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MARITIME SAFETY COMMITTEE
70th session
Agenda item 23

MSC 70/23/Add.1
17 December 1998
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**REPORT OF THE MARITIME SAFETY COMMITTEE
ON ITS SEVENTIETH SESSION**

Attached are annexes 1 to 7 to the report of the Maritime Safety Committee on its seventieth session (MSC 70/23).

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(See document MSC 70/23/Add.2 for annexes 8 to 22)

ANNEX 1

AGENDA FOR THE SEVENTIETH SESSION AND LIST OF DOCUMENTS

1 Adoption of the agenda, report on credentials

| | | |
|------------|-------------|---------------------------------------|
| MSC 70/1 | Secretariat | Provisional agenda |
| MSC 70/1/1 | Secretariat | Annotations to the provisional agenda |

2 Decisions of other IMO bodies

| | | |
|------------------|-------------|---------------------------------|
| MSC 70/2 | Secretariat | Outcome of Council 80th session |
| MSC 70/2/1 | Secretariat | Outcome of TCC 45th session |
| MSC 70/2/1/Add.1 | Secretariat | Outcome of TCC 46th session |
| MSC 70/2/2 | Secretariat | Outcome of FAL 26th session |
| MSC 70/2/3 | Secretariat | Outcome of LEG 78th session |
| MSC 70/2/4 | Secretariat | Outcome of MEPC 42nd session |

3 Consideration and adoption of amendments to mandatory instruments

| | | |
|-------------|-------------|-----------------------------------|
| MSC 70/3 | Secretariat | Proposed amendments to STCW Code |
| MSC 70/WP.2 | Secretariat | Draft amendments to the STCW Code |

4 Bulk carrier safety

| | | |
|--------------------------|----------------|---|
| MSC 70/4 | United Kingdom | Results of tests on sensitivity of wetness and deck loads and forward buoyancy reserves in extreme weather conditions |
| MSC 70/4/Add.1 | United Kingdom | Proposal for Formal Safety Assessment of bulk carriers |
| MSC 70/4/1 | IACS | Comments on MSC 69/2/1/Add.5) re "Derbyshire" |
| MSC 70/4/2 | ICFTU | Comments on further work to improve bulk carrier safety |
| MSC 70/4/3 | IACS | Comments relating to matters for consideration under resolution 8 of SOLAS CONF |
| MSC 70/4/4 | ICS | Comments relating to matters for consideration under resolution 8 of SOLAS CONF |
| MSC 70/4/5 | ICS | Comments on MSC 69/2/1/Add.5 re "Derbyshire" |
| MSC 70/4/6 | Greece | Operational measures for avoiding dangerous situations in extreme weather conditions; results of study |
| MSC 70/4/7 | United Kingdom | Additional information from tests (cf MSC 70/4) |
| MSC 70/INF.3 (E only) | INTERCARGO | Bulk carrier casualty statistics 1990-1997 |

4 Bulk carrier safety (continued)

| | | |
|---------------------------|----------------|--|
| MSC 70/INF.8 (E only) | United Kingdom | Results of research undertaken in conjunction with tests as outlined in MSC 70/4 |
| MSC 70/INF.14 (E only) | United Kingdom | Additional information in support of formal safety assessment of bulk carriers |
| MSC 70/INF.17 (E only) | IACS | Application of IACS (UR) S24 requirements |
| MSC 70/WP.11 | Working Group | Report of the Working Group |

5 Implementation of the STCW Convention

| | | |
|--------------------------------|----------------|---|
| MSC 70/5 | Secretariat | Information on preparation of reports pursuant to STCW regulation I/7 |
| MSC 70/5/1 and Adds 1 and 2 | Secretariat | List of competent persons nominated by STCW Parties pursuant to section A-I/7 of the STCW Code |
| MSC 70/5/2 | Secretariat | Proposals on submission of report(s) to the MSC pursuant to STCW regulation I/7 |
| MSC 70/5/3 | Denmark | Proposal regarding the work of competent persons |
| MSC 70/5/4 | ILO | ILO/WHO Guidelines for conducting Pre-Sea and Periodic Medical Fitness Examinations for Seafarers |
| MSC 70/5/5 | BIMCO | Comments on the STCW '95 White List |
| MSC 70/5/6 | ISF | Comments on preparation of reports pursuant to STCW Regulation I/7 |
| MSC 70/WP.1 | Secretariat | Parties to the STCW Convention which communicated information in accordance with regulation I/7 thereof |
| MSC 70/WP.6 | Drafting group | Draft MSC circular on Fraudulent certificates of competency |

6 Matters related to the ISM Code

| | | |
|-------------|----------------|---|
| MSC 70/6 | Secretariat | Outcome of the Joint MSC/MEPC Working Groups on the Human Element and on Formal Safety Assessment |
| MSC 70/6/1 | Denmark | Proposed amendments to the ISM Code |
| MSC 70/6/2 | Germany | Comments on proposed amendments to SOLAS chapter IX and the ISM Code |
| MSC 70/6/3 | United Kingdom | Documents of Compliance for companies that operate multi-flagged ships |
| MSC 70/6/4 | BIMCO | Information on misinterpretations of the ISM Code |
| MSC 70/WP.3 | Secretariat | Draft MSC circular on Implementation of the ISM Code |

7 Radiocommunications and search and rescue

| | | |
|-----------------------|----------------------------|--|
| MSC 70/7 | Secretariat | Report of the 3rd session of the Sub-Committee |
| COMSAR 3/14 and Add.1 | Sub-Committee | Report of the Sub-Committee |
| MSC 70/7/1 | Secretariat | Outcome of the Indian Ocean Conference on maritime SAR and the GMDSS |
| MSC 70/7/2 | Germany, France and Sweden | Comments on medical assistance at sea |

8 Ship design and equipment

| | | |
|--------------------|----------------|---|
| MSC 70/8 | Secretariat | Report of the 41st session of the Sub-Committee |
| DE 41/17 and Add.1 | Sub-Committee | Report of the Sub-Committee |
| MSC 70/8/1 | United States | Proposed corrections to the draft revised recommendation on testing of life-saving appliances |
| MSC 70/8/2 | United Kingdom | Proposed draft MSC circular on measures to prevent accidents at corrugated bulkheads |

9 Flag State implementation

| | | |
|--------------|--|---|
| MSC 70/9 | Secretariat | Report of the 6th session of the Sub-Committee |
| FSI 6/12 | Sub-Committee | Report of the Sub-Committee |
| MSC 70/9/1 | United Kingdom, Canada, Australia New Zealand and Norway | Future work of the FSI Sub-Committee and use of Flag State Performance Self-Assessment Form |
| MSC 70/9/2 | Liberia and IACS | Comments on draft MSC circular on Interim Guidelines for port State control related to the ISM Code |
| MSC 70/9/3 | France, Italy, Netherlands, Spain and EC | Proposed guidance for FSI Sub-Committee on flag States' responsibilities |
| MSC 70/9/4 | Antigua and Barbuda, Bahamas, Barbados, Belize, Guyana and Jamaica | Comments on the Flag State Self-Assessment Form |
| MSC 70/9/5 | Secretariat | Outcome of MEPC 42nd session |
| MSC 70/WP.5 | Secretariat | Self-assessment of flag State performance |
| MSC 70/WP.15 | Secretariat | Self-assessment of flag State performance |

10 Bulk liquids and gases

| | | |
|--|----------------------------------|--|
| MSC 70/10 | Secretariat | Report of the 3rd session of the Sub-Committee |
| BLG 3/18 MSC 70/10/1 (MEPC 42/2/6) | Sub-Committee Chairman of BLG | Report of the Sub-Committee Additional information on revision of chapter 8 of the IBC Code à propos revised SOLAS regulation II-2/59 |
| MSC 70/10/2 | Japan | Proposed additions to revision of chapter 8 of the IBC Code |
| MSC 70/10/3 | United Kingdom and SIGTTO | Proposed amendments to SOLAS regulations VII/1 1, 12 and 13 |
| MSC 70/10/4 | Secretariat | Outcome of MEPC 42nd session |

11 Safety of navigation

| | | |
|--------------------------|--------------------------------------|--|
| MSC 70/11 | Secretariat | Report of the 44th session of the Sub-Committee |
| NAV 44/14 MSC 70/11/1 | Sub-Committee South Africa | Report of the Sub-Committee TSS off Alghard Banks: proposed deletion of "area to be avoided" |
| MSC 70/11/2 | Germany | Comments and proposals on performance standards for marine transmitting magnetic heading devices |
| MSC 70/11/3 | Indonesia, Malaysia and Singapore | Proposed amendments to the Mandatory Ship Reporting System in the Straits of Malacca and Singapore (STRAITREP) |
| MSC 70/11/4 | Saudi Arabia | Proposed amendment to the Marjan/Zuluf TSS |
| MSC 70/11/5 | Japan | Comments on a missile launch incident without prior navigational warning |
| MSC 70/11/6 | United States and Norway | Proposed revision and addition to SOLAS regulation V/6 for provision of North Atlantic Ice Patrol Services |
| MSC 70/11/7 | Japan | Comments on the draft revised SOLAS chapter V |
| MSC 70/11/8 | Russian Federation | Comments on the draft performance standards for ECDIS with RCDs mode |
| MSC 70/11/9 | United Kingdom | Proposed change to radio frequency for making reports to Dover Coastguard |
| MSC 70/11/10 | Italy | Comments on the revision of resolution A.817(19) |
| MSC 70/11/11 | Russian Federation | Comments on report regarding navigation through the Strait of Istanbul, Strait of Çanakkale and the Marmara Sea |
| MSC 70/11/12 | Greece | Proposals on review of the Rules and Recommendations on navigation through the Straits of Bosphorus, the Strait of Dardanelles and the Marmara Sea |

11 Safety of navigation (continued)

| | | |
|----------------------------|-----------------------|---|
| MSC 70/11/13 | Bulgaria | Proposed amendments to resolution A.827(19), annex 2 |
| MSC 70/11/14 | Germany | Comments on document MSC 70/11/6 on North Atlantic Ice Patrol |
| MSC 70/11/15 | Turkey | Comments on document MSC 70/11/11 |
| MSC 70/11/16 | Turkey | Comments on document MSC 70/11/13 |
| MSC 70/11/17 | Turkey | Comments on document MSC 70/11/12 |
| MSC 70/INF.16 (E only) | Germany and Sweden | Information on Baltic Ferry Guidelines and Information Systems for ro-ro passenger ferries |
| MSC 70/INF.19 (E only) | Turkey | Information on current and planned precautionary measures in the Turkish Straits |
| MSC 70/INF.20 (E only) | Turkey | Comments on application of rule 10 of COLREGs and establishment of TSSs in narrow waterways |
| MSC 70/INF.21 (E only) | Turkey | Information on development of VTS for the Strait of Istanbul and the Strait of Çanakkale |
| MSC 70/INF.22 (E only) | Turkey | Information on accession to the CLC and FUND Conventions |
| MSC 70/WP.7 | Japan | Draft MSC circular on Navigational warnings |
| MSC 70/WP.9 | Working group | Report of the working group |
| MSC 70/WP.16 | Drafting group | Report of the drafting group |

12 Technical assistance subprogramme in maritime safety

| | | |
|-------------|-------------|---|
| MSC 70/12 | Secretariat | Technical co-operation work plan in maritime safety |
| MSC 70/12/1 | Secretariat | Report on the model course project |

13 Role of the human element

| | | |
|--------------------------|----------------|--|
| MSC 70/13 | Working groups | Report of the joint MSC/MEPC Working Groups on the Human Element and on Formal Safety Assessment |
| MSC 70/13/1 | Australia | Information on occupational exposure to toxic chemicals carried by sea |
| MSC 70/INF.2 (E only) | Australia | Results of a study into fatigue, stress and occupational health of seafarers |

14 Formal safety assessment

| | | |
|---------------------------|----------------|---|
| MSC 70/14 | United Kingdom | Report of the intersessional Correspondence Group on application of FSA to helicopter landing areas |
| MSC 70/14/1 | Japan | Comments and results of research on application of FSA |
| MSC 70/INF.7 (E only) | Japan | Results of research on probabilistic safety assessment in Japan |
| MSC 70/INF.15 (E only) | Sweden | Summary of results of a Joint Nordic Project on Safety Assessment of HSC Operations |
| MSC 70/WP.12 | Working group | Report of the working group |

15 Piracy and armed robbery against ships

| | | |
|---|-------------|---|
| MSC 70/15 (MSC/Circs.841; 844; 869; 870; 873; 874; 875; 871; 876) | Secretariat | Annual, quarterly and monthly reports on incidents |
| MSC 70/15/Add.1 | Secretariat | Coastal States' reports |
| MSC 70/15/1 and Add.1 | Secretariat | Information on implementation of the anti-piracy project |
| MSC 70/15/2 | BIMCO | Outcome of the 1997 Bremen Conference on Safety in the Port Environment |
| MSC 70/INF.12 (E only) | BIMCO | Information on port State responses to security concerns |

16 Implementation of instruments and related matters

| | | |
|---------------------------|-------------------|--|
| MSC 70/16 | Secretariat | Information on the status of IMO Conventions |
| MSC 70/16/1 | Secretariat | Revised text of the draft Guidelines on methods for making reference to IMO instruments in IMO Conventions and other mandatory instruments |
| MSC 70/16/2 | Republic of Korea | Adjustment of wording for referencing IMO instruments |
| MSC 70/16/3 | China | Comments on uniform wording for referencing IMO instruments |
| MSC 70/INF.9 (E only) | Secretariat | Lists on implementation of IMO Conventions (referred to in document MSC 70/16) |
| MSC 70/INF.24 (E only) | Austria | Information on EU Council Directive on Harmonized safety regime for fishing vessels of 24 metres in length and over |
| MSC 70/INF.25 (E only) | China | List of performance standards and technical specifications referred to in footnotes to SOLAS and MARPOL provisions |

17 Unsafe practices associated with the trafficking or transport of illegal migrants by sea

| | | |
|---------------------------|----------------|-------------------------------------|
| MSC 70/17 | United States | Report of the Correspondence Group |
| MSC 70/17/Rev.1 (E only) | | |
| MSC 70/17/1 | Secretariat | Outcome of the Buenos Aires Meeting |
| MSC 70/WP.13 and Add.1 | Drafting group | Report of the drafting group |

18 Relations with other organizations

| | | |
|--------------|-------------|--|
| MSC 70/18 | Secretariat | Applications for consultative status: Outcome of Council 80th session |
| MSC 70/18/1 | Secretariat | Applications for consultative status: Outcome of LEG 78th session |
| MSC 70/18/2 | Secretariat | Applications for consultative status: Outcome of MEPC 42nd session |
| MSC 70/WP.10 | Small group | Report of the small group |

19 Application of the Committee's Guidelines

| | | |
|-------------|-----------------------------|---|
| MSC 70/19 | Chairmen of MSC and MEPC | Proposed amendments to the Guidelines on the organization and method of work of the MSC and MEPC and their subsidiary bodies |
| MSC 70/19/1 | Secretariat | Outcome of MEPC 42nd session |

20 Work programme

| | | |
|-------------|--|--|
| MSC 70/20 | Secretariat | Work programmes and provisional agendas of sub-committees |
| MSC 70/20/1 | Chairmen of MSC and MEPC | Activities, priorities and plan of meeting weeks of the Committees and their subsidiary bodies |
| MSC 70/20/2 | Germany | Results of a trial application of an FSA study on disabled oil tankers and proposal for a new item in DE work programme |
| MSC 70/20/3 | Ireland | Proposal to develop guidelines for GMDSS installations on board SOLAS ships |
| MSC 70/20/4 | Finland, Denmark, Norway and Sweden | Comments on work on harmonization of damage stability provisions in IMO instruments |
| MSC 70/20/5 | Japan | Proposal for inclusion of desalinators as normal equipment on lifeboats and liferafts |
| MSC 70/20/6 | Japan | Proposal for revision of the Interim Standards for ship manoeuvrability (resolution A.751(18)) |

20 Work programme (continued)

| | | |
|---------------------------|-------------------------|---|
| MSC 70/20/7 | United Kingdom | Proposal for designated rescue boats to be made a requirement for all new and existing ships |
| MSC 70/20/8 | India | Proposed amendments to SOLAS requirements on survey and certification |
| MSC 70/20/9 | United Kingdom | Comments on the amendments to SOLAS to make the IMDG Code mandatory |
| MSC 70/20/10 | United Kingdom and IACS | Proposal for re-definition of "new ship" in SOLAS 74 for application to future new ships |
| MSC 70/20/11 | IALA | Information on action taken on standards for training and certification of VTS personnel |
| MSC 70/20/12 | Spain | Proposals for a new watch alarm system and optimization of coastal ship-to-shore communications |
| MSC 70/20/13 | ICFTU | Comments on document MSC 70/20/5 |
| MSC 70/INF.26 (E only) | Netherlands | Information on a research project on designated rescue boats |
| MSC 70/WP.4 | Chairman | Preliminary assessment of proposals for new work programme items |
| MSC 70/WP.8 | Secretariat | Substantive items for inclusion in the agendas for MSC 71 and MSC 72 |
| MSC 70/WP.17 | Secretariat | Work programmes of the sub-committees and provisional agendas for their forthcoming sessions |

21 Election of Chairman and Vice-Chairman for 1999

No document

22 Any other business

| | | |
|-------------|-------------|--|
| MSC 70/22 | Secretariat | Information on IMO/IACS co-operation in the Quality System Certification Scheme and its QSCS Advisory Committee |
| MSC 70/22/1 | ILAMA | Proposed amendment to MSC/Circ.809 (annex) |
| MSC 70/22/2 | Australia | Proposed MSC circular to reflect amendments to chapter III of SOLAS in references in the Cargo Ship Safety Equipment Certificate and Record of Equipment |

22 Any other business (continued)

| | | |
|---------------------------------|---------------------|---|
| MSC 70/22/3 | Secretariat | Information on Inmarsat restructuring |
| MSC 70/INF.4 (E only) | ICFTU | Information on an ITF survey on tug assistance in port areas |
| MSC 70/INF.5 (E only) | United Kingdom | Information on registration of research and development projects (ongoing research) |
| MSC 70/INF.6 (E only) | United Kingdom | Information on registration of research and development projects (completed research) |
| MSC 70/INF.10/Rev.1 (E only) | European Commission | Information on the development of an augmentation service for the current GNSS (EGNOS) |
| MSC 70/INF.11 (E only) | Singapore | Information on the 9th International Symposium on VTS (VTS 2000) |
| MSC 70/INF.13 (E only) | INTERTANKO | INTERTANKO discussion paper on "Systematic Approaches to Tanker Accident Analysis - Lessons Learnt" |
| MSC 70/INF.18 (E only) | ICS and OCIMF | ICS/OCIMF publication "Peril at Sea and Salvage - A Guide for Masters, 5th Edition" |
| MSC 70/INF.23 (E only) | IACS | Information on application of IACS Unified Interpretation SC 140 "Secondary means of venting cargo tanks" |

23 Report of the seventieth session of the Committee

| | | |
|-------------------------------------|-------------|----------------------|
| MSC 70/WP.14 and Add.1, 2, and 3 | Secretariat | Draft report |
| MSC 70/23 and Add.1 and 2 | Secretariat | Report |
| | | * * * |
| MSC 70/INF.1 (E only) | | List of Participants |
| | | *** |

ANNEX 2

**RESOLUTION MSC 78(70)
(adopted on 9 December 1998)****ADOPTION OF AMENDMENTS TO THE SEAFARERS' TRAINING,
CERTIFICATION AND WATCHKEEPING (STCW) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article XII and regulation I/1.2.3 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, hereinafter referred to as "the Convention", concerning the procedures for amending Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code,

BEING DEEPLY CONCERNED at the continued loss of ships carrying solid bulk cargoes, sometimes without a trace, and the heavy loss of life incurred,

RECOGNIZING the urgent need to further improve minimum standards of competence of crews sailing on ships carrying solid bulk cargoes, to avoid recurrence of such casualties,

HAVING CONSIDERED the report of the *ad hoc* Working Group on Bulk Carrier Safety convened by the Committee during its sixty-seventh and sixty-eighth sessions,

HAVING ALSO CONSIDERED, at its seventieth session, amendments to Part A of the STCW Code proposed and circulated in accordance with article XII(1)(a)(i) of the Convention,

1. ADOPTS, in accordance with article XII(1)(a)(iv) of the Convention, amendments to the STCW Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article XII(1)(a)(vii)(2) of the Convention, that the said amendments to the STCW Code shall be deemed to have been accepted on 1 July 2002, unless, prior to that date more than one third of Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross tonnage or more, have notified their objections to the amendments;
3. INVITES Parties to the Convention to note that, in accordance with article XII(1)(a)(ix) of the Convention, the annexed amendments to the STCW Code shall enter into force on 1 January 2003 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article XII(1)(a)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the Convention; and
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Parties to the Convention.

ANNEX

AMENDMENTS TO THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE

In tables A-II/1 and A-II/2, under the respective functions: Cargo handling and stowage at the operational and management levels, the existing text is replaced by the following:

"Table A-II/1

Function: Cargo handling and stowage at the operational level

| Column 1 | Column 2 | Column 3 | Column 4 |
|---|--|--|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes | <p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of the effect of cargo including heavy lifts on the seaworthiness and stability of the ship</p> <p>Knowledge of the safe handling, stowage and securing of cargoes including solid bulk cargoes and dangerous, hazardous and harmful cargoes and their effect on the safety of life and of the ship</p> <p>Ability to establish and maintain effective communications during loading and unloading</p> | <p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>1 approved in-service experience</p> <p>2 approved training ship experience</p> <p>3 approved simulator training, where appropriate</p> | <p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p> <p>Communications are clear, understood and consistently successful</p> |

| Column 1 | Column 2 | Column 3 | Column 4 |
|---|--|---|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| <p>Inspect and report defects and damages to cargo spaces, hatch covers and ballast tanks</p> | <p>Knowledge¹ and ability to explain where to look for damages and defects most commonly encountered due to:</p> <ol style="list-style-type: none"> 1 loading and unloading operations 2 corrosion 3 severe weather conditions <p>Ability to state which parts of the ship shall be inspected each time in order to cover all parts within a given period of time</p> <p>Identify those elements of the ship structure which are critical to the safety of the ship</p> <p>State the causes of corrosion in cargo spaces and ballast tanks and how corrosion can be identified and prevented</p> <p>Knowledge of procedures on how the inspections shall be carried out</p> <p>Ability to explain how to ensure reliable detection of defects and damages</p> <p>Understanding of the purpose of the "Enhanced Survey Programme"</p> <p>¹It should be understood that deck officers need not be qualified in the survey of ships.</p> | <p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1 approved in-service experience 2 approved training ship experience 3 approved simulator training, where appropriate | <p>The inspections are carried out in accordance with laid down procedures and defects and damages are detected and properly reported</p> <p>Where no defects or damages are detected, the evidence from testing and examination clearly indicates adequate competence in adhering to procedures and ability to distinguish between normal and defective or damaged parts of the ship</p> |

Table A-II/2

Function: Cargo handling and stowage at the management level

| Column 1 | Column 2 | Column 3 | Column 4 |
|--|--|--|--|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes | <p>Knowledge of and ability to apply relevant international regulations, codes and standards concerning the safe handling, stowage, securing and transport of cargoes</p> <p>Knowledge of the effect on trim and stability of cargoes and cargo operations</p> <p>Use of stability and trim diagrams and stress-calculating equipment, including automatic data-based (ADB) equipment, and knowledge of loading cargoes and ballasting in order to keep hull stress within a acceptable limits.</p> <p>Stowage and securing of cargoes on board ships, including cargo-handling gear and securing and lashing equipment</p> <p>Loading and unloading operations, with special regard to the transport of cargoes identified in the Code of Safe Practice for Cargo Stowage and Securing</p> <p>General knowledge of tankers and tanker operations</p> <p>Knowledge of the operational and design limitations of bulk carriers</p> <p>Ability to use all available shipboard data related to loading, care and unloading of bulk cargoes</p> <p>Ability to establish procedures for safe cargo handling in accordance with the provisions of the relevant instruments such as BC Code, IMDG Code, MARPOL 73/78 Annexes III and V and other relevant information</p> <p>Ability to explain the basic principles for establishing effective communications and improving working relationship between ship and terminal personnel</p> | <p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>1 approved in-service experience</p> <p>2 approved simulator training , where appropriate</p> <p>using: stability, trim and stress tables, diagrams and stress- calculating equipment</p> | <p>The frequency and extent of cargo conditions monitoring is appropriate to its nature and prevailing conditions</p> <p>Unacceptable or unforeseen variations in the condition or specification of the cargo is promptly recognized and remedial action is immediately taken and designed to safeguard the safety of the ship and those on board</p> <p>Cargo operations are planned and executed in accordance with established procedures and legislative requirements</p> <p>Stowage and securing of cargoes ensures that stability and stress conditions remain within safe limits at all times during the voyage</p> |

| Column 1 | Column 2 | Column 3 | Column 4 |
|---|--|--|---|
| Competence | Knowledge, understanding and proficiency | Methods for demonstrating competence | Criteria for evaluating competence |
| Assess reported defects and damages to cargo spaces, hatch covers and ballast tanks and take appropriate action | <p>Knowledge of the limitations on strength of the vital constructional parts of a standard bulk carrier and ability to interpret given figures for bending moments and shear forces</p> <p>Ability to explain how to avoid the detrimental effects on bulk carriers of corrosion, fatigue and inadequate cargo handling</p> | <p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>1 approved in-service experience</p> <p>2 approved simulator training , where appropriate</p> <p>using: stability, trim and stress tables, diagrams and stress- calculating equipment</p> | <p>Evaluations are based on accepted principles, well-founded arguments and correctly carried out. The decisions taken are acceptable, taking into consideration the safety of the ship and the prevailing conditions</p> |
| Carriage of dangerous goods | <p>International regulations, standards, codes and recommendations on the carriage of dangerous cargoes, including the International Maritime Dangerous Goods (IMDG) Code and the Code of Safe Practice for Solid Bulk Cargoes (BC Code).</p> <p>Carriage of dangerous, hazardous and harmful cargoes; precautions during loading and unloading and care during the voyage</p> | <p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>1 approved in-service experience</p> <p>2 approved simulator training where appropriate</p> <p>3 approved specialist training</p> | <p>Planned distribution of cargo is based on reliable information and is in accordance with established guidelines and legislative requirements</p> <p>Information on dangers, hazards and special requirements is recorded in a format suitable for easy reference in the event of an incident</p> |

ANNEX 3

**RESOLUTION MSC.79(70)
(adopted on 11 December 1998)**

**INTERPRETATION OF THE PROVISIONS OF SOLAS CHAPTER XII ON
ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING that the 1997 SOLAS Conference adopted new chapter XII of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning additional safety measures for bulk carriers,

NOTING FURTHER that SOLAS chapter XII is expected to enter into force on 1 July 1999,

DESIRING to ensure that all Contracting Governments to the 1974 SOLAS Convention implement SOLAS chapter XII in a consistent and uniform manner,

RECOGNIZING, therefore, the need to establish, for that purpose, guidance on applications of, and the interpretation to, the relevant provisions of that chapter,

RESPONDING to the requests of the 1997 SOLAS Conference, as recorded in Conference resolutions 6 and 8 thereof,

1. URGES Governments concerned to:

- .1 ensure that bulk carriers to which SOLAS chapter XII applies are clearly identified as such, either on the Safety Management Certificate issued under the provisions of SOLAS chapter IX, or in the booklet required under the provisions of SOLAS regulation XII/8;
- .2 further ensure that where the identification of "bulk carrier" on the Safety Management Certificate issued under the provisions of SOLAS chapter IX is in question, the interpretation of "bulk carrier" contained in resolution 6 of the 1997 SOLAS Conference be accepted for the issuance and verification of compliance with chapter IX;
- .3 ensure that ships to which SOLAS regulation XII/4.2 applies are not permitted to be subject to the provisions of SOLAS regulation XII/9 by means of modifications that would render non watertight one or more watertight transverse bulkheads; and

- .4 interpret the provisions of SOLAS regulation XII/10.2 as follows:

"For bulk carriers of 150 m in length and upwards of single side skin construction constructed before 1 July 1999, any cargo carried on or after the implementation date specified in regulation 3 and declared to have a density within the range of 1250 to 1780 kg/m³ shall have its density verified by an accredited testing organization, unless such bulk carriers comply with all the relevant requirements of this chapter applicable to be carriage of solid bulk cargoes having a density of 1780 kg/m³ and above."; and

2. INVITES Governments concerned to bring the contents of this resolution to the attention of all parties concerned.

ANNEX 4

DRAFT ASSEMBLY RESOLUTION

**ESTABLISHMENT, UPDATING AND RETRIEVAL OF THE INFORMATION CONTAINED
IN THE REGISTRATION DATABASES FOR THE GLOBAL MARITIME DISTRESS AND
SAFETY SYSTEM (GMDSS)**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO regulation IV/5-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, which requires that each Contracting Government undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) identities and for making information on these identities available to rescue co-ordination centres on a 24-hour basis,

RECOGNIZING the need to continuously update the information contained in the registration databases for the GMDSS,

RECOGNIZING ALSO that the information in such registration databases is essential for search and rescue purposes,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventieth session,

1. ADOPTS the Recommendation on the Establishment, Updating and Retrieval of the Information Contained in the Registration Databases for the GMDSS, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that the information contained in the registration databases for the GMDSS and their continuous updating and availability to rescue co-ordination centres is in accordance with the Recommendation given in the Annex to the present resolution;
3. REVOKES resolution A.764(18).

