

Amendments applicable to enclosed life boat (when used as a rescue boat) requirements for recovery and maintenance of on-load release mechanism

M.S. Notice No. 12 of 2009

**14-NT
(09)/2008 2009**

Dated: 29th January,

SUB: Amendments applicable to enclosed life boat (when used as a rescue boat) requirements for recovery and maintenance of on-load release mechanism.

1. Background:-

Having realized that in recent past, enclosed life boats are delegated with additional utility of a rescue boat, comply with most of the design parameters of a rescue boat, accepted by Indian Maritime Administration as rescue boat and taking cognizance of areas of concern viz; recovery in foul weather conditions, increasing number of accidents and difficulties faced during retrieval of survivals / Man Over Board (MOB) situations and wherein, certain Port State regimes have already begun strict enforcement, the Directorate hereby draws following requirements for existing vessels where one of the enclosed / semi enclosed life boat is entrusted with the responsibilities of a rescue boat.

2. Provisions / References:-

- i. SOLAS Reg. III/17.5,
- ii. MSC.Res. 218(82) / VI / 6.1.1.11
- iii. SOLAS Reg. III/16.2,
- iv. MSC.Res. 218(82) / VI / 6.1.2.13

3. Application:-

From 01-04-2009, these provisions shall apply to all existing Indian vessels, fitted with enclosed life boats, (or semi enclosed life boats) having boat fall bob weight of 7 kg. or more, not having dedicated rescue boat. However, if the length of the conventional long link suspension chain or wire, where it is considered not to constitute a danger, is more than 1.25 meters up to boat lifting hook and last long link or similar attachment is less than 7 kg in weight, provisions of this M.S. Notice No.12/ 2009 need not apply.

4. Requirement:-

- i. Such vessels shall carry one set of approved Recovery Strops.
- ii. Such vessels shall carry one set of approved Hanging off Pendants.
- iii. The realistic drill involving: sighting, retrieval of a survivor, handling of a stretcher and aspect of recovery of such rescue boat in Beaufort Sea State scale 4 and above, in not more than three months intervals.
- iv. Renewal / proof testing of Recovery Strops and Hanging off Pendant by the classification society or a DGS approved (for survival craft equipment) testing center on five yearly basis
- v. Where the recovery arrangements entail disembarkation at a deck level other than the embarkation deck, bowing arrangements should be provided for both decks.
- vi. In case of recovery strops and hanging off pendants, certificates of tests, issued by agency in sub-para IV) above, should be provided on board and be made available for inspection

5. Material and Testing:-

- i. When considering the strength and the testing of the recovery strops, hanging off pendants and davit structure, a working load consisting of the weight of the rescue boat (enclosed life boat), its full equipment with provisions plus six (6) persons of 75 kg each, should be used.
- ii. Recovery strops which may be of nylon or other similar suitable material, at least 1.5 metre, having a factor of safety of at least 6 based upon the breaking strength of the strop.
- iii. Hanging off Pendants may be made of wire ropes, at least 4.5 metres long with safety factor of 6 based upon the breaking strength of the wire. The Hanging of pendant attachments on the davit should be designed with a factor of safety of at least 4.5, based upon the ultimate tensile test of the material.
- iv. Davit structure should maintain a factor of safety of 4.5, when hanging off the working load with the ship trimmed upto 100 and listed upto 200 each side.
- v. One such arrangement is illustrated in the attached Annex to this notice. It is accepted that there may be a number of different arrangements which will achieve the same results, in accepting life boats which are also rescue boats, Surveyors should ensure such facilities are of equivalent efficiency, suitability for the purpose and duly tested.
- vi. The equipment described in this notice should be fitted to all ships constructed on or after 1st July 1986 to any life boat and davit nominated as a rescue boat. Ship-owners, Ship Managers and Classifications Societies should if necessary consult the manufacturers of the life boat davits on the provision of the necessary fittings and equipment before the next safety equipment survey is required

sd/-

(Capt. S. K. Shukla)

Nautical Surveyor-cum-

Dy. Director General of Shipping (Technical)

[Encl.: Annex](#)