

These Regulations only apply to cargo ships under 500gt



**MERCHANT SHIPPING ACT 1985**

**MERCHANT SHIPPING (LIFE-SAVING APPLIANCES)  
REGULATIONS 1999**

*Coming into operation : 1<sup>st</sup> August, 1999*

**Arrangement of Regulations.**

**PART 1**

**Preliminary**

	<i>Regulation,</i>
Citation and Commencement	1
Interpretation	2
Application	3
Revocation	4

**PART 2**

**General requirements for Lifesaving Appliances**

General requirements for lifesaving appliances	5
Operational readiness and maintenance	6
Inspection	7
Deployment of Marine Evacuation systems	8
Periodic servicing and testing of survival craft launching and release arrangements	9
Stowage of survival craft	10
Stowage of rescue boats	11

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Price : £5.55

*Regulation*

Stowage of Marine Evacuation systems	12
Stowage of lifebuoys	13
Stowage of lifejackets	14
Stowage of Pyrotechnics and line throwing apparatus	15
Survival craft launching and recovery arrangements	16
Rescue boat launching and recovery arrangements	17
Operating instructions	18
Survival craft assembly and embarkation stations	19
Muster lists and emergency instructions	20
Training manuals and on-board training aids	23
Manning and supervision of survival craft	24
Radio lifesaving appliances	25
On-board communication and alarm systems	27
Public address systems in passenger ships	29
Decision support for masters of passenger ships	30
Emergency training and drills	31
Abandon ship drills	33
Fire drills	34
Training and instructions	35

### **PART 3**

#### **Lifesaving Appliances to be Carried**

Survival craft and equipment to be carried	36
Passenger ships engaged on long international voyages	37
Passenger ships engaged on short international voyages	41
Additional requirements for passenger ships which are also Ro-Ro ships	46
Cargo ships	47
Tankers	48
Additional requirements for cargo ships	50

**PART 4**  
**Control and enforcement**

	<i>Regulation</i>
Approval and replacement of lifesaving appliances	51
Equivalents and exemptions	52
Penalties	53

**Schedule 1**  
Requirements for helicopter emergency landing areas

**Schedule 2**  
Requirements for helicopter pick up areas

**Schedule 3**  
Requirements for fast rescue boats

**Schedule 4**  
Requirements for means of rescue

**Schedule 5**  
Additional requirements for lifeboats

**Schedule 6**  
Requirements for automatic release hooks for davit launched liferafts

**Schedule 7**  
Additional requirements for launching appliances except those for inflated boats.

**Schedule 8**  
Requirements for launching appliances for inflated boats.

**Schedule 9**  
Requirements for first aid kits in lifeboats, liferafts and rescue boats.

**Schedule 10**  
Revocation.

In exercise of the powers conferred on the Department of Trade and Industry by Sections 1 and 2 of the Merchant Shipping Act 1985<sup>a</sup> and of all other powers enabling it in that behalf, and after consultation with the Secretary of State and those persons referred to in section 2(2) of that Act the following regulations are hereby made:-

## **Part 1**

### **Preliminary**

#### **Citation and commencement.**

1. These Regulations may be cited as the Merchant Shipping (Lifesaving Appliances) Regulations 1999 and shall come into operation on 1<sup>st</sup> August 1999

#### **Interpretation.**

2. (1) In these Regulations -

“*anti-exposure suit*” means a protective suit designed for use by rescue boat crews and marine evacuation system parties and complying with the requirements of Chapter II, paragraph 2.4 of the Code;

“*automatic self righting liferaft*” means a rigid or an inflatable liferaft which complies with the requirements of Chapter IV of the Code and which is additionally so designed as to turn from a capsized position to an upright position on the surface of the water automatically with all of its equipment on board, but without persons on board, regardless of whether it inflates in the inverted position, underwater or on the surface of the water, or capsizes for any reason following inflation;

“*buoyant lifeline*” means a line complying with the requirements of Chapter II paragraph 2.1.4 of the Code and which is additionally resistant to deterioration caused by sunlight and having a length of not less than twice its stowage height above the waterline with the ship in its lightest seagoing condition, or 30m whichever is the greater;

“*buoyant smoke signal*” means a pyrotechnic signal complying with the requirements of Chapter II paragraph 3.3 of the Code;

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<sup>a</sup> 1985 c.3 Functions were transferred to the Department of Trade and Industry by the Transfer of Functions (Marine Administration) Order 1997 (S.D 51/97)

“*canopied reversible raft*” means a rigid or an inflatable liferaft complying with the requirements of Chapter IV of the Code and which is additionally so designed as to be capable of being used safely whichever way up it is floating. It shall have a canopy on both sides of the main body which shall be set in place when the liferaft is launched, inflated, and waterborne and both canopies shall meet the appropriate requirements of Chapter IV of the Code. The liferaft shall be capable of being used safely by untrained persons, shall float in a stable upright position in a seaway with one person of 75 kg on board and shall incorporate arrangements so that the equipment required to be carried is accessible from either side which may be either by duplication or by some other means;

“*cargo ship*” means any ship which is not a passenger ship;

“*certificated person*” **omitted by SD 2014/0238 Merchant Shipping (Manning and STCW) Regulations 2014;**

“*chemical tanker*” means a cargo ship constructed or adapted and used for the carriage in bulk of any liquid product listed in the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk published by the Organization;

“*closed Ro-Ro spaces*” means cargo Ro-Ro spaces which are neither open Ro-Ro spaces or weather decks;

“*Code*” means the International Life Saving Appliance Code adopted by the Organization by Resolution MSC.48(66) and as may be amended;

“*date of expiry*” in relation to any product means, unless otherwise specified, a date four years from the date of manufacture of that product or the date of expiry marked on the product if that date is earlier;

“*Department*” means the Department of Trade and Industry<sup>b</sup>;

“*detection*” means the determination of the location of survivors or survival craft;

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<sup>b</sup> The functions in these Regulations have been transferred by SD155/10 to the Department of Economic Development and then to the Department for Enterprise by SD2017/0325 the Transfer of Functions (Economic Development and Education) Order 2017 with effect from 24 November 2017.

*“embarkation ladder”* means a ladder complying with the requirements of Chapter VI paragraph 6.1.6 of the Code and provided at survival craft embarkation stations to permit safe access to survival craft after launching;

*“fast rescue craft”* means a rescue boat which complies with the requirements for a rescue boat in Chapter V of the Code and in addition with the requirements of Schedule 3 to these regulations;

***“fishing vessel” means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea;***

*“float free launching”* means a method of launching whereby the equipment launched is automatically released from a sinking ship and is ready on release for use and in the case of liferafts means an arrangement complying with Chapter IV paragraph 4.1.6 of the Code and which in addition provides that the liferaft painter is strongly attached to the ship at all times without further action by the launching crew when the liferaft is launched manually;

***“foreign ship” means any ship that is not a Manx ship;***

*“free-fall launching”* means the method of launching a survival craft where the craft with its complement of persons and equipment is released from its stowage position and allowed to fall into the sea without any restraining apparatus;

*“free-fall lifeboat”* means a lifeboat designed for free-fall launching and designed to comply with the requirements of Chapter IV paragraph 4.7 of the Code;

*“gas carrier”* means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk published by the Organization;

*“general emergency alarm”* means a system complying with the requirements of Chapter VII paragraph 7.2 of the Code;

*“hand flare”* means a pyrotechnic signal complying with the requirements of Chapter III paragraph 3.2 of the Code;

*“helicopter landing area”* means arrangements complying with the requirements of Schedule 1 to these regulations;

“*helicopter pick-up area*” means arrangements complying with the requirements of Schedule 2 of these Regulations;

“*high-speed craft*” has the meaning given by regulation 1.3 of SOLAS Chapter X;

“*immersion suit*” means a protective suit which reduces the body heat loss from a person wearing it in cold water and which complies with the requirements of Chapter II paragraph 2.3 of the Code;

“*inflatable*” in relation to any appliance means an appliance which depends upon non rigid, gas filled chambers for its buoyancy and which may be kept uninflated until ready for use;

“*inflatable lifejacket*” means a lifejacket which complies with the requirements of Chapter II paragraph 2.2.2 of the Code;

“*inflated boat*” means a boat which is approved as such and which complies with the requirements of the Secretary of State for the United Kingdom for such a boat and includes a launching appliance which complies with the requirements of Schedule 7 to these regulations;

“*instructions for on-board maintenance*” means instructions which are easily understood, illustrated wherever practicable, and containing, as appropriate at least:-

- (a) a checklist for carrying out inspections,
- (b) maintenance and repair instructions,
- (c) a schedule of periodic maintenance,
- (d) a diagram of lubrication points indicating recommended lubricants,
- (e) a list of replaceable parts,
- (f) a list of sources of spare parts, and
- (g) a log with records of inspections and maintenance.

“*international Voyage*” means a voyage from a country or a territory to which the International Convention for the Safety of Life at Sea 1974 as amended applies to a port outside that country;

“*launching appliance*” means an appliance which complies with the requirements of Chapter VI of the Code and with the additional requirements contained in Schedule 7 to these regulations;

*“length”* in relation to any ship means its registered length;

*“lifeboat”* means a survival craft which complies with the requirements of Chapter IV of the Code and with the additional requirements specified in Schedule 5 to these regulations;

*“lifebuoy”* means an apparatus complying with the appropriate requirements of Chapter II of the Code;

*“lifejacket”* means an apparatus complying with the appropriate requirements of Chapter II of the Code and fitted with a lifejacket light;

*“lifejacket light”* means a light attached to a lifejacket and complying with the requirements of Chapter II paragraph 2.2.3 of the Code;

*“liferaft”* means a raft complying with the requirements of Chapter IV of the Code;

*“lightest sea-going condition”* in relation to any ship means the loading condition with the ship at an even keel, without cargo and with a full crew and 10% of stores and fuel on board, and in the case of a passenger ship with the full complement of passengers and their luggage on board;

*“line throwing appliance”* means an appliance complying with the requirements of Chapter VII paragraph 7.1 of the Code;

*“long international voyage”* means an international voyage which is not a short international voyage;

***“Manx ship” has the meaning given by section 1 of the Merchant Shipping Registration Act 1991 and includes a ship registered under Part IV of that Act (the Demise Charter Register);***

***“MSN” means a Manx Shipping Notice issued by the Department and includes any document amending the same;***

*“marine evacuation system”* means a system designed to transfer personnel from the ship to survival craft and which complies with the requirements of Chapter VI paragraph 6.2 of the Code;



*“means of rescue”* means equipment and arrangements designed to rapidly and efficiently recover survivors from the water and to transfer survivors recovered from the water from either rescue units or survival craft to the ship deploying the means of rescue and arranged or constructed in compliance with the requirements of Schedule 4 to these regulations;

*“mile”* means a distance of 1852m;

*“MODU”* means a ship which complies with the MODU Code;

*“MODU Code”* means —

- (a) *for a ship constructed on or after 1 January 2012, the Code for the Construction and Equipment of Mobile Offshore Drilling Units 2009 (2009 MODU Code) and includes all amendments made to that Code up to and including those adopted by IMO resolution MSC.359(92) on 21 June 2013;*
- (b) *for a ship constructed on or after 1 May 1991 up to and including 31 December 2001, the Code for the Construction and Equipment of Mobile Offshore Drilling Units 1989 (1989 MODU Code) and includes all amendments made to that Code up to and including those adopted by IMO resolution MSC.358(92) on 21 June 2013; and*
- (c) *for a ship constructed on or before 30 April 1991, the Code for the Construction and Equipment of Mobile Offshore Drilling Units 1979 (1979 MODU Code) and includes all amendments made to that Code up to and including those adopted by IMO resolution MSC.357(92) on 21 June 2013;*

*“operator”* means the owner, manager, demise charterer, or any other person other than the master having immediate control over the day to day employment and operation of the ship;

*“open Ro-Ro cargo spaces”* means Ro-Ro cargo spaces which are either open at both ends, or open at one end and provided with adequate natural ventilation effective over their entire length through permanent openings in the side plating or deckhead to the satisfaction of the Department;

*“Organization”* means the International Maritime Organization;

*“outfit of lifebuoys”* means a set of lifebuoys and their attachments in accordance with the following scales according to the length of the ship:-

(a) **Passenger ships;**

<u>Length of the ship</u>	<u>Number of lifebuoys</u>
Less than 60 metres	8
Between 60 and 120 metres	12
Between 120 and 180 metres	18
Between 180 and 240 metres	24
Over 240 metres	30

(b) **Cargo ships**

<u>Length of the ship</u>	<u>Number of Lifebuoys</u>
Less than 100 metres (under 500 tons)	4
Less than 100 metres (more than 500 tons)	8
Between 100 and 150 metres	10
Between 150 and 200 metres	12
Over 200 metres	14

in passenger ships of less than 60 metres length not less than 6 and in other ships at least 50% of the total number of lifebuoys shall be equipped with self igniting lights, at least one lifebuoy shall be equipped with a buoyant lifeline, and at least two of the lifebuoys shall be equipped with both self igniting lights and self activating smoke signals and be positioned one on each side of the ship such that they may be quickly released into the sea from the navigating bridge. A lifebuoy with a buoyant lifeline shall not be equipped at the same time with a self igniting light and the self igniting lights attached to lifebuoys provided on tankers shall be of the electric battery type. Each lifebuoy shall be marked clearly with the name and port of registry of the ship;

“*passenger*” has the same meaning as in the Merchant Shipping (Passenger Ships’ Survey) Act 1979<sup>c</sup>;

“*passenger ship*” means a vessel carrying more than 12 passengers;

“*person*” means a person over the age of one year;

***Definition of Pleasure Vessel as amended by SD 396/03 MS (Pleasure Vessel) Regulations 2003***

***“Pleasure Vessel” means any vessel which at the time it is being used:***

***(a) is wholly owned by an individual or individuals, and is used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or***

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<sup>c</sup>1979 c. 11

*(b) is owned by a body corporate, and is carrying only such persons as are the employees or officers of the body corporate, or their immediate family or friends; and*

*(c) is on a voyage or excursion which is one for which the owner does not receive money or money's worth for or in connection with the operation of the vessel or the carrying of any person other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion, and no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the owner; or*

*(d) is owned by a body corporate but pursuant to a long term lease agreement, is used only for the sport or pleasure of the lessee, and the immediate friends or family of the lessee, if an individual, or the employees or officers and their immediate friends and family, if a corporate lessee.*

*Such lease agreement must specify that:*

*(i) the vessel may only be used for private purposes and must not be used for commercial purposes;*

*(ii) the vessel must not be sub-leased or chartered, and*

*(iii) no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the lessee.*

*(e) is wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure, and at the time it is being used, is used only for the sport or pleasure of members of that club or their immediate family, and any charges levied in respect of that use are paid into club funds and applied for the general use of the club, and no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the club.*

