RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

Rules for the Survey and Construction of Passenger Ships

2010 AMENDMENT NO.1

Guidance for the Survey and Construction of Passenger Ships

2010 AMENDMENT NO.1

Rule No.39 / Notice No.52 15th April 2010

Resolved by Technical Committee on 5th February 2010

Approved by Board of Directors on 23rd February 2010

ClassNK

NIPPON KAIJI KYOKAI

RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

RULES

2010 AMENDMENT NO.1

Rule No.39 15th April 2010

Resolved by Technical Committee on 5th February 2010

Approved by Board of Directors on 23rd February 2010

Rule No.39 15th April 2010
AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

"Rules for the survey and construction of passenger ships" has been partly amended as follows:

Amendment 1-1

Part 2 CLASS SURVEY

Chapter 1 GENERAL

1.1 Surveys

Paragraph 1.1.7 has been amended as follows.

1.1.7 Laid-up Ships

1 Laid-up ships are not subject to Class Maintenance Surveys specified in **1.1.2**. However, Occasional Surveys may be carried out at the request of the owner.

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

(1) When any Periodical Survey or Planned Machinery Survey designated before lay-up has not been due, ~~the coming nearest Periodical Survey or Planned Machinery Survey designated before lay-up~~ an equivalent to the Intermediate Surveys specified in **Chapter 3 of this Part** is to be carried out.

(2) When Periodical Surveys or Planned Machinery Surveys designated before lay-up have already become due, these Periodical Surveys or Planned Machinery Surveys are, in principal, to be carried out. However, in cases where two or more kinds of the Periodical Surveys have already become due, the Special Survey is to be carried out.

3 ~~If the survey to be carried out under the requirements of **-2** above is the Special Survey, the Special Survey is to be the one corresponding to the age of the ship~~ Surveys carried out under the requirements of **-2** above are to correspond to the age of the ship.

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 the surveys for which the application is submitted to the Society before the effective date.

Amendment 1-2

Part 2 CLASS SURVEYS

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

2.1.7 Documents to be maintained on board

Sub-paragraph 2.1.7-2 has been amended as follows.

2 For ships engaged on international voyages, the Surveyor confirms that the Ship Construction File contains the necessary documents from the following drawings, plans, manuals and documents, and that the Construction File is on board the ship. Duplicate documents as in **-1** are not required.

(1) Finished plans of hull structural drawings specified in **2.1.8**
(2) The following manuals and documents
  (a) Operating and maintenance manuals for the door and inner door (**7.1.1-1** and **7.4.3-4, Part 3**)
  (b) Damage control plans (**3.2.1, Part 4**)
  (c) Stability information booklets (**4.3, Part 4**)
(3) Copies of certificates of forgings and castings welded into the hull structures
(4) Plans showing locations, sizes and details of equipment forming part of the watertight and weather-tight integrity of the ship, including piping (**2.1.2-1(1)(a)**)
(5) Corrosion prevention scheme (**2.1.3(1)**)
(6) Plans and documents for in-water surveys (**5.1.2, Part 2**)
(7) Docking plan including locations and other necessary information of all penetrations
(8) Plans and documents for Anti-Fouling Systems (**2.2.2, Rules for Anti-Fouling Systems on Ships**)
~~(8)~~ (9) Test plans, test records, measurements records, etc.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2010.

Amendment 1-3

Part 2 CLASS SURVEYS

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

2.1.7 Documents to be maintained on board

Sub-paragraph -5 has been added as follows.

5 At the completion of classification surveys, Surveyors confirm that certificates showing that the following devices have passed all required examinations or tests are maintained on board.

(1) Fire pumps (including emergency fire pumps)
(2) Fire hoses and nozzles
(3) Fire extinguishers (including spare charges)
(4) Fire-fighter's outfits
(5) Emergency escape breathing devices
(6) Fixed fire-extinguishing systems
(7) Fire dampers and power-operated closing doors
(8) Fixed fire detection and fire alarm systems and automatic sprinkler systems
(9) Fire protection materials
(10) Additional equipments required for ships carrying dangerous goods (electrical equipment of an explosion-proof type, detection systems, full protective clothing, portable fire extinguishers and water spraying systems)
(11) Watertight doors below the freeboard deck
(12) Side scuttles

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.

Amendment 1-4

Part 4 SUBDIVISION AND STABILITY

Chapter 2 SUBDIVISION

Section 2.5 has been added as follows.

2.5 Capability after flooding

2.5.1 General (*SOLAS* Chap.II-1 Reg.8-1)

Ships whose length (L_f) is 120 m or more or having three or more main vertical zones are to be designed so that the systems specified in Regulation 21.4 Chapter II-2, *SOLAS* Convention, remain operational when the ship is subject to flooding of any single watertight compartment.

Chapter 4 INTACT STABILITY

4.2 Stability Requirements

Paragraph 4.2.2 has been amended as follows.

4.2.2 Technical Requirements

For the stability of passenger ships, ~~Chapters 3.1, 3.2 and 4.1 of *IMO Res. A.*749(18) *"Code on Intact Stability for All Types of Ships covered by IMO Instruments"*, as amended by *MSC Res.*75(69)~~ *IMO Res. MSC.*267(85) *"International Code on Intact Stability 2008 (2008 IS Code)"* is to apply.

