the terms “10” and “20”.

Regulation 14 – Stowage of rescue boats

23 The words “, and if the inflated type, in a fully inflated condition at all times” are added at the end of subparagraph .1.

Regulation 19 – Emergency training and drills

24 Paragraph 3.3.4 is replaced by the following:

“3.3.4 In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the

actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be manoeuvred in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the Organization*.”

* Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206).

Regulation 20 – Operational readiness, maintenance and inspections

25 Paragraphs 4.1 and 4.2 are replaced by the following:

“Falls used in launching shall be inspected periodically* with special regard for areas passing through sheaves, and renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier.”

* Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206).

26 In the third sentence of paragraph 6.2, the words “it should be run for such period as prescribed in the manufacturer’s handbook” are replaced by the words “a suitable water supply may be provided”.

27 The heading of paragraph 8 is replaced by the following:

“8 Servicing of inflatable liferafts, inflatable lifejackets, marine evacuation systems and maintenance and repair of inflated rescue boats”

28 The second sentence of paragraph 11.1.3 is replaced by the following:

“The load to be applied shall be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.”

29 The chapeau of paragraph 11.2 is replaced by the following:

“11.2 Lifeboat or rescue boat on-load release gear, including free-fall lifeboat release systems, shall be:”

30 In the first sentence of paragraph 11.2.3, the word “lifeboat” is replaced by the word “boat”.

31 The following new paragraph 11.3 is added to the regulation:

“11.3 Davit-launched liferaft automatic release hooks shall be:

- .1 maintained in accordance with instructions for on-board maintenance as required by regulation 36;
- .2 subject to a thorough examination and operational test during the annual surveys required by regulations I/7 and I/8 by properly trained personnel familiar with the system; and
- .3 operationally tested under a load of 1.1 times the total mass of the liferaft when loaded with its full complement of persons and equipment whenever the automatic release hook is overhauled. Such over-hauling and test shall be carried out at least once every five years.*”

* Refer to the Recommendation on testing of life-saving appliances, as adopted by the Organization by resolution A.689(17). For life-saving appliances installed on board on or after 1 July 1999, refer to the Revised Recommendations on testing of life-saving appliances, as adopted by the Maritime Safety Committee of the Organization by resolution MSC.81(70).”

Regulation 21 – Survival craft and rescue boats

32 The chapeau of paragraph 1.2 is replaced by the following:

“1.2 Passenger ships engaged on short international voyages shall carry:”

33 Paragraph 1.3 is deleted and the remaining paragraphs are renumbered accordingly.

34 In paragraph 1.4, the words “after all persons have been assembled, with lifejackets donned” are added at the end of the paragraph.

35 Paragraph 2.3 is replaced by the following:

“2.3 A lifeboat may be accepted as a rescue boat provided that it and its launching and recovery arrangements also comply with the requirements for a rescue boat.”

36 In paragraph 3.2, the words “and complying with the special standards of subdivision prescribed by regulation II-1/6.5” are deleted.

Regulation 26 – Additional requirements for ro-ro passenger ships

37 In paragraph 3.1, the words “approved by the Administration having regard for the recommendations approved by the Organization” are replaced by the words “complying with section 5.1.4 of the Code”.

38 In paragraph 3.2, all the words after the word “appliance” are replaced by the words “complying with section 6.1.7 of the Code”.

Regulation 31 – Survival craft and rescue boats

39 Subparagraph .2 of paragraph 1.1 is replaced by the following:

“.2 in addition, one or more inflatable or rigid liferafts, complying with the requirements of section 4.2 or 4.3 of the Code, of a mass of less than 185 kg and

stowed in a position providing for easy side-to-side transfer at a single open deck level, and of such aggregate capacity as will accommodate the total number of persons on board. If the liferaft or liferafts are not of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, the total capacity available on each side shall be sufficient to accommodate the total number of persons on board.”

40 Subparagraph .2 of paragraph 1.3 is replaced by the following:

“.2 unless the liferafts required by paragraph 1.3.1 are of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, additional liferafts shall be provided so that the total capacity available on each side will accommodate 150% of the total number of persons on board;”

41 Subparagraph .4 of paragraph 1.3 is replaced by the following:

“.4 in the event of any one survival craft being lost or rendered unserviceable, there shall be sufficient survival craft available for use on each side, including any which are of a mass of less than 185 kg and stowed in a position providing for easy side-to-side transfer at a single open deck level, to accommodate the total number of persons on board.”

42 The second sentence of paragraph 2 is replaced by the following:

“A lifeboat may be accepted as a rescue boat, provided that it and its launching and recovery arrangements also comply with the requirements for a rescue boat.”

Regulation 32 – Personal life-saving appliances

43 In the first sentence of paragraph 3.2, the words “of an appropriate size,” are inserted between the words “suits” and “complying”.

44 In paragraph 3.3, the words “including remotely located survival craft carried in accordance with regulation 31.1.4”, are inserted between the words “stowed,” and “additional” and the words “of an appropriate size” are inserted between the words “suits” and “shall”.

Regulation 35 – Training manual and on-board training aids

45 The following new paragraph 5 is added after the existing paragraph 4:

“5 The training manual shall be written in the working language of the ship.”

CHAPTER XII ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS

Regulation 6 – Structural and other requirements for bulk carriers

46 The existing paragraph 3 is deleted and the existing paragraphs 4 and 5 are renumbered as paragraphs 3 and 4.

Regulation 12 – Hold, ballast and dry space water ingress alarms

47 In paragraph 1.2, the reference to “regulation II-1/11” is replaced by the reference to “regulation II-1/12”.

Regulation 13 – Availability of pumping systems

48 In paragraph 1, the reference to “regulation II-1/11.4” is replaced by the reference to “regulation II-1/12”.

APPENDIX CERTIFICATES

49 In the Passenger Ship Safety Certificate, Cargo Ship Safety Construction Certificate and Cargo Ship Safety Certificate, the phrase “Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced” is replaced by the following:

“Date of build:

- Date of building contract
- Date on which keel was laid or ship was at similar stage of construction
- Date of delivery
- Date on which work for a conversion or an alteration or modification of a major character was commenced (where applicable)

All applicable dates shall be completed.”

Record of Equipment for the Passenger Ship Safety Certificate (Form P)

50 In the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the following new item 4.2 is inserted in section 5 after item 4:

“4.2 Long-range identification and tracking system”,

and item 4 (Automatic identification system (AIS)) is renumbered as item 4.1.

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

51 In the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), the following new item 4.2 is inserted in section 3 after item 4:

“4.2 Long-range identification and tracking system”,

and item 4 (Automatic identification system (AIS)) is renumbered as item 4.1.

Record of Equipment for the Cargo Ship Safety Certificate (Form C)

52 In the Record of Equipment for the Cargo Ship Safety Certificate (Form C), the following new item 4.2 is inserted in section 5 after item 4:

“4.2 Long-range identification and tracking system”,

and item 4 (Automatic identification system (AIS)) is renumbered as item 4.1.

Form of Safety Certificate for Nuclear Passenger Ships

53 In the table of paragraph 2.1.3, in the section commencing with the words “THIS IS TO CERTIFY:”, the reference to “regulation II-1/13” is replaced by the reference to “regulation II-1/18”.

ANNEX 2

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

- 1 The existing text of parts A, B and B-1 of the chapter is replaced by the following:

**“PART A
GENERAL**

**Regulation 1
Application**

1.1 Unless expressly provided otherwise, this chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009.

1.2 For the purpose of this chapter, the term *a similar stage of construction* means the stage at which:

- .1 construction identifiable with a specific ship begins; and
- .2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

1.3 For the purpose of this chapter:

- .1 the expression *ships constructed* means ships the keels of which are laid or which are at a similar stage of construction;
- .2 the expression *all ships* means ships constructed before, on or after 1 January 2009;
- .3 a cargo ship, whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which such a conversion commences;
- .4 the expression *alterations and modifications of a major character* means, in the context of cargo ship subdivision and stability, any modification to the construction which affects the level of subdivision of that ship. Where a cargo ship is subject to such modification, it shall be demonstrated that the *A/R* ratio calculated for the ship after such modifications is not less than the *A/R* ratio calculated for the ship before the modification. However, in those cases where the ship's *A/R* ratio before modification is equal to or greater than unity, it is only necessary that the ship after modification has an *A* value which is not less than *R*, calculated for the modified ship.

2 Unless expressly provided otherwise, for ships constructed before 1 January 2009, the Administration shall ensure that the requirements which are applicable under chapter II-1 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.11(55), MSC.12(56), MSC.13(57), MSC.19(58), MSC.26(60), MSC.27(61), Resolution 1 of the 1995 SOLAS Conference, MSC.47(66), MSC.57(67), MSC.65(68), MSC.69(69), MSC.99(73), MSC.134(76), MSC.151(78) and MSC.170(79) are complied with.

3 All ships which undergo repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to these ships. Such ships, if constructed before the date on which any relevant amendments enter into force, shall, as a rule, comply with the requirements for ships constructed on or after that date to at least the same extent as they did before undergoing such repairs, alterations, modifications or outfitting. Repairs, alterations and modifications of a major character and outfitting related thereto shall meet the requirements for ships constructed on or after the date on which any relevant amendments enter into force, in so far as the Administration deems reasonable and practicable.

4 The Administration of a State may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships entitled to fly the flag of that State which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.

5 In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration of the State whose flag such ships are entitled to fly, if satisfied that it is impracticable to enforce compliance with the requirements of this chapter, may exempt such ships from those requirements, provided that they comply fully with the provisions of:

- .1 the rules annexed to the Special Trade Passenger Ships Agreement, 1971; and
- .2 the rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973.

Regulation 2

Definitions

For the purpose of this chapter, unless expressly provided otherwise:

1 *Subdivision length (L_s)* of the ship is the greatest projected moulded length of that part of the ship at or below deck or decks limiting the vertical extent of flooding with the ship at the deepest subdivision draught.

2 *Mid-length* is the mid-point of the subdivision length of the ship.

3 *Aft terminal* is the aft limit of the subdivision length.

4 *Forward terminal* is the forward limit of the subdivision length.

- 5 *Length (L)* is the length as defined in the International Convention on Load Lines in force.
- 6 *Freeboard deck* is the deck as defined in the International Convention on Load Lines in force.
- 7 *Forward perpendicular* is the forward perpendicular as defined in the International Convention on Load Lines in force.
- 8 *Breadth (B)* is the greatest moulded breadth of the ship at or below the deepest subdivision draught.
- 9 *Draught (d)* is the vertical distance from the keel line at mid-length to the waterline in question.
- 10 *Deepest subdivision draught (d_s)* is the waterline which corresponds to the summer load line draught of the ship.
- 11 *Light service draught (d_l)* is the service draught corresponding to the lightest anticipated loading and associated tankage, including, however, such ballast as may be necessary for stability and/or immersion. Passenger ships should include the full complement of passengers and crew on board.
- 12 *Partial subdivision draught (d_p)* is the light service draught plus 60% of the difference between the light service draught and the deepest subdivision draught.
- 13 *Trim* is the difference between the draught forward and the draught aft, where the draughts are measured at the forward and aft terminals respectively, disregarding any rake of keel.
- 14 *Permeability (m)* of a space is the proportion of the immersed volume of that space which can be occupied by water.
- 15 *Machinery spaces* are spaces between the watertight boundaries of a space containing the main and auxiliary propulsion machinery, including boilers, generators and electric motors primarily intended for propulsion. In the case of unusual arrangements, the Administration may define the limits of the machinery spaces.
- 16 *Weathertight* means that in any sea conditions water will not penetrate into the ship.
- 17 *Watertight* means having scantlings and arrangements capable of preventing the passage of water in any direction under the head of water likely to occur in intact and damaged conditions. In the damaged condition, the head of water is to be considered in the worst situation at equilibrium, including intermediate stages of flooding.
- 18 *Design pressure* means the hydrostatic pressure for which each structure or appliance assumed watertight in the intact and damage stability calculations is designed to withstand.

19 *Bulkhead deck* in a passenger ship means the uppermost deck at any point in the subdivision length (L_s) to which the main bulkheads and the ship's shell are carried watertight and the lowermost deck from which passenger and crew evacuation will not be impeded by water in any stage of flooding for damage cases defined in regulation 8 and in part B-2 of this chapter. The bulkhead deck may be a stepped deck. In a cargo ship the freeboard deck may be taken as the bulkhead deck.

20 *Deadweight* is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the draught corresponding to the assigned summer freeboard and the lightweight of the ship.

21 *Lightweight* is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, and passengers and crew and their effects.

22 *Oil tanker* is the oil tanker defined in regulation 1 of Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973.

23 *Ro-ro passenger ship* means a passenger ship with ro-ro spaces or special category spaces as defined in regulation II-2/3.

24 *Bulk carrier* means a bulk carrier as defined in regulation XII/1.1.

25 *Keel line* is a line parallel to the slope of the keel passing amidships through:

- .1 the top of the keel at centreline or line of intersection of the inside of shell plating with the keel if a bar keel extends below that line, on a ship with a metal shell; or
- .2 in wood and composite ships, the distance is measured from the lower edge of the keel rabbet. When the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inward intersects the centreline amidships.

26 *Amidship* is at the middle of the length (L).

Regulation 3 **Definitions relating to parts C, D and E**

For the purpose of parts C, D and E, unless expressly provided otherwise:

1 *Steering gear control system* is the equipment by which orders are transmitted from the navigating bridge to the steering gear power units. Steering gear control systems comprise transmitters, receivers, hydraulic control pumps and their associated motors, motor controllers, piping and cables.

2 *Main steering gear* is the machinery, rudder actuators, steering gear, power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g. tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the ship under normal service conditions.

3 *Steering gear power unit* is:

- .1 in the case of electric steering gear, an electric motor and its associated electrical equipment;
- .2 in the case of electrohydraulic steering gear, an electric motor and its associated electrical equipment and connected pump; or
- .3 in the case of other hydraulic steering gear, a driving engine and connected pump.

4 *Auxiliary steering gear* is the equipment other than any part of the main steering gear necessary to steer the ship in the event of failure of the main steering gear but not including the tiller, quadrant or components serving the same purpose.

5 *Normal operational and habitable condition* is a condition under which the ship as a whole, the machinery, services, means and aids ensuring propulsion, ability to steer, safe navigation, fire and flooding safety, internal and external communications and signals, means of escape, and emergency boat winches, as well as the designed comfortable conditions of habitability are in working order and functioning normally.

