

SUB-COMMITTEE ON SHIP SYSTEMS
AND EQUIPMENT
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Agenda item 15

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AMENDMENTS TO SOLAS CHAPTER III, LSA CODE AND RESOLUTION MSC.81(70) TO REMOVE THE APPLICABILITY OF THE REQUIREMENTS TO LAUNCH FREE-FALL LIFEBOATS WITH THE SHIP MAKING HEADWAY AT SPEEDS UP TO 5 KNOTS IN CALM WATER

Proposed amendments to SOLAS chapter III, LSA Code and resolution MSC.81(70) on the application of the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water

Submitted by IACS

SUMMARY

Executive summary: This document proposes amendments to SOLAS chapter III, the LSA Code and resolution MSC.81(70), as amended, on the application of the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water

Strategic direction, if applicable: Other work

Output: OW 10

Action to be taken: Paragraph 10

Related documents: MSC 98/23 (section 4); SSE 6/12/2, SSE 6/18 (paragraphs 12.34 to 12.38 and annex 6) and MSC 101/24 (paragraphs 21.45 and 21.46)

Introduction

1 SOLAS regulation III/33.2 states:

"On cargo ships of 20,000 gross tonnage and upwards, lifeboats shall be capable of being launched, where necessary utilizing painters, with the ship making headway at speeds up to 5 knots in calm water."

2 Paragraph 4.4.1.3.2 of the International Life-Saving Appliance (LSA) Code on general requirements for lifeboats states:

"4.4.1.3 All lifeboats shall be of sufficient strength to:

...

.2 be capable of being launched and towed when the ship is making headway at a speed of 5 knots in calm water."

3 Paragraph 5.4 of part 2 of the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)), as amended, states:

"5.4 Launch test:

It should be demonstrated that the fully equipped lifeboat on cargo ships of 20,000 gross tons or more and rescue boat can be launched from a ship proceeding ahead at a speed of not less than 5 knots in calm water and on an even keel. There should be no damage to the lifeboat or the rescue boat or their equipment as a result of this test."

Background

4 Having considered document SSE 6/12/2 (IACS), SSE 6 developed a justification for a new output on amendments to SOLAS chapter III, the LSA Code and resolution MSC.81(70) to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water (SSE 6/18, annex 6).

5 Having considered this justification, MSC 101 agreed to include, in the biennial agenda of the SSE Sub-Committee for 2020-2021 and the provisional agenda for SSE 7, an output on "Amendments to SOLAS chapter III, LSA Code and resolution MSC.81(70) to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water", with a target completion year of 2020 (MSC 101/24, paragraph 21.45).

6 The Committee further agreed (MSC 101/24, paragraph 21.46), in accordance with the *Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1481) and the *Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1500/Rev.1), that:

- .1 the amendments to be developed should apply to all ships to which SOLAS chapter III, the LSA Code and resolution MSC.81(70) applied;
- .2 the instruments to be amended were SOLAS chapter III, the LSA Code and resolution MSC.81(70); and
- .3 the amendments to be developed should enter into force on 1 January 2024, provided that they were adopted before 1 July 2022.

Discussion

7 IACS concurs with the assessment provided by SSE 6 that, in terms of feasibility, practicability and proportionality, it is considered that there are no safety benefits in implementing the above provisions for free-fall lifeboats. Conducting such a test on davit launched lifeboats verifies that the launching arrangements are of adequate strength, considering the dynamic load that is thereby exerted. This is not relevant in the context of free-fall lifeboats (SSE 6/18, paragraph 14 of annex 6).

Proposals

Draft amendments

8 Therefore, IACS proposes the following draft amendments to the texts referred to in paragraphs 1 to 3 above:*

SOLAS regulation III/33.2:

"On cargo ships of 20,000 gross tonnage and upwards, **davit-launched** lifeboats shall be capable of being launched, where necessary utilizing painters, with the ship making headway at speeds up to 5 knots in calm water."

Paragraph 4.4.1.3. of the LSA Code:

"4.4.1.3 All lifeboats shall be of sufficient strength to:

...

.2 **except for free-fall lifeboats**, be capable of being launched and towed when the ship is making headway at a speed of 5 knots in calm water."

Paragraph 5.4 of part 2 of the annex to the resolution MSC.81(70), as amended:

"5.4 Launch test

Except in the case of a free-fall lifeboat, it ~~it~~ should be demonstrated that the fully equipped lifeboat on cargo ships of 20,000 gross ~~tons or more~~ tonnage and upwards and rescue boat can be launched from a ship proceeding ahead at a speed of not less than 5 knots in calm water and on an even keel. There should be no damage to the lifeboat or the rescue boat or their equipment as a result of this test."

Voluntary early implementation

9 Noting the discussion and decisions taken at MSC 98 (MSC 98/23, section 4), the Sub-Committee is invited to consider the issue of voluntary early implementation of these amendments. If such voluntary early implementation is agreed, the Sub-Committee is further invited to note that, in accordance with the decisions of MSC 98 and the *Guidelines on the voluntary early implementation of amendments to the 1974 SOLAS Convention and related mandatory instruments* (MSC.1/Circ.1565), this is to be clearly recorded in the report of the Committee and an MSC circular inviting or encouraging voluntary early implementation should be issued. Further, it is noted that any voluntary early implementation should be communicated by the Contracting Government to the Organization for dissemination through the area "Voluntary early implementation" under the GISIS module entitled "Survey and Certification".

Action requested of the Sub-Committee

10 The Sub-Committee is invited to consider the foregoing and, in particular, the proposals in paragraphs 8 and 9 above, and take action, as appropriate.

* Tracked changes are indicated using "strikeout" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.