



SUB-COMMITTEE ON SHIP DESIGN AND
EQUIPMENT
54th session
Agenda item 3

DE 54/3
30 April 2010
Original: ENGLISH

CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

Stowage of marine evacuation systems

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

Executive summary: This document provides at annex a copy of the latest version of IACS Unified Interpretation UI SC 143 on the stowage of marine evacuation systems as prescribed by SOLAS regulation III/15.1

Strategic direction: 1.1

High-level action: 1.1.2

Planned output: 1.1.2.2

Action to be taken: Paragraph 6

Related documents: DE 43/INF.6 and DE 43/18 (paragraph 17.4)

Introduction

1 SOLAS regulation III/15.1 states that:

"The ship's side shall not have any openings between the embarkation station of the marine evacuation system and the waterline in the lightest seagoing condition and means shall be provided to protect the system from any projections."

2 Based on requests for clarification regarding the implementation of this regulation, especially regarding the term "any openings", IACS developed a Unified Interpretation on the issue. This UI was originally submitted to the IMO in 2000 as document DE 43/INF.6. At that time, the IACS UI was merely "noted" (DE 43/18, paragraph 17.4).

Discussion

3 IACS understands that the intention of SOLAS regulation III/15.1 is that the ship's side shall not have any openings between the embarkation station of the marine evacuation system and the waterline in the lightest seagoing conditions. However, it has been considered necessary to provide a clarification regarding the term "any openings", especially with regard to windows and side scuttles.

4 The original version of this IACS UI referred only to passenger ships. However, recently IACS Members have noted the increasing prevalence of the installation of marine evacuation systems on cargo ships (as explicitly addressed in paragraph 6.2.2.1.2 of the LSA Code) and on special purpose ships, especially those that "follow" the requirements for cargo ships regarding the LSA fit.

5 Also, since this IACS UI was originally developed, SOLAS chapter II-2 has been revised. Consequently, the reference has been updated in the UI to the fire protection requirements for "windows below liferaft and escape slide embarkation areas". A copy of the latest version of IACS UI SC 143 is provided at the annex to this document.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to:

- .1 consider the comments provided above and the latest version of IACS Unified Interpretation UI SC 143 provided at the annex to this document;
- .2 note that, unless otherwise instructed by Administrations on whose behalf they are authorized as recognized organizations, the latest version of IACS UI SC 143 will be uniformly implemented by IACS Societies for ships contracted for construction on or after 1 July 2010; and
- .3 decide as appropriate.

ANNEX

STOWAGE OF MARINE EVACUATION SYSTEMS

SOLAS regulation III/15.1

"The ship's side shall not have any openings between the embarkation station of the marine evacuation system and the waterline in the lightest seagoing condition and means shall be provided to protect the system from any projections."

Interpretation

Regulation III/15.1 requires that the ship's side shall not have any openings between the embarkation station of the marine evacuation station and the sea level in the lightest seagoing condition. This means no openings, be they permanent openings, recessed promenades or temporary openings such as shell doors, windows or ports, are allowed in this particular area.

On passenger ships, windows and side scuttles of the non-opening type are allowed in this area if complying with regulation II-2/9.4.1.3.3. On cargo ships, the windows and side scuttles in the area in way of a marine evacuation system, if installed, shall only be of the non-opening type.

Note:

- 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 uniformly applied by IACS Societies for ships contracted for construction on or after 1 July 2010.
- 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.