ANNEX

**RECOMMENDATION ON ESTABLISHMENT, UPDATING AND RETRIEVAL OF
THE INFORMATION CONTAINED IN THE REGISTRATION DATABASES FOR
THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)**

- 1.1 All identities that may be used for identifying ships in distress should be registered in accordance with this resolution and the data should be updated whenever it changes.
- 1.2 Every State requiring or allowing the use of these GMDSS systems should make suitable arrangements for ensuring registrations of these identities are made, maintained and enforced.
- 1.3 Those responsible for maintaining registration databases for GMDSS equipment should ensure that any MRCC can immediately access the registration data at any time.
- 1.4 Means should be provided for the GMDSS equipment licensee, owner or the ship's master to easily and expediently update emergency information in the registration database.
- 1.5 All databases for GMDSS equipment should have an identical data format to permit immediate access among each other.
- 2 All equipment using Maritime Mobile Ship Identities (MMSIs) should be registered, if appropriate, with the International Telecommunications Union in accordance with established procedures.
- 3 All Inmarsat equipment should be registered with Inmarsat.
- 4 Each registration database should include the following information, noting that the data elements listed are not necessarily those maintained by the radio licensing authority and that not all of the following entries need to be notified to the ITU as long as the national database is identified and is accessible 24-hours per day:
 - .1 ship name;
 - .2 Maritime Mobile Service Identity (MMSI);
 - .3 radio call sign;
 - .4 EPIRB identification code (if applicable) and its homing frequency;
 - .5 country (ship flag State; may be derived from MMSI and call sign);
 - .6 ship identification number (IMO number or national registration number);
 - .7 brief ship description (type), GT, ship superstructure, deck colours, identifying marks, etc.);
 - .8 name, address, telephone and (if applicable) telefax number of emergency contact person ashore;

- .9 alternative 24-hour emergency telephone number (alternate contact ashore);
- .10 capacity for persons on board (passengers and crew);
- .11 radio installations (Inmarsat A, B, C, M, VHF DSC, etc.) for ship and survival craft;
- .12 identification numbers for all radio systems available;
- .13 type and number of survival craft; and
- .14 date of last modification of database record.

5 For 406 MHz satellite Emergency Position Indicating Radiobeacons (EPIRBs), the country of registration should be coded in accordance with one of the following principles:

- .1 if the registration database is maintained by the ship's flag State, use the Maritime Identification Digits (MID) of the flag State;
- .2 if the registration database is not maintained by the ship's flag State, use
 - .2.1 the MID of the flag State, and inform all concerned where the unique database containing its registry of 406 MHz satellite EPIRBs is located; or
 - .2.2 serialized protocol with the MID of the country which is maintaining the database.

6 The data record of ships, to which SOLAS chapter IV applies should be reviewed and the database information should be updated annually. Other ships should be encouraged to update their data records annually but at least every other year.

7 Authorities maintaining or using databases should ensure that information described in paragraphs 4.4, 4.8, 4.9 and 4.12 above supplied for GMDSS equipment registration is used only by appropriate recognized SAR authorities.

8 Every State should:

- .1 maintain a suitable national database or co-ordinate with other States of their geographic area to maintain a joint database; and additionally,
- .2 for ships which are using GMDSS frequencies and techniques or which are sailing internationally, ensure that the data records of these ships are notified to an international database (e.g. updated ITU database).

9 States should also:

- .1 promulgate clear and timely guidance to manufacturers, agents and users on the appropriate coding, registration and updating procedures;
- .2 co-operate closely with other States, manufacturers, owners and organizations to help resolve any registration or information-retrieval problems that may arise;

- .3 formalize co-operative arrangements between the parties concerned for the maintenance of the joint database;
- .4 encourage manufacturers and distributors to advise customers, upon purchase of GMDSS equipment, about registration requirements, and refer unresolved coding and registration issues to proper national authorities for resolution; and
- .5 encourage manufacturers and distributors to educate users about maintenance of GMDSS equipment.

ANNEX 5

**RESOLUTION MSC.80(70)
(adopted on 8 December 1998)**

**ADOPTION OF NEW PERFORMANCE STANDARDS FOR
RADIOCOMMUNICATION EQUIPMENT**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organisation concerning the functions of the Committee,

RECALLING ALSO resolution A.825(19), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER regulation IV/7.5 of the International Convention on the Safety of Life at Sea (SOLAS), 1974, as amended by the 1995 SOLAS Conference, which requires every passenger ship to carry means for two-way on-scene radiocommunications for search and rescue purposes using aeronautical frequencies 121.5 MHz and 123.1 MHz,

HAVING CONSIDERED new performance standards prepared at the third session of the Sub-Committee on Radiocommunications and Search and Rescue,

1. ADOPTS the Recommendation on Performance Standards for On-Scene (Aeronautical) Portable Two-Way VHF Radiotelephone Apparatus and the Recommendation on Performance Standards for On-Scene (Aeronautical) Two-Way VHF Radiotelephone Apparatus for Fixed Installations, set out in Annexes 1 and 2, respectively, to the present resolution;
2. RECOMMENDS Member Governments to ensure that on-scene (aeronautical) two-way VHF radiotelephone apparatus for use in search and rescue operations installed on or after 1 July 2001 conform to performance standards not inferior to those specified in the attached Annexes.

ANNEX 1

RECOMMENDATION ON PERFORMANCE STANDARDS FOR ON-SCENE (AERONAUTICAL) PORTABLE TWO-WAY VHF RADIOTELEPHONE APPARATUS

1 INTRODUCTION

The on-scene (aeronautical) portable two-way VHF radiotelephone, in addition to meeting the requirements of the Radio Regulations, the relevant ITU-R Recommendations, the relevant requirements of Annex 10 to the ICAO Convention, and the general requirements set out in resolution A.694(17), should comply with the following performance standards.

2 GENERAL

2.1 The equipment should be portable and capable of being used for on-scene communication between a ship and aircraft.

2.2 The equipment should comprise at least:

- .1 an integral transmitter/receiver including antenna and battery;
- .2 an integral control unit including a press-to-transmit switch; and
- .3 a microphone and loudspeaker

2.3 The equipment should:

- .1 be capable of being operated by unskilled personnel;
- .2 withstand drops on to a hard surface from a height of 1 m;
- .3 be of small size and light weight;
- .4 be capable of operating in the ambient noise level likely to be encountered during SAR operations;
- .5 have provisions for the use of external microphone/headset; and
- .6 have a colour which distinguishes it from the portable equipment specified in resolution A.809(19).

2.4 Unless otherwise stated, the equipment should comply with the requirements of chapter II, part 2, paragraph 2.3 of Annex 10 to the ICAO Convention.

3 CLASS OF EMISSION, FREQUENCY BANDS AND CHANNELS

The two-way radiotelephone should be amplitude-modulated and capable of operation on the frequencies 121.5 MHz and 123.1 MHz.

4 CONTROLS AND INDICATORS

4.1 An on/off switch should be provided with a positive visual indication that the radiotelephone is switched on.

4.2 The receiver should be provided with a manual volume control by which the audio output may be varied.

4.3 Frequency selection should be easily performed and the frequencies should be clearly discernible.

5 PERMISSIBLE WARMING-UP PERIOD

The equipment should be operational within 5 s of switching on.

6 SAFETY PRECAUTIONS

The equipment should not be damaged by the effects of open-circuiting or short-circuiting the antenna.

7 TRANSMITTER POWER

The carrier power should be between 50 mW and 1.5 W.

8 RECEIVER OUTPUT

8.1 The audio output should be sufficient to be heard in the ambient noise level likely to be encountered during SAR operations.

8.2 In the transmit condition, the output of the receiver should be muted.

9 POWER SUPPLY

9.1 The source of energy should be a primary battery integrated in the equipment and may be replaceable by the user. In addition, provision may be made to operate the equipment using an external source of electrical energy.

9.2 The primary battery should have sufficient capacity to ensure 8-hour operation at its highest rated power with a duty cycle of 1:9. This duty cycle is defined as 6-second transmission, 6-second reception above squelch opening level and 48-second reception below squelch opening level.

9.3 Primary batteries should have a shelf life of at least 2 years.

10 LABELLING

10.1 In addition to the general requirements specified in resolution A.694(17), the following should be clearly indicated on the exterior of the equipment:

- .1 brief operating instructions;
- .2 expiry date for the primary batteries; and
- .3 the following text: "only for emergency communications with aircraft".

ANNEX 2

**RECOMMENDATION ON PERFORMANCE STANDARDS FOR ON-SCENE
(AERONAUTICAL) TWO-WAY VHF RADIOTELEPHONE APPARATUS
FOR FIXED INSTALLATIONS****1 INTRODUCTION**

The on-scene (aeronautical) two-way VHF radiotelephone for fixed installations, in addition to meeting the requirements of the Radio Regulations, the relevant ITU-R Recommendations, the relevant requirements of Annex 10 to the ICAO Convention, and the general requirements set out in resolution A.694(17), should comply with the following performance standards.

2 GENERAL

2.1 The equipment should be capable of being used for on-scene communication between the ship and airborne rescue unit(s).

2.2 The equipment should comprise at least:

- .1 a transmitter and receiver;
- .2 an antenna which may be fixed to the equipment or mounted separately, and
- .3 a microphone with a press-to-talk switch and a loudspeaker.

2.3 The equipment should :

- .1 be capable of being operated by unskilled personnel; and
- .2 be capable of operating in the ambient noise level likely to be encountered on board ships.

2.4 Unless otherwise stated, the equipment should comply with the requirements of chapter II, part 2, paragraph 2.3 of Annex 10 to the ICAO Convention.

3 CLASS OF EMISSION, FREQUENCY BANDS AND CHANNELS

The two-way radiotelephone should be amplitude-modulated and capable of operation on the frequencies 121.5 MHz and on 123.1 MHz.

4 CONTROLS AND INDICATORS

4.1 An on/off switch should be provided with a positive visual indication that the radiotelephone is switched on.

4.2 The receiver should be provided with a manual volume control by which the audio output of the loudspeaker may be varied.

4.3 Frequency selection should be easily performed and the frequencies should be clearly discernible.

5 PERMISSIBLE WARMING-UP PERIOD

The equipment should be operational within 5 s of switching on.

6 SAFETY PRECAUTIONS

The equipment should not be damaged by the effects of open-circuiting or short-circuiting the antenna.

7 TRANSMITTER POWER

The carrier output power should be between 50 mW and 1.5 W.

8 RECEIVER OUTPUT

8.1 The audio output should be sufficient to be heard in the ambient noise level likely to be encountered on board ships.

8.2 In the transmit condition, the output of the receiver should be muted.

9 POWER SUPPLY

9.1 The radio installation should be powered from the ship's main source of electrical energy. In addition, it should be possible to operate the installation from an alternative source of electrical energy.

9.2 Alternatively, the source of energy may be a primary battery integrated in the equipment and may be replaceable by the user.

9.3 The primary battery should have sufficient capacity to ensure 8-hour operation at its highest rated power with a duty cycle of 1:9. This duty cycle is defined as 6-second transmission, 6-second reception above squelch opening level and 48-second reception below squelch opening level.

9.4 Primary batteries should have a shelf life of at least 2 years.

10 LABELLING

10.1 In addition to the general requirements specified in resolution A.694(17), the following should be clearly indicated on the exterior of the equipment:

- .1 brief operating instructions;
- .2 the following text: "only for emergency communications with aircraft"; and
- .3 if applicable, expiry date for the primary batteries.

ANNEX 6**RESOLUTION MSC.81(70)
(adopted on 11 December 1998)****REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the Assembly, when adopting resolution A.689(17) on Testing of life-saving appliances, authorized the Committee to keep the Recommendation on testing of life-saving appliances under review and to adopt, when appropriate, amendments thereto,

RECALLING FURTHER that, since the adoption of resolution A.689(17), the Committee has amended the Recommendation annexed thereto in five occasions, i.e. by resolution MSC.54(66), by circulars MSC/Circ.596, MSC/Circ.615 and MSC/Circ.809 and through the present resolution,

NOTING that the 1995 SOLAS Conference, in adopting amendments to the 1974 SOLAS Convention concerning the safety of ro-ro passenger ships, also adopted resolution 7 on Development of requirements, guidelines and performance standards, whereby the Committee was requested to develop relevant requirements, guidelines and performance standards to assist in the implementation of the amendments adopted by the Conference,

NOTING ALSO that the requirements of the International Life-Saving Appliance (LSA) Code came into force on 1 July 1998 under the provisions of new chapter III of the 1974 SOLAS Convention,

RECOGNIZING the need to introduce more precise requirements in the testing of life-saving appliances,

HAVING CONSIDERED the recommendation made by the Sub-Committee on Ship Design and Equipment at its forty-first session,

1. ADOPTS the Revised Recommendation on Testing of Life-Saving Appliances, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that life-saving appliances are subjected to:
 - .1 the tests recommended in the Annex to the present resolution; or
 - .2 such tests as the Administration is satisfied are substantially equivalent to those recommended in the Annex to the present resolution.

ANNEX

REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES

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INTRODUCTION

The tests in this Recommendation have been developed on the basis of the requirements of the International Life-Saving Appliances (LSA) Code.

Life-saving appliances which are installed on board on or after 1 July 1999 should meet the applicable requirements of this Recommendation or substantially equivalent ones, as may be specified by the Administration. Where there has been a substantial change in the equipment performance requirements or the test procedures in this recommendation, an item of equipment previously tested to resolution A.521(13), or previous versions of resolution A.689(17), need only be subjected to tests affected by such changes.

Life-saving appliances which were installed on board before 1 July 1999 may meet the applicable requirements of the Recommendation on Testing of Life-Saving Appliances adopted by resolution A.521(13), previous versions of resolution A.689(17), or substantially equivalent ones, as may be specified by the Administration, and may continue in use on the ship on which they are presently installed, as long as they remain suitable for service.

Tests for requirements referred to in the LSA Code, which are not included in this Recommendation, should be to the satisfaction of the Administration.

It should be verified that life-saving appliances not covered by tests referred to in this Recommendation meet the applicable requirements of the LSA Code.

PART 1- PROTOTYPE TEST FOR LIFE-SAVING APPLIANCES

1 LIFEBUOYS

1.1 Lifebuoys specification

It should be established by measurement, weighing and inspection that:

- .1 the lifebuoy has an outer diameter of not more than 800 mm and an inner diameter of not less than 400 mm;
- .2 the lifebuoy has a mass of not less than 2.5 kg;
- .3 if it is intended to operate the quick-release arrangement provided for a self-activated smoke signal and self-igniting light, the lifebuoy has a mass sufficient to operate such quick-release arrangement or 4 kg, whichever is greater (see 1.8); and
- .4 the lifebuoy is fitted with a grabline of not less than 9.5 mm in diameter and of not less than four times the outside diameter of the body of the buoy in length and secured in four equal loops.

1.2 Temperature cycling test

The following test should be carried out on two lifebuoys.

1.2.1 The lifebuoys should be alternately subjected to surrounding temperatures of -30°C and $+65^{\circ}\text{C}$. These alternating cycles need not follow immediately after each other and the following procedure, repeated for a total of 10 cycles, is acceptable:

- .1 an 8 h cycle at $+65^{\circ}\text{C}$ to be completed in one day; and
- .2 the specimens removed from the warm chamber that same day and left exposed under ordinary room conditions until the next day;
- .3 an 8 h cycle at -30°C to be completed the next day; and
- .4 the specimens removed from the cold chamber that same day and left exposed under ordinary room conditions until the next day.

1.2.2 The lifebuoys should show no sign of loss of rigidity under high temperatures and, after the tests, should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

1.3 Drop test

The two lifebuoys should be dropped into the water from the height at which they are intended to be stowed on ships in their lightest seagoing condition, or 30 m, whichever is the greater, without suffering damage. In addition, one lifebuoy should be dropped three times from a height of 2 m on to a concrete floor.

1.4 Test for oil resistance

One of the lifebuoys should be immersed horizontally for a period of 24 h under a 100 mm head of diesel oil at normal room temperature. After this test the lifebuoy should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

1.5 Fire test

The other lifebuoy should be subjected to a fire test. A test pan 30 cm x 35 cm x 6 cm should be placed in an essentially draught-free area. Water should be put in the bottom of the test pan to a depth of 1 cm followed by enough petrol to make a minimum total depth of 4 cm. The petrol should then be ignited and allowed to burn freely for 30 s. The lifebuoy should then be moved through flames in an upright, forward, free-hanging position, with the bottom of the lifebuoy 25 cm above the top edge of the test pan so that the duration of exposure to the flames is 2 s. The lifebuoy should not sustain burning or continue melting after being removed from the flames.

1.6 Flotation test

The two lifebuoys subjected to the above tests should be floated in fresh water with not less than 14.5 kg of iron suspended from each of them and should remain floating for a period of 24 h.

1.7 Strength test

A lifebuoy body should be suspended by a 50 mm wide strap. A similar strap should be passed around the opposite side of the body with a 90 kg mass suspended from it. After 30 min, the lifebuoy body should be examined. There should be no breaks, cracks or permanent deformation.

1.8 Test for operation with a light and smoke signal

A lifebuoy intended for quick release with a light and smoke signal should be given this test. The lifebuoy should be arranged in a manner simulating its installation on a ship for release from the navigating bridge. A lifebuoy light and smoke signal should be attached to the lifebuoy in the manner recommended by the manufacturers. The lifebuoy should be released and should activate both the light and the smoke signal.

1.9 Lifebuoy self-activating smoke signal tests

1.9.1 Nine self-activating smoke signals should be subjected to temperature cycling as prescribed in 1.2.1 and, after the tests, should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

1.9.2 After at least 10 complete temperature cycles, the first three smoke signals should be subjected to a temperature of -30°C for at least 48 h, then taken from this stowage temperature and be activated and operated in seawater at a temperature of -1°C and the next three smoke signals should be subjected to a temperature of +65°C for at least 48 h then taken from this stowage temperature and be activated and operated in seawater at a temperature of +30°C. After the smoke signals have been emitting smoke for 7 min, the smoke-emitting ends of the smoke signals should be immersed to a depth of 25 mm for 10 s. On being released the smoke signals should continue operating for a total period of smoke emission of not less than 15 min. The signals should not ignite explosively or in a manner dangerous to persons close by.

1.9.3 The last three smoke signals taken from ordinary room conditions and attached by a line to a lifebuoy should undergo the drop test into water prescribed in 1.3. The lifebuoy should be dropped from a quick-release fitting. The smoke signals should not be damaged and should function for a period of at least 15 min.

1.9.4 Smoke signals should also be subjected to the tests and examinations prescribed in 4.2.4, 4.3.1, 4.3.3, 4.5.5, 4.5.6, 4.8.2 and 4.8.3.

1.9.5 A smoke signal should be tested in waves at least 300 mm high. The signal should function effectively and for not less than 15 min.

2 LIFEJACKETS

2.1 Temperature cycling test

A lifejacket should be subjected to the temperature cycling as prescribed in 1.2.1 and should then be externally examined. If the buoyancy material has not been subjected to the tests prescribed in 2.7, the lifejacket should also be examined internally. The lifejacket materials should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

2.2 Buoyancy test

The buoyancy of the lifejacket should be measured before and after 24 h complete submersion to just below the surface in fresh water. The difference between the initial buoyancy and the final buoyancy should not exceed 5% of the initial buoyancy.

2.3 Fire test

A lifejacket should be subjected to the fire test prescribed in 1.5. The lifejacket should not sustain burning or continue melting after being removed from the flames.

2.4 Test for oil resistance

2.4.1 The lifejacket should be tested for oil resistance as prescribed in 1.4.

2.4.2 If the buoyancy material has not been subjected to the tests prescribed in 2.7, the lifejacket should also be examined internally and the effect determined. The material must show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

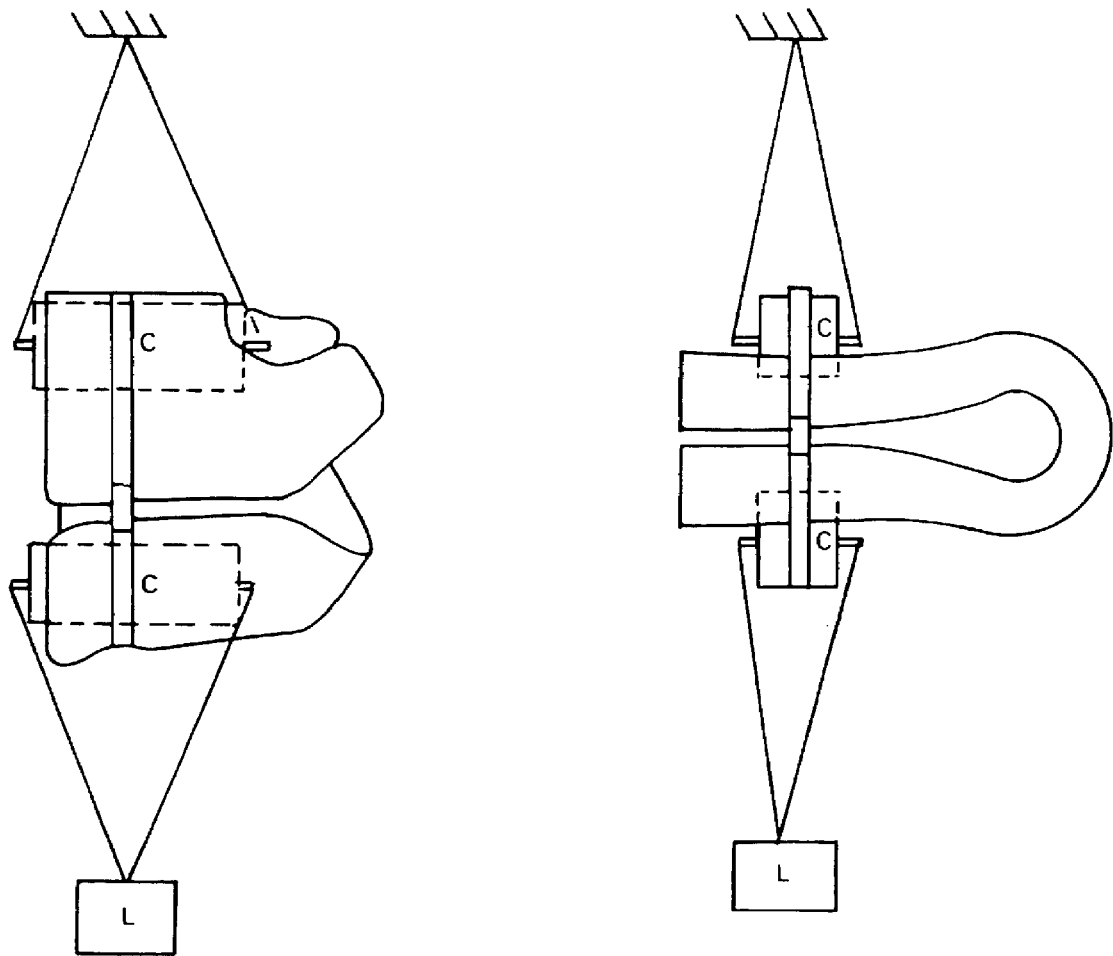
2.5 Tests of materials for cover, tapes and seams

The materials used for the cover, tapes, seams and additional equipment should be tested to the satisfaction of the Administration to establish that they are rot-proof, colour-fast and resistant to deterioration from exposure to sunlight and that they are not unduly affected by seawater, oil or fungal attack.

2.6 Strength tests

Body or lifting loop strength tests

2.6.1 The lifejacket should be immersed in water for a period of 2 min. It should then be removed from the water and closed in the same manner as when it is worn by a person. A force of not less than 3,200 N (2,400 N in the case of a child-size lifejacket) should be applied for 30 min to the part of the lifejacket that secures it to the body of the wearer (see figure 1) or to the lifting loop of the lifejacket. The lifejacket should not be damaged as a result of this test.



Vest-type lifejacket

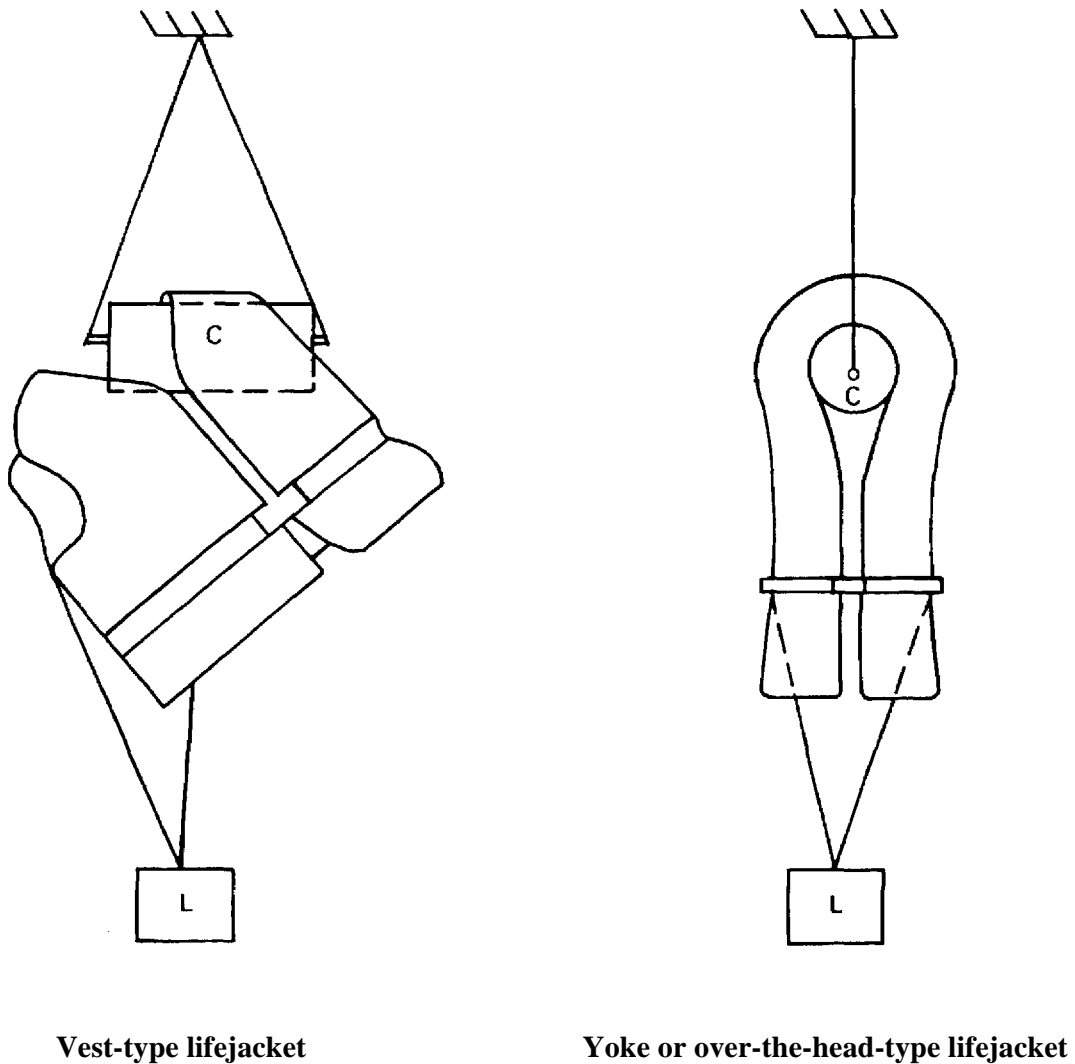
Yoke or over-the-head-type lifejacket

C - Cylinder
125 mm diameter for adult sizes
50 mm diameter for child sizes
L - Test load

Figure 1 - *Body strength test arrangement for lifejackets*

Shoulder strength test

2.6.2 The lifejacket should be immersed in water for a period of 2 min. It should then be removed from the water and closed in the same manner as when it is worn by a person. A force of not less than 900 N (700 N in the case of a child-size lifejacket) should be applied for 30 min to the shoulder section of the lifejacket (see figure 2). The lifejacket should not be damaged as a result of this test.