6 *Emergency condition* is a condition under which any services needed for normal operational and habitable conditions are not in working order due to failure of the main source of electrical power.

7 *Main source of electrical power* is a source intended to supply electrical power to the main switchboard for distribution to all services necessary for maintaining the ship in normal operational and habitable conditions.

8 *Dead ship condition* is the condition under which the main propulsion plant, boilers and auxiliaries are not in operation due to the absence of power.

9 *Main generating station* is the space in which the main source of electrical power is situated.

10 *Main switchboard* is a switchboard which is directly supplied by the main source of electrical power and is intended to distribute electrical energy to the ship's services.

11 *Emergency switchboard* is a switchboard which in the event of failure of the main electrical power supply system is directly supplied by the emergency source of electrical power or the transitional source of emergency power and is intended to distribute electrical energy to the emergency services.

12 *Emergency source of electrical power* is a source of electrical power, intended to supply the emergency switchboard in the event of a failure of the supply from the main source of electrical power.

13 *Power actuating system* is the hydraulic equipment provided for supplying power to turn the rudder stock, comprising a steering gear power unit or units, together with the associated pipes and fittings, and a rudder actuator. The power actuating systems may share common mechanical components (i.e. tiller, quadrant and rudder stock) or components serving the same purpose.

14 *Maximum ahead service speed* is the greatest speed which the ship is designed to maintain in service at sea at the deepest sea-going draught.

15 *Maximum astern speed* is the speed which it is estimated the ship can attain at the designed maximum astern power at the deepest sea-going draught.

16 *Machinery spaces* are all machinery spaces of category A and all other spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces.

17 *Machinery spaces of category A* are those spaces and trunks to such spaces which contain:

- .1 internal combustion machinery used for main propulsion;
- .2 internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or
- .3 any oil-fired boiler or oil fuel unit.

18 *Control stations* are those spaces in which the ship's radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized.

19 *Chemical tanker* is a cargo ship constructed or adapted and used for the carriage in bulk of any liquid product listed in either:

- .1 chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk adopted by the Maritime Safety Committee by resolution MSC.4(48), hereinafter referred to as "the International Bulk Chemical Code", as may be amended by the Organization; or
- .2 chapter VI of the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk adopted by the Assembly of the Organization by resolution A.212(VII), hereinafter referred to as "the Bulk Chemical Code", as has been or may be amended by the Organization,

whichever is applicable.

20 *Gas carrier* is a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other products listed in either:

- .1 chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk adopted by the Maritime Safety Committee by resolution MSC.5(48), hereinafter referred to as “the International Gas Carrier Code”, as may be amended by the Organization; or
- .2 chapter XIX of the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk adopted by the Organization by resolution A.328(IX), hereinafter referred to as “the Gas Carrier Code”, as has been or may be amended by the Organization,

whichever is applicable.

PART B

SUBDIVISION AND STABILITY

Regulation 4

General

1 The damage stability requirements in parts B-1 through B-4 shall apply to cargo ships of 80 m in length (*L*) and upwards and to all passenger ships regardless of length but shall exclude those cargo ships which are shown to comply with subdivision and damage stability regulations in other instruments* developed by the Organization.

2 The Administration may, for a particular ship or group of ships, accept alternative methodologies if it is satisfied that at least the same degree of safety as represented by these regulations is achieved. Any Administration which allows such alternative methodologies shall communicate to the Organization particulars thereof.

3 Ships shall be as efficiently subdivided as is possible having regard to the nature of the service for which they are intended. The degree of subdivision shall vary with the

* Cargo ships shown to comply with the following regulations may be excluded from the application of part B-1:

- .1 Annex I to MARPOL 73/78, except OBO ships with type B freeboards are not excluded;
- .2 International Bulk Chemical Code;
- .3 International Gas Carrier Code;
- .4 Guidelines for the design and construction of offshore supply vessels (resolution A.469(XII));
- .5 Code of Safety for Special Purpose Ships (resolution A.534(13), as amended);
- .6 Damage stability requirements of regulation 27 of the 1966 Load Lines Convention as applied in compliance with resolutions A.320(IX) and A.514(13), provided that in the case of cargo ships to which regulation 27(9) applies, main transverse watertight bulkheads, to be considered effective, are spaced according to paragraph (12)(f) of resolution A.320(IX), except ships intended for the carriage of deck cargo; and
- .7 Damage stability requirements of regulation 27 of the 1988 Load Lines Protocol, except ships intended for the carriage of deck cargo.

subdivision length (L_s) of the ship and with the service, in such manner that the highest degree of subdivision corresponds with the ships of greatest subdivision length (L_s), primarily engaged in the carriage of passengers.

4 Where it is proposed to fit decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, the Administration shall be satisfied that proper consideration is given to beneficial or adverse effects of such structures in the calculations.

PART B-1 STABILITY

Regulation 5 Intact stability information*

1 Every passenger ship regardless of size and every cargo ship having a length (L) of 24 m and upwards, shall be inclined upon its completion and the elements of its stability determined.

2 The Administration may allow the inclining test of an individual cargo ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data, as required by regulation 5-1. A weight survey shall be carried out upon completion and the ship shall be inclined whenever in comparison with the data derived from the sister ship, a deviation from the lightship displacement exceeding 1% for ships of 160 m or more in length and 2% for ships of 50 m or less in length and as determined by linear interpolation for intermediate lengths or a deviation from the lightship longitudinal centre of gravity exceeding 0.5% of L_s is found.

3 The Administration may also allow the inclining test of an individual ship or class of ships especially designed for the carriage of liquids or ore in bulk to be dispensed with when reference to existing data for similar ships clearly indicates that due to the ship's proportions and arrangements more than sufficient metacentric height will be available in all probable loading conditions.

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

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

* Refer to the Code on Intact Stability for All Types of Ships covered by IMO Instruments, adopted by the Organization by resolution A.749(18).

6 Every ship shall have scales of draughts marked clearly at the bow and stern. In the case where the draught marks are not located where they are easily readable, or operational constraints for a particular trade make it difficult to read the draught marks, then the ship shall also be fitted with a reliable draught indicating system by which the bow and stern draughts can be determined.

Regulation 5-1
Stability information to be supplied to the master*

1 The master shall be supplied with such information satisfactory to the Administration as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service. A copy of the stability information shall be furnished to the Administration.

2 The information should include:

- .1 curves or tables of minimum operational metacentric height (GM) versus draught which assures compliance with the relevant intact and damage stability requirements, alternatively corresponding curves or tables of the maximum allowable vertical centre of gravity (KG) versus draught, or with the equivalents of either of these curves;
- .2 instructions concerning the operation of cross-flooding arrangements; and
- .3 all other data and aids which might be necessary to maintain the required intact stability and stability after damage.

3 The stability information shall show the influence of various trims in cases where the operational trim range exceeds $\pm 0.5\%$ of L_s .

4 For ships which have to fulfil the stability requirements of part B-1, information referred to in paragraph 2 are determined from considerations related to the subdivision index, in the following manner: Minimum required GM (or maximum permissible vertical position of centre of gravity KG) for the three draughts d_s , d_p and d_l are equal to the GM (or KG values) of corresponding loading cases used for the calculation of survival factor s_i . For intermediate draughts, values to be used shall be obtained by linear interpolation applied to the GM value only between the deepest subdivision draught and the partial subdivision draught and between the partial load line and the light service draught respectively. Intact stability criteria will also be taken into account by retaining for each draft the maximum among minimum required GM values or the minimum of maximum permissible KG values for both criteria. If the subdivision index is calculated for different trims, several required GM curves will be established in the same way.

5 When curves or tables of minimum operational metacentric height (GM) versus draught are not appropriate, the master should ensure that the operating condition does

* Refer also to the Guidelines for the preparation of intact stability information (MSC/Circ.456); Guidance on the intact stability of existing tankers during transfer operations (MSC/Circ.706); and the Revised guidance to the master for avoiding dangerous situations in following and quartering seas (MSC.1/Circ.1228).

not deviate from a studied loading condition, or verify by calculation that the stability criteria are satisfied for this loading condition.

Regulation 6 **Required subdivision index R^***

1 The subdivision of a ship is considered sufficient if the attained subdivision index A , determined in accordance with regulation 7, is not less than the required subdivision index R calculated in accordance with this regulation and if, in addition, the partial indices A_s , A_p and A_1 are not less than $0.9R$ for passenger ships and $0.5R$ for cargo ships.

2 For all ships to which the damage stability requirements of this chapter apply, the degree of subdivision to be provided shall be determined by the required subdivision index R , as follows:

- .1 In the case of cargo ships greater than 100 m in length (L_s):

$$R = 1 - \frac{128}{L_s + 152}$$

- .2 In the case of cargo ships not less than 80 m in length (L_s) and not greater than 100 m in length (L_s):

$$R = 1 - \left[\frac{1}{1 + \frac{L_s}{100} \times \frac{R_o}{1 - R_o}} \right]$$

where R_o is the value R as calculated in accordance with the formula in subparagraph .1.

- .3 In the case of passenger ships:

$$R = 1 - \frac{5,000}{L_s + 2.5N + 15,225}$$

where:

$$N = N_1 + 2N_2$$

N_1 = number of persons for whom lifeboats are provided

N_2 = number of persons (including officers and crew) the ship is permitted to carry in excess of N_1 .

- .4 Where the conditions of service are such that compliance with paragraph 2.3 of this regulation on the basis of $N = N_1 + 2N_2$ is impracticable and where the Administration considers that a suitably

* The Maritime Safety Committee, in adopting the regulations contained in parts B to B-4, invited Administrations to note that the regulations should be applied in conjunction with the explanatory notes developed by the Organization in order to ensure their uniform application.

reduced degree of hazard exists, a lesser value of N may be taken but in no case less than $N = N_1 + N_2$.

Regulation 7 **Attained subdivision index A**

1 The attained subdivision index A is obtained by the summation of the partial indices A_s, A_p and A_l , (weighted as shown) calculated for the draughts d_s, d_p and d_l defined in regulation 2 in accordance with the following formula:

$$A = 0.4A_s + 0.4A_p + 0.2A_l$$

Each partial index is a summation of contributions from all damage cases taken in consideration, using the following formula:

$$A = \sum p_i s_i$$

where:

- i represents each compartment or group of compartments under consideration,
- p_i accounts for the probability that only the compartment or group of compartments under consideration may be flooded, disregarding any horizontal subdivision, as defined in regulation 7-1,
- s_i accounts for the probability of survival after flooding the compartment or group of compartments under consideration, and includes the effect of any horizontal subdivision, as defined in regulation 7-2.

2 In the calculation of A , the level trim shall be used for the deepest subdivision draught and the partial subdivision draught. The actual service trim shall be used for the light service draught. If in any service condition, the trim variation in comparison with the calculated trim is greater than 0.5% of L_s , one or more additional calculations of A are to be submitted for the same draughts but different trims so that, for all service conditions, the difference in trim in comparison with the reference trim used for one calculation will be less than 0.5% of L_s .

3 When determining the positive righting lever (GZ) of the residual stability curve, the displacement used should be that of the intact condition. That is, the constant displacement method of calculation should be used.

4 The summation indicated by the above formula shall be taken over the ship's subdivision length (L_s) for all cases of flooding in which a single compartment or two or more adjacent compartments are involved. In the case of unsymmetrical arrangements, the calculated A value should be the mean value obtained from calculations involving both sides. Alternatively, it should be taken as that corresponding to the side which evidently gives the least favourable result.

5 Wherever wing compartments are fitted, contribution to the summation indicated by the formula shall be taken for all cases of flooding in which wing compartments are

involved. Additionally, cases of simultaneous flooding of a wing compartment or group of compartments and the adjacent inboard compartment or group of compartments, but excluding damage of transverse extent greater than one half of the ship breadth B , may be added. For the purpose of this regulation, transverse extent is measured inboard from ship's side, at right angle to the centreline at the level of the deepest subdivision draught.

6 In the flooding calculations carried out according to the regulations, only one breach of the hull and only one free surface need to be assumed. The assumed vertical extent of damage is to extend from the baseline upwards to any watertight horizontal subdivision above the waterline or higher. However, if a lesser extent of damage will give a more severe result, such extent is to be assumed.

7 If pipes, ducts or tunnels are situated within the assumed extent of damage, arrangements are to be made to ensure that progressive flooding cannot thereby extend to compartments other than those assumed flooded. However, the Administration may permit minor progressive flooding if it is demonstrated that its effects can be easily controlled and the safety of the ship is not impaired.

Regulation 7-1 **Calculation of the factor p_i**

1 The factor p_i for a compartment or group of compartments shall be calculated in accordance with paragraphs 1.1 and 1.2 using the following notations:

- j = the aftmost damage zone number involved in the damage starting with No.1 at the stern;
- n = the number of adjacent damage zones involved in the damage;
- k = is the number of a particular longitudinal bulkhead as barrier for transverse penetration in a damage zone counted from shell towards the centre line. The shell has $k = 0$;
- $x1$ = the distance from the aft terminal of L_s to the aft end of the zone in question;
- $x2$ = the distance from the aft terminal of L_s to the forward end of the zone in question;
- b = the mean transverse distance in metres measured at right angles to the centreline at the deepest subdivision loadline between the shell and an assumed vertical plane extended between the longitudinal limits used in calculating the factor p_i and which is a tangent to, or common with, all or part of the outermost portion of the longitudinal bulkhead under consideration. This vertical plane shall be so orientated that the mean transverse distance to the shell is a maximum, but not more than twice the least distance between the plane and the shell. If the upper part of a longitudinal bulkhead is below the deepest subdivision loadline the vertical plane used for determination of b is assumed to extend upwards to the deepest subdivision waterline. In any case, b is not to be taken greater than $B/2$.

