

Subject :

Summary of Revised SOLAS Chapter III
Entering Into Force on 1 July 1998

NKTECHNICAL INFORMATION

No. : 232

Date : 28th October 1997

To Shipowners and Shipyards concerned,

It is informed by NK Technical Information No. 228 that the present SOLAS Chapter III has been replaced by the revised Chapter III (resolution MSC.47(66)) specifying the installation requirements of the lifesaving appliances and the LSA Code (resolution MSC.48(66)) specifying the international standards of the lifesaving appliances, and that the revised Chapter III and the LSA Code are scheduled to enter into force on 1 July 1998.

The requirements of the revised Chapter III and of the LSA Code will be applied to ships built on and after 1 July 1998, and some of the requirements will retroactively be applied to ships built before 1 July 1998.

For information for designing cargo ships, a summary of the revised requirements of the revised Chapter III is tabled in the attachment. For details of the revised Chapter III including these requirements, the text of the revised SOLAS Chapter III should be referred to.

Attachment : Summary of Revised SOLAS Chapter III

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Summary of Revised SOLAS Chapter III

"New ships" means ships constructed on and after 1 July 1998 and "all ships" means ships constructed before, on and after 1 July 1998. The Table does not include the installation requirements of lifesaving appliances for passenger ships including Ro-Ro passenger ships.

Reg. No.	Summary of Revised Requirements	Remarks
<i>Definitions</i>		
3.13	Lightest sea-going condition is the loading condition with the ship on even keel, without cargo, with 10% stores and fuel remaining.	New requirement. Application to new ships.
3.18	Recovery time for a rescue boat is the time required to raise the boat to a position where persons on board can disembark to the deck of the ship. Recovery time includes the time required to make preparations for recovery on board the rescue boat and the time to raise the rescue boat. Recovery time does not include the time needed to lower the launching appliance into position to recover the rescue boat.	New requirement. Application to new ships.
<i>Radio life-saving appliances</i>		
6.2.1	Two-way VHF radiotelephone apparatus shall conform to performance standards as specified in IMO Assembly Resolution A. 809(19). Two-way radiotelephone apparatus installed before 1 February 1992 may be acceptable until 1 February 1999 subject to approval of the Administration.	Application to all ships.
6.2.2	Radar transponders shall conform to performance standards as specified in IMO Assembly Resolution A. 802(19).	Application to all ships.
6.2.2	On ships carrying at least two radar transponders and equipped with free-fall lifeboats one of the radar transponders shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival	Application to all ships.

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	craft.	
<i>On-board communications and alarm systems</i>		
6.4.2	Entertainment sound systems shall automatically be turned off when the general emergency alarm system is activated.	New requirement. Application to new ships.
<i>Personal life-saving appliances</i>		
7.2.1	The lifejackets carried for persons on watch should be stowed on the bridge, in the engine control room and at any other manned watch station.	New requirement. Application to new ships.
7.2.3 7.2.4	The lifejackets used in totally enclosed lifeboats, except free-fall lifeboats, shall not impede entry into the lifeboat or seating, including operation of the seat belts in the lifeboats. Lifejackets selected for free-fall lifeboats, and the manner in which they are carried or worn, shall not interfere with entry into the lifeboat, occupant safety or operation of the lifeboat.	New requirement. Application to new ships.
7.3	An immersion suit or an anti-exposure suit shall be provided for every person assigned to crew the rescue boat.	Part revision. Application to new ships.
<i>Muster list and emergency instructions</i>		
8.3	Muster lists and emergency instructions shall be exhibited in conspicuous places throughout the ship including the navigation bridge, engine room and crew accommodation spaces.	Part revision. Application to new ships.
<i>Survival craft muster and embarkation arrangements</i>		
11.2	Each muster station shall have space of at least 0.35 m ² per person.	New requirement. Application to new ships.
11.6	Davit-launched and free-fall launched survival craft muster and embarkation stations shall be so arranged as to enable stretcher cases to be placed in survival craft.	Part revision. Application to new ships.
11.7	An embarkation ladder provided at each embarkation station or at every two adjacent embarkation stations	Part revision. Application to new

