

Version	Date	Modification details	Editor
1.0	20.09.2023	First issue for new system	Ville Häyrynen

## National interpretation regarding IMO Publication

International Convention for Safety of Life at Sea (SOLAS 1974) as amended

### General notes for interpretations

Whenever this document refers to a recognised organization (RO) or classification society, it means recognised organisation authorised by the Finnish Transport and Communications Agency Traficom.

The RO shall inform Traficom if any communication with IMO, or any agreement with other Governments, is needed.

Unless expressly provided otherwise; exemptions, equivalents and exceptions are to be handled by Traficom.

Footnotes are to be complied with.

Order to be followed to find an interpretation:

1. Interpretations from Traficom are to be followed. If not available,
2. Interpretations in IMO Resolutions and Circulars are to be followed. If not available,
3. Interpretations in IACS UI supported by IMO are to be followed. If not available,
4. Traficom must be consulted with.

### SOLAS Chapter II-1

Construction – Structure, subdivision and stability, machinery and electrical installations

<b>Part A-1</b>	
<b>Structure of ships</b>	
<b>Reg. 3-1</b>	<b>Structural, mechanical and electrical requirements for ships</b> Traficom does not have standards of equivalent level of safety. Requirements of a classification society which is recognized by the Administration are to be followed.
<b>Reg. 3-6</b>	<b>Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers</b>
2.2	<b>Means of access to cargo and other spaces</b> Traficom accepts a movable or portable means of access approved by a recognized organization.

2.3	<b>Means of access to cargo and other spaces</b> Traficom accepts construction and materials of all means of access approved by a recognized organization.
<b>Reg. 3-8</b>	<b>Towing and mooring equipment</b>
3	Traficom does not have requirements for towing and mooring equipment. Requirements of a classification society which is recognized by the Administration are to be followed.
<b>Reg.3-10</b>	<b>Goal-based ship construction standards for bulk carriers and oil tankers</b>
3	Traficom does not have standards for structures of bulk carriers and oil tankers. Requirements of a classification society which is recognized by the Administration are to be followed.
<b>Reg.3-12</b>	<b>Protection against noise</b>
2	Acceptable levels as listed in the code on noise levels on board ships, as adopted by resolution MSC. 337(91).

<b>Part B</b> <b>Subdivision and stability</b>	
<b>Reg. 5</b>	<b>Intact stability information</b>
2	Traficom may allow the inclining test of an individual cargo ship to be dispensed with, provided basic stability data are available from the inclining test based on at least two inclined sister ships. On condition that reliable stability information for the exempted ship can be obtained from such basic data, as required by regulation 5-1. The sister ships shall all be built at the same shipyard.
<b>Reg. 7</b>	<b>Attained subdivision index A</b>
7	Traficom permits minor progressive flooding that does not impair the safety of the ship that is approved by a recognized organization.
<b>Reg. 7-2</b>	<b>Calculation of the factor S:</b>
5	Traficom accepts the equalization devices and their controls approved by a recognized organization according to the footnote.
<b>Reg. 13</b>	<b>Openings in watertight bulkheads below the bulkhead deck in passenger ships</b>
7.1.2	Traficom permits larger doors if approved by a recognized organization.
7.1.6	Traficom requires doors in passenger areas and areas of high ambient noise to be supplemented with intermittent visual signal at the door
<b>Reg. 15</b>	<b>Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships</b>
8.4	Traficom accepts arrangements approved by a recognized organization.
<b>Reg. 20</b>	<b>Loading of ships</b>
1	Traficom accepts the use of an approved electronic loading and stability computer.

<b>Part C</b> <b>Machinery general</b>	
<b>Reg. 26</b>	<b>General</b>
2	Reliability of single essential propulsion components.

3	Connected to 2
4	Dead ship condition as per MSC/Circ.1464.
11	Service tank arrangements MSC.1/Circ.1464
<b>Reg. 27</b>	<b>Machinery</b>
5	As MSC.1/Circ.1345 except that only alarm and slow down procedures is permitted for single propulsion engines.
<b>Reg. 28</b>	<b>Means of going astern</b>
2	MSC.1/Circ.1416
3	MSC.1/Circ.1416
<b>Reg. 29</b>	<b>Steering gear</b>
1	MSC.1/Circ.1416
2.1	MSC.1/Circ.1416
2.2	Fatigue criteria shall be applied for design of piping and components, taking into account pulsating pressures due to dynamic loads.
3	MSC.1/Circ.1416
3.2	MSC.1/Circ.1425
6.1	MSC.1/Circ.1416 MSC.1/Circ.1398
6.3	Steering gears, other than of the hydraulic type is accepted by Traficom under condition that the regulations 29.1-29.2.1- 29.3 - 29.4 - 29.5 and 29.6.1 is fulfilled.
7.2	MSC.1/Circ.1398
7.3	MSC.1/Circ.1398
14	MSC.1/Circ.1416
15	MSC.1/Circ.1398
16	MSC.1/Circ.1398
17.2	For tankers of 10 000 gross tonnage and above but less than 100 000 tonnes deadweight the steering gear shall at least fulfil the requirements in resolution A.467(XII).
<b>Reg. 30</b>	<b>Additional requirements for electric and electro hydraulic steering gear</b>
4	Traficom may permit reduction from requirements in paragraph 3 if enough protective measure has been done, and the requirements in regulation 29. 5 and 29.7.3 Are fulfilled.
<b>Reg. 31</b>	<b>Machinery controls</b>
2.7	Case by case.
<b>Reg. 32</b>	<b>Steam boilers and boiler feed systems</b>
1	MSC.1/Circ.1286
<b>Reg. 35-1</b>	<b>Bilge pumping arrangements</b>
3.7.2	Traficom accepts decision and applicable rules from a recognised classification society.
3.9	Traficom accepts decision and applicable rules from a recognised classification society.

