

SC 293

(Feb 2020)

Lifebuoy Arrangements for Means of Embarkation/Disembarkation (SOLAS Reg. II-1/3-9 and III/7)

SOLAS Regulations:

Regulation III/7.1.3 reads:

“...lifebuoys with lights and those with lights and smoke signals shall be equally distributed on both sides of the ship and shall not be the lifebuoys provided with lifelines in compliance with the requirements of paragraph 1.2.”

Regulation II-1/3-9.2 Means of embarkation on and disembarkation from ships

*“2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization.**

** Refer to MSC.1/Circular.1331, Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation.”*

MSC.1/Circular.1331 paragraph 3.3

“A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use.”

Interpretation

When considering the minimum number and distribution of lifebuoys as required by regulations 22.1.1 or 32.1.1, as applicable, a lifebuoy, fitted with both a light and a lifeline as per MSC.1/Circular.1331 for compliance with SOLAS regulation II-1/3-9.2, should not be taken into account.

Note:

1. This UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2020.
2. 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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