

Red Ensign Group Passenger Yacht Code Industry Working Group Meeting 2014

Maritime & Coastguard Agency, Southampton
2nd – 3rd September 2014

**Meeting Actions/Code Amendments
Issued February 2015**

Code Secretariat on behalf of the Red Ensign Group:
Cayman Registry | A division of Cayman Maritime



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TECH AGENDA #	ACTION	STATUS	CODE SECTION	ACTION TAKEN
N/A	ACTION 1: CISR to produce a record of decisions for actions on code amendments to facilitate tracking of issues.	CLOSED	N/A	This document is to be circulated to the IWG meeting distribution list on completion of the 5 th Edition in January 2015.
N/A	ACTION 2: CISR Refer discussion of restrictions for Furniture Construction to November REG TF	CLOSED	6.3(22)	Closed: See Post Meeting Note: Amendments to the 4th Edition of the Code to Section 6.3(22) allow relaxations in the construction of furniture when protected by either a fixed pressure waterspraying and fixed fire detection system and alarm system (6.3(14)) or provided it is possible to readily direct a jet of water for fire-fighting purposes (6.3(15) &(22)).
N/A	ACTION 3: CISR to check the origin of 2012 action 30 and the discussion on which it was based with a view to clearing this action.	CLOSED	6.1(12)	Closed: 6.11(12) was amended in the 4th Edition to include protected internal route (“Horizontal Stairways”) providing the clarity requested
N/A	ACTION 4: MCA (SM) to check with MCA International Liaison Branch concerning the IMO Circular Letter No.3171 as to the need to update it for new editions of the code.	CLOSED	N/A	It has been confirmed that a new letter of notification to the IMO will be required for each version of the Code. This will be progressed through the REG.
N/A	ACTION 5: CISR to review the details of requirements for watertight doors in engine rooms and submit a paper to REG TF.	CLOSED	4.15(4)(a)	During the discussions at REG-TF, the UK MCA did not support the proposal to allow more than one watertight door in machinery space bulkheads. As consensus could not be reached, the proposal has to be rejected by REG-TF.
N/A	ACTION 6: JA to ensure that helicopter operations are discussed at the meeting on 3rd September.	CLOSED	N/A	This was completed during the meeting. See meeting minutes regarding Annex 2
N/A	ACTION 7: CISR to circulate the Tilse Paper for review by Group Members	CLOSED	N/A	Sent on 01 st October 2014
N/A	ACTION 8: Group Members to provide comments on the Tilse Paper within one month from distribution.	CLOSED	2.12	Comments received (Azure Naval Architects) and will be considered during the work on Action 9.
N/A	ACTION 9: CISR to work with MCA to develop revised text to change from tiers to height above waterline	OPEN	2.12	This will be considered for the 6 th Edition of the Code
N/A	ACTION 10: Revised text to be referred back to Windows WG for comment before inclusion in the code.	OPEN	2.12	Subject to completion of Action 9
N/A	ACTION 11: Proposal that text is not amended at this stage and should members wish to, they can make technical argument.	CLOSED	N/A	No further action required
N/A	ACTION 12: MCA to take on concerns raised in sailing vessel WG report about manning issues and the MCA Large Yacht to Passenger Yacht bridging	OPEN	Chapter 12	

	course and to provide an update to the group.			
N/A	ACTION 13: CISR to discuss a stability research project for Sailing Vessels with the Wolfson Unit and SYBass	CLOSED	N/A (Chapter 14)	SYBAss, ICOMIA and Lloyds Register have generously provided the financial support to proceed with the research project. The Cayman Islands or REG websites will be used for further details of the data request and Chapter 14 consultation. This information will also be directly sent to the PYC IWG 2014 and 2014 Sailing Vessels Working Group members.
N/A	ACTION 14: Data on stability to be submitted by industry to facilitate research to be conducted by the Wolfson Unit.	OPEN	N/A	To be done once the data to be supplied has been agreed with Wolfson Unit.
N/A	ACTION 15: CISR to raise the sailing vessel/ helicopter issue with HCA.	OPEN	N/A	
1	ACTION 16: CISR to remove the reference in the change table to the new subsection 7.2(7)	CLOSED	Change Table	Remove reference to 7.2(7) changes
2	ACTION 17: CISR to remove the reference in the change table to the new subsection 7.21(8)	CLOSED	Change Table	Remove reference to 7.21(8) changes
3	ACTION 18: CISR to remove the reference to the 3000GT upper limit for PYC from the Preamble text.	CLOSED	Preamble 1.	<i>....With respect to non-passenger pleasure yachts, these difficulties have been addressed under the Large Commercial yacht Code (LY23) which deals with pleasure vessels engaged in trade carrying 12 passengers or less and which are less than 3000 gross tonnage.</i>
4	ACTION 19: CISR to clarify the 99/120 limit and to review of code to make clearer that code is for up to 36 passengers and not over 120 persons.	CLOSED	1.2(1)	<i>1.2(1) Unless otherwise expressly stated in the national annex the Code applies only to Red Ensign Group pleasure yachts engaged on international voyages whilst carrying more than 12 but not more than 36 passengers with a maximum number of persons not more than 99120 and which do not carry cargo.</i>
	ACTION 20: SYBASS to prepare a paper for submission to REG TF to seek to increase the limit for the number of persons within PYC.	OPEN	N/A	
5	ACTION 21: CISR to review para 1.3 with a view to inclusion of the LY3 definition in the code.	CLOSED	1.3	"Thermal Suite" remove from LYC between LY2 & LY3. Replaced with "Steam Room" in Section LY3 14.2.2. No definition provided in the LYC. No requirements in the PYC. No change made.
6	ACTION 22: CISR to review and include the LY Code sailing vessel definition in the PYC.	CLOSED	1.3	"Sailing vessel" means a vessel designed to carry sail, whether as a sole means of propulsion or as a supplementary means.
7	ACTION 23: Table at 1.3(1) to be amended to include A class requirements in SOLAS II-2 Reg 3.2.3 and B class divisions.	CLOSED	1.3(1)(c) 1.3(1)(d)	B Class Divisions are already included 1.3(1)(c) they are insulated with approved non-combustible materials such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 180°C above the original temperature, <u>within the time listed below:</u> <u>class "A-</u> 60 <u>60"</u> <u>min</u> <u>class "A-30"</u> 30 <u>min</u> <u>class "A-15"</u> 15