If the damage involves a single zone only:

$$p_i = p(x1_j, x2_j) \cdot [r(x1_j, x2_j, b_k) - r(x1_j, x2_j, b_{k-1})]$$

If the damage involves two adjacent zones:

$$\begin{aligned} p_i &= p(x1_j, x2_{j+1}) \cdot [r(x1_j, x2_{j+1}, b_k) - r(x1_j, x2_{j+1}, b_{k-1})] \\ &- p(x1_j, x2_j) \cdot [r(x1_j, x2_j, b_k) - r(x1_j, x2_j, b_{k-1})] \\ &- p(x1_{j+1}, x2_{j+1}) \cdot [r(x1_{j+1}, x2_{j+1}, b_k) - r(x1_{j+1}, x2_{j+1}, b_{k-1})] \end{aligned}$$

If the damage involves three or more adjacent zones:

$$\begin{aligned} p_i &= p(x1_j, x2_{j+n-1}) \cdot [r(x1_j, x2_{j+n-1}, b_k) - r(x1_j, x2_{j+n-1}, b_{k-1})] \\ &- p(x1_j, x2_{j+n-2}) \cdot [r(x1_j, x2_{j+n-2}, b_k) - r(x1_j, x2_{j+n-2}, b_{k-1})] \\ &- p(x1_{j+1}, x2_{j+n-1}) \cdot [r(x1_{j+1}, x2_{j+n-1}, b_k) - r(x1_{j+1}, x2_{j+n-1}, b_{k-1})] \\ &+ p(x1_{j+1}, x2_{j+n-2}) \cdot [r(x1_{j+1}, x2_{j+n-2}, b_k) - r(x1_{j+1}, x2_{j+n-2}, b_{k-1})] \end{aligned}$$

and where $r(x1, x2, b_0) = 0$

1.1 The factor $p(x1, x2)$ is to be calculated according to the following formulae:

Overall normalized max damage length:	J_{\max}	=	10/33
Knuckle point in the distribution:	J_{kn}	=	5/33
Cumulative probability at J_{kn} :	p_k	=	11/12
Maximum absolute damage length:	l_{\max}	=	60 m
Length where normalized distribution ends:	L^*	=	260 m

Probability density at $J = 0$:

$$b_0 = 2 \left(\frac{p_k}{J_{kn}} - \frac{1 - p_k}{J_{\max} - J_{kn}} \right)$$

When $L_s \leq L^*$:

$$J_m = \min \left\{ J_{\max}, \frac{l_{\max}}{L_s} \right\}$$

$$J_k = \frac{J_m}{2} + \frac{1 - \sqrt{1 + (1 - 2p_k)b_0 J_m + \frac{1}{4} b_0^2 J_m^2}}{b_0}$$

$$b_{12} = b_0$$

When $L_s > L^*$:

$$J_m^* = \min \left\{ J_{\max}, \frac{l_{\max}}{L^*} \right\}$$

$$J_k^* = \frac{J_m^*}{2} + \frac{1 - \sqrt{1 + (1 - 2p_k)b_0 J_m^* + \frac{1}{4}b_0^2 J_m^{*2}}}{b_0}$$

$$J_m = \frac{J_m^* \cdot L^*}{L_s}$$

$$J_k = \frac{J_k^* \cdot L^*}{L_s}$$

$$b_{12} = 2 \left(\frac{p_k}{J_k} - \frac{1 - p_k}{J_m - J_k} \right)$$

$$b_{11} = 4 \frac{1 - p_k}{(J_m - J_k)J_k} - 2 \frac{p_k}{J_k^2}$$

$$b_{21} = -2 \frac{1 - p_k}{(J_m - J_k)^2}$$

$$b_{22} = -b_{21}J_m$$

The non-dimensional damage length:

$$J = \frac{(x_2 - x_1)}{L_s}$$

The normalized length of a compartment or group of compartments:

J_n is to be taken as the lesser of J and J_m

1.1.1 Where neither limits of the compartment or group of compartments under consideration coincides with the aft or forward terminals:

$J = J_k$:

$$p(x_1, x_2) = p_1 = \frac{1}{6}J^2(b_{11}J + 3b_{12})$$

$J > J_k$:

$$p(x_1, x_2) = p_2 = -\frac{1}{3}b_{11}J_k^3 + \frac{1}{2}(b_{11}J - b_{12})J_k^2 + b_{12}JJ_k - \frac{1}{3}b_{21}(J_n^3 - J_k^3) + \frac{1}{2}(b_{21}J - b_{22})(J_n^2 - J_k^2) + b_{22}J(J_n - J_k)$$

1.1.2 Where the aft limit of the compartment or group of compartments under consideration coincides with the aft terminal or the forward limit of the compartment or group of compartments under consideration coincides with the forward terminal:

$$J = J_k:$$

$$p(x1, x2) = \frac{1}{2}(p_1 + J)$$

$$J > J_k:$$

$$p(x1, x2) = \frac{1}{2}(p_2 + J)$$

1.1.3 Where the compartment or groups of compartments considered extends over the entire subdivision length (L_s):

$$p(x1, x2) = 1$$

1.2 The factor $r(x1, x2, b)$ shall be determined by the following formulae:

$$r(x1, x2, b) = 1 - (1 - C) \cdot \left[1 - \frac{G}{p(x1, x2)} \right]$$

where:

$$C = 12 \cdot J_b \cdot (-45 \cdot J_b + 4), \text{ where}$$

$$J_b = \frac{b}{15 \cdot B}$$

1.2.1 Where the compartment or groups of compartments considered extends over the entire subdivision length (L_s):

$$G = G_1 = \frac{1}{2} b_{11} J_b^2 + b_{12} J_b$$

1.2.2 Where neither limits of the compartment or group of compartments under consideration coincides with the aft or forward terminals:

$$G = G_2 = -\frac{1}{3} b_{11} J_0^3 + \frac{1}{2} (b_{11} J - b_{12}) J_0^2 + b_{12} J J_0, \text{ where}$$

$$J_0 = \min(J, J_b)$$

1.2.3 Where the aft limit of the compartment or group of compartments under consideration coincides with the aft terminal or the forward limit of the compartment or group of compartments under consideration coincides with the forward terminal:

$$G = \frac{1}{2} \cdot (G_2 + G_1 \cdot J)$$

Regulation 7-2
Calculation of the factor s_i

1 The factor s_i shall be determined for each case of assumed flooding, involving a compartment or group of compartments, in accordance with the following notations and the provisions in this regulation.

q_e is the equilibrium heel angle in any stage of flooding, in degrees;

1.

q_v is the angle, in any stage of flooding, where the righting lever becomes negative, or the angle at which an opening incapable of being closed weathertight becomes submerged;

2.

GZ_{\max} is the maximum positive righting lever, in metres, up to the angle q_v ;

3.

Range is the range of positive righting levers, in degrees, measured from the angle q_e . The positive range is to be taken up to the angle q_v ;

Flooding stage is any discrete step during the flooding process, including the stage before equalization (if any) until final equilibrium has been reached.

1. 1.1 The factor s_i , for any damage case at any initial loading condition, d_i , shall be obtained from the formula:

$$2. \quad s_i = \text{minimum} \{ s_{\text{intermediate},i} \text{ or } s_{\text{final},i} \cdot s_{\text{mom},i} \}$$

3.

where:

$s_{\text{intermediate},i}$ is the probability to survive all intermediate flooding stages until the final equilibrium stage, and is calculated in accordance with paragraph 2;

$s_{\text{final},i}$ is the probability to survive in the final equilibrium stage of flooding. It is calculated in accordance with paragraph 3;

4.

$s_{\text{mom},i}$ is the probability to survive heeling moments, and is calculated in accordance with paragraph 4.

2 The factor $s_{\text{intermediate},i}$ is applicable only to passenger ships (for cargo ships $s_{\text{intermediate},i}$ should be taken as unity) and shall be taken as the least of the s-factors obtained from all flooding stages including the stage before equalization, if any, and is to be calculated as follows:

$$s_{\text{intermediate},i} = \left[\frac{GZ_{\max}}{0.05} \cdot \frac{\text{Range}}{7} \right]^{\frac{1}{4}}$$

where GZ_{\max} is not to be taken as more than 0.05 m and *Range* as not more than 7°. $s_{\text{intermediate}} = 0$, if the intermediate heel angle exceeds 15°. Where cross-flooding fittings are required, the time for equalization shall not exceed 10 min.

5. 3 The factor $s_{\text{final},i}$ shall be obtained from the formula:

$$s_{\text{final},i} = K \cdot \left[\frac{GZ_{\text{max}}}{0.12} \cdot \frac{\text{Range}}{16} \right]^{\frac{1}{4}}$$

6.

where:

GZ_{max} is not to be taken as more than 0.12 m;

Range is not to be taken as more than 16°;

$$K = 1 \quad \text{if } q_e \leq q_{\text{min}}$$

$$K = 0 \quad \text{if } q_e \geq q_{\text{max}}$$

7.

$$K = \sqrt{\frac{q_{\text{max}} - q_e}{q_{\text{max}} - q_{\text{min}}}} \quad \text{otherwise,}$$

where:

q_{min} is 7° for passenger ships and 25° for cargo ships; and

q_{max} is 15° for passenger ships and 30° for cargo ships.

8.

4 The factor $s_{\text{mom},i}$ is applicable only to passenger ships (for cargo ships $s_{\text{mom},i}$ shall be taken as unity) and shall be calculated at the final equilibrium from the formula:

$$s_{\text{mom},i} = \frac{(GZ_{\text{max}} - 0.04) \cdot \text{Displacement}}{M_{\text{heel}}}$$

where:

Displacement is the intact displacement at the subdivision draught;

M_{heel} is the maximum assumed heeling moment as calculated in accordance with subparagraph 4.1; and

$$s_{\text{mom},i} \leq 1$$

4.1 The heeling moment M_{heel} is to be calculated as follows:

$$9. M_{\text{heel}} = \text{maximum } \{M_{\text{passenger}} \text{ or } M_{\text{wind}} \text{ or } M_{\text{Survivalcraft}}\}$$

10.

4.1.1 $M_{\text{passenger}}$ is the maximum assumed heeling moment resulting from movement of passengers, and is to be obtained as follows:

$$M_{\text{passenger}} = (0.075 \cdot N_p) \cdot (0.45 \cdot B) \text{ (tm)}$$

where:

N_p is the maximum number of passengers permitted to be on board in the service condition corresponding to the deepest subdivision draught under consideration; and

B is the beam of the ship.

Alternatively, the heeling moment may be calculated assuming the passengers are distributed with 4 persons per square metre on available deck areas towards one side of the ship on the decks where muster stations are located and in such a way that they produce the most adverse heeling moment. In doing so, a weight of 75 kg per passenger is to be assumed.

4.1.2 M_{wind} is the maximum assumed wind force acting in a damage situation:

$$M_{\text{wind}} = (P \cdot A \cdot Z) / 9,806 \text{ (tm)}$$

where:

$$P = 120 \text{ N/m}^2;$$

4. A = projected lateral area above waterline;

5.

6. Z = distance from centre of lateral projected area above waterline to $T/2$; and

7.

T = ship's draught, d_i .

4.1.3 $M_{\text{Survivalcraft}}$ is the maximum assumed heeling moment due to the launching of all fully loaded davit-launched survival craft on one side of the ship. It shall be calculated using the following assumptions:

- .1 all lifeboats and rescue boats fitted on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out fully loaded and ready for lowering;
- .2 for lifeboats which are arranged to be launched fully loaded from the stowed position, the maximum heeling moment during launching shall be taken;
- .3 a fully loaded davit-launched liferaft attached to each davit on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out ready for lowering;
- .4 persons not in the life-saving appliances which are swung out shall not provide either additional heeling or righting moment; and
- .5 life-saving appliances on the side of the ship opposite to the side to which the ship has heeled shall be assumed to be in a stowed position.

5 Unsymmetrical flooding is to be kept to a minimum consistent with the efficient arrangements. Where it is necessary to correct large angles of heel, the means adopted shall, where practicable, be self-acting, but in any case where controls to equalization devices are provided they shall be operable from above the bulkhead deck. These fittings together with their controls shall be acceptable to the Administration.* Suitable information concerning the use of equalization devices shall be supplied to the master of the ship.

5.1 Tanks and compartments taking part in such equalization shall be fitted with air pipes or equivalent means of sufficient cross-section to ensure that the flow of water into the equalization compartments is not delayed.

5.2 In all cases, s_i is to be taken as zero in those cases where the final waterline, taking into account sinkage, heel and trim, immerses:

- .1 the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor s_i . Such openings shall include air-pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers; and
- .2 any part of the bulkhead deck in passenger ships considered a horizontal evacuation route for compliance with chapter II-2.

5.3 The factor s_i is to be taken as zero if, taking into account sinkage, heel and trim, any of the following occur in any intermediate stage or in the final stage of flooding:

- .1 immersion of any vertical escape hatch in the bulkhead deck intended for compliance with chapter II-2;
- .2 any controls intended for the operation of watertight doors, equalization devices, valves on piping or on ventilation ducts intended to maintain the integrity of watertight bulkheads from above the bulkhead deck become inaccessible or inoperable;
11.
.3 immersion of any part of piping or ventilation ducts carried through a watertight boundary that is located within any compartment included in damage cases contributing to the attained index A , if not fitted with watertight means of closure at each boundary.

5.4 However, where compartments assumed flooded due to progressive flooding are taken into account in the damage stability calculations multiple values of $s_{\text{intermediate},i}$ may be calculated assuming equalization in additional flooding phases.

12.

5.5 Except as provided in paragraph 5.3.1, openings closed by means of watertight manhole covers and flush scuttles, small watertight hatch covers, remotely operated

* Reference is made to the Recommendation on a standard method for establishing compliance with the requirements for cross-flooding arrangements in passenger ships, adopted by the Organization by resolution A.266(VIII), as may be amended.

sliding watertight doors, side scuttles of the non-opening type as well as watertight access doors and hatch covers required to be kept closed at sea need not be considered.

6 Where horizontal watertight boundaries are fitted above the waterline under consideration the s-value calculated for the lower compartment or group of compartments shall be obtained by multiplying the value as determined in paragraph 1.1 by the reduction factor v_m according to paragraph 6.1, which represents the probability that the spaces above the horizontal subdivision will not be flooded.

6.1 The factor v_m shall be obtained from the formula:

$$v_m = v(H_{j, n, m}, d) - v(H_{j, n, m-1}, d)$$

where:

$H_{j, n, m}$ is the least height above the baseline, in metres, within the longitudinal range of $x_{1(j)} \dots x_{2(j+n-1)}$ of the m^{th} horizontal boundary which is assumed to limit the vertical extent of flooding for the damaged compartments under consideration;

$H_{j, n, m-1}$ is the least height above the baseline, in metres, within the longitudinal range of $x_{1(j)} \dots x_{2(j+n-1)}$ of the $(m-1)^{\text{th}}$ horizontal boundary which is assumed to limit the vertical extent of flooding for the damaged compartments under consideration;

j signifies the aft terminal of the damaged compartments under consideration;

m represents each horizontal boundary counted upwards from the waterline under consideration;

d is the draught in question as defined in regulation 2; and

x_1 and x_2 represent the terminals of the compartment or group of compartments considered in regulation 7-1.

