

routine maintenance is necessary. All parts requiring regular maintenance by the ship's crew shall be readily accessible and easily maintained.

(2) A set of davits for a lifeboat and rescue boat shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the lifeboat or rescue boat it serves in the fully loaded and equipped condition and also in the light condition. If the rescue boat is a dedicated rescue boat the mechanical power need not be independent of the ship's power supplies.

(3) The arrangements of the davits shall be such as to enable safe boarding of the lifeboat in accordance with the requirements of clause 3(11) or 3(12) of Part I of the Performance Standard for Lifeboats.

(4) If partially enclosed lifeboats are carried, a davit span shall be provided, fitted with not less than 2 lifelines of sufficient length to reach the water with the ship in its lightest seagoing condition, under unfavourable conditions of trim and with the ship listed not less than 20° either way.

9. Strength—(1) Every davit serving a lifeboat which is required by the Shipping (Lifesaving Appliances) Regulations 1989 to be boarded and launched from the stowed position and put into the water when loaded with its full complement of persons shall, together with its winch, falls, blocks and all other associated launching equipment, be of such strength that the lifeboat with its full equipment can be turned out and then safely lowered into the water from the stowed position with its full complement of persons, when the ship has a list of up to 20° either way and a trim up to 10°, or such greater angles as may be required under clause 1(2) of Part I of this performance standard.

(2) Every davit serving a lifeboat which is required by the Shipping (Lifesaving Appliances) Regulations 1989 to be boarded and launched from an embarkation position and put into the water when loaded with its full complement of persons shall, together with its winch, falls, blocks and all other associated lowering gear, be of such strength that the lifeboat with its full equipment and manned by a launching crew of not less than 2 persons can be turned out and then safely lowered into the water from the embarkation position with its full complement of persons when the ship has a list of up to 20° either way and a trim of up to 10°.

(3) Every set of davits, davit or other means of launching to which a lifeboat is attached, together with its winch and associated gear shall be of such strength that the lifeboat can be hoisted with launching crew of at least 2 persons and its full equipment at a rate of not less than 0.05 metre per second when a powered winch is fitted. When an unpowered winch is fitted the hoisting rate shall be not less than 0.01 metre per second.

(4) Every set of davits, davit or other means of launching to which a rescue boat is attached shall be fitted with a powered winch and shall, together with its associated gear, be of such strength that the boat to which it is attached can be hoisted when loaded with its full rescue boat complement of persons and equipment at a rate of not less than 0.3 metre per second. When a lifeboat is designated as a rescue boat, the davits, davit or other means of launching shall be capable of hoisting the boat to a disembarkation position at a rate of not less than 0.3 metre per second when loaded with its full rescue boat complement, or 6 persons whichever is the greater, and its full lifeboat equipment.

10. Gravity Davits—(1) All gravity davits shall be so designed that there is a positive turning out moment during the whole of the davit travel from the inboard to the outboard position when the vessel is upright and also when the vessel is listed at any angle up to and including 30° either way from upright, or 10° more than the angle required by clause 1(2) of Part I of this performance standard. In the case of gravity type

davits comprising arms mounted on rollers which engage with and travel down fixed inclined trackways, the trackways shall be inclined at an angle of not less than 35° to the horizontal when the vessel is upright.

11. Luffing Davits— The operating gear of all luffing type davits shall be of sufficient power to ensure that the lifeboats or rescue boats fully equipped and carrying:

(a) the total number of persons they are certified to carry when installed on cargo ships; or

(b) a launching crew of not less than 2 persons when installed on passenger ships and when boarded at an embarkation deck can be turned out against a list of at least 20°.

12. Stresses— Structural members and all blocks, falls, padeyes, links, fastenings and all other fittings used in connection with launching equipment shall be designed with not less than a minimum factor of safety on the basis of the maximum working load assigned and the ultimate strength of the material used for construction. A minimum factor of safety of 4.5 shall be applied to all davit and winch structural members, and bousing tackle and tricing pendants where required and a minimum factor of safety of 6 shall be applied to falls, suspension chains, links and blocks.

13. Static Load Test— Each davit, and its attachments, shall, with its arm in any position which gives a maximum stress concentration be capable of withstanding a static test load, in a direction simulating a 20° list or such greater angle as required by clause 1(2) of Part I of this performance standard and 10° trim, of not less than 2.2 times that part of the working load supported by the arm, or attachment.

14. Attachments at the Davit Head— The attachments at the davit head from which the blocks are suspended shall be capable of withstanding a proof load test of not less than 2.2 times the maximum load on them.

15. Blocks— Lower blocks, when fitted, shall be non-toppling and in the case of rescue boats provision shall be made to prevent the falls from cabling. The size of blocks shall be commensurate with the size of the falls.

(2) The blocks shall be capable of withstanding a proof load test of not less than 2.2 times the maximum load it is intended to carry in service. The clearance between the sheaves and the cheeks of the blocks in which wire rope is used shall be kept to a practical minimum to prevent the rope from overriding the rim of the sheave of any block or lead sheave. Component parts of blocks other than their sheaves shall be of ductile material.

16. Wire Ropes—(1) Falls shall be of rotation-resistant and corrosion-resistant steel wire rope.

(2) The breaking tensile load of each wire rope used for lowering lifeboats or rescue boats shall be not less than 6 times the maximum load on the wire rope when lowering, hoisting or stowing.

(3) Wire ropes shall be securely attached to the drum of the winch, and the end attachments of the wires and other parts from which the lifeboat or rescue boat is to be suspended shall be capable of withstanding a proof load of not less than 2.2 times the load on such attachments and other parts.

(4) Where wire ropes splices of ferrule-secured eye terminals are used they shall be capable of withstanding a proof test of not less than 2.2 times the load imposed on them in service.

(5) Lifeboats and rescue boats attached to davits shall have the falls ready for service, and the falls shall be at least long enough to reach the water with the ship at her lightest seagoing draught under unfavourable conditions of trim and listed to 20° either way. Disengaging gear complying with the requirements of Part VII of the Performance Standard for Lifeboats or Part IV of the Performance Standard for Rescue