

SUB-COMMITTEE ON SHIP DESIGN AND
CONSTRUCTION
4th session
Agenda item 10

SDC 4/10/1
7 November 2016
Original: ENGLISH

**UNIFIED INTERPRETATION TO PROVISIONS OF IMO SAFETY, SECURITY AND
ENVIRONMENT RELATED CONVENTIONS**

**Unified interpretations regarding drainage of enclosed spaces situated on
the bulkhead deck (IACS UI SC81) and special requirements for vehicle ferries,
ro-ro ships and other ships of similar type (IACS UI SC220)**

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

Executive summary: Taking into account the outcome of the consideration that was given to IACS Unified Interpretations (UIs) SC81 and SC220 by the experts on subdivision and damage stability at SLF 54 and SDC 2, this document proposes to endorse these UIs and prepare an associated draft MSC circular, with a view of approval at MSC 98, together with the approval of the draft revised Explanatory Notes to SOLAS chapter II-1

Strategic direction: 1.1

High-level action: 1.1.2

Output: 1.1.2.3

Action to be taken: Paragraph 7

Related documents: SLF 54/8/2, SLF 54/17; SDC 2/3/3, SDC 2/3/3/Add.1, SDC 2/WP.3/Add.1, SDC 2/25 and SDC 3/21

Background

1 SLF 54, having considered IACS Unified Interpretations (UIs) SC81 on Drainage of enclosed spaces situated on the bulkhead deck, SC93 on Enclosure of stern tubes on cargo ships, and SC220 on Special requirements for vehicle ferries, ro-ro ships and other ships of similar type (SLF 54/8/2), agreed to refer them to the Working Group on Subdivision and Damage stability (SDS) and, subsequently, to the SDS Correspondence Group for taking into account when finalizing the draft revised Explanatory Notes to SOLAS chapter II-1 (SLF 54/17, paragraphs 8.6 and 8.15).

2 Following the decision of the SDS Correspondence Group, UI SC93 had been incorporated directly into the draft revised Explanatory Notes.

3 In discussing UIs SC81 and SC220, the SDS Correspondence Group, having considered two options for taking these UIs into account, i.e. their incorporation into the draft revised Explanatory Notes or issuing them as MSC circulars to be referred to in the draft revised Explanatory Notes, agreed that the UIs were clear and technically robust and, therefore, might be issued as stand-alone MSC circulars, without incorporating them into the draft revised Explanatory Notes (SDC 2/3/3, paragraphs 10.57 and 10.59).

4 The SDS Working Group, re-established at SDC 2, having considered the report of the SDS Correspondence Group (SDC 2/3/3 and SDC 2/3/3/Add.1), agreed to the conclusions and recommendations in paragraph 3 above and requested the Sub-Committee to endorse the outcome of the discussion on the draft amendments to the Explanatory Notes (SDC 2/WP.3/Add.1, paragraphs 7 and 15.3). SDC 2, subsequently, endorsed the decision of the SDS Working Group regarding the finalization of the draft revised Explanatory Notes (SDC 2/25, paragraph 3.30).

Discussion

5 IACS, bearing in mind the information in paragraphs 1 to 4 above and having noted the following decision of SDC 3 (SDC 3/21, paragraph 3.31):

"The Sub-Committee noted that, due to time constraints, the group was unable to finalize the draft Explanatory Notes to the SOLAS chapter II-1 subdivision and damage stability regulations. Therefore, the group decided to continue consideration of the draft Explanatory Notes with a view to reporting to SDC 4 and recommended that a correspondence group (see paragraph 3.35) be instructed to further consider this issue with a view to it being finalized at SDC 4.",

is of the opinion that IACS UIs SC81 and SC220, should be endorsed by the Sub-Committee, with a view to developing an associated draft MSC circular and subsequent submission to the Maritime Safety Committee for consideration, together with the draft revised Explanatory Notes to SOLAS chapter II-1.

Proposal

6 Based on the analysis provided above, it is proposed to endorse IACS UIs SC81 and SC220, as set out in the annex, to prepare an associated draft MSC circular and refer them to the Maritime Safety Committee for approval in conjunction with the adoption of the draft revised Explanatory Notes.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the foregoing, in particular the proposal in paragraph 6 above, and take action as appropriate.

ANNEX

IACS UNIFIED INTERPRETATIONS REGARDING DRAINAGE OF ENCLOSED SPACES SITUATED ON THE BULKHEAD DECK (UI SC81) AND SPECIAL REQUIREMENTS FOR VEHICLE FERRIES, RO-RO SHIPS AND OTHER SHIPS OF SIMILAR TYPE (UI SC220)

1 IACS UI SC81

SOLAS regulation II-1/35-1.2.6.1 (resolution MSC.194(80)) states:

"Where the freeboard to the bulkhead deck or the freeboard deck, respectively, is such that the deck edge is immersed when the ship heels more than 5°, the drainage shall be by means of a sufficient number of scuppers of suitable size discharging directly overboard, fitted in accordance with the requirements of regulation 15 in the case of a passenger ship and the requirements for scuppers, inlets and discharges of the International Convention on Load Lines in force in the case of a cargo ship."

Interpretation

The drainage of such enclosed spaces to suitable spaces below deck is also permitted provided such drainage is arranged in accordance with the provisions of the regulation 22(2), ICLL 1966 (1988 Protocol).

2 IACS UI SC220

SOLAS regulation II-1/20-2 (SOLAS/CONF.3/46, Resolution 1) states:

"Subject to the provisions of subparagraphs .2 and .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;"

SOLAS regulation II-1/17-1.1.1 (resolution MSC.194(80)) states:

"Subject to the provisions of subparagraphs 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;"

Interpretation

Stern, bow and side doors of large dimensions, when manual devices would not be readily accessible, are to be normally secured by means of power systems.

(a) Alternative means of securing are also to be provided for emergency use in case of failure of the power systems.

(b) In ro-ro passenger ships, constructed before 1 July 1997, all access doors or hatchways to spaces below the ro-ro deck, which may be used at sea, are to have sills or coamings not less than 380 mm in height above the ro-ro deck, and are to be provided with doors or covers considered weathertight in relation to their position, refer to SOLAS regulation II-1/20-2 (SOLAS/CONF.3/46, Resolution 1).

For ro-ro passenger ships constructed on or after 1 July 1997 but before 1 January 2009, refer to SOLAS regulation II-1/20-2 (SOLAS/CONF.3/46, Resolution 1).

The ro-ro deck, referred to in the preceding paragraph, is the deck above which the stern, bow or side doors are fitted, or the first deck above the load waterline.