

(23) When inverted in the water an inflated boat shall be capable of being righted by not more than 2 persons.

(24) Rubbing strips shall be provided underneath the bottom and on vulnerable places on the outside of the boat.

(25) Where a transom is fitted it shall not be inset by more than 20 percent of the overall length of the inflated boat.

(26) Suitable patches shall be provided for securing painters forward and aft and becketed lifelines inside and outside the boat.

(27) The boat shall be maintained at all times in a fully inflated condition.

(28) All inflated boats shall be fitted with a protective stowage cover and shall be kept covered at all times when the boat is not in use. The cover should be arranged for quick removal in an emergency.

**3. Boat Propulsion**—(1) A petrol-driven outboard engine with an approved fuel system may be fitted to an inflated boat provided the tank is specially protected against fire and explosion.

(2) A petrol engine shall be provided with a manual starting system. The engine starting system shall start the engine at an ambient temperature of  $-15^{\circ}\text{C}$  within 2 minutes of commencing the start procedure. The starting system shall not be impeded by the engine casing, thwarts or other obstructions.

(3) Unless the propeller is so arranged so as to avoid its rotation constituting a danger to people in the water adjacent to it the drive arrangement between the prime mover and the propeller shall be such that the propeller can be brought to rest without stopping the prime mover. Provision shall be made for ahead and astern propulsion of the boat.

(4) The exhaust pipe shall be so arranged as to prevent water from entering the engine in normal operation.

(5) The boat engine and accessories shall be designed to limit electromagnetic emissions so that engine operation does not interfere with the operation of radio life-saving appliances used in the boat.

(6) Water-resistant instructions for starting and operating the engine shall be provided and mounted in a conspicuous place near the engine starting controls.

**4. Boat Fittings**—(1) All boats shall be provided with at least 1 drain valve fitted near the lowest point in the hull, which shall automatically open to drain water from the hull when the boat is not waterborne and shall automatically close to prevent entry of water when the boat is waterborne. Each drain valve shall be provided with a cap or plug to close the valve, which shall be attached to the boat by a lanyard, a chain, or other suitable means. Drain valves shall be readily accessible and capable of being closed from inside the boat and their position shall be clearly indicated.

(2) Except in the vicinity of the outboard engine, a buoyant lifeline shall be becketed around the inside and outside of the boat.

(3) Boats which are not self-righting when capsized shall have suitable handholds on the underside of the hull to enable persons to cling to the boat. The handholds shall be fastened to the boat in such a way that, when subjected to an impact sufficient to cause them to break away from the boat, they break away without damaging the boat.

(4) A boat shall be capable of being launched by means of a launching appliance complying with the requirements of Part IV of the Performance Standard for Launching Appliances.

(5) Unless expressly provided otherwise, every boat shall be provided with effective means of bailing or be automatically self-bailing.

**5. Lifting Arrangements**—(1) Bridle slinging arrangements shall be fitted to enable the boat to be lowered or raised from the water. The bridle sling shall comprise at least 4 legs which

should be joined at the top in the form of an eye or be connected to a lifting ring or shackle. The arrangement shall be such that the boat is stable when suspended and either:

(a) the length of the legs are of equal length; or

(b) the bridle is permanently attached; or

(c) it is not possible to connect any of the bridle legs to the wrong position in the boat.

(2) The bridle shall be manufactured of a material which will not adversely affect the material of the boat and, if necessary, shall be sheathed to prevent abrasion of the fabric.

(3) The forward lifting attachments shall be securely fastened to the hull and may be bands passing under the hull to the tops of the buoyancy tubes terminating in D-rings or eyes to take bridle slings.

(4) The after lifting attachments shall be similar to the forward attachments or may be made directly to the transom.

(5) The bridle slinging arrangements used for lowering and recovering the boat shall be such that the breaking tensile strength is at least 6 times the sum of the mass of the boat, its full equipment and a crew of 2 persons each of mass 75kg.

(6) The bridle sling lifting arrangements shall be proof tested to not less than 4 times their respective working loads. The proof testing can be carried out either:

(a) individually on each item associated with the lifting arrangements; or

(b) on the assembly of a structurally completed boat with its lifting arrangements and particular bridle sling. In each case fabric, webbings and cordages forming part of the lifting arrangements shall have a breaking strength of not less than 6 times their respective working loads.

**6. Markings**—(1) The dimensions of the boat, the number of persons which it is permitted to accommodate, the maker's serial number, name or trade mark and the date of manufacture shall be marked on the boat in clear permanent characters.

(2) The name and port of registry of the ship to which the boat belongs shall be marked on each side of the boat's bow in block capitals of the Roman alphabet.

(3) Means of identifying the ship to which the boat belongs and the number of the boat shall be marked in such a way that they are visible from above.

(4) All materials used to mark an inflated boat shall be of a type which is compatible with the boat's coated fabric and approved by the boat manufacturer.

**7. Boat Equipment**—(1) All items of boat equipment with the exception of the boat hook which shall be kept available for fending off purposes shall be secured within the boat by lashings, storage in lockers or compartments, storage in brackets or similar mounting arrangements, or other suitable means. The equipment shall be secured in such a manner as not to interfere with any launching or recovery procedures. All items of boat equipment shall be as small and of as little mass as possible and shall be packed in suitable and compact form.

(2) The equipment of every boat shall consist of:

(a) at least 2 buoyant oars or paddles to make headway in calm seas; crutches or equivalent arrangements shall be provided for each oar, and shall be permanently attached to the boat;

(b) a buoyant bailer;

(c) a sea-anchor complying with the requirements of Part I of the Performance Standard for Survival Craft and Rescue Boat Equipment;

(d) 1 buoyant line, not less than 50 metres in length, of sufficient strength to tow a liferaft as required by clause 2 (14);

(e) a painter 20 metres in length;

(f) 1 waterproof electric torch suitable for Morse signalling,