

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

2011 AMENDMENT NO.1

Guidance for the Survey and Construction of Passenger Ships

2011 AMENDMENT NO.1

Rule No.34 / Notice No.47 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 THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

RULES

2011 AMENDMENT NO.1

Rule No.34 30th June 2011

Resolved by Technical Committee on 3rd February 2011

Approved by Board of Directors on 25th February 2011

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

Amendment 1-1

Part 2 CLASS SURVEY

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

Paragraph 2.1.3 has been amended as follows.

2.1.3 Submission of Other Plans and Documents

With respect to ships intended to undergo the Classification Survey during Construction, the following plans and documents are to be submitted for reference, in addition to the plans and documents specified in 2.1.2:

- (1) Plans and documents specified in 2.1.3-1(1), (2), (5) and (6), **Part B of the Rules for the Survey and Construction of Steel Ships.**
- (2) Calculation sheets for the equalization time for cross-flooding arrangements, if fitted
- (3) Calculation sheets for the volume of combustible materials in accommodation spaces and service spaces
- (4) Calculation sheets for the width of stairs, access routes and the exit of escape routes
- (5) Qualitative failure analysis of the systems related to propulsion and steering and the reports on the results of such analysis.
- (~~5~~6) Submission of other plans and documents than those specified in (1) to (4) may be required where deemed necessary by the Society.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

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

Part 6 ELECTRICAL INSTALLATIONS

Chapter 2 DESIGN OF INSTALLATIONS

2.5 Navigation Lights, Other Lights, Internal Signals, etc.

Paragraph 2.5.1 has been amended as follows.

2.5.1 Navigation Lights

- 1** Navigation lights are to be connected separately to the navigation light indicator panel.
- 2** Each navigation light is to be controlled and protected in each insulated pole by a switch with fuses or a circuit breaker fitted on the navigation light indicator panel.
- 3** The navigation light indicator panel is to be power supplied by a separate circuit from the main switchboard or the secondary busbar of transformers connected to it and from the emergency switchboard or the secondary busbar of transformers connected to it respectively. The circuits are to be separated throughout their length as widely as practicable.
- 4** Switches and fuses are not to be provided on the feeder circuits of navigation lights, except the switchboards and indicator panel.
- 5** The navigation light indicator panel is to be placed in an accessible position on the navigation bridge.
- 6** In the event of the failure of navigation lights due to blown bulbs, short-circuits, etc., visual and audible alarms are to activate on navigation light indicator panels. Such alarm devices are to be fed from the main sources and emergency sources of power and their feeder circuits are to be independent of the feeder circuits from navigation light indicator panels to navigation lights.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

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

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE

2011 AMENDMENT NO.1

Notice No.47 30th June 2011

Resolved by Technical Committee on 3rd February 2011

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 SURVEY

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

Paragraph 2.1.3 has been added as follows.

2.1.3 Submission of Other Plans and Documents

The documents of Qualitative failure analysis referred to in 2.1.3(5), Part D of the Rules are to comply with the requirements in the following (1) to (4):

- (1) The qualitative failure analysis is to include the following information:
 - (a) For ships having a length of 120m or more or having three or more main vertical zones, plans of action to ensure the availability of propulsion and steering upon the failure of relevant equipment and systems due to fire and flooding.
 - (b) For ships other than those specified above, possible solutions for enhancing the availability of propulsion and steering upon the failures of relevant equipment and systems due to fire and flooding.
- (2) The qualitative failure analysis is to be performed on the following equipment or systems which might affect the propulsion and steering of ships:
 - (a) Main Propulsion systems
 - (b) Power transmission systems
 - (c) Steering gear and communication equipments
 - (d) Propeller, azimuthing thrusters or water jet
 - (e) Main power supply systems
 - (f) Essential auxiliary systems (compressed air, fuel oil, lubricating oil, and cooling water)
 - (g) Control and monitoring systems
 - (h) Other systems which might impair the propulsion and steering of ships (e.g., lighting, ventilation)
- (3) The fault conditions which are to be considered are to comply with the following:
 - (a) In principal, the qualitative failure analysis is to be based on single failure criteria.
 - (b) In cases where a single failure cause results in the failure of more than one component in a system, all the resulting failures are to be considered.
 - (c) In cases where the occurrence of a failure leads directly to further failures, all those failures are to be considered together.
 - (d) In cases where considering the effects of fire and flooding in a single compartment, the analysis is to address the location and layout of all equipment and systems.
- (4) The following information is to be specified:
 - (a) Standards used for analysis of the design

- (b) Objectives of the analysis
- (c) Any assumptions made in the analysis
- (d) Operation modes of the equipment, systems or sub-systems.
- (e) Identification of the probable modes and acceptable deviations from the intended or required function
- (f) Evaluation of the local effects and the effects on the system as whole of each failure mode as applicable
- (g) Trials and testing which justify a conclusion