				<p><u>min</u> class "A-0" 0 min</p> <p>(d) they are constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test; and</p>																																																												
8	<p>ACTION 24: Table to be amended to remove columns ‘Survey Authority’ & ‘Certifying Authority’ and text added to explain that certificate/document issued with reference to flag administration or class society</p>	CLOSED	1.4(3) table	<p>1.4(3) On satisfactory completion of initial surveys and audits in accordance with this Code the ship will be issued with the applicable Certificates and Documents by the Administration or Recognised Organisation, in accordance with the delegation or authorisation in place for the vessel as listed below-</p> <table border="1"> <thead> <tr> <th>CERTIFICATE/DOCUMENT</th> <th>SURVEY AUTHORITY</th> <th>CERTIFYING AUTHORITY</th> </tr> </thead> <tbody> <tr> <td>International Load Line Certificate</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>International Tonnage Certificate</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>Certificate of Survey</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>Passenger Ship Safety Certificate (Passenger Yacht Safety Certificate)</td> <td>ADMIN/RO</td> <td>ADMIN</td> </tr> <tr> <td>Partial Declaration (Hull & Machinery)</td> <td>RO</td> <td>N/A</td> </tr> <tr> <td>Partial Declaration (excluding Hull & Machinery)</td> <td>ADMIN</td> <td>N/A</td> </tr> <tr> <td>Partial Declaration (Radio-GMDSS)</td> <td>RO</td> <td>N/A</td> </tr> <tr> <td>Statement of Operational Limitations</td> <td>ADMIN</td> <td>ADMIN</td> </tr> <tr> <td>International Oil Pollution Prevention Certificate</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>International Air pollution Prevention Certificate</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>International Sewage Pollution Prevention Certificate</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>International Anti-Fouling Systems Certificate</td> <td>RO</td> <td>RO</td> </tr> <tr> <td>Maritime Labour Convention Certificate</td> <td>ADMIN</td> <td>ADMIN</td> </tr> <tr> <td>Stability Booklet</td> <td>RO/ADMIN</td> <td>RO/ADMIN</td> </tr> <tr> <td>Noise Test Report</td> <td>BUILDER</td> <td>N/A</td> </tr> <tr> <td>Safety Management Certificate</td> <td>ADMIN</td> <td>ADMIN</td> </tr> <tr> <td>International Ship Security Certificate</td> <td>ADMIN</td> <td>ADMIN</td> </tr> <tr> <td>Safe Manning Document</td> <td>ADMIN</td> <td>ADMIN</td> </tr> <tr> <td>Bunkers Convention Certificate of Insurance</td> <td>N/A</td> <td>ADMIN</td> </tr> </tbody> </table>	CERTIFICATE/DOCUMENT	SURVEY AUTHORITY	CERTIFYING AUTHORITY	International Load Line Certificate	RO	RO	International Tonnage Certificate	RO	RO	Certificate of Survey	RO	RO	Passenger Ship Safety Certificate (Passenger Yacht Safety Certificate)	ADMIN/RO	ADMIN	Partial Declaration (Hull & Machinery)	RO	N/A	Partial Declaration (excluding Hull & Machinery)	ADMIN	N/A	Partial Declaration (Radio-GMDSS)	RO	N/A	Statement of Operational Limitations	ADMIN	ADMIN	International Oil Pollution Prevention Certificate	RO	RO	International Air pollution Prevention Certificate	RO	RO	International Sewage Pollution Prevention Certificate	RO	RO	International Anti-Fouling Systems Certificate	RO	RO	Maritime Labour Convention Certificate	ADMIN	ADMIN	Stability Booklet	RO/ADMIN	RO/ADMIN	Noise Test Report	BUILDER	N/A	Safety Management Certificate	ADMIN	ADMIN	International Ship Security Certificate	ADMIN	ADMIN	Safe Manning Document	ADMIN	ADMIN	Bunkers Convention Certificate of Insurance	N/A	ADMIN
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9	<p>ACTION 25: CISR to remove ‘more’ from text</p>	CLOSED	2.9(2)(a) & (b)	<p>(a) in ships of more <u>less</u> than 100 metres in length, be permanently attached to each of the ventilators; and</p> <p>(b) in ships of 100 metres or less <u>more</u> in length, if not permanently attached to the ventilator the means of closing shall conveniently stowed near the ventilators to which they are to be fitted.</p>																																																												
10	<p>ACTION 26: Text to be clarified by CISR and amended to italics if required.</p>	CLOSED	2.9 (5) (a) & (b)	<p>(a) in Position 1, the coamings of which extend to more than 4.5 metres above the freeboard deck; and</p> <p>(b) in Position 2, the coamings of which extend to more than 2.3 metres above the deck,</p>																																																												
11	<p>ACTION 27: JA to clarify whether paragraph that is suggested for deletion is Load Line text.</p>	CLOSED	2.12(3)	<p>The text has been changed from that of the Load Line Convention and so should be in Italics. As this definition does not introduce any conflict it will not be removed.</p>																																																												

				<i>Change text</i>
12	ACTION 28: Editorial change to amend reference to 2.2.3 to 2.2(3)	CLOSED	2.12(5)(a)	<i>where the actual freeboard exceeds that required by the Load Line Convention by at least one standard superstructure height, the entire superstructure may be considered to be 2nd tier and for the purposes of this section a standard superstructure height taken as defined in section 2.2.3 2.2(3) and either;</i>
13	ACTION 29: CISR to review section 2.12(10) given comments and the text as it currently stands.	CLOSED	2.12(10)	Given the responses from Class, it is agreed that 2.12(10) shall be of the non-opening type, except where the requirements of the LL Convention, Regulation 23 are met in full. LL Reg 23(6) states that if the required damage stability calculations indicate that the side scuttles would become immersed at any intermediate stage of flooding or the final equilibrium waterline, they shall be of the non-opening type, otherwise the combination of the code and LL would allow opening side scuttles. No amendment to the code is required.
13	ACTION 30: Class to send interpretations of 2.12(10) to CISR	CLOSED	2.12(10)	Request sent by CISR 28 th October 2014. Responses requested by Friday 21 st November. Responses received from Lloyds Register and ABS.
14	ACTION 31: Group supported WG proposals for changes to 2.12 (16)	CLOSED	2.12(16)	<p><i>2.12(16) Where the glazing material, glazing thickness, or fixing of the windows does not meet the requirements of a recognised standard ¹, windows may be tested ², to the satisfaction of the Administration, in accordance with the provisions of paragraphs (a) to (c) below-</i></p> <p><i>(a) the windows shall be tested to a minimum test pressure of ≥ 4 times the required design pressure derived from an appropriate national or international standard, provided that as a minimum, the calculated thicknesses should meet the Classification Society requirements for passenger carrying yachts;</i></p> <p><i>(b) for a Passenger Yacht 1, the test pressure may be reduced to 3 times the derived design pressure; and</i></p> <hr/> <p><i>¹ISO 11336-1 Large yachts – Strength, weathertightness and watertightness of glazed openings</i></p> <p><i>² for example hydrostatic testing of the windows and frames or ISO 11336-1 Large yachts – Strength, weathertightness and watertightness of glazed openings.</i></p>
14	ACTION 32: to review wording and ensure that guidance is consistent with class rules and reference BSMA 25	CLOSED	2.12(17)	<i>2.12(17) When using BSMA/ISO or equivalent standards agreed by the Administration, the following minimum design heads may be assumed when determining design head pressure-</i>
15	ACTION 33: Review section 2.12(19) to ensure that the use of deadlights, storm shutters is consistently used within these paragraphs.	CLOSED	2.12(19)	<p>“Storm Shutters” are only referred to in REG Codes, Intact Stability Code & High Speed Craft Code. Load Line always refers to “Storm Covers”.</p> <p><i>(19) For all vessels, -</i></p> <p><i>(a) subject to paragraph (d), deadlights or storm shutters covers* are required for all windows in the front and sides of first tier and front windows of the second tier of superstructures or weathertight deckhouses above the freeboard deck;</i></p> <p><i>(b) where storm shutters covers are interchangeable port and starboard, a minimum of 50% of each size shall be provided;</i></p> <p><i>(c) for PY-1 and PY-2 vessels, where deadlights or storm covers are not permanently attached they shall be stored in a readily accessible location and shall be readily safely mountable in a seaway.</i></p> <p><i>(d) proposals to dispense with the requirements for storm shutters covers may be considered by the Administration, subject to the windows</i></p>

				<p><i>meeting an enhanced structural standard in accordance with recognised Classification Society Rules.6</i></p> <hr/> <p><u>*Deadlights are fitted to the inside of windows and side scuttles, while storm covers are fitted to the outside of windows, where accessible, and may be hinged or portable.</u></p>
		CLOSED	2.12(22)(c)	<p><i>2.12(22)(c) where bonded-in windows are permitted the arrangements for deadlights or storm shutters covers in accordance with Section 2.12(19) are to be complied with as appropriate.</i></p>
16	ACTION 34: Amendment to text in 2.12(19)(d) agreed by group	CLOSED	2.12(19)(d)	<p><i>2.12(19)(d) proposals to dispense with the requirements for storm shutters or deadlights may be considered by the Administration, subject to the windows meeting an enhanced structural standard in accordance with recognised Classification Society Rules⁶, <u>a recognized International Standard, or a factor of 1.5 applied to the design pressure of the window.</u></i></p>
17	ACTION 35: CISR to process the proposed amendment and refer the text to REG TF before inclusion in the code.	CLOSED	2.12(22)	<p>Following discussion at REG-TF, the proposed text was supported as follows:</p> <p><i>2.12(22) Subject to the requirements of 2.12(5), the Administration may consider proposals for bonded-in windows <u>and doors</u> subject to the following provisions-</i></p> <ul style="list-style-type: none"> <i>(a) proposals must include measures to ensure the integrity of the bond line taking into account environmental and ageing effects-;</i> <i>(b) arrangements should be such that windows <u>and doors</u> cannot fall into the vessel should the bond line fail or due to the effects of fire-;</i> <i>(c) where bonded-in windows are permitted the arrangements for deadlights or storm shutters in accordance with Section 2.12(19) are to be complied with as appropriate-; <u>and</u></i> <i>(d) <u>when the windows and doors are required to be "A" Class they shall:</u></i> <ul style="list-style-type: none"> <i>(i) <u>not be required to be mechanically retained as per 6.7(45), when it is demonstrated that the window remains in the frame after the fire test to the satisfaction of the Administration.</u></i> <i>(ii) <u>for the application of the bonding or adhesive, be exempt from the requirement to be constructed from steel or equivalent material and the requirement to be non-combustible.</u></i>
18	ACTION 36: CISR to look into ways of clarifying how to prove that damage stability requirements are 'impractical' and to make expectations clear.	CLOSED	Part VI chapeau	<p><i>In order to use this Part of the Code, compliance with regulation 6 and 7 of SOLAS II-1 Part B-1 should be demonstrated confirmed to be impracticable for the vessel arrangement due to its size. This should be in the form of a statement from the Naval Architect following review consideration that SOLAS II-1 PART B-1 was not developed for vessels of this size.</i></p>
19	ACTION 37: CISR to look at incorrect definition against SOLAS and make changes if required	CLOSED	4.8(4)	<p>In the 3 definitions of K, Φ_c is to be replaced with Φ_e</p>
20	ACTION 38: As item 19 & Action 37 above	CLOSED	4.9(1) Table	<p>The tables reflects that of SOLAS Chapter II-1 - Part B-1 - Stability - Regulation 7-3 – Permeability. No change has been made to the text.</p>
21	ACTION 39: CISR to make text change to 4.16(3) to replace 'Bulkhead' with 'Freeboard'	CLOSED	4.16(3)	<p>4.16(3) Subject to the requirements of Chapter 2, no sidescuttle or window shall be fitted in such a position that its sill is below a line drawn parallel to the bulkhead <u>freeboard</u> deck at side and having its lowest point 2.5% of the breadth of the ship above the deepest subdivision load line, or 500 millimetres, whichever is the greater.</p>

