

# SC Location of paint lockers within cargo block

**201**  
(Sep 2005)  
(Corr. 1  
Jan 2006)  
(Rev. 1  
Apr 2006)  
(Corr. 1  
May 2022)

(Interpretation of SOLAS Chapter regulations II-2/ regulations 4.5.1.2 and 4.5.1.3, and of the International code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) regulation 3.2.1 as amended by resolution MSC.176(79))

**Regulations-SOLAS Regulations II-2/4.5.1.2 and 4.5.1.3 read:**

## 4.5.1.2

*Main cargo control stations, control stations, accommodation and service spaces (excluding isolated cargo handling gear lockers) shall be positioned aft of cargo tanks, slop tanks, and spaces which isolate cargo or slop tanks from machinery spaces, but not necessarily aft of the oil fuel bunker tanks and ballast tanks, and shall be arranged in such a way that a single failure of a deck or bulkhead shall not permit the entry of gas or fumes from the cargo tanks into the main cargo control stations, control stations, or accommodation and service spaces. A recess provided in accordance with paragraph 5.1.1 need not be taken into account when the position of these spaces is being determined.*

## 4.5.1.3

*However, where deemed necessary, the Administration may permit main cargo control stations, control stations, accommodation and service spaces forward of the cargo tanks, slop tanks and spaces which isolate cargo and slop tanks from machinery spaces, but not necessarily forward of oil fuel bunker tanks or ballast tanks. Machinery spaces, other than those of category A, may be permitted forward of the cargo tanks and slop tanks provided they are isolated from the cargo tanks and slop tanks by cofferdams, cargo pump-rooms, oil fuel bunker tanks or ballast tanks, and have at least one portable fire extinguisher. In cases where they contain internal combustion machinery, one approved foam-type extinguisher of at least 45 l capacity or equivalent shall be arranged in addition to portable fire extinguishers. If operation of a semiportable fire extinguisher is impracticable, this fire extinguisher may be replaced by two additional portable fire extinguishers. Main cargo control stations, control stations and accommodation and service spaces shall be arranged in such a way that a single failure of a deck or bulkhead shall not permit the entry of gas or fumes from the cargo tanks into such spaces. In addition, where deemed necessary for the safety or navigation of the ship, the Administration may permit machinery spaces containing internal combustion machinery not being main propulsion machinery having an output greater than 375 kW to be located forward of the cargo area provided the arrangements are in accordance with the provisions of this paragraph.*

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Note:

1. This UI is to be uniformly implemented by IACS Members and Associates to ships constructed or arrangements fitted on or after 1 January 2006.
2. Revision 1 is to be uniformly implemented by IACS Members and Associates to ships constructed or arrangements fitted on or after 1 July 2006. Revision 0, Sept 2005, is withdrawn in light of the decision of FP 50.

**SC201** IBC Code regulation 3.2.1 reads:

(cont)

~~No accommodation or service spaces or control stations should be located within the cargo area except over a cargo pump-room recess or pump-room recess that complies with regulation II-2/56 of the 1983 SOLAS amendments and no cargo or slop tank should be aft of the forward end of any accommodation. No accommodation or service spaces or control stations shall be located within the cargo area except over a cargo pump-room recess or pump-room recess that complies with SOLAS regulations II-2/4.5.1 to 4.5.2.4 and no cargo or slop tank shall be aft of the forward end of any accommodation.~~

**Interpretation**

Paint lockers, regardless of their use, cannot be located above the tanks and spaces defined in SOLAS II-2/4.5.1.2 for oil tankers and the cargo area for chemical tankers.

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