6.1.1 The factors $v(H_{j, n, m}, d)$ and $v(H_{j, n, m-1}, d)$ shall be obtained from the formulae:

$$v(H, d) = 0.8 \frac{(H - d)}{7.8} \quad , \text{ if } (H_m - d) \text{ is less than, or equal to, } 7.8 \text{ m;}$$

$$v(H, d) = 0.8 + 0.2 \left[\frac{(H - d) - 7.8}{4.7} \right] \quad \text{in all other cases,}$$

where:

$v(H_{j, n, m}, d)$ is to be taken as 1, if H_m coincides with the uppermost watertight boundary of the ship within the range $(x_{1(j)} \dots x_{2(j+n-1)})$, and

$v(H_{j, n, 0}, d)$ is to be taken as 0.

In no case is v_m to be taken as less than zero or more than 1.

6.2 In general, each contribution dA to the index A in the case of horizontal subdivisions is obtained from the formula:

$$dA = p_i \cdot [v_1 \cdot s_{\min 1} + (v_2 - v_1) \cdot s_{\min 2} + \dots + (1 - v_{m-1}) \cdot s_{\min m}]$$

where:

- v_m = the v -value calculated in accordance with paragraph 6.1;
 s_{\min} = the least s -factor for all combinations of damages obtained when the assumed damage extends from the assumed damage height H_m downwards.

Regulation 7-3 Permeability

1 For the purpose of the subdivision and damage stability calculations of the regulations, the permeability of each general compartment or part of a compartment shall be as follows:

Spaces	Permeability
Appropriated to stores	0.60
Occupied by accommodation	0.95
Occupied by machinery	0.85
Void spaces	0.95
Intended for liquids	0 or 0.95 ¹

¹ Whichever results in the more severe requirement.

2 For the purpose of the subdivision and damage stability calculations of the regulations, the permeability of each cargo compartment or part of a compartment shall be as follows:

Spaces	Permeability at draught d_s	Permeability at draught d_p	Permeability at draught d_1
Dry cargo spaces	0.70	0.80	0.95
Container spaces	0.70	0.80	0.95
Ro-ro spaces	0.90	0.90	0.95
Cargo liquids	0.70	0.80	0.95

3 Other figures for permeability may be used if substantiated by calculations.

Regulation 8 Special requirements concerning passenger ship stability

1 A passenger ship intended to carry 400 or more persons shall have watertight subdivision abaft the collision bulkhead so that $s_i = 1$ for the three loading conditions on which is based the calculation of the subdivision index and for a damage involving all the compartments within $0.08L$ measured from the forward perpendicular.

2 A passenger ship intended to carry 36 or more persons is to be capable of withstanding damage along the side shell to an extent specified in paragraph 3. Compliance with this regulation is to be achieved by demonstrating that s_i , as defined in

regulation 7-2, is not less than 0.9 for the three loading conditions on which is based the calculation of the subdivision index.

3 The damage extent to be assumed when demonstrating compliance with paragraph 2, is to be dependent on both N as defined in regulation 6, and L_s as defined in regulation 2, such that:

- .1 the vertical extent of damage is to extend from the ship's moulded baseline to a position up to 12.5 m above the position of the deepest subdivision draught as defined in regulation 2, unless a lesser vertical extent of damage were to give a lower value of s_i , in which case this reduced extent is to be used;
- .2 where 400 or more persons are to be carried, a damage length of $0.03L_s$ but not less than 3 m is to be assumed at any position along the side shell, in conjunction with a penetration inboard of $0.1B$ but not less than 0.75 m measured inboard from the ship side, at right angle to the centreline at the level of the deepest subdivision draught;
- .3 where less than 400 persons are carried, damage length is to be assumed at any position along the shell side between transverse watertight bulkheads provided that the distance between two adjacent transverse watertight bulkheads is not less than the assumed damage length. If the distance between adjacent transverse watertight bulkheads is less than the assumed damage length, only one of these bulkheads shall be considered effective for the purpose of demonstrating compliance with paragraph 2;
- .4 where 36 persons are carried, a damage length of $0.015L_s$ but not less than 3 m is to be assumed, in conjunction with a penetration inboard of $0.05B$ but not less than 0.75 m; and
- .5 where more than 36, but fewer than 400 persons are carried the values of damage length and penetration inboard, used in the determination of the assumed extent of damage, are to be obtained by linear interpolation between the values of damage length and penetration which apply for ships carrying 36 persons and 400 persons as specified in subparagraphs .4 and .2.

Regulation 8-1
System capabilities after a flooding casualty on passenger ships

1 Application

This regulation applies to passenger ships constructed on or after 1 July 2010 to which regulation II-2/21 applies.

2 Availability of essential systems in case of flooding damage^{*}

A passenger ship shall be designed so that the systems specified in regulation II-2/21.4 remain operational when the ship is subject to flooding of any single watertight compartment.

PART B-2
SUBDIVISION, WATERTIGHT AND WEATHERTIGHT INTEGRITY

Regulation 9
Double bottoms in passenger ships and cargo ships other than tankers

1 A double bottom shall be fitted extending from the collision bulkhead to the afterpeak bulkhead, as far as this is practicable and compatible with the design and proper working of the ship.

2 Where a double bottom is required to be fitted the inner bottom shall be continued out to the ship's sides in such a manner as to protect the bottom to the turn of the bilge. Such protection will be deemed satisfactory if the inner bottom is not lower at any part than a plane parallel with the keel line and which is located not less than a vertical distance h measured from the keel line, as calculated by the formula:

$$h = B/20$$

However, in no case is the value of h to be less than 760 mm, and need not be taken as more than 2,000 mm.

3 Small wells constructed in the double bottom in connection with drainage arrangements of holds, etc., shall not extend downward more than necessary. A well extending to the outer bottom is, however, permitted at the after end of the shaft tunnel. Other wells (e.g., for lubricating oil under main engines) may be permitted by the Administration if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this regulation. In no case shall the vertical distance from the bottom of such a well to a plane coinciding with the keel line be less than 500 mm.

^{*} Refer to the Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty (MSC.1/Circ.1214).

4 A double bottom need not be fitted in way of watertight tanks, including dry tanks of moderate size, provided the safety of the ship is not impaired in the event of bottom or side damage.

5 In the case of passenger ships to which the provisions of regulation 1.5 apply and which are engaged on regular service within the limits of a short international voyage as defined in regulation III/3.22, the Administration may permit a double bottom to be dispensed with if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship.

6 Any part of a passenger ship or a cargo ship that is not fitted with a double bottom in accordance with paragraphs 1, 4 or 5 shall be capable of withstanding bottom damages, as specified in paragraph 8, in that part of the ship.

7 In the case of unusual bottom arrangements in a passenger ship or a cargo ship, it shall be demonstrated that the ship is capable of withstanding bottom damages as specified in paragraph 8.

8 Compliance with paragraphs 6 or 7 is to be achieved by demonstrating that s_i , when calculated in accordance with regulation 7-2, is not less than 1 for all service conditions when subject to a bottom damage assumed at any position along the ship's bottom and with an extent specified in subparagraph .2 below for the affected part of the ship:

.1 Flooding of such spaces shall not render emergency power and lighting, internal communication, signals or other emergency devices inoperable in other parts of the ship.

.2 Assumed extent of damage shall be as follows:

	For 0.3 L from the forward perpendicular of the ship	Any other part of the ship
Longitudinal extent	$1/3 L^{2/3}$ or 14.5 m, whichever is less	$1/3 L^{2/3}$ or 14.5 m, whichever is less
Transverse extent	$B/6$ or 10 m, whichever is less	$B/6$ or 5 m, whichever is less
Vertical extent, measured from the keel line	$B/20$ or 2 m, whichever is less	$B/20$ or 2 m, whichever is less

.3 If any damage of a lesser extent than the maximum damage specified in subparagraph .2 would result in a more severe condition, such damage should be considered.

9 In case of large lower holds in passenger ships, the Administration may require an increased double bottom height of not more than $B/10$ or 3 m, whichever is less, measured from the keel line. Alternatively, bottom damages may be calculated for these areas, in accordance with paragraph 8, but assuming an increased vertical extent.

Regulation 10

Construction of watertight bulkheads

- 1 Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed having scantlings as specified in regulation 2.17. In all cases, watertight subdivision bulkheads shall be capable of supporting at least the pressure due to a head of water up to the bulkhead deck.
- 2 Steps and recesses in watertight bulkheads shall be as strong as the bulkhead at the place where each occurs.

Regulation 11

Initial testing of watertight bulkheads, etc.

- 1 Testing watertight spaces not intended to hold liquids and cargo holds intended to hold ballast by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test shall be carried out where practicable. This test shall be carried out in the most advanced stage of the fitting out of the ship. Where a hose test is not practicable because of possible damage to machinery, electrical equipment insulation or outfitting items, it may be replaced by a careful visual examination of welded connections, supported where deemed necessary by means such as a dye penetrant test or an ultrasonic leak test or an equivalent test. In any case a thorough inspection of the watertight bulkheads shall be carried out.
- 2 The forepeak, double bottom (including duct keels) and inner skins shall be tested with water to a head corresponding to the requirements of regulation 10.1.
- 3 Tanks which are intended to hold liquids, and which form part of the watertight subdivision of the ship, shall be tested for tightness and structural strength with water to a head corresponding to its design pressure. The water head is in no case to be less than the top of the air pipes or to a level of 2.4 m above the top of the tank, whichever is the greater.
- 4 The tests referred to in paragraphs 2 and 3 are for the purpose of ensuring that the subdivision structural arrangements are watertight and are not to be regarded as a test of the fitness of any compartment for the storage of oil fuel or for other special purposes for which a test of a superior character may be required depending on the height to which the liquid has access in the tank or its connections.

Regulation 12

Peak and machinery space bulkheads, shaft tunnels, etc.

- 1 A collision bulkhead shall be fitted which shall be watertight up to the bulkhead deck. This bulkhead shall be located at a distance from the forward perpendicular of not less than $0.05L$ or 10 m, whichever is the less, and, except as may be permitted by the Administration, not more than $0.08L$ or $0.05L + 3$ m, whichever is the greater.
- 2 Where any part of the ship below the waterline extends forward of the forward perpendicular, e.g., a bulbous bow, the distances stipulated in paragraph 1 shall be measured from a point either:
 - .1 at the mid-length of such extension;

- .2 at a distance $0.015L$ forward of the forward perpendicular; or
- .3 at a distance 3 m forward of the forward perpendicular,

whichever gives the smallest measurement.

3 The bulkhead may have steps or recesses provided they are within the limits prescribed in paragraph 1 or 2.

4 No doors, manholes, access openings, ventilation ducts or any other openings shall be fitted in the collision bulkhead below the bulkhead deck.

5.1 Except as provided in paragraph 5.2, the collision bulkhead may be pierced below the bulkhead deck by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a screw-down valve capable of being operated from above the bulkhead deck, the valve chest being secured inside the forepeak to the collision bulkhead. The Administration may, however, authorize the fitting of this valve on the after side of the collision bulkhead provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space. All valves shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable.

5.2 If the forepeak is divided to hold two different kinds of liquids the Administration may allow the collision bulkhead to be pierced below the bulkhead deck by two pipes, each of which is fitted as required by paragraph 5.1, provided the Administration is satisfied that there is no practical alternative to the fitting of such a second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.

6 Where a long forward superstructure is fitted the collision bulkhead shall be extended weathertight to the deck next above the bulkhead deck. The extension need not be fitted directly above the bulkhead below provided it is located within the limits prescribed in paragraph 1 or 2 with the exception permitted by paragraph 7 and that the part of the deck which forms the step is made effectively weathertight. The extension shall be so arranged as to preclude the possibility of the bow door causing damage to it in the case of damage to, or detachment of, a bow door.

7 Where bow doors are fitted and a sloping loading ramp forms part of the extension of the collision bulkhead above the bulkhead deck the ramp shall be weathertight over its complete length. In cargo ships the part of the ramp which is more than 2.3 m above the bulkhead deck may extend forward of the limit specified in paragraph 1 or 2. Ramps not meeting the above requirements shall be disregarded as an extension of the collision bulkhead.

8 The number of openings in the extension of the collision bulkhead above the freeboard deck shall be restricted to the minimum compatible with the design and normal operation of the ship. All such openings shall be capable of being closed weathertight.

9 Bulkheads shall be fitted separating the machinery space from cargo and accommodation spaces forward and aft and made watertight up to the bulkhead deck. In

passenger ships an afterpeak bulkhead shall also be fitted and made watertight up to the bulkhead deck. The afterpeak bulkhead may, however, be stepped below the bulkhead deck, provided the degree of safety of the ship as regards subdivision is not thereby diminished.

10 In all cases stern tubes shall be enclosed in watertight spaces of moderate volume. In passenger ships the stern gland shall be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the bulkhead deck will not be immersed. In cargo ships other measures to minimize the danger of water penetrating into the ship in case of damage to stern tube arrangements may be taken at the discretion of the Administration.

Regulation 13

Openings in watertight bulkheads below the bulkhead deck in passenger ships

1 The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the design and proper working of the ship, satisfactory means shall be provided for closing these openings.

2.1 Where pipes, scuppers, electric cables, etc., are carried through watertight bulkheads, arrangements shall be made to ensure the watertight integrity of the bulkheads.

2.2 Valves not forming part of a piping system shall not be permitted in watertight bulkheads.

2.3 Lead or other heat sensitive materials shall not be used in systems which penetrate watertight bulkheads, where deterioration of such systems in the event of fire would impair the watertight integrity of the bulkheads.

1. 3 No doors, manholes, or access openings are permitted in watertight transverse bulkheads dividing a cargo space from an adjoining cargo space, except as provided in paragraph 9.1 and in regulation 14.

4 Subject to paragraph 10, not more than one door, apart from the doors to shaft tunnels, may be fitted in each watertight bulkhead within spaces containing the main and auxiliary propulsion machinery including boilers serving the needs of propulsion. Where two or more shafts are fitted, the tunnels shall be connected by an intercommunicating passage. There shall be only one door between the machinery space and the tunnel spaces where two shafts are fitted and only two doors where there are more than two shafts. All these doors shall be of the sliding type and shall be so located as to have their sills as high as practicable. The hand gear for operating these doors from above the bulkhead deck shall be situated outside the spaces containing the machinery.