*“readily transferred for launching on either side”* in relation to an inflatable liferaft means able to be transferred from the stowed position on one side to a launching position on the other side of the ship at a single open deck level in less than five minutes when carried by two persons in the case of a liferaft of capacity from two to 15 persons and when carried by four persons in the case of a liferaft of more than 15 persons capacity;

*“retro reflective material”* means a material which reflects in the opposite direction a beam of light falling on it and which complies with the Technical Specifications for Retro Reflective Material for use on Life-saving Appliances adopted by the Organization;

*“rescue boat”* means a boat designed to rescue persons from the water and to marshal liferafts and designed and constructed to comply with the requirements of Chapter V of the Code;

“*rocket parachute flare*” means a pyrotechnic signal which complies with the requirements of Chapter III paragraph 3.1, of the Code;

“*Ro-Ro cargo spaces*” means spaces in the ship not normally subdivided in any way and extending for either the entire length of the ship or for a substantial part of the length and in which goods (packaged, or in bulk, in or on rail or road vehicles, vehicles (including road or rail tankers), trailers, containers, pallets, demountable tanks, or in or on similar units or receptacles) can be loaded and unloaded normally in a horizontal direction;

“*Ro-Ro passenger ship*” means a passenger ship which has Ro-Ro cargo spaces or special category spaces;

“*SART*” means a radar search and rescue transponder for use in a ship or survival craft, the emissions from which are intended to facilitate location of survivors and survival craft and which complies with the performance standards adopted by the Organization;

“*satellite EPIRB*” means an emergency position indicating radio beacon, being an earth station in the mobile satellite service, the emissions from which are intended to facilitate search and rescue operations and which complies with the performance standards adopted by the Organization and which is capable of:-

- (a) float free launching,
- (b) automatic activation when launched,
- (c) manual activation, and
- (d) carriage by one person;

“*self activating smoke signal*” means a signal which complies with the requirements of Chapter II paragraph 2.1.3 of the Code;

“*self igniting light*” means a light which complies with the requirements of Chapter II, paragraph 2.1.2 of the Code;

“*service space*” includes galleys, pantries containing cooking appliances, lockers and storerooms, paint rooms, baggage rooms, workshops (other than those forming part of machinery spaces), mail rooms and similar spaces and includes the trunks to such spaces;

“*ship’s end liferaft*” means an additional liferaft or liferafts complying with the requirements in Chapter IV of the Code carried as far forward or aft as

practicable whenever the distance horizontally from the nearest end of the survival craft to the ship's stem or stern exceeds 100 metres;

*"ships constructed"* means ships the keels of which are laid or which are at a similar stage of construction;

*"short international voyage"* means an international voyage:-

- (a) in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety; and
- (b) which does not exceed 600 miles in distance between the last port of call in the country in which the voyage begins and the final port of destination,

Provided that in determining if a voyage is a short international voyage no account shall be taken of any deviation by a ship from the intended voyage solely due to the stress of weather or any other circumstance that neither the master or the operator of the ship could reasonably have prevented or foreseen;

*"similar stage of construction"* means a stage of construction at which:-

- (a) construction identifiable with the ship has begun; and
- (b) assembly of the ship has commenced comprising at least 50 tonnes or one percent of the estimated mass of all structural material whichever is the less;

***"SOLAS Convention" means the International Convention for the Safety of Life at Sea 1974, as amended by the 1988 Protocol;***

***"SOLAS Chapter III" means Chapter III of the SOLAS Convention including all amendments made to that Chapter up to and including those adopted by IMO Resolution MSC.350(92) on 21 June 2013 which came in to force on 1 January 2015;***

***"SOLAS Chapter X" means Chapter X of the SOLAS Convention including all amendments made to that Chapter up to and including those adopted by IMO Resolution MSC.352(92) on 21 June 2013 which came in to force on 1 January 2015;***

*"special category spaces"* means spaces in a ship which are enclosed spaces above or below the bulkhead deck and intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion and into and from which such vehicles can be driven and to which passengers have access;

*"survival craft"* means a craft capable of sustaining the lives of persons in distress from the time of abandoning the ship;

“*tanker*” means a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of a flammable nature and also includes a chemical tanker or a gas carrier;

“*territorial waters of the Island*” means —

- (a) *the territorial sea adjacent to the Island; and*
- (b) *any waters within the area that extend landward from the baselines from which the breadth of the territorial sea is measured as far as the mean high water mark of ordinary spring tides.*

“*thermal protective aid*” means a bag or suit which complies with the requirements of Chapter II paragraph 2.5 of the Code;

“*tons*” or “*gt*” in relation to any ship means the gross tonnage indicated in the ship’s *International Tonnage Certificate*;

“*two-way VHF radiotelephone set*” means a portable Very High Frequency radiotelephone apparatus (or a fixed apparatus fitted in a survival craft) for communication between survival craft, between survival craft and a ship and between a ship and a rescue boat and which complies with the performance standards adopted by the Organization by Resolution A.762(18) or any resolution amending or replacing it;

“*weather deck*” means a deck which is completely exposed to the weather from above and from at least two sides.

(2) In these regulations a reference to a ship constructed on or after a specific date is a reference to a ship the keel of which is laid or which is at a similar stage of construction on or after that date, or if a ship is not a passenger ship and is converted to a passenger ship it shall be treated as a ship constructed on the date on which such a conversion commences.

(3) Any reference in these regulations to:-

- (a) the Code for the Construction and Equipment of ships carrying Dangerous Chemicals in Bulk;
- (b) the International Code for the Construction and equipment of Ships Carrying Dangerous Chemicals in Bulk;
- (c) the Code for the Construction and Equipment of ships Carrying Liquefied Gases in Bulk;
- (d) the International Code for the Construction and equipment of ships carrying Liquefied Gases in Bulk;
- (e) the International Life Saving Appliance Code; and

(f) any other specified Code or Guideline,  
shall include a reference to any document amending that publication from time to time.

### **Application.**

- 3 (1) *These Regulations apply to a —*
- (a) *Manx ship which is a cargo ship of less than 500gt wherever it may be; and*
  - (b) *foreign ship which is a cargo ship of less than 500gt whilst it is within the territorial waters of the Island.*
- (2) *To avoid doubt, these Regulations do not apply to a —*
- (a) *passenger ship;*
  - (b) *high-speed craft;*
  - (c) *MODU;*
  - (d) *pleasure vessel;*
  - (e) *fishing vessel;*
  - (f) *ship of war or troopship;*
  - (g) *ship not propelled by mechanical means; and*
  - (h) *wooden ship of primitive build.*

### **Revocation**

4. The public documents specified in Schedule 10 are revoked to the extent specified in the third column of that schedule.

## **Part 2**

### **General requirements for Lifesaving Appliances**

#### **General Requirements for Lifesaving Appliances.**

5. All lifesaving appliances provided in a ship in compliance with these regulations shall:-

- (a) be constructed with proper workmanship and materials;
- (b) not be damaged in stowage throughout the air temperature range -30 degrees C to +65 degrees C;
- (c) if they are likely to be immersed in sea water during their use, operate satisfactorily throughout the sea water temperature range of -1 degree C to +30 degrees C;

- (d) where applicable, be rot proof, corrosion resistant, and not adversely affected by seawater, oil, or fungal attack;
- (e) be resistant to deterioration by sunlight whenever the appliance is likely to be stowed exposed to sunlight;
- (f) be of a highly visible colour whenever this will assist detection;
- (g) be fitted with retro-reflective material in accordance with the recommendations of the Organization adopted by Resolution A.658(16).
- (h) if they are to be used in a seaway, be capable of satisfactory operation in such an environment;
- (i) be clearly marked with approval information including the identity of the Administration responsible for the approval;
- (j) be clearly marked with any operational restrictions;
- (k) where applicable be provided with electrical short-circuit protection to prevent damage or injury; and
- (l) in the case of equipment which is subject to deterioration with age, be clearly marked with a means for determining the date by which the equipment must be renewed or serviced provided that batteries not marked with a date may be used if replaced annually or, in the case of secondary batteries or accumulators, the condition of the electrolyte is readily determined.

**Operational readiness, maintenance and inspection.**

6. (1) Before sailing and at all times during the voyage, all lifesaving appliances required by these regulations shall be in working order and ready for immediate use.

(2) Instructions for on-board maintenance of life saving appliances shall be provided in every ship constructed after 1<sup>st</sup> July 1986 and maintenance shall be carried out in accordance with those instructions provided that in ships with a planned maintenance programme which includes all the requirements of instructions for on-board maintenance, separate instructions need not be carried and maintenance shall be carried out in accordance with the planned maintenance programme.

(3) Ships constructed before 1<sup>st</sup> July 1986 shall comply as nearly as practicable with the requirements of paragraph (2).

(4) Falls used in launching any survival craft shall be turned end for end at intervals not exceeding 30 months and shall be renewed whenever necessary due to deterioration or at the end of 5 years whichever shall occur first, provided that in systems which have a continuous fall arrangement the fall need not be turned end for end but shall wherever practicable be adjusted at intervals not exceeding 24 months in



such a manner that any part of the fall in contact with a sheave when the survival craft is in the stowed position is no longer in contact after adjustment and the falls shall be renewed whenever necessary due to deterioration or after 4 years whichever shall occur first.

(5) Notwithstanding paragraph (4) falls which are made from stainless steel of suitable quality need not be renewed within the lifetime recommended by the manufacturer or supplier provided that at each servicing and at each thorough examination in accordance with Regulation 9(1) there are no signs of deterioration, mechanical damage, or other defect. Such falls should wherever practicable be adjusted at intervals not exceeding 30 months in such a manner that any part of the fall in contact with a sheave when the survival craft is in the stowed position is no longer in contact after adjustment.

(6) Sufficient spares and necessary repair equipment shall be carried for all lifesaving appliances such that components subject to wear, degradation, or use may be replaced or repaired as necessary during the voyage.

## **Inspection**

7. (1) Weekly inspections and tests shall be carried out which shall cover not less than:-

- (a) a visual inspection to ensure that all survival craft, rescue boats, and launching appliances are ready for use;
- (b) operation of the engines in all lifeboats and rescue boats for a period of not less than 3 minutes during which time it shall be established that the gear box if fitted and the propulsion system are operating satisfactorily, provided that in the case of any engine the construction or special characteristics of which do not permit running out of water for 3 minutes, the engine shall be started and run for such period of time as is acceptable according to the manufacturers instructions; and
- (c) the operation of the general alarm.

(2) Monthly inspections shall be carried out in accordance with the checklist included within the instructions for on-board maintenance or the ship's planned maintenance programme and such inspections shall be recorded.

(3) Every inflatable liferaft, lifejacket, marine evacuation system and every non-disposable hydrostatic release unit shall be serviced at an approved service station which is competent to undertake the service work, maintains proper servicing facilities, and is staffed by properly trained personnel. The servicing shall take place at intervals not exceeding 12 months provided that when it is impractical for inflatable

lifejackets to be serviced at an approved service station as a consequence of the vessel's location the Department may approve, on such conditions as it sees fit, arrangements for on-board servicing by a responsible member of the ship's crew who has been trained in the servicing procedures and provided with the necessary instructions, tools and spare parts. Such a responsible member of the ship's crew may undertake the servicing of inflatable lifejackets on board subject to those lifejackets being serviced at an approved service station at intervals not exceeding 24 months.

(4) Inflatable rescue boats may be serviced on board in accordance with the manufacturer's instructions and the instructions for on-board maintenance where those instructions permit on board servicing. Repairs where necessary may be carried out on board in accordance with the manufacturer's instructions provided that any permanent repairs shall be carried out at an approved service station.

### **Deployment of Marine Evacuation Systems.**

8. In every ship equipped with a marine evacuation system, in addition to the servicing and inspection required by Regulation 7, at least one marine evacuation system shall be deployed from the ship at intervals not exceeding 2 years and each marine evacuation system shall be deployed from the ship at intervals not exceeding 6 years and where there is more than one such system, they shall be deployed in rotation such that every unit is deployed from the ship at intervals not exceeding 6 years.

### **Periodic Servicing and testing of survival craft launching and release arrangements.**

9. (1) Every launching appliance shall:-

- (a) be serviced at recommended intervals in accordance with the instructions for on-board maintenance or the planned maintenance programmes as appropriate;
- (b) be subjected to a thorough examination at intervals not exceeding 5 years; and
- (c) on the completion of every thorough examination required by sub-paragraph (b), be subjected to a dynamic test of the winch brake at a proof load of 110% of the maximum working load at the maximum lowering speed and on completion of the dynamic test be further examined to ensure that the appliance is undamaged and available for service.

(2) Every lifeboat on-load release gear shall:-

- (a) be serviced at recommended intervals in accordance with the instructions for on-board maintenance or the planned

maintenance programmes as appropriate;

- (b) be subjected to a thorough examination and test during each Cargo Ship Safety Equipment renewal survey or Passenger Ship Safety Certificate renewal survey as appropriate by a properly trained person familiar with the system;
- (c) be overhauled at intervals not exceeding 5 years by a properly trained person familiar with the system; and
- (d) be operationally tested to a load of 110% of the operational weight of the survival craft on each occasion that the release gear is overhauled.

### **Stowage of Survival Craft**

10. (1) All containers, brackets, racks and other similar stowage locations for lifesaving equipment shall be marked utilising symbols in accordance with the recommendations of the Organization adopted by Resolution A.760(18) to indicate the devices stowed in that location and if more than one of any type of device is stowed in that location the number of devices stowed shall be indicated.

(2) Ships constructed before 1<sup>st</sup> July 1986 shall, in addition to the requirements of paragraph (1) comply with the stowage requirements specified in the Merchant Shipping (Life-Saving Appliances)(Ships Built before 1<sup>st</sup> July 1986) Regulations 1991<sup>d</sup>. Ships built on or after 1<sup>st</sup> July 1986 shall comply with the requirements of this regulation.

(3) In the case of passenger ships the stowage height of survival craft shall be such as to take into account the requirements for escape arrangements, the size of the ship, and the likely weather conditions in the ship's intended area of operation and in any case, for davit launched survival craft, the height of the davit head when the survival craft is in the embarkation position shall, so far as is practicable, not exceed 15 metres above the waterline when the ship is in the lightest seagoing condition.

