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# RULES FOR SAFETY EQUIPMENT

## **2009 AMENDMENT NO.1**

Rule No.46      30th October 2009

Resolved by Technical Committee on 24th June 2009

Approved by Board of Directors on 28th July 2009

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

### **Chapter 3    ARRANGEMENTS AND PERFORMANCE**

#### **3.1      General**

##### **3.1.1    General**

Sub-paragraph -2 has been amended as follows.

**2**    Equipment or Installations listed below are to be approved by the Society. However, equipment or installations approved by the Government of the State whose flag the ship is entitled to fly, other Contracting Governments of the Convention or the party approved by the Government mentioned above may be exempted from the requirement provided that it is deemed appropriate by the Society.

(Sub-paragraphs (1) to (3) are omitted)

(4) Life saving appliances

(Sub-paragraphs (a) to (n) are omitted)

(o) Radar transponders and AIS-SART

(Sub-paragraphs (p) are omitted)

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

#### **EFFECTIVE DATE AND APPLICATION**

**1.**    The effective date of the amendments is 1 January 2010.

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# GUIDANCE FOR SAFETY EQUIPMENT

GUIDANCE

**2009 AMENDMENT NO.2**

Notice No.64      30th October 2009

Resolved by Technical Committee on 24th June 2009

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

### **Chapter 3 ARRANGEMENTS AND PERFORMANCE**

#### **3.1 General**

##### **3.1.1 General**

Sub-paragraph -12 has been added as follows.

12 In cases where navigation lights are to apply the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG), they are to comply with the following:

- (1) With respect to Rule 27(b)(i) of the Convention, in cases where two “Not under command” (NUC) all-round red lights required by Rule 27(a)(i) are used as a part of “Restricted ability to manoeuvre” (RAM) all-round white lights, such navigation lights are to comply with the following:
  - (a) They are to be comply with the vertical and horizontal positions and distances required by Annex 1 of the Convention.
  - (b) All-round white lights (RAM) are to be switched on independently from the two all-round red lights (NUC).
- (2) With respect to Annex 1, Section 3(b) of the Convention, side lights are to be fitted at distances of not more than 10% of the breadth of the vessel inboard from the side, up to a maximum of 1m. In cases where the application of the above requirement is impractical exemptions may be given on the basis of the Flag Authority acceptance.
- (3) With respect to Annex 1, Section 9(b) of the Convention, in cases where two supplementary all-round lights are arranged, each all-round light is not to be screened so that it has a sector that is less than 180 degrees.

## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 30 October 2009.
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.