



DROMON
CLASS

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Everything you need to know

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General /

The requirements for liferafts can be found in SOLAS Amendment 1983 Regulation III/26.1, SOLAS Amendment 1998 Regulation III/31.1 and LSA Code.

There are two types of liferafts, the rigid liferaft and the inflatable liferaft. The rigid type liferaft is not often used today.

Both rigid and inflatable liferafts can be launched manually or using a davit launched.

Required number /

One or more rigid or inflatable liferafts for the total number of persons on board shall be installed on ship where they can be readily transferred on either side of the ship, otherwise the total number required on each side.

Where a free-fall lifeboat is provided, liferafts for the total number of persons on board shall be provided on each side of the ship and at least one side shall be served by launching appliances.

Ships having length less than 85 meters, other than oil tankers, chemical tankers and gas carriers provided only with liferafts shall have the above mentioned liferafts, provided that they are sufficient for the total number of persons on each side even when one is lost or damaged (the transferring criteria can be used). If they are not readily transferrable, they must be sufficient for 150% the total persons on each side.

Additionally, where survival craft are stowed more than 100 m from the stem or stern, a liferaft stowed as far as possible shall be provided.

Stowage /

Any liferaft shall be stowed being connected to the ship through a float-free arrangement (i.e. a hydrostatic release unit) with its painter permanently attached to the ship through a weak link.

The additional "more than 100 m" liferaft may be securely fastened (not float-free) so as to permit manual release and need not launching appliances.

Inflatable liferaft servicing /

The servicing of inflatable liferaft shall be carried out every 12 months. As per Dromon policy (refer to Circular C13009) the servicing of this equipment shall be carried out within the annual survey window range dates (+/- 3 months from the anniversary date of the annual survey) as required by SOLAS in order for the safety equipment survey to be credited.

For the servicing of liferafts refer to the IMO Resolution A.689(17). For life-saving appliances installed on board on or after July 1, 1999 refer to IMO Resolution MSC.81(70).

The servicing of the liferaft shall be carried out by an "approved service station". An "approved service station" is one that has been **formally accredited** by the manufacturer and has been approved by:

- the flag State Administration of the ship; or
- Dromon Bureau of Shipping; or
- any IACS Classification Society.

The "approved service station" shall have certificated personnel who have been trained to undertake servicing and repairs, and also to repack inflatable liferafts ready for operational use; it carries genuine spares and is kept fully informed of the current servicing procedures by the manufacturer.

Approval of the service stations is conducted in accordance with the IMO Resolution A.761(18), as amended – "Recommendations on Conditions for the approval of Servicing Stations for Inflatable Liferafts".

Service suppliers should gain manufacturers accreditation **before** requesting a survey from Dromon to become an "approved service station". Subsequent periodic inspections will be conducted by Dromon to maintain approval.

Manufacturers must notify Dromon in writing with details of any changes to their approved service stations.

Before putting equipment into a service station, Masters or Owners should check the continued approval of the station, and that their make and model of equipment is able to be serviced. A list of "approved service stations" by Dromon will be available online at ERETES.



Davit-launched liferafts /

Davit-launched liferafts shall be stowed within reach of the lifting hooks, unless some means of transfer is provided which is not rendered inoperable within the limits of trim and list as per SOLAS Regulation III/13.1.2 or by ship motion or power failure.

Davit-launched liferaft automatic release hooks shall be:

- maintained in accordance with the instructions for on-board maintenance as required by SOLAS Regulation III/36;
- subject to a thorough examination and operational test during the annual surveys required by SOLAS Regulations I/7 & 8 by properly trained personnel familiar with the system; and
- operationally tested under a load of 1.1 times the total mass of the liferaft when loaded with its full complement of persons and equipment whenever the automatic release hook is overhauled. Such over-hauling and test shall be carried out at least once every five years.

Hydrostatic release unit /

Hydrostatic release units, other than disposable hydrostatic release units, shall be serviced at intervals not exceeding 12 months. The servicing shall be carried out at a servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.

As with the liferafts, the hydrostatic release units shall be serviced within the annual survey window range dates (+/- 3 months from the anniversary date of the annual survey) as required by SOLAS in order for the safety equipment surveys to be credited (refer to Dromon Circular C13009).

