

---

# **GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

**Part W**

**Navigation Bridge Visibility**

**GUIDANCE**

**2011 AMENDMENT NO.1**

Notice No.90      1st November 2011

Resolved by Technical Committee on 7th July 2011

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

## **Part W NAVIGATION BRIDGE VISIBILITY**

### **W2 NAVIGATION BRIDGE VISIBILITY**

#### **W2.1 Navigation Bridge Visibility**

Paragraph W2.1.4 has been added 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 (for example, tugs/tow boats, offshore supply vessels and work ships) 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.

Fig. W2.1.4-1 and Fig. W2.1.4-2 have been added as follows.

Fig. W2.1.4-1

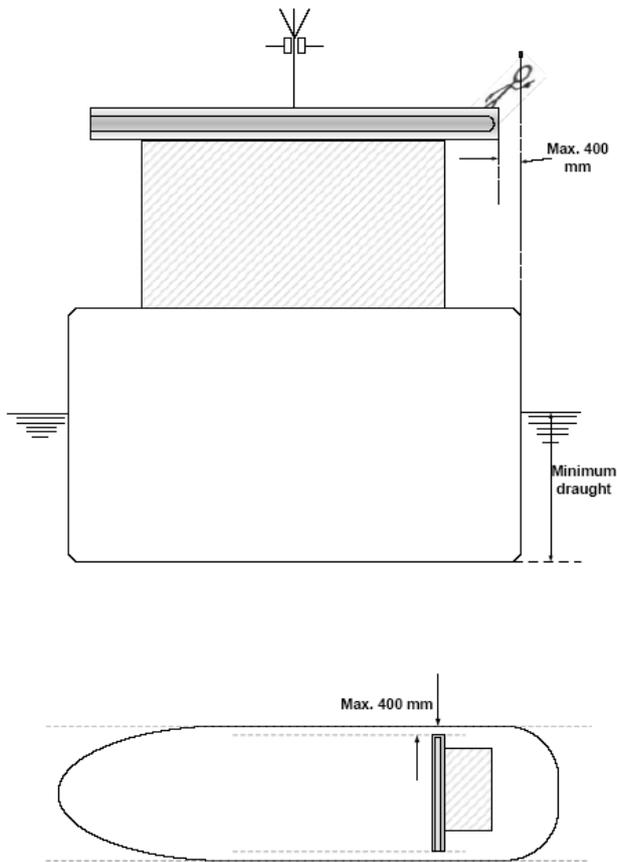
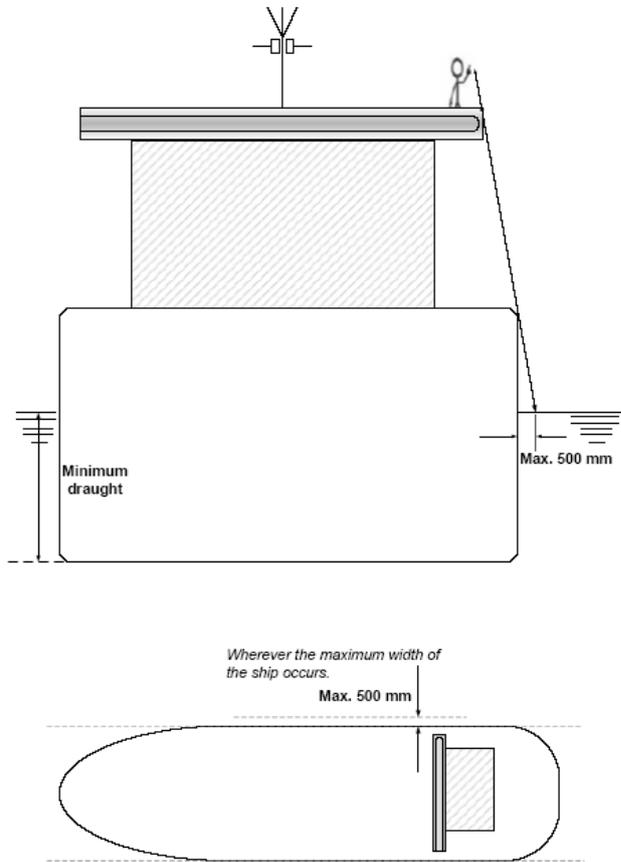


Fig. W2.1.4-2



## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 November 2011.
2. Notwithstanding the amendments to the Guidance, the current requirements may 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.