

SC Navigation bridge visibility to ship's side

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(Jan
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(Corr.1
Dec 2011)

(Chapter V, Regulation 22-4.6)

Regulation

SOLAS regulation V/22.1.6 reads:

"1 Ships of not less than 55 m in length, as defined in regulation 2.4, constructed on or after 1 July 1998, shall meet the following requirements:

.6 The ship's side shall be visible from the bridge wing;"

SOLAS regulation V/22.3 reads:

On ships of unconventional design which, in the opinion of the Administration, cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practical to that described in this regulation.

Interpretation

1. The requirements of SOLAS regulation V/22.1.6 are accomplished when:
 - .1 a view from the bridge wing plus a distance corresponding to a reasonable and safe distance of a seafarer leaning over the side of the bridge wing, which needs not to be more than 400 mm, to the location vertically right under the maximum beam of the ship at the lowest seagoing draught is not obscured; or
 - .2 the sea surface at the lowest seagoing draught and with a transverse distance of 500 mm and more from the maximum beam throughout the ship's length is visible from the side of the bridge wing.
2. A schematic diagram depicting the unified interpretations is also attached herewith.
3. For particular ship types, such as tug/tow boat, offshore supply vessel (OSV), rescue ship, work ship (e.g. floating crane ships), etc., that are designed such that, in normal operations, they come along side, or operate in close proximity to, other vessels or offshore structures at sea, SOLAS regulation V/22.1.6 is met provided the bridge wings extend at least to a location from which the sea surface, at the lowest seagoing draught and at a transverse distance of 1500 mm from the maximum beam throughout the ship's length, is visible. If this ship type is changed to a type other than those addressed in this paragraph, then the interpretation in this paragraph would no longer apply.

Notes:

1. This Unified Interpretation is to be applied by IACS Societies on ships contracted for construction on or after 1 January 2011.
2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.

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4. The use of a remote camera system may be accepted for ships of unconventional design, other than those mentioned in paragraph 3 above, as means for achieving the view of the ship's side from the bridge wing, provided:

- the installed remote camera system is to be redundant from the circuit breaker to the camera and screen, including communication cables, i.e. the system is to provide on each side of the ship redundancy of:

* the power cables and circuit breakers from the main switchboard to the camera and the screen;

* the camera;

* the screen;

* the transmission lines from the camera to the display screen; and

* the components associated with these lines and cables;

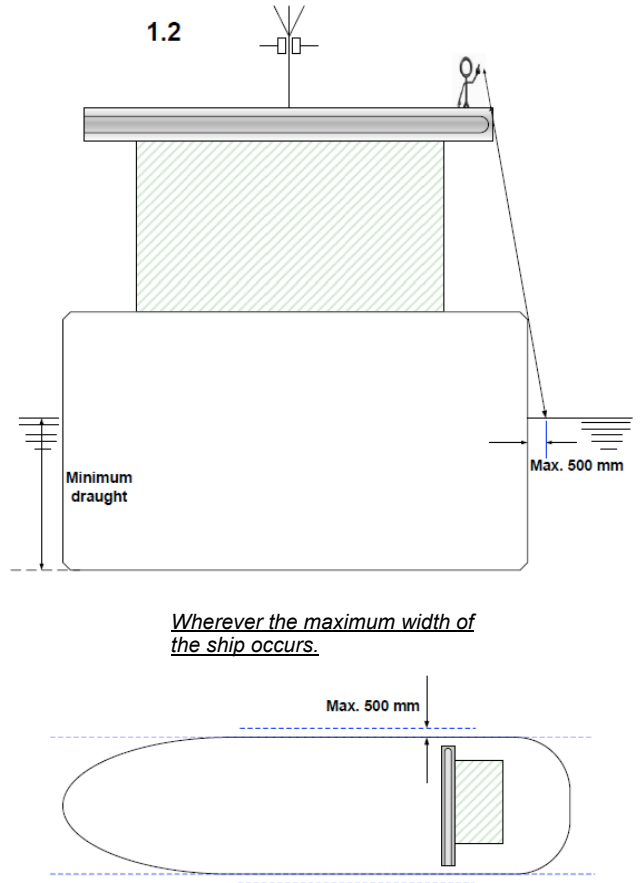
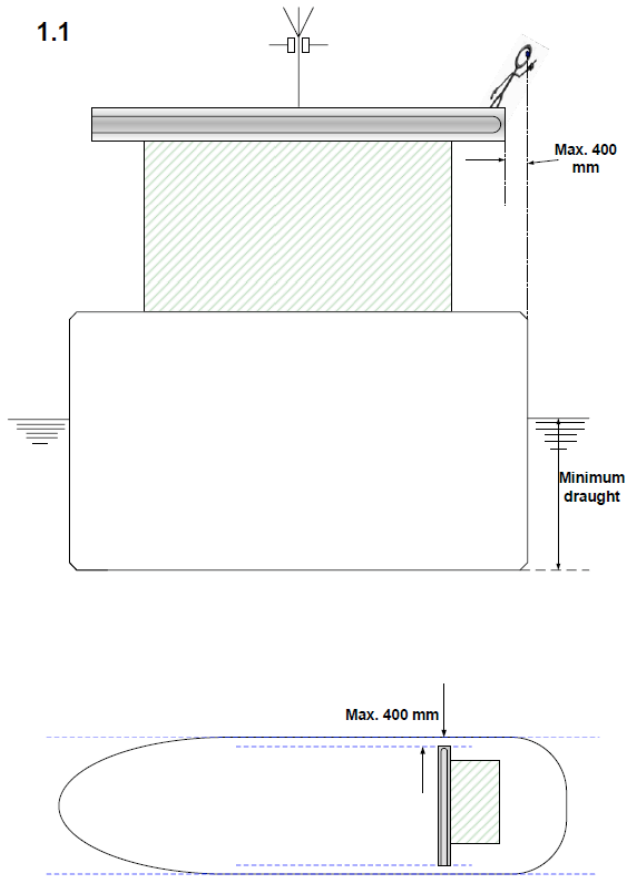
- the remote camera system is powered from the ship's main source of electrical power and is not required to be powered by the emergency source of electrical power;

- the remote camera system is capable of continuous operation under environmental conditions as per UR E10;

- the view provided by the remote camera system complies with the requirements of regulation V/22.1.6 and is also displayed at locations where the manoeuvring of the ship may take place;

- the upper edge of the ship's side abeam is directly visible from locations where the manoeuvring of the ship may take place.

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