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INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
AS AMENDED

Interpretations of regulations of part B-1
of SOLAS chapter II-1

1 The Maritime Safety Committee, at its fifty-eighth session (21 to 25 May 1990), adopted by resolution MSC.19(58) amendments to chapter II-1 of the 1974 SOLAS Convention, as amended, containing regulations which relate to standards of subdivision and damage stability for new cargo ships over 100 m in length.

2 Following experience gained using these new regulations, the Committee agreed that there was a need to provide guidance to Administrations in order to ensure a uniform application of the regulations.

3 At the thirty-eighth session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF), certain aspects of these regulations were considered and interpretations thereof were developed.

4 Recognizing the need for consistent guidance on this matter, the Committee, at its sixty-third session (16 to 25 May 1994), approved interpretations of the regulations concerned and invited Member Governments to take account of these interpretations, as set out in the annex, when applying the requirements of part B-1 of SOLAS chapter II-1.

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ANNEX

INTERPRETATIONS OF REGULATIONS OF PART B-1
OF SOLAS CHAPTER II-1

1 Permeability values to be used for certain cargo spaces
(regulation 25-7)

The permeability value for cargo spaces is given in regulation 25-7.

Where a ship is fitted with significant quantities of cargo insulation, the permeabilities of the relevant cargo spaces and/or the void spaces surrounding such cargo spaces may be calculated, whilst giving consideration to the volume of insulation material in those spaces, provided that the insulating material is shown to comply with the following conditions:

.1 it is impermeable to water under hydrostatic pressure at least corresponding to the pressure caused by the assumed flooding;

.2 it will not crush or break up due to hydrostatic pressure at least corresponding to the pressure caused by the assumed flooding;

.3 it will not deteriorate or change its properties over the long term in the environment anticipated in the space it is installed;

.4 it is highly resistant to the action of hydrocarbons; and

.5 it will be adequately secured so that it will remain in position if subjected to collision damage and consequent displacement, distortion of its supporting and retaining structure, repeated rapid ingress and outflow of seawater and the buoyant forces caused by immersion following flooding.

2 Stability information supplied to the master
(regulation 25-8, paragraph 3)

Linear interpolation should be applied to the GM values only between the deepest subdivision load line and the partial load line, when developing the curve of minimum operational GMs or corresponding maximum allowable KGs.

3 The need for the provision of position indicators to certain doors which lead to main cargo spaces
(regulation 25-9, paragraph 4)

Those hinged, rolling and sliding watertight doors and ramps which are fitted to subdivide large cargo spaces, and are not required to be remotely controlled but are to be secured closed whilst the ship is at sea and are recorded as such in the ship's log, should not be required to be fitted with a position indicator display at the bridge control position.
