

IACS Technical Resolutions adopted from July to December 2014

ClassNK has been regularly providing preliminary reports of outcomes of the International Maritime Organization (IMO)'s meetings and the latest development at IACS.

For this issue, we would like to introduce the Unified Requirements (URs) and Unified Interpretations (UIs) adopted in 2014 and published from July 2014 to December 2014 with their summaries.

URs and UIs are technical resolutions, which are set, revised and withdrawn by IACS. URs are classification rules established for the uniform implementation among IACS member societies. URs shall be incorporated in the rules of each member society within one year of adoption unless otherwise specified.

UIs are developed for uniform interpretations of the requirements of Convention which are left to the satisfaction of the Administration or vaguely worded while Administrations have not set clear instructions.

These resolutions are/will be incorporated into ClassNK's Rules and Guidance for the survey and construction of steel ships after review by ClassNK's relevant Technical Committee.

Texts of these resolutions and their Technical Backgrounds have been published in [IACS website](#). In addition, the underlined versions (revised parts are clearly shown) of URs and UIs have been published in [ClassNK's website](#).

Table 1 List of new/amendments to URs (Unified Requirements) published from July 2014 to December 2014

Resolution	Revision	Adoption	Title	Implementation	Outline
UR E18	Rev.1	Dec. 2014	Recording of the Type, Location and Maintenance Cycle of Batteries	1 Jan. 2016	(1)
UR E15	Rev.3	Dec. 2014	Electrical Services Required to be Operable Under Fire Conditions and Fire Resistant Cables	1 Jan. 2016	(2)
UR E10	Rev.6	Oct. 2014	Test Specification for Type Approval	1 Jan. 2016	(3)
UR Z18	Rev.4	Sep. 2014	Periodical Survey of Machinery	1 Jul. 2015	(4)
UR A2	Corr. 1	Sep. 2014	Shipboard fittings and supporting hull structures associated with towing and mooring on conventional vessels	---	---
UR M68	Rev.1	Aug. 2014	Dimensions of propulsion shafts and their permissible torsional vibration stresses	1 Jul. 2015	(5)
UR Z22	Delete	May 2013	Survey requirements for automatic air pipe heads (Note: Requirements are incorporated in UR Z7)	1 Jul. 2014	(6)

*Corr.(Corrigenda) means the correction that basically does not include the contents of resolution but literal error.

Table 2 List of new/amendments to UIs (Unified Interpretations) published from July 2014 to December 2014

Resolution	Revision	Adoption	Title	Implementation	Outline
UI SC234 / LL76 / MPC96	Rev.2	Dec. 2014	Initial statutory surveys at new construction	1 Jul.2015	(7)
UI SC269	New	Dec. 2014	Means of escape from the steering gear space in cargo ships	1 Jul.2016	(8)
UI SC165	Delete	Dec. 2014	Electrical cables for the emergency fire pump	---	(9)
UI SC259	Corr.1	Oct. 2014	For Application of SOLAS Regulation II-1/3-11 Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers (PSPC-COT), adopted by Resolution MSC.288(87)	---	---
UI SC223	Corr.1	Oct. 2014	For Application of SOLAS Regulation II-1/3-2 Performance Standard for Protective Coatings (PSPC) for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers, adopted by Resolution MSC.215(82)	---	---
UI SC191	Corr.1	Sep. 2014	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))	---	---
UI SC99	Rev.2	Aug. 2014	Flexible bellows of combustible materials	1 Jan. 2015	(10)
UI SC100	Corr.1	Aug. 2014	Closing appliances of ventilation inlets and outlets	---	---
UI LL79	New	Jul. 2014	Continuous hatchways (Regulation 36 (6))	1 Jul. 2015	(11)
UI SC82	Delete	Jul. 2013	Protection against noise	1 Jul. 2014	(12)

*Corr.(Corrigenda) means the correction that basically does not include the contents of resolution but literal error.

Outlines of IACS Technical Resolutions listed in the above Tables are mentioned below.

(1) UR E18 (Rev.1)

UR E18 stipulates the requirements for recording of the type, location and maintenance cycle of batteries which are fitted for use for essential and emergency services. In Rev.1 of the UR it was clarified that the maintenance cycle of batteries is to be reviewed by the Society during plan approval or the new building survey.

