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GOVERNMENT OF INDIA  
( BHARAT SARKAR )  
MINISTRY OF SHIPPING AND TRANSPORT  
( NAUVAHAN AUR PARIVAHAN MANTRALAYA)  
( TRANSPORT WING)  
( PARIVAHAN PAKSHA)

New Delhi - , the 7<sup>th</sup> July'73

**NOTIFICATION.**  
(Merchant Shipping )

G. S. R 792 WHEREAS certain draft rules further to amend the Life – boatmen's ( Qualifications and Certificates) Rules, 1963 were published, as required by sub-section (1) of section 288 and sub-section (1) of section 344 of the Merchant shipping Art, 1958 (44 of 1958) at pages 2296 to 2298 of the Gazette of India, part II- Section 3 Sub-section (1), dated the 2<sup>nd</sup> September, 1972, inviting objections and suggestions from all persons likely to be affected thereby , till the 1<sup>st</sup> day of November 1972.

AND WHEREAS the said Gazette was made available to the public on the 2<sup>nd</sup> day of September, 1972;

AND WHEREAS on objections and suggestions were received from the public on the said draft rules;

NOW, THEREFORE, in exercise of the powers conferred by clauses (h) and (hh) of sub-section (2) of section 288 and section 344 of the said Act, the Central Government hereby makes the following rules further to amend the Life-boatmen's (Qualifications and Certificates) Rules 1963 namely: -

1. (1) These rules may be called the Life-boatmen's (Qualifications and Certificates) Amendment Rules, 1973.

(2) They shall come into force at once.

2. In the Life-boatmen's (Qualifications and Certificates) rules, 1963 (hereinafter referred to as the said rules) for rules 9 and 10, the following rules shall be substituted, namely:-

“9. Nature of Examination:-

(1) The examination shall be aimed at testing the knowledge of candidates in the theory and practice of launching and handling of life-boats and life-rafts, operation of life-boats and life-rafts, and survival procedure.

(2) The examination shall consist of three parts, namely:-

(a) operation of swinging out and lowering of life-boats and launching of life-rafts;

(b) handling of the life-boat afloat; and

(c) use of equipment carried in life-boats and life-rafts and theory and practice of survival procedure.

(3) The syllabus for the examination shall be as set out in Part I of Appendix B.

(4) The order of examination shall be as set out in part II of Appendix B.

10. Nature of lifeboats and life-rafts used for examination:-

Any lifeboat or inflatable life-raft used for the purpose of the examination shall be a lifeboat or a life-raft as specified in and equipped in accordance with the Life Saving Appliances/Rules. Any such life-boat used in the examination shall be a motor lifeboat which is attached to a set of gravity type davits fitted with wire falls.”

3. For Appendix B attached to the said rules, the following Appendix shall be substituted, namely:-

“Appendix B”

( See rule 9 )

PART I ( See rule 9 (3) )

Syllabus for Lifeboatmen’s Certificate

1. Every candidate submitting himself to the examination may be required to –

(i) identify the permanent makings on a lifeboat or a life-raft with regard to the number of persons to be carried;

(ii) know the equipment statutorily required to be carried in a life-boat or a life- raft and its proper use;

(iii) know the location of instructions on board a lifeboat or a life-raft respecting certain equipments carried on board such lifeboat or life-raft such as, for example, the survival craft radio equipment, the first aid outfit and the pyrotechnics ( Detailed knowledge of such instructions is not required) ; and

(iv) know the minimum food and water required to be carried in a lifeboat or a life-raft for each person the lifeboat or life-raft is certified to carry.

Boat Launching and Handling – theory

2. Every such candidate may be required to demonstrate knowledge in respect of –

(a) the emergency signal , its meaning and the action to be taken on hearing the signal;

(b) the difference between the “emergency signal” and “abandon ship signal”;

(c) the procedure to be followed in the preparation, swinging out, embarking, lowering and launching of a lifeboat and dangers attending these operations;

(d) the procedure for the operation commencing for the launching of the lifeboat and terminating with the clearing the ship and riding to a sea anchor; and

(e) the management of a boat under sail.

#### **Boat Launching and Handling-Practical**

3. Every candidate may be required to demonstrate his ability to –

(a) row a life-boat and act as a coxswain during launching operation and when afloat;

(b) assist in setting the sail and floating the sea anchor;

(c) understand every order commonly used in boat handling.

#### **Procedure for starting of Lifeboat Engine**

4. Every candidate may be required to demonstrate his ability to start and operate a lifeboat engine and know the procedure therefor. For example, the starting procedure for a typical lifeboat engine presently widely in use is:-

(i) fuel on;

(ii) gear lever neutral;

(iii) throttle set;

(iv) operate decompression device;

(v) turn engine over with starting handle and when turning well change to full compression; and

(vi) when engine is turning, check that, cooling water is circulating and that oil pressure is satisfactory (if gauge is fitted).

#### **Inflatable life-rafts**

5. Every candidates may be required to demonstrate his knowledge in respect of –

(i) methods of launching a life-raft;

(ii) precautions to be taken before, during and after launching a life-raft;

(iii) boarding a life-raft from the ship or from the water;

(iv) method of righting a capsized life-raft.