22	ACTION 40: CISR to make text amendment as proposed by the WG	CLOSED	4.16(4)	<i>4.16(4) Notwithstanding the requirements of section 2.12 aAll sidescuttles the sills of which are below the bulkhead deck, as permitted by subsection (3) shall be such of construction, and subject to strict procedures, as will effectively prevent any person opening them without the sanction of the master.</i>
23	ACTION 41: CISR Deletion of text at 4.16(5) agreed and amendment to be made as suggested by WG	CLOSED	4.16(5)	4.16 (5) Efficient inside deadlights so arranged that they can be easily and effectively closed and secured watertight, shall be fitted to all sidescuttles and windows located below the margin line. Portable deadlights shall be stowed adjacent to the sidescuttles and windows they serve.
		CLOSED	4.24(16)	(1) When a rubbish-chute, etc., is not in use, both the cover and the valve required by section 4.16(140)(b) shall be kept closed and secured.
		CLOSED	4.16(8)	(8) Subject to the requirements of the International Convention on Load Lines in force, and except as provided in subsection (109), each separate discharge led through the shell plating from spaces below the margin line shall comply with the following provisions-
24	ACTION 42: CISR to review this section and make amendments if clarification is required	CLOSED	4.16(8)	PYC 4.16(8) comes from SOLAS II-1/15.8.2.1. As a result, the conflict also exists for full conventions ships with ILLC 20.4 (as required by PYC 2.11). On full convention ships we would not preclude the additional scantling method as allowed by LL Reg 22(4), so see no reason not to do the same for the PYC vessels. However this is not possible to write into the code due to the underlying conventions texts.
25	ACTION 43: Text deletion at 4.19(5) agreed as suggested by WG.	CLOSED	4.19(5)	4.19(5) Efficient inside deadlights, so arranged that they can be easily and effectively closed and secured watertight, shall be provided for all sidescuttles to spaces below the first deck above the bulkhead deck.
26	ACTION 44: CISR to insert cross reference in 4.3(4) to 4.29(17) or, if possible, combine text	CLOSED	4.3(4)	(4) Every ship shall be provided with datum draft marks at the bow and stern which are clearly visible and where these draft marks are not clearly readable, or operational constraints for a particular trade make it difficult to read the draft marks, then the ship shall also be fitted with a reliable draught indicating system by which the bow and stern drafts can be determined. (5)(4) In applying this section due regard shall be had to the Intact Stability Code as defined in section 1.3 of this Code and to section 2.3 of this Code.
		CLOSED	4.29(17)(e)	(e) in the case where the draught marks are not located where they are easily readable or operational constraints for a particular trade make it difficult to read the draft marks, then the ship shall also be fitted with a reliable draught indicating system by which the bow and stern draughts can be determined.
		CLOSED	2.3(11)	(11) In applying this section due regard shall also be had to the requirement for draft marks as set out in section 4.329(17).
27	ACTION 45: CISR to amend incorrect formula at 4.29(9)(c)	CLOSED	4.29(9)(c)	$GZ \text{ (in metres)} = (\text{Heeling moment/Displacement}) \approx \pm 0.04$
29	ACTION 46: Editorial change at 4.29(2) to replace intact with damaged after a further check against the Convention.	CLOSED	4.29(2)	Where two adjacent main compartments are separated by a bulkhead which is stepped under the conditions of section 4.28(7)(b) the intact damage stability shall be adequate to withstand the flooding of those two adjacent main compartments.
30	ACTION 47: Members to notify JA of any concerns on ambiguity in 4.30	CLOSED	4.30	None Received by date of REG Consultation (1 st December 2104)
	ACTION 48: CISR to review 4.30 again to ensure clarity	CLOSED	4.30	Reference is made to the original discussion in the December 2013 meeting minutes where it was pointed out that the title of Chapter 4 Part VII is incorrect because the part "in lieu of lifeboats" is not correct due to the reason that you also have to fulfil this chapter when you have lifeboats, engaged in trade, over 80m length and over 50 persons on board. As per Annex 3 of PYC Edition 4, this is not however the case. This is re-enforced by the 4th Edition footnote 73 to the annex 3 table which states that "Lifeboats may be carried in place of 300% liferafts

				and the Additional Provisions of Chapter 4 part VII need not be complied with” As no further concerns on ambiguity in 4.30 were submitted as per Action 47, no amendment to the code is to be made.
31	ACTION 49: Class to notify CISR how they apply the original Convention text and the Code’s version of the text	CLOSED	4.30	Request sent on 04 November 2014. Response requested by Friday 21 st November. None Received.
31	ACTION 50: CISR to review 4.30(1)(a)(i) & (iii) in relation to the original convention requirements and with reference to class societies and how they are applying.	CLOSED	4.30(1)(a)(i)	<i>(i) the residual stability should be such that any angle of equilibrium does not exceed 7° from the upright, the resulting righting lever (GZ) curve has a range to down-flooding or margin line immersion of at least 7° beyond any angle of equilibrium; and</i>
	ACTION 51: CISR to check the FP Code to ensure the correct reference in PYC clarifying the exemption for bonded windows and combustible material and to amend the code as appropriate.	CLOSED	2.12(22)	See amended text in 2.12(22)
35	ACTION 52: Cross reference to 6.4(4) and 6.4(5) to be added	CLOSED	6.2(34)	6.2(34) Notwithstanding 6.4(4) & (5), p Primary deck coverings, if applied within accommodation and service spaces, control stations, and cabin balconies shall be of approved material which will not readily ignite, this being determined in accordance with the Fire Test Procedures Code.
		CLOSED	6.4(4) & (5)	(4) Notwithstanding 6.2(34), P primary deck coverings, if applied within accommodation and service spaces, control stations and on open decks shall be of approved material which will not give rise to smoke or toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code. (5) Notwithstanding 6.2(34), P primary deck coverings on cabin balconies shall not give rise to smoke, toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code.
36	ACTION 53: Editorial change as per text provided at 6.3(9)	CLOSED	6.3(9)	For periodically unattended machinery spaces, the Administration shall give special consideration to maintaining the fire integrity of the machinery spaces, the location and centralisation of the fire-extinguishing system controls, the required shutdown arrangements (e.g., ventilation, fuel pumps, etc.) and any additional fire-extinguishing appliances and other fire-fighting equipment and breathing apparatus that may be required and these requirements shall be at least equivalent to those of machinery spaces unattended <u>normally attended</u> . (Note; but see section 5.3(1) which prohibits unattended machinery spaces operations on Code vessels)
37	ACTION 54: CISR to amend the cross reference to 6(17) to the correct reference to 6.3(17).	CLOSED	6.3(18)	<i>(18) the Administration may relax the provisions of 6.3(17) in areas appropriated for the use of the owner and guests, other than in relation to escape routes, stairway enclosures and corridors, provided that-</i>
39	ACTION 55: CISR to review the requirements and amend the text as appropriate ensuring clarification of any ambiguities.	CLOSED	6.3(23)	6.3(23) Furniture and furnishings on open decks adjacent to life saving appliances, as referred to in section 6.5(11), should have their fire risk evaluated ²¹ and mitigation measures put in place to the satisfaction of the Administration. <u>The following are considered as providing suitable mitigating measures to give a level of risk to be accepted:</u> (a) <u>The furniture and furnishings should be of a restricted fire risk as per SOLAS II-2 reg 3.40</u> (b) <u>Use of upholstered furniture in accordance with FTP Code Part 8;</u> (c) <u>Local portable fire fighting appliances for Class A fires;</u> (d) <u>Fixed fire detection and firefighting systems suitable for open decks;</u> (e) <u>Restricted use of non fixed furnishing; and</u>

