
RULES FOR RADIO INSTALLATIONS

RULES

2020 AMENDMENT NO.1

Rule No.50 30 June 2020

Resolved by Technical Committee on 22 January 2020

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

“Rules for radio installations” has been partly amended as follows:

Amendment 1-1

Chapter 2 SURVEYS

2.1 General

2.1.2 Time of Registration Surveys and Intervals between Registration Maintenance Surveys*

Sub-paragraph -2(4) has been amended as follows.

2 Registration Maintenance Surveys are to be carried out in accordance with the requirements specified in (1) through (4) below.

((1) to (3) are omitted.)

(4) The classed ships may be subject to Unscheduled Surveys when the confirmation of the status of installations by survey is deemed necessary in cases where the Society ~~suspects installations of not being in continued compliance with the Rules and Regulations of the Society, and of not being properly maintained and operated by the ship owner~~ considers the installations to be subject to **1.4-3 of the CONDITIONS OF SERVICE FOR CLASSIFICATION OF SHIPS AND REGISTRATION OF INSTALLATIONS.**

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 30 June 2020.

Amendment 1-2

Title of Chapter 5 has been amended as follows.

Chapter 5 COMMUNICATION CONCERNING SHIPS OPERATING IN POLAR WATERS

Title of Section 5.1 has been amended as follows.

5.1 General (Related to Polar Code, Part I-A, 10.1)

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2020.
2. Notwithstanding the amendments to the Rules, the current requirements 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.

GUIDANCE FOR RADIO INSTALLATIONS

GUIDANCE

2020 AMENDMENT NO.1

Notice No.29 30 June 2020

Resolved by Technical Committee on 22 January 2020

“Guidance for radio installations” has been partly amended as follows:

Chapter 5 has been added as follows.

Chapter 5 COMMUNICATION CONCERNING SHIPS OPERATING IN POLAR WATERS

5.2 Function Requirements

5.2.2 Survival Craft and Rescue Boat Communications Capabilities

1 The expressions “are to maintain capability for” in 5.2.2-1 and -2 of the Rules and “is to be capable of operation during the maximum expected time of rescue” in 5.2.2-3 of the Rules, mean ability of mandatory communication equipment for use in survival craft, including liferafts, and rescue boats to maintain the ready-for-operation state within the maximum expected time of rescue at the Polar Service Temperature (PST) assigned to the vessel, and after that to be capable to perform its functions at the PST assigned to the vessel with the operating time not less than specified in respective existing performance standards.

For example, it is not required that an EPIRB being used for distress alerting continues distress messaging for maximum expected time of rescue, and two-way VHF radiotelephone apparatus being used for transmitting and receiving on-scene communications does not need to be technically in operation at its highest rated power with a duty cycle of 1:9 for maximum expected time of rescue, as specified in 1.2.1(17), Part I of the Rules for the Survey and Construction of Steel Ships.

2 The “existing performance standards” mentioned in -1 above, refer to the following.

- (1) EPIRB: *IMO Res. A.810(19)* and *MSC.471(101)*
- (2) Radar transponder: *IMO Res. A.802(19)*
- (3) AIS-SART: *IMO Res. MSC.246(83)*
- (4) Two-way VHF radiotelephone apparatus: *IMO Res. MSC.149(77)*

5.3 Regulations

5.3.2 Survival Craft and Rescue Boat Communications Capabilities

1 In applying 5.3.2 of the Rules, all rescue boats, all lifeboats and all other survival crafts carried by the ship, notwithstanding the redundancy in aggregate capacity of survival crafts required by SOLAS Regulation III/21 and Regulation III/31, and taking into account the different possible distress scenarios, are considered able to be released for evacuation simultaneously and are to be provided with mandatory communication equipment as required by 5.3.2 of the Rules accordingly.

2 The expression “are available for operation during the maximum expected time of rescue” in 5.3.2-3 of the Rules means as specified in 5.2.2-1.

3 The “procedures” specified in 5.3.2-3 of the Rules may include both operational requirements and any other means including technical solutions i.e. thermal insulation, chemical heat sources, additional batteries, rechargeable batteries with respective chargers, etc., and are to be documented in Polar Water Operational Manual (PWOM).

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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.

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