5.1 Watertight doors, except as provided in paragraph 9.1 or regulation 14, shall be power-operated sliding doors complying with the requirements of paragraph 7 capable of being closed simultaneously from the central operating console at the navigation bridge in not more than 60 s with the ship in the upright position.

5.2 The means of operation whether by power or by hand of any power-operated sliding watertight door shall be capable of closing the door with the ship listed to 15° either way. Consideration shall also be given to the forces which may act on either

side of the door as may be experienced when water is flowing through the opening applying a static head equivalent to a water height of at least 1 m above the sill on the centreline of the door.

5.3 Watertight door controls, including hydraulic piping and electric cables, shall be kept as close as practicable to the bulkhead in which the doors are fitted, in order to minimize the likelihood of them being involved in any damage which the ship may sustain. The positioning of watertight doors and their controls shall be such that if the ship sustains damage within one fifth of the breadth of the ship, as defined in regulation 2, such distance being measured at right angles to the centreline at the level of the deepest subdivision draught, the operation of the watertight doors clear of the damaged portion of the ship is not impaired.

6 All power-operated sliding watertight doors shall be provided with means of indication which will show at all remote operating positions whether the doors are open or closed. Remote operating positions shall only be at the navigation bridge as required by paragraph 7.1.5 and at the location where hand operation above the bulkhead deck is required by paragraph 7.1.4.

7.1 Each power-operated sliding watertight door:

- .1 shall have a vertical or horizontal motion;
- .2 shall, subject to paragraph 10, be normally limited to a maximum clear opening width of 1.2 m. The Administration may permit larger doors only to the extent considered necessary for the effective operation of the ship provided that other safety measures, including the following, are taken into consideration:
 - .1 special consideration shall be given to the strength of the door and its closing appliances in order to prevent leakages; and
 - .2 the door shall be located inboard the damage zone *B/5*;
- .3 shall be fitted with the necessary equipment to open and close the door using electric power, hydraulic power, or any other form of power that is acceptable to the Administration;
- .4 shall be provided with an individual hand-operated mechanism. It shall be possible to open and close the door by hand at the door itself from either side, and in addition, close the door from an accessible position above the bulkhead deck with an all round crank motion or some other movement providing the same degree of safety acceptable to the Administration. Direction of rotation or other movement is to be clearly indicated at all operating positions. The time necessary for the complete closure of the door, when operating by hand gear, shall not exceed 90 s with the ship in the upright position;
- .5 shall be provided with controls for opening and closing the door by power from both sides of the door and also for closing the door by power from the central operating console at the navigation bridge;

- .6 shall be provided with an audible alarm, distinct from any other alarm in the area, which will sound whenever the door is closed remotely by power and which shall sound for at least 5 s but no more than 10 s before the door begins to move and shall continue sounding until the door is completely closed. In the case of remote hand operation it is sufficient for the audible alarm to sound only when the door is moving. Additionally, in passenger areas and areas of high ambient noise the Administration may require the audible alarm to be supplemented by an intermittent visual signal at the door; and
- .7 shall have an approximately uniform rate of closure under power. The closure time, from the time the door begins to move to the time it reaches the completely closed position shall in no case be less than 20 s or more than 40 s with the ship in the upright position.

7.2 The electrical power required for power-operated sliding watertight doors shall be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck. The associated control, indication and alarm circuits shall be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck and be capable of being automatically supplied by the transitional source of emergency electrical power required by regulation 42.3.1.3 in the event of failure of either the main or emergency source of electrical power.

7.3 Power-operated sliding watertight doors shall have either:

- .1 a centralized hydraulic system with two independent power sources each consisting of a motor and pump capable of simultaneously closing all doors. In addition, there shall be for the whole installation hydraulic accumulators of sufficient capacity to operate all the doors at least three times, i.e. closed-open-closed, against an adverse list of 15°. This operating cycle shall be capable of being carried out when the accumulator is at the pump cut-in pressure. The fluid used shall be chosen considering the temperatures liable to be encountered by the installation during its service. The power operating system shall be designed to minimize the possibility of having a single failure in the hydraulic piping adversely affect the operation of more than one door. The hydraulic system shall be provided with a low-level alarm for hydraulic fluid reservoirs serving the power-operated system and a low gas pressure alarm or other effective means of monitoring loss of stored energy in hydraulic accumulators. These alarms are to be audible and visual and shall be situated on the central operating console at the navigation bridge; or
- .2 an independent hydraulic system for each door with each power source consisting of a motor and pump capable of opening and closing the door. In addition, there shall be a hydraulic accumulator of sufficient capacity to operate the door at least three times, i.e. closed-open-closed, against an adverse list of 15°. This operating cycle shall be capable of being carried out when the accumulator is at the pump cut-in pressure. The fluid used shall be chosen considering the temperatures liable to be encountered by the installation during its service. A low gas pressure group alarm or other

effective means of monitoring loss of stored energy in hydraulic accumulators shall be provided at the central operating console on the navigation bridge. Loss of stored energy indication at each local operating position shall also be provided; or

- .3 an independent electrical system and motor for each door with each power source consisting of a motor capable of opening and closing the door. The power source shall be capable of being automatically supplied by the transitional source of emergency electrical power as required by regulation 42.4.2 – in the event of failure of either the main or emergency source of electrical power and with sufficient capacity to operate the door at least three times, i.e. closed-open-closed, against an adverse list of 15°.

For the systems specified in paragraphs 7.3.1, 7.3.2 and 7.3.3, provision should be made as follows: Power systems for power-operated watertight sliding doors shall be separate from any other power system. A single failure in the electric or hydraulic power-operated systems excluding the hydraulic actuator shall not prevent the hand operation of any door.

7.4 Control handles shall be provided at each side of the bulkhead at a minimum height of 1.6 m above the floor and shall be so arranged as to enable persons passing through the doorway to hold both handles in the open position without being able to set the power closing mechanism in operation accidentally. The direction of movement of the handles in opening and closing the door shall be in the direction of door movement and shall be clearly indicated.

7.5 As far as practicable, electrical equipment and components for watertight doors shall be situated above the bulkhead deck and outside hazardous areas and spaces.

7.6 The enclosures of electrical components necessarily situated below the bulkhead deck shall provide suitable protection against the ingress of water.*

7.7 Electric power, control, indication and alarm circuits shall be protected against fault in such a way that a failure in one door circuit will not cause a failure in any other door circuit. Short circuits or other faults in the alarm or indicator circuits of a door shall not result in a loss of power operation of that door. Arrangements shall be such that leakage of water into the electrical equipment located below the bulkhead deck will not cause the door to open.

7.8 A single electrical failure in the power operating or control system of a power-operated sliding watertight door shall not result in a closed door opening. Availability of the power supply should be continuously monitored at a point in the electrical circuit as near as practicable to each of the motors required by paragraph 7.3. Loss of any such power supply should activate an audible and visual alarm at the central operating console at the navigation bridge.

* Refer to the following IEC publication 529(1976):

- .1 electrical motors, associated circuits and control components; protected to IPX 7 standard;
- .2 door position indicators and associated circuit components; protected to IPX 8 standard; and
- .3 door movement warning signals; protected to IPX 6 standard.

Other arrangements for the enclosures of electrical components may be fitted provided the Administration is satisfied that an equivalent protection is achieved. The water pressure IPX 8 shall be based on the pressure that may occur at the location of the component during flooding for a period of 36 h.

8.1 The central operating console at the navigation bridge shall have a “master mode” switch with two modes of control: a “local control” mode which shall allow any door to be locally opened and locally closed after use without automatic closure, and a “doors closed” mode which shall automatically close any door that is open. The “doors closed” mode shall automatically close any door that is open. The “doors closed” mode shall permit doors to be opened locally and shall automatically re-close the doors upon release of the local control mechanism. The “master mode” switch shall normally be in the “local control” mode. The “doors closed” mode shall only be used in an emergency or for testing purposes. Special consideration shall be given to the reliability of the “master mode” switch.

8.2 The central operating console at the navigation bridge shall be provided with a diagram showing the location of each door, with visual indicators to show whether each door is open or closed. A red light shall indicate a door is fully open and a green light shall indicate a door is fully closed. When the door is closed remotely the red light shall indicate the intermediate position by flashing. The indicating circuit shall be independent of the control circuit for each door.

8.3 It shall not be possible to remotely open any door from the central operating console.

9.1 If the Administration is satisfied that such doors are essential, watertight doors of satisfactory construction may be fitted in watertight bulkheads dividing cargo between deck spaces. Such doors may be hinged, rolling or sliding doors but shall not be remotely controlled. They shall be fitted at the highest level and as far from the shell plating as practicable, but in no case shall the outboard vertical edges be situated at a distance from the shell plating which is less than one fifth of the breadth of the ship, as defined in regulation 2, such distance being measured at right angles to the centreline at the level of the deepest subdivision draught.

9.2 Should any such doors be accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening. When it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration.

10 Portable plates on bulkheads shall not be permitted except in machinery spaces. The Administration may permit not more than one power-operated sliding watertight door in each watertight bulkhead larger than those specified in paragraph 7.1.2 to be substituted for these portable plates, provided these doors are intended to remain closed during navigation except in case of urgent necessity at the discretion of the master. These doors need not meet the requirements of paragraph 7.1.4 regarding complete closure by hand-operated gear in 90 s.

11.1 Where trunkways or tunnels for access from crew accommodation to the stokehold, for piping, or for any other purpose are carried through watertight bulkheads, they shall be watertight and in accordance with the requirements of regulation 16-1. The access to at least one end of each such tunnel or trunkway, if used as a passage at sea, shall be through a trunk extending watertight to a height sufficient to permit access above the bulkhead deck. The access to the other end of the trunkway or tunnel may be through a watertight door of the type required by its location in the ship. Such trunkways or tunnels shall not extend through the first subdivision bulkhead abaft the collision bulkhead.

11.2 Where it is proposed to fit tunnels piercing watertight bulkheads, these shall receive the special consideration of the Administration.

11.3 Where trunkways in connection with refrigerated cargo and ventilation or forced draught trunks are carried through more than one watertight bulkhead, the means of closure at such openings shall be operated by power and be capable of being closed from a central position situated above the bulkhead deck.

Regulation 13-1 **Openings in watertight bulkheads and internal decks in cargo ships**

1 The number of openings in watertight subdivisions is to be kept to a minimum compatible with the design and proper working of the ship. Where penetrations of watertight bulkheads and internal decks are necessary for access, piping, ventilation, electrical cables, etc., arrangements are to be made to maintain the watertight integrity. The Administration may permit relaxation in the watertightness of openings above the freeboard deck, provided that it is demonstrated that any progressive flooding can be easily controlled and that the safety of the ship is not impaired.

2 Doors provided to ensure the watertight integrity of internal openings which are used while at sea are to be sliding watertight doors capable of being remotely closed from the bridge and are also to be operable locally from each side of the bulkhead. Indicators are to be provided at the control position showing whether the doors are open or closed, and an audible alarm is to be provided at the door closure. The power, control and indicators are to be operable in the event of main power failure. Particular attention is to be paid to minimizing the effect of control system failure. Each power-operated sliding watertight door shall be provided with an individual hand-operated mechanism. It shall be possible to open and close the door by hand at the door itself from both sides.

3 Access doors and access hatch covers normally closed at sea, intended to ensure the watertight integrity of internal openings, shall be provided with means of indication locally and on the bridge showing whether these doors or hatch covers are open or closed. A notice is to be affixed to each such door or hatch cover to the effect that it is not to be left open.

4 Watertight doors or ramps of satisfactory construction may be fitted to internally subdivide large cargo spaces, provided that the Administration is satisfied that such doors or ramps are essential. These doors or ramps may be hinged, rolling or sliding doors or ramps, but shall not be remotely controlled.* Should any of the doors or ramps be

* Refer to Interpretations of regulations of part B-1 of SOLAS chapter II-1 (MSC/Circ.651).

accessible during the voyage, they shall be fitted with a device which prevents unauthorized opening.

5 Other closing appliances which are kept permanently closed at sea to ensure the watertight integrity of internal openings shall be provided with a notice which is to be affixed to each such closing appliance to the effect that it is to be kept closed. Manholes fitted with closely bolted covers need not be so marked.

Regulation 14

Passenger ships carrying goods vehicles and accompanying personnel

1 This regulation applies to passenger ships designed or adapted for the carriage of goods vehicles and accompanying personnel.

2 If in such a ship the total number of passengers which include personnel accompanying vehicles does not exceed $12 + A_d/25$, where A_d = total deck area (square metres) of spaces available for the stowage of goods vehicles and where the clear height at the stowage position and at the entrance to such spaces is not less than 4 m, the provisions of regulations 13.9.1 and 13.9.2 in respect of watertight doors apply except that the doors may be fitted at any level in watertight bulkheads dividing cargo spaces. Additionally, indicators are required on the navigation bridge to show automatically when each door is closed and all door fastenings are secured.

3 The ship may not be certified for a higher number of passengers than assumed in paragraph 2, if a watertight door has been fitted in accordance with this regulation.

Regulation 15

Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships

1 The number of openings in the shell plating shall be reduced to the minimum compatible with the design and proper working of the ship.

2 The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally to the satisfaction of the Administration.

3.1 Subject to the requirements of the International Convention on Load Lines in force, no sidescuttle shall be fitted in such a position that its sill is below a line drawn parallel to the bulkhead deck at side and having its lowest point 2.5% of the breadth of the ship above the deepest subdivision draught, or 500 mm, whichever is the greater.

3.2 All sidescuttles the sills of which are below the bulkhead deck of passenger ships and the freeboard deck of cargo ships, as permitted by paragraph 3.1, shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship.

4 Efficient hinged inside deadlights so arranged that they can be easily and effectively closed and secured watertight, shall be fitted to all sidescuttles except that abaft one eighth of the ship's length from the forward perpendicular and above a line

drawn parallel to the bulkhead deck at side and having its lowest point at a height of 3.7 m plus 2.5% of the breadth of the ship above the deepest subdivision draught, the deadlights may be portable in passenger accommodation other than that for steerage passengers, unless the deadlights are required by the International Convention on Load Lines in force to be permanently attached in their proper positions. Such portable deadlights shall be stowed adjacent to the sidescuttles they serve.

