



INTERNATIONAL CONFERENCE ON  
SAFETY OF LIFE AT SEA, 1974

Drafting Committee

IMCO

DRAFT TEXT OF CHAPTER III

LIFE-SAVING APPLIANCES, etc.

Prepared by the Drafting Committee

Insert Chapter III of the 1960 Safety Convention with the following amendments:

Regulation 1 - Application

1. Paragraphs (b) and (c) are replaced by the following:

(b) In the case of existing ships engaged on international voyages, the keels of which were laid or which were at a similar stage of construction on or after the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, the requirements of Chapter III of that Convention applicable to new ships as defined in that Convention shall apply.

(c) In the case of existing ships engaged on international voyages, the keels of which were laid or which were at a similar stage of construction before the date of coming into force of the International Convention for the Safety of Life at Sea, 1960, and which do not already comply with the provisions of Chapter III of that Convention relating to new ships, the arrangements in each ship shall be considered by the Administration with a view to securing, so far as this is practicable and reasonable, and as early as possible, substantial compliance with the requirements of Chapter III of that Convention. The proviso to sub-paragraph (b)(i) of Regulation 27 of this Chapter may, however, be applied to existing ships referred to in this paragraph only if:

- (i) the provisions of Regulations 4, 8, 14, 18 and 19 and paragraphs (a) and (b) of Regulation 27 of this Chapter are complied with;

- (ii) the liferafts carried in accordance with the provisions of paragraph (b) of Regulation 27 comply with the requirements of either Regulation 15 or Regulation 16, and of Regulation 17 of this Chapter; and
- (iii) the total number of persons on board shall not be increased as the result of the provision of liferafts unless the ship fully complies with the provisions of:
  - (1) Part B of Chapter II;
  - (2) sub-paragraphs (a)(iii) and (a)(iv) of Regulation 21 or sub-paragraph (a)(iii) of Regulation 48 of Chapter II bis as applicable; and
  - (3) paragraphs (a), (b), (e) and (f) of Regulation 29 of this Chapter.

#### Regulation 2 - Definitions

2. The existing text of Regulation 2 is replaced by the following:

#### Regulation 2

#### Definitions

For the purpose of this Chapter:

- (a) "Short international voyage" means an international voyage 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 which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.
- (b) "Liferaft" means a liferaft complying with either Regulation 15 or Regulation 16 of this Chapter.
- (c) "Approved launching device" means a device approved by the Administration, capable of launching from the embarkation position a liferaft fully loaded with the number of persons it is permitted to carry and with its equipment.
- (d) "Certificated lifeboatman" means any member of the crew who holds a certificate of efficiency issued under the provisions of Regulation 32 of this Chapter.

- (e) "Buoyant apparatus" means flotation equipment (other than lifeboats, liferafts, lifebuoys and life-jackets) designed to support a specified number of persons who are in the water and of such construction that it retains its shape and properties.

Regulation 3 - Exemptions

3. Paragraph (b) is replaced by the following:

(b) In the case of passenger ships which are employed in special trades for the carriage of large numbers of special trade passengers, such as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements, provided that they comply fully with the provisions of:

- (i) the Rules annexed to the Special Trade Passenger Ships Agreement, 1971; and
- (ii) the Rules annexed to the Protocol on Space Requirements for Special Trade Passenger Ships, 1973, when it enters into force.

Regulation 5 - Construction of Lifeboats

4. Paragraph (j) is replaced by the following:

(j) The block coefficient of the cubic capacity as determined in accordance with Regulation 6 of this Chapter of all lifeboats, except wooden lifeboats made of planks, shall be not less than 0.64 provided that any such lifeboat may have a block coefficient of less than 0.64 if the Administration is satisfied with the sufficiency of the metacentric height and freeboard when the lifeboat is loaded with its full complement of persons and equipment.

Regulation 15 - Requirements for Inflatable Liferafts

5. Paragraph (b) is replaced by the following:

(b) The liferaft shall be so constructed that if it is dropped into the water from a height of 60 feet (or 18 metres) neither the liferaft nor its equipment will be damaged. If the raft is to be stowed on the ship at a height above the water of more than 60 feet (or 18 metres), it shall be of a type which has been satisfactorily drop-tested from a height at least equal to the height at which it is to be stowed.

6. Paragraph (p) is replaced by the following:

(p) (i) The liferaft shall be so stowed as to be readily available in case of emergency. It shall be stowed in such a manner as to permit it to float free from its stowage, inflate and break free from the vessel in the event of sinking.

