RULES FOR SAFETY EQUIPMENT

RULES

2016 AMENDMENT NO.1

Rule No.84 27th December 2016

Resolved by Technical Committee on 27th July 2016

Approved by Board of Directors on 20th September 2016

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

Rule No.84 27th December 2016
AMENDMENT TO THE RULES FOR SAFETY EQUIPMENT

"Rules for safety equipment" has been partly amended as follows:

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

Paragraph 3.1.2 has been added as follows.

3.1.2 Additional Requirements Concerning Ships Operating in Polar Waters*

1 Ships operating in polar waters and to which the requirements of Chapter I of the Annex to the Convention are applied are to comply with Chapters 8 and 9, Part 1-A of *IMO* Resolution *MSC*.385(94) "*International Code for Ships Operating in Polar Waters* (*Polar Code*)", as amended. However, some requirements in the aforementioned Chapters 8 and 9 may be modified in cases where deemed appropriate by the Society when the ship in question is either owned or operated by the flag administration, and is used for non-commercial purpose.

2 Ships operating in the polar waters specified in **-1** are to comply with **1.1.1-2, Part I of the Rules for the Survey and Construction of Steel Ships**.

3 The equipment in ships operating in the polar waters specified in **-1** which does not fall under Chapter 8, Part 1-A of IMO Resolution *MSC*.385(94) "*International Code for Ships Operating in Polar Waters* (*Polar Code*)", as amended, but which is considered to be equivalent to that required by Chapter 8 in accordance with Regulation 4, Chapter XIV of the Annex to the Convention will be accepted by the Society.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2017.

2. Notwithstanding the amendments to the Rules, the current requirements apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.
(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.

GUIDANCE FOR SAFETY EQUIPMENT

GUIDANCE

2016 AMENDMENT NO.1

Notice No.85 27th December 2016

Resolved by Technical Committee on 27th July 2016

Notice No.85 27th December 2016
AMENDMENT TO THE GUIDANCE FOR SAFETY EQUIPMENT

"Guidance for safety equipment" has been partly amended as follows:

Amendment 1-1

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

3.1.1 General

Sub-paragraph -19 has been amended as follows.

19 All interlocks (mechanical protection of on load release), which include hydrostatic components in the operating mechanism, are also to be of material corrosion resistant in the marine environment as required by LSA Code 4.4.7.6.9. The material is to be in accordance with the following requirements:

(1) In cases where stainless steel having a Pitting Resistance Equivalent Number (*PREN*) of less than 2~~5~~2, which is given by the following formula, or another corrosion resistant material/alloy is used, the material corrosion resistance is to be verified by corrosion testing according to *ISO*9227:2012 or other equivalent recognized national standards.

$$PREN = 1 \cdot \%Cr + 3.3(\%Mo + 0.5 \cdot \%W) + 16 \cdot \%N$$

(a) In cases where a confirmation of corrosion resistance of the material is made by testing in accordance with *ISO*9227:2012, the testing is to be performed with the procedures specified in the following **i**) to **ii**):

i) A neutral salt spray (*NSS*) test is to be carried out with 1,000 hours test duration for components outside the lifeboat, and 160 hours for those inside the lifeboat. The tests may be conducted by using round specimens (diameter is 14 *mm*) specified in **Table K2.1 of Part K of the Rules for the Survey and Construction of Steel Ships** instead of the actual components; and

ii) After the test, the release mechanism is to be subjected to the load and release test specified in **1.1.1-4(1) of Annex 6**, **Guidance for the Approval and Type Approval of Materials and Equipment for Marine Use** and confirmed to be in good condition. The load and release is to be repeated 10 times.

(b) In cases where the test is conducted using the round specimens specified in **(a)i)** above, tensile tests are to be conducted in lieu of the load and release test. The results from the tests are to verify that the reduction in the ultimate tensile strength and reduction in the cross sectional area ratio is less than 5% between corrosion tested and non-corrosion tested specimens.