<b>Reg. 36</b>	<b>Protection against noise</b> In order to comply with the regulation for protection against noise, Code on Noise Levels on Board Ships shall to be fulfilled.
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<b>Part D</b> <b>Electrical installation</b>	
<b>Reg. 40</b>	<b>General</b>
2	In addition to the requirements in part D, shall production, manufacturing and maintenance of electrical installations be in accordance with the IEC 60092 and a recognised organisation rules. Appropriate steps shall be taken to ensure uniformity in the implementation and application of the provisions of this part in respect of electrical installations.
<b>Reg. 41</b>	<b>Main source of electrical power and lighting system</b>
4	Equivalent arrangements must be approved by Traficom.
<b>Reg. 42</b>	<b>Emergency source of electrical power in passenger ships</b>
1.3	Traficom recommends that the emergency source of power and the associated equipment shall not be located in the same vertical zone as main source of power or main switchboard. Furthermore the emergency source of power and the associated equipment shall be placed, as far as practicable, to the ships centreline, if possible within the B/5, easy access to the emergency equipment is essential.
2.7	Traficom may permit deviation from this paragraph.
<b>Reg. 43</b>	<b>Emergency source of electrical power in cargo ships</b>
1.2-3	Traficom recommends that the emergency source of power and the associated equipment shall not be located in the same vertical zone as main source of power or main switchboard. Furthermore the emergency source of power and the associated equipment shall be placed, as far as practicable, to the ships centreline, if possible within the B/5, easy access to the emergency equipment is essential.
2.6.2	Traficom may permit deviation from this paragraph.
<b>Reg. 44</b>	<b>Starting arrangements for emergency generating sets</b>
1	Vessels operating in cold areas shall be equipped with the heating equipment to ensure the quick start of the emergency generator.
2	Starting functions within the mentioned time must be demonstrated and documented.
<b>Reg. 45</b>	<b>Precautions against shock, fire and other hazards of electrical origin</b>
1.2	For portable electrical equipment used in confined or wet areas with particularly high risk of conductivity, apply the following: 1- The equipment must be supplied via SELV circuit or 2- The equipment is supplied via isolating transformer and only one equipment is connected to each secondary circuit.

2	Exposed live parts having voltages to earth exceeding 50 V AC/DC is not allowed. Traficom recommends that installations less than 50 V AC/DC are at least IP2X, as far as practicable.
3.3	The system shall be approved by Traficom
4.1	Any other arrangements shall be approved by Traficom.
4.3.2	Any other arrangements shall be approved by Traficom.
5.1	Traficom accepts decision and applicable rules from a recognised classification society
5.2	Traficom recommends that all cables are of approved type according to IEC 60331 and IEC 60332. The use of other type of cables shall be approved by Traficom.
5.3	Traficom will follow the Recommendations of MSC/ Circ. 808 in ro-ro passenger ships.
5.4	Traficom recommend IEC 60331 and IEC 60332
6.1	Any equivalent arrangements must be approved by Traficom.
9.3	Accumulator batteries with charging power under 0,2 kW and which do not release flammable or otherwise dangerous vapors when charging and discharging may be placed in accommodation and service spaces if they are protected from spread of flame, water, mechanical damage, and falling objects.
10	Traficom requires that the installations fulfils the standard IEC 60079
11	In case that the installation in hazardous locations is not covered by the standard IEC 60092-502, a risk assessment shall be sent to Traficom for approval.

<b>PART E</b>	
<b>Additional requirements for periodically unattended machinery spaces</b>	
<b>Reg. 48</b>	MSC.1/Circ.1424
<b>Reg. 49</b>	<b>Control of propulsion machinery from the navigation bridge</b>
5	Traficom considers it impracticable if proven.
<b>Reg. 51</b>	<b>Alarm Systems</b>
2	Any equivalent arrangements must be approved by the Traficom. An application form shall be sent to Traficom for approval.
<b>Reg. 53</b>	<b>Special requirements for machinery, boiler and electrical installations</b>
1	RO class notation satisfactory.
2	Traficom may waive the requirements for SOLAS ship with a gross tonnage below 1600 if the requirement is proved impracticable.

<b>PART F</b>	
<b>Alternative design and arrangements</b>	
<b>Reg. 55</b>	<b>Alternative design and arrangements</b>
	MSC.1/Circ.1212 and MSC.1/Circ.1455