

IACS Technical Resolutions adopted from January to June 2015

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 2015 and published from January 2015 to June 2015 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URs and UIs are technical resolutions, which are set, revised and withdrawn by IACS.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.

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.

Texts of these resolutions and their Technical Backgrounds have been published in [IACS website](#). 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 2015 to June 2015

Resolution	Revision	Adoption	Title	Implementation	Outline
UR Z6	Rev.6	Jun. 2015	Continuous system for hull special survey	1 Jul. 2016	(1)
UR P6	Rev.1	Jun. 2015	Shell type exhaust gas heated economizers that may be isolated from the steam plant system	1 Jul. 2016	(2)
UR Z17	Rev.10/ Rev. 11	Jan. 2015/ Jun. 2015	Procedural requirements for service suppliers	1 Jan. 2016/ 1 Jul. 2016	(3)
UR S11	Rev.8	Jun. 2015	Longitudinal Strength Standard	1 Jul. 2016	(4)
UR S11A	New	Jun. 2015	Longitudinal Strength Standard for container ships	1 Jul. 2016	(4)
UR S21A	Rev.1	May 2015	Evaluation of scantlings of hatch covers and hatch coamings and closing arrangements of cargo holds of ships	1 Jul. 2016	(5)
UR S34	New	May 2015	Functional requirements on load cases for strength assessment of container ships by finite element analysis	1 Jul. 2016	(6)
UR F20	Rev.7	May 2015	Inert gas systems	1 Jan. 2016	(7)

Resolution	Revision	Adoption	Title	Implementation	Outline
UR Z18	Rev.5	Apr. 2015	Periodical survey of machinery	1 Jul. 2016	(8)
UR M68	Rev.2	Apr. 2015	Dimensions of propulsion shafts and their permissible torsional vibration stresses	1 Jan. 2017	(9)
UR S10	Corr.1	Apr. 2015	Rudders, sole pieces and rudder horns	---	---
UR S10	Rev.4	Apr. 2015	Rudders, sole pieces and rudder horns	1 Jul. 2016	(10)
UR Z1	Rev.5	Mar. 2015	Annual and intermediate classification survey coverage of IMO Resolution A.1053(27) as amended by IMO Resolution A.1076(28)	---	(11)
UR M44	Rev.8	Mar. 2015	Documents for the approval of diesel engines	1 Jul. 2016	(12)
UR Z10.5	Rev.15	Feb. 2015	Hull Surveys of Double Skin Bulk Carriers	1 Jul. 2016	(13)
UR Z10.4	Rev.13	Feb. 2015	Hull Surveys of Double Hull Oil Tankers	1 Jul. 2016	(13)
UR Z10.3	Rev.17	Feb. 2015	Hull Surveys of Chemical Tankers	1 Jul. 2016	(13)
UR Z10.2	Rev.32	Feb. 2015	Hull Surveys of Bulk Carriers	1 Jul. 2016	(13)
UR Z10.1	Rev.22	Feb. 2015	Hull Surveys of Oil Tankers	1 Jul. 2016	(13)
UR Z7.2	Rev.6	Feb. 2015	Hull Surveys for Liquefied Gas Carriers	1 Jul. 2016	(13)
UR Z7.1	Rev.11	Feb. 2015	Hull Surveys for General Dry Cargo Ships	1 Jul. 2016	(13)
UR Z7	Rev.22	Feb. 2015	Hull Classification Surveys	1 Jul. 2016	(13)
UR M23	Delete	Feb. 2015	Mass production of engines: mass produced exhaust driven turboblowers	1 Jul. 2016	(14)
UR M73	New	Feb. 2015	Turbochargers	1 Jul. 2016	(14)
UR M21	Delete	Feb. 2015	Mass production of internal combustion engines: type test conditions	1 Jul. 2016	(15)
UR M32	Delete	Feb. 2015	Definition of diesel engine type	1 Jul. 2016	(15)
UR M50	Delete	Feb. 2015	Programme for type testing of non-mass produced I.C. engines	1 Jul. 2016	(15)
UR M71	New	Feb. 2015	Type testing of I.C.Engines	1 Jul. 2016	(15)
UR M6	Delete	Feb. 2015	Test pressures for parts of internal combustion engines	1 Jul. 2016	(16)
UR M18	Delete	Feb. 2015	Parts of internal combustion engines for which material tests are required	1 Jul. 2016	(16)
UR M19	Delete	Feb. 2015	Parts of internal combustion engines for which nondestructive tests are required	1 Jul. 2016	(16)
UR M58	Delete	Feb. 2015	Charge air coolers	1 Jul. 2016	(16)
UR M72	New	Feb. 2015	Certification of engine components	1 Jul. 2016	(16)
UR M14	Delete	Feb. 2015	Mass production of internal combustion engines: definition of mass production	1 Jul. 2016	(17)
UR M5	Delete	Feb. 2015	Mass production of internal combustion engines, procedure for inspection	1 Jul. 2016	(17)

