

Subject

Carriage of immersion suits on cargo ships flying Greece and U.K. Flag

ClassNK

Technical Information

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To whom it may concern

1. The Greece government has notified of carriage of immersion suits for that flagged ships as follows.
 - (1) All immersion suits are to be stowed on or next to ship's lifeboats and rescue boats. In case crew accommodation spaces are located close to embarkation stations, immersion suits may be stowed inside each crew member cabin or inside lockers of accommodation.
 - (2) According to common working practice:
 - (i) Remote working station.
The place that is located more than 100m horizontally away from immersion suits stowage place.
 - (ii) Remote watch station.
The place of watch (Engine room/wheelhouse) that is located more than 50m horizontally away from immersion suits stowage place.
 - (3) For the above (2) at least 2 additional immersion suits are to be provided near their entrance.
 - (4) In case it is necessary for the work or watch stations that more than 10 minutes are required for a person to leave and go to wear his immersion suits (Reg.III/31.1.5), additional immersion suits (2 pieces at least) are also to be provided despite are remote or not.
 - (5) For the aft/forward liferaft (if provided), two additional immersion suits are required.
 - (6) Trading areas which are exempted from this requirement are as follows:
 - (i) Within Mediterranean and/or Caribbean Sea and from 1st April to 30th October
 - (ii) Within Persian Gulf, Red Sea and the zone between 20 degrees North and 20 degree South.
 - (7) The lifejackets required as per paragraph 2.3.1.2 of LSA Code and Reg.III/7.2 and III/32.2 of SOLAS, should remain onboard, regardless if the immersion suits are provided with facilities equivalent to lifejackets.

(To be continued)

NOTES:

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2. The U.K. government has notified their interpretation to Reg.III/32.3.3 that a pragmatic approach may be adapted on a case by case basis as the appropriate provision for each ship will depend on the layout and operational characteristics of the individual vessel. Owners should therefore carry out a risk assessment of their vessels in order to arrive at an appropriate provision. For vessels carrying additional lifejackets at remote locations, for example, an appropriate starting point is likely to be at least equal provision of additional immersion suits to match the provision of lifejackets.

For any questions about the above, please contact:

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