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## **UNIFIED INTERPRETATION OF THE 2000 HSC CODE**

1 The Maritime Safety Committee, at its eighty-first session (11 to 20 May 2005), approved the unified interpretation to the provisions of the 2000 HSC Code, as set out in the attached annex, following the recommendations made by the Sub-Committee on Ship Design and Equipment, at its forty-eighth session, with a view to ensuring a uniform approach towards the application of the provisions of the 2000 HSC Code.

2 Member Governments are invited to use the annexed unified interpretation when applying relevant provisions of the 2000 HSC Code and to bring it to the attention of all parties concerned.

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**ANNEX**

**UNIFIED INTERPRETATION OF THE 2000 HSC CODE**

**CHAPTER 9**

**MACHINERY**

**PART A – GENERAL**

**Paragraph 9.1.5 - Machinery installations: dead craft condition**

“Means shall be provided to ensure that machinery can be brought into operation from the dead craft condition without external aid.”

**Interpretation**

Dead craft condition for the purpose of paragraph 9.1.5 should be understood to mean a condition under which the main propulsion plant and auxiliaries are not in operation and, in restoring the propulsion, no stored energy is assumed to be available for starting and operating the propulsion plant, the main source of electrical power and other essential auxiliaries. It is assumed that means are available at all times to start the emergency generator or one of the main generators when the main source is arranged according to paragraph 12.7.2.

Where the emergency source of power is an emergency generator which complies with section 12.4, or a main generator meeting the requirements of paragraph 12.7.2, it is assumed that means are available to start this generator and, consequently, this generator may be used for restoring operation of the main propulsion plant and auxiliaries where any power supplies necessary for engine operation are also protected to a similar level as the starting arrangements.

Where there is no emergency generator installed or an emergency generator does not comply with section 12.4, the arrangements for bringing main and auxiliary machinery into operation should be such that initial charge of starting air or initial electrical power and any power supplies for engine operation can be developed on board the craft without external aid. If for this purpose an emergency air compressor or electric generator is required, these units should be powered by a hand-starting oil engine or a hand-operated compressor. The arrangements for bringing main and auxiliary machinery into operation should have a capacity such that the starting energy and any power supplies for engine operation are available within 30 min of a dead craft condition.