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	shall have a length of extending from the deck to the waterline in the lightest seagoing condition under unfavourable conditions of trim of up to 10° and a list of up to 20° either way.	ships.
<i>Stowage of survival craft</i>		
13.1.2	Survival craft, other than a liferaft intended for throw over board launching, in the embarkation position shall not be less than 2 m above the waterline with the ship in the fully loaded condition under unfavourable conditions of trim of up to 10° and listed up to 20° either way.	Part revision. Application to new ships.
13.1.5	Survival craft on tankers, other than the liferafts (except those additionally required) shall not be stowed on or above a cargo tank, slop tank, or other tank containing explosive or hazardous cargoes.	New requirement. Application to new ships.
<i>Survival craft launching and recovery arrangements</i>		
16.1.4	Launching and embarkation appliances need not be provided for survival craft carried in excess of the survival craft for 200% of the total number of persons on board the ship and stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10° and list of up to 20° either way.	Part revision. Application to new ships.
16.2	There shall be provision for hanging-off the lifeboat to free the release gear for maintenance.	New requirement. Application to new ships.
16.6	Falls shall be long enough for the survival craft to reach the water with the ship in its lightest seagoing condition, under unfavourable conditions of trim of up to 10° and list of up to 20° either way.	Part revision. Application to new ships.
<i>Rescue boat embarkation, launching and recovery arrangements</i>		
17.4	Recovery time of the rescue boat shall be not more than 5 min in moderate sea conditions when loaded with its full complement of persons and equipment.	New requirement. Application to new ships.
17.5	Rescue boat embarkation and recovery arrangements	New requirement.

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	shall allow for safe and efficient handling of a stretcher case. Foul weather recovery strops shall be provided for safety if heavy fall blocks constitute a danger.	Application to new ships.
<i>Emergency training and drills</i>		
19.2.1	Every crew member with assigned emergency duties shall be familiar with these duties before the voyage begins.	New requirement. Application to all ships.
19.3.1	Drills shall, as far as practicable, be conducted as if there were an actual emergency.	New requirement. Application to all ships.
19.3.2	Where a ship enters service for the first time, after modification of a major character or when a new crew is engaged, these drills shall be held before sailing.	New requirement. Application to all ships.
19.3.3	Lowering into the water, rather than launching of a lifeboat arranged for free-fall launching, is acceptable where free-fall launching is impracticable provided that the lifeboat is free-fall launched with its assigned operating crew aboard and manoeuvred in the water at least once every six months. However, in cases where it is impracticable, the Administration may extend this period to 12 months provided that arrangements are made for simulated launching which will take place at intervals of not more than 6 months.	New requirement. Application to all ships.
19.3.4	Each fire drill shall include checking main inlets and outlets of ventilation systems in the drill area.	New requirement. Application to all ships.
19.4.1	Instructions in the use of the ship's fire-extinguishing appliances, life-saving appliances, and in survival at sea shall be given at the same intervals as the drills.	New requirement. Application to all ships.
<i>Operational readiness, maintenance and inspections</i>		
20.4.2	(In connection with the falls) The Administration may accept in lieu of the "end for ending" periodic	New requirement. Application to all

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	inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than 4 years, whichever one is earlier.	ships.
20.6.2	(In the case where all engines and rescue boats are run for a total period of not less than 3 min) During this period of time, it should be demonstrated that the gear box and gear box train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 min, it should be run for such period as prescribed in the manufacturer's handbook.	New requirement. Application to all ships.
20.10	Containers, brackets, racks, and other similar stowage locations for life-saving equipment shall be marked with symbols in accordance with IMO Assembly Resolution A.760(18) indicating the devices stowed in that location for that purpose. If more than one device is stowed in that location, the number of devices shall also be indicated.	New requirement. Application to all ships.
20.11	Launching appliances shall be serviced at recommended intervals in accordance with instructions for on-board maintenance, be subjected to a thorough examination at intervals not exceeding 5 years, and, upon completion of the examination, be subjected to a dynamic test of the winch brake.	New requirement. Application to all ships.
20.11	Lifeboat on-load release gear shall be serviced at recommended intervals in accordance with instructions for on board maintenance, subjected to a thorough examination and test during the surveys by properly trained personnel familiar with the system, and operationally tested under a load of 1.1 times the total mass of the lifeboat whenever the release gear is overhauled. Such overhauling and test shall be carried out at least once every 5 years.	New requirement. Application to all ships.

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<i>Survival craft and rescue boats</i>		
31.1.1 31.1.3	Liferafts shall be stowed in a position providing easy side-to-side transfer at a single open deck.	Part revision. Application to new ships.
31.1.4	Cargo ships where the horizontal distance from the extreme end of the stem or stern of the ship to the nearest end of the closest survival craft is more than 100 m shall carry an additional liferaft.	Part revision. Application to new ships.
31.3	All cargo ships constructed before 1 July 1986 shall carry, where the horizontal distance from the extreme end of the stem or stern of the ship to the nearest end of the closest survival craft is more than 100 m, an additional liferaft stowed as far forward or aft, or one as far forward and another as far aft as is reasonable and practicable.	Part revision. Application to ships as indicated.
<i>Personal life-saving appliances</i>		
32.2.3	Lights fitted on lifejackets on board cargo ships prior to 1 July 1998 and not complying fully with the LSA Code may be accepted by the Administration until the lifejacket light would normally be replaced or until the first periodical survey after 1 July 2001, whichever is the earliest.	New requirement. Application to ships as indicated.
<i>Muster list and emergency instructions</i>		
37.1	The muster list shall specify details of the general emergency alarm and public address system.	Part revision. Application to new ships.
