

## UI SC235 “Navigation bridge visibility to ship’s side”

### Part A. Revision History

| Version no.    | Approval date | Implementation date when applicable |
|----------------|---------------|-------------------------------------|
| New (Jan 2011) | 26 Jan 2011   | 1 January 2011                      |

- **New (Jan 2011)**

#### .1 Origin of Change:

- Based on IMO Regulation (*Chapter V, Regulation 22.1.6*)

#### .2 Main Reason for Change:

To provide clarification on the meaning of the requirement “The ship’s side shall be visible from the bridge wing” contained in SOLAS regulation V/22.1.6, with a view to achieving a common understanding in the implementation of this regulation.

#### .3 List of non-IACS Member classification societies contributing through the TC Forum and/or participating in IACS Working Group:

None

#### .4 History of Decisions Made:

This UI was developed by the Statutory Panel based on the understanding that it is reasonable and safe to accept the practice of seafarer’s leaning over the side of bridge wing, etc. for normal cargo ships/passenger ships while still meeting the intention of the regulation. However, particular types of ships, such as tug/tow boats, Offshore Supply Vessels (OSVs), rescue ships, work ships (e.g. floating crane vessels), etc., offer unique problems if a literal application of the regulation is applied.

The draft version of the UI was submitted to IMO NAV 55 for consideration.

#### .5 Other Resolutions Changes

None

#### .6 Dates:

Original Proposal: 25 September 2008 Made by: Statutory Panel  
 Panel Approval: 21 February 2010  
 GPG Approval: 26 January 2011 (Ref: 9574\_IGI)

## Part B. Technical Background

List of Technical Background (TB) documents:

Annex 1      **TB for UI 235 New (Jan 2011)**

See separate TB document in Annex 1.



## Technical Background for UI SC235 New, Jan 2011

### 1. Scope and objectives

To provide clarification on the meaning of the requirement "The ship's side shall be visible from the bridge wing" contained in SOLAS regulation V/22.1.6, with a view to achieving a common understanding in the implementation of this regulation.

### 2. Engineering background for technical basis and rationale

The basic intention of SOLAS regulation V/22.1.6 is for a navigating officer to be able to see the ship's side from the bridge wing so as to facilitate the ability of the ship to:

- be safely manoeuvred alongside other ships/objects;
- launch and recover lifeboats; and
- safely receive pilot boarding, stores, and bunker, etc.

In this regard, MSC/Circ.982 recommends that bridge wings should be provided out to the maximum beam of the ship.

IACS Members understand the stringency of this recommendation in MSC/Circ.982 and the other solutions, taking into account factors including the reasonable and safe practice of seafarer's leaning over the side of bridge wing, etc., for normal cargo ships/passenger ships while still meeting the intention of the regulation. Industry practice over the years has proven these solutions to be adequately safe and practical for navigation safety. However, in order to achieve a common understanding in the implementation of this regulation for normal cargo ships/passenger ships, IACS has developed this Unified Interpretation relating to SOLAS regulation V/22.1.6.

Additionally, particular types of ships, such as tug/tow boats, Offshore Supply Vessels (OSVs), rescue ships, work ships (e.g. floating crane vessels), etc., offer unique problems in complying with the stringent recommendation in MSC/Circ.982 because of their special functions and characteristics of operation which frequently require such ships to manoeuvre close to other ships/objects. In such operations, if the bridge wings extend to the ship's maximum beam or even near to it, this will result, and has resulted, in collisions of the bridge wings with other ships/objects.

Taking into account the above justifications and the fact that such ships have comparatively low freeboards, it is considered appropriate to give such types of ship a larger allowance than that permitted for normal cargo/passenger ships in determining the termination of the bridge wing inboard of the ship's maximum beam recognizing that the visible area of the ship's side will be reduced, but not to an extent that is considered detrimental to the safe operation of the ship during manoeuvring. 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.

### 3. Source/derivation of the proposed IACS Resolution

NAV 55 concurred with the view of IACS contained in item 2 above and agreed to a draft MSC circular on Unified Interpretations of SOLAS regulation V/22.1.6 relating to navigation bridge visibility for approval at MSC 87. The MSC circular was approved at

MSC 87 and circulated under the symbol of MSC.1/Circ.1350 and published on 1 June 2010.

**4. Summary of Changes intended for the revised Resolution**

Not applicable

**5. Points of discussions or possible discussions**

None

**6. Attachments if any**

None