

# Appendix

Summaries of the IACS resolutions published in 2016

## SUMMARY OF NEW/REVISIONS TO IACS UNIFIED REQUIREMENTS PUBLISHED IN 2016

 New

 Revised

 Corrigenda

 Deleted/Withdrawn

Index	Resolution no.	Revision	Adoption	Title	Implementation Date
 1	UR W17	Rev.4	Jan 2016	Approval of consumables for welding normal and higher strength hull structural steels	01 Jul 2017
 2	UR P3	Rev.4	Jan 2016	Air Pipe Closing Devices	01 Jan 2017
 3	UR G3	Rev.6	Jan 2016	Liquefied gas cargo and process piping	01 Jan 2017
 4	UR M75	New	Feb 2016	Ventilation of emergency generator rooms	01 Jan 2017
 5	UR Z7	Rev.24	Feb 2016	Hull Classification Surveys	01 Jul 2017
 6	UR W16	Rev.3	Mar 2016	High Strength Steels for Welded Structures	01 Jul 2017
 7	UR P2.11	Rev.4	Mar 2016	Type Approval of Mechanical Joints	01 Jan 2017
 8	UR P2.12	Rev.2	Mar 2016	Flexible Hoses	01 Jan 2017
 9	UR P2.7.4	Rev.8	Mar 2016	Mechanical joints	01 Jan 2017
 10	UR M35	Rev.7	Mar 2016	Alarms, remote indications and safeguards for main reciprocating I.C. engines installed in unattended machinery spaces	01 Jul 2017
 11	UR M36	Rev.5	Mar 2016	Alarms and safeguards for auxiliary reciprocating internal combustion engines driving generators in unattended machinery spaces	01 Jul 2017
 12	UR M72	Rev.1	Mar 2016	Certification of Engine Components	01 Jul 2017
 13	UR M76	New	Apr 2016	Location of fuel tanks in cargo area on oil and chemical tankers	01 Jul 2017
 14	UR Z1	Rev.6	Apr 2016	Annual and intermediate classification survey coverage of IMO Resolution A.1104(29)	-
 15	UR E7	Rev.4	Apr 2016	Cables	01 Jul 2017
 16	UR I1	Rev.2	Apr 2016	Polar Class Descriptions and Application	01 Jul 2017
 17	UR I2	Rev.3	Apr 2016	Structural Requirements for Polar Class Ships	01 Jul 2017
 18	UR M74	Rev.1	May 2016	Installation of Ballast Water Management Systems	01 Jan 2017
 19	UR W22	Rev.6	Jun 2016	Offshore Mooring Chain	01 Jul 2017
 20	UR E24	New	Jun 2016	Harmonic Distortion for Ship Electrical Distribution System including Harmonic Filters	01 Jul 2017

## SUMMARY OF NEW/REVISIONS TO IACS UNIFIED REQUIREMENTS PUBLISHED IN 2016

Index	Resolution no.	Revision	Adoption	Title	Implementation Date
21	UR M44	Corr.1	Jun 2016	Documents for the approval of diesel engines	01 Jul 2016
22	UR M71	Corr.1	Jun 2016	Type Testing of I.C. Engines	01 Jul 2016
23	UR M73	Corr.1	Jun 2016	Turbochargers	01 Jul 2016
24	UR Z7.1	Rev.12	Jun 2016	Hull Surveys for General Dry Cargo Ships	01 Jul 2017
25	UR E22	Rev.1	Jun 2016	On Board Use and Application of Computer based systems	01 Jul 2017
26	UR Z7	Rev.25	Jun 2016	Hull Classification Surveys	01 Jul 2017
27	UR E25	New	Jun 2016	Failure detection and response of all types of steering control systems	01 Jul 2017
28	UR G1	Rev.3	Jun 2016	Cargo containment of gas tankers	01 Jul 2016
29	UR Z18	Rev.6	Aug 2016	Periodical Survey of Machinery	01 Jul 2017
30	UR W1	Rev.3	Aug 2016	Material and welding for gas tankers	01 Jan 2017
31	UR M77	New	Sep 2016	Storage and use of SCR reductants	01 Jan 2018
32	UR W32	New	Sep 2016	Qualification scheme for welders of hull structural steels	01 Jan 2018
33	UR S14	Rev.6	Sep 2016	Testing Procedures of Watertight Compartments	01 Jan 2018
34	UR Z15	Corr.1	Oct 2016	Hull, Structure, Equipment and Machinery Surveys of Mobile Offshore Drilling Units	01 Jan 2016
35	UR A1	Rev.6	Oct 2016	Anchoring Equipment	01 Jan 2018
36	UR A2	Rev.4	Oct 2016	Shipboard fittings and supporting hull structures associated with towing and mooring on conventional ships	01 Jan 2018
37	UR M44	Corr.2	Nov 2016	Documents for the approval of diesel engines	01 Jul 2016
38	UR Z10.2	Rev.33	Nov 2016	Hull Surveys of Bulk Carriers	01 Jan 2018
39	UR Z10.4	Rev.14	Nov 2016	Hull Surveys of Double Hull Oil Tankers	01 Jan 2018
40	UR Z10.5	Rev.16	Nov 2016	Hull Surveys of Double Skin Bulk Carriers	01 Jan 2018
41	UR Z23	Rev.6	Nov 2016	Hull Survey for New Construction	01 Jan 2018
42	UR Z17	Rev.12	Nov 2016	Procedural Requirements for Service Suppliers	01 Jan 2018
43	UR A1	Corr.1	Dec 2016	Anchoring Equipment	01 Jan 2018
44	UR A2	Corr.1	Dec 2016	Shipboard fittings and supporting hull structures associated with towing and mooring on conventional ships	01 Jan 2018

### 1. UR W17 (Rev.4 Jan 2016):

UR W17 gives the conditions of approval and inspection of welding consumables used for hull structural steel welding and is not applicable for welding procedure qualification tests at the shipyard. Following a suggestion made by an IACS member, panel noted that the mercury method has been severely restricted due to environmental factors and is the only test method for determining hydrogen content of welding consumables with H5 rating. Some new acceptable methods are to be added in this revision to replace the mercury method.

