

# SC 213 Arrangements for remotely located survival craft

(Aug 2006)

(Corr.1

Oct 2007)

(Rev.1

June 2008)

(Corr.2

June 2011)

(Rev.2

Nov 2013)

(Rev.3

Dec 2015)

(Rev.4

Nov 2016)

(Rev.5

Sep 2021)

**(SOLAS Regulations III/31.1.4, III/7.2.1.4, III/11.4, III/11.7, III/13.1.3, III/16.7 and LSA Code paragraph 4.1.3.2)**

**SOLAS Regulations:**

**Regulation III/31.1.4 reads:**

*“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, in addition to the liferafts required by paragraphs 1.1.2 and 1.2.2, a liferaft stowed as far forward or aft, or one as far forward and another as far aft, as is reasonable and practicable. Such liferaft or liferafts may be securely fastened so as to permit manual release and need not be of the type which can be launched from an approved launching device”*

**Regulation III/7.2.1.4**

*“a sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft stations. The lifejackets carried for persons on watch should be stowed on the bridge, in the engine control room and at any other manned watchstation.”*

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Note:

1. This UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2007.
2. Rev.1 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2008.
3. Rev.2 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2014.
4. Rev.3 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2017.
5. Rev.4 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2017.
6. Rev.5 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2023.
7. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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(cont)**Regulation III/11.4**

*“Muster and embarkation stations shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate.”*

**Regulation III/11.7**

*“An embarkation ladder complying with the requirements of paragraph 6.1.6 of the Code extending, in a single length, from the deck to the waterline in the lightest seagoing condition under all conditions of trim of up to 10° and a list of up to 20° either way shall be provided at each embarkation station or at every two adjacent embarkation stations for survival craft launched down the side of the ship. However, the Administration may permit such ladders to be replaced by approved devices to afford access to the survival craft when waterborne, provided that there shall be at least one embarkation ladder on each side of the ship. Other means of embarkation enabling descent to the water in a controlled manner may be permitted for the liferafts required by regulation 31.1.4.”*

**Regulation III/13.1.3**

*“1 Each survival craft shall be stowed:*

*...  
.3 in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 min”*

**Regulation III/16.7**

*“During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate.”*

**LSA Code paragraph 4.1.3.2**

*“The liferaft shall be fitted with an efficient painter of length equal to not less than 10 m plus the distance from the stowed position to the waterline in the lightest seagoing condition or 15 m whichever is the greater. ...”*

**Interpretation**

1. Liferafts required by SOLAS III/31.1.4 shall be regarded as "remotely located survival craft" with regard to SOLAS III/7.2.1.4.
2. The area where these remotely located survival craft are stowed shall be provided with:
  - .1 a minimum number of two lifejackets and two immersion suits;
  - .2 adequate means of illumination complying with SOLAS III/16.7, either fixed or portable, which shall be capable of illuminating the liferaft stowage position as well as the area of water into which the liferaft should be launched. Portable lights, when used, shall have brackets to permit their positioning on both sides of the vessel;
  - .3 an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner\* as per SOLAS III/11.7; and

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- .4 self-contained battery-powered lamps (i.e. luminaires) may be accepted as means of illumination for complying with SOLAS III/16.7. Such lamps shall be capable of being recharged from the ship's main and emergency source of electrical power, and shall be stowed close to the liferaft and embarkation ladder they are intended to serve, under charge. When disconnected from the ship's power, the lamp shall give a minimum duration of three hours of undiminished performance. The lamps shall comply with the requirements of the LSA Code section 1.2.3. The lamps (i.e. luminaires) should meet the requirements of Ingress Protection rating IP 55. The batteries for the subject lamps should comply with IACS Unified Requirement (UR) E18 requirements irrespective of whether the expiry date is marked by the manufacturer or not.
3. With regard to the distance between the embarkation station and stowage location of the liferaft as required by SOLAS III/31.1.4 (remotely located survival craft), the embarkation station shall be so arranged that the requirements of SOLAS III/13.1.3 can be satisfied.
4. Exceptionally, the embarkation station and stowage position of the liferaft (remotely located survival craft) may be located on different decks provided that the liferaft can be launched from the stowage deck using the attached painter to relocate it to the embarkation ladder positioned on the other deck (traversing a stairway between different decks with the liferaft carried by crew members is not acceptable).
5. Notwithstanding paragraph 2, where the exceptional cases mentioned in paragraph 4 exist, the following provisions shall be applied:
- .1 the lifejackets and the immersion suits required by paragraph 2.1 may be stowed at the embarkation station;
  - .2 adequate means of illumination complying with paragraph 2.2, shall also illuminate the liferaft stowage position, embarkation station and area of water where the liferaft is to be embarked;
  - .3 the embarkation ladder or other means of embarkation as required by paragraph 2.3 may be stowed at the embarkation station; and
  - .4 notwithstanding the requirements in LSA Code paragraph 4.1.3.2, the painter is to be long enough to reach the relevant embarkation station.

\* Note:

Controlled manner: a knotted rope is not acceptable for this purpose.

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