

Subject

Other means of embarkation for remotely located survival crafts flying Panama Flag / Rev. 1

# **ClassNK**

## **Technical Information**

No. TEC-0807  
Date 30 March 2010

To whom it may concern

With regard to the embarkation arrangement for remotely located survival craft for the Panamanian flagged ships, Technical Information No. TEC-0747 (Merchant Marine Circular No.166) dated 22 September 2008 has been issued

Due to additional instructions from the Government for the Circular No. 166, the Technical Information has been revised as follows. The said No. TEC-0747 is revoked, accordingly.

1. The area where the remotely located survival craft, required by regulation 31.1.4 of SOLAS III, are stowed should be provided with embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner in accordance with 11.7 of SOLAS III according to the interpretation circulated in IMO circular MSC.1/Circ. 1243.  
Regarding this, a knotted rope is not acceptable as "Other means of embarkation".  
Above requirements should be applied to all cargo ships regardless of date of construction. (It was already informed by No. TEC-0747)
2. In addition, following items of MSC.1/Circ. 1243 should be applied to all cargo ships regardless of date of construction.
  - 1) a minimum number of 2 lifejackets and 2 immersion suites;
  - 2) adequate of illumination, either fixed or portable, which shall be capable of illuminating the life raft stowage position as well as the area of water into which the life raft should be launched. Portable lights, when used, shall have brackets to permit their poisoning on both sides of the vessel; and

The compliance of above requirements is confirmed at the next Annual Survey after 1 April 2010 in respect of the Cargo Ship Safety Equipment Certificate.

As for item 2 above, taking account of the safe modification to be made, i.e. the use of causing fire and smoke is prohibited for oil tankers and chemical tankers etc., such ships are confirmed at next Dry Docking Survey from 1 April 2010.

(To be continued)

#### NOTES:

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Attachment:

1. Panama Merchant Marine Circular No. 166
2. IMO MSC.1/Circ. 1243



**PANAMA MARITIME AUTHORITY**  
**Directorate General of Merchant Marine**  
Segumar Panama

## **Merchant Marine Circular No. 166**

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**To: Owners/Operators of Panamanian Vessels, Recognized Organizations and Masters.**

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**Subject: Other means of embarkation for remotely located survival crafts.**

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**References: MSC.1/Circular.1243; SOLAS Reg.III/11.7**

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Liferafts, if located at the aft/forward end of the ship and at a distance of more than 100 m from the closest survival craft, as required by SOLAS regulation III/31.1.4, should be regarded as "remotely located survival craft" with regard to SOLAS regulation III/7.2.1.2.

The MSC.1/Circular.1243 requests that the area where these remotely located survival craft are stowed should be provided with an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner in accordance with SOLAS regulation III/11.7.

The SOLAS Regulation III/11.7 does not specify which other means of embarkation will be accepted; however, the alternate method chosen shall assure the safety of crewmembers at the time of its use.

The approval of other means of embarkation, enabling descent to the water in a controlled manner on regards to liferaft under regulation 31.1.4 Chapter III Solas as amended, shall be carried out by Recognized Organizations, taking into consideration requirements, material, characteristics, and dimensions criteria.

With regards to implementation date of the MSC.1/Circ.1243, it will apply to ships contracted for construction on or after 1 January 2007; and for existing ships, compliance shall be verified at the next annual survey in respect to the Cargo Ship Safety Equipment Certificate.

**July 2008**

**Inquiries concerning the subject of this Circular or any request should be directed to:**

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**Panama Maritime Authority**

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**IMO**

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Ref.: T4/3.01

MSC.1/Circ.1243  
29 October 2007

### **UNIFIED INTERPRETATION OF SOLAS CHAPTER III**

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), approved a unified interpretation of the provisions of SOLAS chapter III, as set out in the annex, following the recommendations made by the Sub-Committee on Ship Design and Equipment at its fiftieth session, with a view to ensuring a uniform approach towards the application of SOLAS regulation III/31.1.4 concerning arrangements for remotely located survival craft.

2 Member Governments are invited to use the annexed interpretation when applying the relevant provisions of SOLAS chapter III and to bring it to the attention of all parties concerned.

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**ANNEX****UNIFIED INTERPRETATION OF SOLAS CHAPTER III****Regulation III/31.1.4**

Liferafts, if located at the aft/forward end of the ship and at a distance of more than 100 m from the closest survival craft, as required by SOLAS regulation III/31.1.4, should be regarded as “remotely located survival craft” with regard to SOLAS regulation III/7.2.1.2.

The area where these remotely located survival craft are stowed should be provided with:

- .1 a minimum number of 2 lifejackets and 2 immersion suits;
  - .2 adequate means of illumination complying with SOLAS regulation III/16.7, either fixed or portable, which should 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, should have brackets to permit their positioning on both sides of the ship; and
  - .3 an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner in accordance with SOLAS regulation III/11.7.
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