C - Cylinder
125 mm diameter for adult sizes
50 mm diameter for child sizes
L - Test load

Figure 2 - *Shoulder strength test arrangement for lifejackets*

2.7 Additional tests for lifejacket buoyancy material other than cork or kapok

The following tests should be carried out on eight specimens of lifejacket buoyancy materials other than cork or kapok.

Test for stability under temperature cycling

2.7.1 Six specimens should be alternately subjected for 8 h to surrounding temperatures of -30°C and +65°C. These alternating cycles need not follow immediately after each other and the following procedure, repeated for ten cycles, is acceptable:

- .1 an 8 h cycle at +65°C to be completed in one day; and
- .2 the specimens removed from the warm chamber that same day and left exposed under ordinary room conditions until the next day;
- .3 an 8 h cycle at -30°C to be completed the next day; and
- .4 the specimens removed from the cold chamber that same day and left exposed under ordinary room conditions until the next day.

2.7.2 The dimensions of the specimens should be recorded at the end of the ten-cycle period. The specimens should be carefully examined and should not show any sign of external change of structure or of mechanical qualities.

2.7.3 Two of the specimens should be cut open and should not show any sign of internal change of structure.

2.7.4 Four of the specimens should be used for water absorption tests, two of which should be so tested after they have also been subjected to the diesel oil test as prescribed in 1.4.

Tests for water absorption

2.7.5 The tests should be carried out in fresh water and the specimens should be immersed for a period of seven days under a 1.25 m head of water.

2.7.6 The tests should be carried out:

- .1 on two specimens as supplied;
- .2 on two specimens which have been subjected to the temperature cycling as prescribed in 2.7.1; and
- .3 on two specimens which have been subjected to the temperature cycling as prescribed in 2.7.1 followed by the diesel oil test as prescribed in 2.4.

2.7.7 The specimens should be at least 300 mm square and be of the same thickness as used in the lifejacket. Alternatively, the entire lifejacket may be subjected to the test. The dimensions should be recorded at the beginning and end of these tests.

2.7.8 The results should state the mass in kilograms which each specimen could support out of the water after one and seven days immersion (the selection of a test method suitable for obtaining this result directly or indirectly is left to the discretion of the testing authority). The reduction of buoyancy should not exceed 16% for specimens which have been exposed to the diesel oil conditioning and must not exceed 5% for all other specimens. The specimens should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

2.8 Donning test

2.8.1 As lifejackets will be used by uninitiated persons, often in adverse conditions, it is essential that risk of incorrect donning be minimized. Ties and fastenings necessary for proper performance should be few and simple. Lifejackets should readily fit various sizes of adults, both lightly and heavily clad. Lifejackets should be capable of being worn inside-out, or clearly in only one way.

Test subjects

2.8.2 These test should be carried out with at least six able-bodied persons of the following heights and weights:

| Height | Weight |
|-----------------|---|
| 1.40 m - 1.60 m | 1 person under 60 kg 1 person over 60 kg |
| 1.60 m - 1.80 m | 1 person under 70 kg 1 person over 70 kg |
| over 1.80 m | 1 person under 80 kg 1 person over 80 kg |

- .1 at least one and not more than two of the persons should be females with not more than one female in the same height range;
- .2 for the approval of the lifejackets, the test results obtained from each of the participating subjects should be acceptable except as provided otherwise.

Clothing

2.8.3 Each test subject should be tested wearing normal clothing. The test should be repeated with the test subject wearing heavy-weather clothing.

Test

2.8.4 After demonstration, the test subjects should correctly don lifejackets within a period of 1 min, without assistance.

Assessment

2.8.5 The observer should note:

- .1 ease and speed of donning; and
- .2 proper fit and adjustment.

2.9 Water performance tests

2.9.1 This portion of the test is intended to determine the ability of the lifejacket to assist a helpless person or one in an exhausted or unconscious state and to show that the lifejacket does not unduly restrict movement. All tests should be carried out in fresh water under still conditions.

Test subjects

2.9.2 These tests should be carried out with at least six persons as described in 2.8.2. Only good swimmers should be used, since the ability to relax in the water is rarely otherwise obtained.

Clothing

2.9.3 Subjects should wear only swimming costumes.

Preparation for water performance tests

2.9.4 The test subjects should be made familiar with each of the tests set out below, particularly the requirement regarding relaxing and exhaling in the face-down position. The test subject should don the lifejacket, unassisted, using only the instructions provided by the manufacturer. The observer should note the points prescribed in 2.8.5.

Righting tests

2.9.5 The test subject should swim at least three gentle strokes (breast stroke) and then with minimum headway relax, with the head down and the lungs partially filled, simulating a state of utter exhaustion. The period of time should be recorded starting from the completion of the last stroke until the mouth of the test subject comes clear of the water. The above test should be repeated after the test subject has exhaled. The time should again be ascertained as above. The freeboard from the water surface to the mouth should be recorded with the test subject at rest.

Drop test

2.9.6 Without readjusting the lifejacket, the test subject should jump vertically into the water, feet first, from a height of at least 4.5 m. When jumping into the water, the test subject should be allowed to hold on to the lifejacket during water entry to avoid possible injury. The freeboard to the mouth should be recorded after the test subject comes to rest.

Assessment

2.9.7 After each of the water tests described above, the test subject should come to rest with the mouth clear of the water by at least 120 mm. The average of all subjects' trunk angles should be at least 30° back

of vertical, and each individual subject's angle should be at least 20° back of vertical. The average of all subjects' faceplane (head) angles should be at least 40° above horizontal, and each individual subject's angle should be at least 30° above horizontal. In the righting test, the mouth should be clear of the water in not more than 5 s. The lifejacket should not become dislodged or cause harm to the test subject.

2.9.8 When evaluating the results of a test in accordance with 2.9.5, 2.9.7 and 2.9.8, the Administration may, in exceptional circumstances, disregard the results of a test on a subject if the results show a very slight deviation from the specified criteria, provided the Administration is satisfied that the deviation can be attributed to the unusual size and stature characteristics of the test subject and the results of tests on other subjects, chosen in accordance with 2.9.2, show the satisfactory performance of the lifejacket.

Swimming and water emergence test

2.9.9 All test subjects, without wearing the lifejacket, should attempt to swim 25 m and board a liferaft or a rigid platform with its surface 300 mm above the water surface. All test subjects who successfully complete this task should perform it again wearing the lifejacket. At least two thirds of the test subjects who can accomplish the task without the lifejacket should also be able to perform it with the lifejacket.

2.10 Children's lifejacket tests

As far as possible, similar tests should be applied for approval of lifejackets suitable for children.

2.10.1 When conducting water performance tests under 2.9, child-size lifejackets should meet the following requirements for their critical flotation stability characteristics. The range of sizes for child-size lifejackets, should be considered based on the test results. Devices should be sized by height or by height and weight.

2.10.2 Test subjects should be selected to fully represent the range of sizes for which the device is to be approved. Devices for smaller children should be tested on children as small as approximately 760 mm tall and 9 kg mass. At least six test subjects should be used for each 380 mm and 16 kg of size range:

- .1 Turning time. Each individual subject must turn face-up in not more than 5 s.
- .2 Freeboard. The combined results for clearance of the mouth above the water for all subjects should average at least 90 mm; each individual subject under 1,270 mm and 23 kg should have at least 50 mm clearance, and each individual subject over 1,270 mm and 23 kg should have at least 75 mm clearance.
- .3 Trunk angle. The average of all subjects' results should be at least 40° back of vertical, and each individual subject's result should be at least 20° back of vertical.
- .4 Faceplane (head) angle. The average of all subjects' results should be at least 35° above horizontal, and each individual subject's result should be at least 20° above horizontal.
- .5 Mobility. Mobility of the subject both in and out of the water should be given consideration in determining the acceptability of a device for approval.

2.11 Tests for inflatable lifejackets

2.11.1 Two inflatable lifejackets should be subjected to the temperature cycling test prescribed in paragraph 1.2.1 in the uninflated condition and should then be externally examined. The inflatable lifejacket materials should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities. The automatic and manual inflation systems shall each be tested immediately after each temperature cycling test as follows:

- .1 after the high temperature cycle (test in paragraph 1.2.1.1) the two inflatable lifejackets take from a stowage temperature of +65°C, one should be activated using the automatic inflation system by placing it in seawater at a temperature of +30°C and the other should be activated using the manual inflation system; and
- .2 after the low temperature cycle (test in paragraph 1.2.1.3) the two inflatable lifejackets take from a stowage temperature of -30°C, one should be activated using the automatic inflation system by placing it in seawater at a temperature of -1°C and the other should be activated using the manual inflation system.

2.11.2 The test in 2.8 should be conducted using lifejackets both in the inflated and uninflated conditions.

2.11.3 The tests in 2.9 should be conducted using lifejackets that have been inflated both automatically and manually, and also with one of the compartments uninflated. The tests with one of the compartments uninflated should be repeated as many times as necessary to perform the test once with each compartment in the uninflated condition.

2.11.4 *Tests of materials for inflatable bladders, inflation systems and components*

The material used for the inflatable bladder, inflation system and components should be tested to establish that they are rot-proof, colour fast and resistant to deterioration from exposure to sunlight and that they are not duly affected by seawater, oil or fungal attack.

2.11.4.1 *Material tests*

Resistance to rot and illumination tested according to AATCC Method 30:1981 and ISO 105-B04:1988
Illumination should take place to Class 4-5.

Following exposure to rot or illumination tests above the tensile strength should be measured using the grab method given in ISO 5082. Minimum tensile strength should be not less than 300 N per 25 mm in the warp and weft direction.

2.11.4.2 *Coated fabrics*

Coated fabrics used in the construction of inflatable buoyancy chambers should comply with the following requirements:

- .1 coating adhesion should be tested in accordance with ISO 2411:1991 using the method described in paragraph 5.1 at 100 mm/min and should be not less than 50 N per 50 mm width.

- .2 coating adhesion should be tested when wet following ageing according to ISO 188 with an exposure of 336 ± 0.5 h in fresh water at $(70.0 \pm 1.0)^\circ\text{C}$, following which the method at ISO 2411:1991, paragraph 5.1 should be applied at 100 mm/min and should not be less than 40 N per 50 mm width.
- .3 tear strength should be tested in accordance with ISO 4674:1977 using method A1 and should not be less than 35 N.
- .4 resistance to flex cracking should be tested in accordance with ISO 7854:1984 method A using 9000 flex cycles, there should be no visible cracking or deterioration.
- .5 breaking strength should be tested in accordance with ISO 1421:1977 using the CRE or CRT method, following conditioning for 24 ± 0.5 h at room temperature and should not be less than 200 N per 50 mm width.
- .6 breaking strength should be tested in accordance with ISO 1421:1977 using the CRE or CRT method, following conditioning immersed in fresh water for 24 ± 0.5 h at room temperature and should not be less than 200 N per 50 mm width.
- .7 elongation to break should be tested in accordance with ISO 1421:1977 using the CRE or CRT method following conditioning at room temperature for 24 ± 0.5 h and should not be more than 60%.
- .8 elongation to break should be tested in accordance with ISO 1421:1977 using the CRE or CRT method following conditioning immersed in fresh water at room temperature for 24 ± 0.5 h and should not be more than 60%.
- .9 the resistance to exposure to light when tested in accordance with ISO 105-BO2:1988 and the contrast between the unexposed and exposed samples should not be less than class 5.
- .10 the resistance to wet and dry rubbing when tested in accordance with ISO 105-X12:1995 and should not be less than class 3.
- .11 the resistance to seawater shall not be less than class 4 in accordance with ISO 105 EO2:1978 and the change in colour of the specimen should not be less than class 4.

2.11.4.3 *Operating head load test*

The operating head load test should be carried out using two lifejackets one lifejacket to be conditioned at -30°C for 8 h and the other at $+65^\circ\text{C}$ for 8 h. After mounting on the manikin or the test form the lifejackets should be inflated, and a steady force of 220 ± 10 N applied to the operating head as near as possible to the point where it enters the buoyancy chamber. This load should be maintained for 5 min during which the direction and angle in which it is applied should be continuously varied. On completion of the test the lifejacket should remain intact and should hold its pressure for 30 min.

2.11.4.4 *Pressure test*

- .1 The inflatable buoyancy chambers should be capable of withstanding an internal over pressure at ambient temperature. A lifejacket should be inflated using the manual method of inflation, after inflation the relief valves should be disabled and a fully charged gas cylinder according to the manufacturers recommendation should be fitted to the same inflation device and fired. The lifejacket should remain intact and should hold its pressure for 30 min. The lifejackets should show no signs of damage such as cracking, swelling or changes of mechanical qualities and that there has been no significant damage to the lifejacket inflation component. All fully charged gas cylinders used in this test should be sized according to the markings on lifejacket.
- .2 With one buoyancy chamber inflated, the operating head on the opposite buoyancy chamber should be fired manually, using a fully charged gas cylinder according to the manufacturers recommendations. The operation of the relief valves should be noted to ensure that the excess pressure is relieved. The lifejacket should remain intact and should hold its pressure for 30 min. The lifejackets should no signs of damage such as cracking, swelling or changes of mechanical qualities and that there has been no significant damage to the lifejacket inflation component.
- .3 Air retention test: One inflation chamber of a lifejacket is filled with air until air escapes from the over-pressure valve or, if the lifejacket does not have an over-pressure valve, until its design pressure, as stated in the plans and specifications, is reached. After 12 h the drop in pressure should not be greater than 10%. This test is then repeated as many times as necessary to test a different chamber until each chamber has been tested in this manner.

2.11.4.5 *Compression test*

The inflatable lifejacket, packed in the normal manner should be laid on a table. A bag containing 75 kg of sand and having a base of 320 mm diameter should be lowered onto the lifejacket from a height of 150 mm in a time of 1 second. This should be repeated ten times, after which the bag should remain on the jacket for not less than 3 h. The lifejacket should be inflated by immersion into water and should inflate fully, the jacket to be inspected to ensure that no swelling or change of mechanical properties has occurred, the jacket should be checked for leaks.

2.11.4.6 *Test of metallic components*

- .1 Metal parts and components of a lifejacket should be corrosion-resistant to sea water and should be tested in accordance with ISO 9227:1990 for a period of 96 h. The metal components should be inspected and should not be significantly affected by corrosion, or affect any other part of the lifejacket and should not impair the performance of the lifejacket.
- .2 Metal components should not affect a magnetic compass of a type used in small boats by more than 1 degree, when placed at a distance of 500 mm from it.

2.11.4.7 *Inadvertent inflation test*

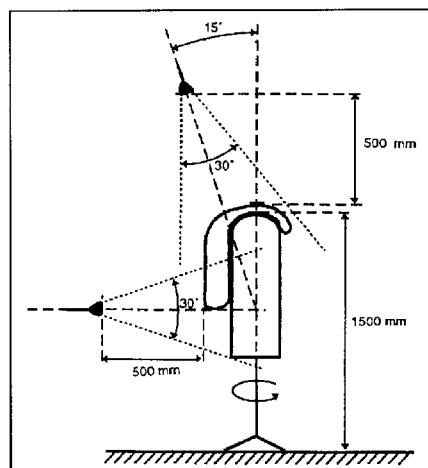
The resistance of an automatic inflation device to inadvertent operation should be assessed by exposing the entire lifejacket to sprays of water for fixed period. The lifejacket should be fitted correctly to a free-standing manikin of adult size, with a minimum shoulder height of 1500 mm. The lifejacket should be deployed in the mode in which it is worn ready for use but not deployed as used in the water (i.e. if it is equipped with a cover which is normally worn closed, then the cover should be closed for the test). Two sprays should be installed so as to spray fresh water onto the lifejacket, as shown in the diagram. One should be positioned 500 mm above the highest point of the lifejacket, and at an angle of 15° from the vertical centre line of the manikin and the bottom line of the lifejacket. The other nozzle should be installed horizontally at a distance of 500 mm from the bottom line of the lifejacket, and points directly at the lifejacket. These nozzles should have a spray cone of 30°, each orifice being 1.5 ± 0.1 mm in diameter, and the total area of the orifice should be 50 ± 5 mm², the orifice being evenly spread over the spray nozzle area.

The air temperature should be 20°C, and water should be supplied to the sprays at a pressure of 0.3 kPa - 0.4 kPa, a flow of 600 l/h, and a temperature of 18°C to 20°C.

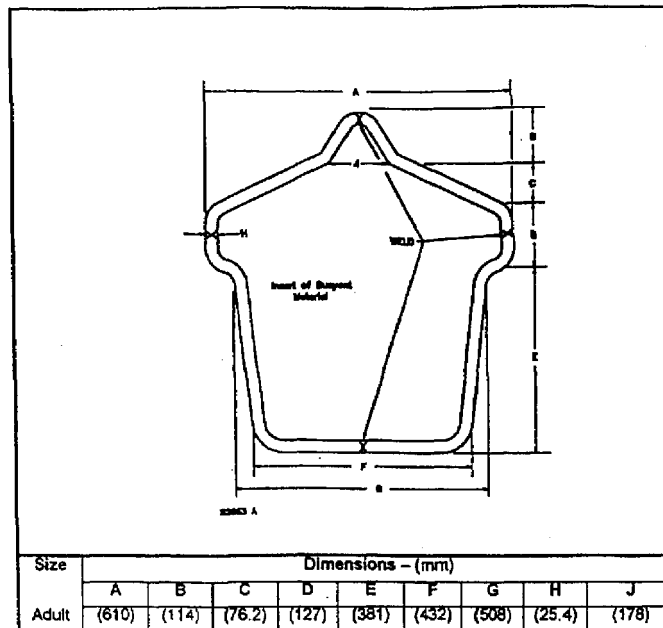
The sprays should be turned on, and the lifejacket exposed to the following series of test to access the ability of the jacket to resist inadvertent inflation:

- .1 5 min with the high spray on the front of the lifejacket;
- .2 5 min with the high spray on the left side of the lifejacket;
- .3 5 min with the high spray on the back of the lifejacket; and
- .4 5 min with the high spray on the right side of the lifejacket.

During exposures .1, .2 and .4 the horizontal spray should be applied for 10 periods of 3 s each to the front, left or right sides (but not back) as with the high spray.



Test set-up for test of automatic inflation system



Alternative former

After completing the above test the lifejacket should be removed from the manikin and immersed in water to verify that the auto-inflation system functions.

3 IMMERSION SUITS, ANTI-EXPOSURE SUITS AND THERMAL PROTECTIVE AIDS

3.1 Tests common to non-insulated and insulated immersion suits and anti-exposure suits

Test subjects

3.1.1 These tests should be carried out with at least six persons as described in 2.8.2.

Tests with a lifejacket

3.1.2 If the immersion suit or anti-exposure suit is to be worn in conjunction with a life-jacket, the lifejacket should be worn over the immersion suit or anti-exposure suit for the tests prescribed in 3.1.3 to 3.1.12 inclusive.

Donning test

3.1.3 Following a demonstration, each test subject should be able to unpack, don and secure the immersion suit or anti-exposure suit over their test clothing without assistance in less than 2 min. This time should include the time to don any associated clothing, and a lifejacket, if such is to be worn in conjunction with the immersion suit or anti-exposure suit, and the test subjects should be able to don such lifejacket without assistance.

3.1.4 The immersion suit or anti-exposure suit should be capable of being donned in a reasonable time at an ambient temperature as low as -30°C. Before the donning test the packed immersion suit or anti-exposure suit should be kept in a refrigerated chamber at a temperature of -30°C for 24 h.

Ergonomic test

3.1.5 When wearing the immersion suit or anti-exposure suit, the test subjects should be able to climb up and down a vertical ladder of at least 5 m in length and demonstrate no restriction in walking, bending over or arm movement. The test subjects should be able to pick up a pencil and write. The diameter of the pencil shall be 8 to 10 mm.

Field of vision test

3.1.6 With the heads of the seated test subjects in a fixed position, the lateral fields of vision should be at least 120° when wearing the immersion suit or anti-exposure suit.

3.1.7 When wearing the immersion suit or anti-exposure suit in conjunction with a lifejacket if required, the test subjects should float face-up with their mouths clear of the water by at least 120 mm and be stable in that position. The freeboard should be measured from the water surface to the nose and mouth with the test subject at rest. The freeboard of the anti-exposure suit without a lifejacket should be at least 50 mm.

Righting test

3.1.8 Except where it has been demonstrated that the immersion suit or anti-exposure suit will right the test subjects within 5 s, the test subjects should each demonstrate that they can turn themselves from a face-down to a face-up position in not more than 5 s.

Water ingress and jump test

3.1.9 Following a jump by each test subject into water from a height sufficient to totally immerse the body, the ingress of water into the immersion suit or anti-exposure suit should not exceed a mass of 500 g. This may be determined from the difference in the combined mass of the test subject and the immersion suit or anti-exposure suit (pre-wetted), as measured prior to the jump and immediately after the jump. Weighings should be performed on a machine accurate to ± 100 g.

3.1.10 The immersion suit or anti-exposure suit should not be damaged or dislodged in any way following a jump from a height of 4.5 m vertically into the water. It should be established by questioning the test subjects that the suit does not injure the wearer as a result of this test.

Leak test

3.1.11 The ingress of water into the pre-wetted suit should not exceed a mass of 200 g following:

- .1 a period of flotation in calm water for 1 h; or
- .2 swimming for 20 min for a distance of at least 200 m.

The mass of water ingress should be measured by weighing the test subject and the suit in accordance with the method prescribed in subparagraph 3.1.9.

Swimming and water emergence test

3.1.12 All test subjects, each wearing a lifejacket but not the immersion suit or anti-exposure suit should attempt to swim 25 m and board a liferaft or a rigid platform with its surface 300 mm above the water surface. Test subjects who successfully complete this task should also perform it wearing the immersion suit or anti-exposure suit.

Tests for oil resistance

3.1.13 After all its apertures have been sealed, an immersion suit or anti-exposure suit should be immersed under a 100 mm head of diesel oil for 24 h. The surface oil should then be wiped off and the immersion suit or anti-exposure suit subjected to the test prescribed in 3.1.11. The ingress of water should not exceed a mass of 200 g.

3.1.14 In lieu of the test for oil resistance prescribed in 3.1.13, either of the following tests may be conducted:

- .1 After all apertures have been sealed, the suit should be immersed under a 100 mm head of diesel oil for a period of 24 h at normal room temperature, if necessary using weights to keep the suit submerged. Any surface oil should then be wiped off and the suit turned inside out. The suit should then be laid on a table suitable for collecting and draining off any leakage and be supported at the neck aperture by a suitably designed hanger. The suit should then be filled with water to neck level which should be 300 mm above the table. The suit should be left in this position for 1 h and the leakage collected and weighed. The leakage should not exceed a mass of 200 g.
- .2 Representative samples of the exterior fabric and seams should be immersed under a 100 mm head of diesel oil for 24 h. After removal from the oil, samples should be wiped off before being subjected to a hydrostatic test of a 1 m water head and a tensile seam strength of 150 N.

Fire test

3.1.15 An immersion suit or anti-exposure suit should be subjected to the fire test as prescribed in 1.5. If necessary, the immersion suit or anti-exposure suit should be draped over a hanger to ensure the whole immersion suit or anti-exposure suit is enveloped in the flames. The immersion suit or anti-exposure suit should not sustain burning or continue melting after being removed from the flames.

Temperature cycling test

3.1.16 An immersion suit or anti-exposure suit should be subjected to the temperature cycling as prescribed in 1.2.1 and should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

Buoyancy test

3.1.17 A buoyancy test, as prescribed in 2.2, should be carried out to establish that the buoyancy of an immersion suit or anti-exposure suit designed to be worn without a lifejacket is not reduced by more than 5% after 24 h submersion in fresh water.

Strength test

3.1.18 The immersion suit or anti-exposure suit should be subjected to the body strength tests prescribed in 2.6.1, except the load applied should be 1350 N. The immersion suit or anti-exposure suit may be cut if necessary to accommodate the test device.

3.2 Thermal protective tests

General

3.2.1 These tests should be performed as described below. The thermal protective qualities may be measured using a thermal manikin, when such a method is required by an Administration and has been demonstrated to provide test results which correlate satisfactorily in all aspects to test results using human subjects.

3.2.2 If the test should be performed by human subjects, they should be medically examined before being accepted for participation in the tests. Each design of immersion suit- or anti-exposure suit is to be tested by the test subjects specified in subparagraph 3. 1. 1

3.2.3 Where human subjects are used, the tests should always be conducted under the supervision of a physician. Emergency resuscitation equipment should be available during all tests. For safety reasons, ECG should be monitored during every test. Testing should be stopped at the wish of the test subjects, if the falling rate of the core temperature is more than 1.5°C per hour after the first half hour, if the skin temperature of the hand, foot or lumbar region should fall below 10°C, or if the attending physician considers it advisable.

3.2.4 When testing with human subjects, continuous body core temperature (rectal temperature) and skin temperatures of lumbar region, both hands, calves, feet (foot instep) and heels, should be measured. The accuracy of the measuring system should be $\pm 0.2^\circ\text{C}$. Appropriate corresponding measurements should be taken if a manikin is used in lieu of human subjects.

3.2.5 Prior to the tests, the same amount of water resulting from the jump test in paragraph 3.1.9 should be poured into the dry immersion suit or anti-exposure suit worn over the dry test clothing specified in 3.2.6 by the test subject lying down.

Test clothing

3.2.6 The test subjects should wear a standard range of clothing consisting of:

- .1 underwear (short sleeved, short legged);
- .2 shirt (long sleeved);
- .3 trousers (not woollen); and
- .4 woollen socks.

3.2.7 If the immersion suit or anti-exposure suit is to be worn in conjunction with a lifejacket, the lifejacket should be worn during the thermal protective tests.

Specific tests for non-insulated immersion suits

3.2.8 In addition to the clothing specified in paragraphs 3.2.6 and 3.2.7, the test subject should wear two woollen pullovers.

3.2.9 Each test subject should wear an immersion suit previously subjected to the jump test in paragraph 3.1.10. Following a 1 h period of immersion, with the hands gloved, in circulating calm water at +5°C, each test subject's body core temperature should not fall more than 2°C below the normal level of the subject's temperature.

3.2.10 Immediately on leaving the water after completion of the test prescribed in 3.2.9 the test subject should be able to pick up a pencil as specified in paragraph 3.1.5 and write.

Specific tests for insulated immersion suits

3.2.11 Each test subject should wear an immersion suit previously subjected to the jump test in paragraph 3.1.10. Following a 6 h period of immersion, with the hands gloved, in circulating calm water at between 0° and +2°C, each test subject's body core temperature should not fall more than 2°C below the normal level of the test subject's temperature.

3.2.12 The immersion suit should provide sufficient thermal protection to ensure that immediately on leaving the water after a 1 h period of immersion, with hands gloved, in circulating calm water at +5°C, each test subject can pick up a pencil as specified in paragraph 3.1.5 and write. Alternatively, at the manufacturer's option, the ability to pick up a pencil as specified in paragraph 3.1.5 and write may be demonstrated immediately on leaving the water after completion of the test prescribed in 3.2.11.

Specific tests for anti-exposure suits

3.2.13 Each test subject should wear an anti-exposure suit previously subjected to the jump test in paragraph 3.1.10. Following a 1 h period of immersion, with the hands gloved and hood donned, in circulating calm water at a temperature of + 5°C, each test subject's body core temperature should not fall more than 2°C below the normal level of the test subject's temperature.

3.2.14 Immediately on leaving the water after completion of the test prescribed in paragraph 3.2.13, the test subject should be able to pick up a pencil as specified in paragraph 3.1.5 and write.

3.3 Thermal protective aids for survival craft

Fabric test

3.3.1 It should be demonstrated that the fabric from which the thermal protective aid is constructed can maintain its watertight integrity when supporting a column of water 2 m high.

3.3.2 It should be demonstrated by test that the fabric has a thermal conductivity of not more than 0.25 W/(m.K).

Temperature cycling test

3.3.3 A thermal protective aid should be subjected to temperature cycling as prescribed in 1.2.1 and should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

Test subjects

3.3.4 For these tests a group of at least six test subjects of different ages, both male and female in the large, medium and small size range should be selected.

