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Requirements of SOLAS Chapter III Regulation 32.3.3

Under the requirements of SOLAS Chapter III Regulation 32.3.3 - if a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, additional immersions shall be provided at these locations for the number of persons normally on watch or working at these locations at any time.

SOLAS leave to the Flag states question which places should to be treated as remote, except the forward life raft station.

- the meaning of watch or work stations which are located remotely, is directly linked with the horizontal distance from where these places are located to the position where immersion suits are normally stowed,
- the normal layout of a cargo ship, where the bridge and engine room are almost in the same vertical position, with the accommodations and service spaces in between, aren't considered watch or work stations located remotely,
- the configuration and layout of ships would be very diversified to define which work or watch stations should be considered remotely operated. In this way the annexed sketches from GL are a simple example of the most common layout and in line with our understanding,
- additionally, when immersion suits are stowed in dedicated boxes or in safety rooms inside or outside accommodations on the assembly station and/or on way to survival craft stations, the bridge and engine room aren't required to be provided with immersion suits. If immersion suits are stowed inside crew cabins, at least two immersion suits shall be provided for bridge and two for engine room,
- the total number of immersion suits onboard shall be the number of immersion suits for each person stated in the record of equipment of CSSE plus the immersion suits stowed in the watch and work stations remotely operated (if applicable) plus those ones stowed on bridge(2) and engine room
 - (2) (if option of immersion suits in crew cabins) plus those ones stowed in the area of remotely located survival craft(2),(SOLAS III/31.1.4) as understood by MSC.1_Cir.1243
- Safety Plan shall clearly represent the correct location of immersion suits.

Immersion Suits (Self-Check)

GL Reg.-No.:		IMO-No.:		Flag:	
Name of Ship:					Type of Ship:
Here: Number of persons to be filled in !!!					<input type="checkbox"/> General Cargo Ship <input type="checkbox"/> Container Vessel <input type="checkbox"/> Tanker <input type="checkbox"/> Bulk Carrier
Total number of persons for which LSA are provided: indicated in the "Record E" of the Cargo Ship Safety Equipment Certificate				persons	

Immersion Suit Type / Trade name:		Type-approved by:	
Manufacturer:		Approval No:	

Minimum number of suits required <u>Here:</u> Simplified interpretation and summary of known flag state requirements, however without guarantee, in doubt the original text and flag state's advice applies!	Antigua & Barbuda	Australia (draft)	Bahamas	Barbados	Belize	Cyprus	Denmark	Germany (all ships: 1 July 2008)	Gibraltar	Greece	Isle of Man	Italy	Liberia (Rev. 2009)	Luxembourg (draft)	Malaysia (new)	Malta	Marshall Is. (draft)	Netherlands	Norway	Panama	Singapore	St.Kitts & Nevis	St.Vincent & Gren.	GL recommends, if no flag state's advice	immersion suits provided onboard
One immersion suit for every person: (=> total number of persons acc. to "Record E")																									
wheelhouse, <u>not</u> remotely located*:	0	(2)	2	0	2	(2)	2	0	2	0	(2)	2	0	(0)	2	2	(2)	2	???	2	???	???	2	0	
wheelhouse, remotely located*:	???			2		2		???		2	2		3	(2)					???		???	???	2	3	
ECR, <u>not</u> remotely located*:	0	(2)	2	0	2	(2)	2	0	2	0	(2)	2	0	(0)	2	2	(2)	2	???	2	???	???	2	0	
ECR, remotely located*:	???			2		2		???		2	2		2	(2)					???		???	???	2	2	
Near additional liferaft fwd. or aft**:	2	(2)	2***	2	2	2	2	2	6	2	2	3	(2)	(2)	2	2	(2)	2	2***	2***	2***	2***	2***	2***	
Additional suits (bosun store fwd.):	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	(2)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	
T o t a l:																									

??? = Number of additional suits not defined by flag state, therefore to be decided on case by case, column "GL recommends..." may be used as a guideline.
 * Remotely located means here not integrated in the superstructure / living quarters and therefore not in the direct vicinity of the survival craft and/or the normal stowage position of the immersion suits (see also attached figures: samples "remotely located").
 ** Liferafts, if located at the aft/forward end of the ship at a distance of more than 100m from the closest survival craft, as required by SOLAS Reg.III/31.1.4. The area where these remotely located survival craft are stowed should be provided with a minimum number of 2 suits [SOLAS Reg.III/32.3.3 as amended by Res.MSC.216(82), MSC.1/Circ.1243]
 *** According to IACS UI SC 213 mandatory for ships contracted for construction on or after 1 January 2007, if no or no different flag state's advice available!

