

Subject:

Interpretations established by the
Liberian Government upon the 1981
Amendments to SOLAS 74

NK TECHNICAL INFORMATION

No. 42

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To Shipowners and shipbuilders concerned

The Liberian Government has informed the Society of its interpretations upon the provisions of the 1981 Amendments to SOLAS 74.

Among its interpretations are those upon the provisions of fire protection which are the same as the IMO interpretations and have been incorporated in the Society's Survey Guidance.

The interpretations relating to the other provisions are described below for your reference.

The application of each of these interpretations is indicated by the marks *, **, ***, the meanings of which are shown in the Note.

- * 1. II-1/1.2 (Regulation 1.2 of Chapter II-1 of the 1981 Amendments to SOLAS 74) "Definition of the term "existing ships"

For the purpose of application of the requirements of the 1981 Amendments to SOLAS 74, an "existing ship" means a ship the keel of which was laid before 1 September 1984 or which was at a similar stage of construction and the delivery of which is completed before 1 September 1987.

- *** 2. II-1/36 "Protection against noise"

It is specified in the SOLAS that the Administrations should take measures to reduce machinery noise in machinery spaces to acceptable levels as determined by them.

The standards the Liberian Government recommends for newbuilding are those in IMO Resolution A 468 (XII).



3. IV/10(h)(iv), 16(e)(ii)(iii) "Automatic Device for Generating the Radiotelephone Alarm Signal"

3.1 A device for generating the radiotelephone alarm signal fitted before 1 September 1986 need not be automatic.

** 3.2 It is recommended that an automatic device for generating the radiotelephone alarm signal fitted on and after 1 September 1984 complies with IMO Resolution A 421 (XI).

4. IV/17(d)(f) "VHF Radiotelephone Installation"

** 4.1 The VHF radiotelephone installation should have sufficient channels to operate on ;

distress, safety and calling (Channel 16),
inter-ship,
port operation, and
ship movement,

in the relevant geographical areas required by the ship's trading operations.

The equipment should also have channels of a calling port.

4.2 (1) The VHF Radiotelephone Installation should be capable of communicating at the bridge wing extremity by the means of extension cord with a telephone in a handset. As an alternative, a portable VHF equipment with channels for ship-to-ship communication is acceptable.

*** (2) Where the distance from the center line of the wheelhouse to the bridge wing extremity exceeds 10 m, arrangements should be made to lay extension cable permanently from the VHF controls in the wheel house to the bridge wing extremity and to fix a handset receptacle boxes at the end of the extension cables at the bridge wing extremity.

* 5. V/12(h) "Radar Equipment"

New ships of 1600 GT and upwards, as defined by SOLAS 74, can retain radar equipment which meets the requirements of IMO Resolution A 222 (VII) and are to have at least one set which, without modification, provides a display with an effective diameter of 250 mm.

6. V/12(m) "Rudder Angle and Propeller Revolution, Pitch and Operational Mode Indicators"

6.1 Where the distance from the center of the wheel house to the bridge wing extremity exceeds 10 m,

(1) the indicators for rudder angle and propeller revolutions and in addition, if variable pitch propellers or lateral thrust propellers are fitted, the indicators for pitch and operational mode should be positioned so that they can be seen from the bridge wing extremity, and

(2) a talk back communication system between the wing extremity and wheelhouse should be provided on bridges. A walkie/talkie is acceptable as an equivalent to a talk back communication system.

*** 6.2 Where the distance from the center of the wheel house to the bridge wing extremity exceeds 10 m and remote maneuvering facilities are provided on the bridge wing, the facilities shall include engine, bow thruster, rudder and whistle controls, rudder angle and depth indicators, internal and external communications systems and morse light keys.

Note: Application

Items marked with *	: Existing ships as defined under the 1981 Amendments to SOLAS.
Items marked with **	: New ships as defined under the 1981 Amdnements to SOLAS or navigational equipment to be installed/installed on and after 1 September 1984.
Items marked with ***	: Ships the keels of which are laid or which are at a similar stage of construction on or after 15 October 1985.
Items without mark	: All ships

The End.