



Ref. T4/4.01

MSC/Circ.915
4 June 1999

**UNIFIED INTERPRETATIONS OF VAGUE EXPRESSIONS AND OTHER
VAGUE WORDING OF SOLAS CHAPTER II-2**

1 The Maritime Safety Committee, at its seventy-first session (19 to 28 May 1999), approved, with a view to ensuring uniform application of the requirements of SOLAS regulations II-2/23, 30, and 42 containing vague wording which is open to diverging interpretations, the unified interpretations prepared by the Sub-Committee on Fire Protection, at its forty-third session, as set out in the annex.

2 Member Governments are invited to use the annexed interpretations as guidance when applying relevant provisions of SOLAS chapter II-2 to fire protection construction, installation, arrangements and equipment to be installed on board ships on or after 21 May 1999, in order to fulfill the requirements of the 1974 SOLAS Convention, and to bring these interpretations to the attention of all parties concerned.

3 Member Governments are also advised to take into account earlier interpretations to SOLAS chapter II-2 approved by MSC 69, as given in MSC/Circ.847.

ANNEX**INTERPRETATIONS OF VAGUE EXPRESSIONS AND OTHER
VAGUE WORDING IN SOLAS CHAPTER II-2****Regulations II-2/ 23 and 42 - Structure****23.2.1 and 42.2 Insulation of aluminium decks and interpretation of "load-bearing divisions"**

If an aluminium deck is tested with insulation installed below the deck, then the result will apply to decks which are bare on the top. Aluminium decks may not be provided with deck coverings or insulation on the top unless tested with the deck covering or insulation included, to verify that the 200 °C temperature of the aluminium is not exceeded."

Regulation II-2/30 - Openings in "A" class divisions**30.4.6 Lift door indicators located in continuously manned central control station**

Lift door indication signals should meet the following:

- .1 the signal showing that "A" class lift doors are in the closed position should be activated only when the order to close the main fire doors has been given by the continuously manned central control station;
- .2 when there are several lifts giving access to the same stairway, the lift door indicators located in the continuously manned central control station should be capable of indicating that all the lift doors giving access to the same landing are properly closed. This indication should be shown on the panel; and
- .3 when an order to close the main fire doors is given, the same order should also stop the lifts from operating by sending them to a pre-specified deck, to be determined on a case-by-case basis according to the ship's design. In addition, those inside the lift should be able to order the lift doors open while those outside the lift should not be able to do so.