Resolution	Revision	Adoption	Title	Implementation	Outline
UR Z26	New	Feb. 2015	Alternative Certification Scheme (ACS)	1 Jul. 2016	(17)
UR M51	Rev.4	Feb. 2015	Factory acceptance test and shipboard trials of I.C.Engines	1 Jul. 2016	(18)
UR Z21	Rev.3	Feb. 2015	Surveys of propeller shafts and tube shafts	1 Jan. 2016	(19)
UR Z23	Rev.5	Feb. 2015	Hull survey for new construction	1 Jul. 2016	(20)
UR M67	Rev.2	Feb. 2015	Type testing procedure for crankcase oil mist detection and alarm equipment	1 Jul. 2016	(21)
UR E11	Rev.3	Feb. 2015	Unified requirements for systems with voltages above 1 kV up to 15 kV	1 Jul. 2016	(22)
UR S14	Rev.5	Jan. 2015	Testing procedures of watertight compartments	1 Jan. 2016	(23)
UR Z15	Rev.1	Jan. 2015	Hull, Structure, Equipment and Machinery Surveys of Mobile Offshore Drilling Units	1 Jan. 2016	(24)

*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 2015 to June 2015

Resolution	Revision	Adoption	Title	Implementation	Outline
UI SC260	Rev.1	Jun. 2015	Sample Extraction Smoke Detection System (FSS Code / Chapter 10 / 2.4.1.2 as amended by MSC.292 (87))	1 Jan.2016	(25)
UI SC262	Rev.1	May 2015	Fixed foam fire extinguishing systems, form generating capacity (FSS code/ chapter 6/ 3.2.1.2 and 3.3.1.2 as amended by Res. MSC.327(90))	1 Jan.2016	(26)
UI MODU1	New	May 2015	IACS Unified Interpretations for the application of MODU code chapter 2 paragraphs 2.1, 2.2, 2.3, 2.4 and revised technical provisions for means of access for inspections (resolution MSC.158(78))	1 Jul.2016	(27)
UI SC248	Rev.1	Apr. 2015	Greatest launching height for a free-fall lifeboat (LSA code 1.1.4)	1 Jul.2015	(28)
UI GC14	New	Apr. 2015	Pump vents in machinery spaces	1 Jul.2016	(29)
UI SC270	Corr.1	Mar. 2015	Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck	---	---
UI SC188	Rev.2	Feb. 2015	Segregation of cargo oil tanks (Reg.II-2/4.5.1.1)	1 Jan. 2016	(30)
UI SC191	Rev.7	Jan. 2015	IACS Unified Interpretations (UI) Sc191 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.2016	(31)
UI SC271	New	Jan. 2015	Additional indicating unit in cargo control room in accordance with amended FSS Code Chapter 9.2.5.1.3	1 Jan. 2016	(32)
UI SC270	New	Jan. 2015	Fire pumps in ships designed to carry five or more tiers of containers on or above the weather deck	1 Jan. 2016	(33)
UI SC267	New	Jan. 2015	Implementation of the requirements relating to lifeboat release retrieval systems (LSA Code Paragraph 4.4.7.6 as amended by resolution MSC.320(89))	1 Jan. 2016	(34)

*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 Z6 (Rev.6)

UR Z6 stipulates the requirements of the Continuous Survey System basis when, at request of an owner, agreed by the Classification Society concerned. In Rev.6 of the UR, 'Note 3', relevant to the change over from continuous survey to special survey for dry cargo ships following the introduction of UR Z7.1, which is no longer applicable was removed.

