

accelerations resulting from being launched, when loaded with its full complement of persons and equipment, from at least the maximum height at which it is designed to be stowed above the waterline with the ship in the lightest seagoing condition, under unfavourable conditions of trim of up to 10° and with the ship listed not less than 20° either way.

## **PART V**

### ***Lifeboats With a Self-contained Air Support System***

**25.** All lifeboats with a self-contained air support system shall comply with the requirements of Parts I and IV of this performance standard and in addition every lifeboat with a self contained air support system shall be so arranged that when proceeding with all entrances and openings closed, the air in the lifeboat remains safe and breathable and the engine runs normally for a period of not less than 10 minutes. During this period the atmospheric pressure inside the lifeboat shall never fall below the outside atmospheric pressure nor shall it exceed it by more than 20 millibar. The system shall have visual indicators to indicate the pressure of the air supply at all times.

## **PART VI**

### ***Fire-protected Lifeboats***

**26.** All fire-protected lifeboats in this Part shall comply with the requirements of Parts I, IV and V of this performance standard, and in addition shall comply with the requirements of this Part.

**27. Fire Protection**—Every fire-protected lifeboat when waterborne shall be capable of protecting the number of persons it is permitted to accommodate when subjected to a continuous oil fire that envelops the lifeboat for a period of not less than 8 minutes.

**28. Water Spray System**—A lifeboat which has a water spray fire-protection system shall comply with the following:

(a) water for the system shall be drawn from the sea by a self-priming motor pump. It shall be possible to turn "on" and turn "off" the flow of water over the exterior of the lifeboat;

(b) the seawater intake shall be so arranged as to prevent the intake of flammable liquids from the sea surface; and

(c) the system shall be arranged for flushing with fresh water and allowing complete drainage.

## **PART VII**

### ***Lifeboat Disengaging Gears***

**29. Arrangement**—Except in the case of single point suspension, the lifeboat disengaging gear shall be so arranged that all hooks are released simultaneously on the operation of the control mechanism.

**30. Means of Release**—The means of effecting release shall be placed near the coxswain's position.

**31. Release Capabilities**—The gear shall have 2 release capabilities as follows:

(a) a normal release capability which will release the lifeboat only when it is waterborne or when there is no load on the hook(s); and

(b) an on-load release capability which will release the lifeboat with a load on the hook(s). This release shall be so arranged as to release the lifeboat under any condition of loading from no-load with the lifeboat waterborne to a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment. This release shall be adequately protected against accidental or premature use.

**32. Means of Connecting Hooks**—The means of connection between the hook(s), safety device and the operating lever or release unit shall:

(a) be arranged and led so as to ensure the efficient operation of the gear;

(b) wherever necessary, be properly cased in for the safety or efficient action of the gear or for the protection of persons from injury; and

(c) where cased in, means shall be provided for lubricating this equipment.

**33. Release Controls to be Marked**—The release control(s) are to be clearly marked in a colour that contrasts with the surroundings, and a suitably worded instruction plate indicating the method of safe operation of the gear shall be provided.

**34. Parts to be Non-corrodible**—Such parts of the gear as would otherwise be likely to be set fast by rust or corrosion shall be made of non-corrodible metal.

**35. Safety Factor**—The mechanism shall be designed with a factor of safety of 6 based on the ultimate strength of the materials used, assuming that the mass of the lifeboat is equally distributed.

## **PART VIII**

### ***Manual Pumps***

**36. Capacity**—The capacity of lifeboat manual pumps, when operated at not more than 60 double strokes per minute at 1.2 metres suction head, shall be not less than:

(a) 30 litres per minute in lifeboats of 7 metres in length or over; or

(b) 20 litres per minute in lifeboats of less than 7 metres length.

**37. Pump to be Self-priming**—In its normal dry state (excluding internal grease or other assistance) the pump shall be readily self-priming when operated at a suction head of not less than 1.2 metres.

**38. Pumps to be Non-corrodible**—All parts of the pump shall be of material unaffected by the corrosive effects of sea water.

**39. Interior of Pump to be Accessible**—The interior of the pump, including valves, shall be readily accessible for emergency cleaning and the cover for access shall be capable of being easily removed without the use of a spanner or other special tool.

**40. General**—The pump branches shall be suitable for use with rubber hose connections of at least 30mm bore. The metal part of the operating handle shall be suitably sheathed by material other than wood to ensure that the hands of the operator are protected when the pump is used in extreme cold. The spindle gland shall be of the spring loaded seal ring type.

## **PART IX**

### ***Lifeboat Lights***

**41. General**—Every internal and external light shall

(a) be provided with a manually operated switch; and

(b) be connected independently to its own power source unless it is operated from the lifeboat's battery system.

**42. Construction**—(1) Internal and External Lights

(a) the complete light unit shall be constructed with proper workmanship and materials;

(b) it shall be capable of withstanding the drop test for a lifeboat;

(c) it shall be capable of withstanding a drop of 2 metres onto a rigidly mounted steel plate or concrete surface;

(d) it shall be rot proof, corrosion resistant, and not be unduly affected by sea-water, oil or fungal growth;

(e) it shall not deteriorate due to damp or humidity when stowed in or on a lifeboat;