GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

Guidance for the Survey and Construction of Passenger Ships
2014 AMENDMENT NO.2

Notice No.44 30th June 2014
Resolved by Technical Committee on 4th February 2014

ClassNK
NIPPON KAIJI KYOKAI

Notice No.44 30th June 2014
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 2-1

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

Interpretation of provision of Chapter II-2, *SOLAS* Convention (Amendments of Res. *MSC*.99(73)) on passenger ships are to be in accordance with **Table 7-1-A1**. Figures and tables referred to in provision and interpretation of provision are to comply with **1.2** respectively.

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

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

Number	*SOLAS*	Interpretations
(Omitted)		
3.40	Rooms containing furniture and furnishings of ***restricted fire risk***[*1], for the purpose of regulation **9**, are those rooms containing furniture and furnishings of restricted fire risk (whether cabins, public spaces, offices or other types of accommodation) in which: .1 all case furniture such as desks, wardrobes, dressing tables, bureaux, dressers, are constructed entirely of approved non-combustible materials, except that ***a combustible veneer***[*2] not exceeding 2 *mm* may be used on the working surface of such articles; .2 ***free-standing furniture***[*3] such as chairs, sofas, tables, are constructed with frames of non-combustible materials; .3 ***draperies, curtains and other suspended textile materials***[*4] have qualities of resistance to the propagation of flame not inferior to those of wool having a mass of 0.8kg/m^2; this being determined in accordance with the Fire Test Procedures Code. .4 ***floor coverings have low flame-spread characteristics***[*5]; .5 ***all exposed surfaces of bulkheads, linings and ceilings***[*6] have low flame-spread characteristics; .6 ***upholstered furniture***[*7] has qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code; and	(*1 to *3 are omitted.) *4: The draperies, curtains and other suspended textile materials are to pass "Test for vertically supported textiles and films" carried out in accordance with the **FTP code**. In applying paragraphs 3.1.1 and 3.1.2 of Part 7 of Annex 1 and paragraph 6.2.2 of Appendix 1 to Part 7 of Annex 1 to the **FTP Code**, the performance criteria for curtains, draperies of free-hanging product, as described in paragraphs 3.1.1 and 3.1.2 of Part 7 of Annex 1, are also applicable with an edge application of the pilot flame. (*5 to *8 are omitted.)

	.7 ***bedding components***[*8] have qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code.	
(Omitted)		

2 INTERPRETATION OF PROVISION OF FIRE SAFETY SYSTEMS CODE

2.1 Interpretation

Interpretation of provision of the International Code for Fire Safety Systems (Res. MSC.98(73), hereinafter, referred to as *FSS* Code) on passenger ships are to be in accordance with **Table 7-1-B1**. Figures and tables referred to in interpretations of provision are to comply with **2.2**.

Table 7-1-B1 has been amended as follows.

Table 7-1-B1 Interpretations of FSS Code

Number	*FSS* Code	Interpretations
(omitted)		
FSS 7.2.1	The fixed pressure water-spraying fire-extinguishing systems for machinery spaces and cargo pump rooms shall be approved by the Administration based on ***the guidelines developed by the Organization***[*].	* Such systems are to be in accordance with *MSC/Circ.*1165 (including amendments made by *MSC.1/Circ.*1269 and *MSC.1/Circ.*1386) and *MSC.1/Circ.*1458.
FSS 7.2.2	The equivalent water-mist fire-extinguishing systems for machinery spaces and cargo pump rooms shall be approved by the Administration based on ***the guidelines developed by the Organization***[*].	* Such systems are to be in accordance with *MSC/Circ.*1165 (including amendments made by *MSC.1/Circ.*1269 and *MSC.1/Circ.*1386) and *MSC.1/Circ.*1458.
(omitted)		

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

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

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.

Amendment 2-2

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

2 INTERPRETATION OF PROVISION OF FIRE SAFETY SYSTEMS CODE

2.1 Interpretation

Interpretation of provision of the International Code for Fire Safety Systems (Res. MSC.98(73), hereinafter, referred to as *FSS* Code) on passenger ships are to be in accordance with **Table 7-1-B1**. Figures and tables referred to in interpretations of provision are to comply with **2.2**.

Table 7-1-B1 has been amended as follows.

Table 7-1-B1 Interpretations of FSS Code

Number	*FSS* Code	Interpretations
(omitted)		
FSS 6.3.2.1.2	Sufficient foam generating-capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill ***the largest protected space**** within 10 *min*.	*: Where a machinery space of category *A* includes a casing, the volume of the largest protected space is to include that of the machinery space up to the following **(1)** or **(2),** whichever is higher: (1) the lowest part of the casing; or (2) 1*m* above the highest point of the highest positioned fire risk objects within the machinery space. Such fire risk objects include, but may not be limited to, those listed in **SOLAS** regulation **II-2/3.31**, and those defined in **SOLAS** regulation **II-2/3.34**. Where a machinery space of category *A* does not include a casing, the volume of the largest protected space is to be that of the space in its entirety, irrespective of the location of any fire risk object therein.
FSS 6.3.3.1.2	Sufficient foam generating-capacity shall be provided to ensure the minimum design filling rate for the system is met and in addition shall be adequate to completely fill ***the largest protected space**** within 10 *min*.	*: Where a machinery space of category *A* includes a casing, the volume of the largest protected space is to include that of the machinery space up to the following **(1)** or **(2),** whichever is higher: (1) the lowest part of the casing; or (2) 1*m* above the highest point of the highest positioned fire risk objects within the machinery space. Such fire risk objects include, but may not be limited to, those listed in **SOLAS** regulation **II-2/3.31**, and those defined in **SOLAS** regulation **II-2/3.34**. Where a machinery space of category *A* does not include a casing, the volume of the largest protected space is to be that of the space in its entirety, irrespective of the location of any fire risk object therein.
(omitted)		

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

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

Amendment 2-3

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

2 INTERPRETATION OF PROVISION OF FIRE SAFETY SYSTEMS CODE

2.1 Interpretation

Interpretation of provision of the International Code for Fire Safety Systems (Res. MSC.98(73), hereinafter, referred to as *FSS* Code) on passenger ships are to be in accordance with **Table 7-1-B1**. Figures and tables referred to in interpretations of provision are to comply with **2.2**.

Table 7-1-B1 has been amended as follows.

Table 7-1-B1 Interpretations of FSS Code

Number	*FSS* Code	Interpretations
(Omitted)		
FSS 5.2.1.3.2	Means shall be provided for automatically giving audible and visual warning of the release of fire-extinguishing medium into any ro-ro spaces, container holds equipped with integral reefer containers, spaces accessible by doors or hatches, and other spaces in which personnel normally work or to which they have access. The audible alarms shall be located so as to be audible throughout the protected space with all machinery operating, and the alarms should be distinguished from other audible alarms by adjustment of sound pressure or sound patterns. The pre-discharge alarm shall be automatically activated (e.g., by opening of the release cabinet door). The alarm shall operate for the length of time needed to evacuate the space, but in no case less than 20 *s* before the medium is released. ***Conventional cargo spaces**** and small spaces (such as compressor rooms, paint lockers, etc.) with only a local release need not be provided with such an alarm.	*: Refers to **25.2.1-8, Part R of the Guidance for the Survey and Construction of Steel Ships** for the definition of "conventional cargo spaces".
(Omitted)		

EFFECTIVE DATE AND APPLICATION (Amendment 2-3)

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 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 2-4

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

Interpretation of provision of Chapter II-2, *SOLAS* Convention (Amendments of Res. *MSC*.99(73)) on passenger ships are to be in accordance with **Table 7-1-A1**. Figures and tables referred to in provision and interpretation of provision are to comply with **1.2** respectively.

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

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

Number	*SOLAS*	Interpretations
(Omitted)		
9.7.1.1	Ventilation ducts shall be of ***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 any 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 $45MJ/m^2$ of their surface area for the thickness used; .3 they may only be used at the end of the ventilation device; and .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.	*: Gaskets in duct connections are 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: (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. Unless otherwise specified, a ventilation duct made of material other than steel may be considered equivalent to a ventilation duct made of steel, provided the material is non-combustible and has passed a standard fire test in accordance with Part 3 of Annex 1 to the **FTP Code** as non-load bearing structure for 30 *minutes* following the requirements for testing "*B*" class divisions.
(Omitted)		

EFFECTIVE DATE AND APPLICATION (Amendment 2-4)