(2) UR P6 (Rev.1)

UR P6 is applicable to shell type exhaust gas heated economizers that are intended to be operated in a flooded condition and that may be isolated from the steam plant system. The UR was revised by removing requirements in sections P6.3.2 and P6.3.3, because of the lack of availability or experience in using special design safety valves and bursting discs on steam boilers.

(3) UR Z17 (Rev.10 & 11)

UR Z17 stipulates minimum requirements for approval and certification of service suppliers (firms providing services, such as measurements, tests or maintenance of safety systems and equipment) and is applicable to both initial and renewal audits. Rev. 10 was developed to clarify manufacturer's authorization/approval regarding the service suppliers to perform the services, to revise/add the provisions of UR Z17 in order to comply with the mandatory conventions and to introduce a new category of service suppliers that performs acoustic and/or thermographic emission tests. Rev.11 aligns the UR with the provisions of the RO Code, IMO Res. MSC 349(92). In the revised UR, the definition of the service supplier also covers services provided to Mobile Offshore Drilling Units. Also it is stipulated that when computers are used for the control and monitoring of data, the ability of computer software to satisfy the intended application shall be documented and confirmed by the service supplier.

(4) UR S11A (New)/ UR S11 (Rev.8)

UR S11A stipulates longitudinal strength requirements, which were revised exclusively for container ships in response to recent container ship accidents. In addition to the increased accuracy of prescriptive load formula for strength assessments, the new UR introduces the assessment methods for buckling strength and hull girder ultimate strength adopted in the IACS Common Structural Rules for Bulk Carriers and Oil Tankers. Furthermore, for large container ships, a functional requirement was stipulated in the new UR to require additional strength assessments that take longitudinal bending moment due to whipping into consideration in accordance with the rules of the individual Classification Society. Also, UR S11 was amended to clarify that it does not apply to container ships to which UR S11A is applicable.

(5) UR S21A (Rev.1)

UR S21A stipulates strength requirements applicable to hatch covers and hatch coamings of stiffened plate construction and its closing arrangements of all ships except bulk carriers, ore carriers and combination carriers. Based on the comments received from Industry, amendments were made in the UR which include modifications of definition and application as well as clarification of the approach to partial loading of containers on hatches.

(6) UR S34 (New)

Following recent container ship accidents, UR S34 was developed in order to attain an acceptable level of consistency with respect to container ship strength criteria among all IACS Classification Societies. The new UR stipulates functional requirements on load cases and loading conditions to be considered at the minimum in strength assessments for container ships by Finite Element (FE) analysis.

(7) UR F20 (Rev.7)

UR F20 stipulates requirements related to inert gas systems on-board ships. Rev.7 of the UR was prepared to harmonize the UR with the amended FSS Code as per MSC.367(93). The amended FSS Code Chapter 15 as per MSC.367(93) is applied to tankers, including chemical tankers, constructed on or after 1 January 2016.

(8) UR Z18 (Rev.5)

UR Z18 stipulates requirements of periodical survey of machinery. In Rev.5 of the UR, it was clarified that an extension of examination of the boiler of up to 3 months beyond the due date can be granted in exceptional circumstances.

(9) UR M68 (Rev.2)

UR M68 applies to propulsion shafts such as intermediate and propeller shafts of traditional straight forged design and which are driven by rotating machines such as diesel engines, turbines or electric motors. Rev.2 of the UR stipulates requirements related to the approval of alloy steel which has a minimum specified tensile strength greater than 800 N/mm² intended for use as intermediate shaft material. These requirements are based on torsional fatigue tests carried out using a material which has a minimum specified tensile strength of 950 N/mm².

