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MSC.1/Circ.1492
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AMENDMENTS TO THE UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2 AND THE FSS AND FTP CODES (MSC/Circ.1456)

1 The Maritime Safety Committee, at its ninety-fourth session (17 to 21 November 2014), with a view to facilitating consistent implementation of SOLAS regulation II-2/10.2.1.4.4, approved unified interpretations on the location of the fire main isolation valves in tankers, prepared by the Sub-Committee on Ship Systems and Equipment at its first session, as set out in the annex, in the form of amendments to MSC.1/Circ.1456.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying SOLAS regulation II-2/10.2.1.4.4 and to bring them to the attention of all parties concerned.

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IMO WORLD MARITIME DAY 2014 CONVENTIONS EFFECTIVE IMPLEMENTATION

ANNEX

AMENDMENTS TO THE UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2 AND THE FSS AND FTP CODES (MSC/Circ.1456)

ANNEX 1

The existing paragraph 4 is replaced by the following:

"**4 Location of the fire main isolation valves in tankers (regulation II-2/10.2.1.4.4)**

The complete interpretation of the phrase "the isolation valves shall be fitted in the fire main at the poop front in a protected position" would be that the valve should be located within an accommodation space, service spaces or control station. However, the valve may be located on the open deck aft of the cargo area provided that the valve is located:

.1 at least 5 m aft of the aft end of the aftermost cargo tank; or

.2 if the above .1 is not practical, within 5 m aft of the aft end of the aftermost cargo tank provided the valve is protected by a permanent steel obstruction."