

IACS RESOLUTION CHANGES

(GMO - 10-12- 2015)



BEKİR SITKI TÜRKMEN

TÜRK LOYDU

Resolution Changes January & July 2016 (UR, UI, PR, REC)

UR Abbreviations

A :	Mooring, Anchoring and Towing	C :	Containers	D :	Mobile Offshore Drilling Units
E :	Electrical Installations	3+ 1	F :	Fire Protection	1 + 0
I :	Polar Class	K :	Propellers	G :	Gas Tankers
M :	Machinery Installations	0 + 7-10	N :	Navigation	0+1
S :	Strength of Ships	1 + 5	W :	Materials and Welding	4+14
				L :	Load Line
				P :	Pipes and Pressure Vessels
				Z :	Survey and Certification

Total UR Changes = 9 (Jan 2016) + (28 – 10) (July 2016)

UI Abbreviations

CC :	IBC Code / BCH Code	COLREG :	COLREG	FTP :	FTP Code	1 + 0
GC :	IGC Code / GC Code	0 +2	HSC :	HSC Code	LL :	Load Line
MPC :	MARPOL	0 +4 - 3	PASSUB :	Passenger Submersible Craft		
SC :	SOLAS	10 +3	TM :	Tonnage Measurement		

Total UI Change = 11 Jan 2016 + (9 – 3) (July 2016)

Procedural Requirements (PR) 0 +1

Recommendations (2015) +4

TOTAL NUMBER OF RESOLUTION CHANGE :

(Jan 2016) = 24 ; (July 2016) : 37 -13



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List of IACS Resolution Changes (January 2016)

IACS-UR					
01	UR E10 - Test Specification for Type Approval		01.01.2016	UR E10	UR E10 (Rev.6, Oct. 2014)
02	UR E15 - Electrical Services Required to be Operable Under Fire Conditions and Fire Resistant Cables		01.01.2016	UR E15	UR E15 (Rev.3, Dec. 2014)
03	UR E18 - Recording of the Type, Location and Maintenance Cycle of Batteries		01.01.2016	UR E18	UR E18 (Rev.1, Dec. 2014)
04	UR F20 - Inert Gas Systems		01.01.2016	UR F20	UR F20 (Rev.7, May 2015)
05	UR S14 - Testing Procedures of Watertight Compartments		01.01.2016	UR S14	UR S14 (Rev.5, Jan. 2015)



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List of IACS Resolution Changes (January 2016)

06	UR Z1 - Annual and intermediate classification survey coverage of IMO Resolution A.1053(27) as amended by IMO Resolution A.1076(28)		-----	UR Z1	UR Z1 (Rev.5, Mar. 2015)
07	UR Z15 - Hull, Structure, Equipment and Machinery Surveys of Mobile Offshore Drilling Units		01.01.2016	UR Z15	UR Z15 (Rev.1, Jan. 2015)
08	UR Z17 - Procedural Requirements for Service Suppliers		01.01.2016	UR Z17	UR Z17 (Rev.10, Jan. 2015)
09	UR Z21 - Surveys of Propeller Shafts and Tube Shafts		01.01.2016	UR Z21	UR Z21 (Rev.3, Feb. 2015)



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IACS UR E10 is applicable, but not confined, to electrical, electronic and programmable equipment intended for control, monitoring, alarm and protection systems for use in ships.

- **Performance test ; - Test No : 2** - (when Equipment under test is needed to comply an international standard, e.g. IEC 60255 for protection relays, that is a part of performance testing)
- **Dry Heat test;- Test No : 5** – (*Depending on the size of the EUT and climatic conditions 2 hours are often not sufficient to achieve stable conditions, that is why it is increased to next severity level of IEC 60068-2-2, changed to 16 hours*)
- **Damp Heat test; - Test No : 6** – (The test shall start with $25^{\circ}\text{C} \pm 3^{\circ}\text{C}$ and at least 95% humidity)
- **Vibration test; - Test No : 7** – (For equipment specified especially for increased vibration levels the vibration test is to be conducted at the agreed vibration level, frequency range and duration, e.g. fuel oil injection systems of diesel engines)

- **Salt Mist test - Test No : 12 –** (Added for clarification to ensure that any deterioration or corrosion is superficial in nature.)
- **For Electrostatic Discharge test – Test No : 13 -**
Air discharge: 2kV, 4kV, 8kV
- **For Conducted Low Frequency test - Test No : 15 –**
It is not required to exceed the power limit of 2W and hence it is acceptable to decrease the voltage applied during the test to keep within the power limit.
For keeping max. 2W, the voltage of the test signal may be lower.
- **For Surge/~~voltage~~ test – Test No : 18 -**
The test description was inaccurate and contained incorrect symbols. This has been corrected according to the source standard. For practical purpose no change in the testing scope.
- TL Additional Rule - Regulations for the Performance of the Type Tests Part 1- Test Specification for Type Approval is updated

UR E15 (Rev. 3) - Electrical Services Required to be Operable Under Fire Conditions and Fire Resistant Cables

The definition of “high fire risk areas” specified by UR E15 (Rev.2) is clarified by giving reference to MSC/Circ.1120.

