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Attain: Relevant departments of the Headquarters of CCS, the Society's surveyors, Plan Approval Centers, related shipowners, ship management companies, shipyards and designers.

Notice on Implementation of Annex 1 of Resolution MSC.269(85) Relating to the Amendments to SOLAS Chapter II-2 (effective on 1 July 2010)

1 Foreword

The amendments to the International Convention for the Safety of Life At Sea, 1974 was adopted by the resolution MSC.269(85) at the 85th session of IMO Maritime Safety Committee on 4 December 2008, and effective from 1 July 2010.

This Circular covers revisions to Chapter II-2 as set out in the Annex 1 to the resolution MSC.269(85), which is effective from 1 July 2010.

The original English version of Annex 1 to MSC.269(85) are given in the Annex to this Circular

2 Instructions for Implementation

2.1 The amendments to SOLAS Chapter II-2 by resolution MSC.269(85) include: Regulation 1—Application, Regulation 9—Containment of fire and Regulation 10—Fire fighting.

2.2 Revisions of SOLAS Reg.II-2/1

New paragraph 2.3, clarifies that for ships constructed on or after 1 July 2002 and up to 1 July 2010, the material for ventilation ducts specified by Reg.II-2/9.7.1.1, 9.7.4.4.2, 7.4.4.3 shall still comply with resolution MSC.99(73) (SOLAS 2000 amendments).

2.3 Revisions of SOLAS Reg.II-2/9

.1 Gap under the doors without sill on passenger and cargo ships

These are new requirements (new addition after the end of 9.4.1.1.2 is applicable to passenger ships and new addition after the first sentence of 9.4.2.1 is applicable to cargo ships). Doors approved as "A" class without the sill, which are installed on passenger and cargo ships on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door. Doors approved as "B" class without the sill shall be installed such that the gap under the door does not exceed 25 mm.

Doors without the sill installed in passenger ships and cargo ships on or after 1

July 2010 shall be tested and approved in accordance with FTP Code (2010 version). Such doors shall be installed under the same condition as that of fire test and meet the requirements of the amended regulation 9.4.1.1.2 and 9.4.2.1.

.2 Material for ventilation ducts of passenger ships and cargo ships

a) In paragraphs 9.7.1.1, 9.7.4.4.2 and 9.7.4.4.3, the words “non-combustible” are replaced by the words “steel or equivalent”.

b) In paragraphs 9.7.1.1.1 and 9.7.4.4.3.1, the words “material” are replaced by the words “any material”.

c) The ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and a calorific value shall not exceed 45 MJ/m^2.

.3 Fire dampers in the galley exhaust ducts for cargo ships and for passenger ships carrying no more than 36 passengers

A fire damper in the upper end of the exhaust duct is required.

2.4 Revisions of SOLAS Reg.II-2/10

Passenger ships carrying more than 36 passengers constructed on or after 1 July 2010 shall be fitted with means for recharging breathing air cylinders according to the new addition of 10.2.6. The means for recharging shall be approved by CCS. The location of the means for recharging shall be free from contamination.

Annex: Annex 1 of resolution MSC.269(85) — Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974, as Amended

If any problem arising during implementation, please contact CCS Technology Management Department by e-mail: rt@ccs.org.cn. This Circular is made public on CCS website (www.ccs.org.cn), and be transmitted to the relevant shipyards, shipowners, testing organizations, design units and product manufacturers by the branches within their responsible area.