1. The effective date of the amendments is 1 July 2015.

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

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

付録 7-1　　*SOLAS* II-2 章の旅客船関係の条文解釈

1.1　　条文解釈

2000 年 12 月 5 日に第 73 回の海上安全委員会において決議 *MSC*.99(73)として採択された，1974 年海上人命安全条約 2000 年改正中の第 II-2 章の旅客船に関連した条文の解釈は，**表 7-1-A1** によること。なお，条文の解釈中で引用している図表については **1.2** によること。

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
（省略）		
3.40	「火災の危険性が小さい家具及び備品を備える部屋」とは，この章の第 26 規則の規定の適用上，その内部に次のような***火災の危険性が小さい家具*** *[*1]* 及び備品を備える部屋（キャビン，公共室，事務室その他の居住区域）をいう。 .1 机，衣装ダンス，鏡台，引出し付き机，戸棚等の収納家具は，承認された不燃材料のみで造られること。もっとも，厚さ 2*mm* を超えない***可燃性上張り*** *[*2]* をこれらの家具の使用表面に用いることができる。 .2 いす，ソファー，テーブル等の***固定していない家具*** *[*3]* は，不燃性材料の骨組みで造られること。 .3 ***カーテンその他のつり下げられる繊物類*** *[*4]* は，火災試験方法コードに従って炎の広がりを妨げる性質が 0.8*kg*/*m*^{2} の質量の羊毛のものに劣らないこと。 .4 ***敷物は炎の広がりが遅い性質*** *[*5]* を有すること。 .5 ***隔壁，内張り及び天井張りの表面は，炎の広がりが遅い性質*** *[*6]* を有すること。 .6 ***布張り家具*** *[*7]* は，火災試験方法コードに従って着火及び炎の広がりを妨げる性質を有すること。 .7 ***ベッド構成材料*** *[*8]* は，火災試験方法コードに従って着火及び炎の広がりを妨げる性質を有すること。	（*1 から*3 は省略） *4： 火災試験方法コードに従い実施される「鉛直に支持される織物及びフィルムの試験」に合格する性能を有すること。なお，火災試験方法コード ANNEX 1, PART 7, 3.1.1，3.1.2 及び APPENDIX 1, 6.2.2 の適用上，ANNEX 1, PART 7, 3.1.1 及び 3.1.2 に規定される自由吊り下げのカーテン及びかけ布に対する判定基準は，端接炎試験の場合にも適用する。 （*5 から*8 は省略）
（省略）		

2　　火災安全設備コードの条文解釈

2.1　　条文解釈

2000 年 12 月 5 日に第 73 回海上安全委員会において決議 MSC.98(73)として採択された火災安全設備のための国際規則（火災安全設備コード）の条文の解釈は，**表 7-1-B1** によること。なお，条文の解釈中で引用している図表については，それぞれ **2.2** によること。

表 7-1-B1 を次のように改める。

表 7-1-B1　　火災安全設備コードの条文解釈

条項番号	FSS Code 条文	条文解釈
（省略）		
FSS7	第 7 章　固定式加圧水噴霧及び水煙消火装置	
FSS 7.2.1	機関区域及び貨物ポンプ室のための固定式加圧水噴霧消火装置は，***機関が策定した指針*** *に従って主官庁が承認したものでなければならない。	*：*MSC*/*Circ.*1165（*MSC.*1/*Circ.*1269 及び *MSC.*1/*Circ.*1386 による改正も含む。）及び統一解釈 *MSC.*1/*Circ.*1458 による。
FSS 7.2.2	機関区域及び貨物ポンプ室のための同等水煙消火装置は，***機関が策定した指針*** *に従って主官庁が承認したものでなければならない。	*：*MSC*/*Circ.*1165（*MSC.*1/*Circ.*1269 及び *MSC.*1/*Circ.*1386 による改正も含む。）及び統一解釈 *MSC.*1/*Circ.*1458 による。
（省略）		

附　則（改正その 1）

1.　この達は，2014 年 6 月 30 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。

改正その 2

付録 7-1　　*SOLAS* II-2 章の旅客船関係の条文解釈

2　　火災安全設備コードの条文解釈

2.1　　条文解釈

2000 年 12 月 5 日に第 73 回海上安全委員会において決議 MSC.98(73)として採択された火災安全設備のための国際規則（火災安全設備コード）の条文の解釈は，**表 7-1-B1** によること。なお，条文の解釈中で引用している図表については，それぞれ **2.2** によること。

