

## ANNEX 17

**UNIFIED INTERPRETATION TO PARAGRAPHS 6, 7, 8 AND 11.8  
OF REGULATION 12A OF MARPOL ANNEX I**

1 The distance “h” should be measured from the moulded line of the bottom shell plating at right angle to it (regulation 12A, Figure 1).

1.1 For vessels designed with a skeg, the skeg should not be considered as offering protection for the FO tanks. For the area within skeg’s width the distance “h” should be measured perpendicular to a line parallel to the baseline at the intersection of the skeg and the moulded line of the bottom shell plating as indicated in Figure A.

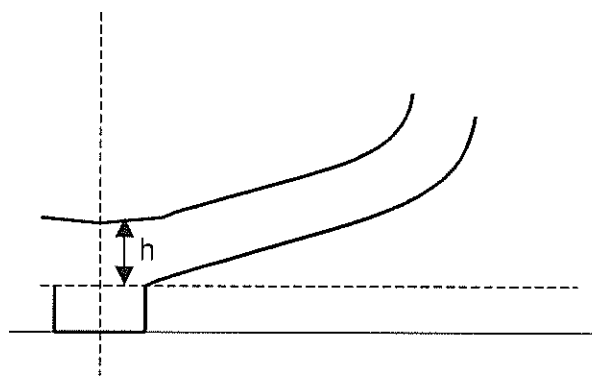


Figure A

1.2 For vessels designed with a permanent trim, the baseline should not be used as a reference point. The distance “h” should be measured perpendicular to the moulded line of the bottom shell plating at the relevant frames where fuel tanks are to be protected.

2 For vessels designed with deadrising bottom, the distance “1.5h” should be measured from the moulded line of the bottom shell plating but at right angle to the baseline, as indicated in Figure B.

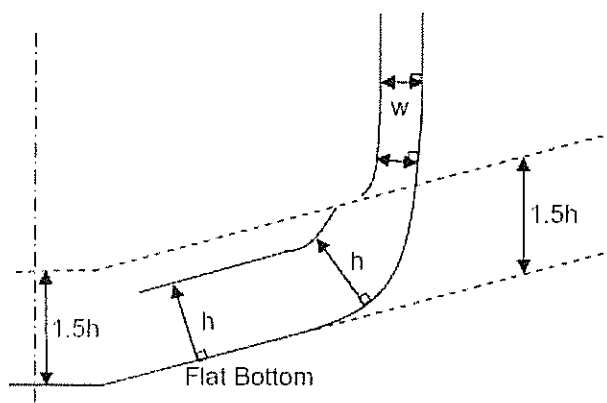


Figure B

3 Paragraphs 1 and 2, above also apply to the reference to the distance “h” in regulation 12A-11.8.

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ANNEX 18

**UNIFIED INTERPRETATION TO REGULATION 23.7.3.2 (ACCIDENTAL OIL  
OUTFLOW PERFORMANCE) OF MARPOL ANNEX I**

The pressure " $p$ " is to be taken as the maximum static inert gas pressure that is obtained at the discharge side of the non-return device fitted forward of the deck water seal or 5 kPa, whichever is greater. However,  $p$  need not be taken more than the maximum tank pressure corresponding to the P/V valve set-point.

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## ANNEX 28

## UNIFIED INTERPRETATION TO REGULATION 12.1 OF MARPOL ANNEX I

The current Unified Interpretation 15.1.5 to regulation 12.1 of MARPOL Annex I is replaced by the following:

**“15 Capacity of sludge tanks**

15.1.5 For ships where the building contract is placed, or in the absence of a building contract, the keel of which is laid before 1 July 2010, and which are fitted with homogenizers, sludge incinerators or other recognized means on board for the control of sludge, the minimum sludge tank capacity should be:

- .5.1 50% of the value calculated according to item .4 above;  
or
- .5.2 1 m<sup>3</sup> for ships of 400 gross tonnage and above but less than 4,000 gross tonnage or 2 m<sup>3</sup> for ships of 4,000 gross tonnage and above; whichever is the greater.”

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