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MSC.1/Circ.1529
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UNIFIED INTERPRETATIONS OF PARAGRAPH 4.4.7.6 OF THE LSA CODE, AS AMENDED BY RESOLUTION MSC.320(89)

1 The Maritime Safety Committee, at its ninety-sixth session (11 to 20 May 2016), with a view to providing more specific guidance on lifeboat release and retrieval systems, approved unified interpretations of paragraph 4.4.7.6 of the LSA Code, as amended by resolution MSC.320(89), prepared by the Sub-Committee on Ship Systems and Equipment, at its second session (23 to 27 March 2015), as set out in the annex.

2 Member States are invited to use the annexed unified interpretation as guidance when applying paragraphs 4.4.7.6.6, 4.4.7.6.7.2, 4.4.7.6.9 and 4.4.7.6.14 of the LSA Code, as amended by resolution MSC.320(89), to the systems to be installed on board ships constructed on or after 13 May 2016 and to bring the unified interpretations to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATIONS OF PARAGRAPH 4.4.7.6 OF THE LSA CODE, AS AMENDED BY RESOLUTION MSC.320(89)

IMPLEMENTATION OF THE REQUIREMENTS RELATING TO LIFEBOAT RELEASE AND RETRIEVAL SYSTEMS

Paragraphs 4.4.7.6.6 and 4.4.7.6.7.2

1 The reset function as required by paragraph 4.4.7.6.6 should also apply to the "other means" or "similar device" referred to in paragraph 4.4.7.6.7.2.

2 Where a safety pin is fitted to facilitate compliance with SOLAS regulation III/1.5 then, in line with paragraph 4 of the annex to MSC.1/Circ.1327, the safety pin arrangement should be acceptable to the hook manufacturer, as defined in paragraph 9.9 of the annex to MSC.1/Circ.1392.

Paragraph 4.4.7.6.9

1 All interlocks ("mechanical protection" of on-load release), which include hydrostatic components in the operating mechanism, should also be of material corrosion resistant in the marine environment.

2 Where stainless steel having a Pitting Resistance Equivalent Number (PREN)[1] of 22 or more is chosen, such stainless steel does not need to be subjected to standard ISO 9227:2012 or other equivalent recognized national standard.

3 Where stainless steel having a PREN < 22, or another corrosion resistant material/alloy is chosen, the material should be qualified by corrosion test according to standard ISO 9227:2012 or other equivalent recognized national standard. When the test is carried out in accordance with standard ISO 9227:2012, neutral salt spray (NSS) should be used, with 1,000 hours test duration for components outside the lifeboat, and 160 hours for those inside the lifeboat. The salt spray tests may be conducted by using round specimens (diameter is 14 mm) according to IACS UR W2.4.2.

4 After the salt spray test, the release mechanism should be subjected to load and release test as described in resolution MSC.81(70), as amended by resolution MSC.321(89), part 1, paragraph 6.9.4.1, to demonstrate satisfactory operation. The load and release should be repeated 10 times. Where specimens are used for the salt spray tests, tensile tests should be conducted in lieu of the load and release test. The results from the tests should be in order to verify that the reduction in the ultimate tensile strength and reduction in cross sectional area ratio is less than 5% between corrosion tested and non-corrosion tested specimens.

5 Where austenitic stainless steels (e.g. 316L or 316) are used for welded structures, the risk of sensitization to intergranular corrosion should be addressed by the component manufacturer's quality control system.

[1] PREN = 1 • %Cr + 3.3 (%Mo + 0.5 • %W) + 16 • %N

6 Austenitic stainless steels 201, 304, 321, 347 are susceptible to pitting and crevice corrosion and, therefore, unsuitable for these applications. For operating cables covered with sheath and installed inside the lifeboat, inner cables made of austenitic stainless steels 304 are acceptable without the corrosion test above.

Paragraph 4.4.7.6.14

The hanging-off arrangement, including the connections to the lifeboat release and retrieval system and davit, should be designed with a calculated factor of safety of 6 based on the ultimate strength of the materials used, and mass of the lifeboat when loaded with its full complement of fuel and equipment plus 1,000 kg equally distributed between the falls.