External Affairs Division
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IACS Technical Resolutions adopted from January to June 2014

ClassNK is delighted to inform you of the recent information related to the International Association of Classification Societies (IACS).

ClassNK has been regularly providing preliminary reports of outcomes of the International Maritime Organization (IMO)'s meetings and the latest development at IACS. For this issue, we would like to introduce the Unified Requirements (URs) and Unified Interpretations (UIs) adopted in 2014 and published from January 2014 to June 2014 with their summaries.

URs and UIs are technical resolutions, which are set, revised and withdrawn by IACS. URs are classification rules established for the uniform implementation among IACS member societies. URs shall be incorporated in the rules of each member society within one year of adoption unless otherwise specified.

UIs are developed for uniform interpretations of the requirements of Convention which are left to the satisfaction of the Administration or vaguely worded while Administrations have not set clear instructions.

Hereunder, URs and UIs published from January 2014 to June 2014 are shown in Table 1 (URs) and Table 2 (UIs) with their summaries respectively. Texts of these resolutions and their Technical Backgrounds have been published in IACS website. These resolutions are/will be incorporated into ClassNK's Rules and Guidance for the survey and construction of steel ships after review by ClassNK's relevant Technical Committee.

In addition, the underlined versions (revised parts are clearly shown) of URs and UIs have been published in ClassNK's website.

Table 1 List of new/amendments to URs (Unified Requirements) published from January 2014 to June 2014

Resolution	Revision	Adoption	Title	Implementation	Outline
UR W25	Rev.5	Jun.2014	Aluminium Alloys for Hull Construction and Marine Structure	1 Jul. 2015	(1)
UR M62	Delete	Jun.2014	Rooms for Emergency Fire Pumps in Cargo Ships	---	(2)
UR S13	Corr. 1	May 2014	Strength of bottom forward in oil tankers	---	---
UR W30	Delete	Apr. 2014	Normal and Higher Strength Corrosion Resistant Steels for Cargo Oil Tanks	1 Jul. 2015	(3)
UR W11	Rev.8	Apr. 2014	Normal and Higher Strength Hull Structural Steels	1 Jul. 2015	
UR S20	Rev.6	Apr. 2014	Evaluation of Allowable Hold Loading for Non-CSR Bulk Carriers Considering Hold Flooding	1 Jul. 2006	(4)
UR S18	Rev.9	Apr. 2014	Evaluation of Scantlings of Corrugated Transverse Watertight Bulkheads in	1 Jul. 2006	

			Non-CSR Bulk Carriers Considering Hold Flooding		
UR S17	Rev.9	Apr. 2014	Longitudinal Strength of Hull Girder in Flooded Condition for Non-CSR Bulk Carriers	1 Jul. 2006	
UR Z23	Rev.4	Mar. 2014	Hull Survey for New Construction	1 Jul. 2016	(5)
UR Z10.5	Rev.14	Jan. 2014	Hull Surveys of Double Skin Bulk Carriers	1 Jan. 2015	(6)
UR Z10.4	Rev.12	Jan. 2014	Hull Surveys of Double Hull Oil Tankers	1 Jan. 2015	
UR Z10.3	Rev.16	Jan. 2014	Hull Surveys of Chemical Tankers	1 Jan. 2015	
UR Z10.2	Rev.31	Jan. 2014	Hull Surveys of Bulk Carriers	1 Jan. 2015	
UR Z10.1	Rev.21	Jan. 2014	Hull Surveys of Oil Tankers	1 Jan. 2015	
UR Z7.2	Rev.5	Jan. 2014	Hull Surveys for Liquefied Gas Carriers	1 Jan. 2015	
UR Z7.1	Rev.10	Jan. 2014	Hull Surveys for General Dry Cargo Ships	1 Jan. 2015	
UR Z7	Rev.21	Jan. 2014	Hull Classification Surveys	1 Jan. 2015	

*Corr.(Corrigenda) means the correction that basically does not include the contents of resolution but literal error.