表 7-1-B1 を次のように改める。

表 7-1-B1　　火災安全設備コードの条文解釈

条項番号	FSS Code 条文	条文解釈
（省略）		
FSS6	第 6 章　固定式泡消火装置	
（省略）		
FSS 6.3.2.1.2	泡生成容量は，設計充填率以上の充填率を確保できるものとし，10 分以内に***保護される最大の区画***[*]を完全に充填するために適切なものとしなければならない。	*：ケーシングを有する A 類機関区域にあっては，次の**(1)**又は**(2)**のいずれか高い方までを保護される最大の区画とすること。 (1)　ケーシングの最下端 (2)　当該機関区域内に設置される火災の危険性を有する機器の最上部から 1*m* 上方。ここでいう火災の危険性を有する機器とは，SOLAS 条約 II-2/3.31 規則に掲げられるもの及び SOLAS 条約 II-2/3.34 に定義されるものをいうが，これに限らない。 ケーシングを有しない A 類機関区域にあっては，当該機関区域全体を保護される最大の区画とすること。
FSS 6.3.3.1.2	泡生成容量は，設計充填率以上の充填率を確保できるものとし，10 分以内に***保護される最大の区画***[*]を完全に充填するために適切なものとしなければならない。	*：ケーシングを有する A 類機関区域にあっては，次の**(1)**又は**(2)**のいずれか高い方までを保護される最大の区画とすること。 (1)　ケーシングの最下端 (2)　当該機関区域内に設置される火災の危険性を有する機器の最上部から 1*m* 上方。ここでいう火災の危険性を有する機器とは，SOLAS 条約 II-2/3.31 規則に掲げられるもの及び SOLAS 条約 II-2/3.34 に定義されるものをいうが，これに限らない。 ケーシングを有しない A 類機関区域にあっては，当該機関区域全体を保護される最大の区画とすること。
（省略）		

附　則（改正その 2）

1. この達は，2014 年 6 月 30 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 3

付録 7-1　　*SOLAS* II-2 章の旅客船関係の条文解釈

2　　火災安全設備コードの条文解釈

2.1　　条文解釈

2000 年 12 月 5 日に第 73 回海上安全委員会において決議 MSC.98(73)として採択された火災安全設備のための国際規則（火災安全設備コード）の条文の解釈は，**表 7-1-B1** によること。なお，条文の解釈中で引用している図表については，それぞれ **2.2** によること。

表 7-1-B1 を次のように改める。

表 7-1-B1　　火災安全設備コードの条文解釈

条項番号	FSS Code 条文	条文解釈
（省略）		
FSS5	第 5 章　固定式ガス消火装置	
（省略）		
FSS 5.2.1.3.2	ロールオン・ロールオフ区域，冷凍コンテナの積載される貨物倉，戸もしくはハッチにより立ち入ることができる区域及び人が通常作業を行う又は近づき得るその他の区域への消火剤の放出を知らせる自動式可聴警報装置を取り付ける。リリースキャビネットドアをあけること等で，放出操作前に警報が自動的に発せられなければならない。警報は区域から避難させるのに必要な時間作動しなければならず，消火剤が放出される少なくとも 20 秒前から発せられる。ロールオン・ロールオフ区域以外の***通常の貨物区域*** *や，消火剤の局所での放出のみが要求される小さい区画（圧縮器室，ペイントロッカー等）では，このような警報は要求されない。	*：「通常の貨物区域」とは，**鋼船規則検査要領 R 編 R25.2.1-9.**によること。
（省略）		

附　則（改正その 3）

1.　この達は，2014 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。

改正その 4

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

2000 年 12 月 5 日に第 73 回の海上安全委員会において決議 *MSC*.99(73)として採択された，1974 年海上人命安全条約 2000 年改正中の第 II-2 章の旅客船に関連した条文の解釈は，**表 7-1-A1** によること。なお，条文の解釈中で引用している図表については **1.2** によること。

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
（省略）		
9.7.1.1	通風用のダクトは，***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　ダクトが通風装置の末端部にのみ使用されること。 .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。	* : ダクトの継手について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 (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。 特に規定されない限り，火災試験方法コード附属書 1，第 3 部に規定される「*B*」級仕切りに対する試験要件に従った 30 分間の標準火災試験において無負荷の構造のものに対する判定基準に合格した不燃性材料で造られたダクトは，同等の材料のダクトとみなす。
（省略）		

附　則（改正その 4）

1. この達は，2015 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。