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MSC.1/Circ.1539
6 June 2016

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-1

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), in order to facilitate global and consistent implementation of the requirements of SOLAS chapter II-1, approved unified interpretations of SOLAS chapter II-1, prepared by the Sub-Committee on Ship Design and Construction, at its third session (18 to 22 January 2016), as set out in the annex.

2 Member States are invited to apply the annexed unified interpretations and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-1

Regulation 2.21 – Definition of the term "Lightweight"

1 The weight of mediums on board for the fixed firefighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) should be included in the lightweight and lightship condition.

Regulation 3-2 – Protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers

2 The following tanks should not be considered to be dedicated seawater ballast tanks and should, therefore, be exempted from the application and requirements of the *Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers* (resolution MSC.215(82)), provided the coatings applied in the tanks described in subparagraphs .2 and .3 below are confirmed by the coating manufacturer to be resistant to the media stored in these tanks and provided such coatings are applied and maintained according to the coating manufacturer's procedures.

- .1 ballast tanks identified as "Spaces included in Net Tonnage" in the International Tonnage Certificate (1969);
- .2 seawater ballast tanks in passenger ships also designated for the carriage of grey water or black water; and
- .3 seawater ballast tanks in livestock carriers also designated for the carriage of livestock dung.

Regulation 7-2 – Calculation of the factor s_i

3 In applying θ_v , openings which cannot be or are incapable of being closed weathertight include ventilators (complying with regulation 19(4) of the *International Convention on Load Lines, 1966*) that for operational reasons have to remain open to supply air to the engine room or emergency generator room (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship.