

Subject

Carriage of immersion suits on cargo ships flying
Vietnamese and Swiss Flag

ClassNK

Technical Information

No. TEC-0679

Date 8 November 2006

To whom it may concern

The Vietnamese and Swiss Government have notified of carriage of immersion suits for that flagged ships as follows.

1. The Vietnamese Flag

- (1) A ship other than a bulk carrier, as defined in SOLAS Chapter IX Reg.1, as amended, which is constantly engaged on voyages in warm climates of the sector of the globe, between latitude 25 degrees North and 25 degrees South, may be exempted from SOLAS Chapter III Reg.32.3, provided that the exemption is subject to official approval of Vietnam Register Head Office for each specific case.
- (2) A Workstation is any place of the ship where the crew is occupied performing its normal duties except watch keeping duties. Remotely located workstations are those located more than 100 m, measured horizontally, from the place where the immersion suits are stowed. If a ship has such remotely located workstations, additional immersion suits to be provided at these locations for the number of persons normally working at those locations (one immersion suit for each person).
- (3) A Watch station is any place of the ship where the crew performs its normal watch keeping duties (wheel house, engine control room, etc.). Remotely located watch stations are those located more than 50 m, measured horizontally, from the place where the immersion suits are stowed. If a ship has such remotely located watch stations, additional immersion suits to be provided at these locations for the number of persons normally working at those locations (one immersion suit for each person).
- (4) According to SOLAS Chapter III Reg.7.3, an immersion suits to be provided for every person assigned to crew the rescue boat. The immersion suits provided as per Reg.32.3 are also considered to be complied with Reg.7.3.
- (5) A ship shall continue to carry the number of lifejackets required by SOLAS Chapter III Reg.7.2, even if the immersion suits onboard are classified as lifejackets.
- (6) Technical Information 021KT/05TB.E must be placed on board ships flying Vietnamese flag.

(To be continued)

NOTES:

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2. The Swiss Flag

- (1) Cargo ships with engine and engine control room aft and the superstructure with survival crafts, assembly stations, bridge and living quarters forward (forecastle deck or midships). Regarding to the amount of watchkeeping personal in the engine room (including AUT-operation of the engine) one immersion suit for each watchkeeper has to provided. No additional immersion suits for the bridge are required.
- (2) Cargo ships with engine, engine control room, superstructure, living quarters for the crew and assembly stations with survival crafts on the aft end and where the bridge is close to the midships section or in front of – separate and far from the aft locations (i.e. the bridge is remotely from the place or places where immersion suits are normally stowed), additional immersion suits shall be provided at these locations (i.e. bridge) for the number of persons normally on watch or working at those locations at any time.
- (3) Those Swiss flagged cargo ships, which have bridge, engine, engine control room, living quarters and stowage of immersion suits in or in the direct vicinity of the superstructure and which have no watch or work station as per determination of the flag states administration, located remotely from the normally stowage of immersion suits, are not requested to fit more immersion suits than the 100%, required for each person on board.
- (4) The immersion suits shall be so placed as to be readily accessible. Following places in the area of the superstructure are possible:
 - (i) An adequate room for stowage of immersion suits
 - (ii) On deck in a box or store room (i.e. in vicinity of assembly station or survival craft stations)
 - (iii) Corresponding cabin of crewmember
- (5) No immersion suits are required for the life raft forward/aft for ships where the horizontal distance from the extreme end of the stem or stern to the nearest end of the closest survival craft is more than 100 meter referring to 74/88SOLAS Chapter III, Reg.31.1.4.
- (6) The shipping companies are requested to submit one copy of this letter to the masters of their ships, sailing under Swiss flag.

For any questions about the above, please contact:

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Attachment:

1. Technical Information 021KT/05TB.E
2. Letter from Swiss government



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THÔNG BÁO KỸ THUẬT- TECHNICAL INFORMATION

Date: 18 November 2005

Ref. No.: 021KT/05TB.E

Subject: Provision of immersion suits in accordance with Regulation III/32.3 of SOLAS 74 for Vietnamese cargo ships engaged on international voyages.

To whom it may concern

At the section 78 (from 12 May to 21 May 2004), the Maritime Safety Committee (MSC) of the International Maritime Organization adopted the Resolution MSC.152(78) which makes amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974 as amended. These amendments shall be deemed accepted on 01 January 2006 and shall enter into force on 01 July 2006. The Regulation 32.3, Chapter III - SOLAS 74 as amended, for provision of immersion suits has been completely revised as follows:

"Regulation 32. Personal life-saving appliances

The existing text of paragraph 3 is replaced by the following:

.3 Immersion suits

- 3.1 *This paragraph applies to all cargo ships. However, with respect to cargo ships constructed before 1 July 2006, paragraphs 3.2 to 3.5 shall be complied with not later than the first safety equipment survey on or after 1 July 2006.*
- 3.2 *An immersion suit complying with the requirements of section 2.3 of the Code* shall be provided for every person on board the ship. However, for ships other than bulk carriers, as defined in regulation IX/1, these immersion suits need not be required if the ship is constantly engaged on voyages in warm climates where, in the opinion of the Administration, immersion suits are unnecessary.*
- 3.3 *If a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, additional immersion suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time.*

- 3.4 *Immersion suits shall be so placed as to be readily accessible and their position shall be plainly indicated.*
- 3.5 *The immersion suits required by this regulation may be used to comply with the requirements of regulation 7.3.*

**Code means the LSA Code*

With reference to the above amendments, please be informed of the application of these amendments as follows:

1/ Application:

- .i New ships (which have keel laid on or after 01 July 2006): to be complied at the delivery of the ship.
- .ii Existing ships (which have keel laid before 01 July 2006): to be complied at the first survey of Safety Equipment (annual, periodical or renewal survey) on or after 01 July 2006.

