SC93 Enclosure of stern tubes on cargo ships

(1994)
(Rev.1 Feb 2010)
(Rev.2 Feb 2021)

(Chapter II-1, Regulation 12.11)

Text:

"In all cases, stern tubes shall be enclosed in watertight spaces of moderate volume. In passenger ships the stern gland shall be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the bulkhead deck will not be immersed. In cargo ships, other measures to minimize the danger of water penetrating into the ship in case of damage to stern tube arrangements may be taken at the discretion of the Administration".

Interpretation:

In cargo ships a stern tube enclosed in a watertight space of moderate volume, such as an afterpeak tank, where the inboard end of the stern tube extends through the afterpeak/engine room watertight bulkhead into the engine room is considered to be an acceptable solution satisfying the requirement of Chapter II-1, Regulation 12.11 of SOLAS 1974, as amended, provided the inboard end of the stern tube is effectively sealed at the afterpeak/engine room bulkhead by means of an approved watertight/oiltight gland system.

Note:

1. Rev.1 of this UI is to be uniformly implemented by IACS Members and Associates for ships the keels of which are laid or which are at a similar stage of construction on or after 1 July 2010.

2. Rev.2 is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2021 or the delivery of which is on or after 1 January 2024.

3. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

End of Document