

標題

LSA Code 改正(2010年7月1日発効)による新基準の救命設備について

# ClassNK

## テクニカル インフォメーション

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各位

2010年7月1日発効のLSA Code (MSC.207(81)及びMSC.272(85)改正)に関しまして、以下の項目について、新基準に適合した救命設備が2010年7月1日以降起工の船舶に要求されます。また、SOLAS Reg.III/1.4.2 に従い、就航船では当該日以降に新たに搭載される場合、同基準の救命設備を搭載する必要があります。ただし、進水装置の取り替えなしに、救命艇が取り替えられる場合には、救命艇は取り替えられたものと同型とすることができます。

### 決議 MSC.207(81)改正

1. 急速離脱用救命浮環(4kg以上の質量)
2. 救命胴衣  
(救助者が引き上げるための付属品、救命胴衣着用者同士を結びつける付属品等)
3. イマーシヨンスーツ  
(救助者が引き上げるための付属品、救命胴衣着用者同士を結びつける付属品等)
4. 耐暴露服

### 決議 MSC.272(85)改正

5. 救命艇(貨物船における一人当たりの平均質量(82.5kg))
6. 救助艇(貨物船及び旅客船における一人当たりの平均質量(82.5kg))

改正の詳細につきましては ClassNK テクニカル・インフォメーション No.TEC-0698 及び添付(Reg.MSC.272(85))をご参照下さい。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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1. Res.MSC.272(85)

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**ANNEX 7**

**RESOLUTION MSC.272(85)  
(adopted on 4 December 2008)**

**ADOPTION OF AMENDMENTS TO THE  
INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.48(66), by which it adopted the International Life-Saving Appliance Code (hereinafter referred to as “the LSA Code”), which has become mandatory under chapter III of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as “the Convention”),

NOTING ALSO article VIII(b) and regulation III/3.10 of the Convention concerning the procedure for amending the LSA Code,

HAVING CONSIDERED, at its [eighty-fifth] session, amendments to the LSA Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the LSA Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2010 unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2010 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL  
LIFE-SAVING APPLIANCE (LSA) CODE**

**CHAPTER IV  
SURVIVAL CRAFT**

**4.4 General requirements for lifeboats**

1 In subparagraph .1 of paragraph 4.4.2.2, the words “(for a lifeboat intended for a passenger ship) or 82.5 kg (for a lifeboat intended for a cargo ship)” are inserted after the words “75 kg”.

2 The existing paragraph 4.4.9.1 is replaced by the following:

“4.4.9.1 The number(s) of persons for which the lifeboat is approved, for passenger ships and/or cargo ships, as applicable, shall be clearly marked on it in clear permanent characters.”

**4.7 Free-fall lifeboats**

3 The existing paragraph 4.7.2 is replaced by the following:

**“4.7.2 Carrying capacity of a free-fall lifeboat**

4.7.2.1 The carrying capacity of a free-fall lifeboat is the number of persons having an average mass of 82.5 kg that can be provided with a seat without interfering with the means of propulsion or the operation of any of the lifeboat’s equipment. The seating surface shall be smooth and shaped and provided with cushioning of at least 10 mm over all contact areas to provide support for the back and pelvis and flexible lateral side support for the head. The seats shall be of the non-folding type, permanently secured to the lifeboat and arranged so that any deflection of the hull or canopy during launching will not cause injury to the occupants. The location and structure of the seat shall be arranged to preclude the potential for injury during launch if the seat is narrower than the occupant’s shoulders. The passage between the seats shall have a clear width of at least 480 mm from the deck to the top of the seats, be free of any obstruction and provided with an antislip surface with suitable footholds to allow safe embarkation in the ready-to-launch position. Each seat shall be provided with a suitable locking harness capable of quick release under tension to restrain the body of the occupant during launching.

4.7.2.2 The angle between the seat pan and the seat back shall be at least 90°. The width of the seat pan shall be at least 480 mm. Free clearance in front of the backrest (buttock to knee length) shall be at least 650 mm measured at an angle of 90° to the backrest. The backrest shall extend at least 1,075 mm above the seat pan. The seat shall provide for shoulder height, measured along the seat back, of at least 760 mm. The footrest shall be oriented at not less than half of the angle of the seat pan and shall have a foot length of at least 330 mm (see figure 2).

