

Appendix I

Summaries of the IACS Resolutions published in 2017

SUMMARY OF NEW/REVISIONS TO IACS UNIFIED REQUIREMENTS PUBLISHED IN 2017

 New

 Revised

 Corrigenda

 Deleted/Withdrawn

Index	Resolution no.	Revision	Adoption	Title	Implementation Date
 1	UR Z25	New	Jan 2017	Periodic Survey of Fuel Installations on Ships other than Liquefied Gas Carriers utilizing gas or other low flash point fuels	01 Jan 2018
 2	UR A1	Corr.2	Mar 2017	Anchoring Equipment	01 July 2018
 3	UR A2	Corr.2	Mar 2017	Shipboard fittings and supporting hull structures associated with towing and mooring on conventional ships	01 July 2018
 4	UR S4	Rev.4	Apr 2017	Criteria for the Use of High Tensile Steel with Minimum Yield Stress of 315 N/mm ² , 355 N/mm ² and 390 N/mm ²	-
 5	UR W11	Rev.9	May 2017	Normal and higher strength hull structural steels	01 July 2018
 6	UR A3	New	Jun 2017	Anchor Windlass Design and testing	01 July 2018
 7	UR M25	Rev.4	Jun 2017	Astern power for main propulsion	01 July 2018
 8	UR M53	Rev.3	Jun 2017	Calculations for I.C. Engine Crankshafts	01 July 2018
 9	UR L5	Rev.3	Jun 2017	Computer Software for Onboard Stability Calculations	01 July 2018
 10	UR Z18	Rev.7	Jun 2017	Survey of Machinery	01 July 2018
 11	UR Z71	Rev.13	Aug 2017	Hull Surveys for General Dry Cargo Ships	01 Jan 2019
 12	UR Z25	Rev.1	Sep 2017	Periodic Survey of Fuel Installations on Ships other than Liquefied Gas Carriers utilizing gas or other low flash point fuels	01 Jan 2019
 13	UR Z10.2	Rev.34	Sep 2017	Hull Surveys of Bulk Carriers	01 Jan 2019
 14	UR Z10.5	Rev.17	Sep 2017	Hull Surveys of Double Skin Bulk Carriers	01 Jan 2019

1. UR Z25 (New Jan 2017):

UR Z25 is developed to introduce common survey requirements for gas fuelled ships considering the implementation of the IGF Code on ships constructed on or after 1 January 2017. These requirements apply to ships, other than those covered by the UR Z16, which utilise gas or other low flash point fuels as a fuel for propulsion prime mover/auxiliary power generation arrangements and associated systems. These requirements are in addition to the requirements of UR Z18.

2. UR A1 (Corr.2 Mar 2017):

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, effective date is changed from 1 January 2018 to 1 July 2018 in order to have a consistent effective date of a planned RCN/URCN which is to incorporate the updates made to UR A1, UR A2 and Rec. 10.

3. UR A2 (Corr.2 Mar 2017):

UR A2 gives 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. In this Corrigendum, effective date is changed from 1 January 2018 to 1 July 2018 in order to have a consistent effective date of a planned RCN/URCN which is to incorporate the updates made to UR A1, UR A2 and Rec. 10.

4. UR S4 (Rev.4 Apr 2017):

UR S4 gives the value for material factor K, for the Use of High Tensile Steel with Minimum Yield Stress of 315 N/mm², 355 N/mm² and 390 N/mm². This UR does not apply to CSR Bulk Carriers and Oil Tankers. Rev.4 brings changes to the values for material factor K.

5. UR W11 (Rev.9 May 2017):

UR W11 requirements apply to weldable normal and higher strength hot-rolled steel plates, wide flats, sections and bars intended for use in hull construction. This revision introduces requirements for surface quality of plates supplied to shipyards. Other changes consist of a review of the definitions of steel delivery conditions against current industry standards, and a revision to table 9.

6. UR A3 (New June 2017):

IACS developed the Unified Requirement A3 for mooring and anchoring equipment, which would include measures to prevent the catastrophic failure of windlass hydraulic motors through over-pressurisation and over-speed. The UR includes General requirements, Application scope, Definition, Plans and documents, Material, Design requirements and Test requirements (Reference to IACS Rec.10 & ISO 4568)

7. UR M25 (Rev.4 June 2017):

UR M25 specifies the astern power for main propulsion. In this revision, Addition of M25.4 requiring on-board tests to demonstrate the astern response characteristics of essential equipment and systems for propulsion. Rearrangement of Footnote 2 as M25.5.

8. UR M53 (Rev.3 June 2017):

UR M53 stipulates the rules for the design of crankshafts are to be applied to I.C. engines for propulsion and auxiliary purposes, where the engines are capable of continuous operation at their rated power when running at rated speed. This revision introduces additional requirements covering the following items:

- a. evaluation of stress concentration factors (SCF) by finite elements calculation,
 - b. evaluation of stress in oil bore and fillets when surface treatment process is applied,
 - c. evaluation of fatigue strength by experiment (fatigue tests).
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9. UR L5 (Rev.3 June 2017):

This Unified Requirement is applicable to software which calculates the stability of actual loading conditions and which is installed on ships and on units subject to compliance with the 1966 Load Line Convention or the 1988 Protocol to the Load Line Convention, as amended, the IMO MODU Code and/or the 2008 IS Code. This revision is introduced to eliminate the vague expressions to prevent different applications by Societies and to amend the UR L5 with the definition and technical specification of a new Type 4 for SRtP software.