Table 2 List of new/amendments to UIs (Unified Interpretations) published from January 2014 to June 2014

Resolution	Revision	Adoption	Title	Implementation	Outline
UI SC259	Rev.1	Jun. 2014	For Application of SOLAS Regulation II-1/3-11 Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers (PSPC-COT), adopted by Resolution MSC.288(87)	1 Jul. 2014	(7)
UI SC263	Delete	Jun. 2014	Gaskets in fixed gas fire-extinguishing systems (SOLAS II-2/10.4, IMO FSS Code Ch 5)	---	(8)
UI MPC14	Corr. 1	Jun. 2014	Annex VI of MARPOL 73/78 (Regulations 1 and 5.2)	---	---
UI MPC12	Corr. 1	Jun. 2014	Annex VI of MARPOL 73/78 (Regulation 1)	---	---
UI SC259	Corr.1	May 2014	For Application of SOLAS Regulation II-1/3-11 Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers (PSPC-COT), adopted by Resolution MSC.288(87)	---	---
UI SC191	Rev.6	May 2014	IACS Unified Interpretations (UI) SC 191 for the application of amended SOLAS regulation II-1/3-6 (resolution MSC.151(78)) and revised Technical provisions for means of access for inspections (resolution MSC.158(78))	1 Jul. 2015	(9)
UI MPC29	Rev.1	Apr. 2014	Annex VI of MARPOL 73/78 (Regulations 18.5 and 18.6)	1 Jan. 2015	(10)
UI MPC20	Rev.1	Apr. 2014	Annex VI of MARPOL 73/78 (Regulations 13.2.1.1 and 13.2.2)	1 Jan. 2015	(11)
UI MPC14	Rev.1	Apr. 2014	Annex VI of MARPOL 73/78 (Regulations 1 and 5.2)	1 Jan. 2015	(12)
UI MPC12	Rev.2	Apr. 2014	Annex VI of MARPOL 73/78 (Regulation 1)	1 Jan. 2015	(13)

UI SC268	New	Mar. 2014	Arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers	1 Jul. 2015	(14)
UI SC234 / LL76 / MPC96	Rev.1	Feb. 2014	Initial statutory surveys at new construction	1 Jul. 2014	(15)
UI MPC104 / LL78 / HSC 9	Corr.1	Jan. 2014	Keel Laying Date for Fibre-Reinforced Plastic (FRP) Craft	---	---

*Corr.(Corrigenda) means the correction that basically does not include the contents of resolution but literal error.

Outlines of IACS Technical Resolutions listed in the above Tables are mentioned below.

(1) UR W25 (Rev.5)

The requirements in UR W25 apply to wrought aluminium alloys used in the construction of hulls, superstructures and other marine structures within a thickness range of 3 mm and 50 mm. In Rev.5 of the UR the requirement for the corrosion testing for H111 and H112 is removed. This is because risk of sensitisation to exfoliation and intergranular corrosion is considered to be low due to the production methods associated with manufacture of H111 and H112 temper condition products. This also makes the requirements in line with current industry practice.

(2) UR M62 (Delete)

UR M62 specified that the emergency fire pump room to have adequate space for maintenance work and inspections of the pump and prime mover. UR M62 was deleted and the content of the requirement was converted to a new IACS Recommendation No.135. This is because the word "adequate" used in the UR is vague and impossible to be uniformly applied by IACS Members.

(3) UR W30 (Delete) & UR W11 (Rev.8)

UR W30 (Normal and higher strength corrosion resistant steels for cargo oil tanks) was originally introduced in relation to approval and certification of corrosion resistant steel in accordance with MSC.289 (87) of SOLAS II-1/3-11 (Corrosion protection of cargo oil tanks of crude oil tankers). UR W11 (Normal and higher strength hull structural steels) applies to weldable normal and higher strength hot-rolled steel plates, wide flats, sections and bars intended for use in hull construction. Considering the repetitions of contents and cross references between UR W30 & UR W11, to avoid unnecessary complication, the requirements of UR W30 have been incorporated into W11 to have all identical requirements in the same location.

