

Interpretation of “Safe Return to Port” for Passenger Ships

Amended Guidance

Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment

SOLAS regulation II-1/8-1 and II-2/21 specify that passenger ships having length of 120 m or more or having three or more vertical zones are required to comply with requirements related to “Safe Return to Port”. Such requirements specify that main systems such as main propulsion systems are to remain operational even in cases where a single compartment has flooded or a fire has broken out but is limited to a particular area. Detailed criteria for evaluating the capability of such systems are specified in MSC.1/Circ.1369.

In addition to the above, the IMO further investigated criteria for evaluating items such as “pipes and vent ducts”, “electrical cables”, “systems for fill, transfer and service of fuel oil” and “external communications” as they relate to “Safe Return to Port”. As a result, a unified interpretation which gives consideration of such systems was approved as MSC.1/Circ.1437 at the 90th Session of the IMO Maritime Safety Committee (MSC 90) held in May 2012 and then circulated.

Accordingly, all relevant requirements were amended based on MSC.1/Circ.1437.

Outline of Amendment

Specified that the interpretation of “Safe Return to Port” provided in table 7-1-A1, Annex 7-1 of the Guidance for the Survey and Construction of Passenger Ships is in accordance with MSC.1/Circ.1369 and MSC.1/Circ.1437.