				<p>(f) <u>Furniture not to be immediately adjacent to or proving storage for the LSA.</u></p> <hr/> <p>²¹ Refer to MSC.1/Circ.1274 - Guidelines for Evaluation of Fire Risk of External Areas on Passenger Ships</p>
40	ACTION 56: CISR to revisit the issues raised concerning 6.4(4) in terms of SOLAS requirements for open deck coverings, considering also the deliberate inclusion of the text originally.	CLOSED	6.4(4) & 6.4(5)	Changed to italics as “open decks” is additional to the SOLAS II-2/6.3.1 text. + additional text added as per action 35.
41	ACTION 57: CISR to arrange discussion of the proposed wording for 6.5(12) at REG TF	CLOSED	6.5(12)	Following discussion at REG-TF, the following text amendment is made: 6.5(12) <i>The construction of ceilings and bulkheads shall be such that it will be possible, without impairing the efficiency of the fire protection to detect any smoke originating in concealed and inaccessible places (requiring tools to access), except where in the opinion of the Administration there is no risk of fire originating in such places due to their being no ignition sources.</i>
43	ACTION 58: CISR to include SOLAS changes in the text.	CLOSED	6.17	Resolution MSC 338(91) amendments to SOLAS II-2/20.6.1 do not affect the equivalence written in the Code
44	ACTION 59: CISR to include agreement for application dates at REG TF	CLOSED	1.9	<p>(1) <i>Vessels the keels of which were laid or were at a similar stage of construction before the 1st July <u>January</u> 2014 2016, currently under survey to earlier Editions of the Code, may continue to be considered under the standards in force at the time of the initial survey, with the exception of:</i></p> <p>(2) <i>Vessels the keels of which were laid or were at a similar stage of construction on or after the 1st July <u>January</u> 2014 2016, shall comply with this edition of the code in its entirety.</i></p>
	ACTION 60: JA to discuss keel laying dates and 6 month delay at AOB	CLOSED	1.9	Closed: See post meeting note in minutes & Action 44 outcome.
45	ACTION 61: CISR to review the text of 6.7(1)(d) against the convention and to italicise if non-convention and to clarify the categorisation of the spaces, signage and LLL issues.	CLOSED	6.7(1)(d)	Signage and low level lighting is covered by 6.11(18) & MSC/Circular.699 - Revised Guidelines for Passenger Safety Instructions. The categorization of a space does not change if it forms part of an escape route.
	ACTION 62: CISR to review and add a cross reference to 6.11(18) as appropriate	CLOSED	6.7(1)(d)& 6.11(18)	6.11(18) is applicable to all means of escape, including stairways and exits, and as such does not need to be cross referenced to rooms and spaces containing furniture and furnishings of restricted fire risk which form part of an escape route. No change made to the Code.
47&48	ACTION 63: CISR to add the proposed sub paragraph 6.7(d) but to reject 6.7(e).	CLOSED	6.7(7)	<p>6.7(7) Bulkheads within accommodation and service spaces shall meet the requirements of paragraphs (a) to (d) as appropriate <u>taking in consideration the guidelines developed by the organisation¹</u>-</p> <p>(d) <u>where “C” class divisions between similar purposed spaces are provided (sleeping/washing/dressing), these divisions do not need to be continuous and the group of spaces may be considered as one.</u></p> <hr/> <p>¹ Refer to the Guidelines on fire safety construction in accommodation areas (MSC/Circ.917)</p>

49	ACTION 64: CISR to add clarification to the footnote reference to MSC/Circ.917	CLOSED	6.7(8)	Footnote in 6.7(7) added																																																																																																																																																																																			
50	ACTION 65: CISR to review Tables 6.1, 6.2 and 6.17, 6.9(57) in terms of MSC.338(91) and to amend as necessary.	CLOSED	Tables 6.1 & 6.2	<p style="text-align: center;">Table 6.1 - Fire Integrity of Bulkheads separating Adjacent Spaces</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">SPACES</th> <th colspan="2">SOLA S REF. No.</th> <th rowspan="2">(1)</th> <th rowspan="2">(2)</th> <th rowspan="2">(3)</th> <th rowspan="2">(4)</th> <th rowspan="2">(5)</th> <th rowspan="2">(6)</th> <th rowspan="2">(7)</th> <th rowspan="2">(9)</th> <th rowspan="2">(10)</th> <th rowspan="2">(11)</th> </tr> <tr> <th>▼</th> <th>▶</th> </tr> </thead> <tbody> <tr> <td>Control stations</td> <td>(1)</td> <td></td> <td>A-0^c</td> <td>A-0</td> <td>A-60</td> <td>A-0</td> <td>A-15</td> <td>A-60</td> <td>A-15</td> <td>A-60</td> <td>*</td> <td>A-60</td> </tr> <tr> <td>Corridors</td> <td>(2)</td> <td></td> <td></td> <td>C^e</td> <td>B-0^e</td> <td>A-0 B-0^e</td> <td>B-0^e</td> <td>A-60</td> <td>A-0</td> <td>A-15 A-0^d</td> <td>*</td> <td>A-15 A-30</td> </tr> <tr> <td>Accommodation spaces</td> <td>(3)</td> <td></td> <td></td> <td></td> <td>C^e</td> <td>A-0 B-0^e</td> <td>B-0^e</td> <td>A-60</td> <td>A-0</td> <td>A-15 A-0^d</td> <td>*</td> <td>A-30 A-0^d</td> </tr> <tr> <td>Stairways</td> <td>(4)</td> <td></td> <td></td> <td></td> <td></td> <td>A-0 B-0^e</td> <td>A-0 B-0^e</td> <td>A-60</td> <td>A-0</td> <td>A-15 A-0^d</td> <td>*</td> <td>A-15 A-30</td> </tr> <tr> <td>Service spaces (low risk)</td> <td>(5)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>C^e</td> <td>A-60</td> <td>A-0</td> <td>A-0</td> <td>*</td> <td>A-0</td> </tr> <tr> <td>Machinery spaces of Category A</td> <td>(6)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>*</td> <td>A-0</td> <td>A-60</td> <td>* A-60</td> </tr> <tr> <td>Other machinery spaces</td> <td>(7)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>A-0^b</td> <td>A-0</td> <td>* A-0</td> </tr> <tr> <td>Service spaces (high risk)</td> <td>(9)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>A-0^b</td> <td>* A-30</td> </tr> <tr> <td>Open decks</td> <td>(10)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>* A-0</td> </tr> <tr> <td>Garage spaces</td> <td>(11)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>A-0 A-30</td> </tr> </tbody> </table> <p style="text-align: center;">Table 6.2 - Fire Integrity of Decks separating Adjacent Spaces</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">SPACES BELOW ▼</th> <th rowspan="2">SPACES ABOVE ▶</th> <th rowspan="2">(1)</th> <th rowspan="2">(2)</th> <th rowspan="2">(3)</th> <th rowspan="2">(4)</th> <th rowspan="2">(5)</th> <th rowspan="2">(6)</th> <th rowspan="2">(7)</th> <th rowspan="2">(9)</th> <th rowspan="2">(10)</th> <th rowspan="2">(11)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>												SPACES	SOLA S REF. No.		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(9)	(10)	(11)	▼	▶	Control stations	(1)		A-0 ^c	A-0	A-60	A-0	A-15	A-60	A-15	A-60	*	A-60	Corridors	(2)			C ^e	B-0 ^e	A-0 B-0 ^e	B-0 ^e	A-60	A-0	A-15 A-0 ^d	*	A-15 A-30	Accommodation spaces	(3)				C ^e	A-0 B-0 ^e	B-0 ^e	A-60	A-0	A-15 A-0 ^d	*	A-30 A-0 ^d	Stairways	(4)					A-0 B-0 ^e	A-0 B-0 ^e	A-60	A-0	A-15 A-0 ^d	*	A-15 A-30	Service spaces (low risk)	(5)						C ^e	A-60	A-0	A-0	*	A-0	Machinery spaces of Category A	(6)								*	A-0	A-60	* A-60	Other machinery spaces	(7)									A-0 ^b	A-0	* A-0	Service spaces (high risk)	(9)										A-0 ^b	* A-30	Open decks	(10)											* A-0	Garage spaces	(11)											A-0 A-30	SPACES BELOW ▼	SPACES ABOVE ▶	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(9)	(10)	(11)											
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				Accommodation spaces	(3)	A-60	A-0	*	A-0	*	A-60	A-0	A-0	*	A-30 A-0 ^d	
				Stairways	(4)	A-0	A-0	A-0	*	A-0	A-60	A-0	A-0	*	A-0 A-30	
				Service spaces (low risk)	(5)	A-15	A-0	A-0	A-0	*	A-60	A-0	A-0	*	A-0	
				Machinery spaces of Category A	(6)	A-60	A-60	A-60	A-60	A-60	*	A-60 ^f	A-60	*	A-60	
				Other machinery spaces	(7)	A-15	A-0	A-0	A-0	A-0	A-0	*	A-0	*	A-0	
				Service spaces (high risk)	(9)	A-60	A-30 A-0 ^d	A-30 A-0 ^d	A-30 A-0 ^d	A-0	A-60	A-0	A-0	*	A-30	
				Open decks	(10)	*	*	*	*	*	*	*	*	*	---	A-0
				Garage spaces	(11)	A-60	A-15 A-30	A-30 A-0 ^d	A-15 A-30	A-0	A-30 A-60	A-0	A-30	A-0	A-0 A-30	
51	ACTION 66: CISR to review the text of 6.7(21)(a) and amend to the convention text as appropriate.	CLOSED	6.7(21)(a)	(a) a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or self-closing doors in one 'tween-deck space; when a stairway is closed in one 'tween-deck space, the stairway enclosure shall be protected in accordance with the <u>table for decks</u> Tables 6.1 and 6.2; and												
	ACTION 67: CISR to review note (e) of table 6.1 and its application to A-0	CLOSED	Table 6.1 note (e)	The use of note (e) is consistent with the SOLAS II-2 Table 9.3. No change made to the Code.												
53	ACTION 68: CISR to investigate development of FP guidance for testing glass used on PYC vessels that fall outside the scope of the FTP code.	OPEN	N/A	Not being addressed as part of the 5 th Edition Review												
54	ACTION 69: CISR to include provision in the code to accept bonded doors on the same basis as windows subject to REG agreement and appropriate testing being carried out.	CLOSED	6.12(22)	See Action 35												
55	ACTION 70: CISR to amend the text to use the Fire Protection WG text retaining the reference to the metal glazing bead and to add “or equivalent mechanical beads” and cross reference to 2.12.	CLOSED	6.7(45)	6.7(45) Notwithstanding the requirements of subsection (46), A-Class windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material and the glass shall be mechanically retained by a metal glazing bead or angle. See also 2.12												
56	ACTION 71: CISR to review and	CLOSED	6.7(37) &	6.7(37) already cross references 6.7(46) with respect to windows. 6.7(46) clearly states that the requirement for windows and doors facing												