ANNEX 4

RESOLUTION MSC.269(85)
(adopted on 4 December 2008)

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

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-fifth session, amendments to the Convention, proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in Annexes 1 and 2 to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:

(a) the said amendments, set out in Annex 1, shall be deemed to have been accepted on 1 January 2010; and

(b) the said amendments, set out in Annex 2, shall be deemed to have been accepted on 1 July 2010,

unless, prior to those dates, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention:

(a) the amendments, set out in Annex 1, shall enter into force on 1 July 2010; and

(b) the amendments, set out in Annex 2, shall enter into force on 1 January 2011,

upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in Annexes 1 and 2 to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annexes 1 and 2 to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX 1

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

CHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Part A
General

Regulation 2 – Definitions

1 The following new paragraph 27 is added after the existing paragraph 26:

"27 *2008 IS Code* means the International Code on Intact Stability, 2008, consisting of an introduction, part A (the provisions of which shall be treated as mandatory) and part B (the provisions of which shall be treated as recommendatory), as adopted by resolution MSC.267(85), provided that:

.1 amendments to the introduction and part A of the Code are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I thereof; and

.2 amendments to part B of the Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure."

Part B-1
Stability

Regulation 5 – Intact stability information

2 In the existing title of the regulation, the word "information" is deleted.

3 In paragraph 1, the following new sentence is added after the existing sentence:

"In addition to any other applicable requirements of the present regulations, ships having a length of 24 m and upwards constructed on or after 1 July 2010 shall as a minimum comply with the requirements of part A of the 2008 IS Code."

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A
General

Regulation 1 – Application

4 The following new paragraph 2.3 is added:

"2.3 Ships constructed on or after 1 July 2002 and before 1 July 2010 shall comply with paragraphs 7.1.1, 7.4.4.2, 7.4.4.3 and 7.5.2.1.2 of regulation 9, as adopted by resolution MSC.99(73)."

Part C
Suppression of fire

Regulation 9 – Containment of fire

5 The last sentence of paragraph 4.1.1.2 is moved to a new separate paragraph 4.1.1.3 and the existing following paragraphs are renumbered accordingly.

6 The following text is added at the end of paragraph 4.1.1.2:

"Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door."

7 The following text is added at the end of paragraph 4.1.2.1:

"Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm."

8 In paragraph 4.2.1, the following text is added after the first sentence:

"Doors approved as "A" class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door. Doors approved as "B" class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm."

9 In paragraph 7.1.1, in the first and second sentences, the words "non-combustible" are replaced by the words "steel or equivalent".

10 At the beginning of paragraph 7.1.1.1, the words "subject to paragraph 7.1.1.2" are added and the word "a" before the word "material" is replaced by the word "any".

11 The following new paragraph 7.1.1.2 is added after the existing paragraph 7.1.1.1 and the existing subsequent paragraphs are renumbered accordingly:

".2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value** not exceeding 45 MJ/m^2 of their surface area for the thickness used;"

** Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, *Determination of calorific potential.*

12 In paragraph 7.4.4.2, the words "non-combustible" are replaced by the words "steel or equivalent".

13 In paragraph 7.4.4.3, the words "non-combustible" are replaced by the words "steel or equivalent".

14 At the beginning of paragraph 7.4.4.3.1, the words "subject to paragraph 7.4.4.3.2" are added and the word "a" before the word "material" is replaced by the word "any".

15 The following new paragraph 7.4.4.3.2 is added after the existing paragraph 7.4.4.3.1 and the existing subsequent paragraphs are renumbered accordingly:

".3.2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value* not exceeding 45 MJ/m^2 of their surface area for the thickness used;"

* Refer to the recommendations published by the International Organization for Standardization, in particular publication ISO 1716:2002, *Determination of calorific potential.*

16 At the end of paragraph 7.5.2.1.2, the words "and, in addition, a fire damper in the upper end of the duct" are added.

Regulation 10 – Fire fighting

17 The following new paragraph 10.2.6 is inserted after the existing paragraph 10.2.5:

"10.2.6 Passenger ships carrying more than 36 passengers constructed on or after 1 July 2010 shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination. The means for recharging shall be either:

.1 breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 *l*/min per required breathing apparatus, not to exceed 420 *l*/min; or

.2 self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1,200 *l* per required breathing apparatus, not to exceed 50,000 *l* of free air."