Test clothing

3.3.5 The test clothing worn by the test subjects should be as prescribed in 3.2.6 and 3.2.8.

Donning test

3.3.6 Following a demonstration, the test subjects should be able to unpack and don the thermal protective aid over a lifejacket when seated in a survival craft.

3.3.7 The thermal protective aid should be capable of being unpacked and donned at an ambient temperature of -30°C . Before the donning test the thermal protective aid should be kept in a refrigerated chamber at a temperature of -30°C for 24 h.

Discarding test

3.3.8 If the thermal protective aid impairs the ability of the test subjects to swim, it should be demonstrated that it can be discarded by the test subjects, when immersed in water, in not more than 2 min.

Test for oil resistance

3.3.9 After all its apertures have been sealed, a thermal protective aid should be immersed under a 100 mm head of diesel oil for 24 h. The surface oil should then be wiped off and it should be established that the thermal conductivity is not more than $0.25 \text{ W}/(\text{m}\cdot\text{K})$.

4 PYROTECHNICS - ROCKET PARACHUTE FLARES, HAND FLARES AND BUOYANT SMOKE SIGNALS

4.1 General

A minimum of three specimens of each type of pyrotechnic should be subjected to each individual test. All three specimens should pass each individual test.

4.2 Temperature tests

Three specimens of each type of pyrotechnic should be subjected to:

- .1 temperature cycling as prescribed in 1.2.1. After the test each specimen should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities and then function effectively at ambient temperature*;
- .2 a temperature of -30°C for at least 48 h and then function effectively at that temperature*;
- .3 a temperature of +65°C for at least 48 h and then function effectively at that temperature*;
- .4 a temperature of +65°C and 90% relative humidity for at least 96 h, followed by ten days at 20°C to 25°C at 65% relative humidity and then function effectively.

4.3 Water and corrosion resistance test

Nine specimens of each type of pyrotechnic should function effectively after being subjected to the following tests (three specimens to each test):

- .1 immersed horizontally for 24 h under 1 m of water;
- .2 immersed in the ready-to-fire condition for 5 min under 10 cm of water;
- .3 subjected to a salt spray (5% sodium chloride solution) at a temperature of $+35 \pm 3^\circ\text{C}$ for at least 100 h.

4.4 Handling safety test

Three specimens of each type of pyrotechnic should:

- .1 be dropped in turn end-on and horizontally from a height of 2 m on to a steel plate about 6 mm thick cemented on to a concrete floor. It should remain in a safe condition after this test and should subsequently be operated and function effectively; and
- .2 be activated in accordance with the manufacturer's operating instructions by an operator wearing an insulated buoyant immersion suit or the gloves taken from an insulated buoyant immersion suit, to establish that it can be operated effectively without injury to the operator, or any person in close proximity, during firing or burning.

4.5 Safety inspection

It should be established by visual inspection that each type of pyrotechnic:

- .1 is indelibly marked with clear and precise instructions on how it should be operated and that the danger end can be identified by day or night;

*Not applicable to smoke signals, for which see paragraphs 1.9.2 and 4.8.1.

- .2 can, if hand operated, be operated from the bottom (safe end) or that it contains an operational safety delay of 2 s;
- .3 has, in the case of a rocket parachute flare and hand flare, an integral means of ignition;
- .4 has a simple means of ignition which requires the minimum of preparation and can be readily operated in adverse conditions without external aid and with wet, cold or gloved hands;
- .5 does not depend on adhesive tapes or plastic envelopes for its water-resistant properties; and
- .6 can be indelibly marked with means for determining its age.

4.6 Rocket parachute flares test

4.6.1 Three rockets should be fired vertically. After firing it should be established by means of accurate measuring instruments that the parachute flare is ejected at a height of not less than 300 m. The height at which the flare burns out and the burning period should also be measured. It should be established from these measurements that the rate of descent is not more than 5 m/s and the burning period is not less than 40 s.

4.6.2 Laboratory testing of the flare material should establish that it will burn uniformly with an average luminous intensity of not less than 30,000 cd and that the colour of the flame is a vivid red as defined by section 11 of the publication *Color: Universal Language and Dictionary of Names*.*

4.6.3 Three rockets should function efficiently when tested by firing at an angle of 45° to the horizontal.

4.6.4 If the rocket is hand-held when operated, it should be demonstrated that its recoil is minimal.

4.7 Hand flares test

4.7.1 Three flares should be activated and should burn for a period of not less than 1 min. After burning for 30 s, each flare should be immersed under 100 mm of water for a period of 10 s and should continue burning for at least a further 20 s.

4.7.2 laboratory testing of the flare material should establish that it will burn with an average luminous intensity of at least 15,000 cd and that the colour of the flame is a vivid red as defined in section 11 of the publication *Color: Universal Language and Dictionary of Names*.*

4.7.3 Three flares should be activated 1.2 m above a test pan 1 m square containing 2 l of heptane floating on a layer of water. The test should be conducted at an ambient temperature of +20°C to +25°C. The flare should be allowed to burn completely and the heptane should not be ignited by the flare or material from the flare.

*Special Publication 440, National Institute of Science and Technology, Gaithersburg, Md., 20899-0001, USA.

4.8 Buoyant smoke signals test

4.8.1 Nine buoyant smoke signals should be subjected to temperature cycling as prescribed in 1.2.1. After at least ten complete temperature cycles, three smoke signals should be taken from a stowage temperature of -30°C , be activated and should then operate in seawater at a temperature of -1°C . The next three smoke signals should be taken from a stowage temperature $+65^{\circ}\text{C}$, be activated and should then operate in seawater at a temperature of $+30^{\circ}\text{C}$. The last three smoke signals should be taken from ordinary room conditions and activated. After emitting smoke for 1 min, they should be fully submerged for a period of not less than 10 s and should continue emitting smoke during and after submersion and demonstrate a total period of smoke emission of not less than 3 min.

4.8.2 Three smoke signals should function in water covered by a 2 mm layer of heptane without igniting the heptane.

4.8.3 Laboratory testing of the smoke signal should establish that at least 70% obscuration throughout the minimum emission time is attained when the smoke is drawn through a 19 cm diameter duct by a fan capable of producing an entrance air flow of $18.4\text{ m}^3/\text{min}$. The colour of the smoke should be orange as defined by sections 34, 48, 49 or 50 of the publication *Color: Universal Language and Dictionary of Names*.*

4.8.4 A smoke signal should be tested in waves at least 300 mm high. The signal should function effectively for not less than 3 min.

5 LIFERAFTS - RIGID AND INFLATABLE

5.1 Drop test

5.1.1 Each type of liferaft should be subjected to a minimum of two drop tests. Where the liferaft in its operational condition is packed in a container or valise, one such test should be carried out with the liferaft packed in each type of container or valise in which the manufacturer proposes to market it.

5.1.2 The liferaft, in the operationally packed condition, should be suspended and then dropped from a height of 18 m into the water. If it is to be stowed at a height greater than 18 m, it should be dropped from the height at which it is to be stowed. The free end of the painter should be attached to the point of suspension so that it pays out as the liferaft drops, thus simulating actual conditions.

5.1.3 The liferaft should be left floating for 30 min:

- .1 in the case of a rigid liferaft it should be lifted from the water to permit thorough inspection of the liferaft, the contents of the equipment container and, where applicable, the container or valise; and
- .2 in the case of an inflatable liferaft, it should then be inflated. The liferaft should inflate upright and in the time prescribed in 5.17.3 to 5.17.6. The thorough inspection prescribed in 5.1.3.1 should then be carried out.

*Special Publication 440, National Institute of Science and Technology, Gaithersburg, Md., 20899-0001, USA.

5.1.4 Damage to the container or valise, if the liferaft is normally within it when launched, is acceptable provided the Administration is satisfied that it would not be a hazard to the liferaft. Damage to any item of equipment is acceptable subject to the Administration being satisfied that the operational efficiency has not been impaired. Damage to fresh water receptacles may be accepted provided they do not leak. However, for drop tests from heights exceeding 18 m, leakage from up to 5% of the receptacles may be accepted provided that:

- .1 the equipment list for the inflatable liferaft specifies the carriage of 5% excess water or means of desalination adequate to produce an equivalent amount; or
- .2 the water receptacles are contained in a waterproof overwrap.

5.2 Jump test

5.2.1 It should be demonstrated that a person can jump on to the liferaft, with and without the canopy erected, from a height above the floor of at least 4.5 m without damaging the liferaft. The test subject should weigh not less than 75 kg and should be wearing hard bottom shoes with smooth soles and no protruding nails. The number of jumps performed should be equal to the total number of persons for which the liferaft is to be approved.

5.2.2 The jump test may be simulated by dropping a suitable and equivalent mass, arranged so as to impact the liferaft with shoes as described in 5.2.1.

5.2.3 There should be no torn fabric or damage to seams as a result of the test.

5.2.4 Unless the configuration of both sides of a canopied reversible liferaft are identical, this test should be repeated for both sides of the liferaft.

5.3 Weight test

The fully packed liferaft container should be weighed to determine whether its mass exceeds 185 kg. The weight test should be performed on the heaviest variation of the liferaft, considering different containers and equipment packs which may be used. If the mass exceeds 185 kg, the different combinations of containers and equipment packs should be weighed to determine which will and which will not exceed 185 kg.

5.4 Towing test

It should be demonstrated by towing that the fully loaded and equipped liferaft is capable of being satisfactorily towed at speeds of up to 3 knots in calm water. Towing should be by a line attached to the liferafts towing connection. The sea anchor should be streamed while the liferaft is towed. The liferaft should be towed for a distance of at least 1 km. During the test the force required to tow the liferaft should be measured at speeds of 2 knots and 3 knots and recorded on the type approval certificate.

5.5 Mooring out tests

The liferaft should be loaded with mass equal to the mass of the total number of persons for which it is to be approved and its equipment and moored in a location at sea or in a seawater harbour. The liferaft should remain afloat in that location for 30 days. In the case of an inflatable liferaft, the pressure may be topped

up once a day using the manual pump; however, during any 24 h period the liferaft should retain its shape. The liferaft should not sustain any damage that would impair its performance. After this test, the inflatable liferaft should be subjected to the pressure test prescribed in 5.17.7 and 5.17.8.

5.6 Liferaft painter system test

The breaking strength of the painter system including its means of attachment to the liferaft should be as follows:

- .1 not less than 7.5 kN for liferafts accommodating up to 8 persons;
- .2 not less than 10.0 kN for liferafts accommodating 9 to 25 persons;
- .3 not less than 15.0 kN for liferafts accommodating more than 25 persons.

5.7 Loading and seating test

The freeboard of the liferaft in the light condition, including its full equipment but no personnel, should be recorded. The freeboard of the liferaft should again be recorded when the number of persons for which the liferaft is to be approved, having an average mass of 75 kg, and each wearing an immersion suit and lifejacket, have boarded and are seated. It should be established that all the seated persons have sufficient space and headroom and it should be demonstrated that the various items of equipment can be used within the liferaft in this condition and, in the case of an inflated liferaft, with the floor inflated. The freeboard, when loaded with the mass of the number of persons for which it is to be approved and its equipment, with the liferaft on an even keel and, in the case of an inflatable liferaft, with the floor not inflated, should not be less than 300 mm. Unless the configuration of both sides of a canopied reversible liferaft are identical, this test should be repeated for both sides of the liferaft.

5.8 Boarding and closing arrangement test

The boarding test should be carried out in a swimming pool by a team of not more than four persons who should be of mature age and of differing physiques as determined by the Administration. Preferably they should not be strong swimmers. For this test they should be clothed in shirt and trousers or a boiler suit and should wear approved lifejackets suitable for an adult. They must each swim about 100 m before reaching the liferaft for boarding. There must be no rest period between the swim and the boarding attempt. Boarding should be attempted by each person individually with no assistance from other swimmers or persons already in the liferaft. The water should be of a depth sufficient to prevent any external assistance when boarding the liferaft. The arrangements will be considered satisfactory if three of the persons board the liferaft unaided and the fourth boards with the assistance of any of the others. The above-mentioned test should be carried out also with persons clothed in immersion suits and lifejackets. After the boarding test, it should be demonstrated by a person clothed in an approved immersion suit that the canopy entrance can be easily and quickly closed in 1 min and can be easily and quickly opened from inside and outside in 1 min. Unless the configuration of both sides of a canopied reversible liferaft are identical, this test should be repeated for both sides of the liferaft.

5.9 Stability test

5.9.1 The number of persons for which the liferaft is to be approved should be accommodated on one side and then at one end and in each case the freeboard should be recorded. Under these conditions the freeboard should be such that there is no danger of the liferaft being swamped. Each freeboard measurement should be taken from the waterline to the top surface of the uppermost main buoyancy tube at its lowest point.

5.9.2 The stability of the life raft during boarding may be ascertained as follows: Two persons, each wearing approved lifejackets, should board the empty liferaft. It should then be demonstrated that the two persons in the liferaft can readily assist from the water a third person who is required to feign unconsciousness. The third person must have his back towards the entrance so that he cannot assist the rescuers. It should be demonstrated that the water pockets adequately counteract the upsetting moment on the liferaft and there is no danger of the liferaft capsizing.

5.10 Manoeuvrability test

It should be demonstrated that with the paddles provided, the liferaft is capable of being propelled when fully laden in calm conditions over a distance of at least 25 m.

5.11 Swamp test

It should be demonstrated that the liferaft is fully swamped, it is capable of supporting the number of persons for which it is to be approved and remains seaworthy. The liferaft should not seriously deform in this condition. The swamped inflatable liferaft should be tested in at least 10 waves at least 0.9 m high. The waves may be produced by the wake of a boat, or by other acceptable means. During this test self-draining arrangements fitted in the floor of the liferaft are to be closed to prevent the ingress of water. Unless the configuration of both sides of a canopied reversible liferaft are identical, this test should be repeated for both sides of the liferaft.

5.12 Canopy closure test

To ensure the effectiveness of the canopy closures in preventing water entering the liferaft, the efficiency of the closed entrances should be demonstrated by means of a hose test or by any other equally effective method. The requirement for the hose test is that about 2,300 l of water per minute be directed at and around the entrances through a 63.5 mm hose from a point 3.5 m away and 1.5 m above the level of the buoyancy tubes for a period of 5 min. There should be no significant accumulation of water inside the liferaft. Unless the configuration of both sides of a canopied reversible liferaft are identical, this test should be repeated for both sides of the liferaft.

5.13 Buoyancy of float-free liferafts

It should be demonstrated that the liferafts packed in containers which are float-free have sufficient inherent buoyancy to inflate the liferaft by means of the actuating line in the event of the ship sinking. The combination of equipment and container or valise should be that which produces the maximum packed weight.

5.14 Detailed inspection

A liferaft, complete in all respects and, if an inflatable liferaft, in a fully inflated condition should be subjected to a detailed inspection in the manufacturer's works to ensure that all the Administration's requirements are fulfilled.

5.15 Weak link test

The weak link in the painter system should be tensile tested and should have a breaking strain of 2.2 ± 0.4 kN.

5.16 Davit-launched liferafts - strength test of lifting components

5.16.1 The breaking strength of the webbing or rope and the attachments to the liferaft used for the lifting bridle should be established by tests on three separate pieces of each different item. The combined strength of the lifting bridle components should be at least six times the mass of the liferaft when loaded with the number of persons for which it is to be approved and its equipment.

Impact test

5.16.2 The liferaft should be loaded with a mass equal to the mass of the number of persons for which it is to be approved and its equipment. With the liferaft in a free hanging position it should be pulled laterally to a position so that when released it will strike a rigid vertical surface at a velocity of 3.5 m/s. The liferaft should then be released to impact against the rigid vertical surface. After this test the liferaft should show no signs of damage which would affect its efficient functioning.

Drop test

5.16.3 The liferaft, loaded as prescribed in 5.16.2, should be suspended from an on-load release at a height of 3 m above the water, be released and allowed to fall freely into the water. The liferaft should then be examined to ensure that no damage has been sustained which would affect its efficient functioning.

Davit-launched liferaft boarding test

5.16.4 A davit-launched liferaft should, in addition to the boarding test prescribed in 5.8, be subjected to the following test. The liferaft, should be suspended from a liferaft launching appliance, or from a crane with a head sheave of similar height, and bowsed in to the ship's side or simulated ship's side. The liferaft should then be boarded by the number of persons for which it is to be approved of average mass 75 kg. There should be no undue distortion of the liferaft. The bowsing should then be released and the liferaft left hanging for 5 min. It should then be lowered to the sea or floor and unloaded. At least three tests are required in succession, with the hook of the lowering appliance so positioned that its distance from the ship's side is:

- .1 half the beam of the liferaft +150 mm;
- .2 half the beam of the liferaft; and
- .3 half the beam of the liferaft -150 mm.

The boarding, which is intended to simulate actual shipboard conditions, should be timed and the time recorded.

5.17 Additional tests applicable to inflatable liferafts only

Damage test

5.17.1 It should be demonstrated that, in the event of any one of the buoyancy compartments being damaged or failing to inflate, the intact compartment or compartments should support, with positive freeboard over the liferaft's periphery, the number of persons for which the liferaft is to be approved. This can be demonstrated with persons each having a mass of 75 kg and seated in their normal positions or by an equally distributed mass.

Righting test

5.17.2 This test is not required for a canopied reversible liferaft. For this test the liferaft should be inverted so as to simulate inverted inflation.

- .1 The inflatable liferaft should be loaded with its heaviest equipment pack. All of the entrances, ports, and other openings in the liferaft canopy should be open in order to allow the infiltration of water into the canopy when capsized;
- .2 the canopy of the liferaft should then be completely filled with water. Except for an automatically self-righting liferaft, this may be accomplished, if necessary by partially collapsing the canopy support, or alternatively the uninflated liferaft should be flaked out onto the surface of the water upside down and inflation initiated. An automatically self-righting liferaft should self-right in this condition, and should become boardable in the upright position within 1 min after the start of the test. If the inflatable liferaft, other than an automatically self-righting liferaft, does not self-right, it should be allowed to remain in an inverted position for at least 10 min before righting is attempted;
- .3 the righting test should be carried out by the same team of persons required for the boarding test similarly clothed and wearing lifejackets and after completing the swim required in 5.8. At least one of the persons righting the inflatable liferaft should weigh less than 75 kg. Each person should attempt to right the liferaft unaided. The water should be of sufficient depth to give no external assistance to the swimmers when mounting the inverted liferaft;
- .4 the righting arrangements will be considered satisfactory if each person rights the liferaft unaided. There should be no damage to the structure of the inflatable liferaft, and the equipment pack should remain secured in its place.

Inflation test

5.17.3 A liferaft, packed in each type of container, should be inflated by pulling the painter and the time recorded:

- .1 for it to become boardable, i.e. when buoyancy tubes are inflated to full shape and diameter;
- .2 for the cover to be erect; and

- .3 for the liferaft to reach its full operational pressure* when tested:
 - .3.1 at an ambient temperature of between 18°C and 20°C;
 - .3.2 at a temperature of -30°C; and
 - .3.3 at a temperature of +65°C.

5.17.4 When inflated in an ambient temperature of between 18°C and 20°C, it should achieve total inflation in not more than 1 min. In the case of automatic self-righting liferaft, the liferaft should achieve total inflation and be boardable in the upright position in not more than 1 min, regardless of the orientation in which the liferaft inflates. The force required to pull the painter and start inflation should not exceed 150 N.

5.17.5 For the inflation test at -30°C the packed liferaft should be kept at room temperature for at least 24 h, then placed in a refrigerated chamber at a temperature of -30°C for 24 h prior to inflation by pulling the painter. Under these conditions the liferaft should reach working pressure in 3 min. Two liferafts should be subject to an inflation test at this temperature. There should be no seam slippage, cracking, or other defect in the liferaft and it should be ready for use after the tests.

5.17.6 For the inflation test at +65°C the packed liferaft should be kept at room temperature for at least 24 h, then placed in a heating chamber at a temperature of +65°C for not less than 7 h prior to inflation by pulling the painter. Under these conditions the gas pressure relief valves must be of sufficient capacity to prevent damage to the liferaft by excess pressure and to prevent the maximum pressure during the inflation from reaching twice the reseal pressure of the release valve. There must be no seam slippage, cracking or other defect in the liferaft.

Pressure test

5.17.7 Each inflatable compartment in the liferaft should be tested to a pressure equal to three times the working pressure. Each pressure relief valve should be made inoperative, compressed air should be used to inflate the inflatable liferaft and the inflation source removed. The test should continue for at least 30 min. The pressure should not decrease by more than 5% as determined without compensating for temperature and atmospheric pressure changes, and there should be no seam slippage, cracking or other defect in the liferaft.

5.17.8 The measurement of pressure drop due to leakage can be started when it has been assumed that compartment rubber material has completed stretching due to the inflation pressure and stabilized. This test should be conducted after equilibrium condition has been achieved.

*The term "operational pressure" has the same meaning as the term "working pressure"; i.e. the pressure determined by the designed reseal pressure of the relief valves, if fitted, except that, if the actual reseal pressure of the relief valves, determined by testing, exceeds the designed reseal pressure by more than 15%, the higher figure should be used.

Seam strength test

- 5.17.9 .1 It should be demonstrated that sample seams, prepared in the same condition as in production, can withstand a test load equal to the minimum specified liferaft fabric tensile strength. Sewn seams on outer canopy fabric shall withstand a test load of at least 70% of the minimum specified fabric tensile strength when tested by the method described in ISO 1421 and by using test samples as shown in figure 1 below.

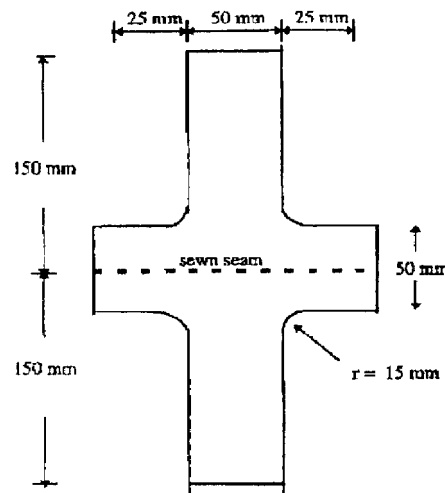


Figure 1 Sample specification for sewn canopy seams

Samples of all types of sewing used in production shall be tested.

Seam constructions in both warp and weft direction shall be tested.

The test specimens shall be cut out from pre-sewn samples of fabric and no locking of thread ends shall take place.

5.17.9 .2 *Weld strength*

- .2.1 When tested by the method prescribed below, the load required to initiate failure of the weld should be not less than 175 N;
- .2.2 Specimens should be prepared and tested as given in .3.3 below:
- .3 Hydrolysis tests should be conducted on sample welded seams where thermoplastic coated materials are to be used. The tests should be conducted as follows:
- .3.1 When tested by the method prescribed below, the weld strength of the sample seam should achieve 125 N/25 mm minimum.
- .3.2 Test method:
- .1 Store the test specimens for 12 weeks over water in a closed container at $93 \pm 2^\circ\text{C}$.
 - .2 After the conditioning as above, dry the specimens for 1 h at $80 \pm 2^\circ\text{C}$ and condition at $20 \pm 2^\circ\text{C}$, 65% RH for 24 h.

.3.3 Welded test samples should be prepared as follows:

Two samples of fabric 300 mm x 200 mm, cut with the short side parallel to the warp direction, should be superimposed face to back for double coated fabrics, or coated face to coated face for single or asymmetrically coated fabrics. They should be welded with a tool 10 ± 1 mm width of convenient length. 25 mm wide test specimens should be cut transversely to the line of the weld. The test samples should be mounted in a test machine as in ISO 1421. The maximum peel load should be recorded.

David-launched inflatable liferafts - strength test

5.17.10 It should be demonstrated by an overload test on the liferaft hanging from its centre support that the bridle system has an adequate factor of safety as follows:

- .1 the liferaft should be placed in a temperature of $20 \pm 3^\circ\text{C}$ for a period of at least 6 h;
- .2 following this period of conditioning, the liferaft should be suspended from its lifting hook or bridle and the buoyancy chambers (not including an inflatable floor) inflated;
- .3 when fully inflated and when the relief valves have reseated themselves, all relief valves should be made inoperative;
- .4 the liferaft should then be lowered and loaded with a distributed mass equivalent to four times the mass of the number of persons for which it is to be approved and its equipment, the mass of each person being taken as 75 kg;
- .5 the liferaft should then be raised and remain suspended for at least 5 min;
- .6 the pressure before and after the test after the weight is removed and while it remains suspended, should be recorded; and
- .7 any dimensional deflections or distortions of the liferaft should be recorded. During the test and after its completion, the inflatable liferaft should remain suitable for its intended use.

5.17.11 It should be demonstrated, after a period of 6 h in a chamber at a temperature of -30°C , that the liferaft will support a load of 1.1 times the number of persons for which it is to be approved and its equipment with all relief valves operative. The liferaft should be loaded with the test weight in the refrigerated chamber. The floor should not be inflated. The loaded inflatable liferaft should remain suspended for at least 5 min. If the inflatable liferaft must be removed from the chamber in order to suspend it, the inflatable liferaft should be suspended immediately upon removal from the chamber. During the test and after its completion, the inflatable liferaft should remain suitable for its intended use.

5.17.12 The inflatable liferaft should be loaded with a weight equal to the mass of its heaviest equipment pack and the number of persons for which it is to be approved, the mass of each person being taken as 75 kg. Except for the floor which should not be inflated, the inflatable liferaft should be fully inflated with all relief valves operative. A liferaft should be lowered for a distance of at least 4.5 m in continuous contact against a structure erected to represent the side of a ship having a 20° adverse list. The height of the point from which the hook is suspended should be comparable to that of a shipboard launching appliance.

During the test and after its completion, the liferaft should not sustain damage or distortion, or assume a position which would render it unsuitable for its intended purpose.

Material tests

5.17.13 The materials when tested should meet the following requirements:

- .1 The fabric should be marked in such a manner as to allow traceability of the fabric manufacturer and production lot number.
- .2 Tests and performance criteria
 - .2.1 Test samples should be randomly selected; and test pieces cut from each sample as required by the relevant ISO standard or as otherwise prescribed for each individual test.
 - .2.2 Fabric used for manufacture of buoyancy tubes, inflatable supports for canopies and floors should meet the following requirements:

.2.2.1 Tensile strength

When tested by the method described in ISO 1421 the tensile strength should be a minimum of 2255 N/50 mm width for warp and weft. Maximum elongation, for the above should be 30% over a 200 mm gauge length, the elongation should be expressed as a percentage of the initial test length between the jaws. Where two layers of floor fabric are provided to form an inflatable floor the main floor should be as specified. The inner/outer layer may have a minimum tensile strength of 1470 N/50 mm widths in warp and weft direction.

.2.2.2 Tear strength

When tested with the apparatus described in ISO 1421, the tear strength should be 1030 N minimum, in warp and weft directions. Where two layers of the floor fabric are provided to form an inflatable floor, the main floor should be as specified. The inner/outer layer may have a minimum tear strength of 735 N in warp and weft directions. The preparation of the test specimens should be as follows:

- .1 from the test sample cut 3 specimens each in warp and weft directions, 76 mm \pm 1 mm wide and 400 mm long, with the length closely parallel to the warp and weft yarns. Space the selection across the full length and width of the sample. Make a 12.5 mm cut across the middle of each specimen at right angles to the length.
- .2 grip the specimen under test securely and evenly in the grips, which should be 200 mm apart, so that the specimen length is closely in the direction of the pull. Operate the machine in accordance with ISO 1421. The maximum load sustained is recorded as the wound tear strength, and the average for the 3 specimens is calculated.

.2.2.3 Surface receptiveness and adhesion of surface coating

- .1 When tested by the method described in ISO 2411 the Surface Receptiveness on either face should not be less than 75 N/50 mm width.
- .2 For dry Surface Coating Adhesion a minimum of 75 N/50 mm is required.
- .3 For wet Surface Coating Adhesion as described in .2.2.3.8 a minimum of 50 N/50 mm is required.
- .4 Each coated face should be tested. The specimens should be made up as in ISO 2411 bonding like coated face to like coated face.
- .5 The bonding used and the method of application should be agreed between the liferaft manufacturer and the finished fabric manufacturer, and should be the same as those used during the manufacture of the liferaft.
- .6 On each test specimen the bonding between the adhesive or weld and the coating should be initially measured to determine the surface receptivity.
- .7 The adhesion of the coating to the base textile is then measured by cutting through one coating layer to initiate the required mode of separation.
- .8 After testing in .4 for adhesion of coating to the base textile the specimen should be immersed for 24 h in a 3% aqueous solution of sodium chloride at $20\text{EC} \pm 2\text{EC}$. At the end of the immersion period the specimen should be removed from the solution, and while still wet tested by the method specified in ISO 2411.

