

ANNEX 15

RESOLUTION MSC.563(108) (adopted on 23 May 2024)

AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))

THE MARITIME SAFETY COMMITTEE,

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

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

RECALLING FURTHER that, since the adoption of resolution A.689(17), the Committee has amended the Recommendation annexed thereto by resolutions MSC.54(66) and MSC.81(70), and by circulars MSC/Circ.596, MSC/Circ.615 and MSC/Circ.809,

RECOGNIZING the need to ensure that the references in the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) are kept up to date,

- 1 ADOPTS the *Amendments to the Revised recommendation on testing of life-saving appliances* (MSC.81(70)), set out in the annex to the present resolution;
- 2 RECOMMENDS that Governments apply the amendments when testing life-saving appliances, as set out in the annex to the present resolution;
- 3 INVITES Contracting Governments to the SOLAS Convention to bring the above amendments to the attention of all parties concerned.

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AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70))

PART 1 - PROTOTYPE TEST FOR LIFE-SAVING APPLIANCES

2.8 Water performance tests

Test subjects

- 1 The following new paragraph 2.8.2.1 is added after existing paragraph 2.8.2:

"2.8.2.1 If a "no turn" is recorded for a test subject wearing the RTD during the righting tests in 2.8.5, the test subject may be replaced with one additional test subject from the same height and weight category and in accordance with 2.7.2."

Assessment

- 2 Paragraph 2.8.7.1 is replaced by the following:

"2.8.7 After the water tests described in 2.8.5 and .6 above:

- .1 *Turning time:* The average turn time for all subjects in the candidate lifejacket should not exceed the average time in the RTD plus 1 s, and at the end of each righting test, each test subject should attain a face-up position where the nose and mouth are clear of the water;
- .2 *Freeboard:* The average freeboard of all the subjects should not be less than the average for the RTD minus 10 mm;
- .3 *Torso angles:* The average of all subjects' torso angles should be not less than the average for the RTD minus 10°;
- .4 *Faceplane (head) angles:* The average of all subjects' faceplane angles should be not less than the average for the RTD minus 10°; and
- .5 *Lifejacket light location:* The position of the lifejacket light should permit it to be visible over as great a segment of the upper hemisphere as is practicable."

PART 2 - PRODUCTION AND INSTALLATION TESTS

6.1 Launching appliances using falls and winches

Installation tests

Loaded test

- 3 Paragraph 6.1.2 is replaced by the following:

"6.1.2 The survival craft or rescue boat, loaded with its normal equipment or an equivalent mass and a distributed mass equivalent to that of the number of persons, each weighing 75 kg or 82.5 kg, as applicable, it is permitted to accommodate, should be released by operation of the launching control on deck. The speed at which the survival craft or rescue boat is lowered into the water should be not less than that obtained from the formula:

$$S = 0.4 + 0.02H, \text{ or } 1.0, \text{ whichever is less}$$

where: S = speed of lowering (m/s)

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

The maximum lowering speed should be 1.3 m/s or as decided by the Administration in accordance with paragraph 6.1.2.10 of the LSA Code."

Loaded lowering test (brake test only)

- 4 Paragraph 6.1.5 is replaced by the following:

"6.1.5 The survival craft or rescue boat loaded with its normal equipment or an equivalent mass and a distributed mass equal to that of the number of persons, each weighing 75 kg or 82.5 kg, it is permitted to accommodate +10% of the working load, should be released by the operation of the launching controls on deck. When the craft has reached its maximum lowering speed, the brake should be abruptly applied to demonstrate that the attachments of the davits and winches to the ship's structure are satisfactory. The maximum lowering speed should be 1.3 m/s or as decided by the Administration in accordance with paragraph 6.1.2.10 of the LSA Code."
