



SUB-COMMITTEE ON SHIP DESIGN AND  
EQUIPMENT  
53rd session  
Agenda item 17

DE 53/17  
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## CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

### LSA Code – lifeboat exterior colour (IACS UI SC 233)

Submitted by the International Association of Classification Societies (IACS)

#### SUMMARY

<b>Executive summary:</b>	This document provides at annex a copy of IACS Unified Interpretation SC 233 regarding the implementation of paragraph 1.2.2.6 of the LSA Code concerning the exterior colour of lifeboats.
<b>Strategic direction:</b>	2
<b>High-level action:</b>	2.1.1
<b>Planned output:</b>	2.1.1.5
<b>Action to be taken:</b>	Paragraph 6
<b>Related documents:</b>	LSA Code (resolution MSC.48(66)) and resolution MSC.207(81)

#### Discussion

1 IACS notes that the version of paragraph 1.2.2.6 of the LSA Code currently in force at the time of submitting this document requires all life-saving appliances prescribed in this part to:

“.6 *be of a highly visible colour on all parts where this will assist detection;*”

but it is expected that on 1 July 2010 resolution MSC.207(81) will amend this requirement to:

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

2 IACS is aware that lifeboat manufacturers occasionally suggest using white as the colour on the exterior of the lifeboats, claiming this to be fully in compliance with the “highly visible colour” requirement of paragraph 1.2.2.6 of the LSA Code.

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3 Having discussed the issue extensively, IACS believes that a “highly visible colour” should, as a minimum, be of a kind that clearly separates itself from its surroundings in such a way that it brings attention to itself. In a sea-state environment colours such as orange-reddish or yellow possess these qualities while a white coloured object normally will be very difficult to distinguish from its surroundings due to the characteristics of, for example, stirred seas.

4 IACS considers that the above is applicable to the exterior of the canopy and the hull (in order to ensure that the lifeboat is visible if it capsizes) of both fully enclosed and partially enclosed lifeboats. To facilitate the global and consistent implementation of this IMO provision, IACS has developed an appropriate Unified Interpretation.

5 A copy of IACS UI SC 233 is attached at annex. Unless otherwise instructed by the Administration on whose behalf they are authorized as a recognized organization, the Sub-Committee is invited to note that IACS Members will use the attached Unified Interpretation for approvals issued in accordance with SOLAS regulation III/34 and the LSA Code from 1 July 2010.

#### **Action requested of the Sub-Committee**

6 The Sub-Committee is invited to consider the issues discussed above and, in particular, the IACS Unified Interpretation provided at annex, and take action as appropriate.

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**ANNEX****LSA CODE – LIFEBOAT EXTERIOR COLOUR**

LSA Code, paragraph 1.2.2.6, as amended by resolution MSC.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, e.g., 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 hull and canopy of both fully enclosed and partially enclosed lifeboats.

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**Note:** This UI is to be uniformly implemented by IACS Members and Associates for approvals issued in accordance with SOLAS regulation III/34 and the LSA Code from 1 July 2010.