.2.2.4 Effects of ageing

.1 Folding Test

When tested as prescribed below there should be no cracks, separation of plies or brittleness visible when the samples are inspected under a magnification of 2.

.2 Tensile Test

When tested as prescribed below the tensile strength after ageing should be not less than 90% of the original tensile strength before ageing.

.3.1 Ultra-Violet Resistance

This test should be performed in accordance with the methods specified in ISO 4892-4:1994 - Open-flame carbon-arc lamps, as follows:

- .1 Expose the conditioned samples to an enclosed carbon arc lamp without "Corex D" filters for 100 h. The carbons should be Copper Clad Sunshine Arc Type, No.22 for the upper pair and No.13 for the lower pair, or equivalent. Only the intended outside surface of the fabric is to be exposed to the arc in the testing apparatus. The specimens should be

exposed to water spray, with the apparatus operated so that the specimens are exposed to successive cycles of 102 min of light without spray and 18 min of light with spray. The black panel temperature should be $80 \text{ }^{\circ}\text{C} \pm 5^{\circ}\text{C}$. The total exposure time should be 100 h.

- .2 Test the tensile strength of the material after exposure following the procedure in 2.2.1. The tensile strength should be not less than 90% of the original tensile strength before ageing.
- .3 The exposed material should be bent, more heavily coated side out, around a 3.2 mm mandrel and examined visually for cracking. There should be no cracking.

.3.2 Alternative Ultra-Violet Resistance

Alternatively, this test may be performed in accordance with the methods specified in ISO 4892-2 - Xenon Arc type testing. The specimens should be exposed under conditions specified below, using a controlled irradiance water cooled Xenon Arc apparatus for a total exposure time of 150 h.

| Exposure conditions | Dark cycle (1 hour) | Light cycle (2 hours) |
|-----------------------------------|--------------------------------------|---|
| Automatic irradiance (Filter Q/B) | Nil | 0.55 W/m ² - nm at 340 nm |
| Black panel temperature | $38^{\circ} \pm 2^{\circ}\text{C}$. | $70^{\circ} \pm 2^{\circ}\text{C}$. |
| Dry bulb temperature | $38^{\circ} \pm 2^{\circ}\text{C}$. | $47^{\circ} \pm 2^{\circ}\text{C}$. |
| Relative humidity | $95 \pm 5\%$. | $50 \pm 5\%$. |
| Conditioning water | $40^{\circ} \pm 4^{\circ}\text{C}$. | $45^{\circ} \pm 4^{\circ}\text{C}$. |
| Water spray | 60 min on front and back of specimen | 40 min - 20 min - 60 min Nil Front of specimen only Nil specimen only |

Only the intended outside surface of the fabric should be exposed to the arc. The tensile strength of the material should be tested after exposure following the procedure in 2.2.1. The tensile strength should be not less than 90% of the original strength before ageing. The exposed material should be bent, with heavily coated side out, around a 3.2 mm mandrel and each coated face examined visually for cracking. There should be no cracking during this examination.

The performance requirements specified in this subparagraph relate to the behaviour of individual specimens under particular conditions of test. As the spectrum of light from the Carbon Arc differs from that of the Xenon Arc, caution should be exercised in interpreting the test results of both methods.

- .4 Three separate specimens should be tested as follows:
 - .1 dimensional stability;

- .2 folding; and
- .3 tensile strength.

For .1 and .2 cut from the test sample 4 specimens at least 100 mm square with the sides closely parallel to the warp and weft threads. Measure the dimensions of two specimens accurately for .1. For .3 cut two sets of specimens as in .2.2.1.

- .5 When tested as prescribed below the difference in dimensions of the sample before and after ageing should not differ by more than 2%.
- .6 Ageing of specimens test procedure:
 - .1 Freely suspend one specimen each for 2.2.4.4.1 and 2.2.4.4.2, and one set of specimens for 2.2.4.4.3 in air for 7 days at $70E \pm 2EC$. Suspend the other specimens above water in a loosely closed vessel for seven days at $70E \pm 2EC$.
 - .2 Remove the two measured specimens from the ageing oven. After 15 min at room temperature measure the dimensions and report the percentage changes in warp and weft directions.
 - .3 Remove the other two specimens. After 15 min at room temperature fold the specimens consecutively in two directions parallel to the edges at right angles to each other so as to reduce the exposed area of each specimen to one quarter of its original size. Unfold and refold along the same creases but with each fold reversed in direction. After each folding, press the fold by rubbing fingers and thumb along it: inspect the specimens for cracks, separation of plies, stickiness or brittleness.
 - .4 For the Tensile Strength Test remove the two sets of specimens from the ageing oven. Dry the wet aged specimens for 1 h in air at $70^\circ \pm 2^\circ C$, and then condition both sets for 24 h. Test in accordance with paragraph .2.2.1.

.2.2.5 Low temperature flexing

- .1 When tested at a temperature no higher than -50EC by the method prescribed below, there should be no visible cracking of the sample when inspected under a magnification of 2. The test should be independently applied to each face of the coated fabric.
- .2 The apparatus, preparation of test specimens and test procedure should be as described in ISO 4675, except that:
 - .1 when tested at the specified low temperature no specimen should show cracks; and

- .2 there should be 6 test specimens, 3 cut with the long side closely parallel to the warp and 3 cut with the long side closely parallel to the weft direction.

.2.2.6 *Flex cracking*

After the specimen has been conditioned by exposing the outer face to a 3% aqueous solution of sodium chloride for seven days at $20E \pm 2EC$, it should be tested as described in ISO 7854. After 200,000 flexings no cracking or delamination should be visible when inspected under a magnification of 2.

.2.2.7 *Porosity*

When tested by the method prescribed below and with a pressure of 27.5 kPa applied and maintained beneath the fabric, there should be no signs of any leakage over a minimum period of 5 min.

- .1 Test for porosity

A specimen of the fabric should be prepared and tested in accordance with ISO TR 6065 paragraph A.2.10.2.

.2.2.8 *Oil resistance*

- .1 When tested by the method prescribed below, after exposing the outer surface to oil ASTM No. 1, for 2 h at $20E \pm 2^{\circ}C$, there should be no separation of coating from textile and no residual tackiness when two exposed faces are pressed together. The coating should not smear when rubbed with a single pass of the finger.
- .2 The test should be carried out not less than 16 h after vulcanisation or curing.
- .3 The apparatus, preparation of specimens and test procedure should be in accordance with ISO TR 6065, paragraph A.2.5. Each coated face should be tested.

.2.2.9 *Weft distortion*

The weft distortion should be not more than the equivalent of 100 mm maximum over a fabric width of 1.5 m. A line should be drawn across the fabric at right angles to the selvage. The weft distortion, skew and/or bow should be measured.

.2.2.10 *Resistance to blocking*

- .1 When tested by the method prescribed below the 100 g weight should not be lifted.
- .2 The preparation of specimens and test procedure should be in accordance with ISO 5978 except that the temperature of test should be $70^{\circ} \pm 2^{\circ}C$ and the duration of time under load should be 7 days.

.2.2.11 Hydrolysis resistance for thermoplastic coated materials only

- .1 When tested by the methods prescribed below, the following performance values should be achieved:
 - .1 Coating adhesion 50 N/50 mm minimum
 - .2 Blocking resistance 100 g maximum
 - .3 Folding test No cracks, delamination or visual deterioration
- .2 The following test requirements should apply to fabrics or test specimens which have been stored for 12 weeks over water in a closed container at 93EC.
- .3 The following test should be performed after drying the specimens for 1 h at $80^{\circ} \pm 2^{\circ}\text{C}$, and conditioning at $20^{\circ} \pm 2^{\circ}\text{C}$, 65% RH for 24 h.
- .4 The coating adhesion of the stored material specimen should be made up and tested in accordance with paragraph .2.2.3 after the requirements of .2.2.11.2 above have been carried out.
- .5 The blocking resistance should be tested in accordance with paragraph .2.2.10.
- .6 Two test samples $100 \text{ mm} \pm 2 \text{ mm}$ square should be cut from the stored material. The samples should be folded as defined in section .2.2.4.6.3 and examined for evidence of cracks, ply separation, stickiness or brittleness.

.2.2.12 Ozone resistance

- .1 When tested by the method prescribed below, no cracks should be visible at a magnification of 5.
- .2 The preparation of samples and test procedure should be in accordance with specification ISO 3011.

The following conditions should apply:

- .1 Ozone concentration 50 pphm
 - .2 Temperature $20^{\circ} \pm 2^{\circ}\text{C}$
 - .3 Exposure time 8 h
 - .4 Mandrel diameter 6 x sample thickness.
- .2.3 Fabric used for the manufacture of outer canopies should meet the following requirements:

.2.3.1 Tensile strength

When tested by the method prescribed in .2.2.1, the tensile strength should be minimum 930N/50 mm of width in warp and weft directions.

.2.3.2 Tear strength

When tested by the method prescribed in .2.2.2, the tear strength should be minimum 490 N in warp and weft direction.

.2.3.3 Low temperature flexing

When tested at a temperature not higher than -30EC by the method prescribed in .2.2.5, there should be no visible cracking of the sample when inspected under a magnification of 2.

The test should be independently applied to each face of the coated fabric.

.2.3.4 Waterproofness

- .1 When tested by the method prescribed below, no water should pass through the cone within 30 min. The coated fabric should not contain any material that is known to be injurious to a survivor drinking rainwater collected from the canopy.

Fabrics may be coated on one or both sides.

- .2 The test specimen should be cut to a size of 300 mm x 300 mm and tested in accordance with the following procedure:

Fold the specimen twice at right angles and open it out into the form of a cone. Secure the cone with a paper clip and insert it into a suitable funnel supported on a flask. Pour 500 ml of water into the cone. Record any penetration of water to the outside of the cone after 30 min.

.2.3.5 Surface receptiveness and adhesion of surface coating

When tested by the method prescribed in .2.2.3, the surface receptiveness on either face should not be less than 25N/50 mm width surface.

For coating adhesion a minimum of 25N/50 mm is required.

.2.3.6 Colour

The liferaft canopy should be evaluated after the mooring out test in 5.5 or an equivalent method using artificial light to determine whether the coating is sufficiently colour fast.

.2.3.7 Effects of ageing

- .1 Folding Test

When tested by the method prescribed in .2.2.4 there should be no cracks, separation of plies or brittleness visible when the samples are inspected under a magnification of 2.

.2 Tensile Test

When tested by the method prescribed in .2.2.4 at least 90% of the original tensile strength should be retained in both warp and weft direction.

.2.4 Fabric used for the manufacture of inner canopies should meet the following requirements:

.2.4.1 *Tensile strength*

When tested by the method prescribed in .2.2.1 the tensile strength should be minimum 100N/50 mm of width in warp and weft directions.

2.4.2 *Porosity*

As the inner canopy serves as a barrier to provide a static layer of air, it should either be of a close weave construction or have a low porosity to air.

5.18 Additional tests applicable to automatically self-righting liferafts only

5.18.1 Rigid automatic self-righting liferafts should be tested to the righting test in 5.17.2.1 and 5.17.2.2.

5.18.2 A suitable means should be provided to rotate the liferaft about a longitudinal axis to any angle of heel in calm water and then release it. The liferaft should be fully equipped, with no one on board, with entrances and openings in the as-packed condition and, in the case of an inflatable liferaft, fully inflated. The liferaft should be incrementally rotated to angles of heel up to and including 180° and should be released. After release, the liferaft should always return to the upright position without any assistance. Righting action should be positive and continuous, and complete righting should occur within the time difference between the liferaft reaching boardable shape, as determined by 5.17.3.1, at ambient temperature, and 1 min.

5.19 Submergence test for automatically self-righting and canopied reversible liferafts

The liferaft and, if inflatable in its packed condition, should be submerged to a depth of at least 4 m. A rigid liferaft should be released at this depth, and, if an inflatable liferaft, initiate inflation at this depth. The liferaft should float to the surface and come to its designed operational condition ready to be boarded from the sea in a sea state of at least 2 m significant wave height in association with a wind force of Beaufort force 6.

5.20 Wind velocity tests

5.20.1 The Administration should from a range of liferafts require at least:

- .1 one liferaft from a range 6 to 25 persons capacity, provided the material and construction arrangements are similar; and
- .2 each liferaft greater than 25 persons capacity, except in the case where it can be shown that the material and construction arrangements deem this unnecessary,

to be tested under the conditions of wind velocity given in following paragraphs.

5.20.2 The liferaft or liferafts in the packed condition with the entrance so arranged that it will be open on inflation, but without the container, should be inflated in a wind velocity of 30 m/s and should be left in this condition for 10 min.

5.20.3 During the above-mentioned conditions, whenever practicable, the liferaft or liferafts should be swung over approximately 30E to starboard, from that position to approximately 30E to port and return to the starting position.

5.20.4 On completion of these first stage tests, there should be no detachment of the arch support or canopy from the upper buoyancy tube or other damage which affects the efficient function of the liferaft.

5.20.5 Then the liferaft or liferafts should be exposed to the above-mentioned wind velocity for 5 min in each of the following conditions:

- .1 with the entrance to the wind open and the other entrances closed, if there is more than one entrance;
- .2 with the entrance to the wind closed and the other entrances open, if there is more than one entrance; and
- .3 with all entrances closed.

The liferaft or liferafts should show no sign of damage affecting its/their efficient function as a result of this test.

5.21 Test for self-draining of floors of canopied reversible liferafts and automatically self-righting liferafts

5.21.1 Water should be pumped into the interior of the liferaft, while it is afloat, at a rate of 2300 l per minute for 1 min.

5.21.2 After the water has been shut off and has drained, there should be no appreciable accumulation of water in the liferaft.

5.21.3 If a liferaft is divided into separate areas, by thwarts or other means, each such area should be subjected to the test.

5.22 Liferaft light tests

The liferaft lights should be subjected to the tests prescribed in 10.1.

6 LIFEBOATS

6.1 Definitions and general conditions

6.1.1 The mass of an average person as used herein shall be taken to be 75 kg.

6.1.2 When weights are placed in the lifeboat to simulate the effects of an occupant sitting in a seat, the centre of gravity of the weight in each seat shall be placed 300 mm above the seat pan along the seat back.

6.2 Lifeboat material tests

Material fire-retardancy test

6.2.1 The hull and canopy material should be flame tested to determine its fire-retarding characteristics by placing a test specimen in a flame. After removal from the flame the burning time and burning distance should be measured and should be to the satisfaction of the Administration.

Lifeboat buoyant material test

6.2.2 When inherent buoyant material is required, the material should be subjected to the tests prescribed in 2.7 except that in 2.7.6.3 high octane petroleum spirit should be substituted for diesel oil.

6.2.3 In addition to the test in 6.2.2, specimens of the material should be immersed in each of the following for a period of 14 days under a 100 mm head:

- .1 two specimens in crude oil;
- .2 two specimens in marine fuel oil (grade C);
- .3 two specimens in diesel oil (grade A);
- .4 two specimens in high octane petroleum spirit; and
- .5 two specimens in kerosene.

6.2.4 The specimens should be tested as supplied by the manufacturer and at normal room temperature (approximately 18°C).

6.2.5 Two additional specimens, which have already been subjected to the temperature cycling tests, should be tested against high octane petroleum spirit and afterwards subjected to the water absorption test as prescribed in 2.7.5 to 2.7.8.

6.2.6 The dimensions of the specimens should be recorded at the beginning and end of these tests.

6.2.7 The reduction of buoyancy must not exceed 5% and the specimens should show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities.

6.3 Lifeboat overload test

Davit-launched lifeboats

6.3.1 The unloaded lifeboat should be placed on blocks or suspended from the lifting hooks and sights should be erected for measuring keel sag. The measurements required in 6.3.4 should then be made.

6.3.2 The lifeboat should then be loaded with properly distributed weights to represent the fully equipped lifeboat loaded with the full complement of persons for which it is to be approved. The measurements required in 6.3.4 should again be made.

6.3.3 Additional weights should then be added so that the suspended load is 25%, 50%, 75% and 100% greater than the weight of the fully equipped and loaded lifeboat. In the case of metal lifeboats, the testing should stop at 25% overload. The weights for the various overload conditions should be distributed in proportion to the loading of the lifeboat in its service condition, but the weights used to represent the persons need not be placed 300 mm above the seatpan. Testing by filling the lifeboat with water should not be accepted as this method of loading does not give the proper distribution of weight. Machinery may be removed in order to avoid damage to it, in which case weights should be added to the lifeboat to compensate for the removal of such machinery. At each incremental overload, the measurements required in 6.3.4 should be made.

6.3.4 The following should be measured and recorded at each condition of load specified in 6.3.1 through 6.3.3:

- .1 deflection of keel amidships;
- .2 change in length as measured between the top of stem and stern posts;
- .3 change in breadth over the gunwale at the quarter length forward, amidships and the quarter length aft; and
- .4 change in depth measured from gunwale to keel.

6.3.5 The keel deflection and change in breadth in 6.3.4.1 and 6.3.4.3 should not exceed 1/400 of the lifeboat's length when the lifeboat is subjected to 25% overload; the results at 100% overload, if required by 6.3.3, should be approximately in proportion to those obtained at 25% overload.

6.3.6 The weights should then be removed and the dimensions of the lifeboat checked. No significant residual deflection should result. Any permanent deflection as a result of these tests should be recorded. If the lifeboat is made of GRP, such measurement should be taken after a lapse of time sufficient to permit the GRP to recover its original form (approximately 18 h).

Free-fall lifeboats

6.3.7 It should be demonstrated that the lifeboat has sufficient strength to withstand the forces acting upon it when loaded with a distributed mass equal to the mass of the number of persons for which it is to be approved and its equipment when free-fall launched from a height of 1.3 times the height for which it is to be approved. If the lifeboat is normally ramp-launched, and a ramp is not available, this test may be conducted by dropping the lifeboat vertically with the keel at the same angle that normally occurs during water entry.

6.3.8 After this test the lifeboat should be unloaded, cleaned and carefully examined to detect the position and extent of damage that may have occurred as a result of this test. An operational test should then be conducted in accordance with 6.10.1. After this test the lifeboat should again be unloaded, cleaned, and inspected for possible damage.

6.3.9 This test should be considered successful if the lifeboat passes the operational test to the satisfaction of the Administration and there is no significant damage to it.

6.4 Davit-launched lifeboat impact and drop test

Impact test

6.4.1 The fully equipped lifeboat, including its engine, should be loaded with weights equal to the mass of the number of persons for which the lifeboat is to be approved. In totally enclosed lifeboats, representative safety belts and fastenings which will experience high loads as a result of the impact should be secured about weights equal to 100 kg to simulate holding a person during the test. The weights should be distributed to represent the normal loading in the lifeboat. Skates or fenders, if required, should be in position. The lifeboat, in a free hanging position, should be pulled laterally to a position so that when released it will strike a fixed rigid vertical surface at a velocity of 3.5 m/s. It should be released to impact against the rigid vertical surface.

6.4.2 In the case of totally enclosed lifeboats, the acceleration forces should be measured and evaluated in accordance with 6.17 at different positions within the prototype lifeboat to determine the most severe occupant exposure to acceleration considering the effects of fenders, lifeboat elasticity, and seating arrangement.

Drop test

6.4.3 The fully equipped lifeboat, with its engine, should be loaded with weights equal to the mass of the maximum number of persons for which the lifeboat is to be approved. The weights should be distributed to represent the normal loading condition but need not be placed 300 mm above the seatpan. The lifeboat should then be suspended above the water so that the distance from the lowest point of the lifeboat to the water is 3 m. The lifeboat should then be released so that it falls freely into the water.

6.4.4 The drop test should be conducted with the lifeboat that was used in the impact test.

Operational test after impact and drop test

6.4.5 After the impact and drop tests, the lifeboat should be unloaded, cleaned and carefully examined to detect the position and extent of damage that may have occurred as a result of the tests. An operational test should then be conducted in accordance with 6.10.1.

Acceptability criteria for impact and drop tests

6.4.6 After the tests required in this section, the lifeboat should be unloaded, cleaned, and inspected for possible damage.

6.4.7 The impact and drop tests should be considered successful if:

- .1 no damage has been sustained that would affect the lifeboat's efficient functioning;
- .2 the damage caused by the impact and drop tests has not increased significantly as a result of the test specified in 6.4.5;.
- .3 machinery and other equipment has operated to full satisfaction;

- .4 no significant ingress of seawater has occurred; and
- .5 accelerations measured during the impact and subsequent rebound, if required during the impact test, are in compliance with the criteria of either 6.17.9 to 6.17.12 or 6.17.13 to 6.17.17 when using the emergency limits specified in table 2 or table 3, respectively.

6.5 Free-fall lifeboat free-fall test

Required free-fall tests

6.5.1 A lifeboat designed for free-fall launching should be subjected to test launches conducted from the height at which the lifeboat is intended to be stowed taking into account conditions of unfavourable list and trim, unfavourable locations of the centre of gravity, and extreme conditions of load.

6.5.2 During the free-fall launches required in this section, acceleration forces should be measured and the data evaluated in accordance with 6.17 at different locations in the lifeboat to determine the worst occupant exposure to acceleration taking into consideration the seating arrangement.

6.5.3 The tests required in this section may be conducted with correctly scaled models that are at least 1 m in length. As a minimum, the dimensions and mass of the lifeboat, the location of its centre-of-gravity, and its second moment of mass, must be scaled in a reasonable manner. Depending on the construction and behaviour of the free-fall lifeboat, other parameters may also have to be reasonably scaled to effect correct behaviour of the model. If models are used, sufficient full-scale tests should be conducted to verify the accuracy of the model measurements. As a minimum, the following full-scale tests should be conducted with the ship on an even keel using the same type of launching arrangement as the production lifeboat and from the height for which the lifeboat is to be approved:

- .1 lifeboat fully loaded;
- .2 lifeboat loaded with its required equipment and minimum launching crew only;
- .3 lifeboat loaded with its required equipment and one half of the full complement of persons distributed in the forward half of the seating positions of the lifeboat; and
- .4 lifeboat loaded with its required equipment and one half of the full complement of persons seated in the after half of the seating positions of the lifeboat.

Acceptability criteria for free-fall tests

6.5.4 The free-fall tests required in this section should be considered acceptable if:

- .1 the acceleration forces are in compliance with the "Training" condition specified in tables 2 and 3 of 6.17 during the launch, free-fall, and subsequent water entry for those tests with the ship on even keel;
- .2 the acceleration forces are in compliance with the "Emergency" condition specified in tables 2 and 3 of 6.17 during the launch, free-fall, and subsequent water entry for those tests with the ship under unfavourable conditions of list and trim; and
- .3 the lifeboat makes positive headway immediately after water entry.

6.6 Lifeboat seating strength test

Davit-launched lifeboats

6.6.1 The seating should be loaded with a mass of 100 kg in each position allocated for a person to sit in the lifeboat. The seating should be able to support this loading without any permanent deformation or damage.

Free-fall lifeboats

6.6.2 The seats experiencing the highest acceleration forces, and those seats which are supported in a manner different from the other seats in the lifeboat, should be loaded with a mass of 100 kg. The load should be arranged in the seat so that both the seatback and the seatpan are affected. The seating should be able to support this load during a free-fall launch from a height of 1.3 times the approved height, without any permanent deformation or damage. This test may be conducted as part of the test in 6.3.7 to 6.3.9.

6.7 Lifeboat seating space test

6.7.1 The lifeboat should be fitted with its engine and its equipment. The number of persons for which the lifeboat is to be approved, having an average mass of 75 kg and wearing a lifejacket and any other essential equipment, should be able to board the lifeboat and be properly seated within a period of 3 min in the case of a lifeboat intended for a cargo ship and as rapidly as possible in the case of a lifeboat intended for a passenger ship. The lifeboat should then be manoeuvred and all equipment on board tested by an individual to demonstrate that the equipment can be operated without difficulty and without interference with the occupants.

6.7.2 The surfaces on which persons might walk should be visually examined to determine that they have a non-skid finish.

6.8 Lifeboat freeboard and stability tests

Flooded stability test

6.8.1 The lifeboat should be loaded with its equipment. If provision lockers, water tanks and fuel tanks cannot be removed, they should be flooded or filled to the final waterline resulting from the test in 6.8.3. Lifeboats fitted with watertight stowage compartments to accommodate individual drinking water containers should have these containers aboard and placed in the stowage compartments which should be sealed watertight during the flooding tests. Ballast of equivalent weight and density should be substituted for the engine and any other installed equipment that can be damaged by water.

6.8.2 Weights representing persons who would be in the water when the lifeboat is flooded may be omitted. Weights representing persons who would not be in the water when the lifeboat is flooded should be placed in the normal seating positions of such persons.

6.8.3 When loaded as specified in 6.8.1 and 6.8.2, the lifeboat should have positive stability when filled with water to represent flooding which would occur when the lifeboat is holed in any one location below the waterline assuming no loss of buoyancy material and no other damage. Several tests may have to be conducted if holes in different areas would create different flooding conditions.

Freeboard test

6.8.4 The lifeboat with its engine should be loaded with a mass equal to that of all the equipment. One half of the number of persons for which the lifeboat is to be approved should be seated in a proper seating position on one side of the centreline. The freeboard should then be measured on the low side.

6.8.5 This test should be considered successful if the measured freeboard on the low side is not less than 1.5% of the lifeboat's length or 100 mm, whichever is greater.

6.9 Release mechanism test

Davit-launched lifeboats

6.9.1 The lifeboat with its engine fitted should be suspended from the release mechanism just clear of the ground or the water. The lifeboat should be loaded so that the total mass equals 1.1 times the mass of the lifeboat, all its equipment and the number of persons for which the lifeboat is to be approved. The lifeboat should be released simultaneously from each fall to which it is connected without binding or damage to any part of the lifeboat or the release mechanism.

6.9.2 It should be confirmed that the lifeboat will simultaneously release from each fall to which it is connected when fully waterborne in the light condition and in a 10% overload condition.

6.9.3 The release mechanism should be mounted on a tensile strength testing device. The load should be increased to at least six times the working load of the release mechanism without failure of the release mechanism.

6.9.4 It should be demonstrated that the release mechanism can release the fully equipped lifeboat when loaded with weights equal to the mass of the number of persons for which the lifeboat is to be approved, when the lifeboat is being towed at speeds up to 5 knots. In lieu of a waterborne test, this test may be conducted as follows:

- .1 a force equal to the force necessary to tow the lifeboat at a speed of 5 knots should be applied to the hook in the lengthwise direction of the boat at an angle of 45° to the vertical. This test should be conducted in the aftward as well as the forward direction, depending upon the design of the release hook;
- .2 a force equal to the safe working load of the hook should be applied to the hook in an athwartships direction at an angle of 20° to the vertical. This test should be conducted on both sides;
- .3 a force equal to the safe working load of the hook should be applied to the hook in a direction half-way between the positions of tests 1 and 2 and within the ellipse segment formed by 1 and 2. This test should be conducted in four positions.

Free-fall lifeboats

6.9.5 It should be demonstrated that the free-fall release mechanism can operate effectively when loaded with a force equal to at least 200% of the normal load caused by the fully equipped lifeboat when loaded with the number of persons for which it is to be approved.

6.9.6 The release mechanism should be mounted on a tensile strength testing device. The load should be increased to at least six times the working load of the release mechanism without failure of the release mechanism.

6.10 Lifeboat operational test

Operation of engine and fuel consumption test

6.10.1 The lifeboat should be loaded with weights equal to the mass of its equipment and the number of persons for which the lifeboat is to be approved. The engine should be started and the lifeboat manoeuvred for a period of at least 4 h to demonstrate satisfactory operation. It should be demonstrated that the lifeboat can tow a 25-person liferaft loaded with the number of persons for which it is to be approved and its equipment at a speed of 2 knots or alternatively the lifeboat should have a maximum towing force of at least that required to tow a 25-person liferaft at a speed of at least 2 knots. The lifeboat should be run at a speed of not less than 6 knots for a period which is sufficient to ascertain the fuel consumption and to establish that the fuel tank has the required capacity. The fitting designated for towing other craft should be secured to a stationary object by a tow rope. The engine shall be operated ahead at full speed for a period of at least 2 minutes. There shall be no damage to the towing fitting or its supporting structure.