UR E15 (Rev.2) defines “high fire risk areas” to include machinery spaces such as those defined in Chap. II-2 / Reg. 3.30 of SOLAS. However, “machinery spaces as defined by Chap. II-2 / Reg. 3.30 of SOLAS” include some spaces which have little or no fire risk (as defined by MSC/Circ.1120) such as ventilation and air-conditioning rooms as well as stabilizer equipment rooms, etc.

3. The electrical cables to the emergency fire pump are not to pass through the machinery spaces containing the main fire pumps and their source(s) of power and prime mover(s). They are to be of a fire resistant type, in accordance with 2 (a), where they pass through other high fire risk areas.

Action : TL Rules, Part B, Chapter 5 Electrical Installations, Part B Chapter 5 Electrical Installations Section 12,D is revised.



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Where batteries are fitted for use for essential (UI SC134) and emergency services a schedule of such batteries is to be compiled and maintained. The schedule, which is to be reviewed by the Society, during plan approval or the newbuilding survey, is to include at least the following information regarding the battery(ies):

Action : Part B, Chapter 5 Electrical Installations, Section 2, C, 8.1 is revised

- **Main reason to change :**

To harmonize the UR with the amended FSS Code as per MSC.367(93).

- **History of Decisions Made:**

The amended FSS Code Chapter 15 as per MSC.367(93) is applied to tankers, including chemical tankers, constructed on or after 1 January 2016, therefore it was necessary to harmonize the UR with the amended FSS Code.

Change :

Only additional items which are not incorporated in MSC.367(93) are kept, other parts of UR F20 are harmonised with references to MSC367 (93).

Action : TL Rules, Part B, Chapter 4, Machinery, Section 20 is revised

- **Main reason to change :**

To align UR S14 with the Guidelines submitted to the Correspondence Group on Testing of Watertight Compartments which was established at SDC 1. These are based on the guidelines submitted to SDC 1 (SDC 1/INF.13). Also to remove the relaxations and reintroduce the structural tests for Tankers and Combination Carriers, based on Industry feedback and the discussion at GPG74.

- **Change :**

A summary of changes made between UR S14 Rev. 4 and Rev. 5 is as follows:

- Updating the definitions for the test types. (many changes, just a representative example given)

<i>Hydrostatic Test:</i> (Leak and Structural)	A test by filling the <u>wherein a space is filled</u> with a liquid to a specified head.
<i>Hydropneumatic Test:</i> (Leak and Structural)	A test <u>combining a hydrostatic test and an air test</u> , wherein the <u>a space is partially filled with a liquid and air pressure applied on top of the liquid surface pressurized with air.</u>
<i>Hose Test:</i> (Leak)	A test to verify the tightness of the <u>a joint by a jet of water with the joint visible from the opposite side.</u>

- Clarifying the “Testing Schedule for New Construction or Major Structural Conversion”.

4.2.2.1 The tank boundaries are to be tested from at least one side. The tanks for structural test are to be selected so that all representative structural members are tested for the expected tension and compression.

4.2.2.2 Structural tests are to be carried out for at least one tank of a group of tanks having structural similarity (i.e. same design conditions, alike structural configurations with only minor localised differences determined to be acceptable by the attending Surveyor) on each vessel provided all other tanks are tested for leaks by an air test. The acceptance of leak testing using an air test instead of a structural test does not apply to cargo space boundaries adjacent to other compartments in tankers and combination carriers or to the boundaries of tanks for segregated cargoes or pollutant cargoes in other types of ships.

4.2.2.3 Additional tanks may require structural testing if found necessary after the structural testing of the first tank.

4.2.2.4 Where the structural adequacy of the tanks of a vessel were verified by the structural testing required in Table 1, subsequent vessels in the series (i.e. sister ships built from the same plans at the same shipyard) may be exempted from structural testing of tanks, provided that:

➤ Clarifying the “Testing Schedule for New Construction or Major Structural Conversion”.

4.2.2.4 Where the structural adequacy of the tanks of a vessel were verified by the structural testing required in Table 1, subsequent vessels in the series (i.e. sister ships built from the same plans at the same shipyard) may be exempted from structural testing of tanks, provided that:

1. Water-tightness of boundaries of all tanks is verified by leak tests and thorough inspections are carried out.
2. Structural testing is carried out for at least one tank of each type among all tanks of each sister vessel.
3. Additional tanks may require structural testing if found necessary after the structural testing of the first tank or if deemed necessary by the attending Surveyor.

➤ Clarifying the “Testing Schedule for New Construction or Major Structural Conversion”.

For cargo space boundaries adjacent to other compartments in tankers and combination carriers or boundaries of tanks for segregated cargoes or pollutant cargoes in other types of ships, the provisions of paragraph 4.2.2.2 shall apply in lieu of paragraph 4.2.2.4.2.

4.2.2.5 Sister ships built (i.e. keel laid) two years or more after the delivery of the last ship of the series, may be tested in accordance with 4.2.2.4 at the discretion of the Classification Society, provided that:

1. general workmanship has been maintained (i.e. there has been no discontinuity of shipbuilding or significant changes in the construction methodology or technology at the yard, shipyard personnel are appropriately qualified and demonstrate an adequate level of workmanship as determined by the Classification Society) and:
2. an enhanced NDT programme is implemented for the tanks not subject to structural tests.

