

Subject :

Abstract of 96 SOLAS and LSA Code

NKTECHNICAL INFORMATION

No. : 289

Date : 16th December 1998

To shipowners and shipbuilders concerned,

The abstract of the carriage requirements of life-saving appliances specified in 96 SOLAS Chapter III is shown in Technical Information No. 232 of the Society.

Attached hereto is a revised Technical Information on the basis of LSA Code specifying the international technical standards of life-saving appliances and having been effective since 1 July 1998 like 96 SOLAS. The sections so revised and editorially amended substantially are those underlined. Technical Information No. 232 is now canceled.

For any questions about the subject, please contact Material and Equipment Department (Tel 03-5226-2020, Fax 03-5226-2019).

The End

Attachment Abstract of 96 SOLAS and LSA Code

ClassNK

NIPPON KAIJI KYOKAI

4-7, KIOI-CHO, CHIYODA-KU,
TOKYO 102-8567, JAPAN.

TELEX: J22975 CLASSNK
2324280 CLASNKJ
CABLE: CLASSNK TOKYO

Abstract of 96 SOLAS and LSA Code

Remark 1 : "LSA/xxx" means paragraph "xxx" of LSA Code.

Remark 2 : "SLS/III/xxx" means Regulation "xxx" of 96 SOLAS Chapter III.

Remark 3 : "New ships" mean ships constructed on or after 1 July 1998.

Remark 4 : "All ships" mean ships constructed before, on or after 1 July 1998.

Remark 5 : The Table does not include the abstract of the requirements of life-saving appliances for passenger ships including Ro-Ro passenger ships.

No.	Abstract of 96 SOLAS and LSA Code	Remarks
<u>LSA/ Preamble</u>	<u>On and after 1 July 1998, the requirements of LSA Code will be mandatory under 96 SOLAS.</u>	<u>- The requirements of LSA Code are the technical requirements of the life-saving appliances in Part C of Chapter III of SOLAS, as amended where necessary.</u>
Definitions		
SLS/III/ 3.13	Lightest sea-going condition is the loading condition with the ship on even keel, without cargo, with 10% stores and fuel remaining.	- Application to new ships. - Newly introduced requirement, <u>which is for determination of the length of survival craft ladders and lifeboat davit falls.</u>
SLS/III/ 3.18	Recovery time for a rescue boat is the time required to raise the boat to a position where persons on board can disembark to the deck of the ship. Recovery time includes the time required to make preparations for recovery on board the rescue boat and the time to raise the rescue boat. Recovery time does not include the time needed to lower the launching appliance into position to recover the rescue boat.	- Application to new ships. - Newly introduced requirement, <u>and relevant to SLS/III/17.4.</u>

No.	Abstract of 96 SOLAS and LSA Code	Remarks
Radio life-saving appliances		
SLS/III/ 6.2.1	Two-way VHF radiotelephone apparatus shall conform to performance standards not inferior to those adopted by IMO. Two-way radiotelephone apparatus provided on board prior to 1 February 1992 and not complying fully with the performance standards of IMO may be accepted until 1 February 1999 subject to approval of the Administration.	<ul style="list-style-type: none"> - Application to all ships. - <u>Two-way VHF radiotelephone apparatus to be installed on board new ships to comply with the performance standards of IMO assembly resolution A.809(19).</u>
SLS/III/ 6.2.2	Radar transponders shall conform to performance standards not inferior to those adopted by IMO.	<ul style="list-style-type: none"> - Application to all ships. - <u>Radar transponders to be installed on board new ships to comply with the performance standards of IMO assembly resolution A.802(19).</u>
SLS/III/ 6.2.2	On ships carrying at least two radar transponders and equipped with free-fall lifeboats one of the radar transponders shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival craft.	<ul style="list-style-type: none"> - <u>Application to Ships referred to.</u>
On-board communications and alarm systems		
SLS/III/ 6.4.2	Entertainment sound systems shall automatically be turned off when the general emergency alarm system is activated.	<ul style="list-style-type: none"> - Application to new ships. - Newly introduced requirement.
Personal life-saving appliances		
SLS/III/ 7.2.1	The lifejackets carried for persons on watch should be stowed on the bridge, in the engine control room and at any other manned watch station.	<ul style="list-style-type: none"> - Application to new ships. - Newly introduced requirement.

