

RESOLUTION MSC.568(109) (adopted on 6 December 2024)
AMENDMENTS TO THE REVISED RECOMMENDATION ON
TESTING OF LIFE-SAVING APPLIANCES
(RESOLUTION MSC.81(70))

ANNEX 9

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(adopted on 6 December 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 (resolution MSC.81(70)), set out in the annex to the present resolution;
- 2 RECOMMENDS Governments to 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.

ANNEX

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

PART 1 – PROTOTYPE TEST FOR LIFE-SAVING APPLIANCES

6 Lifeboats

6.14 Additional tests for totally enclosed lifeboats

1 Paragraph 6.14.1.1 is replaced by the following:

Self-righting test

"6.14.1.1 when the lifeboat with its engine is loaded in the normal position with properly secured weights representing the fully equipped lifeboat with a full complement of persons on board. The weight used to represent each person, assumed to have an average mass of 75 kg for a lifeboat intended for a passenger ship or 82.5 kg for a lifeboat intended for a cargo ship, should be secured at each seat location and have its centre of gravity approximately 300 mm above the seat pan so as to have the same effect on stability as when the lifeboat is loaded with the number of persons for which it is to be approved; and".

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