2/ Exemption:

A ship other than a bulk carrier, as defined in regulation 1/Ch IX/SOLAS 1974, as amended, which is constantly engaged on voyages in warm climates of the sector of the globe between latitude 25 degrees North and 25 degrees South, may be exempted from the above requirement, provided that the exemption is subject to official approval of VR Head Office for each specific case.

3/ *Workstation* is any place of the ship where the crew is occupied performing its normal duties except watch-keeping duties. *Remotely located workstations* are those located more than 100 metres, measured horizontally, from the place where the immersion suits are stowed. If the vessel has such *remotely located workstations*, additional immersion suits shall be provided at these locations for the number of persons normally working at those locations (one immersion suit for each person)

4/ *Watch station* is any place of the ship where the crew performs its normal watch- keeping duties (wheel-house, engine control room, ...). *Remotely located watch stations* are those located more than 50 metres, measured horizontally, from the place where the immersion suits are stowed. If the vessel has such *remotely located workstations*, additional immersion suits shall be provided at these locations for the number of persons normally working at those locations (one immersion suit for each person).

5/ According to Regulation 7.3, Chapter III, SOLAS 74, as amended, an immersion suit shall be provided for every person assigned to crew the rescue boat. (normally 3 immersion suits for each rescue boat). The immersion suits provided as per Regulation 32.3 are also considered to be complied with Regulation 7.3.

6/ A ship shall continue to carry the number of life jackets required by regulation 7.2, Chapter III, SOLAS 1974, as amended, even if its immersion suits are classified as lifejackets.

7/ Inspection and service of the immersion suits:

.i Monthly inspection of the immersion suits shall be carried out by crew members according to Regulation 20.7, Chapter III, SOLAS 1974, as amended and the Circular MSC/Circ.1047 (see the attached).

.ii The immersion suits shall be serviced and tested periodically with interval not exceeded 3 years according to Circular MSC/Circ.1114 (see the attached).

8/ At the first SE survey on or after 01 July 2006, the surveyor shall verify the immersion suits provided on board ship in compliance with the Regulation 32.3 and entry the number of immersion suits on Record of Equipment for the Cargo Ship Safety Equipment Certificate (form E).

9/ This Technical Information must be placed on board ships flying Vietnamese flag.

Manager of Sea-going Ship's Class. & Reg. Dept.

Nguyen Vu Hai



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New SOLAS-Regulation for personal life-saving appliances of all cargo ships MSC.152(78)

Dear Sirs,

The new SOLAS-Regulation for chapter III, reg.32.3.2 ff. for immersion suits of all cargo ships will be in force from 01st July 2006, based on MSC.152(78).

Due to change of regulation 32, for each person on board of cargo ships one personal immersion suit has to be provided (new paragraph 3.2).

Regarding to the new paragraph 3.3, "if a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, additional immersion suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time".

For explanation and clarification of this regulation, the Swiss flag state administration, Swiss Maritime Navigation Office, requires for following ships additional immersion suits for Swiss flagged vessels, for which SOLAS 74/88 as amended, applies:

- 1) Cargo ships with engine and engine control room aft and the superstructure with survival crafts, assembly station, bridge and living quarters forward (forecastle deck or midships): Regarding to the amount of watchkeeping personal in the engine room (including AUT-operation of the engine) one immersion suit for each watchkeeper has to be provided. No additional immersion suits for the bridge are required.
- 2) Cargo ships with engine, engine control room, superstructure, living quarters for the crew and assembly stations with survival crafts on the aft end and where the bridge is close to the midships section or in front of - separate and far from the aft locations (i.e. the bridge is remotely from the place or places where immersion suits are normally stowed), additional immersion suits shall be provided at these locations (i.e. bridge) for the number of persons normally on watch or working at those locations at any time.

Following cargo ships are not to provide with additional immersion suits:

Those Swiss flagged cargo ships, which have bridge, engine, engine control room, living quarters and *stowage of immersion suits* in or in the direct vicinity of the superstructure and which have no watch or work station as per determination of the flag states administration, located remotely from the normally stowage of immersion suits, are not requested to fit more immersion suits than the 100%, required for each person on board (regulation.32.3.2).

Stowage of immersion suits:

The immersion suits shall be so placed as to be readily accessible. Following places in the area of the superstructure are possible:

- An adequate room for stowage of immersion suits
- On deck in a box or store room (i.e. in vicinity of **assembly station** or survival craft stations)
- Corresponding cabin of crewmember

No immersion suits are required for the life raft forward/aft for ships where the horizontal distance from the extreme **end** of the **stem or stern** to the nearest end of the closest survival craft is more than 100 **meter** referring to SOLAS Convention 74/88, chapter III, regulation 31.1.4.

Purpose of the a. m. determination:

An individual and probably different **interpretation** of this regulation shall be avoided by clarification of the flag **states requirement**. **Swiss flagged cargo ships** have to be equipped to a.m. **request accordingly**.

Background of the new regulation:

For all persons **on board of cargo ships** an **immersion suit** should be available. Especially **these persons**, who are on the way to the survival crafts and are not able to reach them just in **time in abandon ship situations**, should get a greater chance of survival by wearing an **immersion suit** at minimum. With the personal life-saving appliance, they are able to **reach the survival crafts** in the water or to be rescued by them.

With the protection by immersion suits the individual safety and chance of rescue will be increased effectively.

The shipping companies are requested to submit one copy of this letter to the masters of their ships, sailing under Swiss flag.

Sincerely yours,

SWISS MARITIME NAVIGATION OFFICE

p. p.

Lukas Roth