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### 2. UR P3 (Rev.4 Jan 2016):

UR P3 deals with the air pipes required by the Rules or Load Line convention, 1966 which are to be fitted with automatic closing devices. This revision of UR P3 is done to clarify the definition of the term “chambers” in UR P3.2.9 for its uniform application as per the agreed IACS common understanding, more specifically in order to improve overall robustness of the air pipe head, if its function is integral to providing functions of the closing device, the side cover is considered as a part of chambers where the minimum wall thickness shall be not less than 6 mm.

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### 3. UR G3 (Rev.6 Jan 2016):

UR G3 gives general principles for approval and survey of the relevant items of liquefied gas tankers for classification purposes. They do not intend to cover full details of such approval and survey procedures which are to be found in the rules of each Classification Society. These requirements are applicable to liquefied gas cargo and process piping including cargo gas piping and exhaust lines of safety valves or similar piping. The prototype testing and the unit production testing for valves used for isolation of instruments are reconsidered and para G3.6.1.2 is modified.

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### 4. UR M75 (New Feb 2016):

UR M75 is applicable to ventilation louvers for emergency generator rooms and to closing appliances where fitted to ventilators serving emergency generator rooms. UR M75 is suggested by an IACS member following reports of failures of emergency generators caused by inadvertent ventilation louver closing.

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### 5. UR Z7 (Rev.24 Feb 2016):

UR Z series covers hull surveys of ships in service of different types of vessels. Z7 specifically deals with self-propelled vessels. An IACS member proposed to review paragraph 2.3.1 of UR Z10.2 and UR Z10.5 with the aim to delete the embedded table dealing with the survey requirements of Fuel Oil Tanks located in cargo length area of ESP bulk carriers. This revision contains modified table 3 of UR Z7 stipulating requirements for the surveys of fuel oil tanks not located in engine room or in the cargo length area.

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### 6. UR W16 (Rev.3 Mar 2016):

UR W16 requirements apply to hot-rolled, fine-grain, weldable high strength structural steels, intended for use in marine and offshore structural applications. Due to the requests from Offshore & Marine industry and suggestion made by an IACS member, URW16 is revised taking into account of advancement of steel making technology and international material standards for high strength steels.

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### 7-9. UR P2.11 (Rev.4 Mar 2016) UR P2.12 (Rev.2 Mar 2016) UR P2.7.4 (Rev.8 Mar 2016):

UR P2 gives the rules for piping design, construction and testing. UR 2.7.4 requirements are applicable to pipe unions, compression couplings, slip-on joints. UR 2.11 describes the type testing condition for type approval of mechanical joints intended for use in marine piping systems. UR 2.12 apply to flexible hoses of metallic or non-metallic material intended for a permanent connection between a fixed piping system and items of machinery. Machinery panel revised the above URs with regards to application and details of fire resistant type tests for mechanical joints following a suggestion by an IACS member.

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### 10. UR M35 (Rev.7 Mar 2016):

UR M35 deals with alarms, remote indications and safeguards referred to cross-head and trunk-piston reciprocating i.c. engines. Revision to this UR adds the requirement - speed of turbocharger to monitoring item for maintaining consistency with section 5 of UR M73 which require turbocharger speed alarm for Categories B and C turbochargers.

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**11. UR M36 (Rev.5 Mar 2016):**

UR M36 refers to trunk-piston reciprocating i. c. engines on fuel oil. Revision to this UR adds the requirement - speed of turbocharger to monitoring item for maintaining consistency with section 5 of UR M73 which require turbocharger speed alarm for Categories B and C turbochargers.

**12. UR M72 (Rev.1 Mar 2016):**

UR M72 stipulates that the engine manufacturer is to have a quality control system that is suitable for the actual engine types to be certified by the Society. The Society requires that certain parts are verified and documented by means of Society Certificate (SC), Work Certificate (W) or Test Report (TR). Machinery Panel revised UR M72 to clarify that hydraulic testing is to be certified for all parts of the high pressure piping system for components for engines of cylinder bore >300mm and that test Reports are required for components for engines of cylinder bore <= 300mm.

**13. UR M76 (New Apr 2016):**

UR M76 deals with the Location of fuel tanks in cargo area on oil and chemical tankers. New requirements are introduced Due to Emission Control Areas requirements to use of marine fuels with a sulphur content not exceeding 0,1 % m/m (per MARPOL Annex VI) and minimum viscosity of 2 cSt (per UI SC255 and IMO MSC.1/Circ.1467), typically for marine gas oil MGO, the ultra-low sulphur fuel tank capacity on-board standard designs is found inadequate and therefore owners and yards are seeking to expand such capacity by adding fuel tanks within the cargo area.

**14. UR Z1 (Rev.6 Apr 2016):**

UR Z1 text identifies the Annual and Intermediate Survey requirements of IMO Res. A.1104(29) “Survey Guidelines Under the Harmonized System of Survey and Certification, (HSSC) 2015”, which are, as a minimum, to be covered by classification surveys. This UR is revised as IMO Res.A.1053(27), amended by IMO Res. A.1078(28), which is incorporated in UR Z1(Rev.5) had been revoked by IMO Res.A.1104(29).

**15. UR E7 (Rev.4 Apr 2016):**

UR E7 stipulates that the electrical and electronic cables are to be of a type approved by the Classification Society. This UR is revised due to withdrawal or replacement of several IEC standards mentioned in the previous version and consideration given to cables not manufactured to the IEC publications.

**16-17. UR I1 (Rev.2 Apr 2016) and UR I2 (Rev.3 Apr 2016):**

These unified Requirements for Polar Class ships apply to ships constructed of steel and intended for independent navigation in ice-infested polar waters. The UR I1 was updated as a consequence of the revision of UR I2. This concerns the introduction of specific requirements for the notation Icebreaker, as well as proposed requirements and assumptions with regard to hull form, performance, and operational limitations.

**18. UR M74 (Rev.1 May 2016):**

In addition to the requirements contained in BWM Convention (2004), UR M74 stipulates requirements to the installation of Ballast Water Management Systems. This requirement is revised to address comments on the UR M74 (New Sept 2015) as well as additional issues raised by the IACS members.