5.1 No sidescuttles shall be fitted in any spaces which are appropriated exclusively to the carriage of cargo or coal.

5.2 Sidescuttles may, however, be fitted in spaces appropriated alternatively to the carriage of cargo or passengers, but they shall be of such construction as will effectively prevent any person opening them or their deadlights without the consent of the master.

6 Automatic ventilating sidescuttles shall not be fitted in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships without the special sanction of the Administration.

7 The number of scuppers, sanitary discharges and other similar openings in the shell plating shall be reduced to the minimum either by making each discharge serve for as many as possible of the sanitary and other pipes, or in any other satisfactory manner.

8.1 All inlets and discharges in the shell plating shall be fitted with efficient and accessible arrangements for preventing the accidental admission of water into the ship.

8.2.1 Subject to the requirements of the International Convention on Load Lines in force, and except as provided in paragraph 8.3, each separate discharge led through the shell plating from spaces below the bulkhead deck of passenger ships and the freeboard deck of cargo ships shall be provided with either one automatic non-return valve fitted with a positive means of closing it from above the bulkhead deck or with two automatic non-return valves without positive means of closing, provided that the inboard valve is situated above the deepest subdivision draught and is always accessible for examination under service conditions. Where a valve with positive means of closing is fitted, the operating position above the bulkhead deck shall always be readily accessible and means shall be provided for indicating whether the valve is open or closed.

8.2.2 The requirements of the International Convention on Load Lines in force shall apply to discharges led through the shell plating from spaces above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.

8.3 Machinery space, main and auxiliary sea inlets and discharges in connection with the operation of machinery shall be fitted with readily accessible valves between the pipes and the shell plating or between the pipes and fabricated boxes attached to the shell plating. In manned machinery spaces the valves may be controlled locally and shall be provided with indicators showing whether they are open or closed.

8.4 Moving parts penetrating the shell plating below the deepest subdivision draught shall be fitted with a watertight sealing arrangement acceptable to the Administration. The inboard gland shall be located within a watertight space of such volume that, if flooded, the bulkhead deck will not be submerged. The Administration may require that if such compartment is flooded, essential or emergency power and lighting, internal

communication, signals or other emergency devices must remain available in other parts of the ship.

8.5 All shell fittings and valves required by this regulation shall be of steel, bronze or other approved ductile material. Valves of ordinary cast iron or similar material are not acceptable. All pipes to which this regulation refers shall be of steel or other equivalent material to the satisfaction of the Administration.

9 Gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships shall be watertight and in no case be so fitted as to have their lowest point below the deepest subdivision draught.

10.1 The inboard opening of each ash-chute, rubbish-chute, etc., shall be fitted with an efficient cover.

10.2 If the inboard opening is situated below the bulkhead deck of passenger ships and the freeboard deck of cargo ships, the cover shall be watertight and, in addition, an automatic non-return valve shall be fitted in the chute in an easily accessible position above the deepest subdivision draught.

Regulation 15-1 **External openings in cargo ships**

1 All external openings leading to compartments assumed intact in the damage analysis, which are below the final damage waterline, are required to be watertight.

2 External openings required to be watertight in accordance with paragraph 1 shall, except for cargo hatch covers, be fitted with indicators on the bridge.

3 Openings in the shell plating below the deck limiting the vertical extent of damage shall be fitted with a device that prevents unauthorized opening if they are accessible during the voyage.

4 Other closing appliances which are kept permanently closed at sea to ensure the watertight integrity of external openings shall be provided with a notice affixed to each appliance to the effect that it is to be kept closed. Manholes fitted with closely bolted covers need not be so marked.

Regulation 16 **Construction and initial tests of watertight doors, sidescuttles, etc.**

1 In all ships:

- .1 the design, materials and construction of all watertight doors, sidescuttles, gangway and cargo ports, valves, pipes, ash-chutes and rubbish-chutes referred to in these regulations shall be to the satisfaction of the Administration;
- .2 such valves, doors and mechanisms shall be suitably marked to ensure that they may be properly used to provide maximum safety; and

- .3 the frames of vertical watertight doors shall have no groove at the bottom in which dirt might lodge and prevent the door closing properly.

2 In passenger ships and cargo ships watertight doors shall be tested by water pressure to a head of water they might sustain in a final or intermediate stage of flooding. Where testing of individual doors is not carried out because of possible damage to insulation or outfitting items, testing of individual doors may be replaced by a prototype pressure test of each type and size of door with a test pressure corresponding at least to the head required for the intended location. The prototype test shall be carried out before the door is fitted. The installation method and procedure for fitting the door on board shall correspond to that of the prototype test. When fitted on board, each door shall be checked for proper seating between the bulkhead, the frame and the door.

Regulation 16-1

Construction and initial tests of watertight decks, trunks, etc.

1 Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangements adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck in passenger ships and up to the freeboard deck in cargo ships.

2 Where a ventilation trunk passing through a structure penetrates the bulkhead deck, the trunk shall be capable of withstanding the water pressure that may be present within the trunk, after having taken into account the maximum heel angle allowable during intermediate stages of flooding, in accordance with regulation 7-2.

3 Where all or part of the penetration of the bulkhead deck is on the main ro-ro deck, the trunk shall be capable of withstanding impact pressure due to internal water motions (sloshing) of water trapped on the ro-ro deck.

4 After completion, a hose or flooding test shall be applied to watertight decks and a hose test to watertight trunks, tunnels and ventilators.

Regulation 17

Internal watertight integrity of passenger ships above the bulkhead deck

1 The Administration may require that all reasonable and practicable measures shall be taken to limit the entry and spread of water above the bulkhead deck. Such measures may include partial bulkheads or webs. When partial watertight bulkheads and webs are fitted on the bulkhead deck, above or in the immediate vicinity of watertight bulkheads, they shall have watertight shell and bulkhead deck connections so as to restrict the flow of water along the deck when the ship is in a heeled damaged condition. Where the partial watertight bulkhead does not line up with the bulkhead below, the bulkhead deck between shall be made effectively watertight. Where openings, pipes, scuppers, electric cables etc. are carried through the partial watertight bulkheads or decks within the

immersed part of the bulkhead deck, arrangements shall be made to ensure the watertight integrity of the structure above the bulkhead deck.*

2 All openings in the exposed weather deck shall have coamings of ample height and strength and shall be provided with efficient means for expeditiously closing them weathertight. Freeing ports, open rails and scuppers shall be fitted as necessary for rapidly clearing the weather deck of water under all weather conditions.

3 The open end of air pipes terminating within a superstructure shall be at least 1 m above the waterline when the ship heels to an angle of 15°, or the maximum angle of heel during intermediate stages of flooding, as determined by direct calculation, whichever is the greater. Alternatively, air pipes from tanks other than oil tanks may discharge through the side of the superstructure. The provisions of this paragraph are without prejudice to the provisions of the International Convention on Load Lines in force.

4 Sidescuttles, gangway, cargo and fuelling ports and other means for closing openings in the shell plating above the bulkhead deck shall be of efficient design and construction and of sufficient strength having regard to the spaces in which they are fitted and their positions relative to the deepest subdivision draught.**

5 Efficient inside deadlights, so arranged that they can be easily and effectively closed and secured watertight, shall be provided for all sidescuttles to spaces below the first deck above the bulkhead deck.

Regulation 17-1
Integrity of the hull and superstructure, damage prevention
and control on ro-ro passenger ships

1.1 Subject to the provisions of paragraphs 1.2 and 1.3, all accesses that lead to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 m above the bulkhead deck.

1.2 Where vehicle ramps are installed to give access to spaces below the bulkhead deck, their openings shall be able to be closed weathertight to prevent ingress of water below, alarmed and indicated to the navigation bridge.

1.3 The Administration may permit the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. the movement of machinery and stores, subject to such accesses being made watertight, alarmed and indicated on the navigation bridge.

2 Indicators shall be provided on the navigation bridge for all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, in the opinion of the Administration, lead to flooding of a special category space or ro-ro space. The indicator system shall be designed on the fail-safe principle and shall show by

* Refer to the Guidance notes on the integrity of flooding boundaries above the bulkhead deck of passenger ships for proper application of regulations II-1/8 and 20, paragraph 1, of SOLAS 1974, as amended (MSC/Circ.541, as may be amended).

** Refer to the Recommendation on strength and security and locking arrangements of shell doors on ro-ro passenger ships, adopted by the Organization by resolution A.793(19).

visual alarms if the door is not fully closed or if any of the securing arrangements are not in place and fully locked and by audible alarms if such door or closing appliances become open or the securing arrangements become unsecured. The indicator panel on the navigation bridge shall be equipped with a mode selection function "harbour/sea voyage" so arranged that an audible alarm is given on the navigation bridge if the ship leaves harbour with the bow doors, inner doors, stern ramp or any other side shell doors not closed or any closing device not in the correct position. The power supply for the indicator system shall be independent of the power supply for operating and securing the doors.

3 Television surveillance and a water leakage detection system shall be arranged to provide an indication to the navigation bridge and to the engine control station of any leakage through inner and outer bow doors, stern doors or any other shell doors which could lead to flooding of special category spaces or ro-ro spaces.

PART B-3

SUBDIVISION LOAD LINE ASSIGNMENT FOR PASSENGER SHIPS

Regulation 18

Assigning, marking and recording of subdivision load lines for passenger ships

1 In order that the required degree of subdivision shall be maintained, a load line corresponding to the approved subdivision draught shall be assigned and marked on the ship's sides. A ship intended for alternating modes of operation may, if the owners desire, have one or more additional load lines assigned and marked to correspond with the subdivision draughts which the Administration may approve for the alternative service configurations. Each service configuration so approved shall comply with part B-1 of this chapter independently of the results obtained for other modes of operation.

2 The subdivision load lines assigned and marked shall be recorded in the Passenger Ship Safety Certificate, and shall be distinguished by the notation P1 for the principal passenger service configuration, and P2, P3, etc., for the alternative configurations. The principal passenger configuration shall be taken as the mode of operation in which the required subdivision index R will have the highest value.

3 The freeboard corresponding to each of these load lines shall be measured at the same position and from the same deck line as the freeboards determined in accordance with the International Convention on Load Lines in force.

4 The freeboard corresponding to each approved subdivision load line and the service configuration, for which it is approved, shall be clearly indicated on the Passenger Ship Safety Certificate.

5 In no case shall any subdivision load line mark be placed above the deepest load line in salt water as determined by the strength of the ship or the International Convention on Load Lines in force.

6 Whatever may be the position of the subdivision load line marks, a ship shall in no case be loaded so as to submerge the load line mark appropriate to the season and locality as determined in accordance with the International Convention on Load Lines in force.

7 A ship shall in no case be so loaded that when it is in salt water the subdivision load line mark appropriate to the particular voyage and service configuration is submerged.

PART B-4
STABILITY MANAGEMENT

Regulation 19
Damage control information

1 There shall be permanently exhibited, or readily available on the navigation bridge, for the guidance of the officer in charge of the ship, plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding. In addition, booklets containing the aforementioned information shall be made available to the officers of the ship.*

2 Watertight doors in passenger ships permitted to remain open during navigation shall be clearly indicated in the ship's stability information.

3 General precautions to be included shall consist of a listing of equipment, conditions, and operational procedures, considered by the Administration to be necessary to maintain watertight integrity under normal ship operations.

4 Specific precautions to be included shall consist of a listing of elements (i.e. closures, security of cargo, sounding of alarms, etc.) considered by the Administration to be vital to the survival of the ship, passengers and crew.

5 In case of ships to which damage stability requirements of part B-1 apply, damage stability information shall provide the master a simple and easily understandable way of assessing the ship's survivability in all damage cases involving a compartment or group of compartments.**

Regulation 20
Loading of passenger ships

1 On completion of loading of the ship and prior to its departure, the master shall determine the ship's trim and stability and also ascertain and record that the ship is in compliance with stability criteria in relevant regulations. The determination of the ship's stability shall always be made by calculation. The Administration may accept the use of an electronic loading and stability computer or equivalent means for this purpose.

2 Water ballast should not in general be carried in tanks intended for oil fuel. In ships in which it is not practicable to avoid putting water in oil fuel tanks, oily-water separating equipment to the satisfaction of the Administration shall be fitted, or other alternative means, such as discharge to shore facilities, acceptable to the Administration shall be provided for disposing of the oily-water ballast.

* Refer to the Guidelines for damage control plans (MSC/Circ.919).

** Refer to the guidelines to be developed by the Organization.

3 The provisions of this regulation are without prejudice to the provisions of the International Convention for the Prevention of Pollution from Ships in force.

Regulation 21

Periodical operation and inspection of watertight doors, etc., in passenger ships

1 Drills for the operating of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-chutes and rubbish-chutes shall take place weekly. In ships in which the voyage exceeds one week in duration a complete drill shall be held before leaving port, and others thereafter at least once a week during the voyage.

2 All watertight doors, both hinged and power operated, in watertight bulkheads, in use at sea, shall be operated daily.

3 The watertight doors and all mechanisms and indicators connected therewith, all valves, the closing of which is necessary to make a compartment watertight, and all valves the operation of which is necessary for damage control cross connections shall be periodically inspected at sea at least once a week.

4 A record of all drills and inspections required by this regulation shall be entered in the log-book with an explicit record of any defects which may be disclosed.

Regulation 22

Prevention and control of water ingress, etc.

1 All watertight doors shall be kept closed during navigation except that they may be opened during navigation as specified in paragraphs 3 and 4. Watertight doors of a width of more than 1.2 m in machinery spaces as permitted by regulation 13.10 may only be opened in the circumstances detailed in that regulation. Any door which is opened in accordance with this paragraph shall be ready to be immediately closed.

2 Watertight doors located below the bulkhead deck having a maximum clear opening width of more than 1.2 m shall be kept closed when the ship is at sea, except for limited periods when absolutely necessary as determined by the Administration.

3 A watertight door may be opened during navigation to permit the passage of passengers or crew, or when work in the immediate vicinity of the door necessitates it being opened. The door must be immediately closed when transit through the door is complete or when the task which necessitated it being open is finished.

4 Certain watertight doors may be permitted to remain open during navigation only if considered absolutely necessary; that is, being open is determined essential to the safe and effective operation of the ship's machinery or to permit passengers normally unrestricted access throughout the passenger area. Such determination shall be made by the Administration only after careful consideration of the impact on ship operations and survivability. A watertight door permitted to remain thus open shall be clearly indicated in the ship's stability information and shall always be ready to be immediately closed.

