

Unified Interpretation for Valves Fitted on Collision Bulkheads

Object of Amendment

Rules for the Survey and Construction of Steel Ships Part D
Guidance for the Survey and Construction of Steel Ships Part D
Guidance for the Survey and Construction of Passenger Ships

Reason for Amendment

In accordance with the amendment to regulation II-1/12.6.2 of SOLAS effective from 2024, valves fitted on pipes piercing ship collision bulkheads need to be capable of being remote controlled from above the freeboard deck. In addition, if the remote control system should fail during operation of the valve, the valve is to close automatically or be capable of being closed manually from a position above the freeboard deck. This regulation has been already incorporated into the Rules.

In order to clarify that the remotely controlled valves may not only be of a mechanically powered type but also of a deck standing manual type, IACS Unified Interpretation (UI) SC306 was issued in November 2024, and this UI was approved by the IMO at the 110th session of its Maritime Safety Committee (MSC 110) in June 2025. Based on the UI, relevant requirements in the Rules are amended.

In addition, since regulation II-1/12.6.2 of SOLAS need not apply to ships which are not engaged on international voyages or whose gross tonnage is less than 500 tons, relevant requirements in the Rules are amended.

Outline of Amendment

The main amendments are as follows.

- (1) Amends relevant requirements in the Guidance for the Survey and Construction of Steel Ships Part D and Guidance for the Survey and Construction of Passenger Ships to specify remotely controlled valves, regardless of whether a manual type or a mechanically powered type, are required to be provided fail-close arrangements.
- (2) Amends relevant requirements in the Rules for the Survey and Construction of Steel Ships Part D and Guidance for the Survey and Construction of Passenger Ships to specify the remotely controlled valves required by 13.2.5-2 of Part D need not be required for ships which are not engaged on international voyages or whose gross tonnage is less than 500 tons.

Effective Date and Application

Amendment (1) applies to ships for which the date of the contract for construction is on or after 1 January 2026.

The effective date of amendment (2) is 1 January 2026.

ID:DX24-27

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
<p style="text-align: center;">RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p style="text-align: center;">Part D MACHINERY INSTALLATIONS</p> <p>Chapter 25 SPECIAL REQUIREMENTS FOR MACHINERY INSTALLED IN SHIPS WITH RESTRICTED AREA OF SERVICE AND SMALL SHIPS</p> <p>25.2 Modified Requirements</p> <p>25.2.3 Ships with a Gross Tonnage less than 500 Tons, etc.</p> <p>2 For ships which are not engaged on international voyages or whose gross tonnage is less than 500 tons, <u>the following requirements may be applicable.</u></p> <p>(1) The requirements specified in 13.4.1-4 and 13.8.6 need not apply.</p> <p>(2) <u>In lieu of the bulkhead valve required by 13.2.5-2, suitable screw-down valves or butterfly valves that are operable from above the freeboard deck may be fitted and valve chests may be secured to a bulkhead located inside the forepeak. These valves may be fitted on the aft side of the collision bulkhead in question provided that the valves are readily accessible under all service conditions, and that the space in which they are located is not a cargo space. Remote control devices for these valves may be</u></p>	<p style="text-align: center;">RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p style="text-align: center;">Part D MACHINERY INSTALLATIONS</p> <p>Chapter 25 SPECIAL REQUIREMENTS FOR MACHINERY INSTALLED IN SHIPS WITH RESTRICTED AREA OF SERVICE AND SMALL SHIPS</p> <p>25.2 Modified Requirements</p> <p>25.2.3 Ships with a Gross Tonnage less than 500 Tons, etc.</p> <p>2 For ships which are not engaged on international voyages or whose gross tonnage is less than 500 tons, the requirements specified in 13.4.1-4 and 13.8.6 need not apply.</p> <p>(Newly added)</p>	<p>Unique requirement of ClassNK is stipulated for non-SOLAS ships in lieu of SOLAS II-1/Reg.12.6.2.</p>

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

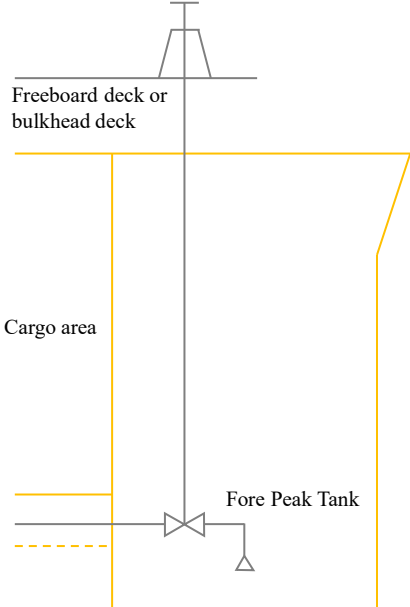
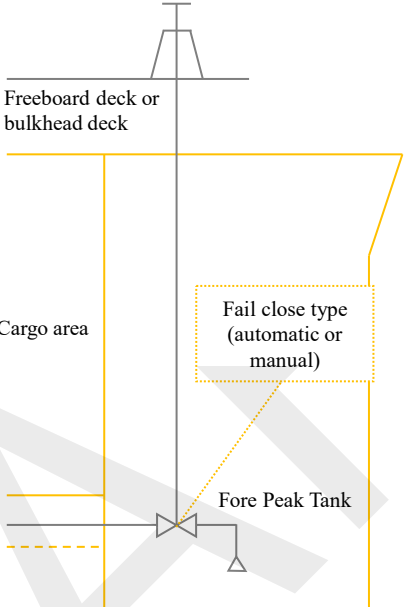
Amended	Original	Remarks
<u>omitted.</u>		
The effective date of the amendment is according to EFFECTIVE DATE AND APPLICATION (A)		