Part 5 MACHINERY INSTALLATIONS

Chapter 2 SCUPPERS, SANITARY DISCHRGES, ETC., BILGE AND BALLAST PIPING SYSTEMS

Section 2.4 has been added as follows.

2.4 Flooding Detection Systems

2.4.1 General (*SOLAS* Reg. II-1/22-1)

For ships carrying 36 or more persons, a flooding detection system is to be fitted in all watertight spaces below the bulkhead deck that have a volume more than the following **(1)** or **(2)**, whichever is greater. However, any watertight spaces that are separately equipped with a liquid level monitoring system (such as fresh water, ballast water, fuel, etc.), with an indicator panel or other means of monitoring at the navigation bridge (and the safety centre if located in a separate space from the navigation bridge), are excluded.

(1) Ship's moulded displacement per centimeter (*cm*) immersion at deepest subdivision draught (m^3)

(2) 30 m^3

Chapter 4 SPECIAL REQUIREMENTS FOR MACHINERY INSTALLED IN SHIPS WITH RESTRICTED AREA OF SERVICE

4.2 Modified Requirements

4.2.1 Ships with Class Notation "*Coasting Service*" or Equivalent

Sub-paragraph -4 has been amended as follows.

4 For ships with the Class Notation "*Coasting Service*" or equivalent, which are not engaged in international voyages, the following requirements may apply in addition to the requirements in **-1** to **-3** above.

(1) The requirements in **13.4** and **13.5**, **Part D of the Rules for the Survey and Construction of Steel Ships** may apply in place of the relevant requirements in **Chapter 2** of this Part. However, the requirements specified in **13.4.1-4**, **Part D of the Rules for the Survey and Construction of Steel Ships** may not apply.

(2) The requirements in **15.2.1** to **15.2.3**, **Part D of the Rules for the Survey and Construction of Steel Ships** may apply in place of the relevant requirements in **Chapter 3** of this Part.

(Omitted)

(16) The requirements in **15.3.1-3**, **Part D of the Rules for the Survey and Construction of Steel Ships** may not apply.

(17) The requirements in **2.4** may not apply.

Part 6 ELECTRICAL INSTALLATIONS

Chapter 2 DESIGN OF INSTALLATIONS

2.2 Main Source of Electrical Power and Lighting Systems

2.2.3 Lighting Systems

Sub-paragraph -6 has been added as follows.

6 Supplementary lighting shall be provided in all cabins to clearly indicate the exit so that occupants will be able to find their way to the door. Such lighting, which may be connected to an emergency source of power or have a self-contained source of electrical power in each cabin, shall automatically illuminate when power to the normal cabin lighting is lost and remain on for a minimum of 30 minutes.

Part 7 FIRE SAFETY MEASURES

Chapter 5 has been amended as follows.

Chapter 5 ~~FIRE CONTROL PLANS AND MANUALS~~ FIRE CONTROL ETC.

5.1 General

5.1.1 General

Fire control plans, maintenance plans, training manuals, fire safety operational booklets, ~~and~~ operation manuals for helicopter operation, residual performance after a fire casualty and providing the safety centre are to comply with the relevant requirements in Regulations 14 to 16, ~~and~~ 18, 21, 22 and 23 Chapter II-2, *SOLAS* Convention, unless otherwise specified in this Chapter. Reference is to be made to relevant provisions in **Part R of the Rules for the Survey and Construction of Steel Ships**.

EFFECTIVE DATE AND APPLICATION (Amendment 1-4)

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 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.

Amendment 1-5

Part 5 MACHINERY INSTALLATIONS

Chapter 2 SCUPPERS, SANITARY DISCHRGES, ETC., BILGE AND BALLAST PIPING SYSTEMS

2.2 Scuppers, Sanitary Discharges, etc.

2.2.1 General (*SOLAS* Reg. II-1/15.8 and 35-1.2, and *LOAD LINE* Reg. 22)

Sub-paragraph -8 has been added as follows.

8 In cases where fixed pressure water-spraying systems are fitted in closed vehicle and Ro-Ro spaces and special category spaces, drainage systems are to comply with Regulation 20.6.1.4 and 20.6.1.5 in Chapter II-2 of the *SOLAS* Convention in addition to those requirements specified in **-1** to **-7** above.

EFFECTIVE DATE AND APPLICATION (Amendment 1-5)

1. The effective date of the amendments is 1 January 2011.

2. Notwithstanding the amendments to the Rules, the current requirements may apply to 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.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE

2010 AMENDMENT NO.1

Notice No.52 15th April 2010

Resolved by Technical Committee on 5th February 2010

Notice No.52 15th April 2010
AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

"Guidance for the survey and construction of passenger ships" has been partly amended as follows:

Amendment 1-1

Part 2 CLASS SURVEYS

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

Paragraph 2.1.7 has been added as follows.

2.1.7 Documents to be maintained on Board

The certificates specified in **2.1.7-5, Part 2 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 Classification Survey, or others applicable. With regard to fire pumps, hose test records after installation on board may be accepted. 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 1-1)

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.

