

CCS 通 函

Circular

中国船级社

(2012 年) 通函第 2 号总第 164 号

2012 年 01 月 05 日 (共 4 页)

To: relevant departments of CCS Headquarters, plan approval centers, branches (offices), CCS surveyors.

APPLICATION OF THE PROVISIONS OF SOLAS 74 CHAPTER II-2 RELATING TO SAFE RETURN TO PORT (REGS II-2/21, 22 AND 23) TO SINGAPORE-REGISTERED SHIPS COMPLYING WITH THE 2008 SPS CODE

A fax message (No.1.3.2 (SPS Code)) from Maritime and Port Authority of Singapore was receipted by CCS Headquarters, it is involved with application of the provisions of SOLAS 74 II-2/21,22 and 23 to ships complying with the 2008 SPS Code. Following is the detail of this fax message:

The IMO DE sub-committee at its 54th session held in March 2011 agreed to a draft MSC Circular (DE 55/22) on Unified Interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) which will be submitted to the Maritime Safety Committee at its 90th session, which will be held in May 2012, for approval.

The draft MSC Circular (copy attached), inter alia, clarifies paragraphs 6.1 and 6.2 of the 2008 SPS Code concerning the application of the provisions relating to Regs II-2/21 (Casualty threshold, safe return to port and safe areas), 22 (Design criteria for systems to remain operational after a fire casualty) and 23 (Safety centre on passenger ship. In essence, Regs II-2/21, 22 and 23 are applicable to ships certified to carry special personnel in compliance with the 2008 SPS Code, except that ships certified to carry not more than 240 special personnel need not comply with Regs II-2/21 and 22.

Notwithstanding, DE 55/22 is a draft MSC Circular. It is the purpose of this Circular to provide relating information. If similar case occurs, Please contact Maritime and Port Authority of Singapore by CCS Headquarters for any inquiry.

Appendix 1. MPA Fax message (No. SS 1.3.2 (SPS Code))

Appendix 2. DE 55/22: Unified Interpretations of The 2008 SPS Code

[This Circular provided for interior use only.](#)

[Please feel free to contact Classed Ship in Service Department of CCS for any inquiry:](#)

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Our Ref : SS 1.3.2 (SPS Code)

Your Ref :

Date : 25 October 2011

Ms Du Aiping
Principal Engineer
ABS Singapore - SED
(Via ADu@eagle.org)

Dear Ms du

APPLICATION OF THE PROVISIONS OF SOLAS 74 CHAPTER II-2 RELATING TO SAFE RETURN TO PORT (REGS II-2/21, 22 AND 23) TO SHIPS COMPLYING WITH THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008

I refer to my letter dated 10 November 2010 on the matter of application of the provisions relating to safe return to port in SOLAS 74 Regulation 21, 22 and 23 of Chapter II-2.

2 The IMO DE sub-committee at its 54th session held in March 2011 agreed to a draft MSC circular on Unified Interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) which will be submitted to the Maritime Safety Committee at its 90th session, which will be held in May 2012, for approval.

3 The draft MSC circular (copy attached), inter alia, clarifies paragraphs 6.1 and 6.2 of the 2008 SPS Code concerning the application of the provisions relating to Regs II-2/21 (*Casualty threshold, safe return to port and safe areas*), 22 (*Design criteria for systems to remain operational after a fire casualty*) and 23 (*Safety centre on passenger ships*). In essence, Regs II-2/21, 22 and 23 are applicable to ships certified to carry special personnel in compliance with the 2008 SPS Code, except that ships certified to carry not more than 240 special personnel need not comply with Regs II-2/21 and 22.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Tan Leong Beng', is written over a horizontal line.

Tan Leong Beng
for DIRECTOR OF MARINE
SINGAPORE

Copy to: ABS
BV
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ANNEX 15

DRAFT MSC CIRCULAR

**UNIFIED INTERPRETATIONS OF THE CODE OF SAFETY FOR SPECIAL
PURPOSE SHIPS, 2008 (2008 SPS Code)**

1 The Maritime Safety Committee, at its [ninetieth session (...)], with a view to ensuring a uniform approach towards the application of the provisions of the 2008 SPS Code and, following a recommendation made by the Sub-Committee on Ship Design and Equipment at its fifty-fifth session, approved the annexed unified interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code).

2 Member Governments are invited to use the annexed interpretations from [date of approval] when applying the relevant provisions of the 2008 SPS Code and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATION OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE). (Chapters 1, 2, 6, 7 and 10)

CHAPTER 1 – GENERAL

Section 1.2 – Application

Nothing in this Code should be taken as precluding the application of the provisions of SOLAS regulations II-1/1.4, II-2/1.4, III/2.1, IV/3.2.1 or V/3.2 as deemed appropriate by the Administration.

CHAPTER 2 – STABILITY AND SUBDIVISION

Paragraph 2.5

In applying the provisions of paragraph 2.5 of the Code in relation to determining the bilge pump numeral in accordance with SOLAS regulation II-1/35-1, the number of passengers is to be taken as the number of special personnel included in the "Record of Equipment for the Special Purpose Ship Safety Certificate" which the ship is certificated to carry.

CHAPTER 6 – FIRE PROTECTION

Paragraphs 6.1 and 6.2

In all instances where the Code refers to application of the requirements of SOLAS for passenger ships, such as in paragraphs 6.1 and 6.2, the general requirements relating to passenger ships in SOLAS, irrespective of the number of passengers, should be applied; and in addition the requirements relevant to ships carrying not more than 36 passengers or to ships carrying more than 36 passengers, should be applied as instructed by the Code.

Notwithstanding the provisions of paragraphs 6.1 and 6.2 of the Code, the provisions of SOLAS regulations II-2/21 and 22 should only be applied on ships which carry more than 240 persons.

CHAPTER 7 – DANGEROUS GOODS

Paragraphs 7.5 and 7.6

In applying the provisions of paragraphs 7.5 and 7.6 of the Code, "formal safety assessment" means a documented risk assessment, but not a full FSA study in accordance with the FSA Guidelines (MSC/Circ.1023 – MEPC/Circ.392).

CHAPTER 10 – SAFETY OF NAVIGATION

In applying the provisions of chapter 10 of the Code and thereby the requirements of SOLAS chapter V, special purpose ships carrying not more than 240 persons on board should comply with the provisions relating to cargo ships, and special purpose ships carrying more than 240 persons on board should comply with the provisions relating to passenger ships according to the gross tonnage, where so specified.