(2) UR E15 (Rev.3)

Electrical systems on-board ships are to be required to be operable under fire conditions stipulated in UR E15. Some spaces which are understood to have little or no fire risk according to MSC/Circ.1120 were treated as high fire risk areas

in the UR. In Rev.3 definition of “high fire risk areas” is modified as stipulated in MSC/Circ.1120. Also it was decided to withdraw IACS UI SC165 (Electrical cables for the emergency fire pump) and the interpretations modified in line with MSC/Circ.1120 were incorporated into UR E15 (Rev.3).

(3) UR E10 (Rev.6)

UR E10 stipulates test specifications applicable to electrical, electronic and programmable equipment intended for control, monitoring, alarm and protection systems for use in ships. There was a request from Industry to include the requirements for wireless equipment also in the UR. Responding to this request, IACS examined the UR and updated some international standards referred to in the UR.

(4) UR Z18 (Rev.4)

UR Z18 stipulates the requirements for periodical survey of machinery. In Rev.4 of the UR it was clarified that, in cases where the vessel has been laid up or has been out of service for a considerable period because of a major repair or modification and only the overdue surveys are carried out, the next period of class will start from the expiry date of the special survey. If the special survey is carried out, the period of class will start from the survey completion date.

(5) UR M68 (Rev.1)

UR M68 stipulates formulae for dimensions of propulsion shafts and their permissible torsional vibration stresses. The UR applies to propulsion shafts such as intermediate and propeller shafts of traditional straight forged design and which are driven by rotating machines such as diesel engines, turbines or electric motors. In Rev.1 of the UR the dimension for shape of the slots of the shafting systems used for the calculation of intermediate shaft was amended.

(6) UR Z22 (Delete)

UR Z22 stipulated survey requirements for automatic air pipe heads. These requirements were incorporated into hull classification surveys in UR Z7 revised in May 2013 (Rev.20). This revision of UR Z7 came into force on 1 July 2014. Therefore IACS withdrew UR Z22 on 1 July 2014.

(7) UI SC234 / LL76 / MPC96 (Rev.2)

IACS UIs SC234, LL76 & MPC 96 was originally developed based on the IMO Resolution A.997 (25) 'Survey Guidelines under the harmonized system of survey and certification 2007'. These HSSC Guidelines have been continually amended/updated and the current version is A.1053 (27) as amended by IMO Res. A.1076(28). IACS amended the text of the UIs to make it consistent with the requirements of the amendments of IMO Resolution A.1053 (27) and updated relevant survey requirements.

(8) UI SC269 (New)

UI SC269 was developed to provide an interpretation for the requirements related to

arrangement of means of escape from the steering gear space in cargo ships (SOLAS Chapter II-2, Regulation 13.4.2.3). In the UI, it was clarified that steering gear spaces can have only one means of escape provided it leads directly onto the open deck. Also, the wording "direct access to the open deck" was clarified.

(9) UI SC165 (Delete)

UI SC165 provided interpretation of the requirements in Reg.II-2/10.2.2.3.1.2 related to electrical cables for the emergency fire pump. The interpretation was amended to be aligned with MSC/Circ.1120, and incorporated into Rev.3 of UR E15 (Electrical services required to be operable under fire conditions and fire resistant cables), (See above (2)).

(10) UI SC99 (Rev.2)

UI SC99 provides interpretation to SOLAS Reg. II-2/9.7.1.1, which allows flexible bellows constructed of combustible material may be used for connecting fans to the ducting in air conditioning rooms. The UI was revised to confirm that such flexible bellows may be used only on condition that their length does not exceed 600 mm. This makes the UI in line with MSC.1/Circ.1480.

(11) UI LL79 (New)

UI LL79 provides clarification of term "continuous hatchway treated as a trunk" in Regulation 36(6) of 1988 protocol of 1966 ICLL and its amendment MSC.143 (77). In the UI two types of 'continuous hatchways' are distinguished. In case of a single hatchway, the hatchway may be regarded as a 'continuous hatchway'. In case more than one hatchway is fitted, hatchways may be regarded as 'continuous hatchways' provided that detached hatchways are linked by weathertight steel structures.

(12) UI SC82 (Delete)

UI SC82 provided interpretation to SOLAS Reg. II-1/36 which deals with noise levels in machinery spaces and makes reference to the Code on Noise Levels on Board Ships, adopted by IMO with Res. A.468 (XII). From 1 July 2014 SOLAS amendments

adopted by Res. MSC.338 (91) entered into force introducing new Reg. II-1/3-12 (making mandatory the Code on noise levels on board ships adopted by Res. MSC.337 (91)) and deleting existing Reg.

II-1/36. Therefore IACS decided to withdraw UI SC82 from 1 July 2014.

ClassNK External Affairs Division is pleased to provide international trends promptly.

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