Amendment 1-2

Part 5 MACHINERY INSTALLATIONS

Chapter 2 SCUPPERS, SANITARY DISCHARGES ETC., BILGE AND BALLAST PIPING SYSTEMS

Section 2.4 has been added as follows.

2.4 Flooding Detection Systems

2.4.1 General

1 Flooding detection systems required in **2.4.1, Part 5 of the Rules** are to be in accordance with the following **-2** to **-12**.

2 Definitions

(1) *Flooding detection system* means a system of sensors and alarms that detect and warn of water ingress into watertight spaces. Continuous flood level monitoring may be provided, but is not required.

(2) *Sensor* means a device fitted at the location being monitored that activates a signal to identify the presence of water at the location.

(3) *Alarm* means an audible and visual signal which announces a flooding condition requiring attention.

3 The number and location of flooding detection sensors is to be sufficient to ensure that any substantial water ingress into a watertight space requiring a flooding detection system is detected under reasonable angles of trim and heel. Generally, flooding detection sensors are to be installed as indicated below.

(1) Vertical location

Sensors are to be installed as low as practicable in the watertight space.

(2) Longitudinal location

In watertight spaces located forward of the mid-length, sensors are generally to be installed at the forward end of the space. In watertight spaces located aft of the mid-length, sensors are generally to be installed at the aft end of the space. For watertight spaces located in the vicinity of the mid-length, consideration is to be given to the appropriate longitudinal location of the sensor. In addition, any watertight space of more than *Ls*/5 in length or with arrangements that would seriously restrict the longitudinal flow of water is to be provided with sensors at both the forward and aft ends.

(3) Transverse location

Sensors are generally to be installed at the centreline of the space (or alternatively at both the port and starboard sides). In addition, any watertight space that extends the full breadth of the ship or with arrangements that would seriously restrict the transverse flow of water is to be provided with sensors at both the port and starboard sides.

4 Where a watertight space extends in height over more than one deck, there are to be at least one flooding detection sensor at each deck level. This provision is not applicable in cases where a continuous flood level monitoring system is installed.

5 For watertight spaces with unusual arrangements or in other cases where the requirements in **-3** and **-4** would not achieve the intended purpose, the number and location of flooding detection

sensors are to be subject to special consideration.

6 Each flooding detection system is to give an audible and visual alarm at the navigation bridge and the safety centre, if located in a separate space from the navigation bridge. These alarms are to indicate which watertight space is flooded.

7 Visual and audible alarms are to be capable of being distinguished from other alarms.

8 The flooding detection system and equipment are to be suitably designed to withstand supply voltage variation and transients, ambient temperature changes, vibration, humidity, shock, impact and corrosion normally encountered in ships. Sensor cabling and junction boxes are to be suitably rated to ensure operability of the detection system in a flooded condition. In addition, the detection system is to be designed on the fail-to-safety principle, where an open sensor circuit is to result in an alarm condition.

9 The flooding detection system is to be continuously powered and to have an automatic change-over to a stand-by power supply in case of loss of the normal power supply. Failure of the normal power supply is to be indicated by an alarm.

10 Documented operating, maintenance and testing procedures for the flooding detection system are to be kept on board and be readily accessible.

11 Flooding detection system sensors and equipment are to be installed where they are accessible for testing, maintenance and repair.

12 The flooding detection system is to be capable of being functionally tested using either direct or indirect methods. Records of testing are to be retained on board.

Annex 7-1 INTERPRETATION OF PROVISION OF CHAPTER II-2, *SOLAS* CONVENTION ON PASSENGER SHIPS

1 INTERPRETATION OF PROVISION OF CHAPTER II-2, *SOLAS* CONVENTION

Table 7-1-A1 has been amended as follows.

Table 7-1-A1 Interpretation of *SOLAS* II-2

Number	*SOLAS*	Interpretation
9.4.1.1.2	The construction of doors and door frames in "*A*" class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame equivalent to that of the bulkheads* in which the doors are situated, this being determined in accordance with the Fire Test Procedures Code. Such doors and door frames shall be constructed of steel or other equivalent material. ~~Watertight doors need not be insulated.~~ Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 *mm*. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.	*: In principle, doors which pass the fire testing regulated **IMO Res.MSC61(67)** are to be used, except for watertight doors. *: Where required divisions are replaced by divisions of a higher standard, the door need only conform to the required division.
9.4.1.2.1	Doors and door frames in "*B*" class divisions and means of securing them shall provide a method of closure which shall have resistance to fire equivalent to that of the divisions, this being determined in accordance with the Fire Test Procedures Code except that ventilation openings may be permitted in the lower portion of such doors*. Where such opening is in or under a door the total net area of any such opening or openings shall not exceed 0.05m^2. Alternatively, a non-combustible air balance duct routed between the cabin and the cross-sectional area of the duct does not exceed 0.05m^2. All ventilation openings shall be fitted with a grill made of non-combustible material. Doors shall be non-combustible. Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 *mm*.	*: Balancing openings or ducts between two enclosed spaces are prohibited except for openings as permitted by this regulation. Where ventilation openings are installed in the lower part of fire door, the fire door is to be of "*B*" class fire door with louvres of approved type and the ventilation openings (louvres) are to be capable of being closed from the corridor side. Other openings, except the gap which is not greater than 3mm in the lower portion and which need to open and close the doors, are not to be installed.
9.7.1.1	Ventilation ducts shall be of ~~non-combustible~~ steel or equivalent material. However, short ducts, not generally exceeding 2*m* in length and with a free cross-sectional area* not exceeding 0.02m^2, need not be non-combustible, subject to the following conditions: .1 subject to paragraph 7.1.1.2 these ducts shall be of ~~a~~ any material which has low flame spread characteristics;	Gaskets in duct connections are ~~also~~ to be of non-combustible material. However, where the use of elastic gasket are deemed necessary for the prevention of the leakage of air, combustible gaskets may be permitted provided that such gasket material is at least to have low flame-spread characteristics and appropriate considerations are made to the construction of such connection. In any case, combustible gaskets in flanged ventilation duct connections are not permitted in:

