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RECOMMENDATION ON LIFE-SAVING APPLIANCES FOR
AIR-CUSHION VEHICLES

RESOLUTION A.170(ES.IV)
adopted on 28 November 1968

THE ASSEMBLY,

NOTING Article 16(i) of the IMCO Convention concerning the
function of the Assembly,

CONSIDERING the need for specific provisions concerning
life-saving appliances for special types of craft,

HAVING CONSIDERED the Recommendation adopted by the
Maritime Safety Committee at its seventeenth session,

ADOPTS the Recommendation on life-saving appliances for
air-cushion vehicles, the text of which is set out in the Annex
to this Resolution,

INVITES the Maritime Safety Committee to keep this
Recommendation under review taking into account future technical
developments,

REQUESTS all governments concerned to apply this
Recommendation to such craft when engaged on international
voyages.

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ANNEX

RECOMMENDATION ON LIFE-SAVING APPLIANCES FOR
AIR-CUSHION VEHICLES

1. Survival craft

Liferafts should be provided sufficient to accommodate all persons on board.

2. Life-jackets

Life-jackets should be provided for all persons on board, plus 5 per cent of that number. A sufficient number of life-jackets suitable for children should also be required.

3. Lifebuoys

A minimum of four lifebuoys should be provided; at least two of them should have a life line in accordance with Regulation 21(d) Chapter III of the International Convention for the Safety of Life at Sea, 1960, and the other two should be equipped with self-igniting lights. The Administration may permit the lifebuoys to be carried inside the compartments.

4. Equipment for liferafts

Liferafts should be equipped in accordance with the provisions of Regulation 17 of Chapter III of the 1960 Safety Convention.

5. Portable radio apparatus for survival craft

An approved portable radio apparatus for survival craft should be provided. It should comply with the provisions of Regulation 13 of Chapter III of the 1960 Safety Convention.

6. Distress signals

Means of making effective distress signals by day and by night, including at least twelve parachute signals capable of giving a bright red light at a high altitude, should be provided to the satisfaction of the Administration.

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7. Ready availability of life-saving appliances

The general principles of ready availability of survival craft laid down in Regulation 4 of Chapter III of the 1960 Safety Convention should be fully applied.

8. Embarkation into liferafts

- (a) Sufficient ladders to facilitate embarkation into liferafts should be provided when considered necessary.
- (b) Means of illuminating the stowage position of liferafts should be provided. The exit from every main compartment occupied by passengers or crew should be continuously lighted by an emergency lamp. The power for these emergency lamps and for the illumination of stowage position of liferafts should be so arranged that they will in the event of failure of the main generating plant be supplied from an emergency source of power which may be battery operated.
- (c) Suitable arrangements should be made for preventing any discharge of water into liferafts at fixed launching positions.

9. Stowage of liferafts

Liferafts should be stowed to the satisfaction of the Administration in such a way that:

- (a) they would not impede in any way the prompt handling of any other rafts or the marshalling of the persons on board at escape exits or their embarkation; and
- (b) they should be capable of being put into the water even in unfavourable conditions of trim and of 15 degrees of list either way.

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10. Maximum "abandon ship" time

The Administration should establish for each vehicle a maximum time for launching liferafts and abandoning the vehicle, taking into account fire protection and subdivision factors and having regard to escape arrangements.

11. Emergency instructions and drills

- (a) Written emergency instructions should be placed near the passengers' seats.
- (b) Oral emergency instructions should be given to passengers on each departure.
- (c) Practice musters and drills for the crew should take place in accordance with the provisions of Regulation 26 of Chapter III of the 1960 Safety Convention.

12. General

When establishing specific rules for air-cushion vehicles the Administration is recommended to follow, in general, the requirements of Chapter III of the International Convention for the Safety of Life at Sea, 1960.

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