(10) UR S10 (Rev.4)

UR S10 stipulates the requirements of rudders. The rudder requirements were also stipulated in CSR-BC (Common Structural Rules for Bulk Carriers). However, IACS has decided that the rudder requirements in CSR-BC would not be continued in CSR-BC & OT (Common Structural Rules for Bulk Carriers and Oil tankers) but that it was desirable to retain the improvements introduced in CSR-BC by updating UR S10. As a result a comprehensive review, revision of UR S10 was carried out.

(11) UR Z1 (Rev.5)

UR Z1 identifies the Annual and Intermediate Survey requirements of IMO Res. A.1053(27) "Survey Guidelines Under the Harmonized System

of Survey and Certification, (HSSC), 2011". Rev.5 of the UR was prepared to make it in line with IMO Res. A. 1053(27) as amended by IMO Res. A.1076(28). By making the comparisons between the IMO Res.A.997(25), amended by IMO Res.A.1020(26) and IMO Res.A.1053(27), as amended by IMO Res.A.1076(28), some items have been renumbered and new survey items have been added, as detailed in the revision.

(12) UR M44 (Rev.8)

UR M44 details the documents necessary to approve a diesel engine design for conformance to the rules and for use during manufacture and installation. Rev.8 is a comprehensive revision of the UR organized to describe the approval process and document flow and identify the relationships between the Classification Society's engineering and survey staff and the engine designer (licensor), the licensee and their sub-suppliers and the shipyard. The revision is based on the modern manufacturing technology, current industry practices and quality control procedures.

(13) UR Z10.5 (Rev.15), UR Z10.4 (Rev.13), UR Z10.3 (Rev.17), UR Z10.2 (Rev.32), UR Z10.1 (Rev.22), UR Z7.2 (Rev.6), UR Z7.1 (Rev.11) & UR Z7 (Rev.22)

UR Z series listed above cover the hull surveys of ships in service of different types of vessels. In latest revisions of the URs it was clarified that in case the cargo hold hatch covers have a configuration that does not permit the ingress of the surveyor for the internal inspection (e.g. box type panel), the close up survey and thickness measurements should be limited to external parts. The technical background for this revision is that the internal structure of hatch cover of box type construction are reasonably not subject to any corrosion phenomenon.

(14) UR M73 (New)/ UR M23 (Delete)

UR M73 stipulates requirements applicable for turbochargers with regard to design approval, type testing and certification and their matching on engines. The new UR reflects changes in turbocharger design approaches and manufacturing processes based on modern technologies. The requirements focus on safety of personnel (containment in the event of disc burst), reliable lifetime performance, monitoring and proper matching with the engines. UR M23 was deleted and replaced by this UR.

(15) UR M71 (New)/ UR M21 (Delete)/ UR M32 (Delete) /UR M50 (Delete)

UR M71 stipulates requirements for type approval of I.C. (internal combustion) engines which consists of drawing approval, specification approval, conformity of production, approval of type testing programme, type testing of engines, review of the obtained results, and the issuance of the Type Approval Certificate. The UR is based on the modern manufacturing technology, current industry practices and quality control procedures. URs M21, M32 and UR M50 were deleted and replaced by this UR.

(16) UR M72 (New)/ UR M6 (Delete)/ UR M18 (Delete) / UR M19 (Delete) / UR M58 (Delete)

UR M72 stipulates requirements for certification of engine components. For the test, inspection and certification of engine parts, discrepancies existed among the existing IACS unified requirements, modern manufacturing technology, current quality control procedures, and actual practices of IACS members. The new UR aligns engine parts certification, tests and inspection. URs M6, M18, M19 and UR M58 were deleted and replaced by this UR.

(17) UR Z26 (New)/ UR M5 (Delete)/ UR M14 (Delete)

The existing IACS requirements for machinery have inspection by the Surveyor as the sole option for survey in connection with certification for class. ISO and EN standards, however, offer several other options. In spite of the fact that IACS requirements

do not prescribe ways to take advantage of Quality Systems, some Class Societies have been practicing alternative certification schemes (ACS) for several years. New UR Z26 was developed, in connection with the revision of IACS URs related to Machinery, in order to unify Members' alternative certification schemes and stipulate the details the requirements. URs M5 and M14 were deleted.

