

TÜRK LOYDU



UNIFIED INTERPRETATIONS* for LIFE SAVING APPLIANCES

JULY 2015

This latest edition incorporates all rule changes. The latest revisions are shown with a vertical line. The section title is framed if the section is revised completely. Changes after the publication of the rule are written in red colour.

Unless otherwise specified, these Rules apply to ships for which the date of contract for construction as defined in IACS PR No.29 is on or after 01st of July 2015. New rules or amendments entering into force after the date of contract for construction are to be applied if applicable. See Rule Change Notices on TL website for details.

"General Terms and Conditions" of the respective latest edition will be applicable (see Rules for Classification and Surveys).

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*In addition to International Life-Saving Appliance (LSA) Code which is applied by TL these Additional Rules will be taken into consideration which is constituted of **UI SC144, UI SC213, UI SC215, UI SC 233, UI SC 244, UI SC 248, UI SC 254.**

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SC**144**

(Rev.2 Sept 2012)

Periodic Servicing of Launching Appliances and on-load Releasing Gear

Application

Regulation III/20.11 reads:

11.1. Launching appliances shall be:

.3. upon completion of the examination referred to in .2 subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied shall be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment.

11.2. Lifeboat or rescue boat on-load release gear, including free-fall lifeboat release systems, shall be:

.3. operationally tested under a load of 1.1 times the total mass of the boat when loaded with its full complement of persons and equipment whenever the release gear is overhauled. Such over-hauling and test shall be carried out at least once every five years.

11.3. Davit-launched liferaft automatic release hooks shall be:

.3. operationally tested under a load of 1.1 times the total mass of the liferaft when loaded with its full complement of persons and equipment whenever the automatic release hook is overhauled. Such over-hauling and test shall be carried out at least once every five years.

Interpretation

The thorough examinations/overhauls and tests in five year intervals shall be done in the presence of a surveyor.

Notes:

1. This Unified Interpretation is to be uniformly implemented by all Members and Associates from 1 July 1999, unless otherwise instructed by a Flag State.
2. Changes introduced in Rev.1 are to be applied from 1 July 1999.
3. Changes introduced in Rev.2 are to be applied from 1 January 2013.

SC**213**

(Rev.2 Nov 2013)

Arrangements for remotely located survival craft

(SOLAS Regulations III/31.1.4, III/7.2.1.4, III/11.4, III/11.7, III/13.1.3, III/16.7 and LSA Code paragraph 4.1.3.2)

Application

Regulation III/31.1.4 reads:

"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, in addition to the liferafts required by paragraphs 1.1.2 and 1.2.2, a liferaft stowed as far forward or aft, or one as far forward and another as far aft, as is reasonable and practicable. Such liferaft or liferafts may be securely fastened so as to permit manual release and need not be of the type which can be launched from an approved launching device"

Regulation III/7.2.1.4

"A sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft stations. The lifejackets carried for persons on watch should be stowed on the bridge, in the engine control room and at any other manned watchstation."

Regulation III/11.4

"Muster and embarkation stations shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate."

Regulation III/11.7

"An embarkation ladder complying with the requirements of paragraph 6.1.6 of the Code extending, in a single length, from the deck to the waterline in the lightest seagoing condition under all conditions of trim of up to 10° and a list of up to 20° either way shall be provided at each embarkation station or at every two adjacent embarkation stations for survival craft launched down the side of the ship. However, the Administration may permit such ladders to be replaced by

approved devices to afford access to the survival craft when waterborne, provided that there shall be at least one embarkation ladder on each side of the ship. Other means of embarkation enabling descent to the water in a controlled manner may be permitted for the liferafts required by regulation 31.1.4.”

Regulation III/13.1.3

“1 Each survival craft shall be stowed:

...

.3 in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 min”

Regulation III/16.7

“During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate.”

LSA Code paragraph 4.1.3.2

“The liferaft shall be fitted with an efficient painter of length equal to not less than 10 m plus the distance from the stowed position to the waterline in the lightest seagoing condition or 15 m whichever is the greater. ...”