	.2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value not exceeding 45*MJ/m*^{2} of their surface area for the thickness used; .~~2~~3 they may only be used at the end of the ventilation device; and .~~3~~4 the ducts are not situated less than 600*mm*, measured along the duct, from an opening in an "*A*" or "*B*" class division including continuous "*B*" class ceiling.	(1) ducts within 600*mm* of an *A* class or *B* class division; (2) ducts required to be of *A* class construction; and (3) exhaust ducts from galley ranges. Flexible bellows of combustible material may be used for connecting fans to the ducting in air conditioning room.
9.7.4.4	Except in cargo spaces, ventilation ducts shall be constructed of the following materials: .1 ducts not less than 0.075*m*^{2} in free cross-sectional area and all vertical ducts serving more than a single 'tween-deck space shall be constructed of steel or other equivalent material; .2 ducts less than 0.075*m*^{2} in free ~~c~~cross-sectional area[*1], other than the vertical ducts referred to in paragraph **7.4.4.1**, shall be constructed of ~~non-combustible~~ steel or equivalent materials. Where such ducts penetrate "*A*" or "*B*" class divisions, due regard shall be given to ensuring the fire integrity of the division; and .3 short lengths of duct, not in general exceeding 0.02 *m*^{2} in free cross-sectional area nor 2 *m* in length, need not be ~~non-combustible~~ steel or equivalent[*2] provided that all of the following conditions are met: 1 the duct is constructed of a material which has low flame-spread characteristics; 2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value* not exceeding 45*MJ/m*^{2} of their surface area for the thickness used; ~~2~~3 the duct is used only at the terminal end of the ventilation system; and ~~3~~4 the duct is not located closer than 600*mm* measured along its length to a penetration of an "*A*" or "*B*" class division, including continuous "*B*" class ceilings.	*~~1~~: Such ducts are to be in accordance with regulation **II-2/9.7.3**. ~~*2: Material of ventilation duct, in principle, is to be non-combustible material notwithstanding the sectional area.~~

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 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.

Japanese Translation

Rules for the survey and construction of passenger ships

「旅客船規則」の一部を次のように改正する。

改正その 1

2 編　船級検査

1 章　通則

1.1　　検査

1.1.7 を次のように改める。

1.1.7　　係船中の船舶

-1.　係船中の船舶にあっては，**1.1.2** に規定する船級維持検査は行わない。ただし，臨時検査の申込みがあった場合はこの限りではない。

-2.　係船中の船舶を再び航行の用に供しようとするときは，次のいずれかの検査及び係船されていたために行われなかった指定事項に対する検査を受けなければならない。

(1)　係船期間中に定期的検査又は機関計画検査を受けるべき期日を経過しなかったときは，~~係船前に指定された次に行うべき定期的検査又は機関計画検査を行う~~ **3 章**に規定する中間検査に相当する検査を行う。

(2)　係船期間中に定期的検査又は機関計画検査を受けるべき期日を経過したときは，原則として期日を経過したすべての検査を行う。ただし，期日を経過した定期的検査が定期検査及び中間検査となる場合は，定期検査を行う。

-3.　前**-2.**により行う~~検査が定期検査に該当するときは，その~~検査の種類は建造後の経過年数に応じた検査とする。

附　則（改正その 1）

1.　この規則は，2010 年 4 月 15 日（以下，「施行日」という。）から施行する。

2.　施行日前に申込みのあった検査については，この規則による規定にかかわらず，なお従前の例によることができる。

改正その 2

2 編　船級検査

2 章　登録検査

2.1　　製造中登録検査

2.1.7　船上に保持すべき図面等

-2.を次のように改める。

-2.　国際航海に従事する船舶にあっては，次に掲げる図面等のうち該当するものを含む船体コンストラクションファイルが船舶に備えられていることを確認する。この場合，前**-1.**に規定する図面等を二重に保持することを要しない。