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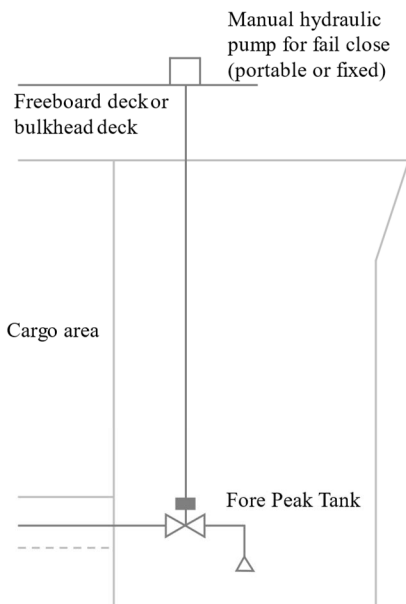
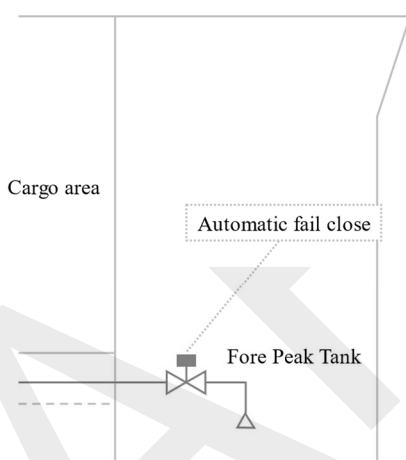
Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
<p style="text-align: center;">GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p style="text-align: center;">Part D MACHINERY INSTALLATIONS</p> <p style="text-align: center;">D13 PIPING SYSTEMS</p>	<p style="text-align: center;">GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p style="text-align: center;">Part D MACHINERY INSTALLATIONS</p> <p style="text-align: center;">D13 PIPING SYSTEMS</p>	
<p>D13.2 Piping</p> <p>D13.2.5 Bulkhead Valves <u>5 The remotely controlled valves specified in 13.2.5-2, Part D of the Rules may be of either a manual type or a mechanically powered type, provided a fail-close arrangement is installed, as in the examples shown in Fig. D13.2.5-5.</u></p>	<p>D13.2 Piping</p> <p>D13.2.5 Bulkhead Valves (Newly added)</p>	<p>IACS UI SC306</p>

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
<p><u>Fig. D13.2.5-5</u></p>		
 <p style="text-align: center;">Case 1 (Not allowable)</p>	 <p style="text-align: center;">Case 2 (Allowable)</p>	<p>Case 1 to 4 in TB document for IACS UI SC306</p>
<p><u>Manual deck stand controlled from the freeboard deck or bulkhead deck</u> <u>When fails, the valve remains at its current position</u></p>	<p><u>Manual deck stand controlled from the freeboard deck or bulkhead deck</u> <u>Fail-close type valve (automatic close or manual close from the freeboard deck or bulkhead deck)</u></p>	

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
 <p style="text-align: center;">Case 3 (Allowable)</p> <p><u>Actuated mechanically and controlled remotely from cargo control room, etc.</u> <u>Manual fail-close from above the freeboard deck or bulkhead deck</u></p>	 <p style="text-align: center;">Case 4 (Allowable)</p> <p><u>Actuated mechanically and controlled remotely from cargo control room, etc.</u> <u>Automatic fail-close</u></p>	

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
<p align="center">GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS</p> <p align="center">Part 3 HULL CONSTRUCTION AND EQUIPMENT</p>	<p align="center">GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS</p> <p align="center">Part 3 HULL CONSTRUCTION AND EQUIPMENT</p>	
<p align="center">Chapter 1 GENERAL</p> <p>1.1 General</p> <p>1.1.1 Application Hull construction and equipment of ships to be classed for restricted service is to be in accordance with the follows: ((1) to (5) are omitted.) <u>(6) With regard to the arrangement of openings, in lieu of the bulkhead valve required by 6.3.1-3, Part 3 of the Rules, suitable screw-down valves or butterfly valves that are operable from above the bulkhead deck may be fitted and valve chests may be secured to a bulkhead located inside the forepeak. These valves may be fitted on the aft side of the collision bulkhead in question provided that the valves are readily accessible under all service conditions, and that the space in which they are located is not a cargo space. Remote control devices for these valves may be omitted.</u></p>	<p align="center">Chapter 1 GENERAL</p> <p>1.1 General</p> <p>1.1.1 Application Hull construction and equipment of ships to be classed for restricted service is to be in accordance with the follows: ((1) to (5) are omitted.) (Newly added)</p>	<p>Unique requirement of ClassNK is stipulated for non-SOLAS ships in lieu of SOLAS II-1/Reg.12.6.2.</p>