4.2.2.6 For the watertight boundaries of spaces other than tanks structural testing may be exempted, provided that the water-tightness of boundaries of exempted spaces is verified by leak tests and inspections. Structural testing may not be exempt and the requirements for structural testing of tanks in 4.2.2.1 to 4.2.2.5 shall apply, for ballast holds, chain lockers and a representative cargo hold if intended for in-port ballasting.

➤ Clarifying the “Test Methods”, many changes

4.4 Test Methods ~~Details of Tests~~

4.4.1 *Hydrostatic* ~~T~~test

Unless another liquid is approved, ~~the hydrostatic tests are is~~ to consist of filling the space ~~by~~ with fresh water or sea water, whichever is appropriate for testing ~~of the space~~, to the level specified in Table 1 or Table 2.

In cases where a tank for ~~cargoes with~~ higher density cargoes is to be tested with fresh water or sea water, the testing pressure height is to be specially considered.

All external surfaces of the tested space are to be examined for structural distortion, bulging and buckling, other related damage and leaks.

- Specifying additional requirements for “Hydrostatic or hydropneumatic tightness test”.

4.7 Hydrostatic or hydropneumatic tightness test

In cases where the hydrostatic or hydropneumatic tests are applied instead of a specific leak test, examined boundaries must be dew-free, otherwise small leaks are not visible.

- Updating Table 1 “Test Requirements for Tanks and Boundaries” and specifying requirements for additional “Tanks or boundaries to be tested”.

2	Double bottom voids ^{a5}	Leak	See 4.4.4 through 4.4.6, as applicable	<u>including pump room double bottom and bunker tank protection double hull required by MARPOL Annex I</u>
9	<u>a.1 Fore peak voids spaces with equipment</u>	Leak	See 4.4.4 ₃ through 4.4.6, as applicable	
	<u>.2 Fore peak voids</u>	<u>Leak and structural</u> ^{1,9}	<u>To bulkhead deck</u>	
	<u>.3 Aft peak spaces with equipment</u>	<u>Leak</u>	<u>See 4.4.3 through 4.4.6, as applicable</u>	
	<u>b.4 Aft peak voids</u>	Leak	See 4.4.4 through 4.4.6, as applicable	After peak to be tested after installation of stern tube

- Updating Table 1 “Test Requirements for Tanks and Boundaries” and specifying requirements for additional “Tanks or boundaries to be tested”.

19	<u>Independent tanks</u> <u>L.O. sump. tanks and</u> <u>other similar</u> <u>tanks/spaces under</u> <u>main engines</u>	Leak & Structural ^{*4}	The greater of - top of the overflow, or - to 0.9m above top of tank <u>See 4.4.3 through 4.4.6,</u> <u>as applicable</u>	
20	Ballast ducts	Leak and <u>structural¹</u> & Structural^{*4}	The greater of - ballast pump maximum pressure, or - setting of any pressure relief valve	
21	<u>Fuel Oil Tanks</u>	<u>Leak and</u> <u>structural¹</u>	<u>The greater of</u> <u>- top of the overflow,</u> <u>- to 2.4m above top of</u> <u>tank², or</u> <u>- to top of tank² plus</u> <u>setting of any pressure</u> <u>relief valves, or</u> <u>- to bulkhead deck</u>	

Action : Part A, Chapter 1, Hull, Section 3,E is revised

- **Main reason to change :**

IMO Res.A.997(25), amended by IMO Res. A.1020(26), which is incorporated in UR Z1(Rev.4 Corr. 1) had been revoked by IMO Res.A.1053(27), as amended by IMO Res.A.1076(28).

Main changes : - Annual Surveys -

- Examining Ship Construction File (SCF) for Bulk carriers and tankers
L >=150 m
- Confirming, for bulk carriers constructed before 1 July 1999 with restrictions imposed with respect to the carriage of cargoes with a density of 1,780 kg/m³ and above that a triangle is permanently marked at midship
- confirming, for bulk carriers, that the loading instrument is on board and functioning
- For oil tankers; confirming that the coating system in cargo oil tanks of crude oil tankers, when appropriate, is maintained and that in-service maintenance and repair activities are recorded in the coating technical file

Main changes : - Intermediate Surveys –

- For chemical tankers and gas carriers additional items;
Z1.3.3/4. of the Unified Requirement has have been modified by removing the item relevant to the spare parts of the ventilators: excluded paragraph 1.3.2.5 of annex 4, of the IMO Res. A 1053(27) as amended.

Action : *TL Instructions, CL 111A, CL111I are revised.*

- **Main reason to change :**

Review UR Z15 and propose changes to update the requirements, in particular, those for close-up inspections and scope and procedures for thickness measurements that need to be aligned with the development of similar requirements for ships (UR Z7).

Action : *Currently out of scope, no rules.*

- To approve firms providing services, such as measurements, tests or maintenance of safety systems and equipment,
- **Main Changes**
 - Requirements for manufacturer's approval regarding the service supplier were included.
 - Requirements regarding the utilization of service suppliers for classification and/or statutory services were clarified.
 - Procedures for firms engaged in servicing and maintenance of lifeboats, launching appliances and firms engaged in measurements of noise levels were newly introduced.
 - Approval procedures for firms listed in Annex 1 were amended/updated in order to comply with the mandatory conventions.
 - The requirements for the new category of service suppliers, carrying global vacuum testing of primary/secondary barriers, acoustic and thermographic emissions tests, has been introduced. This new category is related to Statutory and Class services, and concerns the tightness test of the membranes of the cargo vessels (of the gas carriers).