- (4) Every survival craft shall be stowed such that:-
  - (a) neither the survival craft or its stowage arrangements shall interfere with the operation of any other survival craft or rescue boat at any other launching station;
  - (b) it is as near to the water surface as is safe and practicable, and in the case of a survival craft other than a liferaft intended for throw

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<sup>d</sup> Government Circular 273/91

overboard launching, in such a position that the survival craft in its embarkation position is not less than 2m above the waterline with the ship in the fully loaded condition and with an adverse trim of 10 degrees and an adverse list of 20 degrees, or the angle of deck edge immersion whichever is less;

- (c) it is in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in a period not exceeding 5 minutes;
  - (d) it is fully equipped; and
  - (e) it is, as far as practicable, in a secure and sheltered position and protected from damage arising from fire and explosion. In the case of ships which are tankers survival craft other than a ship's end liferaft shall not be stowed on or above a cargo tank, slop tank, or any other tank containing explosive or hazardous cargo or vapour.
- (5) Lifeboats, other than free-fall lifeboats, shall be stowed:-
- (a) as far forward of the ship's propeller as practicable;
  - (b) on cargo ships of 80m and more in length but less than 120m in length so that the after end of the lifeboat is not less than the length of the lifeboat forward of the ship's propeller;
  - (c) on cargo ships of 120m and over in length and on passenger ships of more than 80m in length, so that the after end of the lifeboat is not less than 1.5 times the length of the lifeboat forward of the ship's propeller;
  - (d) so far as possible in a location where the lifeboats are protected from damage from heavy seas;
  - (e) attached to their launching appliances; and
  - (f) with forward painters permanently attached to the ship in readiness for launching.
- (6) Every liferaft other than a ship's end liferaft shall be stowed:-
- (a) with a float free arrangement;
  - (b) so as to be readily transferable for launching on either side of the ship unless liferafts of the aggregate capacity required by these

regulations to be capable of being launched on either side are stowed on each side of the ship; and

- (c) in such a manner as to permit manual release of each liferaft from the securing arrangements whether the liferaft is stowed singly or as one of a group.

(7) Every davit launched liferaft shall be stowed within reach of the lifting hook of its associated davit so that the raft can be secured directly to the lifting hook and lifted to the embarkation position from its stowed position, provided that groups of davit launched rafts may be attached to transfer mechanisms beyond immediate reach of the lifting hook if those mechanisms are capable of operating :-

- (a) under unfavourable conditions of trim of 10 degrees;
- (b) listed up to 20 degrees either way or to the angle of deck edge immersion whichever is less;
- (c) without power assistance of any kind; and
- (d) with the ship moving in a seaway.

(8) Inflated boats shall be stowed:-

- (a) in a state of continuous readiness for launching in the shortest possible time;
- (b) in a position suitable for launching and recovery; and
- (c) such that neither the inflated boat or its stowage arrangements will interfere with the operation of any survival craft at any other launching station.

### **Stowage of Rescue Boats**

11. Every rescue boat shall be stowed:-

- (a) in a state of continuous readiness such that it can be launched in not more than 5 minutes;
- (b) in a position providing the most favourable conditions for launching and recovery;
- (c) in a position such that neither the rescue boat or its stowage arrangements can interfere with the operation of any survival craft at any other launching station; and

- (d) if it is also a lifeboat, in compliance with Regulation 10.

### **Stowage of Marine Evacuation Systems.**

12. Every marine evacuation system shall be stowed and fitted in such a manner that:-

- (a) there are no openings in the ship's side between the embarkation station for the evacuation system and the ship's waterline in the lightest seagoing condition in the area where the system is deployed;
- (b) means are provided to minimise the number of projections on the ship's side in way of the system and the system is protected from any projections that are unavoidable;
- (c) the position of the evacuation system is so far as practicable at a position where the ship's side is flat and straight and away from steeply overhanging parts of the hull;
- (d) the position of the evacuation system is sufficiently far from the ship's propeller as to permit safe usage;
- (e) neither the embarkation position, the transfer arrangements, the platform, the stowage, or the operational arrangements interfere with the operation of any other life saving appliance or any other launching station; and
- (f) so far as practicable the system in its stowed position is protected from damage by heavy seas.

### **Stowage of lifebuoys.**

13. (1) Lifebuoys shall be distributed so as to be readily available on both sides of the ship and as far as practicable on each open deck extending to the ship's side with at least one lifebuoy placed in the vicinity of the stern.

(2) Lifebuoys shall not be permanently secured in their stowage in any way and shall be stowed in such a manner as to allow their rapid deployment at any time

### **Stowage of lifejackets.**

14. (1) Lifejackets shall be stowed so as to be readily accessible and their position shall be indicated by signs in accordance with the recommendations of the Organization adopted by Resolution A.760(18) and in any ship where the

arrangements are such that lifejackets stowed in remote positions may become inaccessible, the number of lifejackets carried shall be increased.

(2) Additional lifejackets carried for use by persons on watch should be stowed on the navigating bridge and in the engine control room and in any other manned control station.

(3) Where lifejackets for passengers in passenger ships are stowed in staterooms which are located remotely from direct routes between public spaces and assembly stations any additional lifejackets provided in accordance with paragraph (1) shall be stowed either in the public spaces, the assembly stations or in the direct routes between them in such a way that their distribution and donning does not impede orderly movement to the assembly stations and embarkation stations.

#### **Stowage of Pyrotechnics and line throwing apparatus.**

15. (1) Rocket parachute flares provided for use on board the ship other than those forming part of the equipment of survival craft shall be stowed in or immediately adjacent to the navigating bridge.

(2) Line throwing apparatus shall be stowed in or immediately adjacent to the navigating bridge and apparatus which is of a type which includes a pistol, line and individual rockets shall be kept with all its component parts in a container which provides protection to the apparatus.

#### **Survival Craft launching and Recovery Arrangements.**

16. (1) With the exception of paragraph (4) which applies to all Manx ships whenever constructed the requirements of this regulation apply to ships constructed on or after 1<sup>st</sup> July 1998. Except as otherwise provided ships constructed before 1<sup>st</sup> July 1986 shall comply with the requirements for survival craft launching and recovery arrangements in the Merchant Shipping (Life-Saving Appliances)(Ships Built before 1<sup>st</sup> July 1986) Regulations 1991. Ships constructed on or after 1<sup>st</sup> July 1986 and before 1<sup>st</sup> July 1998 which have existing arrangements which comply substantially with the requirements of this regulation shall not be required to renew their survival craft launching and recovery arrangements.

(2) Except as provided otherwise launching and embarkation appliances complying with Chapter VI of the Code shall be provided for every survival craft except those which are:-

- (a) boarded from a position on deck which is less than 4.5m above the waterline in the lightest seagoing condition and which have a mass of not more than 185 kg;

- (b) boarded from a position on deck which is less than 4.5m above the waterline in the lightest seagoing condition and which are stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10 degrees and a list of up to 20 degrees to either side;
- (c) carried in excess of survival craft for 200% of the total number of persons carried in the ship and which have a mass of not more than 185 kg;
- (d) carried in excess of survival craft for 200% of the total number of persons carried in the ship and which are stowed for launching directly from the stowed position under unfavourable conditions of trim of up to 10 degrees and a list of up to 20 degrees to either side; or
- (e) provided for use in conjunction with a marine evacuation system and stowed for launching directly from the stowed position under unfavourable conditions of trim up to 10 degrees and list of up to 20 degrees to either side.

(3) Every lifeboat shall be provided with an appliance which is capable of launching and recovering the lifeboat and in addition there shall be provided for every lifeboat with on-load release gear a means of hanging-off the lifeboat so that the release gear may be overhauled and maintained in safety.

(4) Every lifeboat which is also a rescue boat and, in ships which are not provided with a rescue boat, one of the lifeboats, shall be provided with arrangements for the safe recovery of the lifeboat or rescue boat in adverse sea conditions. Such means shall comprise recovery strops of suitable length and of a construction and type that may be temporarily attached between the lower fall block and the boat without danger to the occupants from the lower fall blocks and hanging off pennants attached to the davit arms to permit transfer of the boat from the recovery strops to the normal falls once the boat is clear of the water or an equivalent arrangement acceptable to the Department. Existing ships which are not fitted at the date of these Regulations with arrangements for the safe recovery of the lifeboat or rescue boat in adverse sea conditions shall have such arrangements fitted by 30<sup>th</sup> June 2000.

(5) Only one type of release mechanism shall be used for similar survival craft carried on board a ship.

(6) The arrangement of launch and recovery equipment on board the ship for any survival craft shall be such that:-



- (a) a person operating the equipment on board the ship is able to clearly observe the survival craft during all stages of the launch or recovery;
- (b) preparation and handling of survival craft at any one launching station shall not interfere with the preparation and handling of any other survival craft or rescue boat at any other station;
- (c) any falls are sufficiently long for the survival craft to reach the water with the ship at its lightest seagoing condition and under unfavourable conditions of trim of up to 10 degrees and listed up to 20 degrees to either side;
- (d) there is adequate illumination of the survival craft, its launching appliances and the water area into which it is to be launched provided by lighting which is supplied from both the ship's main and emergency sources of power;
- (e) there is a means provided to prevent or stop any discharge of water from any ship's system onto any survival craft during launch or recovery and if the means is a stop control for pumps or valves the operating position for the stop control shall be immediately adjacent to the launching station and shall be clearly labelled;
- (f) when a ship is fitted with stabiliser wings located in such a position that there is a danger of any survival craft being damaged by them a means is provided which shall be powered by the ship's emergency power supplies to retract the wings and indicators powered by the emergency power supplies shall be provided at the ship's navigating bridge to show the position of the wings;
- (g) launching stations are positioned so far as practicable in such a way that survival craft, except free-fall lifeboats, are launched down the straight side of the ship and clear of steeply overhanging parts of the hull and propellers and in all cases they shall be positioned aft of the collision bulkhead and if positioned forward shall be in a position sheltered from heavy seas; and
- (h) means are provided, wherever necessary, to bring any davit launched survival craft against the ship's side and to hold the craft against the ship's side during the time when persons are being embarked.

(7) In every passenger ship survival craft required to provide for the abandonment of the ship by the total number of persons on board shall be capable of being launched with their full complement of persons and equipment within a period of 30 minutes from the time that the abandon ship signal is given.

(8) In every cargo ship, all survival craft with the exception of craft referred to in paragraph 2(a), required to provide for the abandonment of the ship by the total number of persons on board shall be capable of being launched with the full complement of persons and equipment within a period of 10 minutes from the time the abandon ship signal is given and in cargo ships of 20,000 tons and over, lifeboats shall be capable of being launched, where necessary using painters, with the ship making headway at a speed of up to 5 knots in calm water.

(9) In any case where partially enclosed lifeboats are carried, a davit span wire shall be provided between the heads of the davit arms and fitted with not less than two lifelines of sufficient length to reach the water with the ship in its lightest seagoing condition under unfavourable conditions of trim of up to 10 degrees and list of up to 20 degrees.

#### **Rescue boat launching and recovery arrangements.**

17. In addition to the requirements of regulation 16 the launching, embarkation and recovery arrangements for any rescue boat shall be such that:-

- (a) the rescue boat can be boarded and launched in the shortest possible time;
- (b) the rescue boat is capable of being launched, using painters where necessary, with the ship making way ahead at a speed of 5 knots in calm water;
- (c) the recovery time for the rescue boat shall be not more than 5 minutes in moderate sea conditions and when loaded with its full complement of persons and equipment and if the rescue boat is also a lifeboat when loaded with its equipment as a lifeboat and a complement of six persons; and
- (d) arrangements allow the safe and efficient handling of a stretcher.

#### **Operating Instructions**

18. In every ship posters or signs shall be provided in the vicinity of every survival craft and its launching control and the posters or signs shall:-

- (a) illustrate the purpose of all necessary controls and the procedures for operating the appliance;
- (b) provide instructions for operation and any relevant warnings;

- (c) be easily seen under emergency lighting conditions; and
- (d) make use of symbols in accordance with the recommendations of the Organization adopted in Resolution A.760(18).

### **Survival Craft Assembly and Embarkation Arrangements.**

19. (1) Lifeboats and liferafts, except ship's end liferafts, shall be stowed as close to accommodation and service spaces as possible.

(2) Assembly stations shall be provided close to survival craft embarkation stations and each assembly station shall have sufficient clear deck space to accommodate all those persons assigned to assemble at that station but in no case less than 0.35m<sup>2</sup> per person. Assembly stations in passenger ships shall be in the vicinity of embarkation stations and permit ready access for passengers from assembly stations to embarkation stations.

(3) Assembly and embarkation stations shall be:-

- (a) readily accessible from accommodation and work areas;
- (b) adequately illuminated by lighting supplied from both the ship's main and emergency source of power; and
- (c) if labelled as "muster stations" in a passenger ship constructed before 1<sup>st</sup> July 1998 be re-designated as assembly stations and labelled accordingly no later than the first periodical survey after 1<sup>st</sup> July 1998

(4) Alleyways, stairways and exits giving access to assembly stations and embarkation stations shall be illuminated by lighting supplied from both the ship's main and emergency source of power.

(5) In passenger ships the routes to assembly stations shall be indicated by the assembly station symbol intended for that purpose in accordance with the recommendations of the Organization adopted in resolutions A.760(18) and A.752(18).

(6) Every davit launched and free-fall lifeboat assembly station and embarkation station shall be arranged in such a manner as to permit the ready placement of stretchers containing injured persons in survival craft.

(7) An embarkation ladder in a single length sufficiently long to reach from the deck to the ship's waterline at the lightest seagoing condition under unfavourable conditions of trim up to 10 degrees and a list of 20 degrees to either side shall be provided at each embarkation station for a survival craft that is launched down the ship's side other than a ship's end liferaft provided that an approved device which permits persons to board the survival craft from the embarkation station with the craft waterborne and which is acceptable to the Department may be provided in lieu of an embarkation ladder so long as there is not less than one embarkation ladder on each side of the ship.

(8) Every ship's end liferaft shall be provided with a suitable means for persons using it to descend from the ship's deck to the water in a safe and controlled manner from the area where the raft is stowed.

### **Muster lists and emergency instructions**

20. (1) Clear instructions to be followed in the event of an emergency shall be provided for every person on board and in the case of passenger ships the instructions shall be drawn up in English and additionally in any other language that may be spoken by a majority of the passengers.

(2) Muster lists and emergency instructions shall be exhibited in conspicuous places throughout the ship and in particular copies shall be positioned:-

- (a) in the navigation bridge;
- (b) the engine room, or the engine control room if provided; and
- (c) on each accommodation deck

(3) Illustrations and instructions for the information of passengers shall be posted in all passenger cabins in passenger ships and shall be displayed at assembly stations and in passenger public spaces to inform passengers of:-

- (a) their assembly station;
- (b) the essential actions they must take in an emergency; and
- (c) the method of donning their lifejackets.

