

(c) operational instructions including use of associated survival equipment;

(d) survival instructions;

(e) emergency repair instructions;

(f) deployment, boarding and launching instructions;

(g) method of launching from within the boat;

(h) release from launching appliance;

(i) on board maintenance requirements;

(j) servicing requirements;

(k) use of engine and accessories;

(l) recovery of boat including stowage and securing.

**8. Access into Boats**—(1) Every passenger ship rigid rescue boat shall be so arranged that it can be rapidly boarded by its rescue complement of persons. Rapid disembarkation shall also be possible.

(2) Every cargo ship rigid rescue boat shall be so arranged that it can be boarded by its rescue complement of persons in not more than 3 minutes from the time the instruction to board is given. Rapid disembarkation shall also be possible.

## PART II

### *Rigid Inflated Rescue Boats*

**9. General**—(1) A rigid inflated rescue boat is a composite craft combining a rigid lower hull and inflated tubes fitted at the edge of the lower hull forming a watertight boundary.

(2) All rigid inflated rescue boats shall comply with all the requirements of Part I of this performance standard with the exception of clauses 1(1) and 2(10).

**10. Construction**—(1) The buoyancy of the boat shall be a combination of inherent and inflated buoyancy.

(2) The inflated buoyancy tube shall be single tube sub-divided into at least 5 separate compartments of approximately equal volume.

(3) All boats shall have adequate inherent buoyancy or inherently buoyant material together with the inflatable compartments on one side (excluding the forward compartment) when inflated, sufficient to float the boat with all its equipment on board when flooded and open to the sea.

(4) Additional inherent buoyancy equal to 140 newtons of buoyancy force per person shall be provided for the number of persons the boat is permitted to accommodate. This additional buoyancy shall not be installed externally to the rigid hull of the boat.

(5) Inherently buoyant material shall not be adversely affected by seawater, oil or oil products.

(6) The inflated buoyancy tubes shall comply with the requirements of clause 14 (19), 14 (21) and 14 (22) of this performance standard.

(7) The inflated buoyancy tubes shall be maintained at all times in a fully inflated condition.

**11. Markings**—(1) If any of the markings required by clause 5 of this performance standard are marked on the buoyancy tubes, the materials used to mark them shall be of a type which is compatible with the boat's coated fabric and approved by the boat manufacturer.

**12. Equipment**—(1) In addition to the equipment required by clause 6(2) of this performance standard the following items are required:

(a) an efficient manually operated bellows or pump; and

(b) a repair kit in a suitable container for repairing punctures to the coated fabric of the buoyancy tubes.

## PART III

### *Inflated Rescue Boats*

**13. General**—(1) An inflated rescue boat is a craft combining a flexible lower hull and inflated tubes fitted at the edge of the lower hull together forming a watertight boundary and which relies solely on the buoyancy of the inflated tubes as the inherent buoyancy of the craft.

(2) All inflated rescue boats prescribed in this Part shall:

(a) be constructed with proper workmanship and materials;

(b) not be damaged in stowage throughout the air temperature range  $-30^{\circ}\text{C}$  to  $+65^{\circ}\text{C}$ ;

(c) be capable of operating throughout a seawater temperature range of  $-1^{\circ}\text{C}$  to  $+30^{\circ}\text{C}$ ;

(d) be rot-proof, corrosion-resistant, and not be unduly affected by seawater, oil or fungal attack;

(e) be resistant to deterioration from exposure to sunlight;

(f) be of a highly visible colour on all parts where this will assist detection;

(g) be fitted with retro-reflective material where it will assist in detection, and the dimensions and location of the material shall be to the satisfaction of a Surveyor of Ships.

(h) be capable of satisfactory operation in a sea environment.

**14. Construction**—(1) All boats shall be properly constructed and shall be of such form and proportion that they have ample stability in a seaway and sufficient freeboard when loaded with their full complement of persons and equipment. All boats shall be capable of maintaining positive stability in an upright position in calm water when loaded with their full complement of persons and equipment and fully swamped.

(2) All boats shall be of sufficient strength to:

(a) enable them to be safely lowered into the water when loaded with their full complement of persons and equipment; and

(b) be capable of being launched and towed when the ship is making headway at a speed of 5 knots in calm water.

(3) Seating shall be provided on thwarts, benches or fixed chairs fitted as low as practicable in the boat and constructed so as to be capable of supporting the number of persons each weighing 100kg for which spaces are provided in compliance with the requirements of subclause (5)(b) of this clause.

(4) Each boat shall be of sufficient strength to withstand, when loaded with its full complement of persons and equipment and with, where applicable, skates or fenders in position, a lateral impact against the ship's side at an impact velocity of at least 3.5 metres per second and also a drop into the water from a height of at least 3 metres.

(5) The number of persons which a boat shall be permitted to accommodate shall be equal to the lesser of:

(a) the number of persons having an average mass of 75kg, all wearing lifejackets, that can be seated in a normal position plus 1 person lying down without interfering with the means of propulsion or the operation of any of the boat's equipment; or

(b) the number of spaces that can be provided on the seating arrangements in accordance with the Figure in clause 2(5)(b) of this performance standard plus one person lying down.

(6) Each seating position shall be clearly indicated in the boat.

(7) All boats shall have a boarding ladder that can be used on either side of the boat to enable persons in the water to board the boat. The lowest step of the ladder shall be weighted and float at a level not less than 0.4 metres below the boat's light waterline.

(8) The boat shall be so arranged that disabled persons can be brought on board either from the sea or on stretchers.

(9) All surfaces on which persons might walk shall have a non-skid finish.

(10) All boats, when loaded with 50 percent of the number of persons the boat is permitted to accommodate seated in their