**19. UR W22 (Rev.6 June 2016):**

UR W22 applies to the materials, design, manufacture and testing of offshore mooring chain and accessories intended to be used for applications such as: mooring of mobile offshore units, mooring of floating production units, mooring of offshore loading systems and mooring of gravity based structures during fabrication. In this revision subsea connectors are added, documentation to be submitted to the Classification Society for approval has been revised, requirements have been added to the manufacturing approval conditions for heat treatment furnaces and processes for chain and accessories, additional details have been defined for CTOD testing conditions, additional requirements for approval, manufacturing and testing of forged and cast accessories have been incorporated, additional requirements for non-destructive examination of chain cables, forged and cast accessories have been incorporated, requirements for dimensions and dimensional tolerances of chain links have been further detailed and various updates of referenced standards were done.

#### 20. UR E24 (New June 2016):

UR E24 deals with Harmonic Distortion for Ship Electrical Distribution System including Harmonic Filters. New requirements are introduced for survey of harmonic filters and harmonic distortion levels due to MAIB investigation following the catastrophic failure of a harmonic filter installed on board a UK flag passenger vessel.

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#### 21. UR M44 (Corr.1 June 2016):

UR M44 lists the necessary documents to approve a diesel engine design for conformance to the Rules and for use during manufacture and installation are listed. The document flow between engine designer, Classification Society approval centre, engine builder/licensee and Classification Society's Surveyors is provided. This corrigendum is published in order to clarify that re-type approval is not necessary and that certification process (production) for individual engines whose application is dated on or after 1 July 2016 is carried out in this UR accepting the existing type approval, etc.

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#### 22. UR M71 (Corr.1 June 2016):

UR M71 deals with the type testing of I.C. Engines. Type approval of I.C. engine types 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. This corrigendum is published in order to clarify that UR M71 applies for type approval process of IC Engines.

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#### 23. UR M73 (Corr.1 June 2016):

UR M73 requirements are applicable for turbochargers with regard to design approval, type testing and certification and their matching on engines. Turbochargers are to be type approved, either separately or as a part of an engine. The requirements are written for exhaust gas driven turbochargers, but apply in principle also for engine driven chargers. This corrigendum is published in order to clarify that the requirements are also to be applied for new turbocharger types. Additionally, a footnote providing the definition of "a generic range" was inserted at the bottom of a page containing paragraph 3.2.2 so as to give clearer understanding.

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#### 24. UR Z7.1 (Rev.12 June 2016):

UR Z7.1 deals with Hull Surveys for General Dry Cargo Ships. The requirements apply to surveys of hull structure and piping systems in way of cargo holds, cofferdams, pipe tunnels, void spaces and fuel oil tanks within the cargo area and all ballast tanks. This revision is carried out to include the cargo holds in paragraph 2.4.4 so that the special considerations can be applied also to these compartments, the deletion of paragraph 2.4.2 and the consequent renumbering of the subsequent paragraph.

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#### 25. UR E22 (Rev.1 June 2016):

UR E22 applies to design, construction, commissioning and maintenance of computer based systems where they depend on software for the proper achievement of their functions. The requirements focus on the functionality of the software and on the hardware supporting the software. These requirements apply to the use of computer based systems which provide control, alarm, monitoring, safety or internal communication functions which are subject to classification requirements. The complete revision of the UR was carried out by the Machinery Panel.

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#### 26. UR Z7 (Rev.25 June 2016):

UR Z series covers hull surveys of ships in service of different types of vessels. Z7 specifically deals with self-propelled vessels. This revision contains modification of table 3 of UR Z7 by introducing the requirements for the surveys of fuel oil tanks not located in engine room or in the cargo length area.

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#### 27. UR E25 (New June 2016):

UR E25 deals with the failure detection and response of all types of steering control systems. The UR provides more details on which failures shall be alarmed and provide the operator with sufficient information to decide what action is required for the different failure scenarios.

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### 28. UR G1 (Rev.3 June 2016):

UR G1 gives the general principles which are applied by Classification Societies for approval and survey of the relevant items of liquefied gas tankers for classification purposes. They do not intend to cover full details of such approval and survey procedures which are to be found in the individual Rules of Classification Societies. The IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk has been updated to include the content of the UR. Hence, UR G1 is only applicable to vessels which do not have to comply with the requirements of the new Gas Code and the same is revised accordingly.

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### 29. UR Z18 (Rev.6 Aug 2016):

UR Z18 deals with the periodical surveys of Machinery. It stipulates the requirements for special surveys, annual surveys and continuous surveys. This UR also deals with survey of steam boilers, propulsion steam turbines and machinery verification runs. This revision deals with the surveys of boilers that may have not sufficient spaces to grant the surveyor accessibility or that may present components of limited dimensions considering the remote inspection technology. A new sentence has been introduced at the end of paragraph 2.1.

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### 30. UR W1 (Rev.3 Aug 2016):

UR W1 gives the requirements for plates, sections, pipes, forgings, castings and weldments used in the construction of cargo tanks, cargo process pressure vessels, cargo and process piping and secondary barriers. This document also gives the requirement for plates and sections of hull structural steels which are subject to reduced temperature due to the cargo and which are not forming part of secondary barrier. IMO Resolution MSC.370(93) (revised IGC code) adopted in May 2014 comes into force for the ships whose keels are laid on after 1 July 2016. The relevant requirements of UR W1 are to be updated in line with the revised IGC Code.

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### 31. UR M77 (New Sep 2016):

These requirements apply to the arrangements for the storage and use of SCR reductants which are typically carried on board in bulk quantities. The NOx Technical Code, in 2.2.5 and elsewhere, provides for the use of NOx Reducing Devices of which Selective Catalytic Reduction (SCR) is one option. SCR requires the use of a reductant which may be a urea/water solution or, in exceptional cases, aqueous ammonia or even anhydrous ammonia.

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### 32. UR W32 (New Sep 2016):

This UR gives requirements for a qualification scheme for welders intended to be engaged in the fusion welding of steels as specified in UR W7, W8, W11 and W31 for hull structures. This qualification scheme applies to the welders engaged in the welding processes used for the construction of steel ship hull structures, except oxy-acetylene welding and welding of pipes. The UR was developed from the existing IACS Recommendation 104 "Qualification scheme for welders of steels", and taking into consideration the standards ISO 9606-1 "Qualification testing of welders – Fusion welding – Part 1: Steels" and EN 287-1 "Qualification testing of welders – Fusion welding – Part 1: Steels".

