
RULES FOR SAFETY EQUIPMENT

2014 AMENDMENT NO.1

Rule No.57 30th June 2014

Resolved by Technical Committee on 4th February 2014

Approved by Board of Directors on 24th February 2014

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

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

2.2 Registration Surveys

2.2.3 Documents to be maintained on board

Sub-paragraphs -1 and -3 have been amended as follows.

1 At the completion of a registration survey, the Surveyor confirms that the following drawings, plans, manuals, lists, etc., as applicable are on board.

- (1) Instructions for on-board maintenance of life-saving appliances and maintenance programme (*SOLAS* regulation III/20 & 36)
- (2) Training manuals on the life-saving appliances (*SOLAS* regulation III/35)
- (3) Plans and Procedures for Recovery of Persons from the Water (*SOLAS* regulation III/17-1)
- ~~(34)~~ Nautical charts and nautical publications (*SOLAS* regulation V/27)
- ~~(45)~~ International Code of Signals and International Aeronautical and Maritime Search and Rescue (*IAMSAR*) Manual (*SOLAS* regulation V/21 & 29)
- ~~(56)~~ Finished plans specified in **2.2.4**

2 (Omitted)

3 For ships of not less than 500 *gross tonnage* engaged on international voyages, it is recommended that all documents listed in ~~-1(1)~~ to ~~(23)~~ and ~~(56)~~ above are marked with the *IMO* ship identification number.

4 (Omitted)

EFFECTIVE DATE AND APPLICATION

- 1.** The effective date of the amendments is 1 July 2014.

GUIDANCE FOR SAFETY EQUIPMENT

GUIDANCE

2014 AMENDMENT NO.1

Notice No.42 30th June 2014

Resolved by Technical Committee on 4th February 2014

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

Amendment 1-1

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

2.1 General

2.1.2 Time of Registration Surveys and Intervals of Registration Maintenance Surveys

Sub-paragraph -1(3) has been amended as follows.

1 In accordance with **2.1.2(4)(c) of the Rules**, ships already constructed are to be subject to Occasional Surveys for the verifications as listed below.

((1) and (2) are omitted.)

(3) Bridge navigational watch alarm systems

For ships not less than 150 *gross tonnage* which had been at beginning stage of construction before 1 July 2011, the verification of compliance with Regulation 19.1.2.4, 19.1.3, 19.2.2.3 or 19.2.2.4 of Chapter V of the Annex to the Convention relating to bridge navigational watch alarm systems.

((4) and (5) are omitted.)

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

3.1.1 General

Sub-paragraph -14 has been amended as follows.

14 The “greatest launching height” of a free-fall lifeboat as required by **LSA Code 1.1.4** is to be ~~measured from~~ determined based on the lightest seagoing condition as defined in ~~SOLAS III/3.13~~ **Regulation 3.13, Chapter III of the Annex to the Convention.**

Sub-paragraphs -15 and -16 have been renumbered to Sub-paragraphs -16 and -17, and Sub-paragraph -15 has been added as follows.

15 The “water surface” used in determining the distance referred to in **LSA Code 6.1.4.4** is the waterline typically associated with the lightest seagoing condition as defined in **Regulation 3.13, Chapter III of the Annex to the Convention.**

Sub-paragraph -16 has been amended as follows.

~~**156** Determination of the ability of a lifeboat to be safely launched against a trim of up to 10° and list of up to 20°, as required by **LSA Code 4.7.3.1** and **6.1.1.1**, need not assume a launching height greater than~~ The trim and heel conditions in **LSA Code 6.1.1.1** and in the phrase “taking into consideration the requirements of **4.7.3**” in **LSA Code 6.1.4.4** are to be used only to determine the ability of the lifeboat to be safely launched within the operational capabilities of the equipment and without contacting the ship under the specified conditions and not in the determination of the “greatest launching height” of said free-fall lifeboat as required by **LSA Code 1.1.4.**

~~**167**~~ (Omitted)

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 30 June 2014.

Chapter 2 SURVEYS OF SAFETY EQUIPMENT

2.1 General

Paragraph 2.1.2 has been amended as follows.

