
4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1685
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UNIFIED INTERPRETATION OF SOLAS CHAPTER II-1

1 The Maritime Safety Committee, at its 109th session (2 to 6 December 2024), with a view to providing more specific guidance on SOLAS regulation II-1/26, approved the unified interpretation of SOLAS chapter II-1, prepared by the Sub-Committee on Ship Systems and Equipment, at its tenth session (4 to 8 March 2024), as set out in the annex.

2 Member States are invited to use the annexed unified interpretation as guidance when applying SOLAS regulation II-1/26, and to bring the unified interpretation to the attention of all parties concerned.

3 This circular applies to the systems installed on passenger ships, on or after 1 January 2026.

4 The expression *installed on or after 1 January 2026* means:

- (a) for passenger ships for which the building contract is placed on or after 1 January 2026, or in the absence of the contract, constructed on or after 1 January 2026, any installation date on the ship; or
- (b) for passenger ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2026.

ANNEX

UNIFIED INTERPRETATION OF SOLAS CHAPTER II-1

CHAPTER II-1

**Construction – Structure, subdivision and stability, machinery
and electrical installations**

Regulation II-1/26.2 – General

1 The possibility of failures in electric machines should be considered. Sufficient propulsion capacity should be maintained or restored within due time for the following failure modes of electric machines, as a minimum:

- .1 winding insulation failures; and
- .2 excitation failures.

2 Single electric propulsion motors (both single and dual winding with a single rotor) for main propulsion should not be considered to provide the reliability required for a single essential propulsion component. A separate propulsion unit sufficient to give the ship a navigable speed should be required for such arrangements.

3 Propulsion arrangements with two independent rotors on a single shaft should be considered to provide the required reliability, provided it is possible to de-excite or de-flux each of the rotors individually and to supply the stators independently.