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### 33. UR S14 (Rev.6 Sep 2016):

UR S14 stipulates the testing procedures of watertight compartments. The CSR BC & OT refers to UR S14 which was considered by the IMO to be a lesser standard than the SOLAS tank testing requirements. In order to resolve this issue, UR S14 is amended to comply with SOLAS II-1/11. Annex I is divided into two parts, PART A - SOLAS Ships (including CSR BC & OT) & PART B - Non-SOLAS Ships and SOLAS Exempt/Equivalent Ships.

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### 34. UR Z15 (Corr.1 Oct 2016):

The requirements apply to all Mobile Offshore Drilling Units after their construction. These requirements apply to surveys of the hull, structure, equipment, and machinery subject to classification. This corrigendum is issued to correct the title of paragraph 5.2 of the UR Z15 relevant to tail shaft survey. Moreover, it has replaced the wording "tail shaft" with "propeller shaft" so that the terminology used in UR Z15 and UR Z21 will be coherent.

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### 35. UR A1 (Rev.6 Oct 2016):

UR A1 gives the minimum requirements for the anchoring equipment. The anchoring equipment required herewith is intended for temporary mooring of a ship within a harbour or sheltered area when the ship is awaiting berth, tide, etc. In view of an increasing number of incidents, such as anchor losses, IACS revised UR A1.

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### 36. UR A2 (Rev.4 Oct 2016):

UR A2 give the minimum requirements for shipboard fittings and supporting hull structures associated with towing and mooring on conventional ships. This is applicable to design and construction of shipboard fittings and supporting structures used for the normal towing and mooring operations. Normal towing means towing operations necessary for manoeuvring in ports and sheltered waters associated with the normal operations of the ship. Due to recurrent incidents during mooring and towing, IACS revised UR A2.

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### 37. UR M44 (Corr.2 Nov 2016):

UR M44 stipulates the documents necessary to approve a diesel engine design for conformance to the Rules and for use during manufacture and installation are listed. This also gives document flow between engine designer, Classification Society approval centre, engine builder/licensee and Classification Society's Surveyors is provided. Deletion of "(common rail)" in Item Nos. 20 and 21 of Table 2 was carried out in this corrigendum for the sake of clarity.

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### 38. UR Z10.2 (Rev.33 Nov 2016):

The requirements apply to all self-propelled Bulk Carriers other than Double Skin Bulk Carriers as defined in 1.1.1 of UR Z10.5. These Requirements apply to surveys of hull structure and piping systems in way of the cargo holds, cofferdams, pipe tunnels, void spaces, fuel oil tanks within the cargo length area and all ballast tanks. In this revision, wordings of Para 1.4 and Para 2.2.4.1 are changed considering the application of the Thickness Measurements when the close-up surveys are performed.

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### 39. UR Z10.4 (Rev.14 Nov 2016):

These requirements apply to all self-propelled Double Hull Oil Tankers. These requirements apply to surveys of hull structure and piping systems in way of cargo tanks, pump rooms, cofferdams, pipe tunnels, void spaces within the cargo area and all ballast tanks. This revision is to address the Observation 04, raised by the IMO Auditing Team of the IACS common package 1 in respect to the functional requirements (FR) 9-15.

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### 40. UR Z10.5 (Rev.16 Nov 2016):

The requirements apply to all self-propelled Double Skin Bulk Carriers. The requirements apply to surveys of hull structure and piping systems in way of cargo holds, cofferdams, pipe tunnels, void spaces, fuel oil tanks within the cargo length area and all ballast tanks. This revision is to address the Observation 04, raised by the IMO Auditing Team of the IACS common package 1 in respect to the functional requirements (FR) 9-15.

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### 41. UR Z23 (Rev.6 Nov 2016):

This UR covers the survey of all new construction of steel ships intended for classification and for international voyages. This UR covers all statutory items, relevant to the hull structure and coating, i.e. Load Line and SOLAS Safety Construction. This revision is to address the Observation 04 & Observation 07, raised by the IMO Auditing Team of the IACS common package 1 in respect to the functional requirements (FR) 9-15.

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### 42. UR Z17 (Rev.12 Nov 2016):

UZ17 stipulates procedures for the Society to approve firms providing services, such as measurements, tests or maintenance of safety systems and equipment. The objective of this procedure is to set minimum requirements for approval and certification of service suppliers and is applicable to both initial and renewal audits. This revision will provide clarity for the provisions for the certifications of the Supervisors and the Operators of certified service suppliers engaged in thermographic testing of primary and secondary barriers of gas carriers with membrane cargo containment systems.

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**43. UR A1 (Corr.1 Dec 2016):**

UR A1 gives the minimum requirements for the anchoring equipment. The anchoring equipment required herewith is intended for temporary mooring of a ship within a harbour or sheltered area when the ship is awaiting berth, tide, etc. In this Corrigendum, only editorial correction is made.

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**44. UR A2 (Corr.1 Dec 2016):**

UR A2 give the minimum requirements for shipboard fittings and supporting hull structures associated with towing and mooring on conventional ships. This is applicable to design and construction of shipboard fittings and supporting structures used for the normal towing and mooring operations. Normal towing means towing operations necessary for manoeuvring in ports and sheltered waters associated with the normal operations of the ship. In this Corrigendum, only editorial correction is made.

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## SUMMARY OF NEW/REVISIONS TO IACS UNIFIED INTERPRETATIONS PUBLISHED IN 2016

