

# GUIDANCE FOR AUTOMATIC AND REMOTE CONTROL SYSTEMS

**Guidance for Automatic and Remote Control Systems**

**2012 AMENDMENT NO.1**

Notice No.85      15th November 2012  
Resolved by Technical Committee on 27th July 2012

**ClassNK**  
NIPPON KAIJI KYOKAI

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 amended as follows.

#### 1.3.1 Prevention of Flooding

1 The “bilge injection system” specified in **1.3.1-4 of the Rules** refers to the “emergency bilge suction system” specified in **-6 and -7, Part D of the Rules for the Survey and Construction of Steel Ships**. However, **1.3.1-4 of the Rules** does not need to be applied to the controls of valves serving emergency bilge suction provided that they comply with the following **(1) to (3)**:

- (1) emergency bilge valves are normally maintained in a closed position;
- (2) non-return devices are installed in emergency bilge piping; and,
- (3) emergency bilge suction piping is located inboard of shell valves fitted with control arrangements satisfying the requirements in **1.3.1-4 of the Rules**

~~12~~ A calculation sheet is to be submitted which proves compliance with the requirements specified in **1.3.1-4 of the Rules**.

~~13~~ The following **(1) to (3)** are to be complied by the calculation sheet referred to in ~~12~~ 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 (1.0m/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 1 January 2013.
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.