

SC Stowage of Marine Evacuation Systems

143

(1999)

(Rev.1

Feb 2010)

(Chapter III, Regulation 15)

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

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. ~~No openings are allowed in this particular area. Windows and side scuttles of the non-opening type are allowed if complying with Reg.II-2/33.3.~~

On passenger ships, windows and side scuttles of the non-opening type are allowed in this area if complying with Reg.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.

End of Document