21. The muster list in every ship shall be prepared before the ship proceeds to sea and be revised or prepared anew at any time that a change in the crew necessitates such a revision or renewal, and in passenger ships the muster list shall be approved by the Department. Every muster list shall specify:-

- (a) details of the general alarm signal and the public address system if fitted and the action to be taken by crew and passengers when the alarm is sounded;
- (b) the means by which the abandon ship order will be given;
- (c) in passenger ships, the procedures for locating and rescuing passengers trapped in their cabins or staterooms;
- (d) the duties assigned to different members of the crew including:-
  - (i) the closing of watertight doors, fire doors, valves, scuppers, sidescuttles, skylights, portholes, and other similar openings;
  - (ii) the equipping of survival craft and preparation of other life saving appliances;
  - (iii) the preparation and launching of survival craft;
  - (iv) the muster of passengers;
  - (v) the use of communication equipment;
  - (vi) the manning of fire parties and emergency parties to deal with fires and other emergencies; and
  - (vii) any special duties assigned in respect of the use and control of fire fighting equipment, installations and other emergency control equipment.
- (e) the identity of officers assigned to ensure that life-saving and fire appliances are maintained in good condition and ready for immediate use; and
- (f) the nominated crew members assigned as substitutes for key crew members who may become disabled;

22. (1) In every passenger ship there shall be procedures in place for locating and rescuing passengers who may be trapped in their cabins or staterooms.

(2) In addition to the items in regulation 21 the muster list in every passenger ship shall show the duties assigned to members of the crew in relation to passengers in any emergency situation including:-

- (a) warning passengers and providing information;
- (b) seeing that passengers are suitably clad and have correctly donned their lifejackets;

- (c) assembling passengers at their assembly stations;
- (d) keeping order in passageways and stairwells and controlling the movement of passengers; and
- (e) ensuring that a supply of blankets, if appropriate, is taken to survival craft.

**Training manuals and on-board training aids.**

23. (1) In every ship a training manual shall be provided either in each crew messroom and recreation room or in each cabin.

(2) A training manual shall contain instructions and information in easily understood terms, illustrated wherever possible, about the ship's life-saving appliances and on the best methods to adopt for survival. Any part of the training manual may be in the form of audio visual aids and the training manual shall explain in detail:-

- (a) the method of donning lifejackets, immersion suits and anti-exposure suits as appropriate and as applicable to the equipment carried in the ship;
- (b) the ship's arrangements for assembly stations and mustering;
- (c) the procedures for boarding, launching and clearing survival craft and rescue boats;
- (d) where appropriate the deployment and use of marine evacuation systems;
- (e) the method of launching from within survival craft where appropriate;
- (f) the methods of release of survival craft from their launching appliances;
- (g) where appropriate the methods applicable and the use of devices designed to provide protection in launching areas;
- (h) the operation of illumination in launching areas;
- (i) the use of all survival equipment and detection equipment;

- (j) the use of radio life-saving appliances including illustrations;
- (k) the use of drogues;
- (l) the use of engines and accessories;
- (m) the recovery of survival craft and rescue boats including their stowage and securing;
- (n) the hazards of exposure and the need for warm clothing;
- (o) the best use of survival craft facilities to optimise the chances for survival;
- (p) methods of retrieval including the use of helicopter rescue gear (slings, baskets, and stretchers), breeches buoy and shore life-saving apparatus, and the ship's line throwing apparatus;
- (q) all other functions contained in the muster list and emergency instructions; and
- (r) instructions for the emergency repair of life-saving appliances.

(3) In any ship fitted with a marine evacuation system there shall be provided on board training aids in the use of the system in addition to the training manual.

### **Manning and supervision of survival craft**

24. (1) There shall be a deck officer or a certificated person in charge of each survival craft to be used and in the case of lifeboats a second in command shall also be nominated.

(2) The Department may permit persons practised in the handling and operation of liferafts to be placed in charge of liferafts in lieu of a deck officer or certificated person under such conditions and in such circumstances as it considers appropriate.

(3) The person in command of any survival craft and in lifeboats the second in command shall be provided with a list of the survival craft crew and shall ensure that the crew for the survival craft are acquainted with their duties.

(4) Every motorised survival craft shall be assigned a person who is capable of operating the engine and carrying out minor adjustments.

(5) The muster list shall ensure an equitable distribution of the persons referred to in paragraphs (1), (2), (3), and (4) between all the ship's survival craft to be used.

(6) *In this regulation –*

*“certificated person” means a member of the crew who holds a certificate of proficiency in survival craft and rescue boats (other than fast rescue boats) issued in accordance with the STCW regulation VI/2.1; and*

*“STCW” has the meaning given by regulation 4 of the Merchant Shipping (Manning and STCW) Regulations 2014 (SD2014/0238).*

### **Radio lifesaving appliances.**

25. (1) In every passenger ship and in every cargo ship of more than 500 tons there shall be provided not less than three two way radiotelephone apparatus.

(2) In every cargo ship of 300 tons or more but less than 500 tons there shall be provided not less than two two way radiotelephone apparatus.

***(2A) The radiotelephone apparatus in paragraphs (1) and (2) must conform to the performance standards specified in SOLAS Chapter III, Regulation 6.2.1.1.***

(3) The two way radiotelephone apparatus provided in accordance with this regulation and which are not stowed in survival craft shall be kept in a suitable place ready to be taken into any survival craft in case of an emergency and in ships where there is a substantial fore and aft separation between superstructures or deck houses, all of the two way radiotelephone apparatus shall not be stowed in any one deckhouse or superstructure.

26. (1) At least one SART shall be carried on each side of every passenger ship and of every cargo ship of 500 tons or more, and at least one SART shall be carried on cargo ships of 300 tons or more but less than 500 tons.

***(1A) The SART in paragraph (1) must conform to the performance standards specified in SOLAS Chapter III, Regulation 6.2.2.***

(2) SARTS shall be stowed either:-

(a) in such locations that they can be rapidly placed in any survival craft, other than a ship's end liferaft; or

(b) one SART shall be stowed in each survival craft, other than a ship's end liferaft.

(3) Notwithstanding paragraph (1), in any ship equipped with a free-fall lifeboat and which carries two SARTS, one of those SARTS shall be stowed in the free-fall lifeboat and the other shall be located in the immediate vicinity of the navigation bridge and available for use on board or transfer to any survival craft and



in any ship equipped with more than one free-fall lifeboat there shall be provided one SART stowed in each free-fall lifeboat and one additional SART in the vicinity of the navigating bridge.

### **On-board communication and alarm systems.**

27. Emergency means of communication which may be by fixed equipment or by portable equipment shall be provided to ensure effective two way communications between emergency control stations, assembly and embarkation stations, and other strategic positions on board.

28. (1) A general alarm system which complies with the requirements of Chapter VII paragraph 7.2 of the Code shall be provided in every ship and shall be used for summoning passengers and crews to their assembly stations and initiating the actions required in the muster list and emergency instructions provided that in ships constructed before 1<sup>st</sup> July 1998 and in which there is an existing general alarm system which complies substantially with the requirements of Chapter VII paragraph 7.2 of the Code the system need not be changed.

(2) The general alarm system shall be operable from the navigating bridge in accordance with Chapter VII paragraph 7.2 of the Code and additionally from at least one other location and shall be operable in any case from any engine room control room, any cargo control room and any fire control station which contains controls for ventilation, fixed fire extinguishing systems and fire pumps. The ship's whistle in conjunction with the alarm bells or klaxons shall be controlled only from the control on the navigating bridge.

(3) Arrangements shall be made to ensure that entertainment sound systems are automatically turned off whenever the general alarm system is activated.

(4) The general alarm system shall be supplemented by either a public address system or other suitable means of communication and if a public address system is used in a ship constructed after 1<sup>st</sup> July 1998 it shall comply with the requirements of Chapter VII, paragraph 7.2.2 of the Code.

(5) In any ship fitted with a marine evacuation system arrangements shall be in place to ensure effective communication between the embarkation station and the platform from where survival craft are boarded or the survival craft as appropriate.

### **Public Address Systems in Passenger Ships**

29. (1) Every passenger ship shall be fitted with a public address system which shall:-

- (a) be clearly audible above the ambient noise in all spaces where crew members or passengers or both are normally present and

in assembly stations;

- (b) allow for broadcasts from the navigating bridge and from such other control stations as the Department may require;
- (c) be protected against unauthorised use;
- (d) require no action from persons in any space for it to be heard and arranged so that all emergency messages are broadcast and heard regardless of whether or not loudspeakers in any space are turned off or adjusted for low volume or the public address system is in use for any other purpose; and
- (e) be connected to the emergency source of power.

(2) In passenger ships constructed on or after 1<sup>st</sup> July 1998 the public address system shall be approved and shall comply fully with the requirements of Chapter VII paragraph 7.2.2 of the Code and shall have:-

- (a) at least two loops which shall be sufficiently separated throughout their length; and
- (b) at least two separate and independent amplifiers.

### **Decision support for Masters of Passenger ships**

30. (1) Every passenger ship shall be provided, on the navigating bridge, with a decision support system for emergency management provided that passenger ships constructed before 1<sup>st</sup> July 1997 need not be so provided until the first periodical survey after 1<sup>st</sup> July 1999.

(2) The decision support system shall consist at least of a printed emergency plan or plans which identify all foreseeable emergency situations including, but not limited to, the following main groups of emergency situations:-

- (a) fire in any foreseeable area;
- (b) damage to the ship arising through any foreseeable cause;
- (c) pollution;
- (d) unlawful acts threatening the safety of the ship and the security of its passengers and crew whether arising from external sources or on board;

- (e) personnel accidents; and
- (f) the provision of emergency assistance to other ships.

(3) The emergency plan or plans shall incorporate emergency procedures, checklists and other material as necessary which provide decision support to the master for handling effectively any combination of emergency situations.

(4) The emergency plans shall have a uniform structure and be easy to use and where applicable the actual loading condition as calculated for the vessel's voyage stability shall be used for damage control purposes. The plan or plans shall be in a portable format.

(5) In addition to the printed emergency plan or plans the system may be backed up by an electronic system which provides all the information in the plan or plans, procedures and checklists and which is able to present a list of recommended actions in foreseeable emergency situations. Such an electronic means shall not be a substitute for the printed system.

### **Emergency Training and Drills**

31. (1) Every crew member assigned emergency duties shall be familiar with those duties before the voyage begins.

(2) In every passenger ship where passengers are scheduled to be on board for a period of 24 hours or more, a muster of the passengers shall take place within 24 hours of their embarkation on board and passengers shall be instructed in the use of lifejackets and the actions to be taken in the event of any emergency.

(3) In every passenger ship, when new passengers embark, a passenger briefing shall be given immediately before the ship sails and the briefing shall include the instructions required by regulation 21 and be made in the form of an announcement through the ship's public address system or equivalent method likely to be heard by any passengers who have not previously heard it during the voyage in English and, if appropriate in any other languages spoken by the majority of the passengers.

(4) Information cards, posters, and video presentations displayed on ship's video display facilities may be used to supplement the briefing required in paragraph (3) but may not be used to replace the announcement.

(5) The briefing required by paragraph (3) may be included at the same time as the muster required by paragraph (2) when that muster is held immediately on sailing.

32. (1) Every emergency drill shall be conducted, so far as is practicable, as if there were an actual emergency situation.

(2) Emergency drills shall take place within 24 hours of the ship leaving port whenever more than 25% of the crew have not participated in an abandon ship drill or a fire drill in that ship during the previous month.

(3) In the case of a new ship which is to enter service for the first time, a ship which has undergone modifications of a major character, or a ship in which a new crew is engaged, fire drills and abandon ship drills shall be carried out before sailing provided that in ships where the newly engaged crew regularly sail in the same ship as a crew, the drills in paragraph (2) need not be carried out.

(4) In all passenger ships an abandon ship drill and a fire drill shall take place weekly.

(5) Every crew member shall participate in not less than:-

(a) one abandon ship drill every month; and

(b) one fire drill every month.

#### **Abandon Ship drills.**

33. (1) Every abandon ship drill shall include:-

(a) summoning the crew and passengers, if a passenger ship, to their muster positions and assembly stations using the general alarm signal followed by an announcement on the public address system of a drill or other equivalent communication when there is no public address system;

(b) reporting to stations and preparation for the duties assigned as required in the muster list and emergency instructions;

(c) checks that the crew and passengers are suitably dressed;

(d) the lowering of at least one lifeboat once it has been prepared for launching with different lifeboats so far as is practicable being lowered at successive drills;

(e) starting and operating the lifeboat engines;

(f) the operation of liferaft davits if fitted;

- (g) a test of the emergency lighting provided for all areas associated with mustering, assembly, embarkation and abandonment;
- (h) the simulated search for and rescue of passengers who may be trapped in their cabins or staterooms; and
- (i) instruction in the use of radio lifesaving appliance

(2) Each lifeboat shall be launched with its assigned operating crew aboard and manoeuvred in the water on at least one occasion during an abandon ship drill at intervals not exceeding three months provided that:-

- (a) a lifeboat arranged for free-fall launching may be lowered into the water and not free-fall launched where free-fall launching is impractical or hazardous provided that a free-fall launch with the boats operating crew shall take place at intervals not exceeding six months; and

ships operating on short international voyages where the berthing arrangements on each voyage do not permit the launching of lifeboats on one side in port need not launch the boats on that side at three month intervals provided that they are lowered at intervals not exceeding three months and launched at intervals not exceeding 12 months.

(3) Rescue boats other than rescue boats which are also lifeboats shall be launched with their assigned crew aboard and manoeuvred in the water at intervals so far as practicable not exceeding one month but in any case at intervals not exceeding three months.

(4) In any ship fitted with a marine evacuation system abandon ship drills shall include exercising of the procedures required for deployment of the systems up to the point immediately before actual deployment of the systems and shall include instruction using the aids required in regulation 23(3).

(5) Every member of the crew assigned in the muster list and emergency instructions to operate a marine evacuation system shall, so far as practicable, participate in a full deployment of the ship's system or a similar system into the water at intervals not exceeding two years and in any case at intervals not exceeding three years.

### **Fire Drills.**

34. (1) Every fire drill shall be planned in such a way that regular practice is provided in dealing with the various emergencies that might occur in different parts of the ship depending on the type of ship and the cargo.

(2) Every fire drill shall include:-

- (a) reporting to stations and preparing for the emergency duties required by the muster list and emergency instructions;
- (b) operation of a fire pump, and production of at least two jets of water through fire hoses to demonstrate that the system is in proper working order;
- (c) use and examination of fireman's outfits and other personal rescue equipment;
- (d) tests and checks on relevant communication equipment;
- (e) testing and checks on the operation of watertight doors, fire doors, fire dampers, and main inlets and outlets of ventilation systems in the drill area; and
- (f) checks on the necessary arrangements for subsequent abandoning of the ship.

(3) All equipment used during the course of a fire drill shall immediately be brought back to full operational condition on completion of the drill and any faults or defects discovered during the drill shall be rectified immediately.