(4) UR S17 (Rev.9), UR S18 (Rev.9) & UR S20 (Rev.6)

UR S17, S18 and S20 stipulates the requirements of structural strength of non-CSR bulk carriers in case of accidental hold flooding. The revisions were made to clarify that the URs are applicable to all of the bulk carrier types covered by SOLAS XII/5.2 with the exception of CSR bulk carriers.

(5) UR Z23 (Rev.4)

UR Z23 stipulates the hull survey requirements for new construction. Revision 4 of the UR defines series ship production as vessels in the series subsequent to the first one (prototype), i.e sister ships built in the same shipyard. Table 1, Hull Surveyable Items Activities Table, Item 7.1 (Application of Protective Coatings for Dedicated Seawater Ballast Tanks in all Types of Ships and Double - Side Skin Spaces of Bulk Carriers subject to PSPC) - Documentation available to classification surveyor during construction – “Coating Standard” was also revised to “Signed and Verified Tripartite Agreement”. The revision was triggered by the comments made by industry.

(6) UR Z10.5 (Rev.14), UR Z10.4 (Rev.12), UR Z10.3 (Rev.16), UR Z10.2 (Rev.31), UR Z10.1 (Rev.21), UR Z7.2 (Rev.5), UR Z7.1 (Rev.10) & UR Z7 (Rev.21)

UR Z series listed above covers the hull classification survey requirements of different types of vessels. In latest revisions of the URs it was clarified that in cases where the vessel has been laid up or has been out of service for a considerable period because of a major repair or modification and the owner elects to only carry out the overdue

surveys, the next period of class will start from the expiry date of the special survey. If the owner elects to carry out the next due special survey, the period of class will start from the survey completion date. Also it was clarified that Safety requirements in IACS PR37 (Procedural Requirement for Confined Space Safe Entry) can be applied to carry out survey in safe way for all kind of ships. When there are no indications about the safety of surveyor in UR Z10 series then the requirements in PR37 shall be applied.

(7) UI SC259 (Rev.1)

The UI provides interpretation for PSPC-COT of Resolution MSC.288(87). A newer version was published in October 2013 to make it in line with the decision of IMO MSC 92 and DE 57 not to include in the unified interpretation text referring to section 8 (Alternative systems) of the PSPC COT and to delete interpretation 1 to paragraph 3.4 of PSPC 4, table 1, section 3 (Secondary surface preparation) on the use of methods such as, but not limited to, UHP Water Jetting may be considered for Secondary Surface Preparation, where it can be demonstrated that the surface conditions specified by PSPC Table 1, section 3, can be achieved before the application of the main coatings. In Rev.1, the UI was aligned with MSC.1/Circ.1479 approved at MSC93 which incorporates the modification to the definition of "GOOD condition" of the coating (i.e. change 5% to 3 % spot rust in the definition of 'GOOD' condition) as proposed by Industry.

(8) UI SC263 (Delete)

UI SC263 stipulated that gaskets used in discharge piping inside protected spaces need not be constructed of materials having a melting temperature which exceeds 925°C. At IMO SSE 1, IACS received some comments against this Unified Interpretation from some flag states and Industry associations. After deliberations, IACS decided to withdraw this UI.

(9) UI SC191 (Rev.6)

The UI provides interpretations for the application of amended SOLAS II-1/3-6 (resolution MSC.151(78)) and revised Technical provisions for means of access for inspections (resolution MSC.158(78)). Rev.6 of the UI clarifies the meaning of the wording "DECK" used in paragraph 3.14 of Technical Provision (TP) contained in IMO Res MSC. 158(78). The purpose of the clarification was connected to the application of the TP for all means of access to the compartments having their top not coincident with the weather deck: e.g. fuel oil tanks located forward the cargo area, lower fore peak tank when an upper void fore peak is expected. Also the revision clarifies the applicability of the wording "similar compartment not intended for the carriage of oil or hazardous cargoes" contained in SOLAS regulation II-1/3-6, paragraph 3.1. The clarification was required in order to exclude from the spaces not considered giving a "safe access" to other spaces the following: pump-room, deep cofferdam, pipe tunnel, cargo hold or double hull space.