5 Portable plates on bulkheads shall always be in place before the ship leaves port, and shall not be removed during navigation except in case of urgent necessity at the

discretion of the master. The necessary precautions shall be taken in replacing them to ensure that the joints are watertight. Power-operated sliding watertight doors permitted in machinery spaces in accordance with regulation 13.10 shall be closed before the ship leaves port and shall remain closed during navigation except in case of urgent necessity at the discretion of the master.

6 Watertight doors fitted in watertight bulkheads dividing cargo between deck spaces in accordance with regulation 13.9.1 shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log-book.

7 Gangway, cargo and fuelling ports fitted below the bulkhead deck shall be effectively closed and secured watertight before the ship leaves port, and shall be kept closed during navigation.

8 The following doors, located above the bulkhead deck, shall be closed and locked before the ship proceeds on any voyage and shall remain closed and locked until the ship is at its next berth:

- .1 cargo loading doors in the shell or the boundaries of enclosed superstructures;
- .2 bow visors fitted in positions as indicated in paragraph 8.1;
- .3 cargo loading doors in the collision bulkhead; and
- .4 ramps forming an alternative closure to those defined in paragraphs 8.1 to 8.3 inclusive.

9 Provided that where a door cannot be opened or closed while the ship is at the berth such a door may be opened or left open while the ship approaches or draws away from the berth, but only so far as may be necessary to enable the door to be immediately operated. In any case, the inner bow door must be kept closed.

10 Notwithstanding the requirements of paragraphs 8.1 and 8.4, the Administration may authorize that particular doors can be opened at the discretion of the master, if necessary for the operation of the ship or the embarking and disembarking of passengers when the ship is at safe anchorage and provided that the safety of the ship is not impaired.

11 The master shall ensure that an effective system of supervision and reporting of the closing and opening of the doors referred to in paragraph 8 is implemented.

12 The master shall ensure, before the ship proceeds on any voyage, that an entry in the log-book is made of the time of the last closing of the doors specified in paragraph 13 and the time of any opening of particular doors in accordance with paragraph 14.

13 Hinged doors, portable plates, sidescuttles, gangway, cargo and bunkering ports and other openings, which are required by these regulations to be kept closed during navigation, shall be closed before the ship leaves port. The time of closing and the time of opening (if permissible under these regulations) shall be recorded in such log-book as may be prescribed by the Administration.

14 Where in a between-decks, the sills of any of the sidescuttles referred to in regulation 15.3.2 are below a line drawn parallel to the bulkhead deck at side and having its lowest point 1.4 m plus 2.5% of the breadth of the ship above the water when the ship departs from any port, all the sidescuttles in that between-decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this paragraph the appropriate allowance for fresh water may be made when applicable.

- .1 The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log-book as may be prescribed by the Administration.
- .2 For any ship that has one or more sidescuttles so placed that the requirements of paragraph 14 would apply when it was floating at its deepest subdivision draught, the Administration may indicate the limiting mean draught at which these sidescuttles will have their sills above the line drawn parallel to the bulkhead deck at side, and having its lowest point 1.4 m plus 2.5% of the breadth of the ship above the waterline corresponding to the limiting mean draught, and at which it will therefore be permissible to depart from port without previously closing and locking them and to open them at sea on the responsibility of the master during the voyage to the next port. In tropical zones as defined in the International Convention on Load Lines in force, this limiting draught may be increased by 0.3 m.

15 Sidescuttles and their deadlights which will not be accessible during navigation shall be closed and secured before the ship leaves port.

16 If cargo is carried in spaces referred to in regulation 15.5.2, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and such closing and locking shall be recorded in such log-book as may be prescribed by the Administration.

17 When a rubbish-chute, etc. is not in use, both the cover and the valve required by regulation 15.10.2 shall be kept closed and secured.

Regulation 22-1*
**Flooding detection systems for passenger ships carrying 36 or more persons
constructed on or after 1 July 2010**

A flooding detection system for watertight spaces below the bulkhead deck shall be provided based on the guidelines developed by the Organization.*

Regulation 23
Special requirements for ro-ro passenger ships

1 Special category spaces and ro-ro spaces shall be continuously patrolled or monitored by effective means, such as television surveillance, so that any movement of vehicles in adverse weather conditions and unauthorized access by passengers thereto can be detected whilst the ship is underway.

2 Documented operating procedures for closing and securing all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, in the opinion of the Administration, lead to flooding of a special category space or ro-ro space, shall be kept on board and posted at an appropriate place.

3 All accesses from the ro-ro deck and vehicle ramps that lead to spaces below the bulkhead deck shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth.

4 The master shall ensure that an effective system of supervision and reporting of the closing and opening of such accesses referred to in paragraph 3 is implemented.

5 The master shall ensure, before the ship leaves the berth on any voyage, that an entry in the log-book, as required by regulation 22.13, is made of the time of the last closing of the accesses referred to in paragraph 3.

6 Notwithstanding the requirements of paragraph 3, the Administration may permit some accesses to be opened during the voyage, but only for a period sufficient to permit through passage and, if required, for the essential working of the ship.

7 All transverse or longitudinal bulkheads which are taken into account as effective to confine the seawater accumulated on the ro-ro deck shall be in place and secured before the ship leaves the berth and remain in place and secured until the ship is at its next berth.

8 Notwithstanding the requirements of paragraph 7, the Administration may permit some accesses within such bulkheads to be opened during the voyage but only for sufficient time to permit through passage and, if required, for the essential working of the ship.

9 In all ro-ro passenger ships, the master or the designated officer shall ensure that, without the expressed consent of the master or the designated officer, no passengers are allowed access to an enclosed ro-ro deck when the ship is under way.

* Refer to the guidelines to be developed by the Organization.

Regulation 24
Prevention and control of water ingress, etc., in cargo ships

- 1 Openings in the shell plating below the deck limiting the vertical extent of damage shall be kept permanently closed while at sea.
- 2 Notwithstanding the requirements of paragraph 3, the Administration may authorize that particular doors may be opened at the discretion of the master, if necessary for the operation of the ship and provided that the safety of the ship is not impaired.
- 3 Watertight doors or ramps fitted internally to subdivide large cargo spaces shall be closed before the voyage commences and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered in the log-book.
- 4 The use of access doors and hatch covers intended to ensure the watertight integrity of internal openings shall be authorized by the officer of the watch.

Regulation 25
Water level detectors on single hold cargo ships other than bulk carriers

- 1 Single hold cargo ships other than bulk carriers constructed before 1 January 2007 shall comply with the requirements of this regulation not later than 31 December 2009.
- 2 Ships having a length (L) of less than 80 m, or 100 m if constructed before 1 July 1998, and a single cargo hold below the freeboard deck or cargo holds below the freeboard deck which are not separated by at least one bulkhead made watertight up to that deck, shall be fitted in such space or spaces with water level detectors*.
- 3 The water level detectors required by paragraph 2 shall:
 - .1 give an audible and visual alarm at the navigation bridge when the water level above the inner bottom in the cargo hold reaches a height of not less than 0.3 m, and another when such level reaches not more than 15% of the mean depth of the cargo hold; and
 - .2 be fitted at the aft end of the hold, or above its lowest part where the inner bottom is not parallel to the designed waterline. Where webs or partial watertight bulkheads are fitted above the inner bottom, Administrations may require the fitting of additional detectors.
- 4 The water level detectors required by paragraph 2 need not be fitted in ships complying with regulation XII/12, or in ships having watertight side compartments each side of the cargo hold length extending vertically at least from inner bottom to freeboard deck.”

* Refer to the Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers, adopted by the Maritime Safety Committee by resolution MSC.188(79).

ANNEX 3

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR
THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

**CHAPTER II-1
CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONS**

**PART D
ELECTRICAL INSTALLATIONS**

Regulation 41 – Main source of electrical power and lighting systems

- 1 The following new paragraph 6 is added after the existing paragraph 5:

“6 In passenger ships, supplementary lighting shall be provided in all cabins to clearly indicate the exit so that occupants will be able to find their way to the door. Such lighting, which may be connected to an emergency source of power or have a self-contained source of electrical power in each cabin, shall automatically illuminate when power to the normal cabin lighting is lost and remain on for a minimum of 30 min.”

- 2 The following new part F is added after the existing regulation 54:

**“PART F
ALTERNATIVE DESIGN AND ARRANGEMENTS**

**Regulation 55
Alternative design and arrangements**

1 Purpose

The purpose of this regulation is to provide a methodology for alternative design and arrangements for machinery and electrical installations.

2 General

2.1 Machinery and electrical installation design and arrangements may deviate from the requirements set out in parts C, D and E, provided that the alternative design and arrangements meet the intent of the requirements concerned and provide an equivalent level of safety to this chapter.

2.2 When alternative design or arrangements deviate from the prescriptive requirements of parts C, D and E, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out in accordance with this regulation.

3 Engineering analysis

The engineering analysis shall be prepared and submitted to the Administration, based on the guidelines developed by the Organization* and shall include, as a minimum, the following elements:

- .1 determination of the ship type, machinery, electrical installations and space(s) concerned;
- .2 identification of the prescriptive requirement(s) with which the machinery and electrical installations will not comply;
- .3 identification of the reason the proposed design will not meet the prescriptive requirements supported by compliance with other recognized engineering or industry standards;
- .4 determination of the performance criteria for the ship, machinery, electrical installation or the space(s) concerned addressed by the relevant prescriptive requirement(s):
 - .1 performance criteria shall provide a level of safety not inferior to the relevant prescriptive requirements contained in parts C, D and E; and
 - .2 performance criteria shall be quantifiable and measurable;
- .5 detailed description of the alternative design and arrangements, including a list of the assumptions used in the design and any proposed operational restrictions or conditions;
- .6 technical justification demonstrating that the alternative design and arrangements meet the safety performance criteria; and
- .7 risk assessment based on identification of the potential faults and hazards associated with the proposal.

4 Evaluation of the alternative design and arrangements

4.1 The engineering analysis required in paragraph 3 shall be evaluated and approved by the Administration, taking into account the guidelines developed by the Organization.*

4.2 A copy of the documentation, as approved by the Administration, indicating that the alternative design and arrangements comply with this regulation, shall be carried on board the ship.

* Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212).

5 Exchange of information

The Administration shall communicate to the Organization pertinent information concerning alternative design and arrangements approved by them for circulation to all Contracting Governments.

6 Re-evaluation due to change of conditions

If the assumptions and operational restrictions that were stipulated in the alternative design and arrangements are changed, the engineering analysis shall be carried out under the changed condition and shall be approved by the Administration.”

CHAPTER II-2 CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Regulation 3 – Definitions

3 The following new paragraphs 51 and 52 are added after the existing paragraph 50:

“51 *Safe area in the context of a casualty* is, from the perspective of habitability, any area(s) which is not flooded or which is outside the main vertical zone(s) in which a fire has occurred such that it can safely accommodate all persons onboard to protect them from hazards to life or health and provide them with basic services.

52 *Safety centre* is a control station dedicated to the management of emergency situations. Safety systems’ operation, control and/or monitoring are an integral part of the safety centre.”

Regulation 7 – Detection and alarm

4 The following new paragraph 2.4 is added after the existing paragraph 2.3:

“2.4 A fixed fire detection and fire alarm system for passenger ships shall be capable of remotely and individually identifying each detector and manually operated call point.”

5 In paragraphs 5.2 and 5.3.1, the following new text is added at the end of the paragraphs:

“Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located.”

Regulation 8 – Control of smoke spread

6 In paragraph 2, the following new sentence is added at the end of the paragraph:

“The ventilation system serving safety centres may be derived from the ventilation system serving the navigation bridge, unless located in an adjacent main vertical zone.”

Regulation 9 – Containment of fire

7 In paragraph 2.2.3.2.2 (7), the words “Sale shops” are deleted.

8 In paragraph 2.2.3.2.2 (8), the words “Sale shops” are added.

9 In the notes for tables 9.3 and 9.4, the following sentence is added at the end of subscript “c”:

“No fire rating is required for those partitions separating the navigation bridge and the safety centre when the latter is within the navigation bridge.”

10 The following new paragraph 2.2.6 is added after the existing paragraph 2.2.5.2:

“2.2.6 *Protection of atriums*

2.2.6.1 Atriums shall be within enclosures formed of “A” class divisions having a fire rating determined in accordance with tables 9.2 and 9.4, as applicable.

2.2.6.2 Decks separating spaces within atriums shall have a fire rating determined in accordance with tables 9.2 and 9.4, as applicable.”

11 The existing paragraph 7.5.1 is renumbered as paragraph 7.5.1.1 and the following new paragraph 7.5.1.2 is added thereafter:

“7.5.1.2 Exhaust ducts from ranges for cooking equipment installed on open decks shall conform to paragraph 7.5.1.1, as applicable, when passing through accommodation spaces or spaces containing combustible materials.”

12 The following new paragraph 7.6 is added after the existing paragraph 7.5.2.1:

“7.6 *Ventilation systems for main laundries in ships carrying more than 36 passengers*

Exhaust ducts from main laundries shall be fitted with:

- .1 filters readily removable for cleaning purposes;
- .2 a fire damper located in the lower end of the duct which is automatically and remotely operated;
- .3 remote-control arrangements for shutting off the exhaust fans and supply fans from within the space and for operating the fire damper mentioned in paragraph 7.6.2; and
- .4 suitably located hatches for inspection and cleaning.”

Regulation 10 – Fire fighting

13 In the first sentence of paragraph 6.4, between the words “equipment” and “shall”, the words “installed in enclosed spaces or on open decks” are added.

Regulation 13 – Means of escape

14 In paragraph 3.2.3, the words “public spaces” in the third sentence are deleted and the following new sentence is added before the fourth sentence:

“Public spaces may also have direct access to stairway enclosures except for the backstage of a theatre.”

15 The following new paragraph 3.2.5.3 is added after the existing paragraph 3.2.5.2:

“3.2.5.3 In lieu of the escape route lighting system required by paragraph 3.2.5.1, alternative evacuation guidance systems may be accepted if approved by the Administration based on the guidelines developed by the Organization*.”

* Refer to the Functional requirements and performance standards for the assessment of evacuation guidance systems (MSC/Circ.1167) and the Interim guidelines for the testing, approval and maintenance of evacuation guidance systems used as an alternative to low-location lighting systems (MSC/Circ.1168).

