

UI SC143 “Stowage of Marine Evacuation Systems”

Part A. Revision History

| Version no. | Approval date | Implementation date when applicable |
|------------------|------------------|-------------------------------------|
| Rev.1 (Feb 2010) | 19 February 2010 | 1 July 2010 |
| New (1999) | 29 January 1999 | 1 July 1999 |

- **Rev.1 (Feb 2010)**

.1 Origin for Change:

- Suggestion by IACS member

.2 Main Reason for Change:

The original UI makes reference to the fact that windows and side scuttles of the non-opening type are allowed if complying with Reg.II-2/33.3 which refers to SOLAS Passenger Ship requirements. It was considered necessary for the UI to be updated to also cover SOLAS Cargo Ships requirements.

The reference to Reg.II-2/33.3 should also be changed to Reg.II-2/9.4.1.3.3 to reflect SOLAS 2000 Amendments.

.3 History of Decisions Made:

UI SC143 has been updated to also cover requirements to cargo ships. References are also updated to reflect SOLAS 2000 Amendments.

.4 Other Resolutions Changes

None

.5 Any dissenting views

None

.6 Dates:

Original Proposal: *26 October 2009, made by Statutory Panel*

Panel Approval: *8 February 2010*

GPG Approval: *19 February 2010 (ref. 10001aIGb)*

- **New (1999)**

Developed by CG/LSA – no TB document available.

Part B. Technical Background

List of Technical Background (TB) documents for UI SC143:

Annex 1. **TB for Rev.1 (Feb 2010)**

See separate TB document in Annex 1.



Note: *There is no separate Technical Background (TB) document for the original resolution (1999).*

Technical Background for UI SC143 Rev.1, Feb 2010

1. Scope and objectives

UI 1SC43 has been updated to also cover requirements to cargo ships. Rule references are also updated to reflect SOLAS 2000 Amendments.

2. Engineering background for technical basis and rationale

The intention with 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.

An interpretation is needed to clarify the different type of openings permitted and the closure requirements to such openings.

Traditionally Marine Evacuation Systems have only been used on Passenger Ships where this UI has been used.

The trend now is that Marine Evacuation Systems are also being used on Cargo Ships and SPS vessels following SOLAS Cargo Ship requirements.

Cargo Ship requirements are therefore included in UI SC143.

3. Source/derivation of the proposed IACS Resolution

IACS Statutory Panel agreed to the revision of UI SC143.

4. Summary of Changes intended for the revised Resolution:

The original version of UI SC143 was updated.

5. Points of discussions or possible discussions

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6. Attachments if any

N.A.