

ANNEX 1 – GENERAL EXEMPTION IN RELATION TO LSA ON CLASS XII VESSELS



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GENERAL EXEMPTION IN RELATION TO LSA ON CLASS XII VESSELS

The Secretary of State, in exercise of the powers conferred by Regulation 85(3) of The Merchant Shipping Act 1995 and The Merchant Shipping (Life-Saving Appliances and Arrangements) Regulations 2020 (SI 2020/501) hereby exempts any vessel of Class XII under 500 gross tons, as defined in these regulations, from the requirements of Regulations 10(1), 13, 16 and 19, as they apply to vessels of Class XII, subject to the condition that the vessel complies with the requirements of the Schedule to the Exemption.

This General Exemption revokes and replaces the General Exemption issued under SI 1999/2721 on 01 January 2019, published in Annex 1 of Marine Guidance Note (MGN) 599 (M).

This General Exemption shall remain valid unless revoked or cancelled.

Dated this day the 23 October 2024.

Fraser Heasley
Director of UK Technical Maritime Services

SCHEDULE TO THE EXEMPTION IN RELATION TO LSA ON CLASS XII VESSELS

The interpretation of terms used in this exemption shall be the same as in SI 2020/501. Some commonly used interpretations are provided in “Definitions” section of MGN 599.

TABLE 1 TO EXEMPTION IN RELATION TO LSA ON CLASS XII VESSELS

The following table forms the carriage requirements for life-saving appliances:-

	VESSEL OPERATING AREA					
	Category A Waters	Category B Waters	Category C & D waters, and less than 3 miles to sea from the coast.	3 miles to sea from the coast and less than 20 miles to sea from the coast	20 miles to sea from the coast and less than 150 miles to sea from the coast	More than 150 miles to sea from the coast.
All persons on board shall be provided with a suitable Personal Flotation Device, fitted with a lifejacket light complying with an MCA recognised standard.			✓			
All persons on-board shall be provided with a lifejacket providing 150N of buoyancy, fitted with a self-activating light complying with an MCA recognised standard. (1)				✓	✓	✓
Lifebuoy fitted with an 18-metre buoyant line. (2)	1	1	1	1	1	1
Lifebuoy fitted with a self-igniting light (2)			1	1	1	1
Three means of distress alerting in accordance with Annex 4 of the COLREGs one of which must be a maritime radio capable of transmitting and receiving calls and messages appropriate for the area of operation and on of which must be distress flares (3).			✓	✓	✓	✓
Manufacturer's instructions for the use and maintenance of the life-saving appliances shall be available on-board the vessel.	✓	✓	✓	✓	✓	✓
Liferaft (9)				✓	✓	✓
A copy of the Life-Saving Signals leaflet.			✓	✓	✓	✓
A Throw line or rescue sling						✓
A ladder to afford access from the side deck to the waterline	1	1	1	1	1	1
VESSELS OF 24 METRES LENGTH OR OVER AND LESS THAN 500GT IN ADDITION TO ABOVE SHALL CARRY THE FOLLOWING						
Line throwing appliance						1

An embarkation ladder at each embarkation station extending in a single length from the deck to the waterline in the lightest seagoing condition under unfavourable trim up to 10 degrees and listed to not less than 20 degrees.	1	1	1	1	1	1
VESSELS OF 25.9 METERS IN LENGTH OR OVER AND UNDER 500GT IN ADDITION TO ABOVE SHALL CARRY THE FOLLOWING						
Rescue boat or inflatable boat (8).	1	1	1	1	1	1

1) The lifejacket light need not be fitted if the vessel's intended operation is in daylight hours or in good visibility only. Lifejackets shall be stowed in positions readily accessible from the helm and deck. Lifejackets shall be provided in appropriate sizes for the person(s) on-board.

(2) Light weight lifebuoys such as horse shoe buoys are permitted. Where they are used, they shall be fitted with a drogue to prevent them moving quickly across the water's surface.

(3) The provision in the table above of "Three means of distress alerting in accordance with Annex 4 of the COLREGs, one of which must be a maritime radio capable of transmitting and receiving calls and messages appropriate for the area of operation and one of which must be distress flares" is intended to be a replacement by Exemption provision to the need to carry parachute flares. With this in mind, it does not set a mandatory carriage requirement for radio communications to directly contact rescue services, though the ability to do so from the vessel is obviously desirable. The term "appropriate for the area of operation" in the table above means, as a minimum, the capability of contacting other vessels in the immediate vicinity but where the proximity to rescue cannot be relied upon due to the length of passage or area of operation, consideration should also be given to the carriage of GMDSS equipment to contact the Coastguard. Other means of distress alerting may include an EPIRB or a Personal Location Beacon. It is most strongly recommended that the maritime radio provided has a digital selective calling (DSC) function. The flares required shall include 4 red hand and 2 orange smoke flares. One of the signals included shall not be the raising and lowering of arms. "Appropriate for area of operation" means to be continuously able to make contact with someone who can take action when you need help.

