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# UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

1 The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017), with a view to providing more specific guidance on suitable means for the calibration of portable atmosphere testing instruments for cargo areas of tankers; fire integrity of the boundaries of spaces within the cargo area of tankers; and fire integrity of the bulkheads between the wheelhouse and the navigation lockers inside the wheelhouse, approved Unified interpretations of SOLAS chapter II-2, prepared by the Sub-Committee on Ship Systems and Equipment, at its fourth session (20 to 24 March 2017), as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance when applying the provisions of SOLAS regulations II-2/4 and II-2/9, and to bring the unified interpretations to the attention of all parties concerned.

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# ANNEX

# UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

## REGULATION 4.5.7 – GAS MEASUREMENT AND DETECTION

### Regulation 4.5.7.1 – Portable instrument

Compliance with the provision "suitable means shall be provided for the calibration of such instruments" in SOLAS regulation II-2/4.5.7.1, as adopted by resolution MSC.291(87), may be achieved by portable atmosphere testing instruments being calibrated on board or ashore in accordance with the manufacturer's instructions.

For the avoidance of any doubt, the above consideration refers to the calibration of portable instruments for measuring oxygen or flammable vapour concentrations, as required by SOLAS regulation II-2/4.5.7.1, and not to any pre-operational accuracy tests as recommended by the manufacturer.

## REGULATION 9.2 – THERMAL AND STRUCTURAL BOUNDARIES

### Regulation 9.2.2 – Passenger ships

***Regulation 9.2.2.4.2***

### Regulation 9.2.3 – Cargo ships except tankers

***Regulation 9.2.3.3.2***

### Regulation 9.2.4 – Tankers

***Regulation 9.2.4.2.2***

A navigation locker that can only be accessed from the wheelhouse should be considered as a control station with respect to the requirements in tables 9.3, 9.5 and 9.7 of regulation 9, and the bulkhead separating the wheelhouse and such a locker should have fire integrity of at least "B-0" class.