Red Ensign Group Passenger Yacht Code Industry Working Group Meeting 2015

Maritime & Coastguard Agency, Southampton
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Meeting Actions/Code Amendments
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IWG TECH AGENDA #	ACTION	STATUS	CODE SECTION	ACTION TAKEN
(2014 Action)	**ACTION 9 (2014): CISR to work with MCA to develop revised text to change from tiers to height above waterline**	OPEN	2.12	This will be considered for the 7th Edition of the Code
(2014 Action)	**ACTION 10 (2014):: Revised text to be referred back to Windows WG for comment before inclusion in the code.**	OPEN	2.12	Subject to completion of Action 9 (2014)
(2014 Action)	**ACTION 12 (2014):: MCA to take on concerns raised in sailing vessel WG report about manning issues and the MCA Large Yacht to Passenger Yacht bridging course and to provide an update to the group.**	OPEN	Chapter 12	MCA Action
Review of 2014 minutes	**ACTION 1:** CISR to follow up with Roger Towner on concerns raised in sailing vessel WG report about manning issues and the MCA Large Yacht to Passenger Yacht bridging course and to provide an update to the group.	OPEN	Chapter 12	To be completed for the 7th Edition (2016 Industry Working Group)
(2014 Action)	**ACTION 15 (2014): CISR to raise the sailing vessel/ helicopter issue with HCA.**	OPEN	N/A	To be completed for the 7th Edition (2016 Industry Working Group)
Review of 2014 minutes	**ACTION 2:** CISR to check the sailing vessel chapter for helicopter requirements with the HCA	OPEN	Annex 2	To be completed for the 7th Edition (2016 Industry Working Group)
(2014 Action)	**ACTION 20 (2014): SYBASS to prepare a paper for submission to REG TF to seek to increase the limit for the number of persons within PYC.**	OPEN	N/A	
(2014 Action)	**ACTION 102 (2014): HCA to provide text for integrated helideck fire-fighting requirements.**	OPEN	Annex 2	
(2014 Action)	**ACTION 103 (2014): CISR to integrate HCA text into Annex 2**	OPEN	Annex 2	Awaiting Action 102 (2014)completion
Review of 2014 minutes	**ACTION 4:** CISR to forward HCA Text for amendments to Annex 2 to members when received.	OPEN.		Awaiting Action 102 (2014)completion
AOB	**ACTION 108 (2014):** CISR to review requirements for continuous manning of sail stations and machinery spaces on sailing vessels in the draft Chapter 14	CLOSED	Chapter 14	See Chapter 14 for final text (Addressed by
1	**ACTION 4:** CISR to ensure the amendments table is corrected for Edition 6 with regard to paragraph 6.7(40)(e).	CLOSED	Amendments Table	<table><tr><td>4th</td><td>6.7(40)(~~c), (d) &~~ (e)</td><td>New paragraphs</td><td>IMO RESOLUTION MSC.269(85) incorporated</td></tr></table>
2	**ACTION 5:** CISR to monitor requirements for a PYC guidance document within REG	OPEN	General	Monitoring as per action
4	**ACTION 6:** CISR to formally notify Class which IMO letter to use for new build PYC vessels.	OPEN	General	
7	**ACTION 7:** CISR to review the text of the Preamble to	CLOSED	Preamble	Section 17 of the preamble addresses this issue

	clarify the definitions of 'Section', 'Sub-Section' etc and their use in the Code			
8	**ACTION 8:** CISR to include LY3 provisions for steam rooms in the PYC and check the categorisation of the spaces and ensure it is clarified/defined	CLOSED	6.7(74)	*Construction and Arrangement of Steam Room* (74) Construction and Arrangement of Steam Rooms shall meet the following requirements: (a) The perimeter of the steam room may include changing rooms, showers and toilets. (b) Bathrooms with direct access to suite may be considered as part of it. In such cases, the door between suite and the bathroom need not comply with fire safety requirements. (c) If a steam generator of more than 5 kW is contained within the perimeter, the suite boundary should be constructed to an A-0 standard. If a steam generator of more than 5 kW is not contained within the perimeter the steam generator should be protected by A-0 standard divisions, and pipes leading to the discharge nozzles should be lagged. (d) All spaces within the perimeter are to be protected by a fire detection and alarm system.