 New

 Revised

 Corrigenda

 Deleted/Withdrawn

Index	Resolution no.	Revision	Adoption	Title	Implementation Date
 1	UI SC267	Rev.1	Jan 2016	Implementation of the requirements relating to lifeboat release retrieval systems (LSA Code Paragraph 4.4.7.6 as amended by resolution MSC.320(89))	01 Jul 2016
 2	UI SC275	New	Jan 2016	Suitable number of spare air cylinders to be provided in connection with drills	01 Jan 2017
 3	UI SC276	New	Jan 2016	Escape from machinery spaces on passenger ships	01 Feb 2016
 4	UI SC277	New	Jan 2016	Escape from machinery spaces on cargo ships	01 Feb 2016
 5	UI SC278	New	Jan 2016	Escape from accommodation spaces, service spaces and control stations on cargo ships	01 Feb 2016
 6	UI GC11	Rev.1	Feb 2016	Loading of cargo C tanks for ships constructed before 1 July 2016 and subject to IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (MSC.5(48))	01 Jul 2016
 7	UI MPC127	New	Feb 2016	Annex I of MARPOL 73/78 Regulation 14.7	01 Jan 2017
 8	UI GC15	New	Feb 2016	Closing Devices for Air Intakes	01 Jul 2016
 9	UI GC5	Rev.1	Feb 2016	Closing Devices for Air Intakes	Before 01 July 2016
 10	UI GC6	Rev.1	Feb 2016	Cargo tank clearances	Before 01 July 2016
 11	UI GC13	Rev.1	Mar 2016	Examination before and after the first loaded voyage	01 Jul 2016
 12	UI GC16	New	Mar 2016	Cargo tank clearances (on ships built constructed on or after 1st July 2016)	01 Jul 2016
 13	UI TM3	Withdrawn	Apr 2016	Interpretation of International Tonnage Calculation: Open Deck Spaces Bounded by Partitions or Bulkheads (ITC69 regulation 2(4), 2(5) and 6)	-
 14	UI MPC93	Rev.1	Apr 2016	Annex I of MARPOL 73/78 Regulation 23 Accidental oil outflow performance, as amended by Resolution MEPC.117(52)	01 Jul 2017
 15	UI SC242	Rev.1	Apr 2016	Arrangements for steering capability and function on ships fitted with propulsion and steering systems other than traditional arrangements for a ship's directional control	01 Jul 2017
 16	UI SC273	Rev.1	May 2016	Inclusion of mediums of the fire-fighting systems in lightweight (SOLAS II-1/2.21, SOLAS II-2/3.28) and lightship condition (IS Code 2008 Paragraph 2.23)	01 Jan 2017
 17	UI HSC10	New	May 2016	Inclusion of mediums of the fire-fighting systems in lightweight (2000 HSC Code Chapter 1, Regulation 1.4.34)	01 Jan 2017
 18	UI MPC128	New	May 2016	Inclusion of mediums of the fire-fighting systems in lightweight (MARPOL Annex I/Regulation 1.24)	01 Jan 2017

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Index	Resolution no.	Revision	Adoption	Title	Implementation Date
19	UI SC253	Rev.1	May 2016	"Fire resistance requirements for fibre-reinforced plastic (FRP) gratings used for safe access to tanker bows (IMO Res. MSC.62(67))"	01 Jan 2017
20	UI MPC107	Withdrawn	May 2016	"2011 Guidelines Addressing Additional Aspects to the NOx Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 3.1.1)"	-
21	UI MPC119	Withdrawn	May 2016	"2011 Guidelines Addressing Additional Aspects to the NOx Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 5.1.1)"	-
22	UI MPC121	Withdrawn	May 2016	"2011 Guidelines Addressing Additional Aspects to the NOx Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 6.3.1.1)"	-
23	UI MPC124	Withdrawn	May 2016	"2011 Guidelines Addressing Additional Aspects to the NOx Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 7.5)"	-
24	UI SC279	New	Jun 2016	Annual testing of VDR, S-VDR, AIS and EPIRB	01 Jul 2017
25	UI MPC11	Rev.2	Jun 2016	Interpretation to MARPOL I/27	01 Jan 2017
26	UI CC7	New	Jun 2016	Unprotected openings	01 Jan 2017
27	UI GC17	New	Jun 2016	Unprotected openings	01 Jan 2017
28	UI LL80	New	Jun 2016	Unprotected openings	01 Jan 2017
29	UI MPC129	New	Jun 2016	Unprotected openings	01 Jan 2017
30	UI SC280	New	Jun 2016	Angle of down-flooding (f) / Angle at which an opening incapable of being closed weathertight (v)	01 Jan 2017
31	UI SC234	Delete	Jun 2016	Initial Statutory Surveys at New Construction	-
32	UI LL76	Delete	Jun 2016	Initial Statutory Surveys at New Construction	-
33	UI MPC96	Delete	Jun 2016	Initial Statutory Surveys at New Construction	-
34	UI MODU1	Corr.1	Jun 2016	"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))"	01 Jan 2017
35	UI SC191	Corr.1	Jun 2016	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))	01 Jul 2016
36	UI SC94	Rev.2	Jun 2016	Mechanical, hydraulic and electrical independency of steering gear control systems	01 Jul 2017

## SUMMARY OF NEW/REVISIONS TO IACS UNIFIED INTERPRETATIONS PUBLISHED IN 2016

Index	Resolution no.	Revision	Adoption	Title	Implementation Date
37	UI GC7	Rev.1	Jun 2016	Carriage of products not covered by the code	01 Jul 2016
38	UI GC8	Rev.1	Jun 2016	Permissible stresses in way of supports of type C cargo tanks	01 Jul 2016
39	UI SC281	New	Jul 2016	Single fall and hook system used for launching a lifeboat or rescue boat - Interpretation of the LSA Code as amended by MSC.320(89) and MSC.81(70) as amended by MSC.321(89)	01 Jul 2017
40	UI SC272	Rev.1	Jul 2016	Inert gas supply to double-hull spaces (SOLAS II-2/4.5.5.1)	01 Jan 2017
41	UI MODU2	New	Aug 2016	Inclusion of mediums of the fire-fighting systems in lightweight (2009 MODU Code Chapter 1, paragraph 1.3.30)	01 Jan 2017
42	UI SC275	Rev.1	Sep 2016	Suitable number of spare air cylinders to be provided in connection with drills	01 Jan 2017
43	UI SC220	Corr.1	Sep 2016	Special requirements for vehicle ferries, ro-ro ships and other ships of similar type	15 Apr 2008
44	UI SC267	Rev.2	Sep 2016	Implementation of the requirements relating to lifeboat release and retrieval systems (LSA Code Paragraph 4.4.7.6 as amended by resolution MSC.320(89))	01 Jan 2017
45	UI SC 257	Rev.1	Oct 2016	Pilot Transfer Arrangements (SOLAS V/23 as amended by Resolution MSC.308 (88))	01 Jul 2013
46	UI SC213	Rev.4	Nov 2016	Arrangements for remotely located survival craft	01 Jan 2017
47	UI SC227	Rev.2	Nov 2016	The dedicated seawater ballast tanks in SOLAS Chapter II-1, Regulation 3-2	01 Jul 2017
48	UI GC18	New	Nov 2016	Test for cargo tank's high level alarm (on ships built on or after 1 July 2016)	01 Jan 2018
49	UI SC269	Rev.1	Dec 2016	Means of escape from the steering gear space in cargo ships	01 Jan 2018
50	UI SC282	New	Dec 2016	Application of materials other than steel on engine, turbine and gearbox installations	01 Jul 2017
51	UI SC191	Corr.2	Dec 2016	"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))"	01 Jul 2016