(ii) If used, lashings shall be fitted with an automatic release system of a hydrostatic or equivalent nature approved by the Administration.

(iii) The liferaft required by paragraph (e) of Regulation 35 of this Chapter may be securely fastened.

Regulation 21 - Specification of a Lifebuoy

7. Paragraph (f) is replaced by the following:

(f) The self-igniting lights required by paragraph (e) of this Regulation shall be such that they cannot be extinguished by water. They shall be capable of burning for not less than 45 minutes and shall have a luminous intensity of not less than 2 candelas in all directions of the upper hemisphere. The lights shall be kept near the lifebuoys to which they belong, with the necessary means of attachment. Self-igniting lights used in tankers shall be of an approved electric battery type.\*

\* The following ranges of visibilities of the light might be expected in given atmospheric conditions.

Atmospheric transmissivity factor	Meteorological range of visibility (nautical miles)	Range of visibility of the light (nautical miles)
0.3	2.4	0.96
0.4	3.3	1.05
0.5	4.3	1.15
0.6	5.8	1.24
0.7	8.4	1.34
0.8	13.4	1.45
0.9	28.9	1.57

Regulation 22 - Life-jackets

8. The existing text of Regulation 22 is replaced by the following:

Regulation 22

Life-jackets

(a) Ships shall carry for every person on board a life-jacket of an approved type and, in addition, unless these life-jackets can be adapted for use by

children, a sufficient number of life-jackets suitable for children. Each life-jacket shall be suitably marked showing that it has been approved by the Administration.

(b) In addition to the life-jackets required by paragraph (a) of this Regulation there shall be carried on passenger ships life-jackets for 5 per cent of the total number of persons on board. These life-jackets shall be stowed in a conspicuous place on deck.

(c) An approved life-jacket shall comply with the following requirements:

- (i) It shall be constructed with proper workmanship and materials.
- (ii) It shall be so constructed as to eliminate so far as possible all risk of its being put on incorrectly, except that it shall be capable of being worn inside out.
- (iii) It shall be capable of lifting the face of an exhausted or unconscious person out of the water and holding it above the water with the body inclined backwards from its vertical position.
- (iv) It shall be capable of turning the body in the water from any position to a safe floating position with the body inclined backwards from its vertical position.
- (v) It shall not be adversely affected by oil or oil products.
- (vi) It shall be of a highly visible colour.
- (vii) It shall be fitted with an approved whistle, firmly secured by a cord.
- (viii) The buoyancy of the life-jacket required to provide the foregoing performance shall not be reduced by more than 5 per cent after 24 hours submergence in fresh water.

(d) A life-jacket, the buoyancy of which depends on inflation, may be permitted for use by the crews of all ships except passenger ships and tankers provided that:

- (i) it has two separate inflatable compartments;
- (ii) it is capable of being inflated both mechanically and by mouth; and
- (iii) it complies with the requirements of paragraph (c) of this Regulation with either compartment inflated separately.

(e) Life-jackets shall be so placed as to be readily accessible and their position shall be plainly indicated.

Regulation 25 - Muster List and Emergency Procedure

9. The existing text of Regulation 25 is replaced by the following:

Regulation 25

Muster List and Emergency Procedure

- (a) Special duties to be undertaken in the event of an emergency shall be allotted to each member of the crew.
- (b) The muster list shall show all the special duties and shall indicate, in particular, the station to which each member must go, and the duties that he has to perform.
- (c) The muster list for each passenger ship shall be in a form approved by the Administration.
- (d) Before the vessel sails, the muster list shall be completed. Copies shall be posted in several parts of the ship, and in particular in the crew's quarters.
- (e) The muster list shall show the duties assigned to the different members of the crew in connexion with:
- (i) the closing of the watertight doors, valves and closing mechanisms of scuppers, ash-shoots and fire doors;
  - (ii) the equipping of the lifeboats (including the portable radio apparatus for survival craft) and the other life-saving appliances;
  - (iii) the launching of the lifeboat;
  - (iv) the general preparation of the other life-saving appliances;
  - (v) the muster of the passengers; and
  - (vi) the extinction of fire, having regard to the ship's fire control plans.
- (f) The muster list shall show the several duties assigned to the members of the stewards' department in relation to the passengers in case of emergency. These duties shall include:
- (i) warning the passengers;
  - (ii) seeing that they are suitably clad and have put on their life-jackets in a proper manner;

- (iii) assembling the passengers at muster stations;
- (iv) keeping order in the passages and on the stairways, and, generally, controlling the movements of the passengers; and
- (v) ensuring that a supply of blankets is taken to the lifeboats.

