
GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part W

Navigation Bridge Visibility

GUIDANCE

2015 AMENDMENT NO.1

Notice No.33 8th May 2015

Resolved by Technical Committee on 2nd February 2015

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

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

Part W NAVIGATION BRIDGE VISIBILITY

W1 GENERAL

W1.1 General

Paragraph W1.1.2 has been amended as follows.

W1.1.2 Ships of unconventional design

The use of remote camera systems for ships of unconventional design specified in **1.1.2** of the Rules (excluding the ships mentioned in the provisory requirement specified in 2.1.4(2)) may be accepted as an alternative to **2.1.4** of the Rules provided that they are deemed by the Society to comply with the following requirements **(1) to (5)**, subject to acceptance by the flag state authority.

- (1) The remote camera systems are to be provided with the redundancy of the following equipment.
 - (a) Power cables and circuit breakers from the main switchboard to the camera and the screen
 - (b) Camera
 - (c) Screen
 - (d) Transmission lines from the camera to the display screen
 - (e) Components associated with these lines and cables
- (2) The remote camera systems are to be powered from the ship’s main source of electrical power and are not required to be powered by the emergency source of electrical power.
- (3) The remote camera systems are to be capable of continuous operation under environmental conditions in **Table 7.1-1, Chapter 1, Part 7 of the Guidance for the approval and type approval of materials and equipment for marine use.**
- (4) The view provided by the remote camera systems is to be ~~visible from~~ displayed at locations where the manoeuvring station of the ship may take place.
- (5) The upper edge of the ship’s side abeam is to be directly visible by the observer from the view provided by the remote camera systems ~~locations where the manoeuvring of the ship may take place.~~

W2 NAVIGATION BRIDGE VISIBILITY

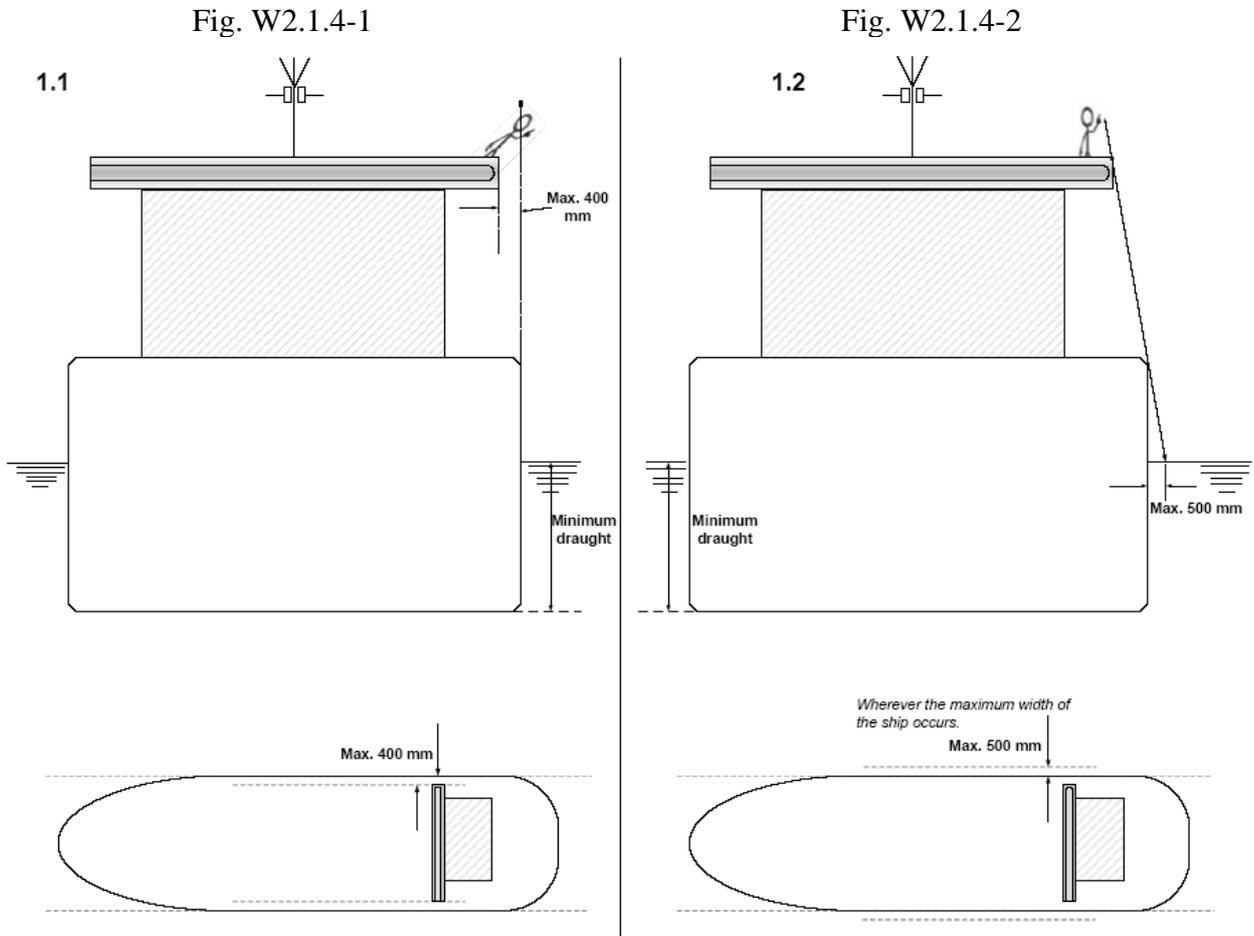
W2.1 Navigation Bridge Visibility

Paragraph W2.1.4 has been amended as follows.

W2.1.4 Ship's Side

The wording “The ship’s side is to be visible from the bridge wing.” in **2.1.4, Part W of the Rules** means the conditions specified in the following (1) or (2):

- (1) The ship’s side is to be visible from the bridge wing plus a distance corresponding to a reasonable and safe distance of a seafarer leaning out over the side of the bridge wing, which is not to be more than 400 mm, to the location vertically right under the maximum beam of the ship at the lowest seagoing draught. (see **Fig. W2.1.4-1**)
- (2) The sea surface is to be visible from the side of the bridge wing at the lowest seagoing draught and with a transverse distance of 500 mm and more from the maximum beam throughout the ship’s length. (See **Fig. W2.1.4-2**) However, for ships ~~such as (for example,~~ tugs/tow boats, offshore supply vessels, rescue ships and work ships (e.g., floating cranes) that are designed such that in normal operations, they come along side or operate in close proximity to other ships or offshore structures at sea, the sea surface is to be visible from the side of the bridge wing at the lowest seagoing draught and with a transverse distance of 1,500 mm and more from the maximum beam throughout the ship’s length.



EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 8 May 2015.
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.

* For high speed craft, “1%” is to be read as “3%”.