9	**ACTION 9:** JA to check the source of the definition in paragraph 1.3(1) the PYC.	CLOSED	1.3(1)	*"margin line"* ~~*is an assumed continuous line, on ships not having a continuous bulkhead deck, which at no point is less than 76 millimetres below the top of the deck (at side) to which the bulkheads and the shell are carried watertight.*~~"*is a line drawn at least 76 mm below the upper surface of the bulkhead deck at side*
10	**ACTION 10:** CISR to revisit the definition of trim with a view to looking at more up-to-date text should this be available within the underlying Conventions.	CLOSED	1.3(1)	Reviewed and none found
11	**ACTION 11:** CISR to look at usage of "should" and "shall" in PYC with regard to Convention and Non-Convention text	CLOSED	1.3(1)	1.3(2) is considered to address this issue adequately
12	**ACTION 12:** CISR to review the definitions and to define the use of the terms 'spaces' and 'compartments' as well as their appropriate use within the PYC.	OPEN	1.3(1)	To be considered with Action 16
13 & 14	**ACTION 13:** CISR to include the MSC.365(93) definition of "Fire Damper" & "Smoke Damper" under SOLAS II-2 Reg 3.54 in PYC Edition 6.	CLOSED	1.3(1)	*"Fire damper"* means a device installed in a ventilation duct, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of fire. In using the above definition the following terms may be associated: .1 *"automatic fire damper"* is a fire damper that closes independently in response to exposure to fire products; .2 *"manual fire damper"* is a fire damper that is intended to be opened or closed by the crew by hand at the damper itself; and .3 *"remotely operated fire damper"* is a fire damper that is closed by the crew through a control located at a distance away from the controlled damper. *"Smoke damper"* means a device installed in a ventilation duct, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of smoke and hot gases. A smoke damper is not expected to contribute to the integrity of a fire rated division penetrated by a ventilation duct. In using the above definition the following terms may be associated:

				.1 *"automatic smoke damper"* is a smoke damper that closes independently in response to exposure to smoke or hot gases; .2 *"manual smoke damper"* is a smoke damper intended to be opened or closed by the crew by hand at the damper itself; and .3 *"remotely operated smoke damper"* is a smoke damper that is closed by the crew through a control located at a distance away from the controlled damper.
15	**ACTION 14:** CISR to clarify diagram 2.3 Fig. 2.1 as only an illustration of minimum freeboard and not the actual markings required.	CLOSED	Fig. 2.1	**Figure 2.1** **(Illustration of minimum freeboard mark and not the actual markings required)** Note: Distance measured from the top edge of the deck line to the top edge of the line bisecting the ring.
16	**ACTION 15:** CISR to prepare an internal document to address technical consistency issues with clients dealing with reduced sills and measures that could be used in exchange.	OPEN	2.5(5)	
17	**ACTION 16:** CISR to consider comments made with a view to capturing the original intent of the LY3 damage criteria with input from the MCA, to ensuring equivalence and an achievable enhancement for the code in achieved.	OPEN	2.5(5) and 2.17(1)	
18 & 19	**ACTION 17:** Technical Agenda Items 17, 18 and 19 to be linked	CLOSED	2.5(10)(c)	
	ACTION 18: CISR and DNV GL to further discuss enhanced stability issues outside the meeting and to promulgate results to all the Class Societies.	OPEN	2.5(10)(c)	
	ACTION 19: CISR to consider use of diagrams to aid understanding of complex text where appropriate.	OPEN	2.5(10)(c)	CISR invites the working group to send areas of the code or examples of diagrams that could be of use for discussion at the IWG 2016
	ACTION 20: CISR to add a paragraph to 2.17 to clarify the overriding intent of the chapter.	CLOSED	2.17	***2.17 Reduced Sill Heights & Coaming*** ***(summery of requirements from earlier sections)***
	ACTION 21: CISR to review 2.17 to ensure clarity in light of discussions on definitions and the various criteria for reduced sill heights.	CLOSED	2.5(10)(c)	Reviewed and no action deemed necessary
20	**ACTION 22:** CISR to look at the 2011 Passenger Vessel guidelines for flooding detection for possible inclusion of relevant paragraphs in the PYC to define "high level bilge alarms".	CLOSED	2.8(4)(e) and 2.12(2)(d)	No available references in "MSC.1/Circular.1291 – Guidelines for Flooding Detection Systems"
21	**ACTION 23:** CISR to Cross reference paragraph 2.17 with 4.30 and add an explanation of the associated issues.	CLOSED	2.8(2) and 2.17(3)	Addressed by Actions 12 & 16
