Annex 1

Life Saving Appliances on cargo ship carrying Special or Industrial personnel

The purpose of annex 1 to IC 1-2009 rev.2 is to clarify certain matters related to life-saving appliances to be installed on cargo ships carrying a large number of Special or Industrial personnel.

Part I

1. **For cargo ships, the keel of which is laid before 1 July 2016, when such ships carry Special or Industrial Personnel**

   1.1. The following guidelines shall be followed with regards to the life-saving appliances on cargo ships, the keel of which is laid before 1 July 2016, when such ship carry a large number of Special or Industrial personnel on board:

Nos. of "Special purpose" personnel	Ships length in meters.	Additional require-ments	Carrying capacity of fully enclosed lifeboats on each side	Carrying capacity of liferafts
50 or less	Less than 85	None		100 % each side *1
50 or less	More than 85	None	100 %	100 % *2
50 or less	More than 85	Damage stability *3	50 %	100% each side. The liferafts shall be served by launching appliances
51 to 200	Regardless of length	None	100 %	100% each side.
51 to 200	Regardless of length	Damage stability *3	50 %	100% each side. The liferafts shall be served by launching appliances
201 and over	Shall be certified as passenger ships on international voyages			

1. If not possible to transfer from side to side each side to have 150% capacity
2. If not possible to transfer from side to side each side to have 100% capacity
3. Damage stability in accordance with Code of Safety for Special Purpose Ships, IMO Res.A.534(13) adopted on 17 November 1983, as amended by MSC/Circ.739.

   1.2. Cargo ships < 85m in length with less than 50 Special or Industrial personnel on board shall carry liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.3.

   1.3. Cargo ships > 85m in length with less than 50 Special or Industrial personnel on board, shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2.

   1.4. Ships which comply with the above referenced damage stability requirements, may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

1.5. Cargo ships regardless of length with 51-200 Special or Industrial personnel on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2. If the ship complies with the above referenced damage stability requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

1.6. Cargo ships regardless of the above requirements shall carry a rescue boat in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulation III/31.2.

1.7. Ships regardless of length which carry more than 200 persons on board, shall meet the SOLAS 1974 requirements for passenger ships in force on the date of which the keel was laid, and be certified as such.

1.8. Upon compliance with the above requirements, cargo ships with 50% lifeboat capacity on each side shall carry a SOLAS Exemption Certificate issued by the Recognised Organisation with the following text under "conditions":

"*May carry enclosed lifeboats on each side of such aggregate capacity as will accommodate at least 50% of the total number of persons on board. In addition, the ship shall carry liferafts on each side of such aggregate capacity as will accommodate at least 100% of the total number of persons on board. The liferafts shall be served by launching appliances on each side.*

The stability requirements of Ch. 2.2 of IMO Res.A.534(13) have been complied with"

1.9. Further, please be advised that the NMA has provided the IMO with a notification of acceptance of these equivalent arrangements in accordance with the provisions of Regulation I/5 of the Convention.

Part II

1. For cargo ship carrying Special Personnel, the keel of which is laid on or after 1 July 2016.

1.1. The following guidelines shall be followed with regards to the life-saving appliances on cargo ships, the keel of which is laid on or after 1 July 2016, when such ship carry a large number of Special Personnel on board:

Nos. of persons on board	Ships length in meters.	Additional require-ments	Carrying capacity of fully enclosed lifeboats on each side	Carrying capacity of liferafts
60 or less	Less than 85	None		100 % each side *1
60 or less	More than 85	None	100 %	100 % *2
60 or less	More than 85	Damage stability *3	50 %	100% each side. The liferafts shall be served by launching appliances
61 to 240	Regardless of length	None	100 %	100% each side.
61 to 240	Regardless of length	Damage stability *3	50 %	100% each side. The liferafts shall be served by launching appliances
241 and over	Shall be certified as passenger ships on international voyages			

1. If not possible to transfer from side to side each side to have 150% capacity
2. If not possible to transfer from side to side each side to have 100% capacity
3. Damage stability in accordance with Code of Safety for Special Purpose Ships, Res.MSC.266(84) adopted on 13 May 2008, as amended.

1.2. Cargo ships < 85m in length with less than 60 persons on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.3.

1.3. Cargo ships > 85m in length with less than 60 persons on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2.

1.4. Ships which comply with the above referenced damage stability requirements may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

1.5. Cargo ships regardless of length with 61-240 persons on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulations III/31.1.1 or III/31.1.2. If the ship complies with the above referenced damage stability requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

1.6. Cargo ships regardless of the above requirements shall carry a rescue boat in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulation III/31.2.

1.7. Cargo ships certified to carry more than 60 persons shall at least carry two rescue boat(s) in accordance with SOLAS 1974 requirements in force on the date the keel of which is laid, ref. SOLAS 1974 regulation III/21.2.1.

1.8. Ships regardless of length which carry more than 240 persons on board, shall meet the SOLAS 1974 requirements for passenger ships in force on the date the keel of which is laid, and be certified as such.

1.9. Upon compliance with the above requirements, cargo ships with 50% lifeboat capacity on each side shall carry a SOLAS Exemption Certificate issued by the Recognised Organisation with the following text under "conditions":

"*May carry enclosed lifeboats on each side of such aggregate capacity as will accommodate at least 50% of the total number of persons on board. In addition the ship shall carry liferafts on each side of such aggregate capacity as will accommodate at least 100% of the total number of persons on board. The liferafts shall be served by launching appliances on each side.*

The stability requirements of Ch. 2.2 of IMO Res.MSC.266(84) have been complied with"

1.10. Further, please be advised that the NMA has provided the IMO with a notification of acceptance of these equivalent arrangements in accordance with the provisions of Regulation I/5 of the Convention.

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