



TECHNICAL CIRCULAR No. 385 of 05th January 2017

To: All Surveyors/Auditors

Applicable to flag: All Flags

Amendments to MSC Mandatory Instruments-2

Reference: **Unified Interpretations, SOLAS II-2**

Adopted Amendments to Mandatory Instruments

Unified Interpretations

- **Fire Safety Arrangements** - A number of interpretations to SOLAS II-2 are provided in new MSC.1/Circ.1555. Included is clarification of double-hull spaces required to be fitted with suitable connections for the supply of inert gas; control of ventilation fans outside the space being served on passenger ships carrying more than 36 passengers; fire ratings of wheelhouse bulkheads; and application of certified safe type electrical equipment for ships carrying dangerous goods.
- **Sprinkler Systems** - Guidance to size pumps and pressure tanks for automatic sprinkler systems is provided in new MSC.1/Circ.1556. The Circular clarifies that nominal dimensions, as opposed to actual dimensions, should be applied for the number of sprinklers arranged in the area to be protected.
- **Remotely located life rafts** – New MSC.1/Circ.1490/Rev. 1 allows for self-contained battery powered lamps to provide the means of illumination for remotely located life rafts under SOLAS regulation III/16.7. Such lamps should be capable of being recharged from the ship's main and emergency source of electrical power, and should be stowed, under charge, close to the liferaft and embarkation ladder they are intended to serve.
- **IGF Code** – Interpretations to the International Code Gas Fueled Ships were approved under MSC.1/Circ.1559. Clarification is provided for arrangements of tank connection spaces (enclosed spaces surrounding all tank connections and tank valves), fuel preparation rooms, emergency shutdown protection for premixed engines using fuel gas mixed with air before the

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turbocharger, ventilation systems for gas valve unit spaces, purifier's room, engine-room workshops and stores, location of ventilation inlets for the double wall piping or duct, containment of cryogenic leakages in fuel preparation rooms, sizing of pressure relief valve, special arrangements for bunkering stations.

- Vehicles Carriers - MSC.1/Circ.1555 clarifies that only pure car and truck carriers (i.e. vehicle carriers) should comply with the requirements for the carriage of vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo described in SOLAS regulation II 2/20-1.

- IGC Code – Interpretations to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), were approved under MSC.1/Circ.1560. Clarifications are provided for the following paragraphs of the IGC Code:

Closing devices for air intakes (paragraph 3.2.6)

Cargo machinery spaces and turret compartments – fire safety (paragraphs 3.3.1 and 11.1.1)

Cargo tank clearances (paragraphs 3.5.3.1.2 and 3.5.3.1.3)

Pump Vents in Machinery Spaces (paragraph 3.7.5)

External tank surface area to determine the size of pressure relief valve (paragraph 8.4.1.2)

Back-flushing of the water-spray system (paragraph 11.3.6)

Safe means of emergency isolation in the event of a failure of a cargo tank-installed PRV

- Fixed fire detection and fire alarm systems – To provide for a uniform approach to sizing the emergency power source for the fire detection and fire alarm system, the Committee approved MSC.1/Circ.1554. The FSS Code's 30 minute duration for the emergency power source to maintain the operation of the fire detection and fire alarm system, including all the means of visual and audible alarms, is interpreted to be the last 30 minutes of the periods required under SOLAS regulations II-1/42 and II-1/43 (18 hours for cargo ships and 36 hours for passenger ships).

- Hazardous Area Classification – The Committee approved MSC.1/Circ.1557 which clarifies that where the prescriptive requirements for the selection of electrical equipment, cables and wiring and positioning of openings and air intakes within SOLAS and related Codes (IBC and IGC Codes) do not align with the standards published by the International Electrotechnical Commission (IEC), the prescriptive requirements in SOLAS and other relevant IMO instruments prevail and are to be applied.

- Portable Atmosphere Testing Instruments – MSC.1/Circ.1562 clarifies that the SOLAS requirement for a suitable means of calibration of all portable atmosphere testing instruments may be achieved on board or ashore in accordance with the manufacturer's instructions. The

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calibration is not to be based on any instructions that include pre-operational accuracy tests as recommended by the manufacturer.

- Polar Code Certification– MSC.1/Circ.1563 provides specific guidance on the timing of surveys as required under the provisions of the Polar Code. The guidance links the Polar Code surveys with the surveys required under the Cargo Ship Safety Certificate.

- Materials containing asbestos - MSC.1/Circ.1426/Rev. 1 clarifies that materials containing asbestos means asbestos present in the product/material that is above the threshold value recommended in resolution MEPC. 269(68). That threshold is 0.1% or, if agreed by the flag State, 1.0%.

- Fire Pump Capacity – The Committee approved MSC.1/Circ.1558 which clarifies the means to determine the fire pump capacity required by SOLAS for ships designed to carry five or more tiers of containers on or above the weather deck. MSC.1/Circ.1558 addresses three cases:

1. mobile water monitors are supplied by separate pumps
2. mobile water monitors are supplied by the main fire pumps
3. mobile water monitors and the fixed water spray system (as per SOLAS II-2/19.3.1.3) are both supplied by the main fire pumps.

REFERENCES:

-Unified Interpretations, SOLAS II-2

ATTACHMENTS: No.

kindest Regards,
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