INTERNATIONAL MARITIME ORGANIZATION

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4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

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UNIFIED INTERPRETATIONS OF SOLAS CHAPTER V

1 The Maritime Safety Committee, at its ninety-first session (26 to 30 November 2012), with a view to providing more specific guidance for vague expressions such as "The ship's side shall be visible from the bridge wing", which are open to different interpretations contained in IMO instruments, approved the revised unified interpretations of SOLAS chapter V prepared by the Sub-Committee on Safety of Navigation, as set out in the annex.

2 Member Governments are invited to use the annexed unified interpretations as guidance when applying relevant provisions of SOLAS chapter V to ships contracted for construction* on or after 1 January 2011 and to bring the unified interpretations to the attention of all parties concerned.

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* The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder.

ANNEX

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER V

Regulation V/22.1.6 – Navigation bridge visibility

1 The requirements of SOLAS regulation V/22.1.6 are accomplished when:

.1 a view from the bridge wing plus a distance corresponding to a reasonable and safe distance of a seafarer leaning over the side of the bridge wing, which needs not to be more than 400 mm, to the location vertically right under the maximum beam of the ship at the lowest seagoing draught is not obscured; or

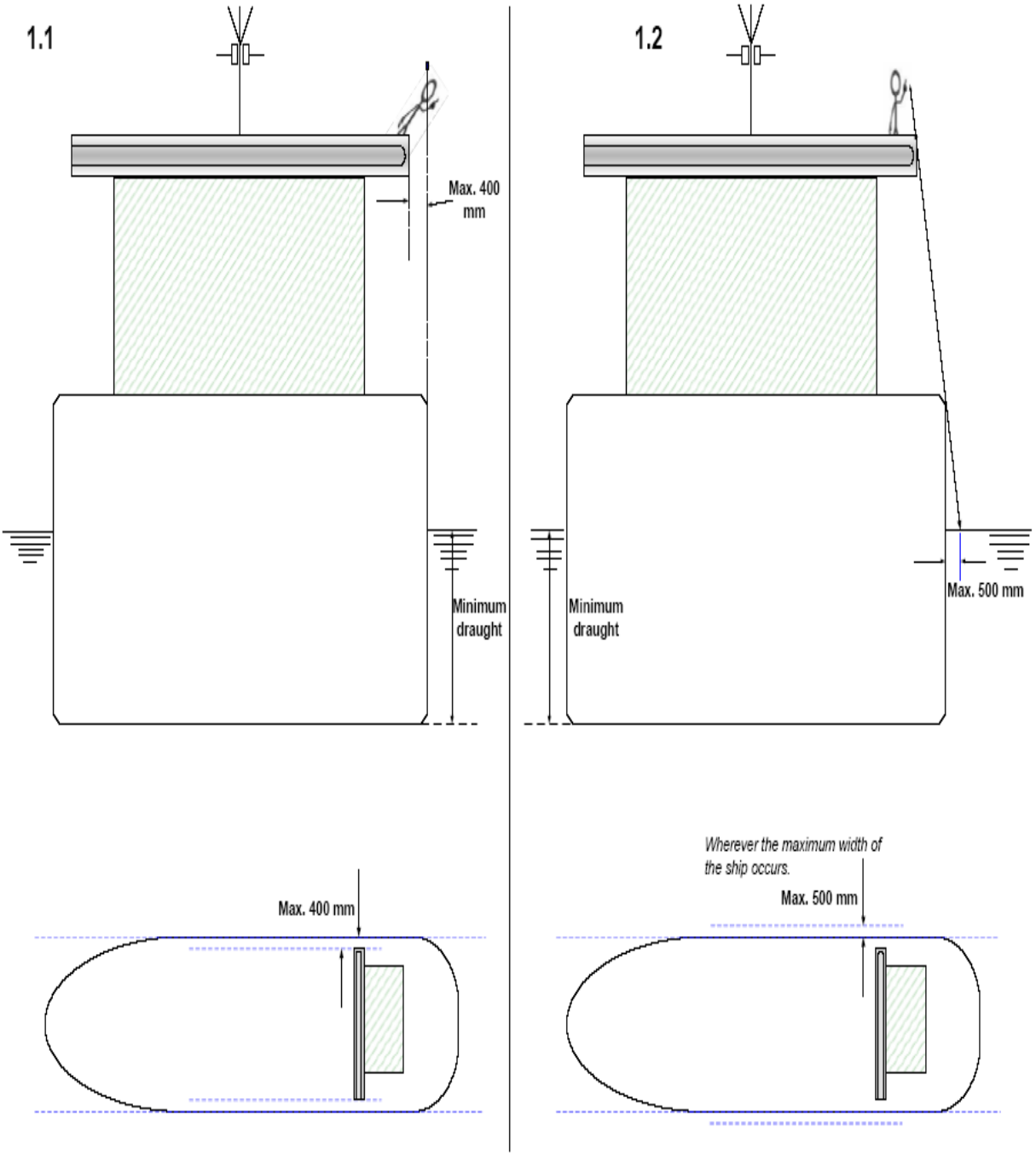
.2 the sea surface at the lowest seagoing draught and with a transverse distance of 500 mm and more from the maximum beam throughout the ship's length is visible from the side of the bridge wing.

2 A schematic diagram depicting the unified interpretations is also attached herewith.

3 For particular types of ships such as tug/tow boat, offshore supply vessel (OSV), rescue ship, work ship (e.g. floating crane), in meeting the requirements of SOLAS regulation V/22.1.6, the bridge wings should at least extend to a location from which the sea surface, at the lowest seagoing draught and at a transverse distance of 1,500 mm from the maximum beam throughout the ship's length, is visible. If this ship type is changed to a type other than those addressed in this paragraph then the interpretation in this paragraph would no longer apply.

4 The use of a remote camera system may be accepted for ships of unconventional design, other than those mentioned in paragraph 3 above, as means for achieving the view of the ship's side from the bridge wing, provided:

- the installed remote camera system is to be redundant from the circuit breaker to the camera and screen, including communication cables, i.e. the system is to provide on each side of the ship redundancy of:
  - the power cables and circuit breakers from the main switchboard to the camera and the screen;
  - the camera;
  - the screen;
  - the transmission lines from the camera to the display screen; and
  - the components associated with these lines and cables;
- the remote camera system is powered from the ship's main source of electrical power and is not required to be powered by the emergency source of electrical power;
- the remote camera system is capable of continuous operation under environmental conditions as per UR E10;
- the view provided by the remote camera system complies with the requirements of regulation V/22.1.6 and is also displayed at locations where the manoeuvring of the ship may take place;
- the upper edge of the ship's side abeam is directly visible by the observer from locations where the manoeuvring of the ship may take place.


1.1
Max. 400 mm
Minimum draught
1.2
Minimum draught
Max. 500 mm
Max. 400 mm
Wherever the maximum width of the ship occurs.
Max. 500 mm