### 1. UI SC267 (Rev.1 Jan 2016):

UI SC267 was introduced for implementation of the requirements relating to lifeboat release and retrieval systems (LSA Code Paragraph 4.4.7.6 as amended by resolution MSC.320(89)). This revision was proposed to clarify scope of application of the LSA Code and IACS UI SC267 to the inner cables of the control cable in a lifeboat. The inner cables are inside the lifeboat and usually covered with a sheath (i.e. they are not in a corrosive environment) and thus IACS UI SC267 and the LSA Code would not prohibit the “inner cables” being made of 304 type stainless steel and accordingly the wording of the IACS UI SC267 was amended to specifically exclude such inner control cables from the requirements of the UI.

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### 2. UI SC275 (New Jan 2016):

UI SC275 is for interpreting Suitable number of spare air cylinders to be provided in connection with drills as per new regulation SOLAS II-2/15.2.2.6 as adopted by MSC.338(91). Interpretation states that “A suitable number of spare cylinders” to be carried on board to replace those used for fire drills shall be at least one ‘set of cylinders’ for each mandatory breathing apparatus. ‘Set of cylinders’ means the number of cylinders which are required to operate the breathing apparatus.

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### 3. UI SC276 (New Jan 2016):

This UI provides interpretations of SOLAS II-2/13.4.1 with respect to the means of escape from machinery spaces on passenger ships. Interpretations for safe position, requirements related to inclined ladders/stairways, machinery spaces, a protected enclosure and for its Internal dimensions are given in this UI.

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### 4. UI SC277 (New Jan 2016):

This UI provides interpretations of SOLAS II-2/13.4.2 with respect to the means of escape from machinery spaces on cargo ships. Interpretations for safe position, requirements related to inclined ladders/stairways, machinery spaces A, machinery spaces other than those of category A, a protected enclosure and for its Internal dimensions are given in this UI.

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### 5. UI SC278 (New Jan 2016):

This UI provides interpretations of SOLAS II-2/13.3 with respect to the means of escape from accommodation spaces, service spaces and control stations on cargo ships. Interpretation states that the “lowest open deck” shall be a category (10) “Open deck” (as defined in SOLAS chapter II-2, regulations 9.2.3.3.2.2 and 9.2.4.2.2.2) at the lowest height from baseline in way of accommodation spaces.

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### 6. UI GC11 (Rev.1 Feb 2016):

The UI provides clarification with respect to maximum loading limit to which a Type C cargo tank can be loaded. For ships constructed before 1 July 2016 and subject to IMO International Code for the Construction and equipment of Ships Carrying Liquefied Gases in Bulk (MSC.5(48)), type C cargo tanks can be loaded in accordance with the provisions of paragraph 15.1.5 or, alternatively, to the provisions of paragraph 15.1.2.

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### 7. UI MPC127 (New Feb 2016):

This UI interprets the phrase “The accuracy of the 15 ppm Bilge Alarms should be checked at IOPP Certificate renewal surveys according to the manufacturer’s instructions.” specified in paragraph 4.2.11 of Resolution MEPC.107(49). The validity of calibration certificate should be checked at IOPP annual/intermediate/renewal surveys and the accuracy of 15 ppm bilge alarms is to be checked by calibration and testing of the equipment conducted by a manufacturer or persons authorized by the manufacturer and should be done at intervals not exceeding five years or within the term specified in the manufacturer’s instructions, whichever is shorter.

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### 8. UI GC15 (New Feb 2016):

The UI provides clarification based on paragraph 3.2.6 of IGC Code (MSC.370(93)) regarding capability of closing devices for air intakes, outlets and other openings into service spaces being operated from inside the space whether applicable to the engine room casings and steering gear compartments. Interpretation states that The closing devices need not be operable from within the single spaces and may be located in centralized positions and are to give a reasonable degree of gas tightness. Ordinary steel fire-flaps without gaskets/seals are not to be considered satisfactory.

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**9. UI GC5 (Rev.1 Feb 2016):**

UI GC5 provides Interpretation for para 3.2.6 of the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (MSC.5(48)) as amended by resolutions MSC.17(58), MSC.30(61), MSC.32(63), MSC.59(67), MSC.103(73), MSC.177(79) and MSC.220(82). In light of the revised IGC Code (MSC.370(93)), UI GC 5 is applicable to ships constructed before 1 July 2016 and complying with MSC.5(48). For ships whose keels are laid, or which are at a similar stage of construction, on or after 1 July 2016 refer to UI GC15. Revised UI is released to clearly indicate that the existing UI GC5 does not apply to the revised IGC Code.

**10. UI GC6 (Rev.1 Feb 2016):**

UI GC6 provides Interpretation for section 3.5 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (MSC.5(48)) as amended by resolutions MSC.17(58), MSC.30(61), MSC.32(63), MSC.59(67), MSC.103(73), MSC.177(79) and MSC.220(82). In light of the revised IGC Code (MSC.370(93)), UI GC 6 is applicable to ships constructed before 1 July 2016 and complying with MSC.5(48). For ships whose keels are laid, or which are at a similar stage of construction, on or after 1 July 2016 refer to UI GC16. Revised UI is released to clearly indicate that the existing UI GC6 does not apply to the revised IGC Code.

**11. UI GC13 (Rev.1 March 2016):**

UR GC13 gives Interpretation for paragraphs 4.10.14 and 4.10.16 of the International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk (IGC Code), MSC.5(48) as amended by resolutions MSC.17(58), MSC.30(61), MSC.32(63), MSC.59(67), MSC.103(73), MSC.177(79) and MSC.220(82). This revision is made following the entry into force on 1st January 2016 of the IMO resolution MSC.370(93), which amends the IGC Code (IMO Resolution MSC.5(48)). All the modifications have been applied in the revision 1 of the Unified Interpretation GC13.