No.	Abstract of 96 SOLAS and LSA Code	Remarks
SLS/III/ 7.2.3 7.2.4	The lifejackets used in totally enclosed lifeboats, except free-fall lifeboats, shall not impede entry into the lifeboat or seating. Lifejackets selected for free-fall lifeboats, and the manner in which they are carried or worn, shall not interfere with entry into the lifeboat, occupant safety or operation of the lifeboat.	- Application to new ships. - Newly introduced requirement.
SLS/III/ 7.3	An immersion suit or an anti-exposure suit shall be provided for every person assigned to crew the rescue boat.	- Application to new ships. - <u>Acceptance of anti-exposure suits in lieu of immersion suits.</u>
Muster list and emergency instructions		
SLS/III/ 8.3	Muster lists and emergency instructions shall be exhibited in conspicuous places throughout the ship including the navigation bridge, engine room and crew accommodation spaces.	- <u>Application to all ships.</u> - <u>Inclusion of "emergency instructions".</u>
Survival craft muster and embarkation arrangements		
SLS/III/ 11.2	Each muster station shall have space of at least 0.35 m ² per person.	- Application to new ships. - Newly introduced requirement.
SLS/III/ 11.6	Davit-launched and free-fall launched survival craft muster and embarkation stations shall be so arranged as to enable stretcher cases to be placed in survival craft.	- Application to new ships. - <u>Inclusion of "free-fall lifeboats".</u>
SLS/III/ 11.7	An embarkation ladder provided at each embarkation station or at every two adjacent embarkation stations shall have a length of extending from the deck to the waterline in the lightest seagoing condition under unfavourable conditions of trim of up to 10° and a list of up to 20° either way.	- Application to new ships. - <u>Amendment of the "angles of trim and list".</u>

No.	Abstract of 96 SOLAS and LSA Code	Remarks
Stowage of survival craft		
SLS/III/ 13.1.2	Survival craft, other than a liferaft intended for throw over board launching, in the embarkation position shall not be less than 2 m above the waterline with the ship in the fully loaded condition under unfavourable conditions of trim of up to 10° and listed up to 20° either way.	<ul style="list-style-type: none"> - Application to new ships. - <u>Amendment of the "angle of trim"</u>.
SLS/III/ 13.1.5	Survival craft on tankers, other than the liferafts additionally required shall not be stowed on or above a cargo tank, slop tank, or other tank containing explosive or hazardous cargoes.	<ul style="list-style-type: none"> - Application to new ships. - Newly introduced requirement.
Survival craft launching and recovery arrangements		
SLS/III/ 16.1.4	Launching and embarkation appliances are not required for survival craft carried in excess of the survival craft for 200% of the total number of persons on board the ship and stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10° and list of up to 20° either way.	<ul style="list-style-type: none"> - Application to new ships. - <u>Inclusion of "direct launching from the stowed position under unfavourable condition of trim of up to 10° and a list of up to 20° "</u>.
SLS/III/ 16.2	There shall be provision for hanging-off the lifeboat to free the release gear for maintenance.	<ul style="list-style-type: none"> - Application to new ships. - Newly introduced requirement.
SLS/III/ 16.6	Falls shall be long enough for the survival craft to reach the water with the ship in its lightest seagoing condition, under unfavourable conditions of trim of up to 10° and list of up to 20° either way.	<ul style="list-style-type: none"> - Application to new ships. - <u>Amendment of the "angle of trim"</u>.
Rescue boat embarkation, launching and recovery arrangements		
SLS/III/ 17.4	Recovery time of the rescue boat shall be not more than 5 min in moderate sea conditions when loaded with its full complement of persons and equipment.	<ul style="list-style-type: none"> - Application to new ships. - Newly introduced requirement. <u>Recovery time to be in accordance with SLS/III/3.18.</u>

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SLS/III/ 17.5	Rescue boat embarkation and recovery arrangements shall allow for safe and efficient handling of a stretcher case. Foul weather recovery strops shall be provided for safety if heavy fall blocks constitute a danger.	- Application to new ships. - Newly introduced requirement.
Emergency training and drills		
SLS/III/ 19.2.1	Every crew member with assigned emergency duties shall be familiar with these duties before the voyage begins.	- Application to all ships. - Newly introduced requirement.
SLS/III/ 19.3.1	Drills shall, as far as practicable, be conducted as if there were an actual emergency.	- Application to all ships. - Newly introduced requirement.
SLS/III/ 19.3.2	Where a ship enters service for the first time after modification of a major character or when a new crew is engaged, drills shall be held before sailing.	- Application to all ships. - Newly introduced requirement.
SLS/III/ 19.3.3.4	Lowering into the water, rather than launching of a lifeboat arranged for free-fall launching, is acceptable where free-fall launching is impracticable provided that the lifeboat is free-fall launched with its assigned operating crew aboard and manoeuvred in the water at least once every six months. However, in cases where it is impracticable, the Administration may extend this period to 12 months provided that arrangements are made for simulated launching which will take place at intervals of not more than 6 months.	- Application to all ships. - Newly introduced requirement.
SLS/III/ 19.3.4.2	Each fire drill shall include checking the operation of main inlets and outlets of ventilation systems in the drill area.	- Application to all ships. - Newly introduced requirement.
SLS/III/ 19.4.1	Instructions in the use of the ship's fire-extinguishing appliances, life-saving appliances, and in survival at sea shall be given at the same intervals as the drills.	- Application to all ships. - Newly introduced requirement.

