

INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: 0171-735 7611
Fax: 0171-5873210
Telex: 23588 IMOLDN G

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RECOMMENDATION ON MEANS OF RESCUE ON RO-RO PASSENGER SHIPS

- 1 The Maritime Safety Committee, at its sixty-eighth session (28 May to 6 June 1997), noted that the 1995 SOLAS Conference, in adopting amendments to the 1974 SOLAS Convention concerning the safety of ro-ro passenger ships, also adopted a new SOLAS regulation III/24-1* on Life-saving appliances for ro-ro passenger ships, which, inter alia, included provisions for means of rescue, as specified in paragraph 4 of the said regulation.
- 2 The Committee, having considered a draft Recommendation on means of rescue on ro-ro passenger ships, prepared by the Sub-Committee on Ship Design and Equipment at its fortieth session, approved it, as set out in the annex.
- 3 Member Governments are invited to bring the annexed Recommendation to the attention of those concerned and use the provisions contained therein, as appropriate, in conjunction with the relevant requirements of SOLAS regulation 11/24-1.4.

* This regulation has been included as regulation 26.4 in new SOLAS chapter III adopted by resolution MSC.47(66), which is expected to enter into force on 1 July 1998.

RECOMMENDATION ON MEANS OF RESCUE ON RO-RO PASSENGER SHIPS

1 Application

This recommendation should apply to means of rescue on ro-ro passenger ships required by SOLAS regulation III/24-1.4. *

2 Requirements for means of rescue

2.1 The means of rescue should provide for the safe transfer of persons, including helpless persons, from the water level to the deck of the ship.

2.2 The means of rescue should provide an area of at least 9 m² at water level to receive rescued persons.

2.3 The rescue area into which the means of rescue is launched should be adequately illuminated from the deck of the ship.

2.4 The means of rescue should be one of the following:

.1 A marine evacuation system complying with the requirements of paragraph 6.2 ** providing a suitable floating platform, with a ladder or other means to ascend to the deck for able-bodied persons, and a mechanically powered means to safely hoist persons lying down. If an inclined passage of a marine evacuation system is intended to provide the means of transfer from the platform to the deck of the ship for able-bodied persons, the inclined passage should be provided with suitable handholds or portable ladders with steps having an efficient non-slip surface.

.2 A device complying with the requirements for davit-launched liferafts in paragraph 4.1.3.1, 4.1.4.1, 4.1.5.1.1, and in the case of an inflatable device, 4.2.2, 4.2.2.1, 4.2.2.3, 4.2.2.4, 4.2.7, 4.2.8.1, 4.2.8.2 (if fitted) and 4.2.9.1; or in the case of a rigid device, 4.3.1, 4.3.2, 4.3.6.2, 4.3.6.3, 4.3.6.4, 4.3.6.6, 4.3.6.9, 4.3.6.10 and 4.3.7,10 provide a suitable floating platform The device should be used with a launching appliance, meeting the requirements of 6.1 or equivalent, with a powered winch motor capable of raising the loaded device from the water to the deck of the ship with the total number of persons for which it is approved as a means of rescue at a rate of not less than 0.3 m/s. A safety device should be fitted to prevent over stressing the launching appliance. Additionally, the device should comply with the following:

* This regulation has been included as regulation 26.4 in new SOLAS chapter III adopted by resolution MSC.47(66), which is expected to enter into force on 1 July 1998.

** Unless indicated otherwise, paragraphs referred to in this recommendation are those of the International Life-Saving Appliance (LSA) Code (resolution MSC.48(66)).

- .2.1 the device should be of a highly visible colour, and should be protected against damage when moving against the ship's side;
 - .2.2 the occupants should be protected against injury caused by the launching appliance;
 - .2.3 two boarding ramps complying with 4.2.4.1 or 4.3.4.1 should be fitted;
 - .2.4 the maximum number of persons permitted on the device should be conspicuously marked;
 - .2.5 the floor should be self-draining;
 - .2.6 suitable means should be provided for bowing in the device to the ship's side;
 - .2.7 one knife of a type described in 4.1.5.1.2 should be stowed in a pocket close to each bowing line attachment patch;
 - .2.8 a special arrangement should be fitted to close the gap between the loaded device and the deck when the rescued persons board the ship;
 - .2.9 the device should be conspicuously marked to prevent confusion with liferafts;
 - .2.10 if inflatable, the inflation system should be quickly initiated by a manual control; and
 - .2.11 means should be provided for preventing occupants from falling from the device on impact with the ship's side.
- .3 A means of rescue approved by the Administration in accordance with SOLAS regulation III/4.3.

3 Testing

- 3.1 It should be demonstrated that the means of rescue has the capability to receive and accommodate rescued persons out of the water at water level.
- 3.2 It should be demonstrated that the means of rescue has the capability to rapidly transfer persons from the water level to the deck of the ship.
- 3.3 It should be demonstrated that a means of rescue meeting the requirements of 2.4.2 above, is designed to the same structural requirements as a davit-launched liferaft of equivalent capacity and tested under section 5 of part I of the annex to resolution A.689(17).
- 3.4 The bowing line system should be subjected to the test specified in 5.6 of part 1 of the annex to resolution A.689(17).

3.5 It should be demonstrated that the floor of the means of rescue is self-draining to minimize a build-up of water.

3.6 It should be demonstrated that the means of rescue is able to lift from the water to the deck of the ship a mass equal to the mass of the number of persons for which it is approved at 0.3 m/s.

3.7 A means of rescue meeting the requirements of 2.4.2 above, should be subjected to the tests specified in part 2 of the Annex to resolution A.689(17) for davit-launched liferafts and launching appliances.