

GUIDE FOR

COMPLIANCE WITH THE ILO MARITIME LABOUR CONVENTION, 2006 TITLE 3 REQUIREMENTS MAY 2009

NOTICE NO. 1 – October 2010

The following Changes become **EFFECTIVE AS OF 15 OCTOBER 2010**.

(See <http://www.eagle.org> for the consolidated version of the Guide for Compliance with the ILO Maritime Labour Convention, 2006 Title 3 Requirements, 2009, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)

SECTION 1 GENERAL

(Revise Subsection 1/3, as follows.)

3 Scope (15 October 2010)

This Guide focuses on five (5) aspects of vessel design and layout that can be controlled, measured, and assessed. These five (5) aspects are broken into two (2) major types in this Guide: accommodations design and characteristics of the ambient environment.

Accommodations criteria pertain to dimensional or physical aspects of spaces/areas where seafarers work, eat, sleep, recreate, and conduct routine activities.

The criteria associated with the **MLC-ACCOM** notation is applicable only to accommodation spaces where seafarers sleep, rest, dine, and recreate.

This Guide, particularly in Section 3, “Whole-body Vibration” and Section 4, “Noise”, provides additional guidance related to seafarer work spaces. This guidance can be used if any voluntary ambient environmental testing is to be done in seafarer work spaces. This testing is recommended, but not required.

SECTION 3 WHOLE-BODY VIBRATION

3 Terminology (15 October 2010)

(Add new terms “Stationkeeping”, “Thruster Conditions”, and “Transit Conditions”, as follows.)

Reference Calibration: Calibration of a measuring instrument conducted by an accredited Testing and Calibration Laboratory with traceability to a national or international standard.

Stationkeeping: Maintaining a vessel in a position relative to other vessels or a fixed point. This may include the use of main engines and/or thrusters.

Thruster Conditions: Those conditions when thrusters are used to maintain the vessel’s position and heading during stationkeeping.

Transit Conditions: Those conditions where the vessel’s primary form of propulsion is via main engine and propeller. This does not include occurrences such as vessel entry or departure from port or dock.

Vibration: The variation with time of the magnitude of a quantity which is descriptive of the motion or position of a mechanical system, when the magnitude is alternately greater and smaller than some average value.

(Revise Section 3, Table 1, as follows.)

TABLE 1**Maximum Weighted Root-Mean-Square Vibration Level (15 October 2010)**

Notation	Frequency Range	Acceleration Measurement	Maximum RMS Level	
			Transit Conditions	Thruster Conditions
MLC-ACCOM	1.0 - 80 Hz	a_w	214 mm/s ² (6mm/s)	286 mm/s ² (8mm/s)

7 Test Requirements

(Revise Paragraph 3/7.2, as follows:)

7.2 Data Acquisition and Instruments (15 October 2010)

For the **MLC-ACCOM** notation, a single sample of data shall be recorded for each whole-body vibration measurement position during transit and, if applicable, stationkeeping/thruster conditions. Each whole-body vibration measurement sample shall be at least sixty (60) seconds in duration. Where significant frequency components exist in the range below two (2) Hz, measurement duration of at least 120 seconds is required. In the case of high speed craft, each whole-body vibration measurement sample shall be at least 227 seconds in duration.

The above measurement samples shall all be taken using the appropriate Type 1 or 2 instrumentation (ISO 8041: 2007), then frequency weighted and analyzed in accordance with ISO 6954: 2000. It is desirable to employ equipment that records and stores acceleration time histories.