

# SC Access to forecastle spaces on tankers

## 120

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(Rev.1  
Nov 2005)  
(Rev.2  
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(Corr.1  
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(Corr.2  
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**Interpretation of SOLAS regulations II-2/4.5.2.1 and 4.5.2.2, IBC Code paragraph 3.2.3 and 1983 IGC Code paragraph 3.2.4 (Resolution MSC.5(48) as amended by resolution MSC.30(61))**

*Restriction on boundary openings*

**SOLAS regulations II-2/4.5.2.1 and 4.5.2.2 read**

*“5.2.1 Except as permitted in paragraph 5.2.2, access doors, air inlets and openings to accommodation spaces, service spaces, control stations and machinery spaces shall not face the cargo area. They shall be located on the transverse bulkhead not facing the cargo area or on the outboard side of the superstructure or deckhouse at a distance of at least 4% of the length of the ship, but not less than 3 m from the end of the superstructure or deckhouse facing the cargo area. This distance need not exceed 5 m.”*

*“5.2.2 The Administration may permit access doors in boundary bulkheads facing the cargo area or within the 5 m limits specified in paragraph 5.2.1, to main cargo control stations and to such service spaces used as provision rooms, store-rooms and lockers, provided they do not give access directly or indirectly to any other space containing or providing for accommodation, control stations or service spaces such as galleys, pantries or workshops, or similar spaces containing sources of vapour ignition. The boundary of such a space shall be insulated to "A-60" standard, with the exception of the boundary facing the cargo area. Bolted plates for the removal of machinery...”*

**Paragraph 3.2.3 of the IBC Code reads**

*“3.2.3 Entrances, air inlets and openings to accommodation, service and machinery spaces and control stations shall not face the cargo area. They shall be located on the end bulkhead not facing the cargo area and/or on the outboard side of the superstructure or deckhouse at a distance of at least 4% of the length (L) of the ship but not less than 3 m from the end of the superstructure or deck-house facing the cargo area. This distance, however, need not exceed 5 m. No doors shall be permitted within the limits mentioned above, except that doors to those spaces not having access to accommodation and service spaces and control stations, such as cargo control stations and store-rooms, may be fitted. Where such doors are fitted, the boundaries of the space shall be insulated to “A-60” standard. Bolted plates for removal of machinery may be fitted within the limits specified above. Wheelhouse doors and wheelhouse windows may be located within the limits specified above so long as they are so designed that a rapid and efficient gas- and vapour-tightening of the wheelhouse can be ensured. Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deck-houses within the limits specified above shall be of the fixed (non-opening) type. Such sidescuttles in the first tier on the main deck shall be fitted with inside covers of steel or equivalent material.”*

Note:

1. Rev. 2 of this UI is to be uniformly implemented by IACS Members and Associates by 1 January 2007.
2. For the application of the IGC Code, this UI is only applicable to ships constructed on or after 1 July 1986 but before 1 July 2016.

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(cont)**Paragraph 3.2.4 of the 1983 IGC Code reads**

*“3.2.4 Entrances, air inlets and openings to accommodation spaces, service spaces, machinery spaces and control stations should not face the cargo area. They should be located on the end bulkhead not facing the cargo area or on the outboard side of the superstructure or deck-house or on both at a distance of at least 4% of the length (L) of the ship but not less than 3 m from the end of the superstructure or deck-house facing the cargo area. This distance, however, need not exceed 5 m. Windows and sidescuttles facing the cargo area and on the sides of the superstructures or deck-houses within the distance mentioned above should be of the fixed (non-opening) type. Wheelhouse windows may be non-fixed and wheelhouse doors may be located within the above limits so long as they are so designed that a rapid and efficient gas and vapour tightening of the wheelhouse can be ensured. For ships dedicated to the carriage of cargoes which have neither flammable nor toxic hazards, the Administration may approve relaxations from the above requirements.”*

**Interpretation**

Access to forecastle spaces containing sources of ignition may be permitted through doors facing cargo area provided the doors are located outside hazardous areas as defined in IEC Publication 60092-502:1999.

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