2.1.2 Time of Registration Surveys and Intervals of Registration Maintenance Surveys

1 In accordance with **2.1.2(4)(c) of the Rules**, ships already constructed are to be subject to Occasional Surveys for the verifications as listed below.

(1) Plans and Procedures for Recovery of Persons from the Water

For ships which had been at the beginning stage of construction before 1 July 2014, it is to be verified that the ship is in compliance with Regulation 17-1, Chapter III of the Annex to the Convention.

~~(2) (Omitted)~~

~~(3) (Omitted)~~

~~(4) (Omitted)~~

~~(4) Adult lifejackets~~

~~For ships which had been at beginning stage of construction between 1 July 1998 to 30 June 2010, the verification of compliance with Regulation 7.2.1.5, Chapter III of the Annex to the Convention relating to lifejackets.~~

~~(5) Shiplide doors used for pilot transfers~~

~~For ships which had been at the beginning stage of construction before 1 January 1994, the verification of compliance with Regulation 23.1.5, Chapter V of the Annex to the Convention.~~

2 In the requirement given in ~~-1(2)~~, **(3)** and ~~(54)~~ above, the term “first survey” which is referenced by a regulation in SOLAS means the Registration Survey or the first Registration Maintenance Survey.

3 For ships specified in ~~-1(23)~~ above, in cases where tankers not less than 3,000 *gross tonnage* which had been at the beginning stage of their construction before 1 July 2012 and cargo ships, other than tankers, not less than 10,000 *gross tonnage* which had been at the beginning stage of their construction before 1 July 2013 are delivered on or after the dates specified in Regulations 19.2.10.6, 19.2.10.7, 19.2.10.8 and 19.2.10.9 Chapter V of the Annex to the Convention respectively, it is to be verified that electric chart display and information system are fitted during Registration Surveys notwithstanding the requirements given in ~~-1(23)~~.

4 For ships specified in ~~-1(34)~~ above, in cases where the ship is delivered after the dates specified in Regulations 19.2.2.3.3, 19.2.2.3.4 and 19.2.2.3.5 Chapter V of the Annex to the Convention respectively, it is to be verified that bridge navigational watch alarm systems are fitted during Registration Surveys notwithstanding the requirements given in ~~-1(34)~~.

~~**5** The surveys given in ~~-1(4)~~ above are to be carried out by the first periodical survey after 1 July 2010.~~

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2014.

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

3.1.1 General

Sub-paragraph -10 has been amended as follows.

- 10** Additional liferafts as required by **Regulation 31.1.4, Chapter III of the Annex to the Convention** are to be regarded as "remotely located survival craft" with regard to **Regulation 7.2.1.24, Chapter III of the Annex to the Convention**. The followings are to be provided in the areas where these remotely located survival crafts are stowed.
((1) to (3) are omitted.)

Sub-paragraph -17 has been added as follows.

- 17** With regard to the distance between the embarkation station and stowage location of the additional liferaft as required by **Regulation 31.1.4, Chapter III of the Annex to the Convention**, the embarkation station is to be so arranged that the requirements of **Regulation 13.1.3, Chapter III of the Annex to the Convention** can be satisfied. In such cases, the embarkation station and stowage position of the liferaft are to be located on the same deck so there is no need to use a stairway to carry the liferaft from its stowage location to a different deck.
However, the embarkation station and stowage position of a liferaft may be located on different decks in cases where the liferaft can be launched from its stowage deck using an attached painter to relocate it to the embarkation ladder positioned on the other deck. In such cases, notwithstanding the requirements in -10, the following (1) to (4) are to be provided.
- (1) The lifejackets and immersion suits required by -10(1) may be stowed at the embarkation station.
 - (2) The adequate means of illumination complying with -10(2) is also to be capable of illuminating the liferaft stowage position, embarkation station and area of water where the liferaft is to be embarked.
 - (3) An embarkation ladder or other means of embarkation, as required by paragraph -10(3), may be stowed at the embarkation station.
 - (4) The length of the painter is to be either the length specified in the **LSA Code 4.1.3.2** or a length long enough to allow the painter to reach the relevant embarkation station, whichever is longer.

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 July 2014.
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.