10. UR Z18 (Rev.7 June 2017):

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 has added paragraph 4.2 to UR Z18 which aims to the provision of survey requirements for on-board test of propulsion systems and their controls and moved the "Note" in the end to paragraph 1 as "1.4 Surveys of Commercial Vessels Supporting Military Use".

11. UR Z7.1 (Rev.13 Aug 2017):

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 introduced the criteria for the steel renewal which belongs under the unified requirements of series S and are related to the net scantling approach and is to clarify the applicability of hybrid cargo hold arrangements by adding paragraph 1.1.2.

12. UR Z25 (Rev.1 Sep 2017):

UR Z25 is developed to introduce common survey requirements for gas fuelled ships considering the implementation of the IGF Code on ships constructed on or after 1 January 2017. In this revision, it is introduced that all PRVs should be opened for internal examination and testing within the 5-year survey cycle.

13. UR Z10.2 (Rev.34 Sep 2017):

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. The paragraph 5.3.4 "The use of hydraulic arm vehicles or aerial lifts ("Cherry picker")" has been inserted in the current revision of Z10.2.

14. UR Z10.5 (Rev.17 Sep 2017):

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. The paragraph 8.1.2 "Thickness measurements Acceptance Criteria", has been inserted in the current revision of UR Z10.5.

SUMMARY OF NEW/REVISIONS TO IACS UNIFIED INTERPRETATIONS PUBLISHED IN 2017

 New

 Revised

 Corrigenda

 Deleted/Withdrawn

Index	Resolution no.	Revision	Adoption	Title	Implementation Date	
	1	UI GF1	New	Jan 2017	Test for gas fuel tank's high-level alarm	01 Jan 2018
	2	UI MPC51	Rev.1	Jan 2017	Resolution 2 of the 1997 MARPOL Conference Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines	01 Jul 2018
	3	UI SC191	Corr.3	Jan 2017	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))	-
	4	UI GC18	Corr.1	Mar 2017	Test for cargo tank's high-level alarm (on ships built on or after 1 July 2016)	-
	5	UI SC220	Corr.2	Mar 2017	Special requirements for ro-ro passenger ships	-
	6	UI SC281	Withdrawn	Jun 2017	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)	-
	7	UI GC18	Rev.1	Jul 2017	Test for cargo tank's high-level alarm (on ships built on or after 1 July 2016)	01 Jul 2018
	8	UI GF1	Rev.1	Jul 2017	Test for gas fuel tank's high-level alarm	01 Jul 2018
	9	UI GC19	New	Aug 2017	UI GC19 "External surface area of the tank for determining sizing of pressure relief valve (paragraph 8.4.1.2 and figure 8.1)"	01 Jan 2018
	10	UI GC15	Rev.1	Aug 2017	Closing Devices for Air Intakes	01 Jan 2018
	11	UI GF2	New	Sep 2017	Ship Steel Protection against Liquefied Gas Fuel (Part A-1, paragraph 6.3.10)	01 Jan 2019
	12	UI SC221	Del	Sep 2017	Separation of Galley Exhaust Ducts from Spaces (Reg II-2/9)	-
	13	UI SC144	Rev.3	Oct 2017	Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats, Rescue Boats and Fast Rescue Boats, Launching Appliances and Release Gear	01 Jan 2020
	14	UI SC242	Corr.1	Aug 2011	Arrangements for steering capability and function on ships fitted with propulsion and steering systems other than traditional arrangements for a ship's directional control	21 Dec 2017
	15	UI GF3	New	Dec 2017	Tank connection space for tanks on open deck and tank connection space equipment	01 Jan 2018
	16	UI GF4	New	Dec 2017	Fuel preparation room	01 Jan 2018
	17	UI GF5	New	Dec 2017	Appropriate location of premixed engines using fuel gas mixed with air before the turbocharger	01 Jan 2018
	18	UI GF6	New	Dec 2017	Protection against cryogenic leakage and control of hazardous zones in fuel preparation rooms on open deck	01 Jan 2018
	19	UI GF7	New	Dec 2017	External surface area of the tank for determining sizing of pressure relief valve	01 Jan 2018

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Index	Resolution no.	Revision	Adoption	Title	Implementation Date
20	UI GF8	New	Dec 2017	Control and maintenance of pressure and temperature of liquefied gas fuel tanks after the activation of the safety system	01 Jan 2018
21	UI GF9	New	Dec 2017	Special consideration within the risk assessment of closed or semi-enclosed bunkering stations	01 Jan 2018
22	UI GF10	New	Dec 2017	Ventilation of machinery spaces	01 Jan 2018
23	UI GF11	New	Dec 2017	Ventilation of double piping and gas valve unit spaces in gas safe engine-rooms	01 Jan 2018
24	UI GF12	New	Dec 2017	Ventilation inlet for double wall piping or duct	01 Jan 2018

1. UI GF1 (New Jan 2017):

UI GF1 was introduced for clarifying the term “each dry-docking” for cargo ships and passenger ships in the requirements relating to IGF Code, MSC Res.391(95), paragraph 15.4.2.3.