**12. UI GC16 (New Mar 2016):**

UI GC16 gives interpretation for the clause 3.5.3.1.2 of The International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk (IGC Code) as amended by Res. MSC.370(93). For cargo tank clearances the minimum clear opening of 600 mm x 600 mm may have corner radii up to 100 mm maximum. In such a case where as a consequence of structural analysis of a given design the stress is to be reduced around the opening, it is considered appropriate to take measures to reduce the stress such as making the opening larger with increased radii in which a clear opening of 600 mm x 600 mm with corner radii up to 100 mm maximum fits. The interpretation is based upon the established Guidelines in MSC/Circ.686.

**13. UI TM3(Withdrawn Apr 2016):**

UI TM3 was withdrawn as different classification societies and flag administrations have different approaches when considering Open Deck Spaces Bounded by Partitions or Bulkheads according to International Convention on Tonnage Measurement of Ships (1969), and later IMO Unified interpretations (TM5/Circ.6, 19 May 2014).

**14. UI MPC93 (Rev.1 Apr 2016):**

UI MPC93 gives interpretation regarding overpressure for Annex I of MARPOL 73/78 Regulation 23. Accidental oil outflow performance, as amended by Resolution MEPC.117(52). The interpretation is amended as if an inert gas system is fitted, the normal overpressure, in KPa, is to be taken as 5 KPa, in this revision.

**15. UI SC242 (Rev.1 Apr 2016):**

UI SC242 gives the interpretation of Arrangements for steering capability and function on ships fitted with propulsion and steering systems other than traditional arrangements for a ship's directional control (SOLAS Chapter II-1, Regulations 29.1, 29.2.1, 29.3, 29.4, 29.6.1, 29.14, 28.3 and 30.2). UI is revised to eliminate the contradiction between interpretation of paragraph 29.6.1 and 29.1 with respect to applicability of an auxiliary steering gear on vessels fitted with multiple steering gears.

**16. UI SC273 (Rev.1 May 2016):**

UI SC273 is regarding the inclusion of mediums of the fire-fighting systems in lightweight (SOLAS II-1/2.21, SOLAS II-2/3.28) and lightweight condition (IS Code 2008 Paragraph 2.23). The revision is to align the text of the UI with the text agreed in SDC 3 unified interpretations to Chapter II-1 on the "Inclusion of the weight of mediums of the fire-fighting systems in lightweight".



**17. UI HSC10 (New May 2016):**

UI HSC10 is regarding the inclusion of mediums of the fire-fighting systems in lightweight (2000 HSC Code Chapter 1, Regulation 1.4.34). This UI clarifies that the weights of mediums on board for the fixed fire-fighting systems (e.g. freshwater, CO<sub>2</sub>, dry chemical powder, foam concentrate, etc.) shall be included in the lightweight and lightship condition.

**18. UI MPC128 (New May 2016):**

UI MPC128 is regarding the inclusion of mediums of the fire-fighting systems in lightweight (MARPOL Annex I/Regulation 1.24). This UI clarifies that the weights of mediums on board for the fixed fire-fighting systems (e.g. freshwater, CO<sub>2</sub>, dry chemical powder, foam concentrate, etc.) shall be included in the lightweight and lightship condition.

**19. UI SC253 (Rev1 May 2016):**

The UI is intended to provide additional requirements to be considered for the use of FRP gratings in lieu of steel for safe access to tanker bows. This includes defining a common understanding for the term “fire resistant” as required by MSC.62(67) Safe access to tanker bows. Revision to this UI is provided to align with the IMO interpretation in MSC.1/circ.1504.

**20-23. UI MPC 107, UI MPC 119, UI MPC 121, UI MPC 124:**

UI MPC 107, UI MPC 119, UI MPC 121, UI MPC 124 are not supported by PPR3 and hence withdrawn.

**24. UI SC279 (New June 2016):**

UI SC279 is introduced to interpret the provisions relevant, the execution of the VDR annual performance test expected by the regulation V/18.8 of the SOLAS 74, as amended. UI states that the annual performance test of VDR (or S-VDR) shall be carried out within the “time window” of the annual / periodical / renewal survey under the Harmonized System of Survey and Certification (HSSC), but not later than the date of completion of the survey for endorsement / renewal of the relevant Certificate.

**25. UI MPC11 (Rev.2 June 2016):**

UI MPC11 gives interpretation regarding Intact stability (MARPOL I/27). Revised unified interpretations states that while applying  $f \theta$  (down flooding angle), openings which “cannot be closed weathertight” include ventilators (complying with ILLC 19(4)) 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.

**26. UI CC7 (New June 2016):**

UI CC7 gives interpretation regarding unprotected openings stated in IBC Code 2.9. UI states that other openings capable of being closed weathertight do not include ventilators (complying with ILLC 19(4)) 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.

**27. UI GC17 (New June 2016):**

UI GC17 gives interpretation regarding unprotected openings stated in IGC Code 2.7. UI states that other openings capable of being closed weathertight do not include ventilators (complying with ILLC 19(4)) 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.

**28. UI LL80 (New June 2016):**

UI LL80 gives interpretation regarding unprotected openings stated in ICLL Regulation 27(13) (e). UI states that unprotected openings include ventilators (complying with ILLC 19(4)) 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.



**29. UI MPC129 (New June 2016):**

UI MPC129 gives interpretation regarding unprotected openings stated in MARPOL Annex I / Regulation 28.3.3. UI states that unprotected openings include ventilators (complying with ILLC 19(4)) 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.

**30. UI SC280 (New June 2016):**

UI SC 280 gives interpretation regarding Angle of down-flooding ( $\theta_f$ ) / Angle at which an opening incapable of being closed weathertight ( $\theta_v$ ) (2008 IS Code, International Grain Code, SOLAS/Ch.II-1-Reg.7-2). UI states that in applying  $\theta_f$  or  $\theta_v$ , openings which cannot be or are incapable of being closed weathertight include ventilators (complying with ILLC 19(4)) 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.

**31 -33 UI SC234, UI LL76 & UI MPC96 (Deleted)****34. UI MODU1 (Corr.1 June 2016):**

UI MODU1 is introduced 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)). This corrigendum corrected the provision relevant to the height of the handrails of the resting platforms between the sections of a vertical ladder.