Marking /

For ships installed with inflatable and rigid liferafts before 1992 the marking shall consist of:

- number of persons
- serial number
- maker (for inflatable liferafts)
- number of persons
- ship's name
- port of registry (for rigid liferafts)

For ship installed with inflatable liferafts after 1992 the following marking apply:

- maker's name
- serial number
- name of approving authority
- SOLAS pack
- type of emergency pack enclosed
- date of last servicing
- length of painter
- maximum permitted height of stowage
- launching instructions

For ships installed with rigid liferafts after 1992 the marking shall be identical as above for inflatable liferafts (apart from date of servicing) plus the ship's name and port of registry as well as the number of persons.

For all ships the hydrostatic release unit shall be permanently marked with the type and serial number.

Additional requirements for passenger ships /

Passenger ships engaged on international voyages shall carry inflatable or rigid liferafts complying with the requirements of section 4.2 or 4.3 of the LSA Code of such aggregate capacity as will accommodate at least 25% of the total number of persons on board. These liferafts shall be served by at least one launching appliance on each side of the ship.

Additional requirements for ro-ro passenger ships /

The ro-ro passenger ship's liferafts shall be served by marine evacuation systems complying with the requirements of section 6.2 of the LSA Code or launching appliances complying with the requirements of paragraph 6.1.5 of the LSA Code, equally distributed on each side of the ship.

Every liferaft on ro-ro passenger ships shall be provided with float-free stowage arrangements complying with the requirements of SOLAS Regulation III/13.4. The liferaft shall be of a type fitted with a boarding ramp complying with the requirements of paragraph 4.2.4.1 or 4.3.4.1 of the LSA Code, as appropriate.

Every liferaft on ro-ro passenger ships shall either be automatically self-righting or be a canopied reversible liferaft which is stable in a seaway and is capable of operating safely whichever way up it is floating. Alternatively, the ship shall carry automatically self-righting liferafts or canopied reversible liferafts, in addition to its normal complement of liferafts, of such aggregate capacity as will accommodate at least 50% of the persons not accommodated in lifeboats. This additional liferaft capacity shall be determined on the basis of the difference between the total number of persons on board and the number of persons accommodated in lifeboats. Every such liferaft shall be approved by the Administration having regard to the recommendations as per the IMO MSC/Circ.809.

Liferafts carried on ro-ro passenger ships shall be fitted with a search and rescue locating device in the ratio of one search and rescue locating device for every four liferafts. The search and rescue locating device shall be mounted inside the liferaft so its antenna is more than one metre above the sea level when the liferaft is deployed, except that for canopied reversible liferafts the search and rescue locating device shall be so arranged as to be readily accessed and erected by survivors. Each search and rescue locating device shall be arranged to be manually erected when the liferaft is deployed. Containers of liferafts fitted with search and rescue locating devices shall be clearly marked.

Port State Control deficiencies /

The most frequent deficiencies - that may result in a detention - imposed by Port State Control (PSC) authorities concerning liferafts are:

- Inflatable liferafts painters and weak links rigged incorrectly
- Liferaft ladder not able to secure to the ship
- Painter of liferafts is in improper releasing arrangement and manual releases were not released.
- Hydrostatic release units of liferafts is expired
- Hydrostatic release units securing arrangement is defective
- Liferafts not marked with ship's name and port of registry

Liferafts Inspection Checklist /

The checklist below can be used by ship's Master or Officers to ensure that the liferafts on board are in good condition and in compliance with relevant regulations.

NO	ITEM	YES	NO	N/A
1	The original certificate issued by an approved service supplier is found valid on board the ship.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	The general condition of the containers, particularly in the area where the containers lean on the supports has been checked and found in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	The marking of the container has been checked and found in compliance.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	The stowage and securing arrangements has been checked and found in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	The hydrostatic release unit has been checked and found valid.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	The connection of the hydrostatic release unit has been checked and found in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	The liferaft painter is attached to the ship by means of a weak link and found in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	The launching instructions are displayed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	It is confirmed that nothing prevents the liferaft from floating free if the ship sinks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	It is confirmed that the stowage area is within the reach of the launching appliance.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	It is confirmed that the embarkation ladder is placed close to the launching station and ready to use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	It is confirmed that the light at launching station, supplied by emergency source, is in good working condition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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