

SOLAS III/ Regulation 19

Emergency training and drills

3 Drills

3.1 Drills shall, as far as practicable, be conducted as if there were an actual emergency.

3.2 Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modification of a major character or when a new crew is engaged, these drills shall be held before sailing. The Administration may accept other arrangements that are at least equivalent for those classes of ships for which this is impracticable.

3.3 Abandon ship drill

3.3.1 Each abandon ship drill shall include :

- .1 summoning of passengers and crew to muster stations with the alarm required by regulation 6.4.2 followed by drill announcement on the public address or other communication system and ensuring that they are made aware of the order to abandon ship
- .2 reporting to stations and preparing for the duties described in the muster list
- .3 checking that passengers and crew are suitably dressed
- .4 checking that lifejackets are correctly donned
- .5 lowering of at least one lifeboat after any necessary preparation for launching ;
- .6 starting and operating the lifeboat engine ;
- .7 operation of davits used for launching liferafts ;
- .8 a mock search and rescue of passengers trapped in their staterooms ; and
- .9 instruction in the use of radio life-saving appliances.

3.3.2 Different lifeboats shall, as far as practicable, be lowered in compliance with the requirements of paragraph 3.3.1.5 at successive drills.

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3.3.3 Except as provided in paragraphs 3.3.4 and 3.3.5, each lifeboat shall be launched, and manoeuvred in the water by its assigned operating crew, at least once every three months during an abandon ship drill.

3.3.4 In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be manoeuvred in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the Organization*. (2006 SOLAS Amendments in IMO resolution MSC.216(82))

** Refer to Measures to prevent accidents with lifeboat (MSC.1/Circ.1206)*

3.3.5 The Administration may allow ships operating on short international voyages not to launch the lifeboats on one side if their berthing arrangements in port and their trading patterns do not permit launching of lifeboats on that side. However, all such lifeboats shall be lowered at least once every three months and launched at least annually.

3.3.6 As far as is reasonable and practicable, rescue boats other than lifeboats which are also rescue boats, shall be launched each month with their assigned crew aboard and manoeuvred in the water. In all cases this requirement shall be complied with at least once every 3 months.

3.3.7 If lifeboat and rescue boat launching drills are carried out with the ship making headway, such drills shall, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills*.

** Refer to the Guidelines on Training for the Purpose of Launching Lifeboats and Rescue Boats from Ships Making Headway through the Water adopted by the Organization by resolution A.624(15).*

3.3.8 If a ship is fitted with marine evacuation systems, drills shall include exercising of the procedures required for the deployment of such a system up to the point immediately preceding actual deployment of the system. This aspect of drills should be augmented by regular instruction using the on-board training aids required by regulation 35.4. Additionally every system party member shall, as far as practicable, be further trained by participation in a full deployment of a similar system into water, either on board a ship or ashore, at intervals of

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not longer than 2 years, but in no case longer than 3 years. This training can be associated with the deployments required by regulation 20.8.2.

3.3.9 Emergency lighting for mustering and abandonment shall be tested at each abandon ship drill.

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Operational readiness, maintenance and inspections

4 Maintenance of falls

Falls used in launching shall be inspected periodically* with special regard for areas passing through sheaves, and renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier. (2006 SOLAS Amendments in IMO resolution MSC.216(82))

* Refer to Measures to prevent accidents with lifeboats (MSC.1/Circ.1206).

6 Weekly inspection

The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the log-book:

.1 all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use. The inspection shall include, but is not limited to, the condition of hooks, their attachment to the lifeboat and the on-load release gear being properly and completely reset;

.2 all engines in lifeboats and rescue boats shall be run for a total period of not less than 3 min, provided the ambient temperature is above the minimum temperature required for starting and running the engine. During this period of time, it should be demonstrated that the gear box and gear box train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 min, a suitable water supply may be provided. In special cases, the Administration may waive this requirement for ships constructed before 1 July 1986; (2006 SOLAS Amendments in IMO resolution MSC.216(82))

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.3 lifeboats, except free-fall lifeboats, on cargo ships shall be moved from their stowed position, without any persons on board, to the extent necessary to demonstrate satisfactory operation of launching appliances, if weather and sea conditions so allow; and

.4 the general emergency alarm shall be tested.

7 Monthly inspection

7.1 All lifeboats, except free-fall lifeboats, shall be turned out from their stowed position, without any persons on board if weather and sea conditions so allow.

7.2 Inspection of the life-saving appliances, including lifeboat equipment, shall be carried out monthly using the checklist required by regulation 36.1 to ensure that they are complete and in good order. A report of the inspection shall be entered in the log-book.

11 Periodic servicing of launching appliances and on-load release gear

11.1 Launching appliances shall be:

.1 maintained in accordance with instructions for on-board maintenance as required by regulation 36;

.2 subject to a thorough examination at the annual surveys required by regulations I/7 or I/8, as applicable; and

.3 upon completion of the examination referred to in .2 subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied shall be the mass of the survival craft or rescue boat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load equal to 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment. (2006 SOLAS Amendments in IMO resolution MSC.216(82))