

MARITIME SAFETY COMMITTEE
100th session
Agenda item 9

MSC 100/9/9
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SHIP SYSTEMS AND EQUIPMENT

Comments on the draft amendment to paragraph 6.1.1.3 of the LSA Code

Submitted by IACS

SUMMARY

Executive summary: This document provides comments on the draft amendment to paragraph 6.1.1.3 of the LSA Code which was agreed at SSE 5

*Strategic direction,
if applicable:* 1

Output: 1.20

Action to be taken: Paragraph 8

Related documents: MSC 96/23/6; SSE 4/5, SSE 4/19; MSC 98/23; SSE 5/5, SSE 5/5/1, SSE 5/5/2, SSE 5/17 (section 5 and annex 1) and MSC 100/9 (paragraph 2.2)

Introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.1) and provides comments on paragraph 2.2 of document MSC 100/9 (Secretariat), regarding the draft amendment to paragraph 6.1.1.3 of the LSA Code, as agreed at SSE 5 (SSE 5/17, paragraph 5.7 and annex 1).

Background

2 The Sub-Committee on Ship Systems and Equipment (SSE), at its fourth session, considered document SSE 4/5 (Republic of Korea), which proposed amendments to the LSA Code to allow hand-operated mechanisms to launch small rescue boats that are not part of the ship's survival craft. SSE 5 subsequently submitted a draft amendment to paragraph 6.1.1.3 of LSA Code to MSC 98 for its consideration and approval. At MSC 98, the view was expressed that the operating crew would be required to board the rescue boat after it had been swung outboard, which introduced a new safety hazard, established a different safety regime for crews on cargo ships from those on passenger ships and was incompatible

with the general requirement for safe launching with the operating crew on board, as required in paragraph 6.1.1.1.2 of the LSA Code. Accordingly, MSC 98 instructed SSE 5 to further consider the draft amendment taking into account, *inter alia*, the above comment, and advise the Committee accordingly (MSC 98/23, paragraph 12.23).

3 SSE 5, having considered documents SSE 5/5 (Bahamas et al.), SSE 5/5/1 (Japan) and SSE 5/5/2 (Japan), instructed the LSA Working Group to finalize the draft amendment to paragraph 6.1.1.3 of the LSA Code (SSE 5/17, paragraph 5.6).

4 SSE 5 subsequently agreed to the draft amendment to paragraph 6.1.1.3 of the LSA Code for submission to MSC 100 for approval and subsequent adoption. The text of the draft amendment (SSE 5/17, annex 1) reads as follows:¹

"6.1.1.3 A launching appliance shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat it serves in the fully loaded and equipped condition and also in the light condition.

On cargo ships equipped with a rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition, with engine, but without the crew, the launching appliance of the boat does not need to be fitted with stored mechanical power. Manual hoisting from the stowed position and turning out to the embarkation position shall be possible by one person. The force on the crank handle shall not exceed 160 N at the maximum crank radius of 350 mm. Means shall be provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked."

Discussion

5 In the view of IACS, the "means for bringing the rescue boat against the ship's side" in the last sentence of the draft amendment may be unclear. For instance, as rescue boats normally have a painter at the forward end of the boat, it would be open to interpretation as to whether the painter is deemed as providing a "means for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked".

6 Consequently, and notwithstanding that a similar expression is found in SOLAS regulation III/11.8, IACS has identified a need to clarify what is acceptable in the context of the draft amended paragraph 6.1.1.3 of the LSA Code, with a view to facilitating its global and consistent application. IACS considers that the existing painter cannot constitute such a means of securing the rescue boat against the ship's side because the painter cannot exert a sufficient force to lessen unsafe movements of the rescue boat.

7 Notwithstanding the view of SSE 5 that "taking into account that the new provision of the LSA Code would allow for rescue boat arrangements that were not permitted so far, the Sub-Committee agreed that an application date based on the installation date of the equipment was unnecessary" (SSE 5/17, paragraph 5.5); IACS considers that the application of the aforementioned draft amendment should only apply to the equipment certified on or after the date the amendment will enter into force, as stated in the initial proposal provided in document MSC 96/23/6 (Republic of Korea, et al.).

¹ Changes to the existing text are shown as additions/deletions.

Action requested of the Committee

8 The Committee is invited to consider the foregoing, in particular the comments provided in paragraphs 5 to 7 above, and take action, as appropriate.
