

# GUIDANCE FOR SAFETY EQUIPMENT

**Guidance for Safety Equipment**

**2011 AMENDMENT NO.2**

Notice No.91      1st November 2011  
Resolved by Technical Committee on 7th July 2011

**ClassNK**  
NIPPON KAIJI KYOKAI

“Guidance for safety equipment” has been partly amended as follows:

### Chapter 3 ARRANGEMENTS AND PERFORMANCE

#### 3.1 General

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Sub-paragraph -3 has been amended as follows.

**3** Following test and inspection of Launching appliances using falls and winches are to be carried out after on board installation.

(1) Loaded test

Lifeboat, rescue boat or liferaft, loaded with its normal equipment or an equivalent mass and distributed mass equivalent to that of the number of persons, each weighing  $75kg$  for a lifeboat intended for a passenger ship ~~and a liferaft~~ or  $82.5kg$  for a lifeboat intended for a cargo ship, a liferaft and a rescue boat, it is permitted to accommodate, is to be released by operation of the launching control on deck. The speed at which lifeboat, rescue boat and liferaft is lowered into the water is to be not less than that obtained from the following formula. However the maximum lowering speed is to be not more than  $1.3m/s$ .

$$S=0.4+(0.02H)$$

where

$S$  = speed of lowering ( $m/s$ )

$H$  = height from davit head to the waterline with the least draught among planed draught of ship which means the least aft draught with ballast condition required on **Part U of the Rules for the Survey and Construction of Steel Ships.**( $m$ )

((2) and (3) are omitted)

(4) Brake test

(a) Lifeboat, rescue boat or liferaft loaded with total mass described in sub-paragraph from **i)** to **iii)** below, it is permitted to accommodated +10% of the working load, is to be released by the operation of the launching controls on deck. When lifeboat, rescue boat or liferaft has reached its maximum lowering speed, the brake is to be abruptly applied to demonstrate that the attachments of the davits and winches to the ship's structure are satisfactory.

i) Normal equipment or equivalent mass

ii) Mass of pulley, loose gear and rope, etc.

iii) A distributed mass equal to that of the number of persons, each weighting  $75kg$  for a lifeboat intended for a passenger ship ~~and a liferaft~~ or  $82.5kg$  for a lifeboat intended for a cargo ship, a liferaft and a rescue boat

(b) Test for winch brake exposed to the weather

Regarding the winch brake exposed to the weather, the lowering test is to be repeated with the braking surface wetted.

(omitted)

## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 January 2012.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to life-saving appliances installed on ships before the effective date or ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is the less.