(1)　**2.1.8** に規定する船体構造に関する完成図
(2)　次に掲げる手引書等
　(a)　ローディングマニュアル（**3 編 1.1.1-4.**）
　(b)　ドア及び内扉に関する操作及び保守マニュアル（**3 編 7.1.1-1.**及び **7.4.3-4.**）
　(c)　損傷制御図（**4 編 3.2.1**）
　(d)　復原性資料（**4 編 4.3**）
(3)　船体構造に溶接される鍛造品及び鋳造品について，証明書の写し
(4)　船舶の水密性又は風雨密性を保持するための装置（管装置を含む。）に関する図面（**2.1.2-1.(1)(a)**）
(5)　防食要領書（**2.1.3(1)**）
(6)　水中検査計画書（**2 編 5.1.2**）
(7)　入渠又は上架計画書（外板における開口，管の貫通部等の位置を含むもの）
(8)　船体防汚システムに係る書類（**船体防汚システム規則 2.2.2**）
~~(8)~~ (9)　各種試験法案，試験結果，計測記録等

附　則（改正その 2）

1.　この規則は，2010 年 7 月 1 日から施行する。

改正その 3

2 編　船級検査

2 章　登録検査

2.1　製造中登録検査

2.1.7　船上に保持すべき図面等

-5.として次の 1 項を加える。

-5.　製造中登録検査の完了に際しては，次に掲げる機器について，検査又は検定に合格しているものであることを示す証明書が船舶に備えられていることを確認する。
(1)　消火ポンプ（非常用消火ポンプを含む）
(2)　消火ホース及び消火ノズル
(3)　消火器（予備充填物を含む）
(4)　消防員装具
(5)　非常脱出用呼吸具
(6)　固定式消火装置
(7)　防火ダンパ及び動力式閉鎖扉
(8)　固定式火災探知警報装置及び自動スプリンクラ装置
(9)　防火材料
(10)　危険物を運搬する船舶に要求される追加の設備（防爆型電気機器，探知装置，完全防護服，持運び式消火器及び水噴霧装置）
(11)　乾玄甲板下に設置される水密扉
(12)　丸窓

附　則（改正その 3）

1. この規則は，2010 年 7 月 1 日（以下，「施行日」という。）から施行する。

2. 施行日前に建造契約*が行われた船舶にあっては，この規則による規定にかかわらず，なお従前の例によることができる。

* 建造契約とは，最新の IACS Procedural Requirement (PR) No.29 に定義されたものをいう。

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

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは，予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお，この契約日及び契約を交わす全ての船舶の建造番号（船番等）は，新造船に対し船級登録を申込む者によって，船級協会に申告されなければならない。

2. オプションの行使権が契約書に明示されている場合，オプション行使によるシリーズ船の「建造契約日」は，予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において，1 つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は，シリーズ船と見なす。しかしながら，以下の条件を満たす設計変更にあっては，シリーズ船は原設計から設計変更を行うことができる。

   (1) 設計変更が船級要件に影響を及ぼさない，
   又は，
   (2) 設計変更が船級規則の対象となる場合，当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している，又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。

   オプションによる建造予定船は，シリーズ船の建造契約が結ばれてから 1 年以内にオプションが行使される場合，シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合，建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前 1. 及び 2.に対して，「新しい契約」として扱わなければならない。

4. 船舶の種類の変更による建造契約の変更があった場合，改造された船舶の「建造契約日」は，予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考：
1. 本 PR は，2009 年 7 月 1 日から適用する。

改正その 4

4 編　区画及び復原性

2 章　区画

2.5 として次の 1 節を加える。

2.5　　浸水後の能力

2.5.1　　一般（*SOLAS* II-1 章 8-1 規則）

L_fが 120*m* 以上又は 3 つ以上の主垂直区域を持つ船舶は，いかなる 1 区画に浸水した場合においても，*SOLAS* 条約第 II-2 章第 21 規則 4 項に規定されている装置が機能し続けるよう設計しなければならない。

4 章　非損傷時復原性

4.2　　復原性要件

4.2.2 を次のように改める。

4.2.2　　技術要件

旅客船の復原性については，~~*MSC* 決議 75(69)により改正された *IMO* 決議 *A*.749(18) “*Code on Intact Stability for All Types of Ships covered by IMO Instruments*” の *Chapters* 3.1, 3.2 及び 4.1~~ *IMO* 決議 *MSC*.267(85) “*International Code on Intact Stability, 2008 (2008 IS Code)*” によること。

5 編　機関

2 章　排水装置，衛生装置等，ビルジ管装置及びバラスト管装置

2.4 として次の 1 節を加える。

2.4　　浸水警報装置

2.4.1　　一般（*SOLAS* II-1 章 22-1 規則）

36 人以上の旅客を運送する船舶においては，隔壁甲板下のすべての水密区画であって，次の**(1)**又は**(2)**のいずれか大きい方の値より容積が大きいものに対し，浸水警報装置を備えなければならない。ただし，船橋及び安全センター（船橋とは別に設けられている場合に限る。）に表示板又は他の監視のための手段を備える液位監視装置（清水，バラスト水，燃料等）が別に設置されている場合，当該水密区画を除く。

(1)　最高区画喫水における船舶の毎センチメートル型排水量（m^3）

(2)　30 m^3

4 章　航路を制限される船舶に施設される機関の特例

4.2　　特例の内容

4.2.1　　船級符号に *Coasting Service* 又はこれに相当する付記を有する船舶

-4.を次のように改める。

-4.　船級符号に *Coasting Service* 又はこれに相当する付記を有する船舶であって，かつ，国際航海に従事しない船舶にあっては，前**-1.**から**-3.**によるほか，次によることができる。

