



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Unified Interpretations of SOLAS Chapter II-2

To : Shipowners, Ship Managers, Ship Operators, Masters, Classification Societies and Shipbuilders

Summary

The purpose of this Note is to promulgate the unified interpretation of SOLAS chapter II-2 comprising three regulations, including regulation II-2/4 as to the application of materials other than steel on engines, turbines and gearboxes as well as regulations II-2/4.5.7.3.1 and II-2/9.7.1.1 providing clarification on arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers, and the use of non-combustible material as “steel or equivalent” for ventilation ducts respectively.

1. The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), at its 96th session in May 2016, approved the unified interpretation on SOLAS chapter II-2, with a view to providing more specific guidance on the conditions under which materials other than steel may be permitted for components mounted on engines, turbines and gearboxes as stated in regulation II-2/4; providing clarifications on arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers and the use of non-combustible material as “steel or equivalent” for ventilation ducts having regard to regulations II-2/4.5.7.3.1 and II-2/9.7.1.1 respectively.
2. The details of the unified interpretation as annexed to IMO circular MSC.1/Circ.1527 can be found in the attachment to this Note on the website of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).
3. Shipowners, ship managers, ship operators, masters, classification societies and shipbuilders of Hong Kong registered ships should use unified interpretation as guidance when applying SOLAS regulations II-2/4 and II-2/9.

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