

Subject:

General Emergency Alarm Systems
for Ships Flying Other Flags
than Japanese Flag

NK TECHNICAL INFORMATION

No.: 170

Date: 22nd November 1995

To Shipowners and shipbuilders concerned

The tentative guidelines of the Society were introduced by NK TECHNICAL INFORMATION No. 147 (14 September 1994) on the application of the revised Regulation III/50 of the 1992 Amendments to the 1974 SOLAS Convention which became effective on 1 October 1994.

In this respect, IMO has now adopted its clarification at its 65th session of Maritime Safety Committee and distributed it by MSC/Circ 692 among the parties concerned as per attached hereto. In consequence of this development, the Society has revised the tentative guidelines on the basis of the IMO clarification with immediate enforcement. The revised guidelines are shown below and replace those given in NK TECHNICAL INFORMATION No. 147.

1. Application

The guidelines should apply to ships of other flags than the Japanese flag constructed on and after 1 October 1994 only.

The revised Regulation need not apply to ships constructed before 1 October 1994.

2. General Emergency Alarm System

A general emergency alarm system required under the revised Regulation should be capable of activating all emergency alarms on board by one action for triggering it and capable of operating continuously and automatically once it has been triggered until it is manually turned off or is temporarily interrupted by a message on the public address system.

The requirement that the general emergency alarm system be audible on all open decks should only apply to passenger ships, and not to cargo ships.

3. Alarm Sound Pressure Levels

There being no specific instructions from the flag governments by whom the Society is recognized, compliance with general emergency alarm sound pressure levels as specified in the footnote of the revised Regulation (IMO Assembly Resolution A.686(17)) is not regarded as a condition for the issue of Cargo Ship Safety Equipment Certificates.

The End

Attachment

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CLARIFICATION OF SOLAS REGULATION III/50 REGARDING GENERAL EMERGENCY ALARM SYSTEMS

The Maritime Safety Committee, at its sixty-fifth session (9 to 17 May 1995), agreed that the requirement in SOLAS regulation III/50, as amended by MSC.27(61), for sound pressure levels complying with the standard developed by the Organization, and for the alarm to continue functioning after it has been triggered until it is manually turned off or is temporarily interrupted by a message on the public address system, should be interpreted as to only apply to ships built after 1 October 1994. The requirement that the general emergency alarm system be audible on all open decks should be interpreted so as to only apply to passenger ships built after 1 October 1994.

(Provisions for passenger ships carrying more than 36 passengers built before 1 October 1994 are contained in SOLAS regulations II-2/41-1 and 41-2.)