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## **UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2**

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), with a view to providing more specific guidance for application of the relevant requirements of the 1974 SOLAS Convention, approved the unified interpretations of SOLAS chapter II-2 prepared by the Sub-Committee on Fire Protection, at its fifty-first session, (5 to 9 February 2007) as set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of SOLAS chapter II-2 to fire protection construction, installation, arrangements and equipment to be installed on board ships constructed on or after 5 October 2007 and to bring the unified interpretations to the attention of all parties concerned.

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## ANNEX

## UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

## Regulations II-2/3.6 and II-2/4.5.1.1 – Protection of fuel oil

1 A void space or ballast water tank protecting a fuel oil tank, in accordance with MARPOL, as shown in figure 1, need not be considered as a “cargo area” as defined in SOLAS regulation II-2/3.6 even though they have a cruciform contact with the cargo oil tank or slop tank.\*

2 The void space protecting a fuel oil tank, in accordance with MARPOL, is not considered as a cofferdam as specified in SOLAS regulation II-2/4.5.1.1. Therefore, location of the void space shown in figure 1 should be considered acceptable even though they have a cruciform contact with the slop tank.

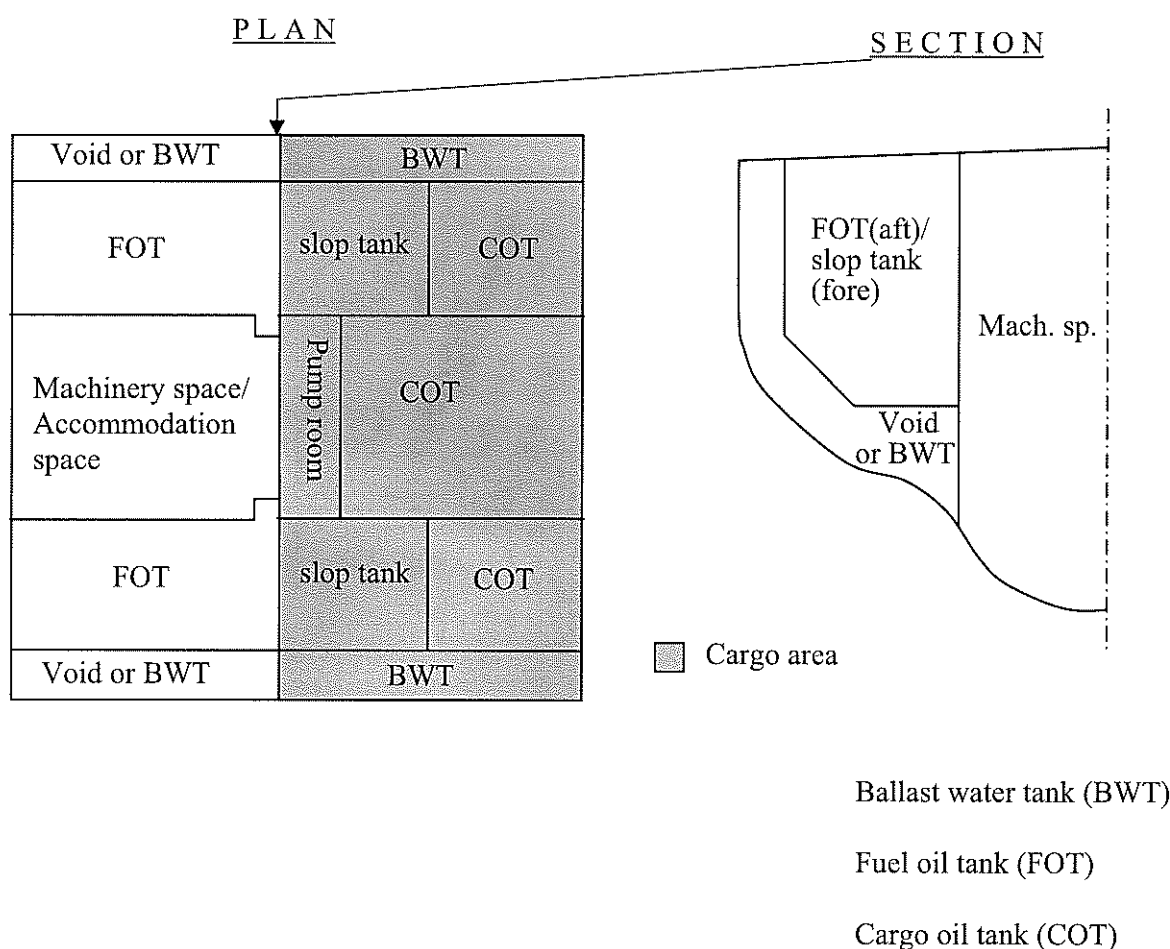


Figure 1

\* As defined by MARPOL 73/78.

**Regulations II-2/4.5.1.2 and II-2/4.5.1.3 – Location of paint lockers within the cargo block**

1 Paint lockers, regardless of their use, should not be located above the tanks and spaces defined in SOLAS regulation II-2/4.5.1.2 for oil tankers.

**Regulation II-2/9.7.3.1.2 – Fire category of fan rooms serving engine-rooms**

1 A fan room solely serving the engine-room or multiple spaces containing an engine-room, may be treated as machinery space having little or no fire risk. In this case:

- .1 boundaries between the fan room and engine-room casing should be of “A-0” fire integrity;
- .2 duct penetrations should comply with SOLAS regulation II-2/9.7.3.1.2;
- .3 ducts serving the engine-room should be routed directly to the relevant fan(s) and from the fan to the louvers; and
- .4 closing of the ventilation duct to/from the engine-room should be possible from outside the engine-room. In this case, the controls for the closing of the engine-room ventilation duct (i.e., a fire damper installed in accordance with SOLAS regulation II-2/9.7.3.1.2) can be located inside the fan room.

2 A fan room solely serving the engine-room may be considered as part of the engine-room. In this case:

- .1 requirements for fire integrity of the horizontal boundary between fan room and engine-room need not apply; and
- .2 closing the ventilation duct to/from engine-room should be possible from outside the engine-room. In this case, the controls for closing of the ventilation trunk (i.e., a fire damper installed as per SOLAS regulation II-2/9.7.3.1.2) should be located outside the fan room.

3 For both of the cases described above:

- .1 for any space(s) adjacent to the fan room superstructure, the fire integrity of the separating bulkhead(s) should meet the applicable fire integrity requirements contained in the table set out in SOLAS regulation II-2/9; and
- .2 the CLIA\* requirements relevant to the means of closing for downflooding protection should be applied, if necessary.

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\* Cruise Lines International Association.

**Regulation II-2/10.4.3 – Storage of fire-extinguishing media forward the cargo holds**

1 Fire-extinguishing media protecting the cargo holds may be stored in a room located forward of the cargo holds, but aft of the collision bulkhead or aft its imaginary vertical line, provided that both the local manual release mechanism and remote control(s) for the release of the media are fitted, and that the latter is of robust construction or so protected as to remain operable in case of fire in the protected spaces. The remote controls should be placed in the accommodation area in order to facilitate their ready accessibility by the crew. The capability to release different quantities of fire-extinguishing media into different cargo holds so protected should be included in the remote release arrangement.

**Regulation II-2/20.6.2 – Portable fire-fighting appliances in cargo holds loaded with vehicles with fuel in their tanks**

1 Cargo holds loaded with vehicles with fuel in their tanks which are stowed in open or closed containers need not to be provided with portable fire extinguishers, water-fog applicators and foam applicator units.

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