(1)　**本編 2 章**の規定のうち該当する規定に代えて**鋼船規則 D 編 13.4** 及び **13.5** の規定を適用することで差し支えない。ただし，**鋼船規則 D 編 13.4.1-4.**の規定は適用しなくても差し支えない。

(2)　**本編 3 章**の規定のうち該当する規定に代えて**鋼船規則 D 編 15.2.1** から **15.2.3** までの規定を適用することで差し支えない。

（(3)から(15)省略）

(16)　**鋼船規則 D 編 15.3.1-3.**の規定は適用しなくても差し支えない。

(17)　**本編 2 章 2.4** の規定は適用しなくても差し支えない。

6 編　電気設備

2 章　設備計画

2.2　主電源設備及び照明設備

2.2.3　照明装置

-6.として次の 1 項を加える。

-6.　すべての船室には，非常時にその出口を明確に示すための補助照明装置を設けなければならない。当該装置は，通常の照明装置への給電が消失した際に，非常電源又は自己起電の電源から自動的に給電され，最低 30 分間照明が維持されなければならない。

7 編　火災安全措置

5 章を次のように改める。

5 章　~~火災制御図及び手引書等~~火災制御等

5.1　一般

5.1.1　適用

火災制御図，保守計画書，訓練手引書，火災安全操作手引書~~及び~~，ヘリコプタ運行手引書（適用される場合），火災事故後の残存性及び安全センターの設置に関しては，特に本章に規定されていない事項については，*SOLAS* 条約 II-2 章の第 14 規則，第 15 規則，第 16 規則~~及び~~，第 18 規則，第 21 規則，第 22 規則及び第 23 規則の関連する規定をそれぞれ適用する。また，適用にあたっては**鋼船規則 R 編**の関連する規定についても参照すること。

附　則（改正その 4）

1. この規則は，2010 年 7 月 1 日（以下，「施行日」という。）から施行する。

2. 施行日前にキールが据え付けられる船舶又は特定の船舶として確認できる建造が開始され，かつ，少なくとも 50 トン又は全建造材料の見積重量の 1%のいずれか少ないものが組み立てられた状態にある船舶については，この規則による規定にかかわらず，なお従前の例によることができる。

改正その 5

5 編　機関

2 章　排水装置，衛生装置等，ビルジ管装置及びバラスト管装置

2.2　排水装置及び衛生装置等

2.2.1　一般（*SOLAS* II-1 章 15.8 及び 35-1.2 規則並びに *LOAD LINE* 22 規則）

-8.として次の 1 項を加える。

-8.　閉囲された車両積載区域，ロールオン・ロールオフ区域及び特殊分類区域に固定式加圧水噴霧装置を備える場合，排水装置は前**-1.**から**-7.**に加え，***SOLAS* 条約第 II-2 章第 20 規則 6.1.4 項**及び**第 20 規則 6.1.5 項**の条件を満足しなければならない。

附　則（改正その 5）

1. この規則は，2011 年 1 月 1 日（以下，「施行日」という。）から施行する。

2. 施行日前にキールが据え付けられる船舶又は特定の船舶として確認できる建造が開始され，かつ，少なくとも 50 トン又は全建造材料の見積重量の 1%のいずれか少ないものが組み立てられた状態にある船舶については，この規則による規定にかかわらず，なお従前の例によることができる。

Japanese Translation

Guidance for the survey and construction of passenger ships

「旅客船規則検査要領」の一部を次のように改正する。

改正その 1

2 編　船級検査

2 章　登録検査

2.1　製造中登録検査

2.1.7 として次の 1 条を加える。

2.1.7　船上に保持すべき図面等

規則 2 編 2.1.7-5.に規定する証明書については，個々の機器・装置等に対して発行された証明書又は登録検査時に有効な型式証明書等とすること。消火ポンプについては，船上搭載後の射水試験の成績書として差し支えない。なお，就航後に本船上の機器・装置等が更新されない限り，これらの証明書を更新することを要しない。

附　則（改正その 1）

1. この達は，2010 年 7 月 1 日（以下，「施行日」という。）から施行する。

2. 施行日前に建造契約*が行われた船舶にあっては，この達による規定にかかわらず，なお従前の例によることができる。

* 建造契約とは，最新の IACS Procedural Requirement (PR) No.29 に定義されたものをいう。

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

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは，予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお，この契約日及び契約を交わす全ての船舶の建造番号（船番等）は，新造船に対し船級登録を申込む者によって，船級協会に申告されなければならない。

2. オプションの行使権が契約書に明示されている場合，オプション行使によるシリーズ船の「建造契約日」は，予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において，1 つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は，シリーズ船と見なす。しかしながら，以下の条件を満たす設計変更にあっては，シリーズ船は原設計から設計変更を行うことができる。

   (1) 設計変更が船級要件に影響を及ぼさない，
   又は，
   (2) 設計変更が船級規則の対象となる場合，当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している，又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。

   オプションによる建造予定船は，シリーズ船の建造契約が結ばれてから 1 年以内にオプションが行使される場合，シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合，建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前 1. 及び 2.に対して，「新しい契約」として扱わなければならない。

