

(a) illustrate the purpose of controls and the procedures for operating the appliance and give relevant instructions;

(b) be easily seen under emergency lighting conditions on ships of Classes I, II, VII, VIIA and VIII;

(c) where applicable use symbols which are approved by the Director.

11. Survival Craft Muster and Embarkation Arrangements—(1) Lifeboats and liferafts for which launching appliances are required shall be stowed as close to accommodation and service spaces as possible.

(2) Muster stations shall be provided close to the embarkation stations. Each muster station shall have sufficient space to accommodate all persons assigned to muster at that station. In ships of Classes I, and II passenger muster stations shall permit ready access for the passengers to the embarkation stations unless in the same location, and shall have ample room for marshalling and instruction of the passengers.

(3) Muster and embarkation stations shall be readily accessible from accommodation and work areas.

(4) In every ship of Class I or II, an electric lighting system shall be provided throughout the ship and in particular upon the decks from which lifeboats and liferafts are embarked. Provision shall also be made in every such ship for electric lighting for:

(a) illumination of the launching gear and of the lifeboats, and of the liferaft launching appliances where provided and the liferafts which they serve, during the preparation for and process of launching, and

(b) for illuminating the water into which the lifeboats and those liferafts served by launching appliances are launched until the process of launching is completed, and

(c) for illuminating the stowage position of liferafts for which launching appliances are not provided. The lighting shall be operated from the ship's main generating plant and shall be so arranged that power may be supplied from the emergency source of power required by the Shipping (Construction) Regulations 1989.

(5) In every ship of Class I, or II the exit from every main compartment occupied by passengers or crew shall be continuously lighted by an emergency electric lamp, operated from the ship's main generating plant and so arranged that power may be supplied from the emergency source of power required by the Shipping (Construction) Regulations 1989.

(6) In every ship of Class VII or VIIA, with a gross tonnage of 500 or over, provision shall be made for:

(a) electric lighting of the launching gear and of the lifeboats and of the liferaft launching appliances where provided, and of the liferafts which they serve, during the preparation for and process of launching, and

(b) for lighting the water into which the lifeboats, and the liferafts served by launching appliances are launched until the process of launching is completed and

(c) for the lighting of the stowage position of liferafts for which launching appliances are not provided.

(7) In every ship of Class VII or VIIA, with a gross tonnage of 1,600 or over, provision shall be made for the electric lighting of the alleyways, stairways, and exits so as to ensure that access of all persons on board to the launching stations and stowage positions of lifeboats and liferafts is not impeded.

(8) The lighting required by sub-clauses (4) and (5) of this clause shall be operated from the ship's main electric generating plant, and in addition shall be capable of being operated from an emergency source of electric power provided for such lighting and capable of operating for a period of at least 3 hours.

(9) In every ship of Class VII, or VIIA, with a gross tonnage of less than 500 and in every ship of Class VIII, and in every ship of Class X of 24m in length or over, means shall be provided

for the electric lighting of the launching gear and lifeboats, rescue boats, or dinghies during the preparation for and process of launching and also for the lighting of the stowage position of the liferafts:

Provided that in existing ships in which, in the opinion of a surveyor, it is not considered practicable or reasonable to fit permanent lighting in compliance with the requirements of this sub-clause, self-contained portable electric battery-operated hand lamps capable of functioning efficiently for at least 3 hours may be provided.

(10) Davit-launched survival craft muster and embarkation stations shall be so arranged as to enable stretcher cases to be placed in survival craft.

(11) In ships of Classes I, II, VII, VIIA, VIII, an embarkation ladder shall be provided at each launching station or at every two adjacent launching stations, extending, in a single length, from the deck to the waterline in the lightest seagoing condition under unfavourable conditions of trim and with the ship listed not less than 15° either way and where such distance exceeds 1 metre. Such ladders may be replaced by approved devices to afford access to survival craft when waterborne, provided that there shall be at least 1 embarkation ladder on each side of the ship. Handholds shall be provided to assist in a safe passage from the deck to the ladder and vice-versa. Other means of embarkation may be permitted for the liferafts required to be carried and stowed as far forward as reasonable and practicable on non-passenger ships of 150m in length or over which have no amidships superstructure.

(12) Where necessary, means shall be provided for bringing davit-launched survival craft against the ship's side and holding them alongside so that persons can be safely embarked.

(13) On ships of Classes I and II survival craft embarkation arrangements shall be so designed that:

(a) all lifeboats can be boarded and launched either directly from the stowed position or from an embarkation deck but not both;

(b) davit-launched liferafts can be boarded and launched from a position immediately adjacent to the stowed position or from a position to which the liferaft is transferred prior to launching.

(14) On every ship provided with a rescue boat, arrangements shall be such that the rescue boat can be boarded and launched directly from the stowed position with the number of persons assigned to crew the rescue boat on board. Notwithstanding the requirements of sub-clause 13(a) of this clause if the rescue boat is also a lifeboat and the other lifeboats are boarded and launched from an embarkation deck, the arrangements shall be such that the rescue boat can also be boarded and launched from the embarkation deck.

(15) On ships of Classes VII, VIIA and VIII, survival craft embarkation arrangements shall be so designed that lifeboats can be boarded and launched directly from the stowed position and davit-launched liferafts can be boarded and launched from a position immediately adjacent to the stowed position or from a position to which the liferaft is transferred prior to launching.

12. Stowage of Survival Craft, Rescue Boats and Inflated Boats—(1) Each survival craft shall be stowed:

(a) so that neither the survival craft nor its stowage arrangements will interfere with the operation of any other survival craft or rescue boat at any other launching station;

(b) as near the water surface as is safe and practicable and, in the case of a survival craft other than a liferaft intended for throw-overboard launching, in such a position that the survival craft in the embarkation position is not less than 2 metres above the waterline with the ship in the fully loaded condition under unfavourable conditions of trim and listed up to 20° either way, or to the angle at which the ship's weatherdeck edge becomes submerged, whichever is less;