Interpretation

1. Liferafts required by reg. III/31.1.4 shall be regarded as "remotely located survival craft" with regard to reg. III/7.2.1.4.
2. The area where these remotely located survival craft are stowed shall be provided with:
 - a minimum number of 2 lifejackets and 2 immersion suits;
 - adequate means of illumination complying with reg. III/16.7, either fixed or portable, which shall 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, shall have brackets to permit their positioning on both sides of the vessel; and
 - an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner **(1)** as per reg.III/11.7.
3. With regard to the distance between the embarkation station and stowage location of the liferaft as required by reg. III/31.1.4 (remotely located survival craft), the embarkation station shall be so arranged that the requirements of reg. III/13.1.3 can be satisfied.
4. Exceptionally, the embarkation station and stowage position of the liferaft (remotely located survival craft) may be located on different decks provided the liferaft can be launched from the stowage deck using the attached painter to relocate it to the embarkation ladder positioned on the other deck (traversing a stairway between different decks with the liferaft carried by crew members is not acceptable).
5. Notwithstanding paragraph 2, where the exceptional cases mentioned in paragraph 4 exist, the following provisions shall be applied:
 - the lifejackets and the immersion suits required by paragraph 2.1 may be stowed at the embarkation station;
 - adequate means of illumination complying with paragraph 2.2, shall also illuminate the area of water where the liferaft is to be embarked;
 - the embarkation ladder or other means of embarkation as required by paragraph 2.3 may be stowed at the embarkation station; and
 - notwithstanding the requirements in LSA Code paragraph 4.1.3.2, the painter is to be long enough to reach the relevant embarkation station.
6. The length of the embarkation ladder used to board this liferaft (remotely located survival craft) is calculated by applying an adverse list of 20 degrees, to the loading condition taken from the approved loading manual which gives the lightest draft at the embarkation station.

(1) Controlled manner: a knotted rope is not acceptable for this purpose.

Notes:

1. This UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 January 2007.

2. Rev.1 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2008.
3. Rev.2 of this UI is to be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2014.
4. 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.

SC

215

(Corr.1 Oct 2007)

Embarkation Ladder

Application

SOLAS Regulation III/16.1 reads:

Unless expressly provided otherwise, launching and embarkation appliances complying with the requirements of section 6.1 of the Code shall be provided for all survival craft except those which are:

- .1 boarded from a position on deck less than 4.5 m above the waterline in the lightest seagoing condition and which have a mass of not more than 185 kg; or
- .2 boarded from a position on deck less than 4.5 m above the waterline in the lightest seagoing condition and which are stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10 degrees and list of up to 20 degrees either way; or
- .3 carried in excess of the survival craft for 200% of the total number of persons on board the ship and which have a mass of not more than 185 kg; or
- .4 carried in excess of the survival craft for 200% of the total number of persons on board the ship, are stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10 degrees and list of up to 20 degrees either way, or
- .5 provided for use in conjunction with a marine evacuation system, complying with the requirements of section 6.2 of the Code and stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10 degrees and list of up to 20 degrees either way.

SOLAS Regulation III/31.1.3 reads:

In lieu of meeting the requirements of paragraph 1.1 or 1.2, cargo ships of less than 85 m in length other than oil tankers, chemical tankers and gas carriers, may comply with the following:

- .1 they shall carry on each side of the ship, one or more inflatable or rigid liferafts complying with the requirements of section 4.2 or 4.3 of the Code and of such aggregate capacity as will accommodate the total number of persons on board;
- .2 unless the liferafts required by paragraph 1.3.1 are stowed in a position providing for easy side-to-side transfer at single open deck level, additional liferafts shall be provided so that the total capacity available on each side will accommodate 150% of the total number of persons on board;
- .3 if the rescue boat required by paragraph 2 is also a totally enclosed lifeboat complying with the requirements of section 4.6 of the Code, it may be included in the aggregate capacity required by paragraph 1.3.1, provided that the total capacity available on either side of the ship is at least 150% of the total number of persons on board; and
- .4 in the event of any one survival craft being lost or rendered unserviceable, there shall be sufficient survival craft available for use on each side, including any which are stowed in a position providing for easy side-to-side transfer at a single open deck level, to accommodate the total number of persons on board.

