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UNIFIED INTERPRETATIONS OF THE 2008 IS CODE

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), in order to facilitate global and consistent implementation of requirements of the 2008 IS Code, approved unified interpretations of the 2008 IS Code, prepared by the Sub-Committee on Ship Design and Construction, at its third session (18 to 22 January 2016), as set out in the annex.

2 Member States are invited to apply the annexed unified interpretations and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS OF THE 2008 IS CODE

Introduction

2.23 *Definition of the term "lightship"*

1 The weight of mediums on board for the fixed firefighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) should be included in the lightweight and lightship condition.

Part A – Mandatory criteria

2.3 *Severe wind and rolling criterion (weather criterion)*

2 In applying Φ_f , openings which cannot be or are incapable of being closed weathertight include ventilators (complying with regulation 19(4) of the *International Convention on Load Lines, 1966*) that for operational reasons have to remain open to supply air to the engine room or emergency generator room (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship.

Part B – Recommendations for certain types of ships and additional guidelines

3.4.2 *Assumptions for calculating loading conditions*

3 For tankers assigned with a tropical load line, the ship should be assumed to be loaded to its tropical load line.