22	**ACTION 24:** CISR and MCA to re-draft 2.12 with REG and to refer revised text to industry the Windows WG.	OPEN	2.12	WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG 2016 FOR INCLUSION IN 7TH EDITION
23	**ACTION 25:** CISR, following consultation with MCA, would look at removing paragraph 2.12(5)(c) on the basis that it was now considered too onerous and had	OPEN	2.12(5)(c)	WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG

	no safety benefits in light of ISO 5780.			2016 FOR INCLUSION IN 7TH EDITION
24	**ACTION 26:** CISR to include discussion of 2.12(6)(c) with discussions of paragraphs 17-19	CLOSED		Addressed by Actions 12 & 16
25	**ACTION 27:** CISR to review the text of paragraph 2.12(13) for "watertight" with "weathertight".	OPEN	2.12(13)	WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG 2016 FOR INCLUSION IN 7TH EDITION
26	**ACTION 28:** PYC IWG members to members submit matters to the ISO WG to inform the next amendment of ISO 11336-1 Standard.	OPEN	2.12(16) and 2.12 (19a)	
27	**ACTION 29:** CISR to check paragraph 2.12(19) and amend with regard to deadlights and storm cover requirements if required.	OPEN	2.12(19)(b) and 2.12(19)(d)	WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG 2016 FOR INCLUSION IN 7TH EDITION
28	**ACTION 30:** CISR to consult the full Passenger Ship Regulations and LL for the intent of the text for the use of glazed deadlights and then to discuss with Class before opening to wider industry to ensure a robust standard.	OPEN	2.12 (19d)	WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG 2016 FOR INCLUSION IN 7TH EDITION
	ACTION 31: CR to send the LR Passenger Ship Rules for windows and deadlights to CISR	OPEN		WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG 2016 FOR INCLUSION IN 7TH EDITION
	ACTION 32: CISR to discuss interpretation of LR Passenger Ship Rules for windows and deadlights with other REG Members.	OPEN		WORK TO RE-WRITE SECTION 2.12 WILL BE CONDUCTING DURING 2016 AND REPORTED TO THE IWG 2016 FOR INCLUSION IN 7TH EDITION
29	**ACTION 33:** CISR to include the proposed additional Oceanco references to glass doors in 2.12(22).	CLOSED	2.12(22) 2.12(22)(d) 2.12(22)(d)(ii)	*(22) Subject to the requirements of 2.12(5), the Administration may consider proposals for bonded-in windows and glass doors subject to the following provisions-* *(d) when the windows and glass doors are required to be "A" Class they shall:* ii. *for the application of the bonding ~~or,~~ adhesive or seal arrangements, be exempt from the requirement to be constructed from steel or equivalent material and the requirement to be non-combustible.*
			6.7(33)(b)	(b) doors and door frames shall be constructed of steel or other equivalent material (for glass doors refer to 2.12(22));
30	**ACTION 34:** CISR to compile appropriate wording to cover mooring deck covers and freeing ports.	CLOSED	2.15	To be addressed on a case by case basis with no change to the Code
31a	**ACTION 35:** CISR to amend paragraph 3 to include a cross reference to the IGF Code	CLOSED	1.3	*"IGF Code"* means the International Code of safety for ships using gases or other low-flashpoint fuels as adopted by the Maritime Safety Committee of the IMO by resolution MSC.391(95), as may be amended. *Low-flashpoint fuel* means gaseous or liquid fuel having a flashpoint lower than otherwise permitted under SOLAS regulation II-2/4.2.1.1.
		CLOSED	3.7	**Ships using low-flashpoint fuels** The IGF Code shall apply to ships using low-flashpoint fuels:

				.1 for which the building contract is placed on or after 1 January 2017; .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017; or .3 the delivery of which is on or after 1 January 2021.
32	**ACTION 37:** CISR to provide secretariat with a statement outlining EEDI.	CLOSED	3.3	SEE 2015 MEETING MINUTES: **"Post Meeting Note:** MEPC 66 has amended MAPOL Annex VI include a new category of 'Cruise Passenger Ships' and amended Regulation 20.1 to include this new ship category as requiring an Attained EEDI. The MARPOL Annex VI amendments for the new ship type 'Cruise passenger ship' is as follows: "*'Cruise passenger ship' means a passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage."* Vessels Included in the definition of 'Cruise Passenger Ship' will require under the amended Regulation 20, that the vessel has an Attained Energy Efficiently Design Index (attained EEDI). CISR current understanding is that this definition will include Passenger Yachts under the PYC. Currently, only 'Cruise Passenger Ships' of non-conventional propulsion of 25,000 – 85,000 GT are then required to then have a 'Required EEDI'. This means that the current size of vessels that are being designed to PYC (<25,000 GT) are to be benchmarked for EEDI ('Attained EEDI') but do not have to operate to a fixed value yet ('Required EEDI')."