### **Training and instructions**

35. (1) The master shall arrange that on board training in the use of the ship's lifesaving appliances, including survival craft equipment and in the use of the ship's fire extinguishing appliances shall be given to each crew member as soon as possible after joining the ship but in any case not later than two weeks after a crew member joins the ship provided that if a crew member is part of the regular crew of the ship on a rotating assignment, such training shall be given not later than two weeks after first joining the ship.

(2) Instructions shall be given to all crew members at the same intervals as drills and shall be arranged so that instructions covering all the ships lifesaving and fire extinguishing appliances are given in any period of two months. Such instruction shall include at least:-

- (a) operation of the ship's inflatable liferafts;
- (b) problems of hypothermia, first aid treatment for hypothermia and other appropriate first aid procedures;
- (c) special instructions necessary for the use of the ship's life saving appliances in severe weather and sea conditions; and
- (d) the operation and use of fire extinguishing appliances.

(3) In ships equipped with davit launched liferafts training in the use of such rafts shall take place at intervals of not more than four months and shall, whenever practicable, include the inflation and lowering of a liferaft which may be a special training raft carried in excess of the liferafts required by these regulations and conspicuously marked as such.

(4) In ships fitted with marine escape systems facilities for crew training shall include, the provision of an operational manual for the system and its associated liferafts, on board training aids, and the provision of shore based training courses including as far as is practicable, practical exercises with full sized equipment.

(5) *In accordance with MSN004, details of drills, musters and training on board must be recorded in the ship's official log book.*

### **Part 3.**

#### **Lifesaving Appliances to be Carried**

##### **Survival Craft and Equipment to be Carried.**

36. (1) Subject to the requirements of Part 1 and Part 2 of these Regulations, ships constructed before 1<sup>st</sup> July 1986 shall carry the survival craft specified in the Merchant Shipping(Life-saving Appliances)(Ships built before 1<sup>st</sup> July 1986) Regulations 1991 and in addition, all passenger ships which are also Ro-Ro ships whenever constructed shall comply with Regulation 46.

(2) When in a ship constructed before 1<sup>st</sup> July 1986 any life saving appliance or arrangement is replaced, or the ship undergoes repairs, alterations, or modifications of a major character which involve replacement of, or addition to, its existing life saving appliances or arrangements, any such replacement or additional life saving appliance or arrangement shall, so far as is practicable, comply with the requirements relating to that life saving appliance or arrangement applicable to a ship built after 1<sup>st</sup> July 1998 provided that if a lifeboat is replaced but its launching appliance is not replaced, or vice versa, the lifeboat or the launching appliance as the case may be may be the same type as that replaced.

**Passenger ships engaged on long international voyages.**

37. (1) Every passenger ship engaged on long international voyages shall carry either -

- (a) lifeboats on each side of the ship which are either partially enclosed lifeboats or totally enclosed lifeboats of sufficient aggregate capacity to accommodate 50% of the number of persons the ship is certificated to carry; or
- (b) lifeboats which are either partially enclosed lifeboats or totally enclosed lifeboats and rigid or inflatable liferafts together providing sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry provided that there shall never be less than sufficient lifeboats on each side to accommodate 37.5% of the total number of persons the ship is certificated to carry and the liferafts shall be served by launching appliances equally distributed on each side of the ship;
- (c) Additional rigid or inflatable liferafts of sufficient aggregate capacity to accommodate 25% of the total number of persons the ship is certificated to carry and which are served by at least one launching appliance on each side of the ship and which may be the appliances provided in accordance with paragraph (b);
- (d) if the ship is of 500 tons or over, at least one rescue boat on each side of the ship provided that a lifeboat may be accepted as a rescue boat and may be included in the aggregate capacity referred to in sub-paragraphs (a) and (b) provided that it also complies with the requirements for a rescue boat;
- (e) if the ship is of less than 500 tons, at least one rescue boat provided that a lifeboat may be accepted as a rescue boat and included in the aggregate capacity referred to in sub-paragraphs (a) and (b) provided that it also complies with the requirements for a rescue boat.

(2) One or more marine escape systems may be substituted for some or all of the liferafts and launching appliances required to be carried by paragraph (1). The liferafts included as a part of any marine escape system together with any other davit launched liferafts other than those referred to in sub-paragraph (1)(c) shall provide the same aggregate capacity as would otherwise be required by this regulation.

(3) The arrangements of lifeboats and liferafts in passenger ships engaged on long international voyages shall be such that:



- (a) each lifeboat and rescue boat is served by its own launching appliance;
- (b) all lifeboats can be boarded and launched either directly from the stowed position or from an embarkation deck but not both;
- (c) davit launched liferafts can be boarded and launched from a position immediately adjacent to the stowed position or from a position to which the liferaft is transferred prior to launching;
- (d) in every ship provided with a rescue boat the rescue boat shall be capable of being boarded and launched from its stowed position with the number of persons assigned to crew it on board; and
- (e) if a rescue boat is also a lifeboat, notwithstanding the requirements of (d), if the other lifeboats are boarded and launched from an embarkation deck, the rescue boat shall also be capable of being boarded and launched from an embarkation deck.

(4) Notwithstanding the requirements of paragraph (1) , there shall be sufficient lifeboats and rescue boats such that when evacuating the total number of persons the ship is certificated to carry any one lifeboat or rescue boat is not required to marshal more than 6 liferafts.

38. (1) A passenger ship engaged on long international voyages which is of less than 500 tons and which is certificated to carry less than 200 persons may, in lieu of the survival craft in regulation 37, carry:-

- (a) on each side of the ship inflatable or rigid liferafts served by at least one launching appliance on each side of the ship and of sufficient capacity to accommodate the total number of persons the ship is certificated to carry and if these liferafts are not stowed in such a manner as to permit easy side to side transfer at a single open deck level and cannot be readily transferred for launching on either side the aggregate capacity on each side shall be 150% of the total number of persons the ship is certificated to carry;
- (b) at least one rescue boat provided that a lifeboat may be accepted as a rescue boat provided that it also complies with the requirements for a rescue boat.

(2) A passenger ship engaged on long international voyages and of less than 500 tons and certificated for less than 200 persons shall have a number and

arrangement of survival craft such that in the event of any one survival craft being lost or rendered unserviceable there remains sufficient survival craft available for use on each side of the ship to accommodate the total number of persons the ship is certificated to carry.

39. In addition to the survival craft specified in regulations 37 and 38, every passenger ship engaged on long international voyages shall carry:-

- (a) a satellite EPIRB capable of floating free if the ship sinks and of being automatically activated when afloat;
- (b) an outfit of lifebuoys;
- (c) a lifejacket for every person on board weighing 32 kg or more;
- (d) a lifejacket for every person on board weighing less than 32 kg or for 10% of the number of persons the ship is certificated to carry whichever is the greater;
- (e) additional lifejackets suitable for persons of 32 kg or more sufficient for not less than 5% of the number of persons the ship is certificated to carry and which are stowed in conspicuous places on the deck or at the assembly stations;
- (f) lifejackets additional to those in sub-paragraph (c) sufficient for the use of persons on watch and for use at remotely located survival craft stations;
- (g) sufficient inflatable lifejackets for the crew of each rescue boat and for the use of those members of the crew whose emergency duties require the use of a lifejacket which will not unduly hinder them in their duties. The inflatable lifejackets carried in compliance with this provision may be counted in the total of lifejackets required by sub-paragraph (e);
- (h) for every person assigned to crew a rescue boat or assigned to operate a marine escape system, an anti exposure suit or an immersion suit of an appropriate size. Immersion suits may be of the insulated or uninsulated type provided that only the insulated type shall be provided in the case of a ship which makes voyages North of latitude 65 degrees North in the Atlantic Ocean, North of latitude 55 degrees North in the Pacific Ocean, South of latitude 50 degrees South or East of longitude 10 degrees East in the Kattegat and Baltic Sea between 1<sup>st</sup> December and 30<sup>th</sup> April inclusive;
- (i) a line throwing apparatus;
- (j) 12 parachute distress rockets;

- (k) a copy of the table “Life-saving Signals and Rescue methods, SOLAS No. 1” published in the United Kingdom and displayed in the vicinity of the conning position.

40. Every passenger ship which is a Ro-Ro passenger ship engaged on a long international voyage constructed on or after 1<sup>st</sup> July 1999 and which is of 130 metres or more in length shall be fitted with an emergency helicopter landing area.

**Passenger ships engaged on short international voyages.**

41. (1) Every passenger ship engaged on short international voyages and which is subdivided in accordance with the requirements of Chapter II-1 of Regulation 6.5 of the International Convention for the Safety of Life at Sea, 1974, as amended, may carry in lieu of the survival craft required by Regulations 37 and 38 -

- (a) lifeboats which are either partially enclosed lifeboats or totally enclosed lifeboats and rigid or inflatable liferafts together of sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry provided that lifeboats are provided for at least 30% of the total number of persons the ship is certificated to carry. The lifeboats shall be equally distributed, as far as practicable, on each side of the ship and the liferafts shall be served by launching appliances equally distributed on each side of the ship;

additional rigid or inflatable liferafts of sufficient aggregate capacity to accommodate 25% of the total number of persons the ship is certificated to carry and which are served by at least one launching appliance on each side of the ship which may be one of the launching appliances provided in accordance with sub-paragraph (a);

- (b) if the ship is of 500 tons or over, at least one rescue boat on each side of the ship which may be a lifeboat and may be included in the aggregate capacity referred to in sub-paragraph (a) if that lifeboat complies also with the requirements of a rescue boat; and
- (c) if the ship is of less than 500 tons, at least one rescue boat which may be a lifeboat and may be included in the aggregate capacity referred to in sub-paragraph (a) if that lifeboat also complies with the requirements of a rescue boat.

(2) Every passenger ship engaged on short international voyages which is not subdivided in accordance with the requirements of Chapter II-1 of Regulation 6.5

of the International Convention for the Safety of Life at Sea, 1974, as amended, shall comply with the requirements of Regulations 37 and 38 as appropriate.

(3) One or more marine escape systems may be substituted for some or all of the liferafts and launching appliances required to be carried by paragraph (1). The liferafts included as a part of any marine escape system together with any other davit launched liferafts other than those referred to in paragraph (1)(b) shall provide the same aggregate capacity as would otherwise be required by this regulation.

(4) Notwithstanding the requirements of paragraph (1), in passenger ships engaged on short international voyages there shall be sufficient lifeboats and rescue boats such that when evacuating the total number of persons the ship is certificated to carry any one lifeboat or rescue boat is not required to marshal more than 6 liferafts provided that in ships which are provided with survival craft in accordance with paragraph (1) a lifeboat or a rescue boat shall not be required to marshal more than 9 liferafts.

42. (1) A passenger ship engaged on short international voyages and which is of less than 500 tons and which is certificated to carry less than 200 persons may, in lieu of the survival craft in regulation 42, carry:-

- (a) on each side of the ship inflatable or rigid liferafts served by at least one launching appliance on each side of the ship and of sufficient capacity to accommodate the total number of persons the ship is certificated to carry and if these liferafts are not stowed in such a manner as to permit easy side to side transfer at a single open deck level and cannot be readily transferred for launching on either side the aggregate capacity on each side shall be 150% of the total number of persons the ship is certificated to carry;
- (b) at least one rescue boat provided that a lifeboat may be accepted as a rescue boat provided that it also complies with the requirements for a rescue boat.

(2) A passenger ship engaged on short international voyages and of less than 500 tons and certificated for less than 200 persons shall have a number and arrangement of survival craft such that in the event of any one survival craft being lost or rendered unserviceable there remains sufficient survival craft available for use on each side of the ship to accommodate the total number of persons the ship is certificated to carry.

43. (1) The arrangements of lifeboats and liferafts in passenger ships engaged on short international voyages shall be such that:-

- (a) each lifeboat and each rescue boat is served by its own launching appliance;

- (b) all lifeboats can be boarded and launched either directly from the stowed position or from an embarkation deck but not both;
- (c) davit launched liferafts can be boarded and launched from a position immediately adjacent to the stowed position or from a position to which the liferafts are transferred prior to launching;
- (d) in every ship provided with a rescue boat the rescue boat shall be capable of being boarded and launched from its stowed position with the number of persons assigned to crew it on board; and
- (e) if a rescue boat is also a lifeboat, notwithstanding the requirements of sub-paragraph (d), if the other lifeboats are boarded and launched from an embarkation deck, the rescue boat shall also be capable of being boarded and launched from an embarkation deck.

(2) Lifeboats carried in passenger ships engaged on short international voyages need not, subject to the approval of the Department, be equipped with the food rations and the fishing equipment specified in Chapter IV paragraphs 4.4.8.12 and 4.4.8.26. of the Code.

44. In addition to the requirements in regulation 41 every passenger ship engaged on short international voyages shall carry:-

- (a) a satellite EPIRB capable of floating free if the ship sinks and of being automatically activated when afloat;
- (b) an outfit of lifebuoys;
- (c) a lifejacket for every person on board weighing 32 kg or more;
- (d) a lifejacket for every person on board weighing less than 32 kg or for 10% of the number of persons the ship is certificated to carry whichever is the greater;
- (e) additional lifejackets for persons weighing more than 32 kg sufficient for 5% of the total number of persons the ship is certificated to carry and stowed in a conspicuous place on deck or at the assembly stations;
- (f) sufficient additional lifejackets for the use of persons on watch and for use at remote survival craft stations;

- (g) sufficient inflatable lifejackets which may be included in the total of lifejackets required by sub-paragraph (c) for the use of the crews of rescue boats and for crew members whose emergency duties require a lifejacket which will not unduly hinder them in the execution of their duties;
- (h) for every person assigned to crew a rescue boat or operate a marine escape system, an anti exposure suit or an immersion suit of an appropriate size. Immersion suits may be of the insulated or uninsulated type provided that only the insulated type shall be provided in the case of a ship which makes voyages North of latitude 65 degrees North in the Atlantic Ocean, North of latitude 55 degrees North in the Pacific Ocean, South of latitude 50 degrees South or East of longitude 10 degrees East in the Kattegat and Baltic Sea between 1<sup>st</sup> December and 30<sup>th</sup> April inclusive;
- (i) at least 12 parachute distress rockets;
- (j) a line throwing apparatus; and
- (k) a copy of the table "Life saving Signals and Rescue Methods, SOLAS No. 1" published in the United Kingdom which shall be displayed in the vicinity of the conning position.

45. Every passenger ship which is a Ro-Ro passenger ship and engaged on a short international voyage and which is constructed on or after 1<sup>st</sup> July 1999 and which is of 130 metres or more in length shall be fitted with an emergency helicopter landing area.