2. UI MPC51 (Rev.1 Jan 2017):

UI MPC51 2004 version was never agreed by IMO. This revision was introduced to quote the current wording of NTC 3.2.1 which it interprets and clarification with respect to testing according to D2 and E2 cycles and ‘construction’ of emission values

3. UI SC191 (Corr.3 Jan 2017):

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 was issued for Editorial correction identified by IMO Secretariat.

4. UI GC18 (corr.1 Mar 2017):

UI GC18 gives interpretation of IGC Code as amended by Res. MSC.370(93), 13.3.5. Corrigendum is issued to revise implementation note that UI should be applicable to ships built on or after 1st July 2016 (as described in the title).

5. UI SC220 (Corr.2 Mar 2017):

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 title to “Special requirements for ro-ro passenger ships”.

6. UI SC281 (withdrawn Jun 2017):

IACS has agreed that UI SC 281 should be temporarily withdrawn (so that it isn’t applied from 1st July 2017) while a review of the text is undertaken from SSE 4 report. This UI can be reinstated once the review of the text has been carried out in preparation for SSE 5.

7. UI GC18 (Rev.1 Jul 2017):

UI GC18 gives interpretation of IGC Code as amended by Res. MSC.370(93), 13.3.5. This revision introduced the interpretation of the expressions “high-level alarms” & “first occasion of full loading”.

8. UI GF1 (Rev.1 Jul 2017):

UI GF1 was introduced for clarifying the term “each dry-docking” for cargo ships and passenger ships in the requirements relating to IGF Code, MSC Res.391(95), paragraph 15.4.2.3. This revision introduced the interpretation of the expressions “high-level alarms” & “first occasion of full loading”.

9. UI GC19 (New Aug 2017):

UI GC19 was introduced to clarify paragraph 8.4.1.2 of the revised IGC Code (MSC.370(93)). This UI gives the interpretation for terms Lmin and A for prismatic tanks.

10. UI GC15 (Rev.1 Aug 2017):

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. This revision is developed to align the UI with the approved MSC Circular (MSC.1/Circ.1559).

11. UI GF2 (New Sep 2017):

This UI was introduced to clarify whether drip trays specified in paragraph 6.3.10 of the IGF Code are required or not for tank connections in cases of liquefied gas fuel storage tanks arranged in a similar manner to cargo tanks of gas carriers.

12. UI SC221 (Withdrawn Sep 2017):

UI SC221 (New Oct 2007) was withdrawn as the content is included in of SOLAS II-2/Reg. 9.7.2.5, as amended.

13. UI SC144 (Rev.3 Oct 2017):

UI SC144 gives the interpretation for SOLAS Regulation III/20.11. This UI is updated to take account of amendments to SOLAS Reg.III-20.11 adopted through resolution MSC.404(96).

14. UI SC242 (Corr.1 Aug 2011):

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 SC242 (Rev.1 Apr 2016) was deleted and reverted to (Corr.1 Aug 2011), as it was not endorsed by the relevant IMO Sub-committee.

15. UI GF3 (New Dec 2017):

UI GF3 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 2.2.15.3, regarding the application of tank connection spaces and which equipment can be located therein.

16. UI GF4 (New Dec 2017):

UI GF4 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 2.2.17, to establish the definition of fuel preparation rooms.

17. UI GF5 (New Dec 2017):

UI GF5 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 5.4.1, to establish the appropriate location of premixed engines using fuel gas mixed with air before the turbocharger.

18. UI GF6 (New Dec 2017):

UI GF6 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 5.8 & 6.2.1.1, regarding protection against cryogenic leakage and control of hazardous zones in fuel preparation rooms on open deck.

19. UI GF7 (New Dec 2017):

UI GF7 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 6.7.3.1.1.2 and figure 6.7.1, regarding sizing of pressure relief valve.

20. UI GF8 (New Dec 2017):

UI GF8 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 6.9.1.1, regarding control and maintenance of pressure and temperature of liquefied gas fuel tanks after the activation of the safety system.

21. UI GF9 (New Dec 2017):

UI GF9 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 8.3.1.1, regarding special consideration within the risk assessment of closed or semi-enclosed bunkering stations.

22. UI GF10 (New Dec 2017):

UI GF10 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 13.5.1, regarding ventilation of machinery spaces containing gas fuelled consumers.

23. UI GF11 (New Dec 2017):

UI GF11 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 13.8.2, regarding ventilation of double piping and gas valve unit spaces in gas safe engine rooms.

24. UI GF12 (New Dec 2017):

UI GF12 gives the interpretation for IGF Code, MSC Res.391(95), paragraph 13.8.3, regarding location of ventilation inlet of double wall piping or duct.