Interpretation

Ships as defined in SOLAS III/31.1.3 and which are fitted with non-davit launched liferafts as per regulation III/16.1 shall be provided with an embarkation ladder at each side of the ship.

Note:

1. This Unified Interpretation is to be applied by all Members and Associates on ships contracted for construction on/after 1 July 2007.
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.

SC**233**

(Rev.1 Nov 2012)

LSA Code – lifeboat exterior colour

Application

LSA Code item 1.2.2.6 as amended by MSC Res. 207(81) reads:

“Be of international or vivid reddish orange, or a comparably highly visible colour on all parts where this will assist detection at sea;”

Interpretation

'Highly visible colour' only includes colours of strong chromatic content, i.e. pure achromatic colours such as white and all shades of grey shall not be accepted as 'comparable' colours. The above is applicable to the exterior of the rigid watertight enclosure of totally enclosed lifeboats and the exterior of the canopy of partially enclosed lifeboats.

Notes:

1. This UI is to be uniformly implemented by IACS Societies for approvals issued in accordance with SOLAS III/34 and the LSA Code from 1 July 2010.
2. Rev.1 of this UI is to be uniformly implemented by IACS Societies for approvals issued in accordance with SOLAS III/34 and the LSA Code from 1 July 2013.

SC**244**

(Rev.1 Nov 2012)

Load testing of hooks for primary release of lifeboats and rescue boats

Application

IMO Res. MSC.81(70), Part 2, Ch. 5.3.4 reads:

Regulation

5.3.4 The connection of each release gear which is fixed to the boat should be subjected to a load equal to the weight of the boat with its full complement of persons and equipment (or two times the weight of the boat in the case of single fall systems). There should be no damage to the release gear or its connection to the boat.

Interpretation

1. The above regulation applies only to lifeboats and rescue boats launched by falls.
2. The test does not apply to the secondary means of launching for freefall lifeboats.
3. The test may be carried out onboard the ship or onshore, either at the manufacturer's plant or at the shipyard, by using an appropriate mock-up of the launching arrangements which is equivalent to the launching arrangement installed onboard the ship.
4. The weight of the boat to be considered for the load in the case of single fall systems is the weight of the boat with its full complement of persons and equipment.

Notes:

1. This UI is to be uniformly implemented by IACS Societies on ships the keels of which are laid from 1 July 2012.
2. Rev.1 of this UI is to be uniformly implemented by IACS Societies on ships the keels of which are laid from 1 January 2014.

SC**248**

(Sept 2011)

(Rev.1, Apr 2015)

Greatest Launching Height for a Free-Fall Lifeboat (LSA Code 1.1.4)**LSA Code, paragraph 1.1.4 (Free-fall certification height):**

“Free-fall certification height is the greatest launching height for which the lifeboat is to be approved, measured from the still water surface to the lowest point on the lifeboat when the lifeboat is in the launch configuration.”

LSA Code, section 4.7.3 (Performance requirements):

“4.7.3.1 Each free-fall lifeboat shall make positive headway immediately after water entry and shall not come into contact with the ship after a free-fall launching against a trim of up to 10° and a list of up to 20° either way from the certification height when fully equipped and loaded...”

4.7.3.2 For oil tankers, chemical tankers and gas carriers with a final angle of heel greater than 20° calculated in accordance with the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, and the recommendations of the Organization, as applicable, a lifeboat shall be capable of being free-fall launched at the final angle of heel and on the base of the final waterline of that calculation.”

LSA Code, paragraph 6.1.1.1 (Launching and embarkation appliances):

"With the exception of the secondary means of launching for free-fall lifeboats, each launching appliance shall be so arranged that the fully equipped survival craft or rescue boat it serves can be safely launched against unfavourable conditions of trim of up to 10° and a list of up to 20° either way..."