Cold engine starting test

6.10.2 The engine may be removed from the lifeboat for this test; however, it should be equipped with accessories and the transmission that will be used in the lifeboat. The engine, along with its fuel and coolant, should be placed in a chamber at a temperature of -15°C.

6.10.3 The temperature of the fuel, lubricating oil and cooling fluid (if any) should be measured at the beginning of this test and should not be higher than -15°C. Samples of each fluid at this temperature should be collected in a container for observation.

6.10.4 The engine should be started three times. The first two times, the engine should be allowed to operate long enough to demonstrate that it runs at operating speed. After the first two starts, the engine should be allowed to stand until all parts have again reached chamber temperature. After the third start, the engine should be allowed to continue to run for a least 10 min and during this period the transmission should be operated through its gear positions.

Engine-out-of-water test

6.10.5 The engine should be operated for at least 5 min at idling speed under conditions simulating normal storage. The engine should not be damaged as a result of this test.

Submerged engine test

6.10.6 The engine should be operated for a least 5 min while submerged in water to the level of the centreline of the crankshaft with the engine in a horizontal position. The engine should not be damaged as a result of this test.

Compass

6.10.7 It should be determined that the compass performance is satisfactory and that it is not unduly affected by magnetic fittings and equipment in the lifeboat.

Survival recovery test

6.10.8 It should be demonstrated by test that it is possible to bring helpless people on board the lifeboat from the sea.

6.11 Lifeboat towing and painter release test

Towing test

6.11.1 It should be demonstrated that the fully equipped lifeboat, loaded with a properly distributed mass equal to the mass of the number of persons for which it is to be approved, can be towed at a speed of not less than 5 knots in calm water and on an even keel. There should be no damage to the lifeboat or its equipment as a result of this test.

Davit-launched lifeboat painter release test

6.11.2 It should be demonstrated that the painter release mechanism can release the painter on a fully equipped and loaded lifeboat that is being towed at a speed of not less than 5 knots in calm water.

6.11.3 The painter release mechanism should be tested in several distinct directions of the upper hemisphere not obstructed by the canopy or other constructions in the lifeboat. The directions specified in 6.9.4 should be used if possible.

6.12 Lifeboat light tests

The lifeboat light should be subjected to the tests prescribed in 10.1.

6.13 Canopy erection test

6.13.1 This test is required only for partially enclosed lifeboats. During the test the lifeboat should be loaded with the number of persons for which it is to be approved.

6.13.2 If the lifeboat is partially enclosed it should be demonstrated that the canopy can be easily erected by not more than two persons.

6.14 Additional tests for totally enclosed lifeboats

Self-righting test

6.14.1 A suitable means should be provided to rotate the lifeboat about a longitudinal axis to any angle of heel and then release it. The lifeboat, in the enclosed condition, should be incrementally rotated to angles of heel up to and including 180° and should be released. After release, the lifeboat should always return to the upright position without the assistance of the occupants. These tests should be conducted in the following conditions of load:

- .1 when the lifeboat with its engine is loaded in the normal position with properly secured weights representing the fully equipped lifeboat with a full complement of persons on board. The weight used to represent each person, assumed to have an average mass of 75 kg, should be secured at each seat location and have its centre of gravity approximately 300 mm above the seatpan so as to have the same effect on stability as when the lifeboat is loaded with the number of persons for which it is to be approved; and
- .2 when the lifeboat is in the light condition.

6.14.2 At the beginning of these tests, the engine should be running in neutral position and:

- .1 unless arranged to stop automatically when inverted, the engine should continue to run when inverted and for 30 min after the lifeboat has returned to the upright position;
- .2 if the engine is arranged to stop automatically when inverted, it should be easily restarted and run for 30 min after the lifeboat has returned to the upright position.

Flooded capsizing test

6.14.3 The lifeboat should be placed in the water and fully flooded until the lifeboat can contain no additional water. All entrances and openings should be secured to remain open during the test.

6.14.4 Using a suitable means, the lifeboat should be rotated about a longitudinal axis to a heel angle of 180° and then released. After release, the lifeboat should attain a position that provides an above-water escape for the occupants.

6.14.5 For the purpose of this test, the mass and distribution of the occupants may be disregarded. However, the equipment, or equivalent mass, should be secured in the lifeboat in the normal operating position.

Engine inversion test

6.14.6 The engine and its fuel tank should be mounted on a frame that is arranged to rotate about an axis equivalent to the longitudinal axis of the boat. A pan should be located under the engine to collect any oil which may leak from the engine so that the quantity of such oil can be measured.

6.14.7 The following procedure should be followed during this test:

- .1 start the engine and run it at full speed for 5 min;
- .2 stop the engine and rotate it in a clockwise direction through 360°;
- .3 restart the engine and run it at full speed for 10 min;
- .4 stop the engine and rotate it in a counter-clockwise direction through 360°;
- .5 restart the engine, run it at full speed for 10 min, and then stop the engine;
- .6 allow the engine to cool;

- .7 restart the engine and run it at full speed for 5 min;
- .8 rotate the running engine in a clockwise direction through 180°, hold at the 180° position for 10 s, and then rotate it 180° further in a clockwise direction to complete one revolution;
- .9 if the engine is arranged to stop automatically when inverted, restart it;
- .10 allow the engine to continue to run at full speed for 10 min;
- .11 shut the engine down and allow it to cool;
- .12 repeat the procedure in 6.14.7.7 through 6.14.7.11, except that the engine should be turned in a counter-clockwise direction;
- .13 restart the engine and run it at full speed for 5 min;
- .14 rotate the engine in a clockwise direction through 180° and stop the engine. Rotate it 180° further to complete a full clockwise revolution;
- .15 restart the engine and run it at full speed for 10 min;
- .16 repeat the procedure in 6.14.7.14, turning the engine counter-clockwise;
- .17 restart the engine, run it at full speed for 10 min and then shut it down; and
- .18 dismantle the engine for examination.

6.14.8 During these tests, the engine should not overheat, fail to operate, or leak more than 250 ml of oil during any one inversion. When examined after being dismantled the engine should show no evidence of overheating or excessive wear.

6.15 Air supply test for lifeboats with a self-contained air support system

All entrances and openings of the lifeboat should be closed, the air supply to the inside of the lifeboat turned on and the engine run at full speed for a period of 10 min. During this time the atmospheric pressure within the enclosure should be continuously monitored to ascertain that a small positive air pressure is maintained within the lifeboat and to confirm that noxious gases cannot enter. Even if the engine should stop, the internal air pressure should never fall below the outside atmospheric pressure nor should it exceed outside atmospheric pressure by more than 20 mbar during the test. It should be ascertained that when the air supply is depleted automatic means are activated to prevent dangerously low pressure being developed within the lifeboat.

6.16 Additional tests for fire-protected lifeboats

Fire test

6.16.1 The lifeboat should be moored in the centre of an area which is not less than five times the maximum projected plan area of the lifeboat. Sufficient kerosene should be floated on the water within the area so that when ignited it will sustain a fire which completely envelops the lifeboat for the period of time specified in 6.16.3. The boundary of the area should be capable of completely retaining the fuel.

6.16.2 The engine should be run at full speed; however, the propeller need not be turning. The gas- and fire-protective systems should be in operation throughout the fire test.

6.16.3 The kerosene should be ignited. It should continue to burn and envelop the lifeboat for 8 min.

6.16.4 During the fire test, the temperature should be measured and recorded as a minimum at the following locations:

- .1 at not less than 10 positions on the inside surface of the lifeboat;
- .2 at not less than five positions inside the lifeboat at locations normally taken by occupants and away from the inside surface; and
- .3 on the external surface of the lifeboat.

The positions of such temperature recorders should be to the satisfaction of the Administration. The method of temperature measurement should allow the maximum temperature to be recorded.

6.16.5 The atmosphere inside the lifeboat should be continuously sampled and representative retained samples should be analysed for the presence and quantity of essential, toxic, and injurious gases or substances. The analysis should cover the range of anticipated gases or substances that may be produced and which can vary according to the materials and fabrication techniques used to manufacture the lifeboat. The analysis should indicate that there is sufficient oxygen and no dangerous levels of toxic or injurious gases or substances.

6.16.6 The pressure inside the lifeboat should be continuously recorded to confirm that a positive pressure is being maintained inside the lifeboat.

6.16.7 At the conclusion of the fire test, the condition of the lifeboat should be such that it could continue to be used in the fully-loaded condition.

Note: The Administration may waive this test for any totally enclosed lifeboat which is identical in construction to another lifeboat which has successfully completed this test, provided the lifeboat differs only in size, and retains essentially the same form. The protective system should be as effective as that of the lifeboat tested. The water delivery rate and film thickness at various locations around the hull and canopy should be equal to or exceed the measurements made on the lifeboat originally fire tested.

Water spray tests

6.16.8 Start the engine and the spray pump. With the engine running at its designed output, the following should be measured to obtain the rated value and speed:

- .1 the rpm of the engine and the pump to obtain the rated speed;
- .2 the pressure at the suction and delivery side of the pump to obtain the rated water pressure.

6.16.9 With the lifeboat in an upright position, on an even keel and in the light condition, run the pump at the rated speed. Measure the delivery rate of water or the thickness of the sprayed water film at the external surface of the lifeboat. The delivery rate of water or the sprayed water film thickness over the lifeboat should be to the satisfaction of the Administration.

6.16.10 Successively trim the lifeboat 5° by the head and 5° by the stern, and heel it 5° to port and 5° to starboard. In each condition the sprayed water film should cover the whole surface of the lifeboat.

6.17 Measuring and evaluating acceleration forces

Selection, placement and mounting of accelerometers

6.17.1 The accelerometers used to measure the acceleration forces in the lifeboat should:

- .1 have adequate frequency response for the test in which they are to be used but the frequency response should at least be in the range of 0 to 200 Hz;
- .2 have adequate capacity for the acceleration forces that will occur during the tests;
- .3 have an accuracy of $\pm 5\%$.

6.17.2 Accelerometers should be placed in the lifeboat, parallel to the principal axes of the lifeboat, at those locations necessary to determine the worst occupant exposure to acceleration.

6.17.3 The accelerometers should be mounted on a rigid part of the interior of the lifeboat in a manner to minimize vibration and slipping.

6.17.4 A sufficient number of accelerometers should be used at each location at which acceleration forces are measured so that all likely acceleration forces at that location can be measured.

6.17.5 The selection, placement, and mounting of the accelerometers should be to the satisfaction of the Administration.

Recording method and rate

6.17.6 The measured acceleration forces may be recorded on magnetic media as either an analog or a digital signal or a paper plot of the acceleration signal may be produced.

6.17.7 If the acceleration forces are to be recorded and stored as a digital signal, the sampling rate should be at least 500 samples per second.

6.17.8 Whenever an analog acceleration signal is converted to a digital signal, the sampling rate should be at least 500 samples per second.

Evaluation with the dynamic response model

6.17.9 The dynamic response model is the preferred method to evaluate potential for the occupant in a lifeboat to be injured by exposure to acceleration forces. In the dynamic response model, the human body is idealized as a single-degree-of-freedom spring-mass acting in each co-ordinate direction as shown in figure 3. The response of the body mass relative to the seat support, which is excited by the measured accelerations, can be evaluated using a procedure acceptable to the Administration. The parameters to be used in the analysis are shown in table 1 for each co-ordinate direction.

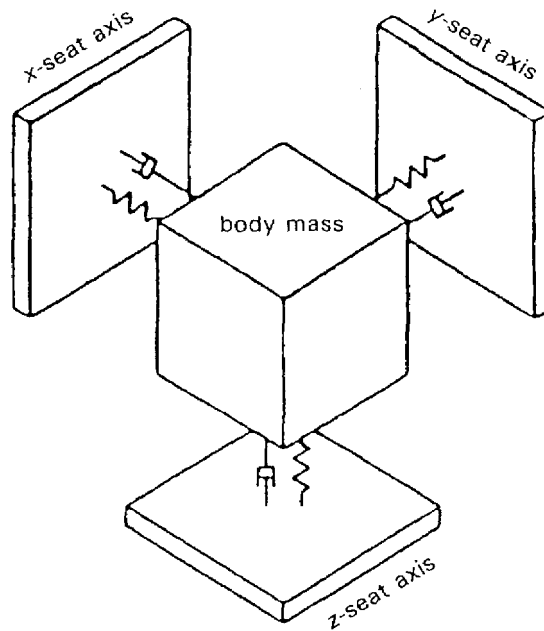


Figure 3 - Independent single-degree-of-freedom representation of human body

Table 1 - Parameters of the dynamic response model

| Co-ordinate axis | Natural frequency (rad/s) | Damping ratio |
|------------------|---------------------------|---------------|
| X | 62.8 | 0.100 |
| Y | 58.0 | 0.090 |
| Z | 52.9 | 0.224 |

6.17.10 Before performing the dynamic response analysis, the measured accelerations should be oriented to the primary axes of the seat.

6.17.11 The desired outcome from the dynamic response analysis is the displacement time-history of the body mass relative to the seat support in each co-ordinate direction.

6.17.12 At all times, the following expression should be satisfied:

$$\sqrt{\left(\frac{d_x}{S_x}\right)^2 + \left(\frac{d_y}{S_y}\right)^2 + \left(\frac{d_z}{S_z}\right)^2} \leq 1$$

where d_x , d_y , and d_z , are the concurrent relative displacements of body mass with respect to the seat support, in the x , y , and z body axes, as computed from the dynamic response analysis and S_x , S_y , and S_z , are relative displacements which are presented in table 2 for the appropriate launch condition.

Table 2 - Suggested displacement limits for lifeboats

| Acceleration direction | Displacement (cm) | |
|------------------------|-------------------|-----------|
| | Training | Emergency |
| + X - - Eyeballs in | 6.96 | 8.71 |
| - X - - Eyeballs out | 6.96 | 8.71 |
| + Y - - Eyeballs right | 4.09 | 4.95 |
| - Y - - Eyeballs left | 4.09 | 4.95 |
| + Z - - Eyeballs down | 5.33 | 6.33 |
| - Z - - Eyeballs up | 3.15 | 4.22 |

Evaluation using the SRSS method

6.17.13 In lieu of the procedure in 6.17.9 to 6.17.12, the potential for an occupant in a lifeboat to become injured by an acceleration can be evaluated using the procedure presented in this section.

6.17.14 Before performing the SRSS analysis, the measured accelerations should be oriented to the primary axes of the seat.

6.17.15 Full-scale acceleration data should be filtered with no less than the equivalent of a 20 Hz low-pass filter. Any filtering procedure acceptable to the Administration may be used.

6.17.16 Acceleration data measured on a model should be filtered with a low pass filter having a frequency not less than that obtained with the following expression

$$f_{\text{model}} = \frac{20}{\sqrt{\frac{L_{\text{model}}}{L_{\text{prototype}}}}}$$

where f_{model} is the frequency of the filter to be used, L_{model} is the length of the model lifeboat, and $L_{\text{prototype}}$ is the length of the prototype lifeboat.

6.17.17 At all times, the following expression should be satisfied:

$$\sqrt{\left(\frac{g_x}{G_x}\right)^2 + \left(\frac{g_y}{G_y}\right)^2 + \left(\frac{g_z}{G_z}\right)^2} \leq 1$$

where g_x , g_y , and g_z are the concurrent accelerations in the x , y and z seat axes and G_x , G_y , and G_z are allowable accelerations which are presented in table 3 for the appropriate launch condition.

Table 3 - SRSS acceleration limits for lifeboats

| Acceleration direction | Acceleration | |
|------------------------|--------------|-----------|
| | Training | Emergency |
| + X - - Eyeballs in | 15.0 | 18.0 |
| - X - - Eyeballs out | 15.0 | 18.0 |
| + Y - - Eyeballs right | 7.0 | 7.0 |
| - Y - - Eyeballs left | 7.0 | 7.0 |
| + Z - - Eyeballs down | 7.0 | 7.0 |
| - Z - - Eyeballs up | 7.0 | 7.0 |

7 RESCUE BOATS AND FAST RESCUE BOATS

7.1 Rigid rescue boats

7.1.1 Rigid rescue boats should be subjected to the tests prescribed in 6.2 to 6.12 (except 6.3, 6.4.2, 6.5, 6.6.2, 6.7.1, 6.9.5, 6.9.6, 6.10.1) and 7.2.4.2.

Towing test

7.1.2 The largest size of fully loaded liferaft which the rigid rescue boat can tow at a speed of at least 2 knots should be determined. Alternatively the maximum towing force of the rescue boat should be determined. The maximum towing force of the rescue boat should be recorded on the type approval certificate. This information should be used to determine the largest fully loaded liferaft the rescue boat can tow at two knots. The fitting designated for towing other craft should be secured to a stationary object by a tow rope. The engine shall be operated ahead at full speed for a period of at least 2 min. There shall be no damage to the towing fitting or its supporting structure.

Rigid rescue boat seating test

7.1.3 The rigid rescue boat should be fitted with its engine and all its equipment. The number of persons for which the rescue boat is to be approved, having an average mass of at least 75 kg and all wearing lifejackets and immersion suits and any other essential equipment required should then board; one person should lie down and the others should be properly seated in the rescue boat. The rigid rescue boat should then be manoeuvred and all equipment on board tested to demonstrate that it can be operated without difficulty or interference with the occupants.

Overload test

7.1.4 The boat should be loaded with properly distributed load of four times the weights to represent the equipment and full complement of persons for which it is to be approved and suspended for five minutes from its bridle or hooks. The weights should be distributed in proportion to the loading of the boat in its service condition, but the weights used to represent the persons need not be placed 300 mm above the seat pan. The boat and bridle or hooks and fastening device should be examined after the test has been conducted and should not show any signs of damage. Testing by filling the boat with water should not be accepted. This method of loading does not give the proper distribution of weight. Machinery may be removed in order to avoid damage, in which case weights should be added to the boat to compensate for the removal of such machinery.

Operation tests

7.1.5 Operation of engine and fuel consumption test

The boat should be loaded with weights equal to the mass of its equipment and the number of persons for which the boat is to be approved. The engine should be started and the boat manoeuvred for a period of at least 4 h to demonstrate satisfactory operation.

The boat should be run at a speed of not less than 6 knots for a period which is sufficient to ascertain the fuel consumption and to establish that the fuel tank has the required capacity.

7.1.6 Speed and manoeuvring trials should be carried out with engines of various powers to assess the rescue boat's performance (if a rigid rescue boat is equipped with outboard motor).

Righting test

7.1.7 It should be demonstrated that both with and without engine and fuel or an equivalent mass in place of the engine and fuel tank, the rigid rescue boat is capable of being righted by not more than two persons if it is inverted on the water.

Manoeuvrability test

7.1.8 It should be demonstrated that the rigid rescue boat can be propelled and manoeuvred by its oars or paddles in calm water conditions at a speed of at least 0.5 knots over a distance of at least 25 m, when laden with the number of persons, all wearing lifejackets and immersion suits, for which it is to be approved.

Detailed inspection

7.1.9 The rigid rescue boat, complete in all respects should be subjected to detailed inspection to ensure that all the requirements are fulfilled.

7.2 Inflated rescue boats

7.2.1 The inflated rescue boats should be subjected to the tests prescribed in 6.4.1, 6.6.1, 6.7.2, 6.9.1 to 6.9.4, 6.10 (except 6.10.1), 6.11, 6.12, 7.1.2, 7.1.3 and 7.1.5 to 7.1.8.

Drop tests

7.2.2 The inflated rescue boat complete with all its equipment and with a mass equivalent to its engine and fuel in the position of its engine and fuel tank should be dropped three times from a height of at least 3 m on to water. The drops should be from the 45° bow-down, level-trim and 45° stern-down attitudes.

7.2.3 On completion of these drop tests the rescue boat and its equipment should be carefully examined and show no signs of damage which would affect their efficient functioning.

Loading tests

7.2.4 The freeboard of the inflated rescue boat should be taken in the various loading conditions as follows:

- .1 rescue boat with all its equipment;
- .2 rescue boat with all its equipment, engine and fuel, or an equivalent mass positioned to represent engine and fuel;
- .3 rescue boat with all its equipment and the number of persons for which it is to be approved having an average mass of 75 kg so arranged that a uniform freeboard is achieved at the side buoyancy tubes; and
- .4 rescue boat with the number of persons for which it is to be approved and all its equipment, engine and fuel or an equivalent mass to represent engine and fuel and the rescue boat being retrimmed as necessary.

7.2.5 With the rescue boat in any of the conditions prescribed in 7.2.4, the minimum freeboard should be not less than 300 mm at the buoyancy tubes and not less than 250 mm from the lowest part of the transom.

Stability test

7.2.6 The following tests should be carried out with engine and fuel or an equivalent mass in place of the engine and fuel tanks:

- .1 the number of persons for which the inflated rescue boat is to be approved should be crowded to one side with half this complement seated on the buoyancy tube, and then to one end. In each case the freeboard should be recorded. Under these conditions the freeboard should be everywhere positive; and
- .2 the stability of the rescue boat during boarding should be ascertained by two persons in the rescue boat demonstrating that they can readily assist from the water a third person who is required to feign unconsciousness. The third person should have his back towards the side of the rescue boat so that he cannot assist the rescuers. All persons should wear approved lifejackets.

7.2.7 These stability tests may be carried out with the rescue boat floating in still water.

Damage test

7.2.8 The following tests should be carried out with the inflated rescue boat loaded with the number of persons for which it is to be approved both with and without engine and fuel or an equivalent mass in the position of the engine and fuel tank:

- .1 with forward buoyancy compartment deflated;
- .2 with the entire buoyancy on one side of the rescue boat deflated; and
- .3 with the entire buoyancy on one side and the bow compartment deflated.

7.2.9 In each of the conditions prescribed by 7.2.8. the full number of persons for which the rescue boat is to be approved should be supported within the rescue boat.

Simulated heavy weather test

7.2.10 To simulate use in heavy weather the inflated rescue boat should be fitted with a larger powered engine than is intended to be fitted and driven hard in a wind of force 4 or 5 or equivalent rough water for at least 30 min. As a result of this test the rescue boat should not show undue flexing or permanent strain nor have lost more than minimal pressure.

Swamp test

7.2.11 It should be demonstrated that the rescue boat, when fully swamped, is capable of supporting its full equipment, the number of persons for which it is to be approved and a mass equivalent to its engine and full tank. It should also be demonstrated that the rescue boat does not seriously deform in this condition.

Overload tests

7.2.12 The inflated rescue boat should be loaded with four times the mass of the full complement of persons and equipment for which it is to be approved and suspended for five minutes from its bridle at an ambient temperature of $+20 \pm 3^{\circ}\text{C}$ with all relief valves inoperative. The rescue boat and bridle should be examined after the test is conducted and should not show any signs of damage.

7.2.13 The inflated rescue boat after 6 h conditioning at a temperature of -30°C should be loaded with 1.1 times the mass of the full complement of persons and equipment for which it is to be approved and suspended for five minutes from its bridle with all relief valves operative. The rescue boat and bridle should be examined after the test is conducted and should not show any signs of damage.

Material tests

7.2.14 The material used in the construction of inflated rescue boats should be tested for the following characteristics to the satisfaction of the Administration:

- .1 tensile strength;
- .2 tear strength;
- .3 heat resistance;
- .4 cold resistance;

- .5 heat ageing;
- .6 weathering;
- .7 flex cracking;
- .8 abrasion;
- .9 coating adhesion;
- .10 oil resistance;
- .11 elongation at break;
- .12 piercing strength;
- .13 ozone resistance;
- .14 gas permeability;
- .15 seam strength; and
- .16 ultraviolet light resistance.

Mooring out test

7.2.15 The inflated rescue boat should be subjected to the tests indicated in 5.5.

Detailed inspection

7.2.16 The inflated rescue boat complete in all respects should be fully inflated in the manufacturer's works and subjected to detailed inspection to ensure that all the requirements are fulfilled.

7.3 Rigid/inflated rescue boats

7.3.1 Rigid/inflated rescue boats should be subjected to the tests prescribed in 6.2 (for hull), 7.2.14 (for inflated part), 6.4.1, 6.6.1, 6.7.2, 6.9.1 to 6.9.4, 6.10 (except 6.10.1) to 6.12, 7.1.2 to 7.1.8, 7.2.2 to 7.2.11, 7.2.15 and 7.2.16.

7.3.2 The tests prescribed in 7.2.8, 7.2.9 and 7.2.15 do not apply to rigid/inflated rescue boats if the boat has its waterline below the lower side of the inflated tube.

7.4 Rigid fast rescue boats

7.4.1 Rigid fast rescue boats should be subjected to the tests prescribed in 6.2 to 6.12 (except 6.3, 6.4.2, 6.5, 6.6.2, 6.7.1, 6.9.5, 6.9.6, 6.10.1), 6.14 (if a rigid fast rescue boat is self-righting), 7.1.2 to 7.1.4, 7.1.6, 7.1.7 (if a rigid fast rescue boat is not self-righting), 7.1.8, 7.1.9 and 7.2.4.2.

7.4.2 Operation tests

Operation of engine and fuel consumption test

7.4.2.1 The boat should be loaded with weights equal to the mass of its equipment and the number of persons for which the boat is to be approved. The engine should be started and the boat manoeuvred for a period of at least 4 h to demonstrate satisfactory operation.

7.4.2.2 The boat should be run at a speed of not less than 8 knots with a full complement of persons and equipment and 20 knots with a crew of 3 persons for a period which is sufficient to ascertain the fuel consumption and to establish that the fuel tank has the required capacity.

7.5 Inflated fast rescue boats

Inflated fast rescue boats should be subjected to the tests prescribed in 6.4.1, 6.6.1, 6.7.2, 6.9.1 to 6.9.4, 6.10 (except 6.10.1), 6.11, 6.12, 6.14 (if inflated fast rescue boat is self-righting), 7.1.2, 7.1.3, 7.1.6 (if inflated fast rescue boat is equipped with outboard motor), 7.1.7 (if inflated fast rescue boat is not self-righting), 7.1.8, 7.2.2 to 7.2.16 and 7.4.2.

7.6 Rigid/inflated fast rescue boats

Rigid/inflated fast rescue boats should be subjected to the tests prescribed in 6.2 (for hull), 7.2.14 (for inflated part), 6.4.1, 6.6.1, 6.7.2, 6.9.1 to 6.9.4, 6.10 (except 6.10.1) to 6.12, 6.14 (if rigid/inflated fast rescue boat it self-righting), 7.1.2 to 7.1.4, 7.1.6 (if rigid/inflated rescue boat is equipped with outboard motor), 7.1.7 (if rigid/inflated fast rescue boat is not self-righting), 7.1.8, 7.2.2 to 7.2.11, 7.2.15, 7.2.16, 7.3.2 and 7.4.2.

7.7 Outboard motors for rescue boats

7.7.1 When the rescue boats are fitted with outboard motors, the following tests should be applied to the motor in place of those tests specified in 6.10.

Power test

7.7.2 The motor, fitted with a suitable propeller, should be placed in a test rig such that the propeller is completely submerged in a water tank, simulating service conditions.

7.7.3 The motor should be run at the maximum continuous rated speed using the maximum power obtainable for 20 min, and should not overheat or be damaged.

Water drench test

7.7.4 The motor protective cover should be removed and the motor thoroughly drenched with water, by hose, except for the intake to the carburettor. The motor should be started and run at speed for at least 5 min while it is still being drenched. The motor should not falter or be damaged by this test.

Hot start test

7.7.5 While still in the test rig referred to in 7.7.2, the motor should be run at idling speed in order to heat up the cylinder block. At the maximum temperature achievable, the motor should be stopped and immediately restarted. This test should be carried out at least twice. The motor should not fail to restart.

Manual start test

7.7.6 The motor should be started at ambient temperature by manual means. The means should be either a manual automatic-rewind system or a pull cord round the top flywheel of the motor. The motor should be started twice within 2 min of commencement of the start procedure.

7.7.7 The motor should be run until normal operating temperatures are reached, then it should be stopped and started manually twice within 2 min, in accordance with 7.7.6.

Cold start test

7.7.8 The motor, together with the fuel, fuel lines and battery, should be placed in a chamber at a temperature of -15°C and allowed to remain until the temperature of all parts has reached the temperature of the chamber. The temperature of the fuel, battery and motor should be measured for this test. The motor should be started twice, within 2 min of commencement of the start procedure, and allowed to run long enough to demonstrate that it runs at operating speed. It is recommended that this period should not exceed 15 s.

7.7.9 Where, in the opinion of the Administration, having regard to the particular voyages in which the ship carrying the boat is constantly engaged, a lower temperature is appropriate, that lower temperature should be substituted for -15°C in 7.7.8 for the cold start test.