	amend the code to link doors and windows in stairwell spaces in terms of 6.7(46) and 6.7(37).		6.7(46)	life-saving appliances is not applicable for those leading from stairways. No change to made to the Code.
57	ACTION 72: CISR to re-include the missing requirements and expand 46 to include bulkheads, to amend the text heading and to ensure clarity.	CLOSED	6.7(46)(d)(i)	6.7(46)(d)(i) A fire within a space in which the window/door is located should be assumed to result in all the windows or doors failing in that space, rendering the fire boundary in which they are situated ineffective, creating a 'failed fire boundary'. <u>Windows located beyond a B-Class deck to deck boundary or higher fire rating, are considered to be located in a separate space.</u>
		CLOSED	Table 6.1 & 6.2 Footnotes	<p>Notes: To be applied to both tables 6.1 and 6.2 as appropriate</p> <p>* Where an asterisk appears in the Tables it indicates that-</p> <p>(a) the division is required to be of steel or other equivalent material, but is not required to be of "A" class standard, <u>subject to (e) below</u>; however, where a deck, except in a category (10) space, is penetrated for the passage of electric cables, pipes and vent ducts, such penetrations shall be made tight to prevent the passage of flame and smoke;</p> <p>(b) divisions between control stations (emergency generators) and open decks may have air intake openings without means for closure; unless a fixed gas fire-extinguishing system is fitted in the control station;</p> <p>(c) for the application of subsection 6.7(3), in Table 6.2, "A" class divisions shall be read as "A-0", except for category (10); and</p> <p>(d) for windows and doors, subsection 6.7(46) shall apply.</p> <p>(e) <u>boundaries facing life-saving appliances (except those leading from stairways), embarkation and assembly stations, external stairs and open decks used for escape routes, and situated below survival craft, liferaft and escape slide embarkation areas shall have the same fire integrity as a window or door as per subsection 6.7(46)(a) to (d).</u></p>
58	ACTION 73: CISR to re-check SOLAS in connection with the additional dedicated sprinkler requirement to avoid greater requirements than SOLAS.	CLOSED		The text has been left the same as the original convention text. The understanding is that with water-mist nozzles, no additional heads/nozzles are required and that having an approved system installed is sufficient. However, "dedicated" refers to the specific window nozzles in way of windows where appropriate from the manufacturer.
	ACTION 74: CISR to amend text to refer to glass doors in section 6.7(46) & (47)	CLOSED	6.7.(47)	<p>(47) <u>Where automatic dedicated sprinkler heads are provided for windows or glass doors, "A-0" windows or glass doors may be accepted as equivalent to those required under Subsection (46); provided that to be considered under this paragraph, the sprinkler heads shall either be-</u></p> <p>(a) <u>dedicated heads located above the windows or glass doors, and installed in addition to the conventional ceiling sprinklers;</u></p> <p>(b) <u>conventional ceiling sprinkler heads arranged such that the window or glass door is protected by an average application rate of at least 5l/min/m2 and the additional window area is included in the calculation of the area of coverage; or</u></p> <p>(c) water-mist nozzles that have been tested and approved in accordance with the guidelines approved by the IMO.</p>
60	ACTION 75: CISR to re-visit SOLAS for >36 and LY Code requirements to investigate requirements for PYC and to amend the code if applicable.	CLOSED	6.7(65) (NEW)	<p>(65) Exhaust ducts from main laundries shall be fitted with:</p> <p>(a) filters readily removable for cleaning purposes;</p> <p>(b) a fire damper located in the lower end of the duct which is automatically and remotely operated;</p> <p>(c) remote-control arrangements for shutting off the exhaust fans and supply fans from within the space and for operating the fire damper mentioned in paragraph 7.6.2; and</p> <p>(d) suitably located hatches for inspection and cleaning.</p>

61	ACTION 76: CISR to remove underline from text in 6.7(56)(b)	CLOSED	6.7(56)(b)	(a) the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value* not exceeding 45 MJ/m ² of their surface area for the thickness used;
62	ACTION 77: CISR to amend the text to italics as appropriate.	CLOSED	6.11(12)	<i>(12) Stairway enclosures including “horizontal stairways” in accommodation and service spaces shall comply with the following provisions-</i>
63	ACTION 78: CISR to amend the text back to “.. by Tables 6.1 and 6.2 as appropriate.”	CLOSED	6.11(14)	(14) Protection of access from the stairway enclosures to the lifeboat and liferaft embarkation areas shall be provided either directly or through protected internal routes which have fire integrity and insulation values for stairway enclosures as determined by subsection 6.7(46) <u>Tables 6.1 and 6.2</u> , as appropriate.
64	ACTION 79: CISR to amend 6.11(20) to cross reference to 6.7(35) or add text to cover the issue of the fitting of accumulators to operate external doors used for escape and to ensure all requirements for external power operated escape doors are included	CLOSED	6.11(20)	(20) Escape doors from public spaces that are normally latched shall be fitted with a means of quick release arrangement consisting of a door-latching mechanism incorporating a device that releases the latch upon the application of a force in the direction of escape flow; such quick release mechanisms shall be designed and installed to the satisfaction of the Administration ³⁴ . <u>Power operated sliding doors should also comply with 6.7(35) (h), (i), (m) & (n).</u>
66	ACTION 80: CISR to review and amend 6.17 in line with the requirements of MSC.365(93)	CLOSED	6.11(30) (New)	(30) All inclined ladders/stairways fitted to comply with subsection (23) with open treads in machinery spaces being part of or providing access to escape routes but not located within a protected enclosure shall be made of steel. Such ladders/stairways shall be fitted with steel shields attached to their undersides, such as to provide escaping personnel protection against heat and flame from beneath.
		CLOSED	6.11(31) (New)	<i>Escape from main workshops within machinery spaces</i> (31) Two means of escape shall be provided from the main workshop within a machinery space. At least one of these escape routes shall provide a continuous fire shelter to a safe position outside the machinery space."
67	ACTION 81: CISR to clarify the requirements for garage access and amend the text as appropriate.	CLOSED	6.17(14)	Considering SOLAS II-2/13.3.2.3 where stairway enclosure are allowed to have direct access to garages and the requirements in SOLAS II-1/23 where such spaces are only accessible to passenger when loading/unloading and in harbor it is suggested that it should be allowed a stairway dedicated to the tender garage with perhaps operational constraints to be discussed. CISR consider that the requirements for a lobby in a garage space is required and that reliance on operational conditions should not be promoted as providing as a robust level of safety as design solutions. The text remains unchanged.
69	ACTION 82: CISR to check provision for garage lobbies in the text provides sufficient clarity.	CLOSED	6.17(14)	<i>(14) Garage spaces are not to give direct access to any space other than a fuel store or lockers used within the space, unless provided with a lobby in accordance with the fire integrity requirements of Tables 6.1 and 6.2 (considered as a ‘Corridor’) and the provisions of section 2.6 with respect to Load Lines are also to be complied as with as applicable.</i>
70	ACTION 83: CISR to review 6.17(18) and amend.	CLOSED	6.17(18)	FOOTNOTE 42 42 Refer to the Guidelines for the approval of alternative fixed water based fire fighting systems for special category spaces (See MSC/Circ.1272). <u>revised Guidelines for the Design and Approval of Fixed Water-Based Fire-Fighting Systems for Ro-Ro Spaces and Special Category Spaces (MSC.1/Circular.1430)</u>
71	ACTION 84: CISR to review 6.17(21) to clarify the requirements.	CLOSED	6.17(21)	(21) Notwithstanding the provisions in paragraph (9) & (3), where the ventilation system is so designed and operated as to provide continuous ventilation of the space at the rate of at least 10 air changes per hour, electrical equipment of a type so enclosed and protected

