

Bridge Wing Visibility

Amended Guidance

Guidance for the Survey and Construction of Steel Ships Part W

Reason for Amendment

SOLAS V/Reg.22.1.6 specifies that the ship's side is to be visible from the bridge wing as a requirement related to navigation bridge visibility. IACS, in relation to the above-mentioned regulation, adopted Unified Interpretation (UI) SC235 to clarify requirements related to bridge wing visibility. In addition, IACS also adopted Unified Interpretation SC139 to specify that ships of unconventional design may use remote camera systems as an alternative to the direct visibility of the ship's side from the bridge wing required by SOLAS. These unified interpretations have already been incorporated into NK Rules.

Having discussed interpretations with regard to bridge wing visibility, the IMO developed, on the basis of UI SC235 and UI SC139, its own interpretation which amended requirements related to remote camera systems by clarifying which types of ships are considered to be "ships of unconventional design" and thus are allowed to use such systems. This amendment was approved and circulated as MSC.1/Circ.1350/Rev.1.

Accordingly, relevant requirements were amended in accordance with MSC.1/Circ.1350/Rev.1.

Outline of Amendment

- (1) Specified that ships of unconventional design which are allowed to use remote camera systems do not include "ships that are designed such that they come along side or operate in close proximity to other vessels or offshore structures at sea".
- (2) Specified that, even when remote camera systems are being used on ships of unconventional design, the upper edge of the ship's side abeam is to be directly visible by the observer locations where the manoeuvring of the ship may take place.