Engine-out-of-water test

7.7.10 The engine should be operated for at least 5 min at idling speed under conditions simulating normal storage. The engine should not be damaged as a result of this test.

8 LAUNCHING AND EMBARKATION APPLIANCES

8.1 Testing of davits and launching appliances

8.1.1 For lifeboats other than free-fall lifeboats, davits and launching appliances, except the winch brakes, should be subjected to a static proof load of 2.2 times their maximum working load. With the load at the full outboard position, the load should be swung through an arc of approximately 10° to each side of vertical in the intended fore and aft plane. The test should be done first in the upright position, followed by tests simulating a shipboard condition of list of 20° both inboard and outboard. There should be no evidence of significant deformation or other damage as a result of this test. For free-fall lifeboats, the launching appliances for lowering a free-fall lifeboat by falls, except the winch brakes, should be subjected to a static proof load of 2.2 times the maximum working load at the full outboard position. There should be no evidence of significant deformation or other damage as a result of this test.

8.1.2 For lifeboats other than free-fall lifeboats, a mass equal to 1.1 times the maximum working load should be suspended from the lifting points with the launching appliance in the upright position. The load should be moved from the full inboard to the full outboard position using the means of operation that is used on the ship. The test should be repeated with the launching appliance positioned to simulate a combined 20° inboard list and 10° trim. All the tests should be repeated with a mass equal to that of a fully equipped lifeboat, without persons, or the lightest survival craft intended for use with the davit to ensure the satisfactory functioning of the davit under very light load conditions. The appliance should successfully lower the load under all of the conditions, and there should be no evidence of significant deformation or other damage as a result of the tests. For freefall lifeboats, a mass equal to 1.1 times the maximum working load should be suspended from the lifting points. The load should be moved from the full inboard to the full outboard position using the means of operation that is to be used on the ship. The test should be repeated with a mass equal to that of the fully equipped lifeboat, without persons, to ensure the satisfactory functioning of the appliance under light load conditions. The appliance should successfully lower the load under both conditions and there should be no evidence of significant deformation or other damage as a result of the tests.

8.1.3 A mass equal to 1.1 times the maximum working load should be suspended from the lifting points with the launching appliance in the upright position. The load should be moved from the full inboard to the full outboard position using the means of operation that is used on the ship. The appliance should successfully move the maximum designed hoisting load from the outboard to the inboard position without causing permanent deformation or other damage.

8.1.4 Winch drums should be wound to the maximum number of turns permitted and a static test load of 1.5 times the maximum working load should be applied and held by the brake. This load should then be lowered for at least one complete revolution of the barrel shaft. A test load of 1.1 times the maximum working load should then be lowered at maximum lowering speed through a distance of at least 3 m and stopped by applying the hand brake sharply. For a lifeboat or rescue boat launching appliance, the test load should drop not more than 1 m when the brake is applied. For a fast rescue boat launching appliance, the test load should come to a rapid, but gradual stop, and the dynamical force induced in the wire should not exceed 0.5 times the working load of the launching appliance. This test should be repeated a number of times. If the winch design incorporates an exposed brake, one of these tests should be carried out with the brake wetted, but in this case the stopping distance may be exceeded. The various tests should achieve a cumulative lowering distance of at least 150 m. Operation of the winch with a load of a mass equal to that of a fully equipped lifeboat, without persons, or the lightest survival craft intended for use with the winch, should also be demonstrated.

8.1.5 It should be demonstrated that a winch intended for use with a rescue boat is capable of recovering the rescue boat with the number of persons for which it is to be approved and its equipment or an equivalent mass at a rate of not less than 0.3 m/s or 0.8 m/s in the case of a launching appliance for a fast rescue boat.

8.1.6 The hand operation of the winch should be demonstrated. If the winch is designed for quick recovery by hand with no load, this should be demonstrated with a load of 1.5 times the mass of the empty lifting arrangements.*

8.1.7 Following completion of the tests the winch should be stripped for inspection. These tests and the inspection should normally be witnessed by a representative of the Administration.

8.1.8 The fast rescue boat launching appliance should be demonstrated in a sea state associated with a force 6 wind on the Beaufort scale, in association with a significant wave height of at least 3 m. The test should include launching and recovery of a fast rescue boat and demonstrate:

- .1 satisfactory operation of the device to dampen forces and oscillations due to interaction with the waves;
- .2 satisfactory operation of the winch brake; and
- .3 satisfactory operation of the tensioning device.

*This paragraph does not apply to free-fall lifeboats.

8.2 Davit-launched liferaft automatic release hook test

Definitions

8.2.1 In this section and in 6.2.1 to 6.2.7 of part 2, the following definitions apply:

- .1 *Actuating force* means the force required to set the actuating mechanism.
- .2 *Actuating mechanism* means the mechanism which, when operated, allows the liferaft to be released automatically.
- .3 *Automatic release mechanism* means the mechanism which opens the hook automatically to release the liferaft.
- .4 *Hook* means a hook to be used for the launching of liferafts which can be activated to automatically release the liferaft when it is waterborne.
- .5 *Load limit for automatic release* means the minimum load at which the automatic release mechanism opens the hook and automatically and completely releases the liferaft.
- .6 *Manual release force* means the force required at the actuating mechanism to release the hook manually.
- .7 *Safe working load* means the load for which the hook is to be approved.
- .8 *Securing force* means the force required to close the hook manually.
- .9 *Testing establishment* means an establishment accepted by the Administration having the equipment and the qualifications necessary for the testing and approval of liferaft release hooks.

Hook and documents required for tests

8.2.2 The following should be submitted to the testing establishment for the prototype testing of the hook:

- .1 two hooks which have been passed for delivery; and
- .2 a functional description of the hook together with any other documents necessary to carry out the tests.

Corrosion resistance test

8.2.3 Two hooks should be submitted to a corrosion resistance test which should be made in a salt mist chamber in accordance with ISO 3768:1976 for 1,000 h or equivalent national standard. Any corrosion effects and other damage to the hooks should be recorded.

8.2.4 Both hooks should then be subjected five times to the tests required by 8.2.5 to 8.2.17.

Load test

8.2.5 The maximum load on the hook to allow for automatic release loads should be determined as follows:

- .1 the hook should be loaded with a mass of 200 kg and the actuating mechanism set;
- .2 the load should be reduced gradually in stages until the hook releases automatically, but at not more than 30 kg, to establish load F ; and
- .3 the load F should be measured and recorded. The minimum allowable load F is the minimum obtained at release which should be not less than 5 kg.

8.2.6 The hook should be loaded with a mass of 200 kg and the actuating mechanism set. The hook should then be subjected to cyclic loading between 30 kg and 200 kg using a frequency of 1 ± 0.2 Hz. The hook should not release before 300 cycles. The number of cycles at which the hook opened or whether the test was discontinued at 300 cycles should be recorded.

8.2.7 The hook should then be reloaded to 200 kg and the actuating mechanism set. The hook should be subjected to a cyclic loading, the upper limit of which is +200 kg, and the lower limit being $F1$ using a frequency of 1 ± 0.2 Hz. The automatic release mechanism should operate within three cycles. The number of cycles at which the hook opened or whether the test was discontinued after three cycles should be recorded. $F1$ is to be taken as the minimum load on the hook to allow for automatic release, as established in 8.2.5.2, reduced by 2 kg.

8.2.8 The hook should be attached to a short wire rope fall, approximately 1.5 m, and loaded with a mass of 10 kg. The weight should be secured and then lifted 1 m. From this position it should be released to perform a free fall before it is abruptly stopped by the wire rope fall. The hook should not release as a result of this test.

8.2.9 The automatic release hook should be attached to a test load equal to 1.1 times the safe working load, with the actuating mechanism in the locked position. The load should be raised to a height of at least 6 m and then be lowered at a speed of 0.6 m/s. When the load is 1.5 m above the ground or water surface, the actuating mechanism should be set for automatic release, and the lowering completed. The automatic release hook should release the load when it strikes the ground or water surface. The test should be repeated with a test load equal to 2.2 times the safe working load.

8.2.10 The automatic release hook should be attached to a test load of 1.1 times its maximum working load using an approved launching appliance. The test load should be lowered at maximum lowering speed through a distance of at least 3 m and stopped by applying the hand brake sharply. This test should be conducted twice, once with the release mechanism set for automatic release, and again with the mechanism set to closed. The release mechanism should not open in either test.

8.2.11 The hook should be loaded to 0, 25%, 50%, 75% and 100% of the safe working load of the hook. At each load level, the actuating force required at the actuating mechanism should be measured and recorded. The actuating force should be between 150 and 250 N if the hook is lanyard-operated, or the action required to set the actuating mechanism should be readily performed by a single person without difficulty.

8.2.12 The securing force, which should be less than 120 N, should be determined with an unloaded hook and should be recorded.

8.2.13 The manual release force should be determined as follows:

- .1 the hook should be loaded with a mass of 150 kg;
- .2 the actuating mechanism should be set;
- .3 the force required to release the hook manually should be established and recorded; and
- .4 the manual release force for a mass of 150 kg on the hook should be at least 600 N for lanyard-operated designs. Alternative designs should be demonstrated to the satisfaction of the Administration to provide adequate protection from inadvertent release under load.

8.2.14 The automatic release hook should be attached to a test load equal to the mass of the lightest liferaft for which the automatic release hook is to be approved, with the actuating mechanism in the locked position (i.e. not set for automatic release). The load should then be raised so that it is clear of the ground. The actuating mechanism should be set to automatic release. This should be easily accomplished by a single person and should not release the load.

8.2.15 The hook should be released 100 times without failure by each of its modes of release using the maximum load permitting release for that mode. It should then be disassembled and the parts examined. There should be no evidence of excessive wear on any part.

8.2.16 The hook should be arranged in a cold store at -30°C to simulate operational readiness and loaded with 25 kg. A 3.5 cm thick uniform layer of icing should be built onto it by spraying cold fresh water from angles above 45° from horizontal, with intermittent pauses to let icing form. The hook should then be actuated and as a result release the hold without failure.

8.2.17 It should be demonstrated that the hook is not damaged as a result of 10 impacts at a horizontal speed of 3.5 m/s on to a structure resembling a vertical ship's side. As far as practical all sides of the hook, especially areas with exposed controls, should impact the structure. The hook should not sustain any damage which will interfere with the normal function of the hook.

Compatibility of liferaft and release hook

8.2.18 Where automatic release hooks are supplied for use with liferafts made by different manufacturers, operational tests with each type and size of lifting or attachment fitting used by the different manufacturers of the liferafts should be carried out before the particular combination of liferaft and release hook is accepted by the Administration.

9 LINE-THROWING APPLIANCES

9.1 Test for pyrotechnics

Rockets used in line-throwing appliances should be subjected to the tests prescribed in 4.3.1, 4.3.3, 4.4, 4.5.1 (if appropriate), 4.5.5 and 4.5.6.

9.2 Function test

Three projectiles should be fired connected to a line and should carry the line at least 230 m in calm conditions. The lateral deflection from the line of firing should not exceed 10% of the length of flight of the projectile. If the projectile is fired using an explosive charge, then one of the projectiles should be fired using double the normal charge.

9.3 Line tensile test

The line should be subjected to a tensile test and should have a breaking strain of not less than 2 kN.

9.4 Visual examination

It should be established by visual examination that the appliance:

- .1 is marked with clear and precise instructions on how it should be operated; and
- .2 is marked with a means of determining its age.

9.5 Temperature test

Three individual units, consisting of projectile, firing system and line should be subjected to the temperature cycling prescribed in 4.2.1 and one specimen subjected to each of the tests prescribed in 4.2.2, 4.2.3 and 4.2.4.

10 POSITION-INDICATING LIGHTS FOR LIFE-SAVING APPLIANCES

10.1 Survival craft and rescue boats light tests

10.1.1 Twelve liferaft canopy lights, lifeboat enclosure or lifeboat cover lights, as the case may be, and twelve survival craft interior lights should be subjected to the temperature cycling as prescribed in 1.2.1. If the same type of light is used for both canopy, enclosure or cover and interior, only twelve lights of that type need to be tested. If the lifeboat enclosure light, the lifeboat cover light or the lifeboat internal light is connected to the lifeboat's electrical network and can be supplied with electrical power from any one of the lifeboat's batteries as well as from the lifeboat's engine-driven generator set, the light should only be subject to the test as far as practicable.

10.1.2 In the case of sea-activated power sources, four survival craft lights of each type should, following at least ten complete temperature cycles be taken from a stowage temperature of -30°C and be operated immersed in seawater at a temperature of -1°C; four of each type should be taken from a stowage temperature of +65°C and be operated immersed in seawater at a temperature of +30°C; and four of each type should be taken from ordinary room conditions and operated immersed in fresh water at ambient temperature. The canopy, enclosure or cover lights should be of white colour and should provide a luminous intensity of not less than 4.3 cd in all directions of the upper hemisphere for a period of not less than 12 h (see 10.4). The interior lights should provide sufficient luminous intensity to read survival instructions and equipment instructions for a period of not less than 12 h.

10.1.3 In the case of dry-activated power sources, provided they will not come into contact with seawater, four survival craft lights of each type should, following at least ten complete temperature cycles be operated at an air temperature of -30°C, four of each type at an air temperature of +65°C, and four of each type at

ambient temperature. The canopy, enclosure or cover lights should be white in colour and should provide luminous intensity of not less than 4.3 cd in all directions of the upper hemisphere for a period of not less than 12 h (see 10.4). The interior lights should provide sufficient luminous intensity to read survival instructions and equipment instructions for a period of not less than 12 h.

10.1.4 In the case of a flashing light, it should be established that the rate of flashing for the 12 h operative period is not less than 50 flashes and not more than 70 flashes per minute and the effective luminous intensity is at least 4.3 cd (see 10.4).

10.2 Lifebuoy self-igniting light tests

10.2.1 Three self-igniting lights should be subjected to temperature cycling as prescribed in 1.2.1.

10.2.2 After at least ten complete temperature cycles, one self-igniting light should then be taken from a stowage temperature of -30°C and operated immersed in seawater at a temperature of -1°C , and another should be taken from a stowage temperature of $+65^{\circ}\text{C}$ and operated immersed in seawater at a temperature of $+30^{\circ}\text{C}$. Both lights should be of white colour and should continue to provide a luminous intensity of not less than 2 cd in all directions of the upper hemisphere or, in the case of a flashing light, flash at a rate of not less than 50 flashes and not more than 70 flashes per minute with at least the corresponding effective luminous intensity for a period of not less than 2 h (see 10.4).

At the end of the first hour of operation the lights should be immersed to a depth of 1 m for 1 min. The lights should not be extinguished and should continue operating for at least an hour longer.

10.2.3 A self-igniting light should be subjected to two drop tests into water as prescribed in 1.3. The light should be dropped twice, first by itself and then attached to a lifebuoy. The light should operate satisfactorily after each drop.

10.2.4 A self-igniting light should be allowed to float in water in its normal operating position for 24 h. If the light is an electric light, it should be disassembled at the end of the test and examined for the presence of water. There should be no evidence of water inside the light.

10.2.5 The remaining self-igniting light, which has been subjected to the test in 10.2.1 should be immersed horizontally under 300 mm of water for 24 h. If the light is an electric light, it should be dismantled at the end of the test and examined for the presence of water. There should be no evidence of water inside the light.

10.2.6 If a self-igniting light has a lens, the light should be cooled to -18°C and dropped twice from a height of 1 m on to a rigidly mounted steel plate or concrete surface. The distance should be measured from the top of the lens to the impact surface. The light should strike the surface on the top centre of the lens. The lens should not break or crack.

10.2.7 A self-igniting light should be placed on its side on a rigid surface and a steel sphere having a mass of 500 g should be dropped from a height of 1.3 m on to the case three times. The sphere should strike the case near its centre on one drop, approximately 12 mm from one end of the case on another drop and approximately 12 mm from the other end of the case on the third drop. The case should not break or crack, or be distorted in a way that would affect its watertightness.

10.2.8 A force of 225 N should be applied to the fitting that attaches the light to a lifebuoy. Neither the fitting nor the light should be damaged as a result of this test.

10.3 Lifejacket light tests

10.3.1 Twelve lifejacket lights should be subjected to temperature cycling as prescribed in 1.2.1.

10.3.2 After at least ten temperature cycles, four of these lifejacket lights should be taken from a stowage temperature of -30°C and then be operated immersed in seawater at a temperature of -1°C . Four should be taken from a stowage temperature of $+65^{\circ}\text{C}$ and then immersed in seawater at a temperature of $+30^{\circ}\text{C}$ and four should be taken from ordinary room conditions and operated immersed in freshwater at ambient temperature. Water-activated lights should commence functioning within 2 min and have reached a luminous intensity of 0.75 cd within 5 min in seawater. In fresh water a luminous intensity of 0.75 cd should have been attained within 10 min. At least 11 out of the 12 lights, which should all be of white colour, should continue to provide a luminous intensity of not less than 0.75 cd in all directions of the upper hemisphere for a period of at least 8 h.

10.3.3 One light attached to a lifejacket should be subjected to a drop test as prescribed in 2.9.6. The light should not suffer damage, should not be dislodged from the lifejacket and should function as prescribed in 10.3.2.

10.3.4 One light should be dropped from a height of 2 m onto a rigidly mounted steel plate or concrete surface. The light should not suffer damage and should be capable of providing a luminous intensity of not less than 0.75 cd for a period of at least eight hours when operated immersed in freshwater at ambient temperature.

10.3.5 In the case of a flashing light it should be established that:

- .1 the light can be operated by a manual switch;
- .2 the rate of flashing is not less than 50 flashes and not more than 70 flashes per minute; and
- .3 the effective luminous intensity is at least 0.75 cd (see 10.4).

10.4 Common tests for all position-indicating lights (additional lights are required to carry out the environmental tests.)

10.4.1 *Vibration Test*

Regulations: IEC 945 : 3rd edition (Nov. 1996), paragraph 8.7

Test procedure

One unit shall be subjected to a vibration test according to IEC 945 : 3rd edition (Nov. 1996), paragraph 8.7.

Acceptance Criteria

The lights shall function after the test.

10.4.2 *Mould growth test*

Regulations: LSA Code 1.2.2.4

Test procedure

One unit should be subjected to the mould growth test.

(Note: The mould growth test may be waived where the manufacturer is able to produce evidence that the external materials employed will satisfy the test.)

The light shall be inoculated by spraying with an aqueous suspension of mould spores containing all the following cultures:

Aspergillus niger;
Aspergillus terreus;
Aureobasidium pullulans;
Paecilomyces variotii;
Penicillium funiculosum;
Penicillium ochro-chloron;
Scopulariopsis brevicaulis; and
Trichoderma viride.

The light shall then be placed in a mould growth chamber which shall be maintained at a temperature of $29\text{ }^{\circ}\text{C} \pm 1\text{ }^{\circ}\text{C}$ and a relative humidity of not less than 95%. The period of incubation shall be 28 days. After this period the light shall be inspected.

Acceptance criteria

The light shall be rot-proof and not be unduly affected by fungal attack. There shall be no mould growth visible to the naked eye and the light shall function after the test.

10.4.3 *Switch Arrangement Test*

Test procedure

One unit shall be subjected to the switch arrangement test. A person, wearing immersion suit gloves, must be able to switch the light in its normal operational position on and off three times.

Acceptance criteria

The light must function properly.

10.4.4 *Corrosion and seawater resistance test*

Test procedure

One unit shall be subjected to a corrosion and seawater resistance test according to IEC 945 : 3rd edition (Nov. 1996), paragraph 8.12.

- (Note: .1 If there are no exposed metal parts the Corrosion and Seawater Resistance Test need not be conducted.
- .2 The Corrosion and Seawater Resistance Test may be waived where the manufacturer is able to produce evidence that the external metals employed will satisfy the test.)

Acceptance criteria

There shall be no undue deterioration of metal parts and the unit shall function.

10.4.5 *Solar radiation test (not for survival craft interior and lifejacket lights)*

Test procedure

One unit shall be subjected to a solar radiation test according to IEC 945 : 3rd edition (Nov. 1996), paragraph 8.10.

- (Note: The Solar Radiation test may be waived where the manufacturer is able to produce evidence that the materials employed will satisfy the test, i.e. UV stabilised.)

Acceptance criteria

The mechanical properties and labels of the unit shall be resistant to harmful deterioration by sunlight. The unit shall function after the test.

10.4.6 *Test for oil resistance (not for survival craft interior lights)*

Test procedure

One unit shall be subjected to the Oil Resistance test according to IEC 945 : 3rd edition (Nov. 1996), paragraph 8.11.

Acceptance criteria

After this test the unit shall not be unduly affected by oil and shall show no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities. The light shall function after the test.

10.4.7 *Rain test, and watertightness test*

Test procedure

One unit shall be subjected to a rain test according to IEC 945 : 3rd edition (Nov. 1996), paragraph 8.8. After having passed the rain test, the unit and the complete power source shall be immersed horizontally under not less than 300 mm of fresh water for at least 24 h.

Acceptance criteria

The unit shall comply with the requirements of IEC 945 : 3rd edition (Nov. 1996), paragraph 8.8.2, and shall function after the rain test. Additionally, after the water-tightness test the unit shall function and there shall be no evidence of water inside the unit.

10.4.8 *Fire Test (not for Survival Craft Interior Lights)*

Test procedure

One unit shall be subjected to a fire test. A test pan at least 30 cm x 35 cm x 6 cm shall be placed in an essentially draught-free area. Water shall be put in the bottom of the test pan to a depth of not less than 1 cm followed by enough petrol to make a minimum total depth of not less than 4 cm. The petrol shall then be ignited and allowed to burn freely for at least 30 s. The unit shall then be moved through the flames, facing them, with the unit's light not more than 25 cm above the top edge of the test pan so that the duration of exposure to the flames is at least 2 s.

Acceptance criteria

The unit shall not sustain burning or continue melting after being totally enveloped in a fire for a period of at least 2 s and after being removed from the flames. The unit shall function after the test.

10.4.9 *Measurement of luminous intensity*

Test procedure

If the voltage at five minutes of operation is lower than the recorded voltage at the end of life it is permissible to use a lamp from the same build standard for the light output test. Using the lowest recorded voltage a light output test can be carried out as described below. The voltage of the specified number of test units should be monitored continuously for the specified time. To make sure that all the test units provide a luminous intensity of not less than the specified luminous intensity in all directions of the upper hemisphere after the specified time of operation, the following test shall be performed.

It must be demonstrated that at least one light from each of the specified temperature ranges reaches the required luminous intensity in all directions of the upper hemisphere when using a photometer which is calibrated to the photometric standards of the appropriate National or State Standards Institute. (Note: CIE Publication No. 70 contains further information.) The lowest voltage light of the cold temperature test sample lot, the highest voltage light of the high temperature test sample lot and the mean voltage light of the ambient temperature sample lot should be selected. These three lights must be used for the light output tests. In the event that a lamp filament burns out during the light output test, a second light from the same performance test lot may be used.

Luminous intensity should be measured by a photometer directed at the centre of the light source with the test light on a rotating table. Luminous intensity should be measured in a horizontal direction at the level of the centre of the light source and continuously recorded through a 360 degree rotation. These measurements should be taken in the azimuth angles at 5 degree intervals above the horizon up to the single measurement at 90E, (vertical). Luminous intensity should then be measured in a vertical direction, beginning at the centre of the light source at the point of lowest recorded light output, and continuously recorded through an arc of 180E.

Acceptance criteria

The test lights shall continue to provide a luminous intensity of not less than the specified intensity in all directions of the upper hemisphere for a period of at least the specified time. All measured data of luminous intensity and voltage shall be documented. In the case of a flashing light, it shall be established that the rate of flashing for the specified operating period is not less than 50 flashes and not more than 70 flashes per minute and that the effective luminous intensity is at least the minimum specified intensity in all directions of the upper hemisphere. The effective luminous intensity is to be found from the formula:

$$\left[\frac{\int_{t_1}^{t_2} I dt}{0.2 + (t_2 - t_1)} \right]_{\text{max}}$$

where:

I is the instantaneous intensity, 0.2 is the Blondel - Rey constant and t_1 and t_2 are time-limits of integration in seconds.

Note: Flashing lights with a flash duration of not less than 0.3 s, not including incandescence time, may be considered as fixed lights for the measurement of luminous intensity. Such lights shall provide the required luminous intensity in all directions of the upper hemisphere. (Incandescence time is the time interval between switch on and the luminous intensity reaching the required minimum luminous intensity.)

10.4.10 Chromaticity

Test procedure

One unit shall be tested for chromaticity to determine that it lies within the boundaries of the area "white" of the diagram specified for each colour by the International Commission on Illumination, (CIE). The chromaticity of the light shall be measured by means of colorimetric measurement equipment which is calibrated to the appropriate National or State Standards Institute. (Note: CIE Publ. No. 15.2 contains further information.) Measurements on at least four points of the upper hemisphere shall be taken.

Acceptance criteria

The measured chromaticity coordinates should fall within the boundaries of the area of the diagram, as per CIE. The boundaries of the area for white lights are given by the following corner co-ordinates:

| | | | | | | |
|---|-------|-------|-------|-------|-------|-------|
| x | 0.500 | 0.500 | 0.440 | 0.300 | 0.300 | 0.440 |
| y | 0.382 | 0.440 | 0.433 | 0.344 | 0.278 | 0.382 |

(International standard on Colours of Light Signals, with colour tables to be developed by CIE.)

11 HYDROSTATIC RELEASE UNITS

11.1 Visual and dimensional examination

Two samples of hydrostatic release units should be given a visual and dimensional examination. If the devices conform with the manufacturer's drawings and specifications, they should be accepted and assembled for further testing under the technical and performance tests as prescribed in 11.2 and 11.3.

11.2 Technical tests

Each hydrostatic release unit should undergo all the following technical tests. No parts should be renewed or repaired between the tests. The tests should be conducted in the following sequence:

- .1 *Corrosion resistance test*
A hydrostatic release unit should be exposed to a salt water spray test (5% sodium chloride solution) at a temperature of $35 \pm 3^\circ\text{C}$ for 160 h without interruption. After completion of the test the hydrostatic release unit should show no corrosion which could affect its efficient functioning and should then be subjected to the following tests after which it should continue to function efficiently.
- .2 *Temperature test*
The hydrostatic release units should then be subjected to the temperature cycling prescribed in 1.2.1. Following temperature cycling as prescribed in 1.2.1, one hydrostatic release unit should be taken from a stowage temperature of -30°C and should then operate in seawater at a temperature of -1°C . The other hydrostatic release unit should be taken from a stowage temperature of $+65^\circ\text{C}$, and should then operate in seawater at a temperature of $+30^\circ\text{C}$.
- .3 *Submergence and manual release tests*
The hydrostatic release unit should then be tested by applying a buoyant load equal to its designed capacity while the device is submerged in water or in a water-filled pressure testing tank. It should release at a depth of not more than 4 m. On completion of these tests and resetting, the hydrostatic release unit should be capable of being released manually if it is designed to allow manual release of the unit. It should then be opened for inspection and should show no significant signs of corrosion or degradation.

- .4 *Strength test*
After reassembly the hydrostatic release unit, if forming part of the painter system, should be subjected to a tensile test of at least 10 kN for a period of 30 min. If the release unit is to be fitted to a liferaft for more than 25 persons it should be subjected to a tensile test of at least 15 kN. After the tensile test the unit, if designed to allow manual release should then be capable of being operated manually.
- .5 *Technical tests on the membrane*
The following tests should be carried out on the membrane:
- .5.1 *Test of resistance to cold*
- | | |
|---------------------|--|
| Number of specimens | 2 membranes |
| Temperature | -30°C |
| Exposure time | 30 min |
| Flex testing | 180° with both inside and outside stretched. |
| Requirements: | The membranes should show no visible cracking. |
- .5.2 *Test of resistance to heat*
- | | |
|---------------------|--|
| Number of specimens | 2 membranes |
| Temperature | +65°C |
| Exposure time | 7 days |
| Requirements: | The membranes should show no visible cracking. |
- .5.3 *Test for surface resistance to oil*
- | | |
|---------------------------------|--|
| Number of specimens | 2 membranes |
| Temperature | +18°C to +20°C |
| Type of oil | A mineral oil meeting the following requirements: Aniline point: 120±5°C Flashpoint: minimum 240°C Viscosity: 10-25 cSt at 99.0°C |
| The following oils may be used: | ASTM Oil No.1 ASTM Oil No.5 ISO Oil No.1 |
| Testing period | 3 h on each side |
| Requirements: | The material should show no deterioration. |
- .5.4 Two membranes should be immersed for 7 days in 5% sodium chloride solution:
- | | |
|------------------|--|
| Test temperature | +18°C to +20°C |
| Requirements: | The material should show no deterioration. |
- .5.5 *Resistance to detergents*
Two membranes should be immersed for 7 days in detergents commonly used on board ship:
- | | |
|------------------|--|
| Test temperature | +18°C to +20°C |
| Requirements: | The membranes should show no signs of deterioration. |

11.3 Performance test

11.3.1 This test should be performed using the smallest and the largest liferafts with which the hydrostatic release unit may be used. If the occupant range between the smallest and largest liferaft exceeds 25 persons, then the intermediate size liferaft should also be tested. The liferaft should be placed

horizontally on a rack or platform of sufficient weight to submerge the liferaft. The hydrostatic release unit and painter should be installed as aboard ship.