4. 船舶の種類の変更による建造契約の変更があった場合，改造された船舶の「建造契約日」は，予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考：
1. 本 PR は，2009 年 7 月 1 日から適用する。

改正その 2

5 編　機関

2 章　排水装置，衛生装置等，ビルジ管装置及びバラスト管装置

2.4 として次の 1 節を加える。

2.4　　浸水警報装置

2.4.1　　一般

-1. **規則 5 編 2.4.1** の浸水警報装置については，次の**-2.**から**-12.**によること。

-2. 定義

(1) 「浸水警報装置」とは，水密区画への浸水を検知する検知部及びこれを警告する警報装置からなる装置をいう。連続水位監視装置を設置しても差し支えない。

(2) 「検知部」とは，水を探知すると信号を発する監視される場所に設置される装置をいう。

(3) 「警報装置」とは，浸水状態を知らせて注意を促す可視可聴の警報を発する装置をいう。

-3. ある程度のトリム及びヒール状態においても，浸水警報装置が要求される水密区画への浸水を検知することが可能となるよう，十分な数の検知部を適切に配置すること。一般的には以下の通りとすること。

(1) 垂直方向位置

検知部は，水密区画の中の可能な限り低い位置に設置すること。

(2) 船長方向位置

船体中央部より前方に位置する水密区画においては，検知部は区画の前端に設置すること。船体中央部より後方に位置する水密区画では，検知部は区画の後端に設置すること。船体中央部付近に位置する水密区画においては，検知部の適切な位置を検討すること。長さが $Ls/5$ よりも長い水密区画及び船長方向の水の流れが著しく制限されるような配置の水密区画に関しては，前端と後端の両方に検知部を設置すること。

(3) 横方向位置

検知部は区画の幅方向の中央又は両舷に設置すること。船舶の全幅にわたる水密区画及び横方向の水の流れが著しく制限されるような配置の水密区画に関しては，検知部は両舷に設置すること。

-4. 水密区画が複数の甲板で構成される場合，少なくとも，それぞれの甲板レベルに一つの浸水警報検知部を設置すること。ただし，連続水位監視装置が設置されている場合は，この限りではない。

-5. 特殊な配置の水密区画等，**-3.**及び**-4.**の要件では本来の目的を達成できないことが予測される場合については，浸水警報検知部の数及び設置場所について，特別に配慮すること。

-6. 浸水警報装置は，船橋及び安全センター（船橋とは別に設けられている場合に限る。）において可視可聴警報を発するとともに，浸水区画を表示すること。

-7. 可視可聴警報は，他の警報と識別することが可能なものとすること。
-8. 浸水警報装置は，船舶において通常起こりうる，供給電圧の変動及び過渡現象，周囲の温度変化，振動，湿度，衝撃及び腐食に耐えることが出来るように適切に設計すること。また，検知部ケーブル及び接続箱は，浸水状態において警報装置が作動するように，適切な保護外被とすること。さらに，警報装置はフェイルセーフの原則で設計を行い，検知回路が断路した場合には警報を発するものとすること。
-9. 浸水警報装置は，常時，主電源より給電され，主電源からの給電が停止した場合には，非常電源に自動的に切り替わること。また，主電源からの給電が停止した場合は，警報によって知らせること。
-10. 浸水警報装置の操作，保守及び試験についての文書化された手順を船上に保管し，容易に使用可能な状態とすること。
-11. 浸水警報装置の検知部及び機器は，試験，保守及び修理のためにアクセスしやすい場所に設置すること。
-12. 浸水警報装置は，直接的又は間接的な方法で，機能試験が可能であること。また，試験の記録は，船上に保管すること。