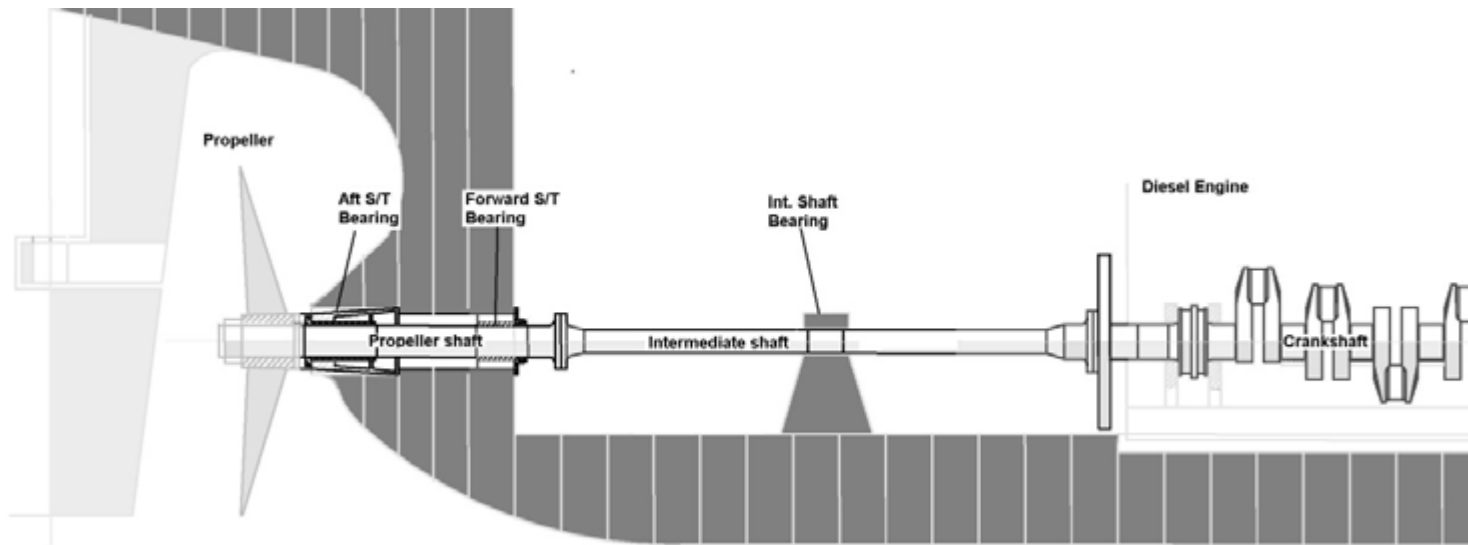
Action : Classification and Surveys, Section 3,A,11 is revised



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- **Main reason to change :**

The expected benefits of the work are focused to achieve the harmonization of the survey criteria between members on a fundamental matter related to the classification (e.g. in view of the TOC), taking also in account new building technologies (e.g. The new kind of water lubrication technologies used in order to protect the environment against possible pollution) .



Action : [*TL Classification and Surveys, Section 3, A, 4.9 and Section 3, F*](#)

List of IACS Resolution Changes (January 2016)

IACS-UI					
01	UI FTP6 - Testing and approval of pipe penetrations and cable transits for use in “A” class divisions (IMO FTP Code 2010 Annex 1 Part 3)		01.01.2016	IMO FTP Code 2010 Annex 1 Part 3	UI FTP6 (Rev.1 July 2015)
02	UI SC118 - Exhaust duct from galley ranges		01.01.2016	SOLAS Reg. II-2/9.7.5.1.1 and 9.7.5.2.1	UI SC118 (Rev.2 July 2015)
03	UI SC188 - Segregation of Cargo Oil Tanks	Oil Tankers	01.01.2016	SOLAS Reg. II-2/4.5.1.1	UI SC188 (Rev.2 Feb 2015)
04	UI SC188 - Segregation of Cargo Oil Tanks	Oil Tankers	01.01.2016	SOLAS Reg. II-2/4.5.1.1	UI SC188 (Rev.3 July 2015)
05	UI SC260 - Sample Extraction Smoke Detection System (FSS Code / Chapter 10 / 2.4.1.2 as amended by MSC.292 (87))		01.01.2016	FSS Code / Chapter 10 / 2.4.1.2 (MSC.292 (87))	UI SC260 (Rev.1 June 2015)
06	UI SC262 - Fixed Foam Fire Extinguishing Systems, Foamgenerating Capacity		01.01.2016	FSS Code Chapter 6, 3.2.1.2 and 3.3.1.2 (MSC.327(90))	UI SC262 (Rev.1 May 2015)



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List of IACS Resolution Changes (January 2016)