11.3.2 The following tests should be carried out in a suitable depth of water. The platform on which the liferaft is mounted should be lowered into the water as follows:

- .1 horizontal;
- .2 tilted 45° and then 100° with the hydrostatic release unit at the upper side;
- .3 tilted 45° and then 100° with the hydrostatic release unit at the lower side; and
- .4 vertically.

Under these conditions the hydrostatic release unit should release the liferaft at a depth of less than 4 m.

12 MARINE EVACUATION SYSTEMS

12.1 Materials

Materials used in the construction of marine evacuation systems are to be tested to the standards laid down in paragraph 5.17.13 where applicable.

12.2 Marine evacuation system container

12.2.1 It should be demonstrated that the passage and platform if fitted, or liferafts in any other case, can be deployed from the container by one person in a sequence prescribed in the manufacturer's instruction. If more than one action is necessary to operate the system means should be provided to prevent incorrect operation.

12.2.2 A static load of 2.2 times the maximum load on the system should be applied to its structural attachment to the ship for a period of 30 min. This static load is to be equivalent to the calculated load imposed by the maximum number and size of fully loaded liferafts for which the system is designed, attached to the loaded platform with the ship moving through the water at 3 knots against a head wind of force 10 on the Beaufort scale. There should be no evidence of significant deformation or other damage as a result of this factory test.

12.2.3 The exterior of the container as installed should be hose tested in a similar manner to the canopy closure test in paragraph 5.12 to ensure that it is reasonably weathertight to prevent the ingress of water. Alternatively, when hose testing is required to verify the tightness of the structures the minimum pressure in the hose, at least equal to 2 bar, is to be applied at a maximum distance of 1.5 m. The nozzle diameter is not to be less than 12 mm.

12.2.4 The release and securing arrangements for any internal or external doors are to be satisfactorily tested by 5 dry release operations carried out consecutively.

12.2.5 It should be demonstrated by 2 dry deployments of the system, with the container angled back to simulate an unfavourable trim of up to 10° and list of up to 20° either way, that the outer door, the passage and platform (if fitted), will not suffer damage which render it unusable for its intended purpose.

12.3 Marine evacuation passage

12.3.1 For an inclined inflated passage the following requirements are to be complied with:

- .1 a fully inflated passage should be arranged on solid base at the height at which it is to be stowed on board. When loaded at mid length with a weight of 150 kg for each single slide path the passage must not become unduly distorted;
- .2 a fully inflated passage should be subjected to individual sliding operations twice the number for which it is to be certificated. For this test actual persons of varied physique and weight should be used. On completion the slide path must remain in a serviceable condition;
- .3 it should be demonstrated using actual persons that the loss of pressure in any one section of the passage will not limit its use as a means of evacuation;
- .4 a static load of 2.2 times the maximum to which the system is to be designed, in accordance with paragraph 12.2.2, should be applied for a period of 30 minutes to the connection between the passage and the container. On completion there must be no signs of any fracture or stranding of its connections;
- .5 the uninflated passage with its gas cylinders should be placed in a cold chamber at a temperature of -30°C . After a period of not less than 24 h at this temperature the chute should reach its working pressure within 5 min. The components must show no sign of cracking, seam slippage or other defects;
- .6 the uninflated passage with its gas cylinders should be placed in a hot chamber at a temperature of $+65^{\circ}\text{C}$ for not less than 7 h. On inflation the pressure relief valves on the passage should be of sufficient capacity to prevent pressure in excess of twice the designed working pressure;
- .7 it should be demonstrated with at least 10 sliding operations on a slide path thoroughly wetted with water to simulate wet weather conditions, that the speed of descent is not excessive or dangerous; and
- .8 a pressure test is to be carried out in accordance with paragraphs 5.17.7 and 5.17.8.

12.3.2 For vertical passage systems the following requirements are to be complied with:

- .1 the passage(s) should be subjected to individual descent operations twice the number for which it is to be certificated. For this test actual persons of varied physique and weight should be used. On completion the passage path should remain in a serviceable condition;
- .2 a load of 2.2 times the maximum to which the system is to be designed, in accordance with paragraph 12.2.2, should be applied for a period of 30 min to the connection between the passage and the container. On completion there must be no signs of any fracture or stranding of its connections;

- .3 the stowed passage should be placed in a cold chamber at a temperature of -30°C . After a period of 24 h at this temperature the passage should show no signs of cracking or other defects; and
- .4 it should be demonstrated with at least 10 descent operations, in the case of open vertical passages with the path thoroughly wetted with water to simulate wet weather conditions, that the speed of descent is not excessive or dangerous.

12.4 Marine evacuation platform, if fitted

12.4.1 The platform should be inflated and loaded with the number of persons carried in accordance with the number specified by paragraph 6.2.1.3.3 of the Code, all wearing an approved lifejacket. Freeboards are to be measured all round, and should not be less than 300 mm.

12.4.2 It should be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes the platform should be capable of supporting, with a positive freeboard all round, the number of persons specified in paragraph 6.2.1.3.3 of the Code.

12.4.3 It should be demonstrated that the platform is self draining with no possibility of a build up of water.

12.4.4 The platform with its inflation system should be placed in a cold chamber at a temperature of -30°C . After a period of not less than 24 h at this temperature the platform on being inflated should achieve its normal working pressure in not more than 5 min. There should be no seam slippage, cracking or other defects on the platform, and it should be ready for use on completion of the test.

12.4.5 The platform with its inflation system should be placed in a hot chamber at a temperature of $+65^{\circ}\text{C}$ for not less than 7 h. On being inflated the pressure relief valves should be of sufficient capacity to prevent pressure in excess of twice the designed working pressure.

12.4.6 A pressure test is to be carried out in accordance with paragraphs 5.17.7 and 5.17.8 of the Code.

12.5 Associated inflatable liferafts

12.5.1 Liferafts used in conjunction with the marine evacuation system should conform and be prototype tested to the requirements of paragraph 5.

12.5.2 It should be demonstrated that the liferafts can be deployed from their stowage position, and moored alongside the platform, if fitted, before being inflated, and bowsed in ready for boarding.

12.5.3 It should be demonstrated that the liferafts can be deployed from their stowage positions independently of the marine evacuation system.

12.5.4 It should be demonstrated that the liferafts will float free from their stowage positions, inflate and then break free in the event of the ship sinking.

12.5.5 If the passage is to give direct access to the liferaft(s), it should be demonstrated that it can be easily and quickly detached.

12.6 Performance

12.6.1 It should be demonstrated in harbour by a full deployment of a system, including the launching and inflation of all the associated liferafts, that the system will provide a satisfactory means of evacuation. For this trial the number of persons to be used should be that for which the system is to be certificated. The various stages of this trial should be timed so as to permit the calculation of the number of persons that can be evacuated in any specified period.

12.6.2 It should be demonstrated at sea by a full deployment of a system, including the launching and inflation of the associated liferafts, that the system will provide a satisfactory means of evacuation in a sea state associated with a wind of force 6 on the Beaufort scale, and in association with a significant wave height of at least 3 m. During the sea trial, a spectrum analysis of the recorded wave height shall be performed. The signal shall be high-pass filtered at 0.08 Hz to exclude any contributions from swell. The significant wave height shall be calculated based on filtered spectrum and shall not be less than 3.0 m. The demonstration should be carried out in accordance with the following procedures:

- .1 Phase 1 - Initial deployment of system
 - .1 with the ship in a simulated "dead ship" condition, and the bow into the wind the system (passage and platform or any other configuration) should be deployed in its normal design manner, and
 - .2 the platform and passage are to be observed from the ship to verify in this condition that it forms a stable evacuation system for the platform crew to descend and carry out their initial duties in preparation for evacuation;
- .2 Phase 2 - Lee side trial
 - .1 the ship to be manoeuvred to place the system on the lee side and then allowed to freely drift;
 - .2 where the system employs a platform, the nominated number of the platform crew are to descend via the passage and retrieve at least two liferafts which have been launched separately;
 - .3 where the system employs a passage giving direct access to the liferaft, the nominated number of liferaft boarding crew are to descend via the passage. If additional liferafts are employed with the system, then they should be launched separately and be retrieved by the liferaft crew; and
 - .4 after the liferafts have been satisfactorily deployed, dependant upon safety consideration 20 persons in suitable protective clothing are to evacuate to the liferafts through the passage;
- .3 Phase 3 - Loaded trial lee side
 - .1 the platform, if fitted, and the required number of liferafts are to be loaded to their certified capacity with weights representing 75 kg/person; and

- .2 when loaded with the required weights the system is to be observed for a period of 30 min, with the ship free to drift, to confirm the system continues to provide a safe and stable evacuation system;
- .4 Phase 4 - Loaded trial weather side
 - .1 the trials in paragraphs 12.6.2.2 and 12.6.2.3 should be repeated with the system deployed on the weather side of the ship. The lee side trial and the weather side trial may be conducted in any convenient order;
 - .2 where ship manoeuvres are required to place the system on any one side, any damage or failure sustained during this manoeuvre should not constitute a failure of the system; and
 - .3 the system should be tested, as far as practicable, on a vessel having similar characteristics to the types of ships the equipment is to be fitted to.

13 SEARCHLIGHTS FOR LIFEBOATS AND RESCUE BOATS

13.1 Visual examination

Searchlights should be marked clearly and durably according to the requirements contained in the LSA Code paragraphs 1.2.2.9 and 1.2.3, and additionally with the manufacturer's label.

Furthermore, on the illuminant and on the manufacturer's label, the voltage and power consumption should be marked clearly and durably.

According to the LSA Code paragraph 1.2.2.10, searchlights should, where applicable, be provided with an electrical short circuit protection to prevent damage or injury.

With respect to the LSA Code paragraph 4.4.6.11, means should be provided for recharging searchlight batteries.

The illuminant should be safely fitted in the searchlights; use of screwed sockets should be avoided.

Searchlights should be designed in such a way that the illuminant can be easily replaced also in darkness.

All parts of searchlights should be made of non-magnetic material.

Searchlights should be so constructed that the accumulation of condensed water in hazardous quantities is avoided.

With respect to safety precautions, searchlights should meet the relevant requirements of resolution A.694(17) and IEC 945.

13.2 Durability and resistance to environmental conditions

Temperature tests

13.2.1 Searchlights which have passed the visual examination, should be subjected temperature tests to ensure their compliance with paragraphs 1.2.2.1 and 1.2.2.2 of the LSA Code. First they should be subjected to the dry heat test according to IEC 945 paragraph 8.2, followed by the damp heat test (8.3), the low temperature test (8.4), and thermal shock test (8.5). After these tests, searchlights should show no sign of loss of rigidity, and no sign of damage such as shrinking, cracking, swelling, dissolution or change of mechanical qualities and should be capable of being operated.

Vibration test

13.2.2 Searchlights which have passed the temperature tests, should be subjected to a vibration test according to IEC 945 paragraph 8.7 to ensure their compliance with the requirements of paragraphs 1.2.2.1 and 1.2.2.8 of the LSA Code. After the vibration test, searchlights should show no sign of damage and should be capable of being operated.

Corrosion and rain test

13.2.3 Searchlights which have passed the vibration test, should be subjected first to a corrosion test according to IEC 945 paragraph 8.12, where applicable, and second to a rain test according to IEC 945 paragraph 8.8 to ensure their compliance with the requirements of paragraphs 1.2.2.1 and 1.2.2.4 of the LSA Code. After these tests, searchlights should show no sign of damage and should be capable of being operated.

Interference

13.2.4 With respect to electrical and electromagnetic interference, searchlights should meet applicable requirements of resolution A.694 (17) and of IEC 945 paragraph 9.

Power supply

13.2.5 Searchlights should be operated with 12 V or 24 V. The power supply of searchlights should meet the applicable requirements of resolution A.694 (17) and of IEC 945.

13.3 Operational controls

The operational controls of searchlights should meet the requirements of resolution A.694(17) and the applicable requirements of IEC 447 and IEC 945.

Additionally, the outer parts of searchlights should not reach temperatures during operation which restrict their manual use.

13.4 Light tests

Searchlights which have passed the corrosion and rain test, and which are additionally in compliance with the requirements of 13.2.4, 13.2.5 and 13.3 above, should be subjected to the following light tests to ensure their compliance with the requirements of paragraphs 4.4.8.29 and 5.1.2.2.11 of the LSA Code.

Luminous intensity

13.4.1 The luminous intensity of searchlights should be at least 2.5×10^3 candela.

The axial luminous intensity should be at least 90 % of the maximum luminous intensity.

The luminous intensity of searchlights should be at a maximum in the centre of the luminous distribution. A homogenous luminous intensity distribution should be ensured.

The effective light emission sectors should be circular and reach vertically and horizontally at least 6° .

Operation time

13.4.2 Searchlights should be suitable for continuous operation of not less than 3 h. During this period the requirements of 13.4.1 above should be fulfilled.

PART 2 - PRODUCTION AND INSTALLATION TESTS

1 GENERAL

1.1 Except where all appliances of a particular type are required by chapter III of the International Convention for the Safety of Life at Sea, 1974, as amended, or the International Life-Saving Appliance (LSA) Code, to be inspected, representatives of the Administration should make random inspection of manufacturers to ensure that the quality of life-saving appliances and the materials used comply with the specification of the approved prototype life-saving appliance.

1.2 Manufacturers should be required to institute a quality control procedure to ensure that life-saving appliances are produced to the same standard as the prototype life-saving appliance approved by the Administration and to keep records of any production tests carried out in accordance with the Administration's instructions.

1.3 Where the proper operation of life-saving appliances is dependent on their correct installation in ships, the Administration should require installation tests to ensure that the appliances have been correctly fitted in a ship.

2 INDIVIDUAL BUOYANCY EQUIPMENT

2.1 Lifejackets

Production tests

2.1.1 Manufacturers should be required to carry out a buoyancy test on at least 0.5% of each batch of lifejackets produced, subject to a minimum of one from every batch.

Inspections by the Administration

2.1.2 Inspections by a representative of the Administration should be made at intervals of at least one per 6,000 lifejackets produced, subject to a minimum of one inspection per calendar quarter. When the manufacturer's quality control programme results in lifejackets that are consistently free of defects, the rate of inspection may be reduced to one in every 12,000. At least one lifejacket of each type in production should be selected at random by the inspector and subjected to detailed examination including, if necessary, cutting open. He should also satisfy himself that the flotation tests are being conducted satisfactorily; if he is not satisfied, a flotation test should be undertaken.

2.2 Immersion and anti-exposure suits

Every immersion and anti-exposure suit should be tested with a constant air pressure for a period of at least 15 min and checked for leaks using a leak detection fluid. The air pressure should be appropriate to the type of material used in the manufacture of the suit and should never be less than 0.02 bar. All leaks shall be repaired before the suit leaves the factory.

3 PORTABLE BUOYANCY EQUIPMENT

3.1 Lifebuoys

Installation tests

The arrangements for quick release of the lifebuoys fitted with self-activated smoke signals and lights on the ship's navigating bridge should be tested to demonstrate that the lifebuoys and their attachments drop clear of the ship's side when released.

4 PYROTECHNICS

A statistically adequate sample of pyrotechnics from each batch produced should be activated and observed for proper operation. The tests in section 4 of part 1 should be performed once for every 10 batches of signals produced; however, such tests should be conducted at least once every year, but need not be conducted more often than once in every calendar quarter. Where production of a signal is continuous, the tests in section 4 need only be performed once every year if the Administration is satisfied that the quality control procedures being followed together with continuous production methods make more frequent testing unnecessary.

5 SURVIVAL CRAFT

5.1 Liferaft operational inflation test

5.1.1 The Administration should, at its discretion, select a completed and operationally packed liferaft at random and carry out an operational inflation test on a smooth dry floor or on water, e.g. a swimming pool, as a check on the packing and inflation.

5.1.2 The actual distribution of liferafts inflated during a period is left to the Administration's discretion so as to achieve an adequate sampling of the entire production. The selection of the inflatable liferaft or liferafts for the test should be on a random basis. Personnel fabricating and packing inflatable liferafts should not be made aware of which liferaft will be tested until after the liferaft has been packed in its container. The painter should be pulled from the liferaft using a device to measure the applied force. The force required to pull the painter and start inflation should not exceed 150 N. The inflatable liferaft should break free from its container and attain its design shape and full erection of the canopy support tubes in not more than 1 min.

5.1.3 Each liferaft produced should be inspected for defects and dimensional deviations.

5.1.4 Each liferaft produced should be inflated with air to the lesser of 2.0 times its working pressure or that sufficient to impose a tensile load on the inflatable tube fabric of at least 20% of the minimum required tensile strength. Relief valves should be inoperative for this test. After 30 min the liferaft should not show any signs of seam slippage or rupture, nor should the pressure decrease by more than 5%. The measurement of the pressure drop due to leakage can be started when it has been assumed that the compartment rubber material has completed stretching due to the inflation pressure and stabilized. This test should be conducted after equilibrium condition has been achieved. Following the test each relief valve should be tested for proper relief and reseating pressure.

5.1.5 The gas-tight integrity of each inflated compartment of each liferaft produced should be checked by inflating with air to its working pressure. After a settling time of 30 min the pressure should be checked

and adjusted to the working pressure as necessary. After 1 h the pressure should not have decreased by more than 5% after compensation for temperature and barometric pressure changes. More than one compartment may be tested at one time, but adjacent compartments with common pressure barriers should be open to the atmosphere during the test.

5.1.6 If the insulation of the floor of the liferaft is obtained by inflation, it should be inflated to its designed pressure. After a period of 1 h the pressure should not have decreased by more than 5% uncorrected pressure change.

5.1.7 Exact NAP-test pressures can be calculated in accordance with the following equation:

$$P(\text{kg/cm}^2) = \frac{2 \times \text{tensile strength (kg per 5 cm)}}{25 \times \text{diameter tube (cm)}}$$

5.2 Davit-launched liferaft and inflated rescue boat test

Every new davit-launched liferaft and inflatable rescue boat should satisfactorily undergo a 10% overload test in accordance with the approved drawings or construction specification before the final inflation pressure test. The conditions of the 10% overload suspension test are:

- .1 the liferaft or rescue boat should be inflated preferably with air and stabilized at its working pressure;
- .2 the working pressure should be determined by the reset of the relief valves. The pressure relief valves should be fully operational;
- .3 the floor of the inflatable liferaft should not be inflated;
- .4 the 10% overload to be 10% of the mass of the liferaft or rescue boat assembly together with its full equipment and complement of persons calculated at 75 kg per person;
- .5 the loaded liferaft or rescue boat should remain suspended for not less than 5 min; and
- .6 the inflatable liferaft or rescue boat should not sustain damage to its suspension members, their attachments, or any other structural component as a result of this test. The pressure relief valves should maintain the normal working pressure of the buoyancy tubes and their basic shape during suspension.

5.3 Lifeboat and rescue boat test

5.3.1 Each new davit-launched lifeboat and rescue boat should be loaded to 1.1 times its related load and suspended from its release mechanism. The lifeboat or rescue boat should then be released with the load on the release mechanism. It should also be confirmed that the lifeboat or rescue boat will release when fully waterborne in the light condition and in a 10% overload condition.

5.3.2 Each new free-fall lifeboat should be loaded to 1.1 times its related load and launched by free fall with the ship on an even keel and in its lightest seagoing condition.

5.3.3 Each lifeboat and rescue boat should be operated for at least 2 h before it is installed on the ship. The test should include operation of all systems, including operation of the transmission through all of its positions.

5.4 Launch test

It should be demonstrated that the fully equipped lifeboat on cargo ships of 20,000 gross tons or more and rescue boat can be launched from a ship proceeding ahead at a speed of not less than 5 knots in calm water and on an even keel. There should be no damage to the lifeboat or the rescue boat or their equipment as a result of this test.

6 LAUNCHING AND STOWAGE ARRANGEMENTS

6.1 Launching appliances using falls and winches

Factory overload test

6.1.1 Each launching appliance, except the winch, should be tested with a static load of 2.2 times the working load with the appliance in the full outboard position. The appliance should not be deformed or damaged. Winches with the brakes applied should be tested by applying a static load of 1.5 times the maximum working load. Any cast components of the frame and arm should be hammer-tested to determine that they are sound and without flaw.

Loaded test

6.1.2 The survival craft or rescue boat, loaded with its normal equipment or an equivalent mass and a distributed mass equivalent to that of the number of persons, each weighing 75 kg, it is permitted to accommodate, should be released by operation of the launching control on deck. The speed at which the survival craft or rescue boat is lowered into the water should be not less than that obtained from the formula:

$$S = 0.4 + (0.02H)$$

where:

S = speed of lowering (m/s)

H = height from davit head to the waterline at the lightest seagoing condition (m).

The maximum lowering speed established by the Administration should not be exceeded.

Light loaded test

6.1.3 The survival craft or rescue boat loaded with its normal equipment or an equivalent mass should be released by operation of the launching control on deck to demonstrate that the lifeboat's mass is sufficient to overcome the frictional resistance of the winch, falls, blocks and associated gear. The lowering speed should be as established by the Administration. If the launching gear is controlled from within the survival craft or rescue boat a person should then board the survival craft or rescue boat and perform a test of the launching operation.

6.1.4 The requirements of 6.1.2 and 6.1.3 do not apply to free-fall lifeboats.

Loaded lowering test (brake test only)

6.1.5 The survival craft or rescue boat loaded with its normal equipment or an equivalent mass and a distributed mass equal to that of the number of persons, each weighing 75 kg, it is permitted to accommodate + 10% of the working load, should be released by the operation of the launching controls on deck. When the craft has reached its maximum lowering speed, the brake should be abruptly applied to demonstrate that the attachments of the davits and winches to the ship's structure are satisfactory. The maximum lowering speed established by the Administration should not be exceeded.

6.1.6 If lowering of the lifeboat is controlled from within the lifeboat by means of a control wire paid off from an auxiliary drum on the winch, the following additional points should receive particular consideration after installation of the davits and winches:

- .1 the mass on the control wire should be sufficient to overcome the friction of the various pulleys on the control wire, when turning out the lifeboat from the stowed to the embarkation position;
- .2 it should be possible to operate the winch brake from within the lifeboat;
- .3 the winch brake should not be affected by the mass of the fully extended control wire;
- .4 there should be sufficient length of control wire available at the lifeboat, during all stages of lowering; and
- .5 means should be provided to retain the free end of the control wire in the lifeboat until the lifeboat is detached from the launching appliance by the operator.

6.1.7 If the winch brake is exposed to the weather, the lowering test should be repeated with the braking surface wetted.

Recovery test

6.1.8 It should be demonstrated that the davit-launched lifeboat or rescue boat can be recovered to its stowage position by means of operating the hand gear and can be safely and properly secured.

6.1.9 For free-fall lifeboats it should be demonstrated that the survival craft can be recovered to its stowage position and can be safely and properly secured.

6.1.10 Where davits are recovered by power, it should be demonstrated that the power is automatically cut off before the davit arms come against the stops.

6.1.11 In the case of rescue boat launching appliances, it should be demonstrated that the fully equipped rescue boat when loaded with a mass equal to that of the number of persons it is approved to carry can be recovered by means of a winch at a rate of no less than 0.3 m/s.

6.1.12 It should be demonstrated that the rescue boat can be recovered by means of the winch referred to in 6.1.11 using a hand gear.

Adjustable ramp test

6.1.13 It should be demonstrated that adjustable ramps for free-fall launching may be adjusted satisfactorily with the free-fall lifeboat loaded to 1.2 times its related load.

6.2 Installation tests of liferaft launching appliances

Testing of release arrangements

6.2.1 When the hooks are made of cast steel, acceptable non-destructive tests should be carried out to establish that the material is free from surface or internal flaws.

Static load test

6.2.2 Each release hook should be statically proof tested to 2.5 times the safe working load and be provided with an approved testing establishment certificate certifying that it has been so tested.

Operational test

6.2.3 Each release hook should be submitted to an operational test with a mass equivalent to the safe working load being applied. The release arrangements should be demonstrated and checked with the liferaft loaded to ensure that the automatic release hook will not release while the load is still applied.

Marking

6.2.4 Each release hook should be checked to ensure it is permanently marked with:

- .1 the manufacturer's name or the approved name of the release hook;
- .2 the date of manufacture;
- .3 the safe working load;
- .4 the number of the test certificate required by 6.2.2; and
- .5 clear, concise operating instructions.

Lowering test

6.2.5 One liferaft ballasted to represent a 10% overload or an equivalent mass should be lowered from each launching appliance to establish the rate of lowering. The 10% overload should be 10% of the mass of the liferaft assembly together with its equipment and full complement of persons calculated at 75 kg per person. It should be jerked to ensure that the liferaft launching appliance, its fastenings and the supporting structures can withstand the associated loads.

Recording of lowering test

6.2.6 The time should be recorded for the sequence of preparing, loading and launching three liferafts. If so desired, persons may be used only in the preparing and loading operations and ballast substituted for the lowering and launching part of the test. This sequence test need not be carried out on every launching

appliance on a ship. However, at least one example of each launching appliance type and arrangement should be so tested on each ship.

Towing strain test

6.2.7 A moderate towing strain should be put on the liferaft when waterborne to check that the release arrangements are satisfactory under this condition.

7 MARINE EVACUATION SYSTEMS

7.1 Installation tests

7.1.1 On the installation of a marine evacuation system on a ship, at least 50% of such systems should be subjected to a harbour trial deployment. At least one of these systems should be deployed in association with at least two of the inflatable liferafts to establish that correct launching and subsequent retrieving, bowing-in and inflation procedures have been correctly installed.

7.1.2 Subject to the above deployments being satisfactory, untried systems should be similarly deployed within 12 months of the installation date.

7.1.3 For first of the above deployments, in association with the launching of the liferafts, a partial evacuation trial should be carried out to ensure that:

- .1 the system does not interfere with the launching of other life-saving equipment fitted on board; and
- .2 the system and associated liferafts are clear of all possible obstructions or dangers such as stabilisers or the ship's propellers.

ANNEX 7

**RESOLUTION MSC.82(70)
(adopted on 11 December 1998)**

**AMENDMENTS TO RESOLUTION A.760(18) ON SYMBOLS RELATED TO
LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution A.760(18) on Symbols related to life-saving appliances and arrangements, where the Assembly requests the Committee to keep the resolution under review and amend it as necessary,

RECOGNIZING that as new types of life-saving appliances, in particular marine evacuation systems, are developed it is desirable to identify them by means of an agreed symbol, to be displayed on the ship at the appropriate location in order to facilitate recognition of the appliance by passengers and crew,

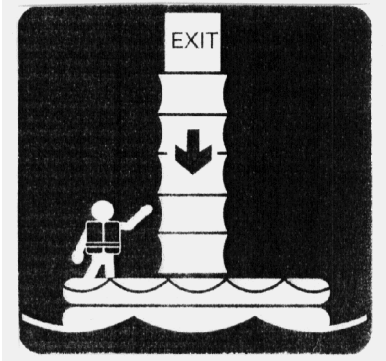
HAVING CONSIDERED the recommendation made by the Sub-Committee on Ship Design and Equipment at its forty-first session,

1. ADOPTS the Amendments to resolution A.760(18) on Symbols related to life-saving appliances and arrangements, as set out in the Annex to the present resolution;
2. URGES Governments to ensure that, when applying resolution A.760(18) in compliance with SOLAS regulation III/9, the symbol for an evacuation chute reproduced in the Annex is also taken into account, as appropriate.

ANNEX

**AMENDMENTS TO RESOLUTION A.760(18) ON SYMBOLS RELATED TO
LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

The following row is inserted in the Table "Recommended symbols indicating the location of emergency equipment and muster and embarkation stations" in Annex 2 to resolution A.760(18), after existing row number (reference) 6:

| | | |
|-------|---------------------|--|
| 6 bis | EVACUATION CHUTE |  |
|-------|---------------------|--|