

Part A Changes

REG YC Reference	Subject Matter	Code Change
1.6.2	Clarification of the requirements for the testing and certification of Over-Side Working Systems as applied to existing vessels.	New sub-paragraph added as follows: “(w) <i>Common Annex B (Over-Side Working Systems) – B6 – Non-compliant and pre-existing systems.</i> ”
2.1 (3)	Definition of Recreational Diving System	Wording replaced with: “ <i>means any system storing compressed gas of any type to aid or facilitate recreational underwater activities.</i> ”
5.3 (1) (a)	Coaming heights for external doors	Wording replaced with: “ <i>External doors in deckhouses and superstructures shall be weathertight. Doors opening directly onto staircases which are located in the following positions, shall have coaming heights of at least:</i> ” (wording amended for the purpose of clarification).
5.4 (2) (b)	Consideration of bond line failure for fire rated glazing	Wording replaced with: “ <i>arrangements shall be such that glazed openings and doors cannot fall from their mounting should the bond line fail or due to the effects of fire when required to be fire rated.</i> ” (deletion of the word ‘or’)
5.4.9 (a)	A & B Class Cabin Bulkheads and Doors accepted in lieu of deadlights or storm covers.	Wording replaced with: “ <i>A and B Class Cabin Bulkheads and Doors are accepted in place of deadlights or storm covers fitted to glazed openings, except in the following locations where deadlights or storm covers are to be provided:</i> <ul style="list-style-type: none"> <i>(a) In Levels 1 and 2 when considered buoyant in the Stability Calculations</i> <i>(b) In Levels 1 and 2 when above the buoyant part of the Hull and separating fwd facing glazed openings from a direct access leading below</i> <i>(c) In Level 1 when above the buoyant part of the Hull and separating side facing glazed openings from a direct access leading below</i>”
8.B.1 (2) (a) & (b)	Location of Emergency Generator	Wording replaced with: “ <i>The emergency generator, if fitted, should be located above the uppermost continuous deck but may be located below this deck provided it is protected from the effects of fire and flooding. In all cases, the emergency generator should be separated from main generators and main switchboard by a division capable of ensuring its continued operation. The emergency generator should be self-contained (independent of a sea water suction) and readily accessible from the open deck.</i> ” (LY3 text reinstated)
11..3 (7)	SOLAS 90 one-compartment standard of sub-division	Additional sentence added as follows: “ <i>Such Vessels shall be provided with a Damage Control Plan and Booklet, in accordance with the requirements of SOLAS Chapter II-1, Regulation 19.</i> ”

11.5 (1)	Approval of Stability Information	Wording replaced with: “A vessel shall be provided with a Stability Information Booklet (and Damage Control Plan and Booklet if applicable) for the Master, that shall be approved by the Administration.”
13.3 (9)	Access to Liferaft Launching and Embarkation Stations	Wording replaced with: “For vessels of 500GT and over, the Muster Station(s) shall be accessible via the open deck or a continuous fire shelter”

Part B Changes

REG YC Reference	Subject Matter	Code Change
1.7 (1)	Clarification of the requirements for the testing and certification of Over-Side Working Systems as applied to existing vessels.	New sub-paragraph added as follows: “(n) Common Annex B (Over-Side Working Systems) – B6 – Non-compliant and pre-existing systems.”
3.7.4 (f)	Compliance with the enhanced survivability standard as defined in Section 4.30 (consideration of two-compartment flooding not required).	Wording replaced with: “the vessel can comply with the enhanced survivability standard as defined in 3.17 (4) with the watertight compartment to which the hatch leads flooded.”
3.8 (2)	Clarification of compliance with the enhanced survivability standard as defined in Section 4.30. (consideration of two-compartment flooding not required).	Wording replaced with: “Where compliance with subsection (1) proves impracticable alternative arrangements for closure and coaming heights may be considered subject to the vessel being able to comply with the enhanced survivability standard in 3.17 (4) with the watertight compartment to which the opening leads flooded.”
3.12 (2) (b)	Consideration of bond line failure for fire rated glazing	Wording replaced with: “arrangements shall be such that glazed openings and doors cannot fall from their mounting should the bond line fail due to the effects of fire when required to be fire rated.”(requirements harmonised with Part A, 5.4 (2) (b).
3.12 (4)	Clarification of compliance with the enhanced survivability standard as defined in Section 4.30. (consideration of two-compartment flooding not required).	Wording replaced with: “Where glazed openings with an area exceeding 0.16 metre ² are fitted in the buoyant part of the hull within Level 1, the vessel shall meet the enhanced survivability standard as defined in 3.17 (4) of the Code, with the watertight compartment behind the glazed opening assumed flooded and in all such cases the arrangements should comply with all other applicable provisions of this section”.