#### **Survival Procedure**

6. Every candidate may be required to demonstrate his knowledge in respect of survival procedure in a lifeboat and life-raft and particularly in respect of –

(i) rigging of protective covers in a lifeboat and the use of canopy in a life-raft;

(ii) comfort of passengers and crew;

(iii) issue of food and water;

- (iv) maintenance of good discipline.

**PART II**  
**(See rule 9 (4))**

**Order of Examination**

1. The following suggested order of examination has been prepared for guidance and information but the Examiners will not necessarily follow this order.

2. The boat's crew fall in, standing in single line with lifejackets on, facing the boat. One of them is then told to act as coxswain and he proceeds to detail the crew on their several duties such as to act as lowerers, bowman, stroke and to attend gripes and checks. The stroke oarsman takes up his station abreast of the stern post, the bowman abreast of the stem, and the lowerers opposite the falls or at the winch.

3. Whilst in this position, they are questioned on their knowledge of the details of the boat, its equipment and management and on their knowledge of the davits, release gear, winches, tricing pendants and bowsing tackles and of the disengaging gear.

4. Clear Away- On the coxswain giving the Order "Clear Away", the boat's covers and spreaders, if in place, are removed by the combined crew, and the bowman and stroke oarsman get into the boat. The bowman sees that the painter is clear and ready to pass to the deck, and also sees that the forward lifeline is clear. The stroke oarsman sees that the after lifeline is clear, ships the plug and prepares to ship the rudder of steering Oar. Both these men should see that oars and boat hooks are clear and ready for use. The lowerers see that the falls are taut and properly belayed and clear for running, or if winches are to be used that there are no appurtenances which would interfere with the lowering of the boat. Other members as detailed release the gripes and see that the boat is clear and ready for turning out or, lowering to embarkation position. The crew then return to their former positions, with the exception of the bowman and stroke oarsman.

5. "Swing Out" or "Lower for Embarkation" – On this order (whichever one is appropriate) the boat is swung out as quickly as possible and brought square to the ships' side; or the boat lowered to the embarkation position, the bowsing tackles secured and tricing pendants released. The painter is passed forward to a suitable position and the rudder shipped. Before the boat is lowered, the operation of swinging out or turning out from gripped position (there is no reason to deal with covers or spreaders again) should be repeated several times. A different man should act as coxswain each time, and the positions of the other members should be varied.

6. "Lower Away" – On this order the bowsing tackles are eased or let go and the boat is lowered, care being taken that she is kept as near as possible on an even keel if lowered by hand. When the boat is water-borne the remainder of the crew will take their places in the boat. The oarsman will unhook the falls, ship outboard crutches and toss their oars. Each member of the crew should take part in the actual lowering of the boat in turn. This can be arranged by lowering in stages.

7. Still and Carry On – The order "Still" is given when, through some misunderstanding or accident or for the purpose of instruction it is necessary to suspend operation. At this order each man steps what he is doing, retaining his position and remaining silent and if the order is given whilst the boat is being lowered by hand the lowerers

immediately take an extra turn of the falls or belay them. At the order "Carry On" operations are resumed.

8. Practice afloat- Each member of the crew should be required to take turn in rowing, steering and giving orders such as "pull starboard", "back part", "in bow" and in assisting to set the sail, start the lifeboat engine, float the sea anchor and bring the boat alongside.

9. Candidate may be expected to answer any of the following questions—

Lifeboat;

How many oars are there in the boat?

What are the parts of an oar?

How are the oars stowed in the lifeboat?

How many boat hooks are there?

How many axes and where kept?

How many plugs and where kept?

What quantity of biscuits should there be in the biscuit tank?

How much water should there be in water breakers?

How to get water out of breaker?

What is the use of boilers and buckets?

How would you attract attention at night?

Show how to light red lights?

Have you any other means of attracting attention at night?

How long should the lamp burn?

What oil is be carried?

Name parts of sails?

Which side of a boat do you attach sheet to and to what do you make sheet fast?

Where is the tack of a standing lug made fast?

How would you distinguish parts of sail in the dark?

Where is the tack of a dipping lug made fast?

What is the use of a reef? Tie a reef point?

Describe different between standing and dipping lugs?

What would you do in the event of having to lower sail in bad weather?

**What is a very important thing to remember when handling a boat under sail?**

**Describe the use of the sea anchor?**

**Describe the use of an oil bag?**

**How would you bring a boat head to sea?**

**Which gripes would you let go first when about to swing a boat out?**

**Before lowering a boat, what is important to see to?**

**When a boat is lowered in the water which fall do you let go first?**

**If the forward falls are let go first, what happens if the ship has headway?**

**How would you tell number of people a boat is certified to carry?**

**What are lifelines for?**

**What is there in the boat for providing buoyancy?**

**What are the buoyancy tanks made of?**

**How would you distinguish the steering oar from the others?**

**Candidates to name any points of the compass, if asked?**

**Life-rafts**

**How is life-raft launched (a) with a launching device (b) without a launching device?**

**How is buoyancy provided in a life-raft?**

**How are punctured buoyancy chambers repaired?**

**When is the floor of the life-raft required to be inflated?**

**How is a capsized life-raft brought back in an upright position?**

**How is rain water collected in life-raft?"**

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**Sd/**

**(V. V. SUBRAHMANYAM)**

**DEPUTY SECRETARY TO THE GOVERNMENT OF INDIA.**