

# **Closing Appliances for Air Pipes in Machinery Rooms, etc.**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Parts C, U, V, CS, N, and S  
Guidance for Marine Pollution Prevention Systems  
Guidance for the Survey and Construction of Passenger Ships

## **Reason for Amendment**

A fatal accident resulting from a tug boat capsizing in a Dutch port in October 2010 triggered discussions by IACS regarding provisional measures to be taken to prevent such accidents. The ventilators fitted in the engine room of the tug boat were provided with weathertight closing appliances in accordance with regulation 19, annex I of the ICLL, and, therefore, the engine room was regarded as an enclosed space for stability calculations. However, an investigation into the causes of the accident found that a major factor which led to the capsizing was flooding through open ventilator openings. It was discovered that the ventilators had been left open while the ship was in operation in order to allow for an adequate supply of ventilation to the engine room.

IACS discussed this matter in order to prevent a recurrence of similar accidents, and developed a draft unified interpretation, which specifies that, for the purpose of stability calculations, openings incapable of being closed weathertight are to include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room, which in turn means that such spaces should not be regarded as enclosed spaces.

This draft unified interpretation was agreed upon at the 3<sup>rd</sup> Session of the IMO Sub-Committee on Ship Design and Construction (SDC3) held in January 2016, and it was approved as MSC.1/Circ.1534, MSC.1/Circ.1537, MSC.1/Circ.1538, MSC.1/Circ.1539 and MSC.1/Circ.1543 at the 96th Session of the IMO Maritime Safety Committee (MSC96) held in May 2016; moreover, MEPC.1/Circ.867 and MSC-MEPC.5/Circ.11 were approved at the 70<sup>th</sup> Session of the IMO Marine Environment Protection Committee (MEPC70) held in October 2016. In addition, IACS adopted unified interpretations similar to the above circulars.

Accordingly, relevant requirements were amended in accordance with the above circulars.

## **Outline of Amendment**

Specified that, for the purpose of stability calculations, openings incapable of being closed weathertight are to include ventilators that for operational reasons have to remain open to supply air to the engine room or emergency generator room.

## **Amended Requirements**

Guidance for the Survey and Construction of Steel Ships  
Part C: C4.2.3, C31A.2.1  
Part U: U1.1.4  
Part V: V2.2.1  
Part CS: Appendix 1 Table CS  
Part N: N2.7.1

Part S: S2.9.3

Guidance for Marine Pollution Prevention Systems Part 3 3.2.2

Guidance for the Survey and Construction of Passenger Ships Part 4 2.3.6