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 January 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

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
7.7	<u>Manually operated call points complying with the Fire Safety Systems Code shall be installed throughout the accommodation spaces, service spaces and control stations. One manually operated call point shall be located at each exit*</u> . Manually operated call points shall be readily accessible in the corridors of each deck such that no part of the corridor is more than 20m from a manually operated call point.	*: Refer to <u>R7.5.2, Part R of the Guidance for the Survey and Construction of Steel Ships.</u> *: The "exit" of accommodation spaces, service spaces and control stations is exit to outside on the each deck and exit on stairway enclosure. Manually operated call point are generally to be located in the corridors not inside the spaces.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

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

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

1.1 Interpretation

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

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

Number	SOLAS	Interpretation
5.2.1.1	<p>The <u>main inlets and outlets</u>^{*1} of all ventilation systems shall <u>be capable of being closed</u>^{*2} from <u>outside the spaces being ventilated</u>^{*3}. The means of closing shall be easily accessible as well as prominently and permanently marked and shall indicate whether the shut-off is open or closed.</p>	<p>*1: The wording “main inlets and outlets” means inlets and outlets to be capable of stop supplying air to each ventilation system in the event of fire.</p> <p>*2: The damper is considered as being capable of being closed.</p> <p>Main inlet or outlet is the part shown by solid line in Fig. 7-1-A2.</p> <p>Fire damper in accommodation room is not considered as opening and closing devices of main inlets and outlets as A/C UNIT in figure is used for Dk 1.</p> <p>Closing devices are to be provided between the line of Dk2 and line of Dk5 or in inlet or outlet at Dk5.</p> <p>*3: The wording “outside the spaces being ventilated” means easily accessible spaces. Therefore, closing devices required to be fitted with ventilation systems are provided in weather part or outside main vertical zone or horizontal zone. However, where this is not practicable, closing devices are to be arranged so that the closing devices are accessible easily in the event of fire in spaces ventilated by the ventilation systems. Therefore, the closing devices are not to be provided on the same deck as spaces being ventilated. Control stations of closing devices are to be identified conspicuously and permanently in the position to be accessible easily and are to be provided with indicator.</p> <p>**3: The closing appliances for the ventilation of battery rooms are to be in accordance with <u>R5.2.1, Part R of the Guidance for the Survey and Construction of Steel Ships.</u></p>

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 July 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.
* “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.

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

2 章 登録検査

2.1 製造中登録検査

2.1.3 を次のように改める。

2.1.3 参考用提出図面その他の書類

製造中の登録を受けようとする船舶については、**2.1.2** に掲げる承認用提出図面その他の書類のほか、次に掲げる図面及びその他の書類を本会に提出しなければならない。

- (1) **鋼船規則 B 編 2.1.3-1.(1), (2), (5)及び(6)**に掲げる図面及びその他の書類
- (2) クロスフラッディング設備を備える場合、その平衡時間計算書
- (3) 防火材料可燃物容量計算書
- (4) 脱出経路の階段、通路及び出口の幅の計算書
- (5) 船舶の推進及び操舵に係るシステムに対する定性的故障解析及び結果に関する報告書
- (~~5~~6) その他本会が必要と認める図面及びその他の書類

附 則 (改正その1)

1. この規則は、2010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み者によって、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。

6 編 電気設備

2 章 設備計画

2.5 航海灯, その他の灯火, 船内信号装置等

2.5.1 を次のように改める。

2.5.1 航海灯回路

-1. 航海灯への給電は, 航海灯表示器から灯ごとに独立に配線した回路によらなければならない。

-2. 航海灯は, 表示器に取付けたヒューズ付のスイッチ又は遮断器によって点滅しなければならない。

-3. 航海灯表示器への給電は, 主配電盤及び予備電源装置又は船橋に設置された照明用分電盤 (2 台以上の発電機を装備している場合に限る。) からそれぞれ独立に配線した回路によらなければならない。ただし, 総トン数 500 トン未満の船舶にあっては, 主電源及び予備電源から給電を受ける主配電盤からの 1 回路のみとして差し支えない。

-4. 給電回路には, 配電盤及び表示器のほかスイッチ及びヒューズを備えてはならない。

-5. 航海灯表示器は, 航海船橋上の見やすい場所に装備しなければならない。

-6. 航海灯が玉切れ, 断線等により点灯しなくなった場合, 航海灯表示器上に可視可聴警報が発せられなければならない。当該警報装置は, 航海灯表示器から航海灯への給電回路とは独立した回路により, 主電源及び非常電源から給電されるものでなければならない。

附 則 (改正その2)