33	**ACTION 37:** CISR to include reference to the MARPOL – Annex VI Regulation 13 (NOx) requirements in PYC.	CLOSED	3.3	As the PYC does not make reference to the applicable annexes of MARPOL or their application dates, it was decided not to include this in the code.
34	**ACTION 38:** CISR to review and amend 3.5 to include BWM Convention	CLOSED	3.5	No formal change in status of the Convention at the time in publication
36	**ACTION 39:** CISR to review noise level issues raised by application of MSC.337(91) and provide guidance	CLOSED	4.2(3)	As a mandatory Code under SOLAS (and subsequently the PYC), the requirements of MSC.337(91) cannot be dis-applied or interpreted within the PYC. MSC.337(91) does however allow for ships that differ appreciably from conventional ships to be specially considered with respect to full application of the Code (MSC.337(91) section 1.1.1). these must be considered on a case by case basis with the vessels Administration.
	ACTION 40: CISR to clarify the wording and implementation requirements and respond to NR outside the meeting.	OPEN		
37	**ACTION 41:** Yards to liaise with Class on noise level issues.	OPEN	4.2(3)	(To be closed at industry working group meeting 2016)
38	**ACTION 42:** Add Agenda Item 38 to the Agenda Item 10 discussion on trim	CLOSED	4.4(4) and 4.6(3)(c)	See agenda item 10 2016 (Action 10 which is now closed)

39	**ACTION 43:** CISR to re-check the text of 4.8(4) in conjunction with the SOLAS text and amend as necessary.	CLOSED	4.9(1)	Void spaces. | 0.~~89~~95
40	**ACTION 44:** CISR to review the text of 4.9(1) and amend as appropriate.	CLOSED	4.9(1)	
41	**ACTION 45:** CISR to review the table and 0 permeability from SOLAS with the reviews of issues raised at 38 and 39.	CLOSED	4.9(1)	Intended for liquid. | 0 0 or 0.95 (Whichever results in the more severe requirement)
42	**ACTION 46:** CISR to revisit the REG TF discussions as to whether the two provisions for DB should be retained as a means for constructors to have two ways to comply.	CLOSED	4.11(1)(d)	No specific reference could be made to the decision to keep both options, however as they are not conflicting and offer the constructor multiple choices, it is decided to retain the text as is.
43	**ACTION 47:** CISR to check SOLAS and provide clearer detail on the requirement outlined in 4.14(9) if appropriate.	CLOSED	4.14(9)	Text is confirmed as being as per SOLAS II-1/12.10 and so no further details are considered to be appropriate in the body of the Code as far as interpreting the text and so this should be addressed with the Administration during construction.
44	**ACTION 48:** JM to send JA the IEC reference for the hazardous space definition from the IEC Publication.	OPEN	N/A	Awaiting reference at time of publishing
	ACTION 49: CISR to review paragraph 4.15(7)(e) with a view to inclusion of a definition of a hazardous space.	CLOSED	1.3	*"Hazardous area" means those areas which may contain flammable or explosive gases, dusts or vapours, the use without proper consideration of machinery or electrical equipment may lead to fire hazard or explosion.*
45	**ACTION 50:** CISR to review the text of 4.24(13) and amend if appropriate.	CLOSED	4.24(13)	Text is confirmed as being as per SOLAS II-1/22.14 and so no further details are considered to be appropriate in the body of the Code as far as interpreting the text and so this should be addressed with the Administration during construction.
46	**ACTION 51:** CISR to revisit the text of 4.29(2) after checking the convention.	CLOSED	4.29(2)	*(2) Where two adjacent main compartments are separated by a bulkhead which is stepped under the conditions of section 4.28(7)(b) the ~~damage~~ intact stability shall be adequate to withstand the flooding of those two adjacent main compartments.*
47	**ACTION 52:** CISR to re-define the condition to eliminate the risk of manipulation and to ensure that the most onerous application is made	CLOSED	4.30(1)	*(1) In addition to meeting the requirements of SOLAS II-1 Part B-1 Regulation 6 and 7 and the requirements of Part II or of Part VI of this Chapter, as appropriate, the following additional requirements should be met in all loading conditions following the flooding of any two adjacent compartments-*
48	**ACTION 53:** CISR to provide the reference to minimum DLLRs to ensure clarity in the minutes.	CLOSED	4.30	SEE 2015 MEETING MINUTES: **"Post Meeting Note:** 7.21(3) states that MESs are not permitted as the sole means of abandonment and that the aggregate capacity of DLLRs shall be sufficient for not less than 100% of the total persons on board, leaving 200% available for MES. Further to this, 7.21(3)(b) requires that in the event of the loss of any one survival craft (or MES) there shall be at least 100% capacity remaining on either side."