07	UI SC267 - Implementation of the requirements relating to lifeboat release and retrieval systems		01.01.2016	LSA Code Paragraph 4.4.7.6 (MSC.320(89))	UI SC267 (New, Jan 2015)
08	UI SC270 - Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck	Cargo ships	01.01.2016	UI SC270	UI SC270 (New, Jan. 2015)
09	UI SC270 - Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck	Cargo ships	01.01.2016	UI SC270	UI SC270 (Corr.1 Mar. 2015)
10	UI SC270 - Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck	Cargo ships	01.01.2016	UI SC270	UI SC270 (Corr.2 Sep. 2015)
11	UI SC271 - Additional indicating unit in the cargo control room in accordance with amended FSS Code Chapter 9.2.5.1.3	Cargo ships	01.01.2016	UI SC271	UI SC271 (New, Jan. 2015)

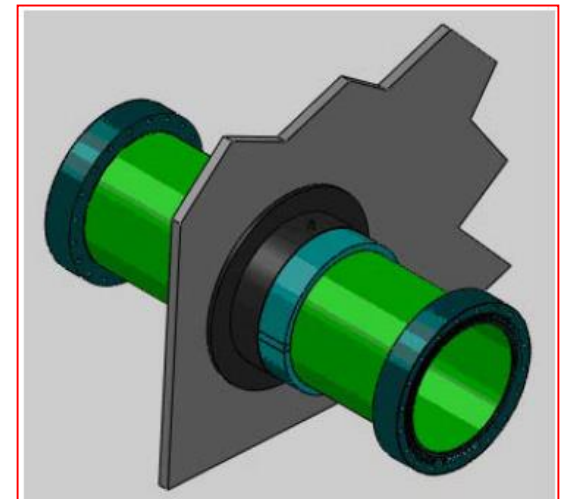
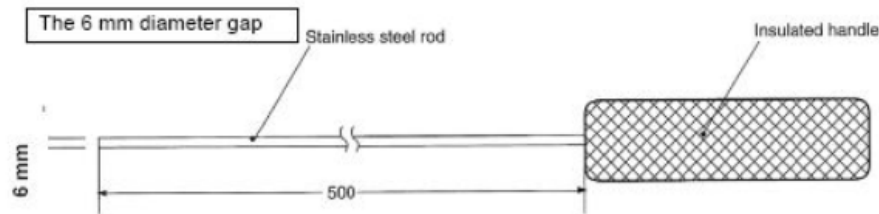


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~~Prior to fire testing, the pipe penetration/cable transit shall not have any visible openings. It shall not be possible to manually penetrate any part of the penetration with a pointed implement such as a pen or a screwdriver. 6 mm gap gauge, as described in paragraph 7.10 of Appendix 1 of Part 3 to Annex 1 of the 2010 FTP Code.~~

7.10 Gap gauges

. Three types of gap gauge, as shown in figure 11, shall be available for the measurement of integrity. diameter specified to an accuracy of ± 0.5 mm. They shall be provided with appropriate handles.



- **Action :**

TL Additional Rule "Implementation of FTP Code" is revised to comply with UI FTP6 Rev.1.

- **Change :**

Fire dampers required by Reg. II-2/9.7.5.1.1 and 9.7.5.2.1 do not need to pass the fire test in either Res. A 754(18) or Appendix 2 of Part 3, of Annex 1 of the 2010 FTP Code, but should be of steel and capable of stopping the draught. The requirements to “A” class applies only to the part of the duct outside of the galley.

7.5.1 *Requirements for passenger ships carrying more than 36 passengers*

7.5.1.1 In addition to the requirements in sections 7.1, 7.2 and 7.3, exhaust ducts from galley ranges shall be constructed in accordance with paragraphs 7.2.4.2.1 and 7.2.4.2.2 and insulated to "A-60" class standard throughout accommodation spaces, service spaces, or control stations they pass through. They shall also be fitted with:

7.5.2 *Requirements for cargo ships and passenger ships carrying not more than 36 passengers*

When passing through accommodation spaces or spaces containing combustible materials, the exhaust ducts from galley ranges shall be constructed in accordance with paragraphs 7.2.4.1.1 and 7.2.4.1.2. Each exhaust duct shall be fitted with:

- **Action :** S-P 03/15 - Retrospective Application of IACS Unified Interpretation UI SC118 “Exhaust Duct From Galley Ranges” for Ships Constructed before 1 January 2016

- **Main reason to change :**

Clarity on the term 'similar pumps', a term which is used in the IACS UI and in both IMO Circulars 1037 and 1120.

SOLAS Reg. II-2/4.5.1.1 reads:

Pump-rooms, containing pumps and their accessories for ballasting those spaces situated adjacent to cargo tanks and slop tanks and pumps for oil fuel transfer shall be considered as equivalent to a cargo pump-room within the context of this regulation provided that such pump-rooms have the same safety standard as that required for cargo pump-rooms.

Interpretation:

Pump-rooms intended solely for ballast transfer need not comply with the requirements of regulation II-2/4.5.10. The requirements of regulation II-2/4.5.10 are only applicable to the pump-rooms where pumps for cargo, such as cargo pumps, stripping pumps, pumps for slop tanks, pumps for COW or similar pumps are provided. (MSC/Circ.1037).