**Additional requirements for passenger ships which are also Ro-Ro ships.**

46. (1) Notwithstanding any other requirements of any other of these regulations every passenger ship which is also a Ro-Ro ship shall:-

- (a) carry a sufficient number of lifejackets additional to any required by regulations 39 or 44 and stowed in the vicinity of assembly stations to ensure that passengers do not have to return to their cabins to collect their lifejackets;
- (b) if not required to be provided with an emergency helicopter landing area in accordance with Regulations 40 or 45, be provided with a helicopter emergency pick up area;
- (c) have all the liferafts served either by launching appliances or by marine evacuation systems equally distributed on each side of

the ship, provided that in the case of a ship constructed before 1<sup>st</sup> July 1998 this requirement need not be complied with until the first periodical survey after 1<sup>st</sup> July 2000;

- (d) be equipped so that every liferaft is of a type fitted with a boarding ramp complying with requirements to the satisfaction of the Department provided that in the case of ships constructed before 1<sup>st</sup> July 1998 this requirement need not be complied with until the first periodical survey after 1<sup>st</sup> July 2000;
- (e) be equipped so that every liferaft is either an automatic self righting liferaft or a canopied reversible liferaft provided that in the case of ships constructed before 1<sup>st</sup> July 1998 this requirement need not be complied with until the first periodical survey after 1<sup>st</sup> July 2000 and provided that if the ship's existing liferafts comply with the requirements of the Code it shall be permissible to carry automatic self righting liferafts or canopied reversible liferafts in addition to the ship's normal liferaft complement sufficient to accommodate 50% of the persons not accommodated in lifeboats determined on the basis of the difference in numbers between the total number of persons the ship is certificated to carry and the number of persons accommodated in lifeboats;
- (f) carry a fast rescue boat which shall comply with the requirements of Schedule 3 and which may be carried in lieu of one of the rescue boats otherwise required in these regulations, provided that ships constructed before 1<sup>st</sup> July 1998 need not comply with this requirement until the first periodical survey after 1<sup>st</sup> July 2000 and provided that a ship constructed before 1<sup>st</sup> July 1998 which has an existing rescue boat and launching appliance which are substantially in compliance with the requirements of Schedule 3 and of the Code shall not be required to replace that boat or launching appliance. Every fast rescue boat shall -
  - (i) be served by a suitable launching appliance complying with Chapter VI of the Code and designed and sited taking into account the fact that the fast rescue boat is intended to be capable of being launched and retrieved under severe adverse weather conditions; and
  - (ii) at least two crews for each fast rescue boat shall be trained and drilled regularly having regard to the requirements for training in the Seafarers Training Certification and Watchkeeping Code Section A-VI/2 and recommendations adopted by the Organization by resolution A.771(18), including all aspects of handling, manoeuvring, and operating fast rescue boats in various

conditions and in righting them following a capsized;

- (g) be equipped with an efficient means of rescue which complies with Schedule 4 provided that any ship constructed before 1<sup>st</sup> July 1998 need not comply with this requirement until the first periodical survey after 1<sup>st</sup> July 2000.

(2) In any case where the arrangement or size of a ship is such that the installation of a fast rescue boat as required by paragraph (1)(f) is prevented, the fast rescue boat may be installed in lieu of an existing lifeboat which is accepted as a rescue boat or in lieu of a boat provided for use in an emergency in the case of ships constructed before 1<sup>st</sup> July 1986 provided that:-

- (a) the fast rescue boat is served by a launching appliance in accordance with the Code; and
- (b) the survival craft capacity lost by the substitution of one lifeboat by the fast rescue boat is compensated by the installation of liferafts served by launching appliances or by marine evacuation systems capable of carrying an equal number of persons to the number that would be carried by the lifeboat replaced.

### **Cargo ships.**

47. (1) Every cargo ship other than a tanker shall carry either:-

- (a) on each side of the ship one or more lifeboats which shall be totally enclosed lifeboats except that the Department may permit the carriage of partially enclosed lifeboats on ships operating solely under favourable climactic conditions and in suitable areas, of sufficient aggregate capacity to accommodate the total number of persons for which the ship is certificated and in addition, one or more rigid or inflatable liferafts capable of being launched on either side of the ship of sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry provided that if the liferafts cannot be readily transferred for launching on either side the total capacity on each side shall be sufficient for the total number of persons the ship is certificated to carry; or
- (b) one or more totally enclosed lifeboats capable of free fall launching and of sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry and in addition on each side of the ship one or more rigid or inflatable liferafts of sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry provided that the liferafts on one side shall be served by launching appliances;



- (c) at least one rescue boat provided that a lifeboat, other than a free-fall lifeboat, may be accepted as a rescue boat if it meets the requirements for a rescue boat and provided that in the case of a vessel of less than 500 tons which is constructed before 1<sup>st</sup> July 1998 an inflatable boat with an engine may be fitted in lieu of a rescue boat; and
- (d) whenever the horizontal distance from the nearest end of the survival craft to the ship's stem or stern exceeds 100 metres, a ship's end liferaft stowed as far forward, or aft, as is practicable and such a ship's end liferaft need not be fitted with float free arrangements.

(2) A cargo ship other than a tanker and which is of less than 85 metres in length may, in lieu of the survival craft required by paragraph (1), carry -

- (a) on each side one or more rigid or inflatable liferafts of sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry, provided that if these liferafts cannot be readily transferred for launching on either side of the ship, the total capacity on each side shall be increased to 150% of the total number of persons the ship is certificated to carry;
- (b) at least one rescue boat provided that a lifeboat other than a free-fall lifeboat may be accepted as a rescue boat and included in the aggregate capacity in sub-paragraph (a) if it meets the requirements for a rescue boat and provided that in the case of a vessel of less than 500 tons which is constructed before 1<sup>st</sup> July 1998 an inflatable boat with an engine may be fitted in lieu of a rescue boat.

(3) The number and arrangements of survival craft in cargo ships shall be such that in the event of any one survival craft being lost or rendered unserviceable there shall still be sufficient survival craft available for use on each side of the ship to accommodate the total number of persons the ship is certificated to carry.

(4) Every lifeboat, rescue boat and inflated boat provided in a cargo ship shall be served by its own launching appliance.

(5) The arrangements for survival craft embarkation in cargo ships shall be such that lifeboats can be boarded and launched directly from the stowed position and davit launched liferafts can be boarded and launched from a position immediately adjacent to the stowed position or from a position to which the liferaft is transferred prior to launching.

(6) Lifeboats carried in cargo ships including tankers which are engaged solely on voyages within a limited area need not, subject to the approval of the

Department, be equipped with the food rations and the fishing equipment specified in Chapter IV paragraphs 4.4.8.12 and 4.4.8.26.

## **Tankers**

48. (1) Subject to paragraph (2) every cargo ship which is a tanker or which is carrying a cargo having a flashpoint below 60 degrees C (closed cup test ) shall carry the survival craft specified in Regulation 47 except that any lifeboat including a free-fall lifeboat shall be a fire protected lifeboat.

(2) Every cargo ship which is carrying a cargo which emits toxic vapours or gases shall carry the survival craft specified in Regulation 47 except that any lifeboat including a free-fall lifeboat shall be a lifeboat with a self contained air support system.

49. (1) A cargo ship which is a tanker and which is of less than 500 tons may, in lieu of the survival craft required by Regulation 48, carry -

- (a) on each side one or more rigid or inflatable liferafts of sufficient aggregate capacity to accommodate the total number of persons the ship is certificated to carry, provided that if these liferafts cannot be readily transferred at a single open deck level for launching on either side of the ship, the total capacity on each side shall be increased to 150% of the total number of persons the ship is certificated to carry;
- (b) a rescue boat and if the rescue boat is a lifeboat it may be included in the aggregate capacity referred to in sub-paragraph (a) provided that the total capacity of survival craft available on each side of the ship is at least 150% of the total number of persons the ship is certificated to carry. In the case of a vessel constructed before 1<sup>st</sup> July 1998 an inflated boat with an engine may be carried in lieu of the rescue boat; and
- (c) whenever the horizontal distance from the nearest end of the survival craft to the ship's stem or stern exceeds 100 metres, a ship's end liferaft stowed as far forward, or aft, as is practicable and such a ship's end liferaft need not be fitted with float free arrangements.

(2) The number and arrangements of survival craft provided in tankers shall be such that in the event of any one survival craft being lost or rendered unserviceable, there shall be sufficient survival craft remaining and available for use on each side, including those stowed to allow easy side to side transfer at a single open deck level, to accommodate the total number of persons the ship is certificated for.

### **Additional requirements for cargo ships**

50. In addition to the survival craft specified in Regulations 47, 48 and 49 every cargo ship shall carry:-

- (a) a satellite EPIRB capable of floating free if the ship sinks and of being automatically activated when afloat;
- (b) an outfit of lifebuoys;
- (c) a lifejacket for every person on board weighing 32 kg or more;
- (d) a lifejacket for every person on board weighing less than 32 kg provided that there shall never be less than 2 such lifejackets on any ship which is likely to carry children;
- (e) sufficient additional lifejackets for the use of persons on watch and for use at remote survival craft stations provided that there shall be at least 4 additional lifejackets on ships with 16 or less persons on board and at least an additional 25% of the number required by sub-paragraph (c) in the case of ships where the number of persons on board exceeds 16 provided that the number of additional lifejackets need not exceed the number of persons on board;
- (f) sufficient inflatable lifejackets which may be included in the total of lifejackets required by sub-paragraph (e) for the use of the crews of rescue boats and for crew members whose emergency duties require a lifejacket which will not unduly hinder them in the execution of their duties;
- (g) inflatable lifejackets for each member of the crew whenever the ship is equipped with a free-fall lifeboat which may be included in the total of lifejackets required by sub-paragraph (c) and if additional to those required by sub-paragraph (c) the inflatable lifejackets shall be stowed in the vicinity of the free-fall lifeboat boarding position;
- (h) for every person assigned to crew a rescue boat or an inflated boat, an anti exposure suit or an immersion suit of an appropriate size. The immersion suits may be of the insulated or uninsulated type provided that only the insulated type shall be provided in the case of a ship which makes voyages North of latitude 65 degrees North in the Atlantic Ocean, North of latitude 55 degrees North in the Pacific Ocean, South of latitude 50 degrees South or East of longitude 10 degrees East in the Kattegat and Baltic Sea between 1<sup>st</sup> December and 30<sup>th</sup> April inclusive;

- (i) an immersion suit for every person on board which may be counted as meeting the requirements of sub-paragraph (h) and which shall be of the insulated type if the ship operates in the areas specified in sub-paragraph (h), in every ship which carries survival craft in accordance with regulations 48(2) or 50 unless:-
  - (i) the liferafts are served by launching appliances; or
  - (ii) the liferafts are served by equivalent approved devices capable of being used on both sides of the ship and which permit the liferafts to be boarded without requiring entry into the water; or
  - (iii) the ship is constantly engaged on voyages between the parallels of 20 degrees North and South.
- (j) at least 12 rocket parachute flares;
- (k) a line throwing apparatus; and
- (l) a copy of the table “Life saving Signals and Rescue Methods, SOLAS No. 1” published in the United Kingdom which shall be displayed in the vicinity of the conning position.

#### **Part 4.**

#### **Control and Enforcement.**

##### **Approval and replacement of Life Saving Appliances.**

51. (1) Life saving appliances required by these regulations shall be of a type which are approved by the Department or by an organisation acceptable to the Department and any such approval shall be in writing specifying the standards to which the appliance is approved, the date when the approval comes into force, and any conditions on which approval is granted.

(2) Any item of life saving equipment which is marked with an expiry date shall, on that date, cease to be approved for the purposes of these regulations and shall be replaced on or before that date except that items contained in the emergency pack of an inflatable liferaft may be used for a period of six months beyond the expiry date or the date of the next liferaft servicing whichever shall occur first.

##### **Equivalents and Exemptions.**

52. (1) Where these regulations require that a particular fitting, material, appliance or apparatus or arrangement shall be fitted or carried in a ship or that any particular provision shall be made, the Department may permit any other fitting,

material, appliance or apparatus or type to be fitted or carried, or any other provision to be made in the ship if the Department is satisfied by trials or otherwise that such other fitting, material, appliance, apparatus, type or provision is at least as effective as that required by these regulations.

(2) The Department may exempt any ship or descriptions of ships from all or any of the provisions of these regulations if it is satisfied that compliance with such provision is either impracticable or unreasonable in the case of that ship or description of ships. Any exemption shall specify the provisions of the regulations that are exempted and may be issued on such terms and for such a period as the Department may specify and the Department may alter or cancel any such exemption after giving reasonable notice.

(3) The Department may exempt any ship not normally engaged on international voyages but which in exceptional circumstances is required to undertake a single international voyage from any of the requirements of these regulations provided that the ship in making the international voyage complies with safety requirements which are adequate for the voyage to be undertaken.

**(4) *An exemption or equivalent arrangement permitted by these Regulations is only valid if —***

- (a) *it is in writing;***
- (b) *it specifies the date on which it takes effect; and***
- (c) *any conditions stated in it are complied with.***

## **Penalties**

53. (1) If a ship proceeds or attempts to proceed to sea on any voyage, or arrives within the territorial waters of the Island without complying with the requirements of these regulations, the owner and the operator shall each be guilty of an offence in respect of each case of non-compliance and liable on summary conviction to a fine not exceeding **£10,000<sup>e</sup>** or on conviction on indictment, to custody for a term not exceeding two years or to a fine, or to both.

(2) It shall be a defence to a charge under this regulation to prove that the person charged took all reasonable steps to avoid commission of the offence.

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<sup>e</sup> Increased to a fine not exceeding £10,000 by section 55 of the Interpretation Act 2015 with effect from 1 January 2018

(3) Where the offence referred to in paragraph (1) is committed by a body corporate and is proved to have been committed with the consent or connivance of, or to have been attributable to any neglect on the part of any director, manager, secretary or other similar officer of the body corporate or a person who was purporting to act in any such capacity, he as well as the body corporate shall be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

(4) Where the affairs of a body corporate are managed by its members, paragraph (3) shall apply in relation to the acts and defaults of a member in connection with his functions of management as if he were a director of the body corporate.

