

# – CLASSIFICATION NEWS

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**STATUTORY ALERT** Amendments to SOLAS chapter II-1: regulation 45 and its impact on lifebuoys provided with self-igniting lights

**APPLICABILITY** All new passenger and cargo ships built on or after January 1, 2007

**INFORMATION** As part of amendments to SOLAS chapter II-1 ("Construction – structure, subdivision and stability, machinery and electrical installations"), paragraph 10 of regulation 45 has been replaced, and a new paragraph 11 has been added.

These amendments were adopted at the 79th session of the Maritime Safety Committee, by resolution MSC.170(79).

The replacement paragraph 10 states that:

No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, e.g. in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Administration is satisfied that such equipment is:

1. essential for operational purposes;
2. of a type which will not ignite the mixture concerned;
3. appropriate to the space concerned; and
4. appropriately certified for safe usage in the dusts, vapours or gases likely to be encountered.

The new paragraph 11 states that:

In tankers, electrical equipment, cables and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the Organization.

For the purposes of paragraph 11, the term 'tanker' is as defined in SOLAS 1974, as amended, chapter I, regulation 2(h). This states: "A tanker is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature".

**When will the amendments apply?**

The replacement paragraph 10 is applicable to all new passenger ships and cargo ships, built on or after January 1, 2007, while the new paragraph 11 is applicable to all new tankers, built on or after January 1, 2007.

*Continued overleaf*

### **Lifebuoys provided with self-igniting lights**

Self-igniting lights attached to lifebuoys are affected by the amendments, due to the fact that they may be kept within hazardous locations on tankers.

Therefore, if it is necessary to arrange lifebuoys provided with self-igniting lights within hazardous locations associated with the cargo tanks, the lights should be of a certified safe type, suitable for use in such locations.

If self-igniting lights are not of a certified safe type for use in hazardous locations, lifebuoys should instead be arranged at the forward and aft ends of the ship.

SOLAS 1974, as amended, Chapter III, Regulation 8.1.3 requires that: "Not less than one half of the total number of lifebuoys shall be provided with lifebuoy self-igniting lights".

**HELP US TO HELP YOU** – if you are an owner or operator and require further assistance, please get in touch with your local Lloyd's Register Group office at the earliest opportunity and we will be happy to assist.

## **Further information**

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