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Operational readiness, maintenance and inspections		
SLS/III/ 20.4.2	(In connection with the maintenance of falls) The Administration may accept in lieu of the "end for ending" periodic inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than 4 years, whichever one is earlier.	<ul style="list-style-type: none"> - Application to all ships. - <u>Newly introduced requirement for alternative arrangement to end-for-ending at intervals of not more than 30 months and renewal at intervals of not more than 5 years.</u>
SLS/III/ 20.6.2	(In the case where all engines and rescue boats are run for a total period of not less than 3 min) during this period of time, it should be demonstrated that the gear box and gear box train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 min, it should be run for such period as prescribed in the manufacturer's handbook.	<ul style="list-style-type: none"> - Application to all ships. - Newly introduced requirement.
SLS/III/ 20.10	Containers, brackets, racks, and other similar stowage locations for life-saving equipment shall be marked with symbols in accordance with the recommendations of IMO indicating the devices stowed in that location for that purpose. If more than one device is stowed in that location, the number of devices shall also be indicated.	<ul style="list-style-type: none"> - Application to all ships. - Newly introduced requirement. <u>Marking with symbols of Annex 2 of IMO assembly resolution A.760(18).</u>
SLS/III/ 20.11.1	Launching appliances shall be serviced at intervals in accordance with instructions for on-board maintenance, be subjected to a thorough examination at intervals not exceeding 5 years, and, upon completion of the examination, be subjected to a dynamic test of the winch brake.	<ul style="list-style-type: none"> - Application to all ships. - Newly introduced requirement.

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SLS/III/ 20.11.2	Lifeboat on-load release gear shall be serviced at intervals in accordance with instructions for on board maintenance, be subjected to a thorough examination and test during the periodical surveys by properly trained personnel familiar with the system, and be operationally tested under a load of 1.1 times the total mass of the lifeboat whenever the release gear is overhauled. Such overhauling and test shall be carried out at least once every 5 years.	<ul style="list-style-type: none"> - Application to all ships. - Newly introduced requirement.
Survival craft and rescue boats		
SLS/III/ 31.1.1.2 31.1.3.2	Liferafts stowed in a position providing for easy side-to-side transfer at a single open deck.	<ul style="list-style-type: none"> - Application to new ships. - <u>More specific description.</u>
SLS/III/ 31.1.4	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 an additional liferaft.	<ul style="list-style-type: none"> - Application to new ships. - <u>More specific description.</u>
SLS/III/ 31.3	All cargo ships constructed before 1 July 1986 (<u>83 existing ships</u>) shall carry <u>liferafts capable of being launched on either side of the ship and of such aggregate capacity as will accommodate the total number of persons on board, and</u> an additional liferaft 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.	<ul style="list-style-type: none"> - <u>Application to 83 existing ships.</u>
Personal life-saving appliances		
SLS/III/ 32.2.3	Lights fitted on lifejackets on board cargo ships prior to 1 July 1998 and not complying fully with the LSA Code may be accepted by the Administration until the lifejacket light would normally be replaced or until the first periodical survey after 1 July 2001, whichever is the earliest.	<ul style="list-style-type: none"> - <u>Application to all ships.</u> - Newly introduced requirement.

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Muster list and emergency instructions		
SLS/III/ 37.1	The muster list shall specify details of the general emergency alarm and public address system.	<ul style="list-style-type: none"> - Application to new ships. - Inclusion of "public address system" .
General emergency alarm systems and public address systems		
<u>LSA/</u> <u>7.2.1</u>	<p><u>The general emergency alarm system shall be audible throughout all the accommodation and normal crew working spaces/</u></p> <p><u>The minimum sound pressure levels for the emergency alarm tone shall be 80 dB(A) and at least 10 dB(A) above ambient noise levels existing.</u></p>	<ul style="list-style-type: none"> - <u>Application to new ships.</u> - <u>Newly introduced requirement.</u>
<u>LSA/</u> <u>7.2.2</u>	<p><u>The public address system shall be a loudspeaker installation enabling the broadcast of messages into all spaces where crew members are normally present.</u></p> <p><u>The minimum sound pressure levels for broadcasting emergency announcement shall be in interior spaces (in exterior spaces) 75 dB(A) (80 dB(A)) and at least 20 dB(A) (15 dB(A)) above the speech interference level.</u></p>	<ul style="list-style-type: none"> - <u>Application to new ships.</u> - <u>Newly introduced requirement.</u>