(2) Stainless steels having a PREN of 2~~5~~2 or more, as calculated by the formula given in **(1)**, do not require corrosion testing according to *ISO* 9227:2012 or other equivalent recognized national standards.

(3) In cases where austenitic stainless steels (e.g., 316*L* or 316) are used for welded structures,

the risk of sensitisation to intergranular corrosion is to be addressed by the component manufacturer's quality control system.

(4) Since austenitic stainless steels 201, 304, 321, 347 are susceptible to pitting and crevice corrosion, they are unsuitable for all components of hook units, release handle units, control cables or mechanical operating links, and the fixed structural connections in lifeboats.

(5) Notwithstanding the requirements specified in **(4)**, for operating cables covered with sheath and installed inside the lifeboat, inner cables made of austenitic stainless steel 304 are acceptable without the corrosion test specified in **(1)**.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 27 December 2016.

2. Notwithstanding the amendments to the Guidance, the current requirements apply to lifeboats, rescue boats or lifeboat/rescue boat release mechanisms for which the application for approval is submitted to the Society before the effective date.

Amendment 1-2

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) Ships operating in polar waters

For ships operating in the polar waters defined in **1.1.1-2**, **Part I of the Rules for the Survey and Construction of Steel Ships** which had been at the beginning stage of construction before 1 January 2017, a survey is to be carried out to verify compliance with the relevant requirements of **Chapter 3 of the Rules** by the first special survey after 1 January 2018.

(~~1~~2) (Omitted)

(~~2~~3) (Omitted)

(~~3~~4) (Omitted)

(~~4~~5) (Omitted)

2 In the requirement given in **-1(~~3~~4)** and **(~~4~~5)** 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(~~3~~4)** 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(~~3~~4)**.

4 For ships specified in **-1(~~4~~5)** 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(~~4~~5)**.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 January 2017.

Amendment 1-3

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 7.2.1.4, 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) At least 2 lifejackets and 2 immersion suits.

(2) Adequate means of illumination complying with **Regulation 16.7, Chapter III of the Annex to the Convention**, either fixed or portable, which are to be capable of illuminating the liferaft stowage position as well as the area of water into which the liferaft should be launched. Portable lights, when used, are to have brackets to permit their positioning on both sides of the vessel.

(3) The portable lights required by **(2)** may be self-contained battery-powered lamps. In such cases, the battery-powered lamps are to satisfy the following **(a)** to **(f)**:

(a) The lamps are to be capable of being recharged from the ship's main and emergency sources of electrical power.

(b) The lamps are to be stowed under charge in storage spaces except when being used.

(c) The lamps are to give a minimum duration of 3 hours of undiminished performance when disconnected from their power sources.

(d) The lamps are to comply with the requirements in *LSA* Code section 1.2.3.

(e) The degree of protection of the lamps is to be IP55.

(f) The batteries for such lamps are to comply with **2.1.6, Part B of the Rules for the Survey and Construction of Steel Ships** as well as **1.1.8** and **2.11.5, Part H of the Rules for the Survey and Construction of Steel Ships** irrespective of whether they are marked with their expiration dates by their manufacturers.

(~~4~~3) An embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner as per **Regulation 11.7, Chapter III of the Annex to the Convention**.

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 1 January 2017.

2. Notwithstanding the amendments to the Guidance, the current requirements apply to cargo ships for which the date of contract for construction is before the effective date.

Amendment 1-4

Chapter 3 ARRANGEMENTS AND PERFORMANCE

3.1 General

Paragraph 3.1.2 has been added as follows.

3.1.2 Additional Requirements Concerning Ships Operating in Polar Waters

In applying the requirements of Chapters 8 and 9, Part 1-A of *IMO* Resolution *MSC*.385(94) "*International Code for Ships Operating in Polar Waters* (*Polar Code*)", as amended, in accordance with **3.1.2 of the Rules**, consideration is to also be given to relevant requirements in Part 1-B of the Resolution.

EFFECTIVE DATE AND APPLICATION (Amendment 1-4)

1. The effective date of the amendments is 1 January 2017.

2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.

(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.