LSA Code, paragraph 6.1.4.4 (Launching appliances for free-fall lifeboats):

"The launching appliance shall be designed and arranged so that in its ready to launch position, the distance from the lowest point on the lifeboat it serves to the water surface with the ship in its lightest seagoing condition does not exceed the lifeboat's free-fall certification height, taking into consideration the requirements of paragraph 4.7.3."

SOLAS regulation III/3.13 (Lightest seagoing condition):

"Lightest sea going condition is the loading condition with the ship on even keel, without cargo, with 10% stores and fuel remaining and in the case of a passenger ship with the full number of passengers and crew and their luggage."

Interpretation

The 'greatest launching height' of a free-fall lifeboat shall be determined based on the lightest seagoing condition as defined in SOLAS III/3.13.

The "water surface" used in determining the distance referred to in 6.1.4.4 of the LSA Code is the waterline typically associated with the lightest sea going condition as defined in SOLAS regulation III/3.13.

The trim and heel conditions in paragraph 6.1.1.1 of the LSA Code and in the phrase "taking into consideration the requirements of paragraph 4.7.3" in paragraph 6.1.4.4 of the Code should be used only to determine the ability of the lifeboat to be safely launched within the operational capabilities of the equipment and without contacting the ship under the specified conditions, and not in the determination of the "greatest launching height".

Notes

1. This Unified Interpretation is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 July 2012.
2. Rev.1 to the interpretation is applicable for ships contracted for construction on or after 1 July 2015.
3. 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.

SC**254**

(April 2012)

Fall Preventer Devices (MSC.1/Circ.1392 and Circ.1327)**MSC.1/Circ.1392, Paragraph 4**

Member Governments are strongly urged to ensure that all ships which are fitted with on-load release systems for lifeboats, are equipped with fall preventer devices as per paragraph 6 of these Guidelines at the earliest opportunity.

MSC.1/Circ.1392, Annex Paragraph 6

On each ship, fall preventer devices in accordance with the Guidelines for the fitting and use of fall preventer devices (FPDs) (MSC.1/Circ.1327) should be employed for each existing lifeboat release and retrieval system

MSC.1/Circ.1327, Paragraph 2

The use of FPDs should be considered as an interim risk mitigation measure, only to be used in connection with existing on-load release hooks, at the discretion of the master, pending the wide implementation of improved hook designs with enhanced safety features.

Interpretation

Where locking pins are provided as a FPD, the pins shall be designed so that they have a minimum factor of safety of 6 as per LSA Code Paragraph 6.1.1.6. Where existing on-load release hooks are drilled to provide a locking pin insertion point, the strength of the hooks shall continue to satisfy the relevant requirements in the LSA Code and MSC 81(70), Part.2 section 5.3.1 and shall comply with the requirements of MSC.1/Circ.1327 paragraph 2.1. The modification of the hook in this respect must be acceptable to the manufacturer of the hook.

Where strops or slings with fittings (with fittings e.g. shackles) are used as a FPD, they shall be approved against the following test requirements:

- (i) Environment tests as set out in MSC 81(70) Part 1, Paragraphs 1.2.1 or equivalent.
- (ii) Tests for rot-proof, colour-fast and resistant to deterioration from exposure to sunlight and that they are not unduly affected by seawater, oil or fungal attack as set out in MSC 81(70) Part 1, Paragraphs 2.4 or equivalent.
- (iii) Prototype test to a factor of safety of 6.
- (iv) A factory acceptance test of 2.2 x SWL.

Note: the factor of safety shall be based upon the SWL, which shall be not less than the total weight of the lifeboat when loaded with its full complement of persons and equipment.

It is the responsibility of the lifeboat and davit manufacturer, to confirm that the attachment eye is suitable for the use of the proposed FPD. If the lifeboat and/or davit manufacturer is no longer available, the suitability is to be determined by an independent service provider.

Note

This Unified Interpretation is to be uniformly implemented by IACS Societies for the approval of FPDs submitted on or after 1 January 2013.