(g) The duties shown by the muster list in relation to the extinction of fire pursuant to sub-paragraph (e)(vi) of this Regulation shall include particulars of:

- (i) the manning of the fire parties assigned to deal with fires;
- (ii) the special duties assigned in respect of the operation of fire-fighting equipment and installations.

(h) The muster list shall specify definite signals for calling all the crew to their boat, liferaft and fire stations, and shall give full particulars of these signals. These signals shall be made on the whistle or siren and, except on passenger ships on short international voyages and on cargo ships of less than 45.7 metres (150 feet) in length, they shall be supplemented by other signals which shall be electrically operated. All these signals shall be operable from the bridge.

#### Regulation 26 - Practice Musters and Drills

10. Sub-paragraph (a)(iv) is replaced by the following:

(iv) The date upon which musters are held, and details of any training and drills in fire-fighting which are carried out on board shall be recorded in such log book as may be prescribed by the Administration. If in any week (for passenger ships) or month (for cargo ships) no muster or a part muster only is held, an entry shall be made stating the circumstances and extent of the muster held. A report of the examination of the boat's equipment on cargo ships shall be entered in the log book, which shall also record the occasions on which the lifeboats are swung out and lowered in compliance with paragraph (c) of this Regulation.

#### Regulation 35 - Number and Capacity of Lifeboats and Liferafts

11. Paragraph (a) is replaced by the following:

(a) (i) Every cargo ship, except ships employed as whale factory ships, fish processing or canning factory ships, and ships engaged in the carriage of persons employed in the whaling, fish processing or canning industries, shall carry lifeboats on each side of the ship of such aggregate capacity as will accommodate

all persons on board, and in addition shall carry liferafts sufficient to accommodate half that number.

Provided that, in the case of such cargo ships engaged on international voyages between near neighbouring countries, the Administration, if it is satisfied that the conditions of the voyage are such as to render the compulsory carriage of liferafts unreasonable or unnecessary, may to that extent exempt individual ships or classes of ships from this requirement.

(ii) (1) Subject to the provisions of sub-paragraph (ii)(2) of this paragraph, every tanker of 3,000 tons gross tonnage and upwards shall carry not less than four lifeboats, two of which shall be carried aft and two amidships, except that in tankers which have no amidships superstructure all lifeboats shall be carried aft.

(2) A tanker of 3,000 tons gross tonnage and upwards which has no amidships superstructure may be permitted by the Administration to carry two lifeboats only, provided that:

- (aa) one lifeboat is carried aft on each side of the ship;
- (bb) each such lifeboat shall not exceed 8.5 metres (28 feet) in length;
- (cc) each such lifeboat shall be stowed as far forward as practicable, but at least so far forward that the after end of the lifeboat is one-and-a-half times the length of the lifeboat forward of the propeller; and
- (dd) each such lifeboat shall be stowed as near sea level as is safe and practicable.

12. Paragraph (c) is replaced by the following:

(c) Every cargo ship with no amidships superstructure having a registered length of 150 metres (492 feet) and upwards shall carry, in addition to the liferafts required under sub-paragraph (a)(i) of this Regulation, a liferaft capable of accommodating at least six persons which shall be stowed as far forward as is reasonable and practicable.



Regulation 36 - Davits and Launching Arrangements

13. Paragraph (c) is replaced by the following:

(c) Lifeboats and liferafts for which approved launching devices are required to be carried shall preferably be positioned as close to accommodation and service spaces as possible. They shall be stowed in such positions as to ensure safe launching, having particular regard to clearance from the propeller and steeply overhanging portions of the hull, with the object of ensuring so far as practicable that they can be launched down the straight side of the ship. If positioned forward they shall be stowed abaft the collision bulkhead in a sheltered position and in this respect the Administration shall give special consideration to the strength of the davits.

Miscellaneous

14. References to Chapter II and Chapter II bis are replaced by Chapter II-1 and Chapter II-2 respectively.

15. When in the 1960 Safety Convention or in the amendments listed above both British and metric units are mentioned, only metric units should be cited.

16. References to Regulations of Chapter IV are amended in accordance with the new numbering of that Chapter.

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