**35. UI SC191 (Corr.1 June 2016):**

UI SC191 is introduced 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)). Corrigendum for the UI corrected the provisions relevant to the height of the handrails of the resting platforms between the sections of a vertical ladder and extended the interpretation given for the arrangement of the vertical ladder, when fitted in a space of a bulk carrier, also to the oil tankers.

**36. UI SC94 (Rev.2 June 2016):**

UI SC94 applies to steering gear control systems, as defined in SOLAS regulation II-1, 3/1, for the main and auxiliary steering gear, operable from the navigation bridge, for which SOLAS stipulates two steering gear control systems independent of each other (SOLAS II-1, Reg. 29/6.1, 29/7.2, 29/7.3, Reg. 29/15 and Reg. 29/16). Following development of the new UR E25 'Failure detection and response of all types of steering control systems', the interpretation in Section 4 'Failure Detection and Response of Control Systems' has become obsolete. The IEC 60092-904:1987 standard referenced at the end of Section 1 has been withdrawn in 2013 without replacement. Hence the reference is removed.

**37. UI GC7 (Rev.1 June 2016):**

UI GC7 is for the carriage of products not covered by the gas code. There are a number of products which may be carried but which are not covered by the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk. The purpose of this UI is to ensure that Class Societies treat the carriage of such products in the same way. The IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk has been updated and as a result the UI is revised in line the new Gas Code.

**38. UI GC8 (Rev.1 June 2016):**

UI GC8 is for the permissible stresses in way of supports of type C cargo tanks. The IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk gives allowable stresses for the plastic deformation of type C tanks however there is no guidance provided on how to modify these stresses taking into account accidental loads. The purpose of this UI is to ensure when Class Societies calculate the equivalent stresses using finite element methods that certain assumptions are made. The IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk has been updated and as a result the UI is revised in line the new Gas Code.

**39. UI SC281 (New July 2016):**

This UI relates to the LSA Code as amended by MSC.320(89) and MSC.81(70) as amended by MSC.321(89) on release mechanisms for rescue boats. The LSA Code and Res.MSC.81(70) do not clearly identify the requirements for off load release mechanisms fitted to rescue boat single fall launching appliances.

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**40. UI SC272 (Rev.1 July 2016):**

UI SC272 gives interpretation as double-hull spaces required to be fitted with suitable connections for the supply of inert gas as per SOLAS II-2/4.5.5.1.4.1 are all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks, except cargo pump-rooms and ballast pump-rooms. The revision of UI SC 272 is aligned with the draft MSC Circular developed at SSE 3(Refer Annex 8 of SSE 3/16).

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**41. UI MODU2 (New Aug 2016):**

UI MODU2 is introduced to extend the scope of UI SC273, clarifying that the weight of mediums on board for the fixed fire-fighting systems (e.g. freshwater, CO<sub>2</sub>, dry chemical powder, foam concentrate, etc.) shall be included in the lightweight, to MODU Code, in view of approval of MSC.1/Circ.1540.

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**42. UI SC275 (Rev.1 Sept 2016):**

UI SC275 give the interpretation for SOLAS II-2/15.2.2.6, that “A suitable number of spare cylinders” to be carried on board to replace those used for fire drills shall be at least one ‘set of cylinders’ for each mandatory breathing apparatus. The revision has added the text “unless additional spare cylinders are required by the shipboard safety management system (SMS)” to the above statement.

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**43. UI SC220 (Corr.1 Sept 2016):**

Special requirements for vehicle ferries, ro-ro ships and other ships of similar type. This UI gives interpretation to SOLAS regulation II-1/20-2 and SOLAS regulation II-1/17-1.1.1. Corrigenda for this UI is issued to correct the references which are editorial in nature.

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**44. UI SC267 (Rev.2 Sept 2016):**

Implementation of the requirements relating to lifeboat release and retrieval systems (LSA Code Paragraph 4.4.7.6 as amended by resolution MSC.320(89))”. This UI is to clarify scope of application of the LSA Code and regarding the inner cables of the control cable in a lifeboat. This revision to the interpretation aligns the text with MSC.1/Circ.1529.

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**45. UI SC257 (Rev.1 Oct 2016):**

The UI is intended to clarify the circumstances under which the “adverse list of 150 “ as quoted in SOLAS regulation V/23.3.3.1.4 should be applied to both single lengths of pilot ladder, and an accommodation ladder used in conjunction with the pilot ladder. This revision has changed the interpretation for SOLAS Reg V/23.3.3.1.

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**46. UI SC213 (Rev.4 Nov 2016):**

This UI has been developed in order to clarify whether life raft located at aft/forward end of the ships, if such location is distant more than 100 m from the closest survival craft, are to be considered as “remotely located survival craft”; and identify the safety features these locations shall be provided with. In this revision, paragraph 6 was deleted, thereby aligning it with the revised MSC.1/Circ.1490.

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**47. UI SC227 (Rev.2 Nov 2016):**

This UI gives the tanks that 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)). The text was revised based on IMO Circ.1539.

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**48. UI GC18 (New Nov 2016):**

UI GC18 gives interpretation of The International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk (IGC Code) as amended by Res. MSC.370(93), 13.3.5. The expression “each dry docking” is considered to be the survey of the outside of the ship’s bottom required for the renewal of the Cargo Ship Safety Construction Certificate and or the Cargo Ship Safety Certificate.

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**49. UI SC269 (Rev.1 Dec 2016):**

This UI provides interpretation for the requirements related to arrangement of means of escape from the steering gear space in cargo ships, i.e. whether a second means shall be provided (SOLAS Chapter II-2, Regulation 13.4.2.3). This UI is revised to ensure that the fire integrity of escape route is at least equivalent to the space(s) through which it travels.

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**50. UI SC282 (New Dec 2016):**

This UI provides interpretation on Application of materials other than steel on engine, turbine and gearbox installations - SOLAS Reg. II-2/4.2.2.5, Reg. II-2/4.2.3, Reg. II-2/4.2.4 and MSC.1/Circ. 1321.

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**51. UI SC191 (Corr.2 Dec 2016):**

This UI provides interpretation on 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)). In this corrigendum, for resolution MSC.158(78), paragraph 3.13.2 and paragraph 3.13.6, editorial correction is made.

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