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MSC.1/Circ.1369/Add.1
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INTERIM EXPLANATORY NOTES FOR THE ASSESSMENT OF PASSENGER SHIP SYSTEMS' CAPABILITIES AFTER A FIRE OR FLOODING CASUALTY

REVISIONS TO INTERPRETATIONS NOS. 22 AND 27 OF APPENDIX 1 OF MSC.1/CIRC.1369

1 The Maritime Safety Committee, at its ninety-first session (26 to 30 November 2012), having considered the proposals by the Sub-Committee on Safety of Navigation, at its fifty-eighth session, approved the revisions to interpretations Nos. 22 and 27 of appendix 1 to MSC.1/Circ.1369 on Interim Explanatory Notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty.

2 Member Governments are invited to bring the annexed revised interpretations Nos. 22 and 27 of appendix 1 to MSC.1/Circ.1369 to the attention of passenger ship owners, ship builders, ship designers and other parties concerned.

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ANNEX

REVISIONS TO INTERPRETATIONS NOS. 22 AND 27 OF APPENDIX 1 OF MSC.1/CIRC.1369

Regulation	Interpretations
II-2/21.4.3 Navigational systems	**Interpretation 22** Equipment essential for navigation, position fixing and detection of risk of collision should be available. The following equipment should be available as a minimum: a) a properly adjusted standard magnetic compass b) a Receiver for a global navigation satellite system or a terrestrial radionavigation system c) a 9 GHz radar d) Electronic Chart Display and Information System (ECDIS) or an appropriate folio of paper nautical charts and publications e) Whistle f) Navigation lights g) Internal communications with engine control room and steering gear h) a pelorus or Compass bearing device to take bearings j) Means of correcting heading and bearings to true at all times The ship should be capable of displaying the proper light configuration in compliance with the International Regulations for Preventing Collisions at Sea in force.
II-2/21.4.6 External communication	**Interpretation 27** The ship should be capable of communicating via the GMDSS or the VHF Marine and Air Band distress frequencies, even if the main GMDSS equipment is lost. The external communication may be achieved by additional fixed means or portable means installed in the same area as the navigation and manoeuvring equipment.