(18) UR M51 (Rev.4)

UR M51 stipulates factory acceptance test and shipboard trials of I.C. Engines. Rev.4 is a comprehensive revision of the UR based on the modern manufacturing technology, current industry practices and quality control procedures. The revision includes safety precautions, test requirements for engine plants with power take off and testing of the entire propulsion plant when passing through barred speed ranges.

(19) UR Z21 (Rev.3)

UR Z21 details the survey requirements of conventional propeller shaft assembly. Rev.3 is a comprehensive revision of the UR which rationalizes the survey methodology and survey schedule. A new section 'definitions' was introduced to clarify the terms related to the shaft surveys and a new scheme of harmonized shaft surveys has been introduced. Also a criteria of extension of surveys, their scope and application methodologies have been introduced.

(20) UR Z23 (Rev.5)

UR Z23 details requirements of hull survey for new construction. In Rev.5 it was clarified that the classification society is to maintain records of deficiencies found during the patrolling activities. Records shall include the date when deficiency was found, description of the deficiency and the date the deficiency was cleared.

(21) UR M67 (Rev.2)

UR M67 specify the tests required to demonstrate that crankcase oil mist detection and alarm equipment intended to be fitted to diesel engines satisfy classification society requirements. The UR was revised to address the difficulties pointed out by

manufacturers in conducting tests due to health and safety issues in relation to the use of mineral based oil mists, toxicity and flammability. In the revised UR it was clarified that when verifying the functionality, test houses are to consider the possible hazards associated with the generation of the oil mist required and take adequate precautions. IACS will accept the use of low toxicity, low hazard oils as used in other applications, provided it is demonstrated to have similar properties to SAE 40 monograde mineral oil specified.

(22) UR E11 (Rev.3)

Requirements in UR E11 apply to a.c. (alternating current) three-phase systems with nominal voltage exceeding 1kV. The nominal voltage is the voltage between phases. Rev.3 of the UR was prepared to make it in line with the latest versions of IEC standards, in particular IEC 60502-1 (2009) and IEC 60502-2 (2005) with respect to testing after installation.

(23) UR S14 (Rev.5)

The test procedures in UR S14 are to confirm the watertightness of tanks and watertight boundaries and the structural adequacy of tanks which consist of the watertight subdivisions of ships. The UR was revised to strengthen the requirements of the structural tests for Tankers and Combination Carriers in order to align with the guidelines based on Industry feedback and submitted to the IMO correspondence group on testing of watertight compartments which was established at SDC1 (the IMO Sub-Committee on Ship Design and Construction).

(24) UR Z15 (Rev.1)

UR Z15 stipulates requirements related to hull structure, equipment and machinery of Mobile Offshore Drilling Units (MODU) after their construction. Having reviewed each requirement in the UR, the UR was revised to update the requirements, in particular, those for thickness measurements, definitions and preparations of survey. With regard to the requirements related to the definitions and preparations of surveys, the revision aligns the requirements with UR Z7.

(25) UI SC260 (Rev.1)

UI SC260 is intended to clarify the definition of fire control station for the purpose of the application of FSS Code 10.2.4.1.2 amended by MSC.292(87). Rev.1 was prepared to align the UI with text of MSC.1/Circ.1487. Rev.1 clarifies that if the CO₂ system discharge pipes are used for the sample extraction smoke detection system, the control panel can be located in the CO₂ room provided that an indicating unit is located on the navigation bridge. Such arrangements are considered to satisfy the requirements of the regulation of FSS Code 10.2.4.1.2 as amended by MSC.292(87).

(26) UI SC262 (Rev.1)

UI SC262 has the intent to clarify criteria to be adopted when determining the volume of the "largest protected space" of machinery spaces of category A which are protected by fixed high-expansion foam fire-extinguishing systems as referred to in FSS Code Ch. 6 (as amended by MSC Res. 327(90)). In Rev.1 the definition of the term "largest protected space" was further clarified with explanatory figures and other fire risk items, taking into account the comments made by IMO Member States at SSE1 (the IMO Sub-Committee on Ship Systems and Equipment) held in March 2014.