(10) UI MPC29 (Rev.1)

UI MPC29 clarifies the application of MARPOL Annex VI regulation 18.5 that the regulation on bunker delivery note shall be interpreted as applicable to all ships of 400 gross tonnage or above and, at the Administration's discretion, for ships of less than 400 gross tonnage. Rev.1 of the UI additionally specifies the application of MARPOL Annex VI regulation 18.6 that the retention of bunker delivery note on board shall also be applicable to all ships of 400 gross tonnage or above and, at the Administration's discretion, for ships of less than 400 gross tonnage. The referred regulation numbers have also been amended to be in line with the recent MARPOL Regulations.

(11) UI MPC20 (Rev.1)

The UI clarifies the application of MARPOL Annex VI regulation 13(2)(a)(i) on major conversion involving the replacement of a marine diesel engine. The revision brings the UI in line with IMO resolution MEPC.176(58) which has fundamentally changed this part of the regulation as compared to the original requirement. Interpretation has been amended to apply only to engines installed under the provisions of the original Annex since the Annex as revised by resolution MEPC.176(58) introduced a distinction in the NOx certification requirements between identical

and non-identical replacement engines and specifically included additional engines as requiring certification.

(12) UI MPC14 (Rev.1)

The UI clarifies that all marine diesel engines over 130 kW except those exempted by Regulation 3 or Regulation 13 are to comply with the Regulation 13 limit regardless of the gross tonnage of the ship onto which the engine is installed. The revision updates interpreted regulations and their format to that as now given in resolution MEPC.203(62) and deletes reference to regulation 19 (in terms of emissions from sea-bed mineral activities as given in the original Annex) as those clauses are now given within the revised regulation 3 together with other possible exemption provisions.

(13) UI MPC12 (Rev.2)

The UI clarifies that term “all ships” in the regulation shall be interpreted as applicable to all ships as defined by MARPOL Article 2 (4). The revision brings the UI in line with IMO resolution MEPC.176(58). Reference to MEPC/Circ.473 is deleted as this circular does not take account of resolution MEPC.203(62).

(14) UI SC268 (New)

The UI provides unified interpretation of “any other tanks and spaces” referred to in SOLAS Chapter II-2, Regulation 4.5.7.3.1, which shall be provided with fixed gas detection. The term “cargo tanks” in the phrase “spaces adjacent to the cargo tanks” includes slop tanks except those arranged for the storage of oily water only. The term “spaces” in the phrase “spaces under the bulkhead deck adjacent to cargo tanks” includes dry compartments such as ballast pump-rooms and bow thruster rooms and any tanks such as freshwater tanks, but excludes fuel oil tanks. The term “adjacent” in the phrase “adjacent to the cargo tanks” includes ballast tanks, void spaces, other tanks or compartments located below the bulkhead deck located adjacent to cargo tanks and includes any spaces or tanks located below the bulkhead deck which form a cruciform (corner to corner) contact with the cargo tanks.

(15) UI SC234 / LL76 / MPC96 (Rev.1)

The scope of UIs SC234/ LL76 / MPC96 is to define the requirements for the initial statutory surveys at new construction which are not addressed in UR Z23. The UIs were developed based on IMO Resolution A.997 (25) Survey Guidelines under the Harmonised System of Survey and Certification (HSSC), 2007. These HSSC Guidelines have been continually amended and updated and the current version is A.1053 (27). IACS amended the text of the UIs to make them consistent with the requirements of IMO Resolution A.1053 (27) and updated relevant survey requirements.

A proceeding to revise NK's Rules will be commenced to incorporate the above URs and UIs appropriately.

ClassNK External Affairs Division is pleased to provide international trends promptly.

For any questions about the above, please contact:

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