(5) For the purposes of paragraph (3) “body corporate” includes a limited liability company under the Limited Liability Companies Act 1996<sup>f</sup> and, in relation to such a company, any reference to a director or other officer of a body corporate is a reference to a member and to the company’s ,manager and registered agent

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<sup>f</sup> 1996 C. 19

## SCHEDULE 1

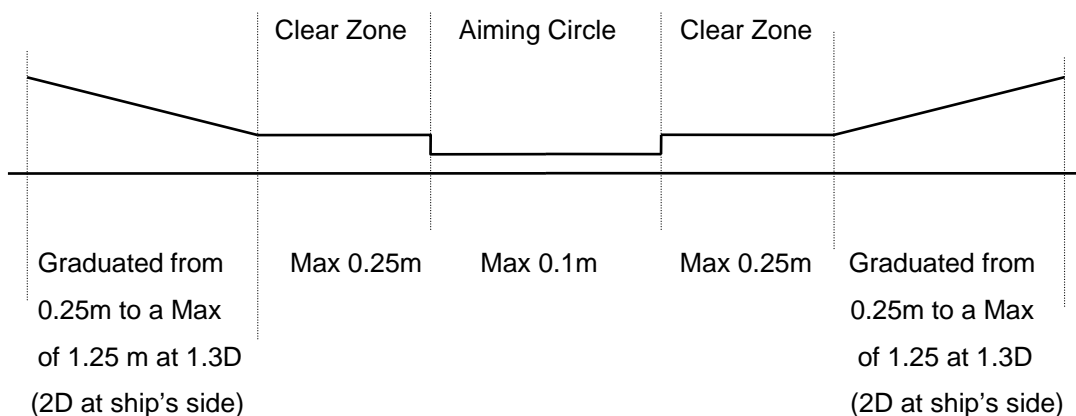
Regulation 40.

### REQUIREMENTS FOR HELICOPTER EMERGENCY LANDING AREAS.

1. A helicopter emergency landing area shall be positioned on an upper deck and should be positioned to allow for the use of a helicopter having a total weight of at least 9550 kg. unless the ship is to operate solely within an area where after consultation with the appropriate Search and Rescue Organisations, a lesser weight of search and rescue helicopter may be allowed for.
2. In these requirements “D” means the overall length occupied by the helicopter with its rotors turning for which the landing area is designed.
3. The weight limit for which the emergency landing area is designed shall be included in the plans for the master’s decision support system and, in addition shall be included in any other sources of emergency information and damage control information carried on board.
4. The emergency helicopter landing area shall be clearly marked on the deck and shall incorporate -
  - (a) a manoeuvring zone with a diameter of at least 1.3 D which is extended to the ship’s side if possible with a width of at least 2 D at the ship’s side and which is marked in a yellow broken line 0.2 m wide painted on a dark non reflecting background colour. There should, as far as possible be no obstructions within this area but if there are, then at the outer diameter of the manoeuvring zone including the extension to the ship’s side obstructions shall never be more than 1.25 m in height and at the inner circumference never more than 0.25 m in height, obstructions within the zone shall be no higher than a line drawn from a point at 1.25 m height at the outer circumference as marked to 0.25 m height at the inner circumference.
  - (b) a clear zone with a diameter of not less than D which is extended to the ship’s side if possible with a width of at least 1.5 D at the ship’s side and which is marked in a yellow unbroken line 0.2 m wide against a dark non reflecting background with the diameter of the zone in metres indicated in white at three positions around the zone as indicated in the diagram. Within the clear zone there shall, if possible be no obstructions but any that are unavoidable shall not be higher than 0.25 m.
  - (c) an aiming circle with a diameter of 0.5 D which is marked in a yellow unbroken line 0.2 m wide against a dark non reflecting background with the diameter of the aiming circle painted in white at four equidistant positions around the circumference of the aiming circle as indicated in the diagram.

Within the aiming circle no obstruction shall be higher than 0.1 m. The centre of the aiming circle should be completely covered with a matt non slip surface in a colour which contrasts with the colour of other deck surfaces.

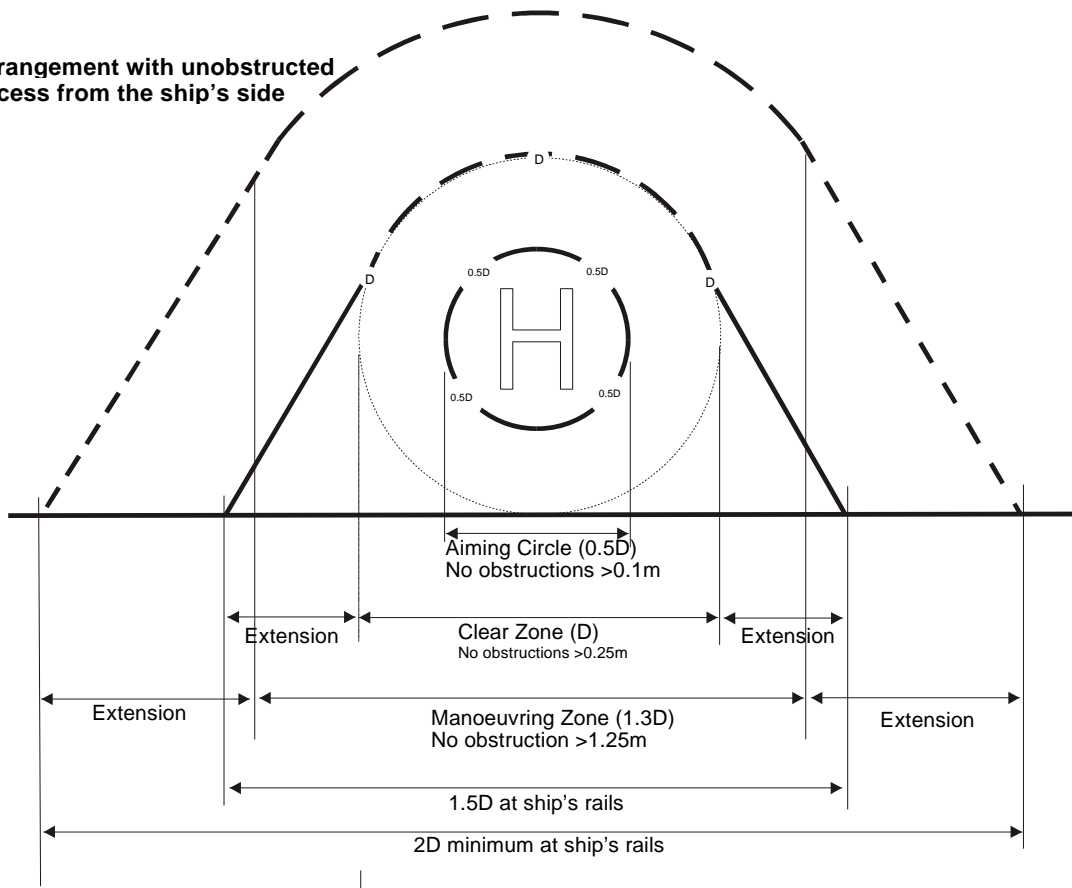
- (d) a letter H painted in white in lines 0.4 m wide with an overall height of 3.6 m and a width of 1.8 m.
- 5. The landing area, and particularly the clear zone shall be as large as possible and be set out so as to provide safe approach for helicopters from the ship's side. If possible and if the height of fixed obstructions permits, the clear zone and manoeuvring zone should be extended to the ship's side symmetrically to improve helicopter safety. The ship's rails to the width of the clear zone should be collapsible or removable.
- 6. Where an extension of the landing area to the ship's side is not practicable the landing area should be set out as in diagram 2 and placed as near as is practicable to the ship's centreline.
- 7. When not in use by helicopters the emergency landing area may be used for other purposes in connection with the employment of the ship but it shall, at all times, be possible to clear the area quickly of all obstructions to meet the requirements for an emergency helicopter landing area.
- 8. Lighting shall be provided and so arranged as to illuminate the landing area in such a manner as to not interfere with the vision of the helicopter pilot and the lighting shall be of such a colour and intensity that the markings on the deck and their colours remain clearly visible when illuminated. A suitable pennant to indicate relative wind direction should be positioned near the emergency landing area and illuminated to provide assistance to the helicopter pilot..



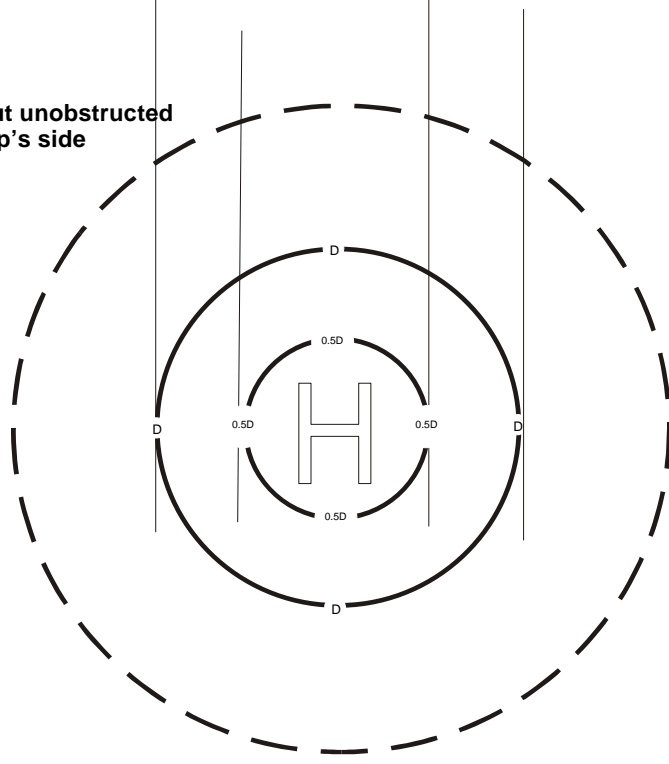
**Diagram showing maximum permitted height of obstructions in way of an emergency helicopter landing area. D = length of the longest helicopter to use the area measured to the extremities of the rotor discs.**



**Arrangement with unobstructed access from the ship's side**



**Arrangement without unobstructed access from the ship's side**



## **SCHEDULE 2**

Regulation 46.

### **REQUIREMENTS FOR HELICOPTER PICK UP AREAS.**

1. A helicopter pick up area shall be arranged either as a helicopter emergency landing area as described in Schedule 1 or as a helicopter pick up area as described in this Schedule.
2. A helicopter pick up area shall be located as far as possible at the side of the ship on the port side and should comprise a clear zone having a circular area with a minimum diameter of at least 5 metres painted yellow with a mat anti-slip surface against a contrasting deck colouring. Within the clear zone there shall be no obstructions.
3. Within a radius of 17 metres from the centre of the clear zone there should be no obstructions exceeding 3 metres in height, provided that higher obstructions such as radio antennae, which are arranged to be lowered in an emergency may be permitted.
4. Within a radius of 23 metres from the centre of the clear zone there should be, as far as is practicable, no obstructions exceeding 6 metres in height, provided that higher obstructions such as radio antennae which can be lowered in an emergency may be permitted.
5. Any obstructions within the 23 metres radius referred to in paragraphs 3 and 4 should be painted in a contrasting colour so as to make them conspicuous and should be equipped with means to illuminate them at night.
6. The arrangements shall be such that when hovering over the pick up area the helicopter pilot has, so far as is possible, an unobstructed view of the ship and so that the area is as far as practicable clear of turbulence and flue gases and is clear of accommodation spaces with sufficient deck area adjacent to the manoeuvring area to permit persons to assemble and to provide safe access to the area. All the deck areas in the manoeuvring area and in the muster areas shall have a matt non-slip surface.
7. Illumination should be provided for the pick up area the adjacent assembly areas which is supplied from both the main and emergency sources of power and which is arranged to illuminate also any obstructions such as masts in the vicinity. A suitable pennant should be provided and illuminated to provide the helicopter pilot with an indication of relative wind direction. Illumination shall be arranged such that the helicopter pilot's vision is not affected by the lighting.

8. The fire main should be arranged so far as is practicable so that there is at least one hydrant positioned in the vicinity of the pick up area such that a single hose attached to this hydrant is capable of being used to direct fire fighting medium over the pick up area.

### **SCHEDULE 3**

Regulation 46.

#### **REQUIREMENTS FOR FAST RESCUE BOATS.**

1. Fast Rescue Boats shall be a composite craft combining a rigid lower hull and inflated tubes fitted to the edges of the lower hull forming a watertight boundary and shall comply with the requirements of Chapter V of the Code as an inflated rescue boat and in addition shall be -
  - (a) approved;
  - (b) not less than 6 metres in length or more than 8 metres in length;
  - (c) self righting or capable of being readily righted by their crew;
  - (d) self bailing or capable of being readily cleared of water;
  - (e) capable of manoeuvring for at least 4 hours at a speed of at least 20 knots in calm water with a crew of 3 persons and at a speed of at least 8 knots when loaded with a full complement of persons.
2. Engines of fast rescue boats shall stop automatically or be stopped by the helmsman's emergency release switch without action by any of the crew should the boat capsize. When the boat is righted after a capsize each engine shall be capable of being restarted after resetting any emergency stop arrangements and the design of the fuel and lubricating systems shall be such that no more than 250 ml of fuel or lubricant is lost from the propulsion system should the rescue boat capsize.
3. Fast rescue boats shall, whenever possible, be equipped with an easily operated fixed single point suspension arrangement or its equivalent to the satisfaction of the Department.

## SCHEDULE 4

Regulation 46.

### REQUIREMENTS FOR MEANS OF RESCUE.

1. A means of rescue fitted in accordance with these regulations shall be either -
  - (a) a marine evacuation system complying with the requirements for a marine evacuation system in Chapter VI of the Code which provides a suitable floating platform and additionally provided with a ladder or other means to ascend to the deck of the ship for able bodied persons and a mechanically powered means to safely hoist persons who are not able bodied. If the slide of a marine evacuation system is intended to provide the means of transfer from the platform to the deck for able bodied persons, it shall be provided with handholds or portable ladders with steps having a non slip surface; or
  - (b) an appliance other than a marine escape system which -
    - (i) is capable of withstanding a lateral impact against the ship's side at an impact velocity of not less than 3.5 metres per second and a drop into the water from at least 3 metres when loaded with its full complement of persons without damage;
    - (ii) is marked in accordance with the requirements for liferafts in Chapter IV paragraph 4.2.7 of the Code;
    - (iii) if inflatable complies with the construction requirements for inflatable liferafts in Chapter IV paragraphs, 4.2.2.1; 4.2.2.3; 4.2.8.1;
    - (iv) if not inflatable complies with the construction requirements for a rigid liferaft in Chapter IV paragraphs 4.3.2 and 4.3.7;
    - (v) is used with a suitable launching appliance capable of raising the loaded appliance from the water to the deck of the ship when loaded with the total number of persons for which it is approved as a means of rescue at a rate of not less than 0.3 metres per second.
2. The appliance which constitutes the means of recovery shall -
  - (a) be of a highly visible colour;
  - (b) be protected against damage from contact with the ship's side and incorporate protection for the occupants from injury caused by the launching appliance;

- (c) be fitted with at least two boarding ramps complying with Chapter IV 4.2.4.1 of the Code;
- (d) have a self draining floor;
- (e) be provided with suitable means for restraining the appliance against the ship's side and if this is achieved by bowsing lines then one knife of a type complying with Chapter IV 4.1.5.1.2 of the Code shall be secured adjacent to the securing point for each bowsing line;
- (f) have a means provided to prevent rescued persons from falling through the gap between the appliance and the ship's deck when rescued persons are boarding the ship;
- (g) be provided with a means for preventing occupants from being thrown from the appliance during recovery through impact with the ship's side;
- (h) if an inflatable device, be conspicuously marked to prevent any confusion with a liferaft and be designed so that inflation by manual control can be initiated quickly.

