

# GC15 Closing Devices for Air Intakes

(Feb 2016)

(Rev.1

Aug 2017)

**Interpretation of paragraph 3.2.6 of the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (Resolution MSC.5(48) as amended by Resolution MSC.370(93))**

**Paragraph 3.2.6 reads:**

*All air intakes, outlets and other openings into the accommodation spaces, service spaces and control stations shall be fitted with closing devices. When carrying toxic products, they shall be capable of being operated from inside the space. The requirement for fitting air intakes and openings with closing devices operated from inside the space for toxic products need not apply to spaces not normally manned, such as deck stores, forecastle stores, workshops. In addition, the requirement does not apply to cargo control rooms located within the cargo area.*

## Interpretation

1. The closing devices that need not be operable from within the single spaces ~~and~~ may be located in centralized positions.
2. Engine room casings, cargo machinery spaces, electric motor rooms and steering gear compartments are generally considered as spaces not covered by paragraph 3.2.6 and, therefore, the requirement for closing devices need not be applied to these spaces.
- 2.3. The closing devices should ~~are to~~ give a reasonable degree of gas tightness. Ordinary steel fire-flaps without gaskets/seals should ~~are not to~~ be considered satisfactory.
4. Regardless of this interpretation, the closing devices shall be operable from outside of the protected space (SOLAS regulation II-2/5.2.1.1).

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Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships constructed on or after 1 July 2016.
2. Changes in the Rev.1 of this Unified Interpretation are to be applied by Members on or after 1 January 2018.

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