16 The following new regulations 21, 22 and 23 are added after the existing regulation 20:

“Regulation 21 Casualty threshold, safe return to port and safe areas

1 Application

Passenger ships constructed on or after 1 July 2010 having length, as defined in regulation II-1/2.5, of 120 m or more or having three or more main vertical zones shall comply with the provisions of this regulation.

2 Purpose

The purpose of this regulation is to establish design criteria for a ship’s safe return to port under its own propulsion after a casualty that does not exceed the casualty threshold stipulated in paragraph 3 and also provides functional requirements and performance standards for safe areas.

3 Casualty threshold

The casualty threshold, in the context of a fire, includes:

- .1 loss of space of origin up to the nearest “A” class boundaries, which may be a part of the space of origin, if the space of origin is protected by a fixed fire extinguishing system; or
- .2 loss of the space of origin and adjacent spaces up to the nearest “A” class boundaries, which are not part of the space of origin.

4 Safe return to port*

When fire damage does not exceed the casualty threshold indicated in paragraph 3, the ship shall be capable of returning to port while providing a safe area as defined in regulation 3. To be deemed capable of returning to port, the following systems shall remain operational in the remaining part of the ship not affected by fire:

- .1 propulsion;
- .2 steering systems and steering-control systems;
- .3 navigational systems;
- .4 systems for fill, transfer and service of fuel oil;
- .5 internal communication between the bridge, engineering spaces, safety centre, fire-fighting and damage control teams, and as required for passenger and crew notification and mustering;
- .6 external communication;
- .7 fire main system;
- .8 fixed fire-extinguishing systems;
- .9 fire and smoke detection system;
- .10 bilge and ballast system;
- .11 power-operated watertight and semi-watertight doors;
- .12 systems intended to support “safe areas” as indicated in paragraph 5.1.2;
- .13 flooding detection systems; and
- .14 other systems determined by the Administration to be vital to damage control efforts.

5 Safe area(s)

5.1 Functional requirements:

- .1 the safe area(s) shall generally be internal space(s); however, the use of an external space as a safe area may be allowed by the Administration taking into account any restriction due to the area of operation and relevant expected environmental conditions;

* Refer to the Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty (MSC.1/Circ.1214).

- .2 the safe area(s) shall provide all occupants with the following basic services* to ensure that the health of passengers and crew is maintained:
 - .1 sanitation;
 - .2 water;
 - .3 food;
 - .4 alternate space for medical care;
 - .5 shelter from the weather;
 - .6 means of preventing heat stress and hypothermia;
 - .7 light; and
 - .8 ventilation;
- .3 ventilation design shall reduce the risk that smoke and hot gases could affect the use of the safe area(s); and
- .4 means of access to life-saving appliances shall be provided from each area identified or used as a safe area, taking into account that a main vertical zone may not be available for internal transit.

5.2 *Alternate space for medical care*

Alternate space for medical care shall conform to a standard acceptable to the Administration.**

Regulation 22

Design criteria for systems to remain operational after a fire casualty

1 Application

Passenger ships constructed on or after 1 July 2010 having length, as defined in regulation II-1/2.2, of 120 m or more or having three or more main vertical zones shall comply with the provisions of this regulation.

* Refer to the Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty (MSC.1/Circ.1214).

** Refer to the Guidance on the establishment of medical and sanitation related programmes for passenger ships (MSC/Circ.1129).

2 Purpose

The purpose of this regulation is to provide design criteria for systems required to remain operational for supporting the orderly evacuation and abandonment of a ship, if the casualty threshold, as defined in regulation 21.3, is exceeded.

3 Systems*

3.1 In case any one main vertical zone is unserviceable due to fire, the following systems shall be so arranged and segregated as to remain operational:

- .1 fire main;
- .2 internal communications (in support of fire-fighting as required for passenger and crew notification and evacuation);
- .3 means of external communications;
- .4 bilge systems for removal of fire-fighting water;
- .5 lighting along escape routes, at assembly stations and at embarkation stations of life-saving appliances; and
- .6 guidance systems for evacuation shall be available.

3.2 The above systems shall be capable of operation for at least 3 h based on the assumption of no damage outside the unserviceable main vertical zone. These systems are not required to remain operational within the unserviceable main vertical zones.

3.3 Cabling and piping within a trunk constructed to an "A-60" standard shall be deemed to remain intact and serviceable while passing through the unserviceable main vertical zone for the purposes of paragraph 3.1. An equivalent degree of protection for cabling and piping may be approved by the Administration.

Regulation 23 Safety centre on passenger ships

1 Application

Passenger ships constructed on or after 1 July 2010 shall have on board a safety centre complying with the requirements of this regulation.

2 Purpose

The purpose of this regulation is to provide a space to assist with the management of emergency situations.

3 Location and arrangement

** Refer to the Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty (MSC.1/Circ.1214).

The safety centre shall either be a part of the navigation bridge or be located in a separate space adjacent to and having direct access to the navigation bridge, so that the management of emergencies can be performed without distracting watch officers from their navigational duties.

4 Layout and ergonomic design

The layout and ergonomic design of the safety centre shall take into account the guidelines developed by the Organization*, as appropriate.

5 Communications

Means of communication between the safety centre, the central control station, the navigation bridge, the engine control room, the storage room(s) for fire extinguishing system(s) and fire equipment lockers shall be provided.

6 Control and monitoring of safety systems

Notwithstanding the requirements set out elsewhere in the Convention, the full functionality (operation, control, monitoring or any combination thereof, as required) of the safety systems listed below shall be available from the safety centre:

- .1 all powered ventilation systems;
- .2 fire doors;
- .3 general emergency alarm system;
- .4 public address system;
- .5 electrically powered evacuation guidance systems;
- .6 watertight and semi-watertight doors;
- .7 indicators for shell doors, loading doors and other closing appliances;
- .8 water leakage of inner/outer bow doors, stern doors and any other shell door;
- .9 television surveillance system;
- .10 fire detection and alarm system;
- .11 fixed fire-fighting local application system(s);
- .12 sprinkler and equivalent systems;

* Refer to guidelines to be developed by the Organization.

- .13 water-based systems for machinery spaces;
- .14 alarm to summon the crew;
- .15 atrium smoke extraction system;
- .16 flooding detection systems; and
- .17 fire pumps and emergency fire pumps.”

CHAPTER III LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 4 – Evaluation, testing and approval of life-saving appliances and arrangements

17 Paragraph 3 is replaced by the following:

“3 Before giving approval to novel life-saving appliances or arrangements, the Administration shall ensure that such:

- .1 appliances provide safety standards at least equivalent to the requirements of this chapter and the Code and have been evaluated and tested based on the guidelines developed by the Organization^{*}; or
- .2 arrangements have successfully undergone an engineering analysis, evaluation and approval in accordance with regulation 38.”

^{*} Refer to the guidelines to be developed by the Organization.

18 The following new part C is added after the existing regulation 37:

“PART C ALTERNATIVE DESIGN AND ARRANGEMENTS

Regulation 38 Alternative design and arrangements

1 Purpose

The purpose of this regulation is to provide a methodology for alternative design and arrangements for life-saving appliances and arrangements.

2 General

2.1 Life-saving appliances and arrangements may deviate from the requirements set out in part B, provided that the alternative design and arrangements meet the intent of the requirements concerned and provide an equivalent level of safety to this chapter.

2.2 When alternative design or arrangements deviate from the prescriptive requirements of part B, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out in accordance with this regulation.

3 Engineering analysis

The engineering analysis shall be prepared and submitted to the Administration, based on the guidelines developed by the Organization* and shall include, as a minimum, the following elements:

- .1 determination of the ship type and the life-saving appliance and arrangements concerned;
- .2 identification of the prescriptive requirement(s) with which the life-saving appliance and arrangements will not comply;
- .3 identification of the reason the proposed design will not meet the prescriptive requirements supported by compliance with other recognized engineering or industry standards;
- .4 determination of the performance criteria for the ship and the life-saving appliance and arrangements concerned addressed by the relevant prescriptive requirement(s):
 - .4.1 performance criteria shall provide a level of safety not inferior to the relevant prescriptive requirements contained in part B; and
 - .4.2 performance criteria shall be quantifiable and measurable;
- .5 detailed description of the alternative design and arrangements, including a list of the assumptions used in the design and any proposed operational restrictions or conditions;
- .6 technical justification demonstrating that the alternative design and arrangements meet the safety performance criteria; and
- .7 risk assessment based on identification of the potential faults and hazards associated with the proposal.

* Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212).

4 Evaluation of the alternative design and arrangements

4.1 The engineering analysis required in paragraph 3 shall be evaluated and approved by the Administration, taking into account the guidelines developed by the Organization.*

4.2 A copy of the documentation, as approved by the Administration, indicating that the alternative design and arrangements comply with this regulation, shall be carried on board the ship.

5 Exchange of information

The Administration shall communicate to the Organization pertinent information concerning alternative design and arrangements approved by them for circulation to all Contracting Governments.

6 Re-evaluation due to change of conditions

If the assumptions and operational restrictions that were stipulated in the alternative design and arrangements are changed, the engineering analysis shall be carried out under the changed condition and shall be approved by the Administration.”

* Refer to the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212).

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MSC-MEPC.5/Circ.8
1 July 2013

**UNIFIED INTERPRETATION OF THE APPLICATION OF REGULATIONS GOVERNED BY
THE BUILDING CONTRACT DATE, THE KEEL LAYING DATE AND THE DELIVERY
DATE FOR THE REQUIREMENTS OF THE SOLAS AND MARPOL CONVENTIONS**

1 The Marine Environment Protection Committee, at its sixty-fifth session (13 to 17 May 2013), and the Maritime Safety Committee, at its ninety-second session (12 to 21 June 2013), approved the unified interpretation of the application of regulations governed by the building contract date, the keel laying date and the delivery date for the requirements of the SOLAS and MARPOL Conventions prepared by the Sub-Committee on Flag State Implementation, as set out in the annex, with a view to providing more specific guidance for application of the relevant requirements of the SOLAS and MARPOL Conventions.

2 Member Governments are invited to use the annexed interpretation when applying relevant provisions of the SOLAS and MARPOL Conventions and to bring it to the attention of all parties concerned.

3 This circular supersedes MSC-MEPC.5/Circ.4.



ANNEX

UNIFIED INTERPRETATION OF THE APPLICATION OF REGULATIONS GOVERNED BY THE BUILDING CONTRACT DATE, THE KEEL LAYING DATE AND THE DELIVERY DATE FOR THE REQUIREMENTS OF THE SOLAS AND THE MARPOL CONVENTIONS

1 Under certain provisions of the SOLAS and MARPOL Conventions, the application of regulations to a ship is governed by the dates:

- .1 for which the building contract is placed on or after dd/mm/yyyy; or
- .2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after dd/mm/yyyy; or
- .3 the delivery of which is on or after dd/mm/yyyy.

2 For the application of such provisions, the date on which the building contract is placed for optional ships should be interpreted to be the date on which the original building contract to construct the series of ships is signed between the shipowner and the shipbuilder provided:

- .1 the option for construction of the optional ship(s) is ultimately exercised within the period of one year after the date of the original building contract for the series of ships; and
- .2 the optional ships are of the same design plans and constructed by the same shipbuilder as that for the series of ships.

3 The application of regulations governed as described in paragraph 1, above, is to be applied as follows:

- .1 if a building contract signing date occurs on or after the contract date specified for a particular set of regulation amendments, then, that set of regulation amendments applies;
- .2 only in the absence of a building contract does the keel laying date criteria apply, and if a ship's keel laying date occurs on or after the keel laying date specified for a particular set of regulation amendments, then, that set of regulation amendments applies; and
- .3 regardless of the building contract signing date or keel laying date, if a ship's delivery date occurs on or after the delivery date specified for a particular set of regulation amendments, then, that set of regulation amendments applies except in the case where the Administration has accepted that the delivery of the ships was delayed due to unforeseen circumstances beyond the control of the shipbuilder and the owner*. The delivery date means the completion date (day, month and year) of the survey on which the certificate is based (i.e. the initial survey before the ship is put into service and certificate issued for the first time) as entered on the relevant statutory certificates.

* Refer to Unified Interpretation of "Unforeseen delay in the delivery of ships" (MSC.1/Circ.1247 and MARPOL Annex I, Unified Interpretation 4).



Ref.: T4/3.01

MSC.1/Circ.1247
6 November 2007

**UNIFIED INTERPRETATION OF
“UNFORESEEN DELAY IN DELIVERY OF SHIPS”**

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), approved a unified interpretation of the term “unforeseen delay in the delivery of ships”, as set out in the annex, with a view to harmonizing the interpretation of the provisions for the application scheme in SOLAS regulation II-1/3-2 (Corrosion prevention of seawater ballast tanks in oil tankers and bulk carriers), as amended by resolution MSC.216(82), with the unified interpretation to regulation 1.28 of Annex I to the MARPOL Convention.

2 Member Governments are invited to use the annexed interpretation when applying the relevant provisions of SOLAS regulation II-1/3-2, and to bring it to the attention of all parties concerned.

ANNEX**INTERPRETATION OF SOLAS REGULATION II-1/3-2 CONCERNING THE TERM
“UNFORESEEN DELAY IN DELIVERY OF SHIPS”**

1 For the purpose of defining the category of a ship under SOLAS regulation II-1/3-2, a ship for which the building contract (or keel laying) occurred, and scheduled delivery date was, before the dates specified in this regulation, but where the delivery has been subject to delay beyond the specific date due to unforeseen circumstances beyond the control of the builder and the owner, may be accepted by the Administration as a ship delivered before the date of delivery specified in this regulation. The treatment of such ships should be considered by the Administration on a case by case basis, bearing in mind the particular circumstances.

2 It is important that ships accepted by the Administration under the provisions of paragraph 1 above should also be accepted as such by port States. In order to ensure this, the following practice is recommended to Administrations when considering an application for such a ship:

- .1 the Administration should thoroughly consider applications on a case by case basis, bearing in mind the particular circumstances. In doing so in the case of a ship built in a foreign country, the Administration may require a formal report from the authorities of the country in which the ship was built, stating that the delay was due to unforeseen circumstances beyond the control of the builder and the owner;
- .2 when a ship is accepted by the Administration under the provisions of paragraph 1 above, the delivery date annotated on the Passenger Ship Safety Certificate, Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate should be footnoted to indicate that the ship is accepted by the Administration under the unforeseen delay in delivery provisions of this interpretation; and
- .3 the Administration should report to the Organization on the identity of the ship and the grounds on which the ship has been accepted under the unforeseen delay in delivery provisions of this interpretation.