
GUIDANCE FOR SAFETY EQUIPMENT

GUIDANCE

2007 AMENDMENT NO.1

Notice No.53 27th September 2007

Resolved by Technical Committee on 2nd July 2007

“Guidance for safety equipment” has been partly amended as follows:

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

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Sub-paragraph -7 has been added as follows.

- 7** As for the stowage of marine evacuation systems specified in **Regulation 15.1, Chapter III of the Annex to the Convention**, windows and side scuttles of the non-opening type are allowed on the ship's side between the embarkation station and the sea level in the lightest seagoing condition if complying with **Regulation 9.4.1.3.3, Chapter II-2 of the Annex to the Convention**.

Sub-paragraph -8 has been added as follows.

- 8** The public address system required in **Regulation 6, Chapter III of the Annex to the Convention** is to comply with following requirements.
- (1) With respect to the application of **LSA Code 7.2.2.1**, the spaces such as under deck passage way, bosun's locker, hospital, pump room may not be included in the spaces where crew members or passengers, or both, are normally present.
 - (2) The minimum sound pressure levels in interior space specified in **LSA Code 7.2.2.2.1** are to be the levels measured in the cabin or state room, during sea trials.
 - (3) Where an individual loudspeaker has a device for local silencing, an over-ride arrangement from the control stations, including the navigating bridge, is to be in place.

Sub-paragraph -9 has been added as follows.

- 9** Where a gyrocompass is fitted as the "other means" specified in **Regulation 19.2.2.1, Chapter V of the Annex to the Convention**, the gyrocompass is to comply with the following requirements.
- (1) The gyrocompass is to be other than that required in **Regulation 19.2.5.1, Chapter V of the Annex to the Convention**.
 - (2) The gyrocompass is to be fed by both main and emergency power supply and, in addition, it is to be provided with a transitional source of power (e.g. a battery).

Sub-paragraph -10 has been added as follows.

- 10** Additional liferafts as required by **Regulation 31.1.4, Chapter III of the Annex to the Convention** are to be regarded as "remotely located survival craft" with regard to **Regulation**

7.2.1.2, Chapter III of the Annex to the Convention. The followings are to be provided in the areas where these remotely located survival crafts are stowed.

- (1) At least 2 lifejackets and 2 immersion suits.
- (2) Adequate means of illumination, either fixed or portable, which are to be capable of illuminating the liferaft stowage position as well as the area of water into which the liferaft should be launched. Portable lights, when used, are to have brackets to permit their positioning on both sides of the vessel.
- (3) An embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner as per **Regulation 11.7, Chapter III of the Annex to the Convention.**

Sub-paragraph -11. has been added as follows.

11 Ships as defined in **Regulation 31.1.3, Chapter III of the Annex to the Convention and which are fitted with non-davit launched liferafts as per **Regulation 16.1, Chapter III of the Annex to the Convention** are to be provided with an embarkation ladder at each side of the ship.**

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 October 2007.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.
*“contract for construction” is defined in IACS Procedural Requirement(PR) No.29 (Rev.4).

IACS PR No.29 (Rev.4)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder. For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
 - (1) such alterations do not affect matters related to classification, or
 - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.