

SUB-COMMITTEE ON SHIP DESIGN AND
CONSTRUCTION
6th session
Agenda item 9

SDC 6/9/3
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**UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY, AND
ENVIRONMENT-RELATED CONVENTIONS**

**Unified interpretation of SOLAS regulations II-1/22-1 and II-2/21.4.13 regarding safe
return to port requirements for flooding detection systems**

Submitted by IACS

SUMMARY

Executive summary: This document proposes a draft unified interpretation of SOLAS regulations II-1/22-1 and II-2/21.4.13 regarding safe return to port requirements for flooding detection systems

Strategic direction, if applicable: 6

Output: 6.1

Action to be taken: Paragraph 5

Related documents: SDC 5/9 and SDC 5/15 (paragraph 9.2)

Background

1 The Sub-Committee on Ship Design and Construction (SDC), at its fifth session, considered document SDC 5/9 (IACS), which sought clarification as to whether liquid level monitoring systems serving tanks containing liquids, which are used as, or replace, flooding detection systems, should also meet the safe return to port requirements in SOLAS regulation II-2/21.4.13.

2 The Sub-Committee agreed to the view of the majority of those that spoke that such systems should meet the safe return to port requirements (as explained in paragraph 6 of document SDC 5/9) and invited IACS to develop a unified interpretation, taking into account that there should be no retroactive application of the agreed understanding, and to submit it for consideration to the next session (SDC 5/15, paragraph 9.2).

3 Consequently, the draft IACS unified interpretation, as set out in the annex, has been developed.

4 In considering the view expressed at SDC 5 that there should be no retroactive application, as provided in paragraph 2 above, IACS proposes that this unified interpretation should be applied to ships contracted for construction on or after 1 July 2019, unless IACS members are provided with written instructions to apply a different interpretation by the Administration on whose behalf they are authorized to act as a recognized organization.

Action requested of the Sub-Committee

5 The Sub-Committee is invited to consider the draft Unified Interpretation provided in the annex and take action as appropriate.

ANNEX

IACS UI SCXXXX – SAFE RETURN TO PORT REQUIREMENT FOR FLOODING DETECTION SYSTEM

(SOLAS Regulation II-1/22-1 and II-2/21.4.13 (Amendments adopted by resolution MSC.216(82))

SOLAS Regulation II-1/22-1 reads:

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

* Refer to Guidelines for flooding detection systems on passenger ships (MSC.1/Circ.1291)."

SOLAS Regulation II-2/21.4.13 reads:

"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:

(...)

.13 flooding detection systems; and (...)

* Refer to Interim Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369 and Add.1)."

Paragraph 7 of the *Guidelines for flooding detection systems on passenger ships (MSC.1/Circ.1291)* reads:

"7 Any watertight spaces that are separately equipped with a liquid level monitoring system (such as fresh water, ballast water, fuel, etc.), with an indicator panel or other means of monitoring at the navigation bridge (and the safety centre if located in a separate space from the navigation bridge), are excluded from these requirements."

Interpretation

For passenger ships carrying 36 or more persons and subject to SOLAS regulation II-1/8-1, the Safe Return To Port (SRTP) requirements of SOLAS regulation II-2/21.4 apply to both:

- .1 the flooding detection systems in the spaces as defined in paragraph 6 of MSC.1/Circ.1291; and
- .2 the liquid level monitoring systems, which are used as, or replace, the flooding detection systems, as specified in paragraph 7 of MSC.1/Circ.1291.

Therefore, the exemption as given in paragraph 7 of MSC.1/Circ.1291 does not apply in the context of SRTP.