(MSC/Circ. 1120)

The requirements such as continuous monitoring of hydrocarbon gases, interlocked lighting with ventilation, Temperature sensors for pumps

- **Change :**

(MSC/Circ. 1120)

“Similar pumps” includes pumps intended for transfer of fuel oil having a flashpoint not exceeding 60°C. Pump-rooms intended for transfer of fuel oil having a flashpoint exceeding 60°C need not comply with the requirements of regulation II-2/4.5.10.

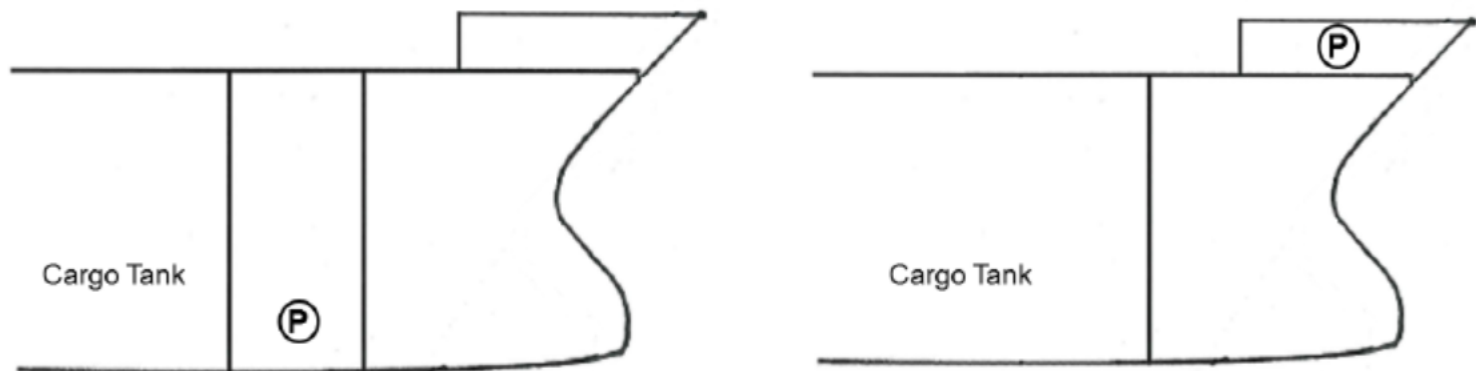
~~Pump-rooms intended for fuel oil transfer need not comply with the requirements of regulation II-2/4.5.10.~~

Action :

Chapter 1 – Hull, Section 21 E.2.1.1 has been revised according to UI SC188 Rev.2.

- **Main reason to change :**

In response to the query from shipyards, Safety Panel agreed to clarify that SOLAS regulation II-2/4.5.10 should apply to the pump rooms containing pumps for transfer of fuel oil having a flashpoint not exceeding 60°C "regardless of their location". Further, to eliminate an inconsistency of threshold of "flashpoint" between UI SC188 (rev.2) and SOLAS regulation II-2/4.2.1, it was agreed that the threshold of "flashpoint" of the UI should be harmonised with the regulation II-2/4.2.1.



Ⓟ : pumps for transfer of fuel oil having a flashpoint not exceeding 60°C

As pump-rooms containing pumps for transfer of fuel oil having a flashpoint not exceeding 60°C have the same fire risk as cargo pump rooms, Safety Panel agreed that SOLAS regulation II-2/4.5.10 applies to such pump rooms as well regardless of their location.

- **Change :**

Interpretation

Pump-rooms intended solely for ballast transfer need not comply with the requirements of regulation II-2/4.5.10. The requirements of regulation II-2/4.5.10 are only applicable to the pump-rooms, regardless of their location, where pumps for cargo, such as cargo pumps, stripping pumps, pumps for slop tanks, pumps for COW or similar pumps are provided. (MSC/Circ.1037 and MSC/Circ.1120).

~~(MSC/Circ. 1120)~~

“Similar pumps” includes pumps intended for transfer of fuel oil having a flashpoint ~~not exceeding~~ of less than 60°C. Pump-rooms intended for transfer of fuel oil having a flashpoint ~~exceeding~~ of not less than 60°C need not comply with the requirements of regulation II-2/4.5.10.

Action :

Chapter 1 – Hull, Section 21 E.2.1.1 has been revised according to UI SC188 Rev.3.

FSS Code 10.2.4.1.2: The control panel shall be located on the navigation bridge or in the fire control station. An indicating unit shall be located on the navigation bridge if the control panel is located in the fire control station.

Interpretation

..... If the CO₂ system *discharge pipes* are used for the sample extraction smoke detection system, the control panel can be located in the CO₂ room provided that an indicating unit* is located on the navigation bridge. Such arrangements are considered to satisfy the requirements of the regulation of FSS Code 10.2.4.1.2 as amended by MSC.292(87).

**Indicating unit has the same meaning as repeater panel and observation of smoke should be made either by electrical means or by visual on repeater panel.*

- **Action :**

Chapter 4 Section 18 Item G.3.1 and Chapter 5 Section 9 D.3.7.2.4 have been revised according to UI SC260 Rev.1.

- **Main reason to change :**

To clarify a definition of the term “largest protected space” together with explanatory figures and other fire risk items.