				<p>as to prevent the escape of sparks shall be permitted above a height of 450 mm from the deck, except for cases where passengers are allowed access to a garage space</p> <p><u>(21) Notwithstanding the provisions in paragraph (9) & (3), except for cases where passengers are allowed access to a garage space, the ventilation system may be so designed and operated as to provide continuous ventilation of the space at the rate of at least 10 air changes per hour subject to, any electrical equipment being of a type so enclosed and protected as to prevent the escape of sparks within a height of 450 mm from the deck.</u></p>
73	ACTION 85: CISR to amend 7.9(2) to refer to “Search and Rescue Locating Device” instead of “Radar Transponders”.	CLOSED	7.9(2)	<p>Radar Transponders <u>Search and Rescue Locating Device</u></p> <p>(2) At least one search and rescue locating device shall be carried on each side of every ship in accordance with the following provisions-</p> <p>(a) the search and rescue locating device shall be stowed in such locations that they can be rapidly placed in any survival craft or, alternatively, one transponder shall be stowed in each survival craft;</p> <p>(b) one of the search and rescue locating device may be the search and rescue locating device required by SOLAS, Chapter IV (Radio Equipment), Regulation 7.1.3; and</p> <p>(c) the transponders <u>search and rescue locating device</u> shall conform to performance standards not inferior to those adopted by the IMO*</p> <p>_____</p> <p>* Refer to the Recommendation on performance standards for survival craft radar transponders for use in search and rescue operations, adopted by the Organization by resolution MSC.247(83) (A.802(19)), as amended) and the Recommendation on performance standards for survival craft AIS Search and Rescue transmitter (AIS SART), adopted by the Organization by resolution MSC.246(83).</p>
74	ACTION 86: CISR to remove the superfluous “;” at the end of paragraph 7.21(2)(d)	CLOSED	7.21(2)(d)	<p>(d) in addition, inflatable or rigid liferafts of such aggregate capacity as will accommodate at least 25% of the total number of persons on board or sufficient liferafts such that in the event of any one survival craft being lost or rendered unserviceable, sufficient aggregate capacity remains on each side of the ship to accommodate 50% of the total number of persons on board, whichever is the greater; ;</p>
75	Action 87: CISR to add reference to the Polar Code to the convention list at the start of the PYC Code	CLOSED	Preamble 20(1) (New)	<p><u>Yachts which intend to operate in Polar Regions must meet requirements of one of the recognised Classification Societies listed in Annex 1 appropriate to the intended area of operation. Reference to be made to SOLAS XIV and the Polar Code.</u></p>
		CLOSED	7.21(4)	<p>(4) Any Passenger Yacht to which this Code applies which operates in the Polar Regions shall carry lifeboats and other survival craft in accordance with the relevant SOLAS requirements and shall, inter alia, also adhere to the <u>Life-Saving Appliances in accordance with the IMO Guidelines for Polar Regions as per sub-section 3.1(g).</u></p>
		CLOSED	Annex 3 Footnote 71 & Operational Area	<p>71 Any passenger yacht operating in the Polar Regions is required to carry Lifeboats as per SOLAS, Chapter III requirements and shall, inter alia, also adhere to the IMO Guidelines for Polar Regions.</p> <p>Delete “(except for polar regions)”</p>
		CLOSED	3.1(h) (New)	<p><i>(h) Safety Measures for Ships Operating in Polar Waters (The Polar Code)</i></p> <p>(i) This Sub-Section applies to ships operating in polar waters, from 1 January 2017 as per SOLAS XIV & the Polar Code.</p> <p>(ii) Ships constructed before 1 January 2017 shall meet the relevant requirements of SOLAS XIV and the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.</p>

				(iii) Every ship to which this Sub-section applies shall have on board a valid Polar Ship Certificate
76	Action 88: CISR to submit white rescue boat text to the REG TF	CLOSED	7.21(9) (new)	Text submitted to REG-TF but not supported by the MCA. [7.21 Where rescue boats are approved in accordance with paragraph 7.2(2)(a), they shall meet the LSA Code requirements in all respects, except for the colour where white will also be considered acceptable.]
80	ACTION 89: CISR to prepare and submit the lifeboat colour paper to REG TF	CLOSED	7.2(7)	Text submitted to REG-TF but not supported by the MCA. [7.2(7) Lifeboats may deviate from the requirements of LSA Code Section 1.2.2.6, being of a highly visible colour when the following additional measures are in place to ensure that an equivalent safety level is maintained: (a) additional cover(s) of highly visible colour which can be fitted when required should be provided, sufficient to provide good view from another ship or from the air; (b) four rocket parachute flares complying with the requirements, in addition to those already required to be carried by the LSA Code; (c) six hand flares complying with the requirements, in addition to those already required to be carried; (d) two buoyant smoke signals complying with the requirements, in addition to those already required to be carried by the LSA Code; (e) a survival craft radar transponder; (f) a fixed two-way VHF radiotelephone apparatus; (g) an EPIRB with built in GPS, registered to the lifeboat; and (h) an AIS transmitter]
81	ACTION 90: CISR to add the new paragraph 7.27 to the code.	CLOSED	7.27 (New)	<u>7.27 Recovery of persons from the water</u> (1) <u>All ships shall have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization.* The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations. Ships constructed before 1 July 2015 shall comply with this requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2015, whichever comes first.</u> * Refer to the Guidelines for the development of plans and procedures for recovery of persons from the water (MSC.1/Circ.1412).
82	ACTION 91: CISR to review the proposed new text for 8.5 and amend it to clarify that it applied only to bridge windows and not the other aspects of chapter 8.	CLOSED	8.2	(1) <u>Subject to any special provisions given in the national legislation every ship to which this Code applies shall comply with the applicable requirements of Chapter V of SOLAS, 1974, as amended.</u> (2) <u>Deviations from the requirements of SOLAS V/22.1.9 may be considered by the Administration, provided that they:</u> (a) <u>provide safety standards at least equivalent to the requirements of this Chapter;</u> (b) <u>meet the intent of the requirements concerned; and</u> (c) <u>where necessary, have successfully undergone testing to the satisfaction of the Administration; or</u> (d) <u>have successfully undergone, an engineering analysis, evaluation and approval.</u>

