RULES FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

GUIDANCE FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

Rules for Automatic and Remote Control Systems

2011 AMENDMENT NO.1

Guidance for Automatic and Remote Control Systems 2011 AMENDMENT NO.1

Rule No.32 / Notice No.45 30th June 2011

Resolved by Technical Committee on 3rd February 2011

Approved by Board of Directors on 25th February 2011

ClassNK

NIPPON KAIJI KYOKAI

RULES FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

RULES

2011 AMENDMENT NO.1

Rule No.32 30th June 2011

Resolved by Technical Committee on 3rd February 2011

Approved by Board of Directors on 25th February 2011

Rule No.32 30th June 2011
AMENDMENT TO THE RULES FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

"Rules for automatic and remote control systems" has been partly amended as follows:

Chapter 1 GENERAL

1.3 Prevention of Flooding and Fire Safety Measures

1.3.1 Prevention of Flooding

Sub-paragraph -4 has been amended as follows.

4 Control devices of any valves using sea inlets, discharge outlets located below summer load lines or bilge ~~discharge~~ injection systems are to be located so as to allow adequate time for operation in cases where flooding of spaces happens under fully loaded conditions of ships, having regard to the time likely to be required in order to reach and operate such control devices.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 30 June 2011.
2. Notwithstanding the amendments to the Rule, the current requirements may apply to ships for which the date of contract for construction is before the effective date.

GUIDANCE FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

GUIDANCE

2011 AMENDMENT NO.1

Notice No.45 30th June 2011

Resolved by Technical Committee on 3rd February 2011

Notice No.45 30th June 2011
AMENDMENT TO THE GUIDANCE FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

"Guidance for automatic and remote control systems" has been partly amended as follows:

Chapter 1 GENERAL

1.3 Prevention of Flooding and Fire Safety Measures

Paragraph 1.3.1 has been added as follows.

1.3.1 Prevention of Flooding

1 A calculation sheet is to be submitted which proves compliance with the requirements specified in **1.3.1-4 of the Rules**.

2 The following **(1)** to **(3)** are to be complied by the calculation sheet referred to in **-1** above.

(1) It is to be shown that the time it takes for the completion of valve operation after the high level alarm specified in **1.3.1-1 of the Rules** activates is less than the time it takes for influx of water into the engine room to reach the operating position of the subject valves.

(2) The time it takes for the influx of water into the engine room to reach the operating position of the subject valves is to be determined based on the assumption of a breach in the largest diameter sea water line in the engine room. However, in the event such calculations are difficult to perform, 10 minutes is to be regarded as adequate time.

(3) The time it takes to reach and close the subject valves is to be determined by multiplying the inverse of the normal speed of travel of a person onboard (1.0*m*/*sec*) times the distance from the navigation bridge to the operating location of the subject valves.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 30 June 2011.

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.