Immersion suits provided for every person are: stowed in crew cabins (if yes, observe that in this case some flag states e.g. Cyprus and Isle of Man are requiring add. suits in W/H & ECR)
 stowed in boxes on deck near assembly station(s)
 provided in centralized accessible store(s), if yes, please specify location(s):

For cargo ships other than bulk carriers immersion suits need not be required if the ship is constantly engaged on voyages in warm climates!
 Exemption granted and available on board: Yes No N.A.

References: New Reg.III/32.3 of SOLAS 74, adopted by MSC.152(78) on 20 May 2004			(warm climates)
corresponding interpretations established by flag state administrations	Antigua & Barbuda	ADOMS Circular 02-002-07 Rev.03	(not defined)
	Australia	AMSA Marine Orders Part 25 Issue 6 Appendix 1, 2008, and AMSA Instructions to Class. Societies, 2004 (under revision)	(35°N - 35°S)
	Bahamas	BMA Information Bulletin No.76, Rev.1, 2008-07-09	(30°N - 30°S)
	Barbados	BMSR Information Bulletin No.113 (amended), 2008-07-15	(30°N - 30°S)
	Belize	MSN-0018 2006-06-30	(30°N - 30°S)
	Cyprus	Circular No.12/2006, dated 2006-07-01	(30°N - 30°S, Mediter. Sea south of 35°N, within 20nm from the coasts of Africa, from 1.Apr to 31.Oct. Mediter. Sea)
	Denmark	DMA Class Circular No.03/2007	(30°N - 30°S)
	Germany	SBG letter 2005-05-23 => as amended by ISM-Circ. 02-2008	(not defined)
	Gibraltar	Shipping Guidance Note 005/Nov.2005 a.by 016/Jan.2008	(30°N - 30°S)
	Greece	Circular 4338.1/03/06, 2006-05-24	(20°N - 20°S, Persian Gulf, Red Sea and from 1.Apr to 30.Oct. Mediterranean and Caribbean Sea)
	Isle of Man	Manx Shipping Notice, MSN 018, Dec.'07	(30°N - 30°S)
	Italy	Circolare Serie Generale No.62, 2006-04-21	(not defined)
	Liberia	Marine Notice SAF-001 Rev.04/05 & MON 8/2006 (under rev.)	(30°N - 30°S)
	Luxemboug	(Interpretation in progress but not yet publised)	(30°N - 30°S, Mediter. Sea south of 35°N, within 20nm from the coasts of Africa, from 1.Apr to 31.Oct. Mediter. Sea)
	Malaysia	RO Instructions 4/2008, amended Nov.2008 (new)	(30°N - 30°S)
	Malta	Letter 2005-11-08, Admin. Req. 1.19.1 dated 2008-03-07	(30°N - 30°S, Mediterranean Sea south of 35°N and within 20nm from the coasts of Africa)
	Marshall Islands	Marine Notice No.2-011-5 Rev.10/08 (under revision)	(30°N - 30°S)
	Netherlands	Inspectie Verkeer en Waterstaat letter 2007-08-02	(not defined)
Norway	Reg.No.1855 concerning LSA on cargo ships	(30°N - 30°S)	
Panama	Merchant Marine Circ. No.144, April 2006	(32°N - 32°S)	
Singapore	MPA Surveys Circ.No.3/2006	(30°N - 30°S)	
St.Kitts & Nevis	Circular Letter SV06/2007, August 2007	(30°N - 30°S, Mediter. Sea south of 36°N, within 20nm from the coasts of Africa and Persian Gulf)	
St.Vincent & Grenadines	Circular N° SOL 001 / 2006	(30°N - 30°S)	

Immersion Suits (Self-Check)

Number and arrangement of immersion suits according to SOLAS and Flag State requirements?

Yes No

Location and number of immersion suits shown in the updated Life-Saving Plan?

Yes No

Number of suits indicated in the "Record of Equip. for the Cargo Ship Safety Equipment Cert. (Form E)"?