## SCHEDULE 5

### Regulation 2.

#### **ADDITIONAL REQUIREMENTS FOR LIFEBOATS.**

1. In addition to the specifications for lifeboats in the Code a lifeboat carried in accordance with these regulations shall -
  - (a) have its propulsion system arranged such that, unless the propeller is arranged so that its rotation constitutes no danger to persons in the water, the propeller can be brought to rest without stopping the lifeboat engine.
  - (b) have a propulsion engine capable of operating when the lifeboat is listed 20 degrees to either side and trimmed 10 degrees either way.
  - (c) be accompanied by instructions and information to be included in the training manual in English and in a clear and concise form including at least -
    - (i) a general description of the boat and its equipment;
    - (ii) the installation arrangements;
    - (iii) operational instructions including the use of associated survival equipment;
    - (iv) survival instructions;
    - (v) emergency repair instructions;
    - (vi) deployment, boarding and launching instructions;
    - (vii) the method of launching from within the boat and the method of release from the launching appliance;
    - (viii) the on-board maintenance requirements;
    - (ix) the servicing requirements;
    - (x) the use of engines and accessories;
    - (xi) the recovery of the boat and its stowage and securing.
2. In addition to the requirements in the Code for lifeboat release equipment, any such equipment shall have the means of connection between the release hook, the safety device and the operating lever or release unit -
  - (a) arranged so as to ensure the efficient operation of the gear;
  - (b) wherever necessary cased in such a manner as to protect the occupants and to provide for the efficient and safe operation of the gear;
  - (c) be provided when cased in with effective means of lubricating the equipment; and

- (d) use non corrodible material for any parts which might otherwise be set fast or damaged by corrosion.
3. Manual pumps fitted in lifeboats shall have a capacity when operated at not more than 60 double strokes per minute with a suction head of 1.2 metres, of at least 30 litres per minute in lifeboats of 7 metres in length or more and at least 20 litres per minute in lifeboats of less than 7 metres in length and shall:-
- (a) be self priming in the dry state (excluding grease or other assistance) at a suction head of at least 1.2 metres;
  - (b) be made of materials unaffected by the corrosive effects of sea water;
  - (c) be designed such that the interior parts including valves, are readily accessible for cleaning in an emergency and the cover for access is removable easily without the use of a spanner or any special tools;
  - (d) have connections for rubber hoses of at least 30 millimetres bore and have the handle suitably sheathed in a material other than wood such that protection to the operator's hands is provided in extreme cold conditions; and
  - (e) have a spindle gland of the spring loaded seal type.
4. Partially enclosed lifeboats, in addition to the requirements in the Code shall be designed such that the rigid covers form two shelters each of which is sufficiently high internally as to permit easy access to persons to the bow and stern of the boat and the rigid covers shall include windows or translucent panels to admit daylight when the openings or canopies are closed and fitted with railings externally to provide a secure handhold for persons moving about on the exterior of the lifeboat.
- The enclosure in a partially enclosed lifeboat shall be such as to allow launching and recovery operations to be conducted without any person having to leave the enclosure and to allow the boat to be rowed.
5. First Aid kits carried in lifeboats shall comply with the requirements of Schedule 9.



## SCHEDULE 6

Regulations 37, 38, 41,42, 46, and 47.

### **REQUIREMENTS FOR AUTOMATIC RELEASE HOOKS FOR DAVIT LAUNCHED LIFERAFTS.**

1. Any automatic release hook fitted to a launching appliance for a davit launched liferaft shall -
  - (a) be reliable and easily handled by one person during preparation, embarkation, launching and release of the liferaft;
  - (b) be made of materials suitable for use in a marine environment;
  - (c) be designed with a minimum factor of safety of six based on the ultimate tensile strength of the materials used in construction;
  - (d) have a clear and durable indicator which shows if the mechanism which opens the hook automatically to release the liferaft has been operated and the mechanism shall be such that intermediate actuating positions between “safe” and “cocked” are not possible;
  - (e) have instructions and information available for incorporation in the training manual and in the instructions for on-board maintenance in English and which include a description of the operation and maintenance of the hook.
2. The lever for manual release and the mechanism which allows the liferaft to be released automatically may be separate.
3. When the release hook is set to the automatic release position the liferaft shall be released from the hook completely and immediately on becoming waterborne while at the same time there shall be means provided to ensure that the hook does not release when the liferaft swings against the ship’s side or is otherwise influenced by wind during the lowering operation.
4. In addition the hook shall be capable of -
  - (a) manual release after launching being designed such as to prevent unintentional release manually during preparation, embarkation, and lowering; and
  - (b) release under load with a control which:-
    - (i) is clearly differentiated from the control which activates the automatic release function;
    - (ii) requires at least two separate actions to operate;
    - (iii) requires a force of at least 600 and not more than 700 Newton applied to the control to release the liferaft with a load on the hook of 150 kg or has equivalent protection against inadvertent release under load; and

- (iv) is designed such that crew members on deck can clearly observe when the release mechanism is properly and completely set.

## **SCHEDULE 7.**

Regulation 16.

### **ADDITIONAL REQUIREMENTS FOR LAUNCHING APPLIANCES EXCEPT THOSE FOR INFLATED BOATS.**

1. Launching appliances using falls and a winch shall be designed and arranged such that the lead of the falls on to the drums of the winch is at an angle of not more than 5 degrees from the normal angle for grooved winch drums and not more than 3 degrees for plain drums. In the case of mechanically controlled single arm davits the lead angle of the fall on to the winch drum shall be such that the fall winds evenly on to the drum.
2. Lowering speeds shall be determined in accordance with Chapter VI paragraph 6.1.2.8 of the Code provided that when "H" exceeds 30 metres the lowering speed need not exceed 1 metre per second in the case of a lifeboat, rescue boat, or inflated boat and when "H" exceeds 15 metres the lowering speed need not exceed 0.7 metres per second.
3. Notwithstanding paragraph (1) the speed of lowering any lifeboat, rescue boat, or inflated boat shall not exceed 1.3 metres per second and the lowering speed for any liferaft shall not exceed 1 metre per second.
4. When the lowering of a lifeboat, a rescue boat, or a liferaft is controlled from within the craft by means of a control wire operating from an auxiliary drum on the winch -
  - (a) the strength of the control wire shall be sufficient to overcome the friction of the turning leads on the wire including the operation of turning out in the case of a lifeboat or rescue boat;
  - (b) the winch brake shall be operable from within the craft;
  - (c) the winch brake and the auxiliary control wire drum shall be designed such that the brake is not affected by the mass of the extended control wire or by the effect of wind on it;
  - (d) there is always sufficient length of control wire at the craft during all stages of lowering to the maximum extent of the falls and in the case of a lifeboat or rescue boat, there is means to retain the free end of the control wire in the boat until the falls are released.

## **SCHEDULE 8**

### Regulation 16

#### **REQUIREMENTS FOR LAUNCHING APPLIANCES FOR INFLATED BOATS.**

1. A launching appliance for an inflated boat shall comply, so far as is appropriate with the requirements for a launching appliance in Chapter VI of the Code and notwithstanding the requirements of the Code shall be capable of-
  - (a) recovering the inflated boat and bringing it back on board the ship;
  - (b) being always available when the ship is at sea and not used when the ship is at sea for any other purpose;
  - (c) manual operation;
  - (d) safely lowering the inflated boat with its full equipment and a crew of two persons to the water from the embarkation position when the ship has a list of up to 20 degrees to either side and a trim of up to 10 degrees;
  - (e) withstanding a static load test of 2.2 times the maximum designed safe working load applied to the launching appliance and its attachments except the winch brake, when the appliance is in the full outboard position.
  
2. An inflatable boat launching appliance shall be provided with a winch whenever the inflated boat is stowed more than 4.5 metres above the lightest sea going waterline.
  
3. Falls other than wire rope falls may be utilised and if used shall be -
  - (a) made from manila or other suitable material which is durable, resistant to kinks, firm laid and pliable;
  - (b) able to pass freely under any conditions through a hole 10 millimetres larger than the nominal diameter of the rope ;
  - (c) of such a strength that the breaking load is not less than 6 times the maximum load on any part of the fall when lowering or hoisting;
  - (d) long enough to reach the water with the ship in her lightest sea going condition and listed 20 degrees either way; and
  - (e) provided with storage reels or flaking boxes for the protection of the falls when not in use.
  
4. Whenever falls other than wire rope falls are used the launching appliance shall be provided with bollards or other equally effective devices for controlling the lowering of the inflated boat and such bollards or other devices shall be situated so that the inflated boat can be safely lowered and so that the boat is not lifted during the process of turning out.

## SCHEDULE 9

Regulation 2.

### REQUIREMENTS FOR FIRST AID KITS IN LIFEBOATS, LIFERAFTS AND RESCUE BOATS.

1. The first aid kit in every lifeboat, rescue boat, inflatable boat and liferaft shall comply with the following requirements provided that in any ship where the liferafts are serviced in a place where replacement first aid kits which meet these requirements are not available or where lifeboat and rescue boat first aid kits or their contents are replaced in a location where kits or items meeting these requirements are not available it shall be acceptable until such time as the first aid kits can be amended to meet these requirements to replace the kits or their contents with first aid kits or contents which comply as nearly as possible with these requirements.
2. The first aid kit shall be packed in a durable, damp proof, effectively sealed container capable of being tightly closed after use and protected until opened for use by an outer waterproof seal and bearing on the outside a list of the contents and their date of expiry.
3. The first aid kit shall contain the following items which shall comply with any standard or requirement specified in relation to it in the issue of the British Pharmacopoeia current at the time, the British Pharmaceutical Codex, or the British Formulary -
  - (a) Ergometrine Maleate  
500 microgram inj. With Oxytocin 5 units/1ml ampoule  
(to be carried only if there are women on board) 1
  - (b) Codeine Phosphate  
30 mg tablets 20
  - (c) Glyceryl Trinitrate  
400 micrograms / metered 1 unit  
200 dose aerosol or transdermal patches 5 mgm 2
  - (d) Hyoscine Hydrobromide  
0.3 mg BP tablets 60
  - (e) Paracetamol  
500 mg tablets 50
  - (f) Eye pad dressings No. 16 BPC 1
  - (g) Standard dressings No. 8 BPC 6
  - (h) Standard dressings No. 9 BPC 2
  - (i) Extra large dressings BPC 28 x 17.7 cm 2
  - (j) Paraffin gauze dressings BP 10 x 10 cm 10
  - (k) Triangular bandage, calico 90 x 127 cm 4
  - (l) Sterile absorbent cotton gauze BP 30 x 90 cm 1

(m)	Adhesive elastic strapping 2.5 x 4.5 m	1
(n)	Assorted sterile adhesive plasters	20
(o)	Zinc oxide plaster roll 2.25 cm x 5 m	1
(p)	Laerdal pocket mask	1
(q)	certified cream 0.5% W/W 50 gm tube	1
(r)	large disposable polythene gloves	5
(s)	plastic burn bags 46 x 31 cm approx.	1
(t)	sterile stainless steel scissors disposable	1
(u)	medium rustless safety pins	6
(v)	Antiseptic 0.015% Chlorexidine Gluconate H/V 0.15% Cetrimide	10
(w)	First aid instructions in English on waterproof paper	1

## SCHEDULE 10

### Regulation 4.

### REVOCATIONS.

<i>Government Circular</i>	<i>Title</i>	<i>Extent of Revocation</i>
234/86	Merchant Shipping (Musters and Training) Regulations 1986	The whole regulations.
273 <sup>g</sup> /91	Merchant Shipping (Life Saving Appliances) (Ships Built on or After 1 <sup>st</sup> July 1986) Regulations 1991	The whole regulations

DATED 2nd July, 1999

*David North,*

Minister for Trade and Industry

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<sup>g</sup> This note is not part of the regulations – the above reference to SD273/91 is incorrect the correct reference in SD274/91

## EXPLANATORY NOTE

*(This note is not part of the Regulations.)*

1. These Regulations replace the Merchant Shipping (Life Saving Appliances) (Ships Built on or after 1<sup>st</sup> July 1986) Regulations 1991. The Merchant Shipping (Life saving Appliances) (Ships built before 1<sup>st</sup> July 1986) Regulations 1991 remain in force subject to additional requirements in these regulations applicable to all ships.
2. These regulations give effect to the 1996 amendments to the Chapter III of the SOLAS Convention and incorporate particularly:-
  - (a) the provision of public address systems in passenger ships;
  - (b) the provision of marine escape systems or launching appliances for liferafts;
  - (c) the provision of automatic self righting and canopied reversible liferafts, fast rescue boats, helicopter pick up and landing areas, additional lifejackets, means of rescue and other matters in passenger ships;
  - (d) amendments to the requirements for davit testing, release gear testing and servicing and general alarm arrangements in all ships.
3. The Regulations also include requirements for the fitting of recovery arrangements for any lifeboat used as a rescue boat, applicable to any ship of any age.

### **Amendments:**

This text includes the amendments (indicated by ***bold italics***) made to these Regulations by -

SD396/03 Merchant Shipping (Pleasure Vessel) Regulations 2003 - the amendment changes the definition of a Pleasure Vessel

SD2014/0238 Merchant Shipping (Manning and STCW) Regulations 2014 – amendments to Regulations 2, 24 and 35(1)

SD2015/0387 Merchant Shipping (Official Log Book and List of Crew) Regulations 2015

SD2017/0185 Merchant Shipping (SOLAS Chapter III)(Life-Saving Appliances and Arrangements)(Regulations 2017

**Note:** The effect of the amendment is to limit the application of these Regulations to Manx cargo ships under 500gt (including foreign cargo ships under 500gt whilst they are within Manx territorial waters). Cargo ships under 500gt constructed before 1 July 1986 also have to comply with the relevant requirements of SD273/91 Merchant Shipping (Life Saving Appliances) (Ships built before 1 July 1986) Regulations 1991. Requirements for all ships above 500gt are now contained in the Merchant Shipping (SOLAS Chapter III)(Life-Saving Appliances and Arrangements)(Regulations 2017. Amendments have also been made to Regulations 25 and 26 to take account of updated SOLAS Chapter III requirements for radio lifesaving appliances.

2018/0088 Merchant Shipping (Survey and Certification) Regulations 2018



Section 55 of the Interpretation Act 2015 which increase the fines with effect from 1 January 2018

The functions in these Regulations have been transferred by SD155/10 to the Department of Economic Development and then to the Department for Enterprise by SD2017/0325 the Transfer of Functions (Economic Development and Education) Order 2017 with effect from 24 November 2017.