50	**ACTION 54:** CISR to amend Paragraph 4.30 to implement the change agreed to remove the wording "or margin line immersion" at Action 50 from 2014	CLOSED	4.30(1)(a)(i)	*(i) the residual stability should be such that any angle of equilibrium does not exceed 7° from the upright, the resulting righting lever (GZ) curve has a range to down-flooding ~~or margin line immersion~~ of at least 7° beyond any angle of equilibrium; and*
53	**ACTION 55:** CISR to review if an amendment is needed to clarify 4.30(1)(a) and 4.30(1)(b) with the mitigation "in no case" removed.	CLOSED	4.30(1)(a)(iii)	*(iii) ~~in no case should~~ the margin line should not be immersed in the final stage of flooding except where (b) is complied with,*
60	**ACTION 56:** CISR to check the text of 6.4(4) and 6.4(5) for italics/non-italics.	CLOSED	6.4(4)	*"and on open decks" is additional text to SOLAS so paragraph should remain in italics*
		CLOSED	6.4(5)	MAKE NOT ITALIC AS SAME AS SAOLAS TEXT *(5) Notwithstanding 6.2(34) primary deck coverings on cabin balconies shall not give rise to smoke, toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code.*
60a.	**ACTION 57:** CISR to look at the reference to fixed fire-fighting systems in the footnote and amend if appropriate	CLOSED	6.12	(5) Maintenance, testing and inspections shall be carried out based on the guidelines developed by the IMO[41] and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances. Footnote 41 ~~Refer to the Guidelines on maintenance and inspection of fire protection systems and appliances (MSC/Circ.850).~~ Refer to the revised guidelines for the on maintenance and inspection of fire protection systems and appliances (MSC.1/ Circ1432).
61	**ACTION 58:** CISR to review 6.5(11) and 6.3(23) to clarify the text.	CLOSED	6.3(23)	*(23) Furniture and furnishings on open decks adjacent to ~~life saving appliances as referred to in section 6.5(11)~~ survival craft, rescue boats and their respective launching and embarkation stations, should have their fire risk evaluated[24] and mitigation measures put in place to the satisfaction of the Administration. The following are considered as providing suitable mitigating measures to give a level of risk to be accepted:*
		CLOSED	6.5(11)	*~~6.5(11) Survival craft and rescue boats and their launching and embarkation stations shall not be located on decks containing furniture and furnishings unless the area is in compliance with section 6.3(23) of the Code, in accordance with section 7.3(1)(e).~~*
		CLOSED	6.5(12) to 6.5(18)	Consequential renumbering
63	**ACTION 59:** CISR to review the text of 6.5(13) with a view to adding appropriate wording to cover call points under overhanging decks.	CLOSED	6.5(13) (now 6.5(12) as of 6th Edition)	*(13) Manually operated call points complying with the Fire Safety Systems Code shall be installed throughout the accommodation spaces, service spaces, ~~and~~ control stations and eternal deck areas such that* (a) one manually operated call point shall be located at each exit; ~~and~~ (b) manually operated call points shall be readily accessible in the corridors of each deck such that no part of the corridor is more than 20 metres from such a point~~.~~; and

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				(c) manually operated call points shall be located on external decks where a source of ignition or fire risk is identified beneath an overhanging structure.