FSS Code Ch. 6, (as amended by MSC Res. MSC.327(90)) ~~6.3.2.1.2 and 6.3.3.1.2~~ 3.2.1.2 and 3.3.1.2:

Sufficient foam-generating capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill the largest protected space within 10 min.

Interpretation

1. This interpretation of the term “largest protected space” applies to a Machinery space of category A protected by a fixed high-expansion foam fire-extinguishing system complying with the provisions of the FSS Code ~~Fire Safety Systems Code~~.
2. Where such a machinery space includes a casing (e.g. an engine casing in a machinery space of category A containing internal combustion machinery, and/or a boiler, ~~with an engine casing~~), the volume of such casing, above the *level up to which foam shall be filled to protect the highest positioned* of the fire risk objects within the machinery space, need not be included in the volume of the protected space (See Figure 1).

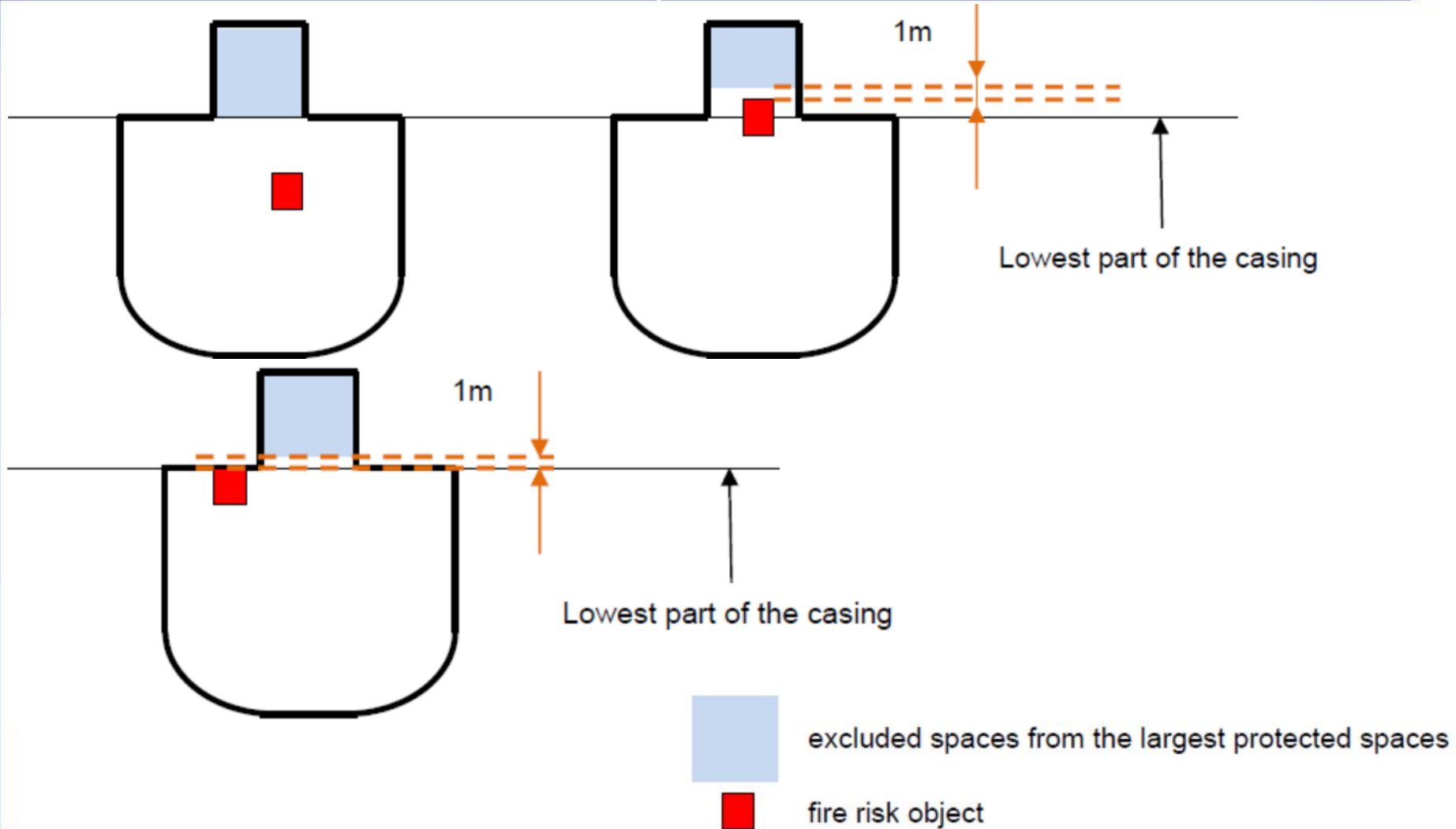


Figure 1- Machinery space including a casing

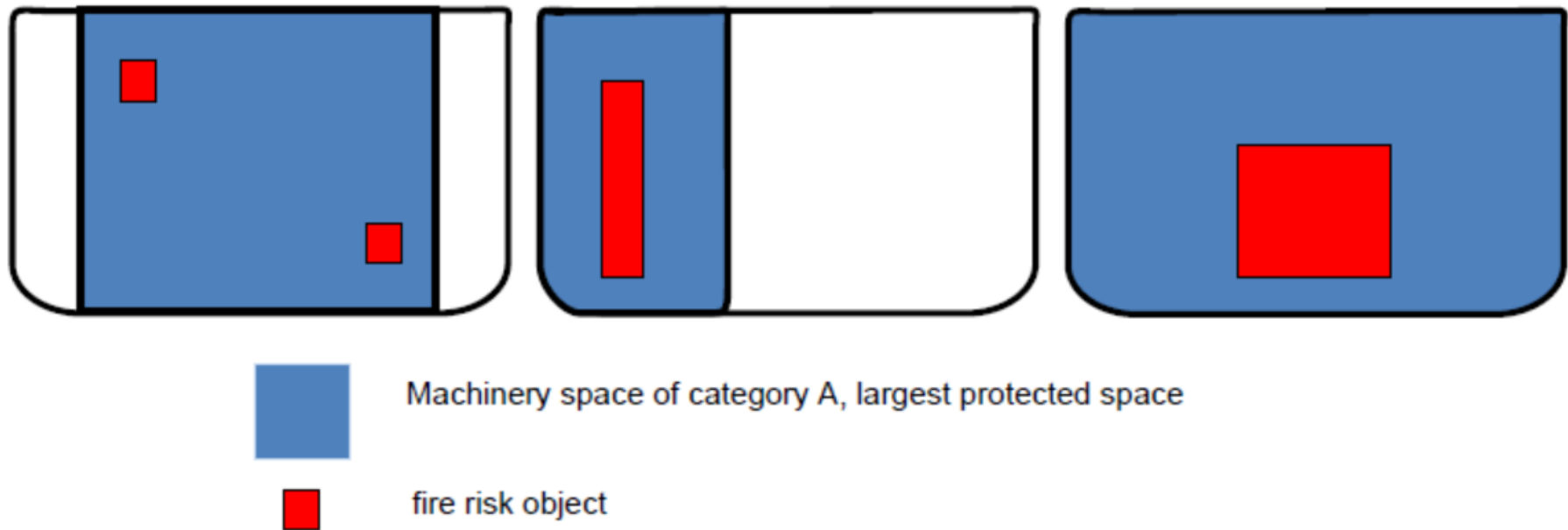


Figure 2 - Machinery space not including a casing

- **Action:**

Chapter 4 Section 18 Item K.3.2 has been revised according to UI SC262 Rev.1 and by doing so previous implementation date of UI SC262 Rev.0 has been erased.

Paragraph 4.4.7.6.9

Provision of a Unified Interpretation relating to the components in a lifeboat which are to be of material that is corrosion resistant in the marine environment and agreement that “safety interlocks” (mechanical protection of on-load release) should be clarified.

Paragraphs 4.4.7.6.7.2 and 4.4.7.6.6

Provision of a Unified Interpretation relating to release mechanism/ interlock devices (hydrostatic or other means).

Paragraph 4.4.7.6.14

Provision of a UI relating to the mass and design factor of safety that is to be applied to hanging off and fall preventer arrangements of the release gear mechanism.

UI SC270 (New, Corr. 2) - Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck (SOLAS II-2/10.2.2.4.1.2, II-2/10.7.3.2.3 and IMO FSS Code Ch.

IMO FSS Code Ch. 12.2.2.1.1

2.2.1 Emergency fire pumps

2.2.1.1 Capacity of the pump

