



REPUBLIC OF CYPRUS  
**MINISTRY OF  
COMMUNICATIONS AND WORKS**



**DEPARTMENT  
OF MERCHANT SHIPPING  
LEMESOS**

22 December 2008

Circular No. 23 / 2008

TEN 5.13.09  
TEN 4.28.03.5  
TEN 16.17.18

To all Owners, Managers  
and Representatives  
of ships under the Cyprus Flag.

To all recognised Classification Societies  
and Inspectors of Cyprus Ships

Subject: **Embarkation arrangement for remotely located survival craft**

With reference to the above subject and further to the attached International Maritime Organization (IMO) / Maritime Safety Committee (MSC) Circular No. 1243 (MSC.1/Circ.1243) with title "UNIFIED INTERPRETATION OF THE PROVISIONS OF SOLAS CHAPTER III" concerning arrangements for remotely located survival craft, I wish to inform you that the area where the remotely located survival craft is stowed should be equipped in accordance with the interpretation contained in IMO circular MSC.1/Circ.1243.

Furthermore, as per paragraph 3 of the said circular, the area where the remotely located survival craft is stowed, should be **provided with an embarkation ladder or other means of embarkation** enabling descent to the water in a controlled manner, in accordance with regulation 11.7 / Chapter III of SOLAS 74.

In this regard, please be advised that our interpretation for this requirement is as follows:

- i. **An embarkation ladder:** means an embarkation ladder complying with Section 6.1.6 of the International Life-Saving Appliance (LSA) Code. The application of this option is the preferred action for ships flying the Cyprus Flag.
- ii. **Other means of embarkation:** alternatively, the use of either a Jacob's ladder or an aluminium ladder complying with Section 6.1.6 of the LSA Code, is accepted, while **the use of knotted rope is not accepted.**

The above requirements should be applied to all ships flying the Cyprus Flag, regardless of date of construction and compliance with these requirements must be verified by the vessel's Recognised Organisation at the first safety equipment survey on or after the 1 January 2009.

S. S. Serghiou

Director

Department of Merchant Shipping

cc: Permanent Secretary, Ministry of Communications and Works  
Maritime Offices of the Department of Merchant Shipping abroad  
Permanent Secretary, Ministry of Foreign Affairs  
Diplomatic and Consular Missions of the Republic  
Honorary Consular Officers of the Republic  
Cyprus Shipping Chamber  
Cyprus Union of Shipowners  
PEO Trade Union  
SEK Trade Union  
Cyprus Bar Association

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**IMO**

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Ref.: T4/3.01

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.

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**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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