1. この規則は, 2011 年 6 月 30 日から施行する。

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

2.1.3 として、次の1条を加える。

2.1.3 参考用提出図面その他の書類

規則 2 編 2.1.3(5)にいう定性的故障解析資料については、次によること。

- (1) L_f が120m以上又は3つ以上の主垂直区域を持つ船舶にあっては、火災及び浸水による機器又はシステムの故障を想定し、推進及び操舵機能を確保するための解決方法を含むこと。それ以外の船舶にあっては、火災による機器又はシステムの故障を想定し、推進及び操舵機能を改善させるために可能な解決方法を含むこと。
- (2) 船舶の推進及び操舵に影響を及ぼす可能性のある次の(a)から(h)に掲げる機器又はシステムに対して行うこと。
 - (a) 主機
 - (b) 動力伝達装置
 - (c) 操舵装置及び船橋との通信装置
 - (d) プロペラ、旋回式推進装置、又はウォータージェット推進装置
 - (e) 主電源供給装置
 - (f) 重要な補助システム（圧縮空気、燃料油、潤滑油、及び冷却水系統）
 - (g) 制御監視装置
 - (h) その他操船に影響を及ぼす可能性のある設備（例えば照明装置や通風システム）
- (3) 次に掲げる故障状態等を考慮すること。
 - (a) 原則として単一故障に基づいて行うこと。
 - (b) 単一の故障が2以上の機器又はシステムの故障を引き起こす場合は、引き起こされ得る全ての故障について考慮すること。
 - (c) 単一の故障の発生が、直接さらなる故障を引き起こす場合は、それらの故障も全て考慮すること。
 - (d) 単一区画での火災及び浸水の影響の解析においては、機器及びシステムの配置についても考慮すること。
- (4) 次に掲げる情報を明記すること。
 - (a) 解析に使用する基準
 - (b) 解析の目的
 - (c) 解析に使用する故障条件
 - (d) 機器、システム又は補助システムの運転モード

- (e) 起こり得る故障モードの特定及び要求する機能との許容差
- (f) 各故障モードに対する局所的影響及びシステム全体への影響の評価
- (g) 結論の妥当性を示す評価及び試験

附 則 (改正その1)

1. この達は、2010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み者によって、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。

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

1.1 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 7 規則 探知及び警報	
7.7	発信器を、居住区域、業務区域及び制御場所の全域に設ける。1 の発信器を各出口 [*] に設ける [‡] 。発信器は、各甲板の通路に、通路のいずれの場所からも 20m を超えない場所で容易に近づき得る位置に取り付ける。	<p>* : <u>鋼船規則検査要領 R 編 R7.5.2</u> を参照のこと。</p> <p>* : 「居住区域、業務区域及び制御場所の出入口」とは、居住区域、業務区域又は制御場所のある各甲板における外部への出入口及び階段囲壁の出入口をいう。又、発信器は原則として室内ではなく通路内に設けること。</p>

附 則 (改正その 2)

1. この達は、2011 年 6 月 30 日から施行する。

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

1.1 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
	A 部 総則	
	B 部 火災及び爆発の防止	
	第 5 規則 火災の成長性	
5.2.1.1	通風装置の主吸気口及び主排気口 ^{*1} は、 <u>通風をする場所の外部^{*2}から閉鎖することができるもの^{*3}</u> でなければならない。閉鎖装置の制御場所は、容易に近づける位置で目立つ形で恒久的に識別され、開閉表示が設けられていること。	<p>*1：「主吸気口及び主排気口」とは、各々の通風装置に対して、火災の際にその通風装置が働いているすべての区画への空気の供給を停止できるような外気の取り入れ口及び外気への吐き出し口をいう。</p> <p>*2：「通風をする場所の外部」は容易に近づくことができる場所とする。従って通風装置に要求される閉鎖装置は暴露部又は通風機械が設備されている主垂直区域外又は水平区域外とすることが望ましいが、これが実際的でない場合は当該通風装置により通風される場所で火災が発生した際に、閉鎖装置への接近が簡単に遮断されない位置とする。従って少なくとも通風されている場所と同一甲板上に閉鎖装置を設けることは認められない。</p> <p>*3：「閉鎖することができるもの」としてダンパーは認められる。</p> <p>図 7-1-A2 のような場合、主吸・排気口は実線 (－) で示す部分となる。</p> <p>図中の A/C UNIT は Dk 1 に使用されているため、A/C Rm 内にある防火ダンパーは、主吸・排気口の閉鎖装置とはならない。</p> <p>閉鎖装置は Dk 2 から Dk 5 の実線の間には又は Dk 5 の外気取り入れ (又は吐き出し) 口に設ける。</p> <p><u>**3：蓄電池室における通風装置の閉鎖装置については、鋼船規則検査要領 R5.2.1 によること。</u></p>

附 則 (改正その3)

1. この達は、2011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.
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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。
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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。
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備考:

1. 本 PR は、2009年7月1日から適用する。