

## GC5 Closing Devices for Air Intakes

(1985)  
(Rev.1  
Feb  
2016)

Interpretation of paragraph 3.2.6 of the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (MSC.5(48)) as amended by resolutions MSC.17(58), MSC.30(61), MSC.32(63), MSC.59(67), MSC.103(73), MSC.177(79) and MSC.220(82)

Paragraph 3.2.6 may be interpreted as follows:

1. The requirement for fitting air intakes and openings with closing devices operable from inside the space in ships intended to carry toxic products should apply to spaces which are used for the ships' radio and main navigating equipment, cabins, mess rooms, toilets, hospitals, galleys, etc., but should not apply to **spaces not normally manned** such as deck stores, forecastle stores, engine room casings, steering gear compartments, workshops. The requirement does also not apply to cargo control rooms located within the cargo area.
2. When internal closing is required, this should include both ventilation intakes and outlets.
3. The closing devices should give a reasonable degree of gas tightness. Ordinary steel fire-flaps without gaskets/seals should normally not be considered satisfactory.

- 
1. Rev.1 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships constructed on or after 1 January 1986 but before 1 July 2016.
  2. For ships whose keels are laid, or which are at a similar stage of construction, on or after 1 July 2016 refer to UI GC15.

End of Document
--------------------