

SC 227

The dedicated seawater ballast tanks in SOLAS Chapter II-1 (Regulation 3-2)

(Jan 2009)
(Rev.1
May 2011)
(Rev.2
Nov 2016)

Regulation

Reg.3-2 of SOLAS II-1 (as in MSC.216(82)) reads:

"2 All dedicated seawater ballast tanks arranged in ships and double-side skin spaces arranged in bulk carriers of 150 m in length and upwards shall be coated during construction in accordance with the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by the Maritime Safety Committee by resolution MSC.215(82), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."

Interpretation

The following tanks ~~shall~~ are not ~~be~~ considered to be dedicated seawater ballast tanks and ~~are~~ shall therefore ~~be~~ exempted from the application and requirements of the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (resolution MSC.215(82)), provided the coatings applied in the tanks described in paragraphs 2. and 3. below are confirmed by the coating manufacturer to be resistant to the media stored in these tanks and provided such coatings are applied and maintained according to the coating manufacturer's procedures. the IMO PSPC:

1. Ballast tank identified as "Spaces included in Net Tonnage" in the 1969 ITC Certificate;
2. Sea water ballast tanks in passenger vessels also designated for the carriage of grey water or black water;
3. Sea water ballast tanks in livestock carriers also designated for the carriage of the livestock dung.

Note:

1. This UI is to be uniformly implemented by IACS Societies to ships as defined in Regulation 3-2.1 of SOLAS II-1.
2. Refer to TB for the reasons for exempting PSPC application to the a/m tanks.
3. Rev.2 to the interpretation is applicable to members for ships contracted for construction on or after 1 July 2017.
4. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

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