

Swedish Comments and Interpretations of SOLAS Chapter II-1, Parts A-1, B and B-1

The table below summarizes the comments and interpretations made by the Swedish Maritime Administration (SMA) of SOLAS chapter II-1, parts A-1, B and B-1. The comments and interpretations are incorporated in the Swedish legislation through the Swedish Maritime Administration's regulations (SJÖFS 2006:1) on hull structure, stability and freeboard.

SOLAS		Comments – Interpretations
Chapter II-1		
Part	Reg.	
A-1	3-2	SMA accepts corrosion prevention systems approved by a recognized classification society.
	3-4	SMA accepts emergency towing arrangements approved by a recognized classification society.
	3-5	SMA has specific rules regarding asbestos, see SJÖFS 2005:23. New installation is not accepted.
	3-6	Paragraph 4.1: SMA accepts Ship Structure Access Manual approved by a recognized classification society.
B	8	Paragraph 6.2: SMA permits a heel of 12°.
		Paragraph 7.4: If a load/stability computer is used it should be approved by a recognized classification society.
	8-1	The Stockholm agreement shall be fulfilled. (Circular letter No. 1891 and resolution MSC.141(76))
	12	Paragraph 2: The depth of the double bottom shall fulfil the requirements of a recognized classification society.
	12-1	Paragraph 2: See comment to regulation 12.
	14	Paragraph 1: SMA accepts WT bulkheads fulfilling the rules of a recognized classification society.
	15	Paragraph 3.2: SMA accepts that the valve is fitted on the after side of the collision bulkhead if it is accessible under all service conditions.
		Paragraph 7.1.6: SMA requires intermittent visual signals in passenger areas and areas of high ambient noise level.
	17	Paragraph 7: SMA does not accept automatic ventilating side scuttles.
		Paragraph 9.4: Pipes shall be of steel or equivalent material accepted by a recognized classification society.
	18	Paragraph 1.1: Design, material and constructions shall fulfil the requirements of a recognized classification society.
	19	Paragraph 1: The arrangement shall fulfil the requirements of a recognized classification society.
	20	Paragraph 4: IACS Unified Requirements for bow doors and inner doors shall be applied on all ships.
	21	Paragraph 2.9: Dimensions of bilge branch pipes shall fulfil the requirements of a recognized classification society.
	22	Paragraph 1: SMA applies the intact stability criteria in the IS-code. The stability documentation shall fulfil Annex 9 in SJÖFS 2006:1 (available in an English draft translation). Paragraph 4: SMA may accept the inclining test of an individual ship to be dispensed with for the third ship in a series, if the lightweight survey shows that the deviation of the lightweight displacement does not differentiate more than 3 % or the longitudinal centre of gravity has changed not more than 1 % of the ship's length, compared to the other ships in the series.
23	<u>General advice</u> : A compilation of all damage cases, clearly indicating the ship's survivability for each case, should be presented. Each case should have a reference to the relevant part of the damage stability analysis for further information. The compilation should also include more severe damages than stipulated in the requirements.	
23-1	<u>General advice</u> : See regulation 23.	