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MSC.1/Circ.1197
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**AMENDMENTS TO THE UNIFIED INTERPRETATIONS TO SOLAS CHAPTERS II-1
AND XII APPROVED BY MSC/CIRC.1176**

1 The Maritime Safety Committee, at its eightieth session (11 to 20 May 2005), approved unified interpretations of the provisions of SOLAS chapters II-1 and XII and the Technical provisions for means of access for inspections (MSC/Circ.1176), 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 SOLAS chapters II-1 and XII.

2 The Committee, at its eighty-first session (10 to 19 May 2006), following the recommendations made by the Sub-Committee on Ship Design and Equipment at its forty-ninth session, approved amendments to the above mentioned unified interpretations, set out in the annex.

3 Member Governments are invited to use the annexed amendments to the interpretations contained in MSC/Circ.1176 when applying relevant provisions of SOLAS chapters II-1 and XII, and to bring them to the attention of all parties concerned.

ANNEX

**AMENDMENTS TO THE UNIFIED INTERPRETATIONS TO SOLAS CHAPTERS II-1
AND XII APPROVED BY MSC/CIRC.1176****1.1 SOLAS REGULATION II-1/3-6, SECTION 1****Technical background**

- 1 The last sentence of the technical background is replaced by the following:

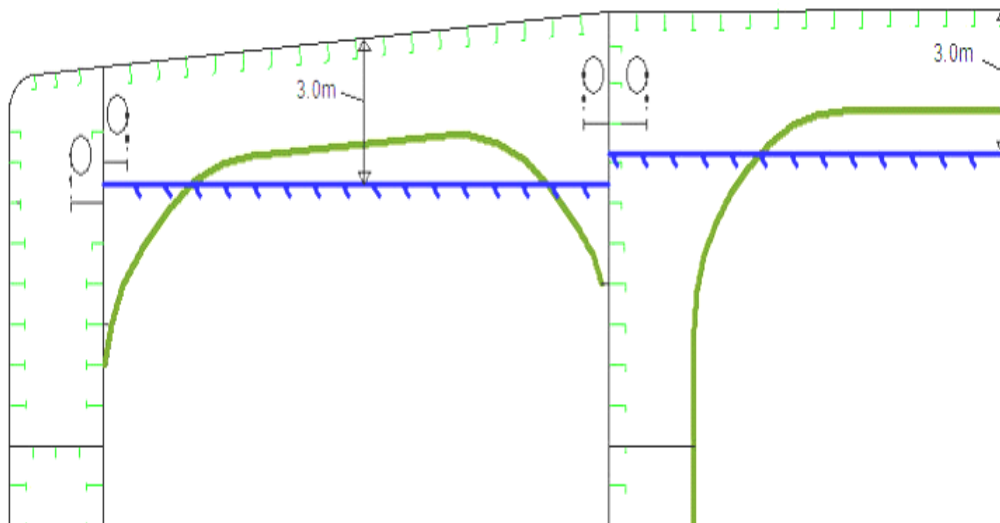
“Regulation II-1/3-6 is applicable to new, purpose-built FPSO or FSU if they are subject to the scope of the ESP Guidelines (resolution A.744(18), as amended). Considering that the principles of the Technical provisions for means of access for inspections (resolution MSC.158(78)) recognize that permanent means of access should be considered and provided for at the design stage so that, to the maximum extent possible, they can be made an integral part of the designed structural arrangement, regulation II-1/3-6 is not considered applicable to an FPSO/FSU that is converted from an existing tanker.”

1.5 SOLAS REGULATION II-1/3-6, PARAGRAPH 3.2**Interpretation**

- 2 The following text is added at the end of the existing text of the interpretation:

“Where rafting is indicated in the ship structures access manual as the means to gain ready access to the under deck structure, the term “*similar obstructions*” referred to in the regulation includes internal structures (e.g., webs >1.5 m deep) which restrict the ability to raft (at the maximum water level needed for rafting of under deck structure) directly to the nearest access ladder and hatchway to deck. When rafts or boats alone, as an alternative means of access, are allowed under the conditions specified in resolution A.744(18), permanent means of access are to be provided to allow safe entry and exit. This means:

- .1 access direct from the deck via a vertical ladder and small platform fitted approximately 2 m below the deck in each bay; or
- .2 access to deck from a longitudinal permanent platform having ladders to deck in each end of the tank. The platform should, for the full length of the tank, be arranged in level with, or above, the maximum water level needed for rafting of under deck structure. For this purpose, the ullage corresponding to the maximum water level is to be assumed not more than 3 m from the deck plate measured at the midspan of deck transverses and in the middle length of the tank (see figure below). A permanent means of access from the longitudinal permanent platform to the water level indicated above should be fitted in each bay (e.g., permanent rungs on one of the deck webs inboard of the longitudinal permanent platform).”



3.2 SOLAS REGULATION II-1/26.11, MACHINERY INSTALLATIONS – SERVICE TANK ARRANGEMENTS

Examples of application for the most common systems

3 The existing headings 1 and 1.1 are replaced by the following:

“1 Example 1

1.1 Requirement according to SOLAS – Main and auxiliary engines and boiler(s) operating with heavy fuel oil (HFO) (one fuel ship)”

4 The following new section 2 is added at the end of the existing interpretation:

“2 Example 2

2.1 Requirement according to SOLAS - Main engine(s) and auxiliary boiler(s) operating with HFO and auxiliary engine operating with marine diesel oil (MDO)

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler	HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler	MDO Serv. TK Capacity for at least 8 h Aux. Eng.	MDO Serv. TK Capacity for at least 8 h Aux. Eng.
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2.2 *Equivalent arrangement*

HFO Serv. TK Capacity for at least 8 h Main Eng. + Aux. Boiler	MDO Serv. TK Capacity for at least the highest of: • 4 h Main Eng. + Aux. Eng + Aux. Boiler or • 8 h Aux. Eng. + Aux Boiler	MDO Serv. TK Capacity for at least the highest of: • 4 h Main Eng. + Aux. Eng + Aux. Boiler or • 8 h Aux. Eng. + Aux Boiler
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The arrangements in 1.2 and 2.2 apply, provided the propulsion and vital systems which use two types of fuel support rapid fuel change over and are capable of operating in all normal operating conditions at sea with both types of fuel (MDO and HFO).”

5.3 **SOLAS REGULATION II-1/41.4, CONNECTING MEANS BY WHICH THE MAIN BUSBARS OF THE MAIN SOURCE OF ELECTRICAL POWER ARE NORMALLY CONNECTED**

5 In the title of the section, the term “II-1/41.4” is replaced by the term “II-1/41.5.1.3”.

Interpretation

6 In subparagraph .1 of the existing interpretation the word “and” is replaced by the word “or”.

10.4 **PERFORMANCE STANDARDS FOR WATER LEVEL DETECTORS ON BULK CARRIERS, PARAGRAPH 3.3.7**

Interpretation

7 The existing text of the interpretation is replaced by the following:

“Fault monitoring should address faults associated with the system that include open circuit, short circuit, as well as arrangement details that would include loss of power supplies and CPU failure for computer based alarm/monitoring system, etc.”