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MSC.1/Circ.1211
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**UNIFIED INTERPRETATIONS TO SOLAS REGULATION II-1/10 AND
REGULATION 12 OF THE REVISED SOLAS CHAPTER II-1 REGARDING
BOW DOORS AND THE EXTENSION OF THE COLLISION BULKHEAD**

1 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), with a view to providing assistance to the Administrations in the implementation of the requirements of the 1974 SOLAS Convention and in order to ensure the uniform application thereof, approved the unified interpretations to SOLAS regulation II-1/10 and regulation 12 of the revised SOLAS chapter II-1 (resolution MSC.194(80)), regarding bow doors and the extension of the collision bulkhead, as set out in the annex.

2 Member Governments are urged to:

- .1 take note of the annexed unified interpretations and use them when applying the relevant requirements of the 1974 SOLAS Convention; and
- .2 bring the annexed unified interpretations to the attention of all interested parties.

ANNEX

**UNIFIED INTERPRETATIONS TO SOLAS REGULATION II-1/10 AND
REGULATION 12 OF THE REVISED SOLAS CHAPTER II-1 REGARDING
BOW DOORS AND THE EXTENSION OF THE COLLISION BULKHEAD****Regulation II-1/10 – Peak and machinery space bulkheads, shaft tunnels, etc.,
in passenger ships**

1 In paragraph 4, the words “all parts” should be interpreted to include any ramp which is attached to the extension.

2 In ships constructed before 1 July 2006, the interpretation in paragraph 1 above should apply no later than the date of the first renewal survey after 1 October 2006.

**Regulation II-1/12 – Peak and machinery space bulkheads, shaft tunnels, etc.
(revised SOLAS chapter II-1)**

3 By resolution MSC.194(80), amendments to SOLAS chapter II-1 were adopted which are expected to enter into force on 1 January 2009; and paragraphs 3 to 5 of the existing regulation II-1/10 have been transformed into paragraphs 6 and 7 of regulation 12 of the aforementioned revised SOLAS chapter II-1. If ships are to comply with paragraphs 6 and 7 of regulation 12 after the entry-into-force date on 1 January 2009, the following interpretation to SOLAS regulation II-1/12.6 should apply to those ships:

“Where a long forward superstructure is fitted, the collision bulkhead should be extended weathertight to the deck next above the bulkhead deck. The extension need not be fitted directly above the bulkhead below provided that all parts of the extension, including any part of the ramp attached to it are located within the limits prescribed in paragraph 1 or 2 of, with the exception permitted by paragraph 7 in, regulation II-1/12 and that the part of the deck which forms the step is made effectively weathertight. The extension should be so arranged as to preclude the possibility of the bow door or ramp, where fitted, causing damage to it in the case of damage to, or detachment of, a bow door or any part of the ramp.”