Yes No

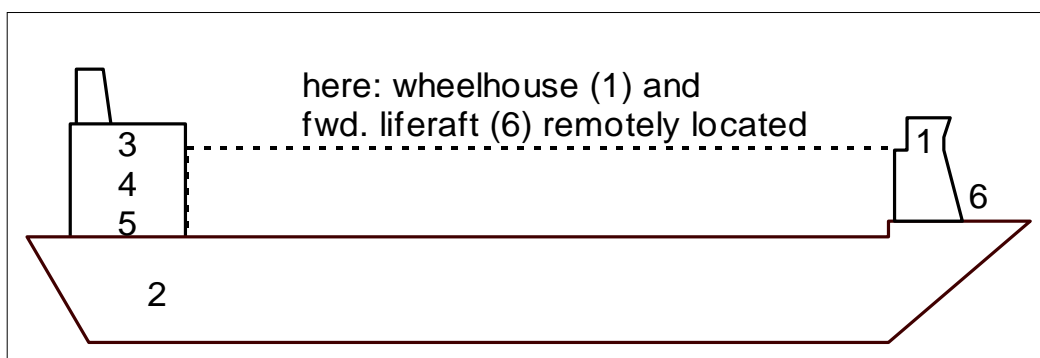
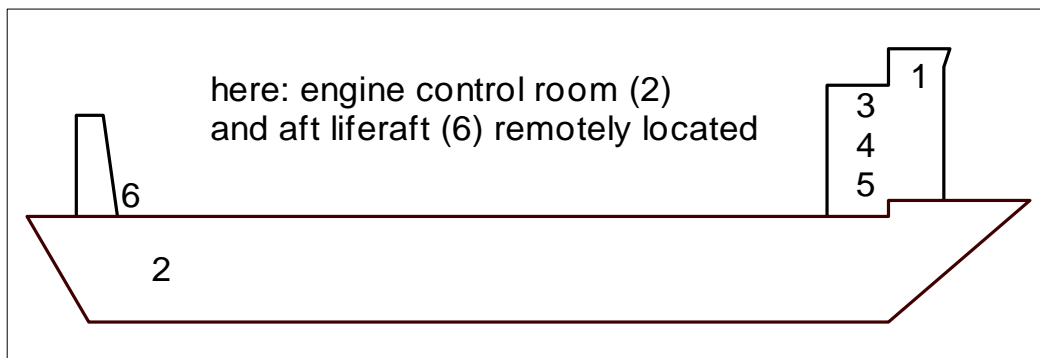
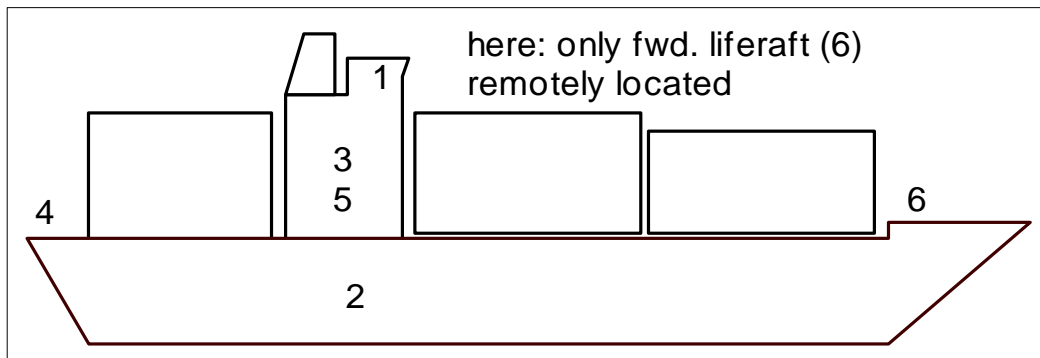
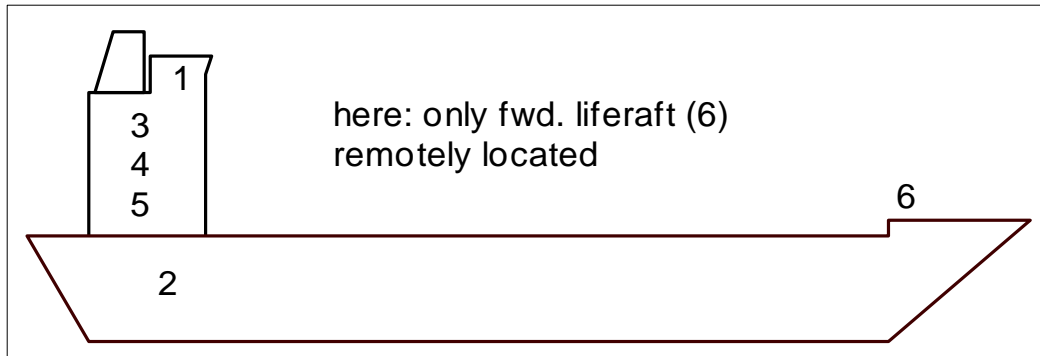
Date: _____

Checked by: _____

Sign: _____

Samples for "remotely located" survival craft and/or watch stations:

- 1 = wheelhouse
- 2 = engine control room
- 3 = crew accommodation with main stowage place(s) of immersion suits
- 4 = lifeboat(s)
- 5 = liferafts
- 6 = add. liferaft acc. to Reg.III/31.1.4



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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.

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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