3.12 (10)	A & B Class Cabin Bulkheads and Doors accepted in lieu of deadlights or storm covers	Wording replaced with: <i>“A and B Class Cabin Bulkheads and Doors are accepted in place of deadlights or storm covers fitted to glazed openings, except in the following locations where deadlights or storm covers are to be provided: (a) In Levels 1 and 2 when considered buoyant in the Stability Calculations (b) In Levels 1 and 2 when above the buoyant part of the Hull and separating fwd facing glazed openings from a direct access leading below (c) In Level 1 when above the buoyant part of the Hull and separating side facing glazed openings from a direct access leading below”</i>
3.17 (1)	Clarification of compliance with the enhanced survivability standard as defined in Section 4.30. (consideration of two-compartment flooding not required).	Wording replaced with: <i>“A reduction in door sill height is allowed to the satisfaction of the Administration in accordance with section 3.5(5), provided that the vessel has increased freeboard in accordance section 3.2(2), and can comply with the enhanced survivability standard as defined in section 4.30 (1) (a) (i) to (iii) inclusive, with the watertight compartment to which the door leads flooded in accordance with 3.17(4).”</i>
3.17 (2)	Clarification of compliance with the enhanced survivability standard as defined in Section 4.30. (consideration of two-compartment flooding not required).	Wording replaced with: <i>“Flush hatches are allowed in accordance with section 3.7(4), including, subject to the vessel being compliant with the enhanced survivability standard as defined in Section 4.30, (1) (a) (i) to (iii) inclusive with the watertight compartment to which the opening leads flooded in accordance with 3.17(4).”</i>
3.17 (3)	Clarification of compliance with the enhanced survivability standard as defined in Section 4.30. (consideration of two-compartment flooding not required).	Wording replaced with: <i>“Flush hatches are allowed in accordance with section 3.7(4), including, but not limited to, that the vessel can comply with the enhanced survivability standard as defined in Section 4.30, (1) (a) (i) to (iii) inclusive with the watertight compartment to which the hatch leads flooded in accordance with 3.17(4).”</i>

3.17 (4)	Clarification of compliance with the enhanced survivability standard as defined in Section 4.30. (consideration of two-compartment flooding not required).	Wording replaced with: “Where compliance with the enhanced survivability standard in section 4.30, with the watertight compartment to which the opening leads flooded is required for the purpose of accepting reduced sill and coaming heights, the compartment supplied by the opening is to be assumed flooded to the outside waterline. In this condition, the compartment must be shown to meet the criteria set out in Section 4.30. (1) (a) (i) to (iii) inclusive. However, in such cases, the flooding of any adjacent compartment <u>need not</u> be assumed for the purpose of the calculation.”
6.7 (41)	B Class Cabin Doors	Wording replaced with: “Cabin doors in “B” class divisions shall be of a self-closing type. Hold-back hooks are not permitted. Alternatively, “B” Class Cabin doors may have holdbacks that are released remotely at the bridge, upon activation of the fire alarm and in the event of main power failure. Such doors with holdbacks shall have indication provided at the fire door indicator panel in the continuously manned central control station.”
6.11 (13) (c)	Fire integrity of boundaries facing open stairways and passageways	6.11 (13) (c) to be disapplied (requirements not applicable to Passenger Ships carrying no more than 36 Passengers).
4.2	Damage Stability	Wording replaced with: “The damage stability requirements in Chapter 4, Parts II to V inclusive shall apply to all ships, provided that for vessels up to 80m L (i.e. Load Line length), the Administration may permit the use of SOLAS 90 Deterministic methodology in lieu of sections 4.5 and 4.6, in accordance with Part VI of this Chapter”.
4.27 (11)	Criterion Numeral equal to S where $S = (3.574-25L)/13$	Formula amended to “ $S = (3574-25L)/13$ ” (Decimal point removed).
13.2 (3) (c) (ii)	Cross reference to 13.15(3) (a)	Cross reference amended to 13.15 (3) (b)
17.2	Editorial Correction to Circular No. in Footnote	Circular No. amended to MSC.253(83) (changed from MSC.235(83))

Common Annexes

REG YC Reference	Subject Matter	Code Change
Annex E - E2 (1) (c)	Clarification of Accommodation requirements for Occasional Workers	Wording replaced with: <i>“be accommodated in a cabin and have access to mess areas and sanitary facilities of a standard which are in accordance with the crew accommodation standards applicable to the keel laying date of the yacht for existing yachts. For yachts with a keel laid after 20th August 2012 they are to be in accordance with MLC standards as laid out in Chapter 21 for Part A yachts and Chapter 9 for Part B yachts. or equivalent provisions provided for by the Administration.”</i>
Annex H – H6	Guidance for Landing Area design considerations as published by the CAA	Superseded UK Civil Aviation Authority Paper No. updated to 2008/03.
Annex I – 11 (13)	Servicing of Rescue Boats & Approved Service Suppliers	Wording replaced with: <i>“Every inflatable liferaft, inflatable lifejacket, and marine evacuation system shall be serviced-”</i> (reference to Rescue Boat removed to harmonise requirement with SOLAS III/20).
Annex I – 11 (13) (c) (New Paragraph)	Repairs and Maintenance of Inflated Rescue Boats	New paragraph added (c) <i>All repairs and maintenance of inflated rescue boats shall be carried out in accordance with the manufacturer's instructions. Emergency repairs may be carried out on board the ship; however, permanent repairs shall be effected at an approved servicing station”</i> (added to harmonise requirement with SOLAS III/20).
Annex G – G3 (11)	Clarification regarding the acceptance of Yacht Qualifications for Part B Vessels	Wording replaced with: <i>“In general terms the master and officers serving on a yacht to which this Code applies shall be certificated in accordance with the relevant provisions of the STCW, provided that for private passenger yachts in accordance with Part B, and Part A yachts under 3000 GT, appropriate Yacht qualifications may be accepted by the Administration</i> (Reference to Part A Vessels deleted).