The capacity of the pump shall not be less than 40% of the total capacity of the fire pumps required by regulation II-2/10.2.2.4.1 of the Convention and in any case not less than the following:

.1 for passenger ships less than 1,000 gross tonnage and for cargo ships of 2,000 gross tonnage and upwards - 25 m³/h; and

.2 for cargo ships less than 2,000 gross tonnage - 15 m³/h.

Interpretation

On board cargo ships designed to carry five or more tiers of containers on or above the weather deck, the total capacity of the main fire pumps need not exceed 180 m³/h in cases where the mobile water monitors are supplied by separate pumps and piping system.

On board cargo ships designed to carry five or more tiers of containers on or above the weather deck, the total capacity of the emergency fire pump need not exceed 72 m³/h.



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- **Main reason to change :**

To provide unified interpretation of “Additional indicating unit of fire detection and fire alarm systems in the cargo control room in accordance with amended FSS Code Chapter 9.2.5.1.3” related to FSS Code, Ch.9.2.5.1.3.

FSS Code Chapter 9.2.5.1.3

In passenger ships, an indicating unit that is capable of individually identifying each detector that has been activated or manually operated call point that has operated shall be located on the navigation bridge. In cargo ships, an indicating unit shall be located on the navigation bridge if the control panel is located in the fire control station. In ships constructed on or after 1 July 2014, with a cargo control room, an additional indicating unit shall be located in the cargo control room. In cargo ships and on passenger cabin balconies, indicating units shall, as a minimum, denote the section in which a detector has activated or manually operated call point has operated.

Interpretation

A space in which a cargo control console is installed, but does not serve as a dedicated cargo control room (e.g. ship's office, machinery control room), should be regarded as a cargo control room for the purposes of paragraph 2.5.1.3 of chapter 9 of the FSS Code, as amended by resolution MSC.339(91), and therefore be provided with an additional indicating unit.



Thank You