付録 7-1　　*SOLAS* II-2 章の旅客船関係の条文解釈

1　　*SOLAS* II-2 章の条文解釈

表 7-1-A1 を次のように改める。

表 7-1-A1　　*SOLAS* II-2 章の条文解釈

条項番号	*SOLAS* 条文	条文解釈
	C 部　　火災及び爆発の抑制	
	第 9 規則　火災の抑制	
9.4.1.1.2	「*A*」級仕切りにおけるすべての戸及び戸枠の構造並びに戸を閉鎖したときに定着させる装置は，火災並びに煙及び炎の通過の阻止について，実行可能な限り，戸が取り付けられる隔壁と同等のもの*でなければならず，火災試験方法コードに基づき決定される。これらの防火戸及び戸枠は，鋼その他これと同等の材料で造ること。~~水密戸は，防熱を施すことを要しない。~~戸枠の一部として縁材を設けずに承認された戸であって，2010 年 7 月 1 日以降に取り付けられたものは，戸の下部の間隙が 12*mm* を超えないよう取り付けられなくてはならない。床材が閉じた戸の真下に入りこまないよう，不燃性の縁材が戸の下部に取り付けられなくてはならない。	*：　原則として，水密戸を除く戸は決議 *MSC*61(67)に基づく試験に合格するものとする。 *：　要求される防熱値よりも高い防熱値を持つ隔壁に取付けられるドアは，要求される防熱値とするだけでよい。
9.4.1.2.1	「*B*」級仕切りに取り付ける戸及び戸枠並びに戸を閉鎖したときに固定させる装置は，その「*B*」級仕切りと同等の耐火性を保持するものでなければならず，その耐火性は火災試験方法（FTP）コードに従って決定される。もっとも，通風口をこれらの防火戸の下部に設けることができる*。通風口を防火戸の下部又は防火戸の下方に設ける場合には，通風口の合計面積は，0.05m^2 を超えてはならない。これに代えて，船室と廊下の間に設けられ，かつ，衛生用ユニットの下方に配置された不燃性の空気平衡ダクトであって，当該ダクトの断面積が 0.05m^2 を超えないものが認められる。すべての通風用の開口は，不燃性材料で造った格子をこれに取り付ける。防火戸は，不燃性のものでなければならない。戸枠の一部として縁材を設けずに承認された戸であって，2010 年 7 月 1 日以降に取り付けられたものは，戸の下部の間隙が 25*mm* を超えないよう取り付けられなくてはならない。	*：　本規則で認められるものを除き，閉囲された場所間に圧力平衡用の開口及びダクトを設けないこと。通風口を防火戸の下部に設ける場合，防火戸は，承認されたルーバ付“*B*”級防火戸とし，通風口（ルーバ）は通路側から閉鎖できること。戸の開閉に必要な下部の 3*mm* の間隙以外の開口は，設けないこと。
9.7.1.1	通風用のダクトは，~~不燃性~~鋼又は同等の材料のものでなければならない。もっとも，おおむね長さが 2*m* 以下で，かつ，断面積が 0.02m^2 以下である短いダクトは，次の条件を満たす場合には，不燃性とすることを要しない。 .1 .2 に従い，ダクトが~~火災~~炎の広がりが遅い性質のものであること。 .2 2010 年 7 月 1 日以降に建造された船舶においては、ダクトは耐火性を有する不燃性材料で造られたものとすること。この場合，炎の広がりが遅い	ダクトの継手については~~も~~は不燃性材料としなければならない。ただし，空気もれを防ぐため弾力性のあるパッキングの使用が避けられない場合には，継手の構造を考慮したうえで可燃性パッキング（ただし，少なくとも低火炎伝播性を有するもの）の使用を認めることがある。いずれの場合も，次の箇所には必ず不燃性パッキングを使用すること。 (1)　「*A*」級又は「*B*」級仕切りの貫通部から 600*mm* の範囲内 (2)　「*A*」級構造とすることが要求されるダクト

	性質がある皮膜を，内面及び外面に施行することができる。いずれの場合にも，使用される厚さにおいて，表面の発熱量が 45*MJ/m*^{2} を超えないこと。 .~~2~~3 ダクトが通風装置の末端部にのみ使用されること。 .~~3~~4 ダクトが「*A*」級又は「*B*」級の仕切り（連続「*B*」級天井張りを含む。）の貫通部からダクトの長さに沿って 600*mm* 以上離れた位置にあること。	(3)　調理室レンジからの排気ダクト また，空調機室内における送風機とダクトの連結部には可燃性材料を用いて差し支えない。
9.7.4.4	通風用のダクトは，貨物区域内のものを除くほか，次のとおり造る。 .1 断面積が 0.075*m*^{2} 以上のダクト及び 2 以上の甲板間に使用する垂直ダクトは，鋼その他これと同等の材料で造る。 .2 断面積が 0.075*m*^{2} 未満のダクト~~*1~~であって **7.4.4.1** に規定する垂直ダクト以外のものは，~~不燃性~~鋼又は同等の材料で造る。このダクトが「*A*」級又は「*B*」級の仕切りを貫通する場合には，仕切りの保全防熱性を確保するように適切な考慮を払う。 .3 おおむね断面積が 0.02*m*^{2} 以下で，かつ，長さが 2*m* 以下であるダクトは，次のすべての条件を満たす場合には，~~不燃性~~鋼又は同等のものとすることを要しない~~*2~~。 .3.1　ダクトが炎の広がりが遅い材料で造られていること。 .3.2　2010 年 7 月 1 日以降に建造された船舶においては、ダクトは耐火性を有する不燃性材料で造られたものとすること。この場合，炎の広がりが遅い性質がある皮膜を，内面及び外面に施行することができる。いずれの場合にも，使用される厚さにおいて，表面の発熱量が 45*MJ/m*^{2} を超えないこと。 .3.~~2~~3　ダクトが通風装置の末端部にのみ使用されていること。 .3.~~3~~4　ダクトが「*A*」級又は「*B*」級の仕切り(連続「*B*」級天井張りを含む)の貫通部からダクトの長さに沿って 600*mm* 以上離れた位置にあること。	~~*1~~：　**9.7.3** 規則によること。 ~~*2：　通風ダクトの材料はその断面積に関係なく原則として不燃性材料とすること。~~

附　則（改正その 2）

1.　この達は，2010 年 7 月 1 日（以下，「施行日」という。）から施行する。

2.　施行日前にキールが据え付けられる船舶又は特定の船舶として確認できる建造が開始され，かつ，少なくとも 50 トン又は全建造材料の見積重量の 1%のいずれか少ないものが組み立てられた状態にある船舶については，この達による規定にかかわらず，なお従前の例によることができる。