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# **GUIDANCE FOR SAFETY EQUIPMENT**

**GUIDANCE**

**2018 AMENDMENT NO.1**

Notice No.54      29 June 2018

Resolved by Technical Committee on 31 January 2018

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

### **Chapter 3 ARRANGEMENTS AND PERFORMANCE**

#### **3.1 General**

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Sub-paragraph -12 has been amended as follows.

**12** In cases where navigation lights are to apply the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG), they are to comply with the following:

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

(3) With respect to **Annex 1, Section 9(a)(i) of COLREG**, the full intensity of sidelights is to be maintained in the forward direction for one degree outside the arc of the horizon of 112.5° defined by **Rule 21(b) of COLREG** (hereinafter this one degree outside the prescribed sector is referred to as “one-degree toe-in sector”). This is needed to enable other vessels to determine whether a “head-on-situation” exists as per **Rule 14 of COLREG**.

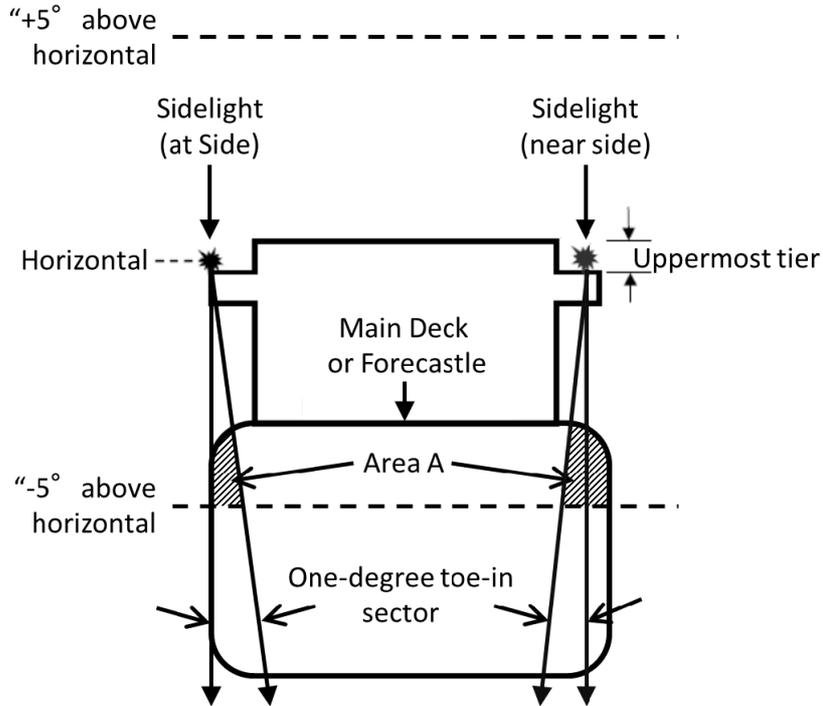
~~(34)~~ (Omitted)

(5) With respect to **Annex 1, Section 10(a)(i) of COLREG**, where sidelights are not fully visible at all angles from five degrees above to five degrees below the horizontal in the horizontal plane of 112.5°, including the one-degree toe-in sector (e.g., see Area A described in **Fig. 3.1.1-3**), then that installation is acceptable provided the installed sidelights are visible, when the ship is in all normal conditions of trim corresponding to the lightest seagoing draft in the stability information booklet (**1.2, Part U of the Rules for Survey and Construction of Steel Ships**) approved by the Society, at a minimum distance of 1,000 *m* measured from the stem when viewed from sea level throughout the horizontal plane, including the one-degree toe-in sector.

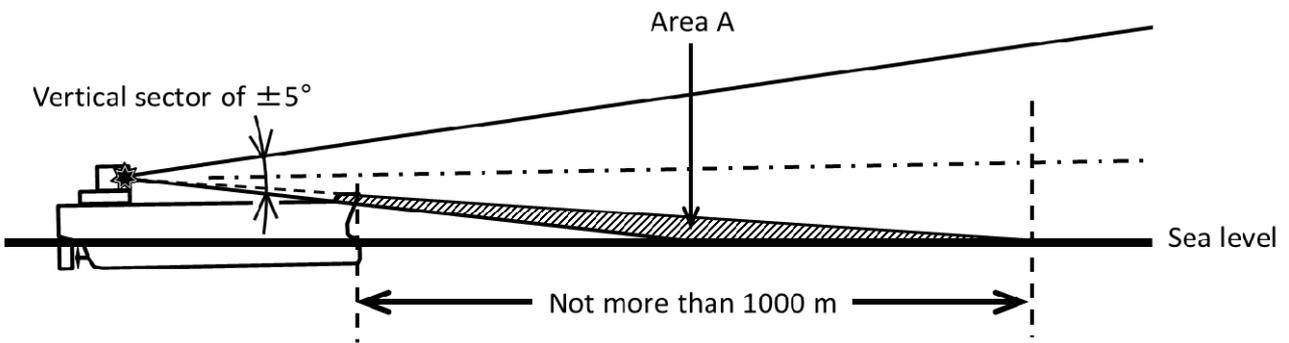
Fig. 3.1.1-3 has been added as follows.

**Fig. 3.1.1-3 Example of the non-visible sector (Area A)**

**(a) Front view**



**(b) Right side view**



**EFFECTIVE DATE AND APPLICATION**

1. The effective date of the amendments is 1 July 2018.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships for which the date of contract for construction is before the effective date.
3. Notwithstanding the provision of preceding 2., the amendments to the Guidance may apply to ships for which the date of contract for construction is before the effective date upon request by the owner.