
RULES FOR SAFETY EQUIPMENT

RULES

2010 AMENDMENT NO.1

Rule No.26 15th April 2010

Resolved by Technical Committee on 5th February 2010

Approved by Board of Directors on 23rd February 2010

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

Amendment 1-1

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

2.1 General

2.1.2 Time of Registration Surveys and Intervals of Registration Maintenance Surveys

Sub-Paragraph -2(4) has been amended as follows.

- (4) Notwithstanding (1) to (3) above, Occasional Surveys are to be carried out independently of Special Surveys, Periodical Surveys and Annual Surveys where :
- (a) main parts of the equipment have been damaged, repaired or renewed,
 - (b) the equipment is modified or altered, or in cases where a ship applies for alteration, it is to comply with 2.4 in addition to the above requirement.
 - (c) it is considered necessary by the Society.

Section 2.4 has been added as follows.

2.4 Alterations

2.4.1 Examinations of Altered Parts

In cases where any alterations are intended to be made to safety equipment which affects any of the ship registration details, the requirements on registration surveys apply.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 15 April 2010.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships for which the date of contract for conversion is before the effective date.

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

2.1 General

Paragraph 2.1.6 has been added as follows.

2.1.6 Laid-up Ships

1 Laid-up ships are not subject to Registration Maintenance Surveys. However, Occasional Surveys may be carried out at the request of owners.

2 When laid-up ships are about to be re-entering service, the following surveys and surveys for specific matters which have been postponed due to being laid-up, if any, are to be carried out.

- (1) If the due dates for Registration Maintenance Surveys have not transpired while the ship was laid-up, then an equivalent to the Annual Surveys specified in 2.3.3 is to be carried out.
- (2) If the due dates for Registration Maintenance Surveys have transpired while the ship was laid-up, then these Registration Maintenance Surveys are, in principle, to be carried out. However, in cases where two or more kinds of Registration Maintenance Surveys are due, only the superlative survey may be carried out.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 15 April 2010.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to the surveys for which the application is submitted to the Society before the effective date.

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

2.2 Registration Surveys

Paragraph 2.2.1 has been amended as follows.

2.2.1 Registration Surveys

1 At Registration Survey, the safety equipment in the respects of its arrangements and performance is to be examined for the confirmation of compliance with the requirements of **Chapter 3**.

2 For the tests specified in **-1**, the applicant is to prepare test plans for review by the Society prior to testing. In addition, test records and/or measurement records are to be submitted to the Society as required.

2.2.3 Documents to be maintained on board

Sub-paragraph -4 has been added as follows.

4 At the completion of registration surveys, Surveyors confirm that certificates showing that the following devices have passed all required examinations or tests are maintained on board (certificates having a validity date are to be of valid when registration surveys are carried out).

- (1) Lifeboats, rescue boats, liferafts (including attachments such as engine) and marine evacuation systems
- (2) Launching and recovery arrangements for (1)
- (3) Lifeboat and liferaft embarkation arrangements
- (4) Two-way radio telephone apparatus
- (5) Radar transponders
- (6) Hand flares and line-throwing appliances
- (7) Lifebuoys (including self-igniting lights and self-activating smoke signals)
- (8) Life jackets
- (9) Immersion suits
- (10) Anti-exposure suits
- (11) Navigation lights
- (12) Shapes
- (13) Sound signals (whistles, bells and gongs)
- (14) Magnetic compasses
- (15) Gyro compasses (including gyro repeaters)
- (16) Electronic chart display and information systems (ECDIS)
- (17) Global positioning system receivers
- (18) Sound reception systems
- (19) Daylight signalling lamps
- (20) Echo sounding devices
- (21) Radar reflectors
- (22) Electronic plotting aids (EPA)
- (23) Automatic tracking aids (ATA)

- (24) Automatic radar plotting aids (ARPA)
- (25) Speed and distance measuring devices
- (26) Transmitting heading devices
- (27) Automatic identification systems
- (28) Rudder angle indicators
- (29) Propeller revolution rate indicators
- (30) Thrust indicators
- (31) Rate-of-turn indicators
- (32) Heading control systems or track control systems
- (33) Voyage data recorders
- (34) Pilot transfer arrangements

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 July 2010.
2. Notwithstanding the amendments to the Rules, 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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.