(27) UI MODU1 (New)

Following a member's request, IACS Survey Panel evaluated the possibility to treat the matter of Permanent Means of Access (PMA) of the Mobile Offshore Drilling Units (MODU) consistent with the provisions of UI SC191 for ships. UI MODU1 was developed to clarify the criteria to be adopted in order to ensure the compliance to paragraphs 2.1, 2.2, 2.3 and 2.4 of the Chapter 2 of MODU Code 2009 (IMO Res. A.1023(26)), relevant to the PMA. This new UI extends the scope of the UI on PMA for Bulk Carriers and Oil Tankers (UI SC 191) also to MODU unit.

(28) UI SC248 (Rev.1)

UI SC248 provides interpretation to the requirements in LSA code regarding greatest launching height for a free-fall lifeboat. Rev.2 brings the UI in line with MSC.1/Circ.1468. It is clarified that

the “water surface” used to the determination of the greatest launching height is the waterline typically associated with the lightest sea going condition. Also the trim and heel conditions of the LSA Code should be used only to determine the ability of the lifeboat to be safely launched within the operational capabilities of the equipment and without contacting the ship under the specified conditions, and not in the determination of the “greatest launching height”.

(29) UI GC14 (New)

UI GC14 provides interpretations of IGC Code Ch. 3.7.4 as amended by Res. MSC. 103 (73) and IGC Code Ch. 3.7.5 as amended by Res. MSC. 370(93), with respect to the requirement of bilge, ballast and oil fuel arrangements. The UI clarifies that the requirements of “Pump vents should not be open to machinery spaces” (IGC 3.7.4) and “Pump vents shall not be open to machinery spaces” (IGC 3.7.5) apply only to pumps in the machinery spaces serving dry duct keels through which ballast piping passes.

(30) UI SC188 (Rev.2)

UI SC188 stipulates that pump-rooms intended solely for ballast transfer need not comply with the requirements of regulation II-2/4.5.10. The requirements of regulation II-2/4.5.10 related to protection of cargo pump-rooms are only applicable to the pump-rooms where pumps for cargo, such as cargo pumps, stripping pumps, pumps for slop tanks, pumps for COW or similar pumps are provided. In Rev.2 it was further clarified that “Similar pumps” includes pumps intended for transfer of fuel oil having a flashpoint not exceeding 60C. Pump-rooms intended for transfer of fuel oil having a flashpoint exceeding 60C need not comply with the requirements of regulation II-2/4.5.10.

(31) UI SC191 (Rev.7)

The UI provides interpretations 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)). The UI was revised in order to harmonize the interpretation of the sentence

“Adjacent sections of ladder should be laterally offset from each other by at least the width of the ladder”, in order to give clarification to the meaning of the wording ‘laterally offset from each other by at least the width of the ladder’ using figures.

(32) UI SC271 (New)

UI SC271 clarifies that a space in which a cargo control console is installed, but does not serve as a dedicated cargo control room (e.g. ship's office, machinery control room), should be regarded as a cargo control room for the purposes of paragraph 2.5.1.3 of chapter 9 of the FSS Code, as amended by resolution MSC.339(91), and therefore be provided with an additional indicating unit. The interpretation was developed based on the IACS common view agreed by IMO SSE1.

(33) UI SC270 (New)

UI SC270 contains interpretations to SOLAS II-2/10 2.2.4.1.2, II-2/10.7.3.2.3 as amended by IMO Res MSC.365(93) and IMO FSS Code Ch. 12.2.2.1.1. The UI clarifies requirements of sizing of main and emergency fire pumps on board cargo ships designed to carry five or more tiers of containers on or above the weather deck. It is clarified that the total capacity of the main fire pumps need not exceed 180 m³/h in case the mobile water monitors are supplied by separate pumps and piping system and that the total capacity of the emergency fire pump need not exceed 72 m³/h.

(34) UI SC267 (New)

UI SC267 provides interpretations to the paragraphs in LSA Code, as amended by resolution MSC.320 (89). The UI is related to the components in a lifeboat which are to be of material that is corrosion resistant in the marine environment, release mechanism/interlock devices, and safety design factor that is to be applied to hanging off and fall preventer arrangements of the release gear mechanism.

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

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