83	ACTION 92: CISR to delete subsections 9.6.2, 9.6.3 and 9.6.4 and to change the title for 9.6 retaining only 9.6.1.	CLOSED	9.6.2, 9.6.3 & 9.6.4	See Action 106												
84	ACTION 93: CISR to review and amend 9.1(5)(a) footnote 62 & 9.21 to reflect the new regulations on noise and vibration.	CLOSED	4.2(1)	As Chapter 9 is being deleted, the provisions of 4.2(1) to apply to SOLAS as amended is included. Resolution MSC.338(91) (which includes the additions to SOLAS II-1 Part A Regulation 3-12 on the Protection against noise) <i>(1) Except where provided otherwise in this Chapter, all new vessels to which this Code applies are required to meet the applicable requirements of the amendments to SOLAS Chapter II-1 which entered into force on 1 January 2009. As amended.</i>												
		CLOSED	4.2(3) (New)	<i>(3) For ships of 1,600 gross tonnage and above, SOLAS Chapter II-1 Part A-1 Regulation 3-12 on the protection against noise and the Code on noise levels on board ships, adopted by the Maritime Safety Committee by resolution MSC.337(91), as may be amended by the Organization shall apply. For the purpose of this subsection, although the Code on noise levels on board ships is treated as a mandatory instrument, recommendatory parts as specified in chapter I of the Code shall be treated as non-mandatory.</i>												
86	ACTION 94: Members to supply helideck operation scenarios to CISR for inclusion in a paper to REG TF	CLOSED	Annex 2	None received prior to REG-TF 2014												
	ACTION 95: MCA to prepare and submit a paper for REG TF to seek advice for helideck operations.	CLOSED	N/A	<p>The REG-TF agreed the following table which reflects the discussion held under this item as reflected in the IWG Meeting Minutes. No Change to the Code required.</p> <p><u>Helicopter deck compliance with annex 6 of Ly2 Ed 2 or PYC Annex 2</u></p> <table border="1"> <thead> <tr> <th></th> <th>LY2 or 3 Private Yacht</th> <th>LY2 or 3 Commercial Yacht</th> <th>PYC (pleasure yacht engaged in trade or pleasure yacht not engaged in trade)</th> </tr> </thead> <tbody> <tr> <td>Private Helicopter</td> <td>R</td> <td>M</td> <td>M</td> </tr> <tr> <td>Commercial Helicopter</td> <td>R</td> <td>M</td> <td>M</td> </tr> </tbody> </table> <p>R = Recommended compliance with PYC section 11.2 and Annex 2 or LY3 section 24.2 and Annex 6 M= Mandatory compliance with PYC section 11.2 and Annex 2 or LY3 section 24.2 and Annex 6</p>		LY2 or 3 Private Yacht	LY2 or 3 Commercial Yacht	PYC (pleasure yacht engaged in trade or pleasure yacht not engaged in trade)	Private Helicopter	R	M	M	Commercial Helicopter	R	M	M
	LY2 or 3 Private Yacht	LY2 or 3 Commercial Yacht	PYC (pleasure yacht engaged in trade or pleasure yacht not engaged in trade)													
Private Helicopter	R	M	M													
Commercial Helicopter	R	M	M													
87	ACTION 96: CISR to update the reference to IMO Resolution A.889(21) to IMO Resolution A.1045(27)	CLOSED	11.3	<i>Boarding arrangements provided for pilots should have due regard for SOLAS Chapter V, Regulation 23 and IMO Resolution A.889(21) A.1045(27) "Pilot transfer arrangements", International Maritime Pilots' Association (IMPA) recommendations, or any documents replacing them taking into consideration any national requirements as set out in national Annex 5.</i>												
88	ACTION 97: CISR to add references to international standards and MSC Circulars to paragraph 11.4	CLOSED	11.4	<p><i>(3) Equipment used to provide access should also meet the standards or requirements set out in <u>international standards*</u> and applicable national legislation.</i></p> <hr/> <p><i>* Refer to MSC.1/Circular.1331, Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and</i></p>												

				<i>disembarkation.</i>
89	ACTION 98: PS to prepare a more detailed paper for REG TF covering manning qualification requirements for PYC.	CLOSED	Chapter 12	Not Received prior to REG TF 2014
	ACTION 99: CISR to submit the Manning Qualifications paper to REG TF.	CLOSED	Chapter 12	See Action 98
90	ACTION 100: CISR to reference COLREGS in Chapter 8 with the sailing vessel COLREGS in chapter 14	CLOSED	3.2	Already reference in 3.2 so no amendment required
59	ACTION 101: CISR to consider the adverse angle at which watertight & fire doors operate at in draft Chapter 14 on sailing vessels	OPEN	Chapter 14	To be reviewed before public consultation in the new year
91	ACTION 102: HCA to provide text for integrated helideck fire-fighting requirements.	OPEN	Annex 2	
	ACTION 103: CISR to integrate HCA text into Annex 2	OPEN	Annex 2	
93	ACTION 104: CISR to distribute MS 174/004/0057 REG with the minutes.	CLOSED	N/A	Sent on 28 October 2014 (No further actions required)
94	ACTION 105: CISR to obtain and develop the FTP Matrix and include in the PYC.	CLOSED	Annex 4 (New)	Lloyds Register have allowed the use of the table that they have developed into the Code
AOB	ACTION 106 CISR to remove the reference to the requirements for port lights between bunks	CLOSED	Chapter 9	The PYC Chapter 9 acted to bring the requirements of the MLC into force early for this type of vessel. However, as the PYC does not form an equivalence to the ILO's MLC 2006, to avoid any inconsistencies now that the MLC is in force, this chapter will now be removed and replaced as follows: <i><u>9.1 Ships shall be constructed, certificated and operated under the provisions of the The Maritime Labour Convention, 2006 (ILO) for passenger ships.</u></i>
AOB	ACTION 107: CISR to amend the code to include PYP in the table.	CLOSED	Annex 3 column 3 title	Pleasure Vessel Not Engaged in Trade (<u>PY-P</u>)
AOB	ACTION 108: CISR to review requirements for continuous manning of sail stations and machinery spaces on sailing vessels in the draft Chapter 14	OPEN	Chapter 14	To be reviewed before public consultation in the new year
Non Meeting	N/A	CLOSED	1.2(1)	<i>(1) Unless otherwise expressly stated in the national annex the This Code applies only to Red Ensign Group pleasure yachts engaged on international voyages whilst carrying more than 12 but not more than 36 passengers with a maximum number of persons not more than 99 and which do not carry cargo.</i> See also ACTION 4 for 1.2(1) amendment
Non Meeting	N/A	CLOSED	1.4(2)	<i>(2) Statutory work may be undertaken by surveyors of the Administration or by surveyors of a Classification Society appointed by the Administration. Radio surveys may be undertaken by an appropriate certifying authority (see national Annex 1) appointed by the</i>

				<i>Administration. All requests for survey and certification must be made to the Administration or the appropriate Classification Society where such surveys are delegated.</i>
Non Meeting	N/A	CLOSED	3.1(f) & (g)	<i>(f) relevant Conventions of the International Labour Organization (ILO), including but not necessarily limited to- (i) ILO Convention (No. 147) concerning Minimum Standards in Ships 47 and any amendments to or replacements of this Convention; (ii) Subject to paragraph (g), the Maritime Labour Convention 2006 (MLC 2006); and (g) The Maritime Labour Convention, 2006 (ILO)</i>
Non Meeting	N/A	CLOSED	6.8(49)(a)	<i>(a) the fire hazard portions of internal combustion machinery used for the ship's main propulsion and power generation;</i>
Non Meeting	N/A	CLOSED	6.8(57)	<i>(57) Fire fighter's outfits shall comply with the Fire Safety Systems Code. (57) <u>Types of firefighter's outfits</u> (a) <u>Fire-fighter's outfits shall comply with the Fire Safety Systems Code; and</u> (b) <u>Self-contained compressed air breathing apparatus of fire-fighter's outfits shall comply with paragraph 2.1.2.2 of chapter 3 of the Fire Safety Systems Code by 1 July 2019.</u></i>
Non Meeting	N/A	CLOSED	6.13(17) (New)	<i><u>(17) An onboard means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used.</u></i>
Non Meeting	N/A	CLOSED	6.8(62) (New)	<i><u>(62) A minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. Those two-way portable radiotelephone apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the requirements of this subsection not later than the first survey after 1 July 2018.</u></i>
Non Meeting	N/A	CLOSED	Annex 2	Delete from code and place on the REG Website
Non Meeting	N/A	CLOSED	6.7(56) to (64)	<i><u>Ventilation Systems</u> (56) <u>Ventilation ducts, including single and double wall ducts, shall be of steel or equivalent material except flexible bellows of short length not exceeding 600 mm used for connecting fans to the ducting in air-conditioning rooms. Unless expressly provided otherwise in paragraph (61), any other material used in the construction of ducts, including insulation, shall also be non-combustible. However, short ducts, not generally exceeding 2 m in length and with a free cross-sectional area* not exceeding 0.02 m2, need not be of steel or equivalent material, subject to the following conditions:</u> (a) <u>the ducts shall be made of non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value** not exceeding 45 MJ/m2 of their surface area for the thickness used;</u> (b) <u>the ducts are only used at the end of the ventilation device; and</u> (c) <u>the ducts are not situated less than 600 mm, measured along the duct, from an opening in an "A" or "B" class division, including continuous "B" class ceiling.</u> (57) The following arrangements shall be tested in accordance with the Fire Test Procedures Code- (a) fire dampers, including their relevant means of operation; and</i>