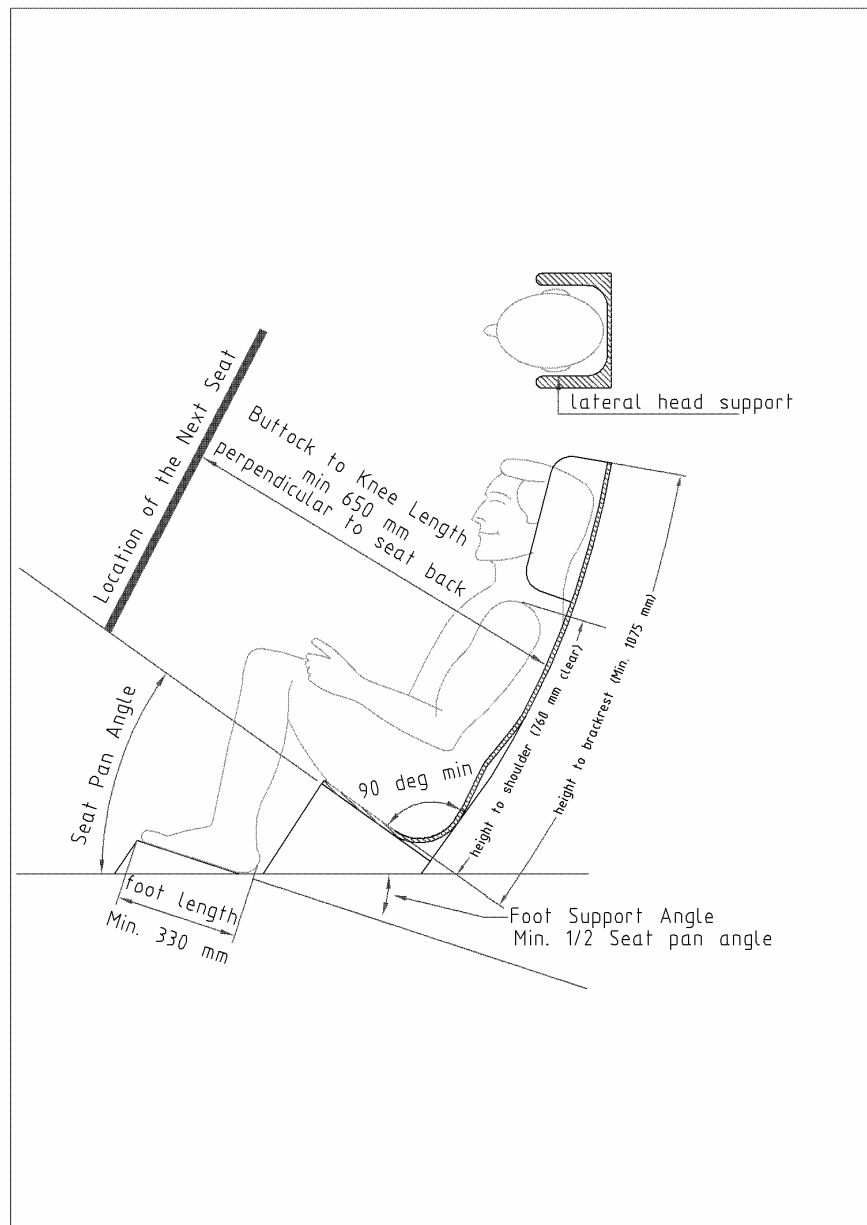


Figure 2”

## CHAPTER V RESCUE BOATS

### 5.1 Rescue boats

4 In the first sentence of paragraph 5.1.1.1, the words “, except that, for all rescue boats, an average mass of 82.5 kg shall apply to paragraph 4.4.2.2.1” are added after the reference to “4.4.9”.

5 In the second sentence of paragraph 5.1.3.5, the words “75 kg” are replaced by the words “82.5 kg”.

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