

SC6

(1985)
(Rev.1
Mar 2019)

Emergency source of electrical power on Gas Carriers and Chemical Tankers in cargo ships

(Chapter II-1, Regulation 43.6)

Interpretation of Chapter II-1, Regulation 43.6 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974) as amended by Resolution MSC.1(XLV)

Regulation 43.6 reads as follows:

“6 The emergency generator and its prime mover and any emergency accumulator battery shall be so designed and arranged as to ensure that they will function at full rated power when the ship is upright and when inclined at any angle of list up to 22.5° or when inclined up to 10° either in the fore or aft direction, or is in any combination of angles within those limits.”

Interpretation

~~Attention is drawn to t~~The following additional requirements are to be taken into account:

1. IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (Res.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), clause 2.9.2.2.
2. IMO International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, clause 2.9.3.2.

Note:

1. Rev.1 of this Unified Interpretation is to be uniformly implemented by IACS Societies on ships constructed on or after 1 July 1986 but before 1 July 2016.

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