(4) This may be replaced with an 18-metre rescue line and quoit in Category A or B waters.

(5) The self-igniting light need not be fitted if the vessels intended hours of operation are daylight only and / or in good visibility by daylight.

(6) Such a ladder is not required where the construction of the vessel affords access to the waterline (such as a Rigid Inflatable Boat). Such a ladder may be temporarily attached and may be replaced by an approved device to afford access to survival craft when waterborne

7) Where the length of the embarkation ladder would not be more than 1 meter an embarkation ladder is not required. Embarkation ladder(s) may be temporarily attached.

(8) A lifeboat may be accepted as a rescue boat providing it meets the requirements of a rescue boat. The lifeboat, rescue boat or inflatable boat shall be served by a launching appliance. Where the intended voyage is less than 60 miles from a safe haven and in less than Beaufort wind force 4 or less and the vessel has sufficient manoeuvrability in a seaway to enable persons to be retrieved from the water, a rescue boat is not required. To assess this ability, it is not acceptable to retrieve persons over the stern of the vessel or adjacent propeller(s). Additionally, the vessel should be provided with suitable equipment and / or arrangements to enable person(s) to be recovered without further persons entering the water.

(9) The following liferaft standards:

	Vessel Operating Area		
	3 miles to sea from the coast and less than 20 miles to sea from the coast.	20 miles to sea from the coast and less than 150 miles to sea from the coast.	More than 150 miles to sea from the coast.
A CE marked Category C rigid or inflated inflatable dinghy ready for immediate use of equivalent capacity.	✓		
Built to the ISO 9650-1:2022– Small Craft Inflatable Liferafts Type 2 providing the vessel is not operating in waters where the air temperature is less than 0 centigrade.	✓		
Built to the ISO 9650-1:2022– Small Craft Inflatable Liferafts Type 1 standard.	✓	✓	✓
Constructed to SOLAS standards, UKCA or MED approved.(1)	✓	✓	✓

(1) EU 'MED' approved marine equipment that is already on board UK ships can remain on board for the duration of the equipment's operational life, and only when the equipment needs replacing after 1 January 2023 will it need to be replaced with UK approved equipment, subject to the exceptions outlined in Paragraph 2.3 of MIN 590

Liferaft Packs

All liferafts shall be equipped with a suitable pack.

On vessels proceeding more than 150 miles to sea from the coast this shall be a SOLAS 'A' PACK. (On vessels less than 24m length this may be supplemented with a "grab bad" if the liferaft contents do not make up a SOLAS 'A' Pack)

On vessels proceeding more than 20 miles to sea from the coast but less than 150 miles to sea this shall be an ISO (>24 hour) PACK, a SOLAS 'B' PACK, or a SOLAS 'A' PACK. (The contents of the pack integral to the liferaft may be supplemented by a "grab bag")

On all other liferafts, this shall be an ISO (24 hour) PACK, a SOLAS 'B' PACK, or a SOLAS 'A' PACK. (The contents of the pack integral to the liferaft may be supplemented by a "grab bag")

Every ship of 24 metres in length or over and under 500 GT, operating more than 3 miles to sea shall carry additional liferaft(s) to ensure that in the event of any one raft being lost or rendered unserviceable, there is sufficient capacity remaining for all on board, except where the ship does not operate more than 60 miles from a safe haven and operates in Beaufort wind force 4 or less then only one liferaft with sufficient capacity for all persons on-board is acceptable.

Every liferaft shall be carried either:

(a) in approved FRP containers stowed on the weather deck or in an open space and fitted with float free arrangements so that the liferafts float free and inflate automatically; or

(b) for ships of 13.7 metres in length or over but less than 24 metres in length, in FRP containers or in a valise stowed in a readily accessible and dedicated weathertight locker opening directly to the weather deck.

In ships of Class XII, every inflatable liferaft, compressed gas inflatable lifejacket and hydrostatic release unit shall be serviced by the manufacturer's approved agent, at the manufacturer's recommended intervals, however where liferaft(s) are stored in valises these should be serviced at least annually.

Life-saving appliances are to be serviced according to manufacturer's instructions. For SOLAS inflatable Life-saving products this must at least be annually.