# Free-fall Certification Height for Free-fall Lifeboats

**Amended Guidance**

Guidance for Safety Equipment

**Reason for Amendment**

Although LSA Code 1.1.4 defined the free-fall certification heights for free-fall lifeboats, it did not clearly define under which still conditions said certification heights are to be measured. Therefore, IACS established Unified Interpretation (UI) SC248 in September 2011 in order to clarify the above definitions and provide a UI for the relevant rules; these requirements have already been incorporated into the ClassNK Rules.

Thereafter, UI SC248 was discussed by the IMO Sub-Committee on Ship Design and Equipment at its 56th Session (DE 56) held in February 2012. The Sub-Committee decided to ask IACS to clarify the cases where consideration is required to be given to trim and heel conditions. IACS, in accordance with the sub-committee's request, re-examined the UI and, as a result, developed a draft of revisions called UI SC248(Rev.1).

The above draft was discussed by the IMO Sub-Committee on Ship Design and Equipment at its 57th Session (DE 57) held in March 2013. As a result, corrections were made to the method for determining this height, and a draft MSC Circular was agreed upon. This draft Circular was then approved for circulation as MSC.1/Circ.1468 by the IMO Maritime Safety Committee at its 92nd Session (MSC 92) held in June 2013. IACS expects UI SC248(Rev.1) to be adopted in the near future, and that the final version will reflect MSC.1/Circ.1468.

Accordingly, relevant requirements were amended in accordance with MSC.1/Circ.1468.

**Outline of Amendment**

(1) Clarified the definition of "still water surface" as it applies to the determination of the "greatest launching height" for free-fall lifeboats.
(2) Clarified that trim and heel conditions only need to be considered when determining the ability of a lifeboat to be safely launched.