64	**ACTION 60:** CISR to work with Class to develop a separate guidance document for the size of electrical appliances allowed in categorised spaces.	OPEN	6.7	To be completed for the 7th Edition (2016 Industry Working Group)
67	**ACTION 61:** CISR to check the Convention and to establish how the term was used for Convention vessels	OPEN	6.7(1)(d)(i)	To be completed for the 7th Edition (2016 Industry Working Group)
68	**ACTION 62:** CISR to provide guidance on categories of machinery space trunkings.	CLOSED	6.7(10)(vi)(bf) and 1.3	SEE 2015 MEETING MINUTES: **"Post Meeting Note:** Category (6) space trunkings may be categorized as a (7) space provided that they do not contain any machinery that would constitute a fire risk, and that they are separated from the category (6) space with the appropriately rated fire damper at the bottom of the space. Consideration should also be given to heat detection within the space, access for firefighting and access for physical inspection"
69	**ACTION 63:** CISR to review Table 6.1 and bring it into line with SOLAS.	CLOSED	6.7 Table 6.1	Column (4), row (2) A-0 to have [a] superscript added Column (4), row (3) A-0 to have [a] superscript added Column (4), row (4) A-0 to have [a] superscript added Column (5), row (4) A-0 to have [a] superscript added [a] For clarification as to which applies, *see* paragraphs 6.7(7) & (8) and 6.7(21) to (25)
70	**ACTION 64:** CISR look at the issues surrounding open deck insulation and submit proposals to REG TF	CLOSED	6.7 Table 6.2	REG TF agreed as follows: "MACI to ensure that structural fire protection requirements for the evacuation stations and external escape routes & LSA storage is included in the PYC as per SOLAS >36 passengers" Category (4) spaces from SOLAS II-2 Regulation 9 table 9.1 & 9.2 to be included in the PYC Tables 6.1 & 6.2
71	**ACTION 65:** CISR to discuss the B Class penetrations issue with MCA Marine Technology Unit and then with Class to seek a way forward.	OPEN	6.7(29)(b)(ii) and 6.7(40)(a)	To be completed for the 7th Edition (2016 Industry Working Group)
	ACTION 66: JS to discuss the B Class penetrations issue with LR colleagues.	OPEN		To be completed for the 7th Edition (2016 Industry Working Group)
72	**ACTION 67:** CISR to check references in 6.7(29)(a) and amend as appropriate	CLOSED	6.7(29)(a)	(a) subject to the provisions of subsection (~~63~~70), arrangements shall be made to ensure that the fire resistance is not impaired;
73	**ACTION 68:** CISR to revisit the paragraphs and to discuss with Class to establish Class rules.	OPEN	6.7(29), 6.7(30) and 6.7(70)	To be completed for the 7th Edition (2016 Industry Working Group)
	ACTION 69: CISR to check with REG to see if there was a standard interpretation in this area	CLOSED		There are no REG positions on this
	ACTION 70: CISR to discuss with Class and REG to develop a consistent and unified position if possible.	OPEN		To be completed for the 7th Edition (2016 Industry Working Group)

74	**ACTION 71:** CISR to review the text referencing doors to include windows where appropriate	CLOSED	6.7(37)(c)	(c) stairway enclosure doors, glass doors and windows.
75	**ACTION 72:** CISR to cross-reference 6.7(39) and 6.7(68)	CLOSED	6.7(39) and 6.7(68)	SOLAS II-2 regulation 4.1.1.9 cross references 3.1. as PYC 6.7(39) cross references 6.7(28) with the same text SOLAS II-2 regulation 7.2.6 cross references 7.2.4.1.1 and 7.2.4.1.2 as PYC 6.7(68) cross references (66)(a) and (66)(b) Text is as per SOLAS and so to remain unaltered
76	**ACTION 73:** CISR to discuss the central door hold-back release issue at REG TF as a yacht specific issue for integration with fire-fighting systems.	OPEN	6.7(41)	To be completed for the 7th Edition (2016 Industry Working Group)
77	**ACTION 74:** JS to forward the LR Guidance to JA	OPEN	6.7(44)	Awaiting guidance at time of publishing
	ACTION 75: JA to distribute LR Guidance document to IWG Members for feedback on the document as an annex to PYC.	OPEN		To be completed for the 7th Edition (2016 Industry Working Group)
	ACTION 76: CISR to include the LR document for discussion at the 2016 PYC Meeting.	OPEN		To be completed for the 7th Edition (2016 Industry Working Group)
78	**ACTION 77:** CISR to amend the 6.7(44) paragraph title to include weathertight doors.	CLOSED	6.7 text above (44)	*Windows, Sidescuttles, Weathertight and Watertight Doors*
79	**ACTION 78:** CISR to amend the reference in 6.7(45) to 2.12(22) rather than just 2.12	CLOSED	6.7(45)	(45) A-class windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material and the glass shall be mechanically retained. See also 2.12(22).
81	**ACTION 79:** CISR to link 6.7(45) and 6.7(46) to previous items on glass doors and stairways for Fire Safety and LL compliance.	CLOSED	6.7(45)	(45) A-class windows, and glass weathertight doors and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material and the glass shall be mechanically retained. See also 2.12(22).
		CLOSED	6.7(46)	*(46) Windows and doors (except those leading from stairways) facing life-saving appliances ~~(except those leading from stairways)~~, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below survival craft, liferaft and escape slide embarkation areas shall have the following fire integrity:*
82	**ACTION 80:** CISR to review the text and to clarify the horizontal component of the bulkhead inclusion	CLOSED	6.7(46)(d)(i)	Reviewed and no change deemed necessary as intent has been widely discussed in both industry working group meetings and working groups as well as on a project specific basis so it is considered that it is well understood in the industry
83	**ACTION 81:** CISR to discuss the issue internally with a view to making proposals to REG TF.	CLOSED	6.7(69)(c)	Text is as per SOLAS latest amendments (Resolution MSC.269(85)) so was decided not to amend the Code text.