GUIDANCE FOR SAFETY EQUIPMENT

GUIDANCE

2010 AMENDMENT NO.1

Notice No.44 15th April 2010

Resolved by Technical Committee on 5th February 2010

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

Amendment 1-1

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

Section 2.4 has been added as follows.

2.4 Alterations

2.4.1 Examinations of Altered Parts

1 In applying the requirements specified in **2.4.1 of the Rules**, the requirement on alterations of safety equipment are to comply with all requirements in force at the time of the alterations. “Requirements in force at the time of alterations”, are those requirements, unless otherwise specified, which apply to a ship constructed after either of the following dates. However, in the case of a ship constructed before 1 July 1998, if a survival craft other than an inflatable liferaft is replaced without replacing its launching appliance, or vice versa, the survival craft or launching appliance may be of the same type as that replaced:

- (1)** the date on which the contract is placed for the conversion; or
- (2)** in the absence of a contract, the date on which the work identifiable with the specific conversion begins.

2 In applying the requirements specified in **2.4.1 of the Rules**, in the case of conversion to a bulk carrier, except related to the replacement of lifeboats and launching appliances, the requirements on free fall lifeboats, etc. specified in **Regulation 31.1.2, Chapter III of the Annex to the Convention** are not required to be satisfied.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 15 April 2010.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for conversion is before the effective date.

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

Section 2.2 has been added as follows.

2.2 Registration Surveys

2.2.3 Documents to be maintained on board

The certificates specified in 2.2.3-4 of the Rules are those such as the ones issued for each piece of equipment, device, etc., type approval certificates valid at the time of the Registration Survey, or others applicable. In addition, unless equipment or devices on board are renewed after the ship has entered service, these certificates need not be updated.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2010.
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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

3.1.1 General

Sub-paragraph -3 has been amended as follows.

3 Following test and inspection of Launching appliances using falls and winches are to be carried out after on board installation.

(1) Loaded test

Lifeboat, rescue boat or liferaft, loaded with its normal equipment or an equivalent mass and distributed mass equivalent to that of the number of persons, each weighing 75kg for a lifeboat intended for a passenger ship and a liferaft or 85kg for a lifeboat intended for a cargo ship and rescue boat, it is permitted to accommodate, is to be released by operation of the launching control on deck. The speed at which lifeboat, rescue boat and liferaft is lowered into the water is to be not less than that obtained from the following formula. However the maximum lowering speed is to be not more than 1.3 m/s.

$$S = 0.4 + (0.02H)$$

where

S = speed of lowering (m/s)

H = height from davit head to the waterline with the least draught among planed draught of ship which means the least aft draught with ballast condition required on **Part U of the Rules for the Survey and Construction of Steel Ships.**(m)

(Sub-paragraphs (2) and (3) are omitted)

(4) Brake test

(a) Lifeboat, rescue boat or liferaft loaded with total mass described in sub-paragraph from **i)** to **iii)** below, it is permitted to accommodated +10% of the working load, is to be released by the operation of the launching controls on deck. When lifeboat, rescue boat or liferaft has reached its maximum lowering speed, the brake is to be abruptly applied to demonstrate that the attachments of the davits and winches to the ship's structure are satisfactory.

i) Normal equipment or equivalent mass

ii) Mass of pulley, loose gear and rope, etc.

iii) A distributed mass equal to that of the number of persons, each weighting 75kg for a lifeboat intended for a passenger ship and a liferaft or 85kg for a lifeboat intended for a cargo ship and rescue boat

(b) Test for winch brake exposed to the weather

Regarding the winch brake exposed to the weather, the lowering test is to be repeated with the braking surface wetted.

(Sub-paragraphs (5) and (6) are omitted)

Sub-paragraph -12 has been added as follows.

12 The exterior of hull and canopy of both fully enclosed and partially enclosed lifeboats shall be of international or vivid reddish orange, or comparably highly visible colour only including colour of strong chromatic content.

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 July 2010.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to life-saving appliances installed on ships before the effective date or ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.