

Subject :

Interpretations of Chapter III of
1996 Amendments to 1974 SOLAS and
LSA Code, and Survey / Testing Procedures

NKTECHNICAL INFORMATION

No. : 349

Date : 21 January 2000

To shipowners and shipbuilders concerned,

The abstract of the carriage requirements of life-saving appliances specified in the 1996 Amendments to Chapter III of the 1974 SOLAS Convention (hereinafter referred to as “96 SOLAS”) and of the international technical standards of life-saving appliances specified in the LSA Code is shown in Technical Information No. 289 of the Society.

Attached hereto for your reference / action is a list of interpretations and of survey / testing procedures in relation to the provisions of the 96 SOLAS and the LSA Code, prepared by the Society incorporating the IACS / IMO interpretations thereof.

This applies to ships flying flags other than the Japanese flag.

For any questions about the subject, please contact Material and Equipment Department (Tel 03-5226-2020, Fax 03-5226-2019).

The End

Attachment: Interpretations of Chapter III of 1996 Amendments to 1974 SOLAS and LSA Code, and Survey / Testing Procedures

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**Interpretations of Chapter III of 1996 Amendments to 1974 SOLAS and LSA Code, and
Survey / Testing Procedures**

The interpretation of the amendments to SOLAS 1974 in 1., and survey / testing procedures in 2. apply to ships flying a flag other than the Japanese flag unless special instructions are given by the flag-state concerned. In the case of passenger ships, instructions are to be sought from the Material and Equipment Department of ClassNK in each case.

Note 1: "New ships" mean ships constructed on or after 1 July 1998.

Note 2: "All ships" mean ships constructed before, on or after 1 July 1998.

Note 3: "83 SOLAS new ships" mean ships constructed on or after 1 July 1986.

Note 4: "83 SOLAS existing ships" mean ships except "83 SOLAS new ships".

Provisions / Abstract of provisions	Interpretations	Application
General alarm and public address system		
LSA/ 7.2.1.1	<p>Sound pressure levels of the GA may not be required in spaces such as the under deck passage way or bosun's locker. The levels are to be normally attained as required inside the following locations as "all accommodation" / "normal crew working spaces".</p> <p>(Other than Engine Room)</p> <ol style="list-style-type: none"> 1. Cabin, mess room, office, smoking room, recreation room, gymnasium, owner's room, spare room, hospital, pilot room, and galley 2. Common lavatory, common shower room, and laundry room 3. Passage, lobby, and stair way 4. Working room and cargo control room 5. Pump room (only tanker) <p>(Engine Room)</p> <ol style="list-style-type: none"> 1. Engine control room and watch room 2. Engine room except for item 1 above. Where it is difficult to attain minimum sound pressure levels due to the level of ambient noise, the GA may be supplemented by visual alarms. <p>Where it is necessary to broadcast of emergency messages using the public address system (hereinafter referred to as the PA), the GA may be turned off manually provided that a switch for GA is provided close to the microphone used for the PA.</p>	New ships
		New ships

Provisions / Abstract of provisions	Interpretations	Application
General alarm and public address system		
LSA/ 7.2.1.2 "cabins without a loudspeaker installation"	An electronic alarm transducer (a buzzer or similar type of device) is to be installed for the GA in cabins where no loudspeaker for the PA is installed, even if the required sound pressure levels for the GA in the cabin can be obtained by a buzzer, bells or other suitable means located in the passage way of the accommodation space.	New ships
LSA/ 7.2.2.1 "crew members are normally present"	<p>Sound pressure levels of the PA are not required in spaces located under the deck passage way, the bosun's locker, the hospital, the pump room, or similar types of spaces. The levels are to be normally attained as required inside the following places as crew members are normally present.</p> <p>(Other than Engine Room)</p> <ol style="list-style-type: none"> 1. Cabin, mess room, office, smoking room, recreation room, owner's room, spare room, pilot room, and galley 2. Passage, lobby, and stairway <p>(Engine Room)</p> <ol style="list-style-type: none"> 1. Engine control room and watch room. (When both these rooms are in a location separate from the engine room, the engine room is also required to attain the required sound pressure levels.) <p>Where an individual loudspeaker has a device for local silencing, an over-ride arrangement from the control station(s), including the navigating bridge, is to be in place.</p> <p>Where the PA is used to supplement the GA, the PA is to have priority over the GA.</p>	New ships
"It shall be installed with regard to acoustically marginal conditions and not require any action from the addressee."		New ships
"It shall be protected against unauthorized use."		New ships

2. Survey / Testing Procedures

Provisions / Abstract of provisions	Survey / testing procedures	Application
Operational readiness, maintenance and inspections		
III/ 20.11.1 "periodic servicing of launching appliances"	Periodic servicing, thorough examination and testing of launching appliances are to be in accordance with the following. (Application) Periodic servicing, a thorough examination at intervals not exceeding five years and testing as required by Reg. III/20.11.1 apply to all launching appliances.	All ships
III/ 20.11.1 "periodic servicing of launching appliances"	(Periodic servicing, a thorough examination and testing) <ol style="list-style-type: none"> 1. The records are to be checked to ensure that launching appliances are serviced at recommended intervals in accordance with instructions for onboard maintenance as required by Reg. III/36. 2. Thorough examinations required at five year intervals must be carried out within five years from 1 July 1998. Such thorough examinations are to be conducted in the presence of a Surveyor. The first thorough examination is to be performed as early as possible, but not later than 1 July 2003. 3. Upon completion of the thorough examination specified in item 2 above, each launching appliance is to be subjected to a dynamic test of the winch brake carried out in accordance with paragraph 6.1.2.5.2 of the LSA Code in the presence of a Surveyor. During the test, the winch brake is to have a load of not less than 1.1 times the maximum working load (fully loaded and equipped lifeboat) and be operated at maximum lowering speed. The results of the test are to be used to determine whether or not the lifeboat can be stopped safely while being lowered. Regardless of the instructions described in 2 above, however, the dynamic test of the winch brake for the launching appliances provided on board '83 SOLAS existing ships may be waived until 30 June 2003 unless it is ascertained that they can be subjected to the test as required by the regulations with safety. 	All ships

Provisions / Abstract of provisions	Survey / testing procedures	Application
Operational readiness, maintenance and inspections		
<p>III/ 20.11.2</p> <p>"periodic servicing of lifeboat on-load release gear"</p>	<p>Periodic servicing, thorough examinations, testing of lifeboat on-load release gear* are to be in accordance with the following.</p> <p>*: On-load release gear is designed to open the hooks with a load.</p> <p>(Application)</p> <p>This requirement applies to the following types of lifeboats with the exception of free-fall lifeboats.</p> <p>New ships and '83 SOLAS new ships: All lifeboats</p> <p>'83 SOLAS existing ships: Lifeboats provided with quick releasing hooks that have on-load release capability**</p> <p>**.: Quick releasing hooks are to be so arranged that the fore and aft hooks of the lifeboat can be released simultaneously by operating a quick release lever. This requirement does not apply to lifeboats capable of releasing the lifeboat only when it is waterborne or when hooks are no longer subject to a loaded condition.</p> <p>(Periodic servicing, thorough examination and testing procedures)</p> <p>1. The records are to be checked to ensure that lifeboat on-load release gear are serviced at recommended intervals in accordance with instructions for onboard maintenance as required by Reg. III/36.</p>	<p>All ships</p>

Provisions / Abstract of provisions	Survey / testing procedures	Application
Operational readiness, maintenance and inspections		
III/ 20.11.2	<p data-bbox="392 115 439 431">"periodic servicing of lifeboat on-load release gear"</p> <ol data-bbox="439 115 925 1858" style="list-style-type: none"> <li data-bbox="439 115 642 431">2. At the time of Safety Equipment Renewal Survey, lifeboat on-load release gear is to be subjected to a thorough examination and tests by properly trained personnel familiar with the system in the presence of a Surveyor. The reference to "properly trained personnel" means competent persons familiar with the on-load system and would include, but is not necessarily limited to, representatives of the manufacturer, or shipyard engineers or a specialist vendor, certified by a manufacturer. <li data-bbox="642 115 925 1858">3. Overhauling inspections and operational tests are to be carried out within five years from 1 July 1998. The tests are to be conducted under a load that is at least 1.1 times the total mass of the lifeboat when loaded with a full complement of persons and equipment in accordance with the instructions in the presence of a Surveyor. The first overhauling inspections and operational test is to be performed as early as possible, but not later than 1 July 2003. 	All Ships
General alarm and public address system		
LSA/ 7.2.1.2 7.2.1.3 7.2.2.2	<p data-bbox="1003 115 1050 431">"measurement of the sound pressure levels"</p> <p data-bbox="1050 115 1207 1858">At the time of Safety Equipment Initial Survey, each sound pressure level of the GA, broadcasting emergency announcements by the PA, and ambient noise levels and the speech interference level are to be measured in accordance with the following points.</p> <ol data-bbox="1207 115 1317 1858" style="list-style-type: none"> <li data-bbox="1207 115 1317 1858">1. Until such time as special instructions are given later to the contrary, speech interference level is to be taken to mean ambient noise levels. 	New ships

Provisions / Abstract of provisions	Survey / testing procedures	Application
General alarm and public address system		
LSA/ 7.2.1.2 7.2.1.3 7.2.2.2	<p data-bbox="393 1433 460 1920">"measurement of the sound pressure levels"</p> <ol style="list-style-type: none"> <li data-bbox="393 311 702 1358">2. Each sound pressure level is to be measured during sea trials in accordance with the test procedure for conducting tests during sea trials noted or approved beforehand by the local office. However, each sound pressure level for the GA and PA may be measured while the ship is moored and ambient noise levels measured during the sea trials if so requested by the owner or shipyard. The level for the GA is to be measured with the doors at measuring position closed, although the level for the PA may be measured with the doors at the measuring position opened. <li data-bbox="718 311 785 1358">3. Ambient noise levels are to be measured during normal equipment operation while the ship is under way in moderate weather. <li data-bbox="801 311 868 1358">4. The sound pressure levels are to be measured at the characteristic A setting of a suitably adjusted sound level meter. <li data-bbox="884 311 1016 1358">5. The level of the PA is to be measured using a low-frequency oscillator or a single sound oscillator built-into the amplifiers, or by a voice level check by done in which the crew members will be expected to make announcements during emergencies. 	New ships