83a.	**ACTION 82:** CISR to add a reference to MSC/Circular 1120.	CLOSED	6.8(42)	(42) When the fire-extinguishing medium is stored outside a protected space the storage shall comply with the following provisions*- *See also interpretation of SOLAS II-2 Regulation 10.4.3 in MSC/Circ.1120
84	**ACTION 83:** CISR to review 6.11(18) and amend as necessary.	CLOSED	6.11(18)	Existing text is neither ambiguous or contradictory so remains
85	**ACTION 84:** CISR to review the text of 6.11(18) and 7.14(4) and amend as appropriate	CLOSED	6.11(18) and 7.14(4)	7.14(4) already cross references 6.11(18) with respect to lighting. A reference from 6.11(18) to 7.14(4) as this is dealing with muster station only and gives clear requirements is not deemed necessary.
86	**ACTION 85:** CISR to add a reference MSC/Circ. 699 Annex 2 and appropriate footnotes.	CLOSED	6.11(18)	*(18) In addition to the emergency lighting supplied by the emergency source of electrical power, the means of escape, including stairways and exits, shall comply with the following provisions*[39]- * Refer to the Revised Guidelines for Passenger Ship Safety Instructions MSC/Circ.699
		CLOSED	7.14(4)	(4) Alleyways, stairways and exits giving access to the muster and embarkation stations shall be adequately lighted and such lighting shall also be capable of being supplied by the emergency source of electrical power by Regulation 42 or 43 of Chapter II-1, Part D, of SOLAS, as appropriate; also in addition to and as part of the markings required under section 6.11(18) routes to muster stations shall be indicated with the muster station symbol, intended for that purpose, in accordance with the recommendations of the IMO*[57]. * Refer to the Revised Guidelines for Passenger Ship Safety Instructions MSC/Circ.699
87	**ACTION 86:** CISR to check MSC/Circ. 699 and the relevant ISO Standards and provide an interpretation of the requirement and a statement for the minutes and add a footnote to reference MSC/Circ.699 to paragraph 6.11(18).	OPEN	6.11(18)	
88	**ACTION 87:** CISR to include a reference in 6.11(25) to both paragraphs 6.11(23)	CLOSED	6.11(25)	(25) The Administration may dispense with one of the means of escape required under subsection (23) & (24) under the following conditions-
90	**ACTION 88:** CISR to review 6.16(5) and amend for the A60 insulation requirements for helidecks over enclosed spaces	CLOSED	6.16(5)	(5) In general, the construction of the helidecks shall be of steel or other equivalent materials. ~~If the helideck forms the deckhead of a deckhouse or superstructure, it shall be insulated to "A-60" class standard.~~ *the underside of the Helideck in way of all enclosed spaces is to be insulated to A-60 Class Standard'*
91	**ACTION 89:** CISR to review 6.16(6)(ii) to for the A60 insulation requirements for helidecks over enclosed spaces and to discuss these issues with Class and develop text for discussion at REG TF.	OPEN	6.16(6)(ii)	To be completed for the 7th Edition (2016 Industry Working Group)
92	**ACTION 90:** CISR to check progress of the issue of space volume calculation with regard to linings or bulkheads at IMO and amend 6.17(3) as appropriate.	CLOSED	6.17(3)	No final decisions have been made by IMO regarding the ventilation of special category spaces.

93	**ACTION 91:** CISR to review 6.17(7) in terms of the zones involved and amend the text as appropriate.	CLOSED	6.17(7)	Text is as per SOLAS II-2 Regulation 20.3.1.4.2 so to remain unaltered
94	**ACTION 92:** CISR to investigate flooding detection systems for inclusion in future to offset potential safety balance requirements.	CLOSED	N/A	No change for 6th Edition
95	**ACTION 93:** CISR to check the original SOLAS requirements and interpretations to clarify if bridge wings were included in the requirement for the lifebuoy release capability.	CLOSED	7.10(3)	Text is as per SOLAS III Regulation 7.1.3 with no reference to bridge wings.