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

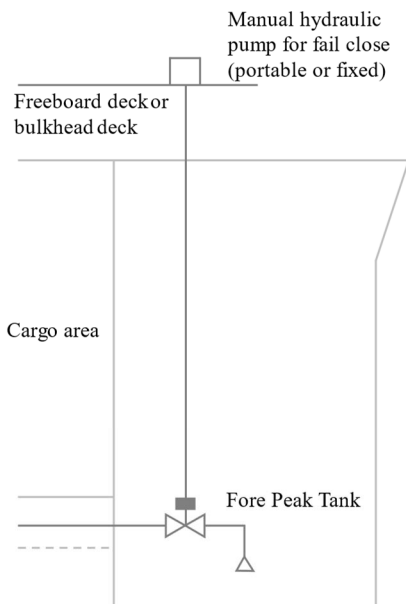
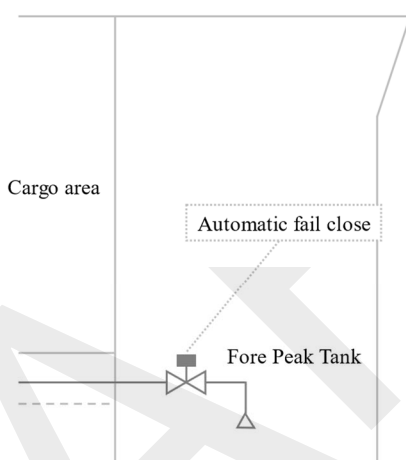
Amended	Original	Remarks
<p>Chapter 6 WATERTIGHT BULKHEAD AND THE OPENING</p> <p>6.3 Openings of Watertight Bulkhead</p> <p>6.3.1 Arrangement of Openings <u>3 The remotely controlled valves specified in 6.3.1-3, Part 3 of the Rules may be of either a manual type or a mechanically powered type, provided that a fail-close arrangement is installed, as in the examples shown in Fig. 6.3.1-3.</u></p>	<p>Chapter 6 WATERTIGHT BULKHEAD AND THE OPENING</p> <p>6.3 Openings of Watertight Bulkhead</p> <p>6.3.1 Arrangement of Openings (Newly added)</p>	<p>IACS UI SC306</p>

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Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
<p>Fig. 6.3.1-3</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Case 1 (Not allowable)</p> </div> <div style="text-align: center;"> <p>Case 2 (Allowable)</p> </div> </div>		
<p><u>Manual deck stand controlled from the freeboard deck or bulkhead deck</u> <u>When fails, the valve remains at its current position</u></p>	<p><u>Manual deck stand controlled from the freeboard deck or bulkhead deck</u> <u>Fail-close type valve (automatic close or manual close from the freeboard deck or bulkhead deck)</u></p>	<p>Case 1 to 4 in TB document for IACS UI SC306</p>

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
 <p style="text-align: center;">Case 3 (Allowable)</p> <p style="font-size: small; text-align: center;"> <u>Actuated mechanically and controlled remotely from cargo control room, etc.</u> <u>Manual fail-close from above the freeboard deck or bulkhead deck</u> </p>	 <p style="text-align: center;">Case 4 (Allowable)</p> <p style="font-size: small; text-align: center;"> <u>Actuated mechanically and controlled remotely from cargo control room, etc.</u> <u>Automatic fail-close</u> </p>	
<p>The effective date of the amendment is according to EFFECTIVE DATE AND APPLICATION (B)</p>		

Amended-Original Requirements Comparison Table (Unified Interpretation for Valves Fitted on Collision Bulkheads)

Amended	Original	Remarks
EFFECTIVE DATE AND APPLICATION (A)		
<p>1. The effective date of the amendments is 1 January 2026.</p>		
EFFECTIVE DATE AND APPLICATION (B)		
<p>1. The effective date of the amendments is 1 January 2026.</p> <p>2. Notwithstanding the amendments, the current requirements apply to ships for which the date of contract for construction* is before 1 January 2026.</p> <p>* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.</p>		
IACS PR No.29 (Rev.0, July 2009)		
<p>1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.</p> <p>2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:</p> <p>(1) such alterations do not affect matters related to classification, or</p> <p>(2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.</p> <p>The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.</p> <p>3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which 1. and 2. above apply.</p> <p>4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.</p>		
<p>Note: This Procedural Requirement applies from 1 July 2009.</p>		