



Maritime and Coastguard Agency

MGN 141 (M)

Equivalent Arrangements for the Carriage of Man Overboard Smoke Signals and Parachute Flares on Certain Class VI Passenger Vessels

Guidance to Owners, Operators, Masters, Officers and Ratings of Passenger Ships of Class VI

Summary

The purpose of this Note is to offer the owners of certain Class VI passenger vessels an alternative arrangement for the carriage of man-overboard smoke signals and parachute flares.

1. The Merchant Shipping (Life Saving Appliances for Passenger Ships of Classes III To VI(A)) Regulations 1999, require in regulation 8 that Class VI vessels carry lifebuoys with self-activating smoke signals capable of quick release from the navigation bridge. It also states that the vessel should carry not less than 12 rocket parachute flares.
3. This arrangement will only be permitted provided it can be demonstrated to a local MCA surveyor that the vessel concerned can return to a man-overboard within 3 minutes, and the vessel's crew are proficient in the manoeuvre.

Man-overboard smoke signals

2. For 'open boat' Class VI vessels without a wheel house, an alternative arrangement is permissible. When a quick-release lifebuoy and smoke float cannot be fitted, provided that the vessel is very manoeuvrable, a lifebuoy and two 3 minute smoke floats may be considered as an alternative. Such lifebuoys and smoke floats should not be stowed in close proximity to the passengers and should be kept ready for use.

Parachute flares

4. Under certain local conditions eg availability of safely beaching the vessel, following local Coastguard advice and where the vessel is operating within the 10 miles from point of departure and 1 mile offshore limits, the local MCA surveyor may consider that the carriage of six parachute distress flares is sufficient rather than the prescribed twelve. When allowing this reduction, the local topography must be considered and how this might affect the sighting of the flares.

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February 2000

MS 003/001/0330

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