96.a	**ACTION 94:** CISR to review the paragraph 7.3(1)(b) in connection with the Convention.	CLOSED	7.3(1)(b)	Text is as per SOLAS III Regulation 13.1.2 so to remain unaltered
99	**ACTION 95:** CISR to add reference to MSC.1/Circ.1417 on passenger ship tenders.	CLOSED	11.(5)	*(5) Where more than 12 passengers are carried by the tenders, the IMO guidelines for passenger ship tenders MSC.1/Circ.1417 should be followed.*
103	**ACTION 96:** JS to send JA the amendments to the table in Annex 4.	OPEN	Annex 4	Annex 4 to be reviewed with Classification Societies for 7th Edition
	ACTION 97: CISR to review Annex 4 with LR in terms of the LR Fire Protection Guidance and to consult with DNV GL on conclusions before amending the text to the current understanding and intent of the code as appropriate.	OPEN		Annex 4 to be reviewed with Classification Societies for 7th Edition
	ACTION 98: CISR to note the need for amendment to Annex 4 and include in discussions in the next meeting for the 2017 Edition	OPEN		Annex 4 to be reviewed with Classification Societies for 7th Edition
	ACTION 99: CISR to review Note 15 to check on the issues with vibration, mountings and grounds with a view to development of a unified approach.	OPEN		Annex 4 to be reviewed with Classification Societies for 7th Edition
105	**ACTION 100:** CISR to clarify the text in the notes governing the application of MSC.1/Circ 1274.	OPEN	Annex 4, Note (10)	Annex 4 to be reviewed with Classification Societies for 7th Edition
5.8	**ACTION 101:** CISR to expand and clarify 14.10(3) and (4) to cover the requirement for stored power to provide redundancy in emergency situations and the possible need to include LSA requirements in the provisions.	CLOSED	Chapter 14	See Chapter 14 for final text
5.9	**ACTION 102:** CISR to expand the rigging section to include the detail on lightning strikes from the IEC 60092-401:1980 standard and a link to Class requirements	CLOSED	Chapter 14	See Chapter 14 for final text
5.10	**ACTION 103:** CISR to expand the text to address the issue of greater angles of operation for sliding doors although this might render “off-the-shelf” sliding watertight doors insufficient, with the text to include the required angle.	CLOSED	Chapter 14	See Chapter 14 for final text
5.17	**ACTION 104:** CISR to contact MCA Seafarer Services to discuss a course to bring the 50m sailing vessel qualification up to Passenger Ship Master or a sailing endorsement for a qualified Passenger Ship Master.	OPEN	Chapter 14	To be completed for the 7th Edition (2016 Industry Working Group)

	ACTION 105: CISR to amend Chapter 14 to take account of comments on manning and certification.	CLOSED	Chapter 14	See Chapter 14 for final text
5.18	**ACTION 106:** Members to provide feedback on the issues regarding storm canvas.	CLOSED	Chapter 14	None received by 1st January 2016
	ACTION 107: CISR to move the references to damage stability in paragraphs 1 and 2 to 14.8.	CLOSED	Chapter 14	See Chapter 14 for final text
N/A		CLOSED	1.3	*"margin line" is an assumed continuous line, on ships not having a continuous bulkhead deck, which at no point is less than 76 millimetres below the top of the deck (at side) to which the bulkheads and the shell are carried watertight* ***(Add enters)*** ."*marine evacuation system*" means an appliance for the rapid transfer of persons from the embarkation deck of a ship to a floating survival craft;
N/A		CLOSED	12.5(8)	*(a) Master.* *(b) Chief Engineer.* *(c) Chief Officer/Chief Mate.* *(d) Officer in Charge of a Navigational Watch (Deck Officer).* *(e) Officer in Charge of an Engine Room Watch (Engineer Officer)* *(f) Other Officers in the Deck or Engine Department designated as such in the ship's Articles of Agreement or Employment Agreement.* *(g) ~~Electricians.~~ Electrical Technical Officer (ETO)* *(h) Chief Steward/Purser.(Head of interior department)*
N/A		CLOSED	1.9	Change Application Dates
N/A		CLOSED	1.4(1)	*A.997(25) replaced with A.1053(27).*
N/A		CLOSED	6.2(26)	*Reference to 6.16(1) should read 6.16(10)*
N/A		CLOSED	11.1(5)	*(5) Where more than 12 passengers are carried by the tenders, the IMO guidelines for passenger ship tenders MSC.1/Circ.14 should be followed.*
N/A		CLOSED	7.17(20)	(20)On-board training in the use of davit-launched liferafts shall take place at intervals of not more than ~~Three~~Four months on every ship fitted with such appliances. Whenever practicable this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the ship's life-saving equipment; such a special liferaft shall be conspicuously marked.