

# GUIDANCE FOR SAFETY EQUIPMENT

**Guidance for Safety Equipment**

**2012 AMENDMENT NO.1**

Notice No.44      15th June 2012

Resolved by Technical Committee on 10th February 2012

**ClassNK**  
NIPPON KAIJI KYOKAI

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

Amendment 1-1

## Chapter 3 ARRANGEMENTS AND PERFORMANCE

### 3.1 General

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Sub-paragraph -10 has been amended 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 following 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 complying with **Regulation 16.7, Chapter III of the Annex to the Convention**, 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**.

#### EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 15 June 2012.

## Chapter 2 SURVEYS OF SAFETY EQUIPMENT

### 2.1 General

Paragraph 2.1.2 has been amended as follows.

#### 2.1.2 Time of Registration Surveys and Intervals of Registration Maintenance Surveys

**1** In accordance with **2.1.2(4)(c) of the Rules**, ships already constructed are to be subject to Occasional Surveys for the verifications as listed below.

**(1) Electric Chart Display and Information System**

For tankers not less than 3,000 gross tonnage which had been at the beginning stage of their construction before 1 July 2012 and cargo ships, other than tankers, not less than 10,000 gross tonnage which had been at the beginning stage of their construction before 1 July 2013, the verification of compliance with Regulation 19.2.10 or 19.2.11 Chapter V of the Annex to the Convention relating to electric chart display and information system.

**(2) Bridge navigational watch alarm systems**

For ships not less than 150 gross tonnage which had been at beginning stage of construction before 1 July 2011, the verification of compliance with Regulation 19.2.2.3 or 19.2.2.4 Chapter V of the Annex to the Convention relating to bridge navigational watch alarm systems.

**(3) Adult lifejackets**

For ships which had been at beginning stage of construction between 1 July 1998 to 30 June 2010, the verification of compliance with Regulation 7.2.1.5, Chapter III of the Annex to the Convention relating to lifejackets.

**(4) Shipside doors used for pilot transfers**

For ships which had been at the beginning stage of construction before 1 January 1994, the verification of compliance with Regulation 23.1.5, Chapter V of the Annex to the Convention.

**2** In the requirement given in **-1(1), (2) and (4)** above, the term “first survey” which is referenced by a regulation in SOLAS means the Registration Survey or the first Registration Maintenance Survey.

**3** For ships specified in **-1(1)** above, in cases where tankers not less than 3,000 gross tonnage which had been at the beginning stage of their construction before 1 July 2012 and cargo ships, other than tankers, not less than 10,000 gross tonnage which had been at the beginning stage of their construction before 1 July 2013 are delivered on or after the dates specified in Regulations 19.2.10.6, 19.2.10.7, 19.2.10.8 and 19.2.10.9 Chapter V of the Annex to the Convention respectively, it is to be verified that electric chart display and information system are fitted during Registration Surveys notwithstanding the requirements given in **-1(1)**.

**34** For ships specified in **-1(2)** above, in cases where the ship is delivered after the dates specified in Regulations 19.2.2.3.3, 19.2.2.3.4 and 19.2.2.3.5 Chapter V of the Annex to the Convention respectively, it is to be verified that bridge navigational watch alarm systems are fitted during Registration Surveys notwithstanding the requirements given in **-1(2)**.

**45** The surveys given in **-1(3)** above are to be carried out by the first periodical survey after 1 July 2010.

## EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2012.

## Chapter 3 ARRANGEMENTS AND PERFORMANCE

### 3.1 General

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Sub-paragraphs -14 and -15 have been added as follows.

**14** The ‘greatest launching height’ of a free-fall lifeboat as required by **LSA Code 1.1.4** is to be measured from the lightest seagoing condition as defined in **SOLAS III/3.13**.

**15** Determination of the ability of a lifeboat to be safely launched against a trim of up to 10° and list of up to 20°, as required by **LSA Code 4.7.3.1** and **6.1.1.1**, need not assume a launching height greater than the ‘greatest launching height’ of said free-fall lifeboat as required by **LSA Code 1.1.4**.

### EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 July 2012.
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.