				<p>(b) duct penetrations through "A" class divisions. However, the test is not required where steel sleeves are directly joined to ventilation ducts by means of riveted or screwed flanges or by welding.</p> <p>(58) <u>Fire dampers shall be easily accessible. Where they are placed behind ceilings or linings, these ceilings or linings shall be provided with an inspection hatch on which the identification number of the fire damper is marked. The fire damper identification number shall also be marked on any remote controls provided.</u></p> <p>(59) <u>Ventilation ducts shall be provided with hatches for inspection and cleaning. The hatches shall be located near the fire dampers.</u></p> <p>(60) <u>The main inlets and outlets of ventilation systems shall be capable of being closed from outside the spaces being ventilated. The means of closing shall be easily accessible as well as prominently and permanently marked and shall indicate the operating position of the closing device.</u></p> <p>(61) <u>Combustible gaskets in flanged ventilation duct connections are not permitted within 600 mm of openings in "A" or "B" class divisions and in ducts required to be of "A" class construction.</u></p> <p>(62) <u>Ventilation openings or air balance ducts between two enclosed spaces shall not be provided except as permitted by paragraph 6.7(40).</u></p> <p>(63) <u>The ventilation systems for machinery spaces of category A, vehicle spaces and galleys shall, in general, be separated from each other and from the ventilation systems serving other spaces. However, the galley ventilation systems need not be completely separated from other ventilation systems, but may be served by separate ducts from a ventilation unit serving other spaces. In such a case, an automatic fire damper shall be fitted in the galley ventilation duct near the ventilation unit.</u></p> <p>(64) <u>Ducts provided for the ventilation of machinery spaces of category A, galleys and vehicle spaces shall not pass through accommodation spaces, service spaces, or control stations unless they comply with paragraph (66).</u></p> <p>(65) <u>Ducts provided for the ventilation of accommodation spaces, service spaces or control stations shall not pass through machinery spaces of category A, galleys and vehicle spaces, unless they comply with paragraph (66).</u></p> <p>(66) <u>As permitted by paragraphs (64) and (65) ducts shall be either:</u></p> <ul style="list-style-type: none"> (a) <u>constructed of steel having a thickness of at least 3 mm for ducts with a free cross-sectional area of less than 0.075 m², at least 4 mm for ducts with a free cross-sectional area of between 0.075 m² and 0.45 m², and at least 5 mm for ducts with a free cross-sectional area of over 0.45 m²;</u> (b) <u>suitably supported and stiffened;</u> (c) <u>fitted with automatic fire dampers close to the boundaries penetrated; and</u> (d) <u>insulated to "A-60" class standard from the boundaries of the spaces they serve to a point at least 5 m beyond each fire damper;</u> (e) <u>constructed of steel in accordance with sub-sections (a) and (b); and</u> (f) <u>insulated to "A-60" class standard throughout the spaces they pass through, except for ducts that pass through the following spaces:</u> <ul style="list-style-type: none"> (i) <u>Sanitary and similar spaces</u> <ul style="list-style-type: none"> (a) <u>Communal sanitary facilities, showers, baths, water closets, etc.</u>
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				<p>(b) <u>Small laundry rooms.</u></p> <p>(c) <u>Indoor swimming pool area.</u></p> <p>(d) <u>Isolated pantries containing no cooking appliances in accommodation spaces.</u></p> <p>(e) <u>Private sanitary facilities shall be considered a portion of the space in which they are located.</u></p> <p>(ii) <u>Tanks, voids and auxiliary machinery spaces having little or no fire risk</u></p> <p>(a) <u>Water tanks forming part of the ship's structure.</u></p> <p>(b) <u>Voids and cofferdams.</u></p> <p>(c) <u>Auxiliary machinery space which do not contain machinery having a pressure lubrication system and where storage of combustibles is prohibited, such as:</u></p> <p>(d) <u>. ventilation and air-conditioning rooms;</u></p> <p>(e) <u>windlass room;</u></p> <p>(f) <u>steering gear room;</u></p> <p>(g) <u>stabilizer equipment room;</u></p> <p>(h) <u>electrical propulsion motor room;</u></p> <p>(i) <u>rooms containing section switchboards and purely electrical equipment other than oil-filled electrical transformers (above 10 kVA);</u></p> <p>(j) <u>shaft alleys and pipe tunnels;</u></p> <p>(k) <u>spaces for pumps and refrigeration machinery (not handling or using flammable liquids).</u></p> <p>(l) <u>Closed trunks serving the spaces listed above.</u></p> <p>(m) <u>Other closed trunks such as pipe and cable trunks.</u></p> <p>(67) <u>For the purposes of sub-paragraphs (66)(d) and (66)(f), ducts shall be insulated over their entire cross-sectional external surface. Ducts that are outside but adjacent to the specified space, and share one or more surfaces with it, shall be considered to pass through the specified space, and shall be insulated over the surface they share with the space for a distance of 450 mm past the duct***.</u></p> <p>(68) <u>Where it is necessary that a ventilation duct passes through a main vertical zone division, an automatic fire damper shall be fitted adjacent to the division. The damper shall also be capable of being manually closed from each side of the division. The control location shall be readily accessible and be clearly and prominently marked. The duct between the division and the damper shall be constructed of steel in accordance with sub-paragraphs (66)(a) and (66)(b) and insulated to at least the same fire integrity as the division penetrated. The damper shall be fitted on at least one side of the division with a visible indicator showing the operating position of the damper.</u></p> <p>(69) <u>Ducts passing through "A" class divisions shall meet the following requirements:</u></p> <p>(a) <u>where a thin plated duct with a free cross sectional area equal to, or less than, 0.02 m² passes through "A" class divisions, the opening shall be fitted with a steel sheet sleeve having a thickness of at least 3 mm and a length of at least 200 mm, divided preferably into 100 mm on each side of a bulkhead or, in the case of a deck, wholly laid on the lower side of the decks penetrated;</u></p> <p>(b) <u>where ventilation ducts with a free cross-sectional area exceeding 0.02 m², but not more than 0.075 m², pass through "A"</u></p>
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				<p><u>class divisions, the openings shall be lined with steel sheet sleeves. The ducts and sleeves shall have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length shall be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, shall be provided with fire insulation. The insulation shall have at least the same fire integrity as the division through which the duct passes; and</u></p> <p>(c) <u>automatic fire dampers shall be fitted in all ducts with a free cross-sectional area exceeding 0.075 m² that pass through "A" class divisions. Each damper shall be fitted close to the division penetrated and the duct between the damper and the division penetrated shall be constructed of steel in accordance with paragraphs (66)(a) and (66)(b). The fire damper shall operate automatically, but shall also be capable of being closed manually from both sides of the division. The damper shall be fitted with a visible indicator which shows the operating position of the damper. Fire dampers are not required, however, where ducts pass through spaces surrounded by "A" class divisions, without serving those spaces, provided those ducts have the same fire integrity as the divisions which they penetrate. A duct of cross-sectional area exceeding 0.075 m² shall not be divided into smaller ducts at the penetration of an "A" class division and then recombined into the original duct once through the division to avoid installing the damper required by this provision.</u></p> <p>(70) <u>Ventilation ducts with a free cross-sectional area exceeding 0.02 m² passing through "B" class bulkheads shall be lined with steel sheet sleeves of 900 mm in length, divided preferably into 450 mm on each side of the bulkheads unless the duct is of steel for this length.</u></p> <p>(71) <u>All fire dampers shall be capable of manual operation. The dampers shall have a direct mechanical means of release or, alternatively, be closed by electrical, hydraulic, or pneumatic operation. All dampers shall be manually operable from both sides of the division. Automatic fire dampers, including those capable of remote operation, shall have a failsafe mechanism that will close the damper in a fire even upon loss of electrical power or hydraulic or pneumatic pressure loss. Remotely operated fire dampers shall be capable of being reopened manually at the damper.</u></p> <p>(72) <u>When passing through accommodation spaces or spaces containing combustible materials, the exhaust ducts from galley ranges shall be constructed in accordance with paragraphs (66)(a) and (66)(b). Each exhaust duct shall be fitted with:</u></p> <p>(a) <u>.1 a grease trap readily removable for cleaning;</u></p> <p>(b) <u>.2 an automatically and remotely operated fire damper located in the lower end of the duct at the junction between the duct and the galley range hood and, in addition, a remotely operated fire damper in the upper end of the duct close to the outlet of the duct;</u></p> <p>(c) <u>.3 arrangements, operable from within the galley, for shutting off the exhaust and supply fans; and</u></p> <p>(d) <u>.4 fixed means for extinguishing a fire within the duct****.</u></p> <p>(73) <u>Exhaust ducts from laundries shall be fitted with:</u></p> <p>(a) <u>filters readily removable for cleaning purposes;</u></p> <p>(b) <u>a fire damper located in the lower end of the duct which is automatically and remotely operated;</u></p> <p>(c) <u>remote-control arrangements for shutting off the exhaust fans and supply fans from within the space and for operating the fire damper mentioned in (b); and</u></p> <p>(d) <u>suitably located hatches for inspection and cleaning."</u></p>
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