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MSC.1/Circ.1437
31 May 2012

UNIFIED INTERPRETATIONS OF SOLAS REGULATION II-2/21.4

1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), with a view to providing more specific guidance for the assessment of passenger ship systems' capabilities after a fire or flooding casualty, approved the unified interpretations of SOLAS regulation II-2/21.4, prepared by the Sub-Committee on Fire Protection, at its fifty-fifth session, as set out in the annex, for use in conjunction with the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369), when conducting an assessment of critical systems.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of SOLAS regulation II-2/21 and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS TO SOLAS REGULATION II-2/21.4

(To be used in conjunction with the interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369))

Regulation II-2/21.4 – Fire and flooding casualty, pipes and vent ducts

All pipes and vent ducts passing through (not serving) a compartment affected by a flooding casualty are considered to remain operational provided they, together with relevant fittings, are capable of withstanding the head of water expected at their location.

Regulation II-2/21.4 – Fire and flooding casualty, electrical cables

Electrical cables complying with standard IEC 60092-359 may be considered to remain operational in a space affected by a flooding casualty, provided they have no connections, no joints, no equipment connected to them, etc., within such space or such connections, joints and devices have a degree of protection IPX8 in accordance with standard IEC 60529 (head of water expected at their location for a period not inferior to that estimated for the safe return to port).

Regulation II-2/21.4.4 – Systems for fill, transfer and service of fuel oil

Systems for internal fill, transfer and service of:

- .1 fuel;
- .2 other flammable hydrocarbons; or
- .3 any fluid that may be flammable or dangerous if heated to a very high temperature (both within the pipe and ongoing through pumps, orifices or other equipment),

should be established as being capable of remaining operational when crossing flooded watertight compartments, considering in particular consequences of low seawater temperature on liquids behaviour.

Regulation II-2/21.4.6 – External communications

- .1 Portable radiocommunication equipment might be accepted; and
- .2 charging capability for any portable devices should be available in more than one main vertical zone (MVZ).