

Life-Saving Appliances

Object of Amendment

Guidance for Safety Equipment

Reason for Amendment

The International Life-Saving Appliance Code (LSA Code) specifies requirements for life-saving appliances, with Chapter 6.1 of said code specifying requirements related to launching and embarkation systems.

Increases in ship size in recent years has meant corresponding increases in the descent speed and height from the waterline related to that launching of life saving appliances. For this reason, the IMO reviewed requirements related to maximum decent speed and minimum decent speed with the aim of preventing accidents due to such appliances needing to travel further at faster speeds before reaching the ship's waterline due to the larger size of ships. As a result of its review, the IMO clarified requirements related to maximum descent speed and amended requirements related to height to the waterline to establish a new upper limit.

The above-mentioned changes were adopted as Resolution MSC.554(108) at the 108th session of the IMO Maritime Safety Committee (MSC 108) held in May 2024. In line with this, Resolution MSC.563(108) was also adopted at the same session to amend Resolution MSC.81(70), which stipulates testing requirements for life-saving appliances that comply with the LSA Code.

Accordingly, relevant requirements are amended based on MSC.554(108) and MSC.563(108).

Outline of Amendment

Revise requirements for lifeboat lowering speed.

Effective Date and Application

This draft amendment applies to any of the following (1) to (3):

- (1) Life-saving appliances installed on ships for which the building contract is placed on or after 1 January 2026.
- (2) In the absence of a building contract, life-saving appliances installed on ships, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2026.
- (3) Life-saving appliances other than those specified in (1) and (2) above, having a contractual delivery date to the ship or, in the absence of a contractual delivery date, being actually delivered to the ship on or after 1 January 2026

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Amended-Original Requirements Comparison Table (Life-Saving Appliances)

Amended	Original	Remarks
<p>GUIDANCE FOR SAFETY EQUIPMENT</p> <p align="center">Chapter 3 ARRANGEMENTS AND PERFORMANCE</p> <p>3.1 General</p> <p>3.1.1 General</p> <p>3 Following test and inspection of Launching appliances using falls and winches are to be carried out after on board installation.</p> <p>(1) Loaded test Lifeboat, rescue boat or liferaft, loaded with its normal equipment or an equivalent mass and distributed mass equivalent to that of the number of persons, each weighing 75kg for a lifeboat intended for a passenger ship or 82.5kg for a lifeboat intended for a cargo ship, a liferaft and a rescue boat, it is permitted to accommodate, is to be released by operation of the launching control on deck. The speed at which lifeboat, rescue boat and liferaft is lowered into the water is to be not less than that obtained from the following formula. However the maximum lowering speed is to be not more than 1.3m/s, <u>except where specially approved by the Administration.</u> $S=0.4+(0.02H)$ or 1.0, whichever is less where S = speed of lowering (m/s) H = height form davit head to the waterline with the least draught among planed draught of ship which</p>	<p>GUIDANCE FOR SAFETY EQUIPMENT</p> <p align="center">Chapter 3 ARRANGEMENTS AND PERFORMANCE</p> <p>3.1 General</p> <p>3.1.1 General</p> <p>3 Following test and inspection of Launching appliances using falls and winches are to be carried out after on board installation.</p> <p>(1) Loaded test Lifeboat, rescue boat or liferaft, loaded with its normal equipment or an equivalent mass and distributed mass equivalent to that of the number of persons, each weighing 75kg for a lifeboat intended for a passenger ship or 82.5kg for a lifeboat intended for a cargo ship, a liferaft and a rescue boat, it is permitted to accommodate, is to be released by operation of the launching control on deck. The speed at which lifeboat, rescue boat and liferaft is lowered into the water is to be not less than that obtained from the following formula. However the maximum lowering speed is to be not more than 1.3m/s.</p> <p>$S=0.4+(0.02H)$ where S = speed of lowering (m/s) H = height form davit head to the waterline with the least draught among planed draught of ship which</p>	<p>MSC.563(108) Part 2 6.1.2</p>

Amended-Original Requirements Comparison Table (Life-Saving Appliances)

Amended	Original	Remarks
<p>means the least aft draught with ballast condition required on Part U of the Rules for the Survey and Construction of Steel Ships.(m) ((2) to (6) are omitted.)</p>	<p>means the least aft draught with ballast condition required on Part U of the Rules for the Survey and Construction of Steel Ships.(m) ((2) to (6) are omitted.)</p>	
<p>EFFECTIVE DATE AND APPLICATION</p>		
<p>1. The effective date of the amendments is 1 January 2026.</p> <p>2. Notwithstanding the amendments to the Amendments, the current requirements apply to the life-saving appliances installed on the following ships before the effective date.</p> <p>(1) Ships for which the building contract is placed before the effective date.</p> <p>(2) Ships other than those ships specified in (1), the keels of which were laid or which were at <i>a similar stage of construction</i> before the effective date.</p> <p>(Note) The term “<i>a similar stage of construction</i>” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1%* of the estimated mass of all structural material, whichever is the less.</p>		