

- (e) where training in fire-fighting is not included in the qualifications for other certificates, consideration may be given to the issue of special certificates indicating that the holder has attended a specified course of training in fire-fighting.

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RESOLUTION A.125 (V)

Revoked by A.690(17)

RECOMMENDATION ON PERIODICAL INSPECTION
OF MUSTERS

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Noting also the provisions of Article 1(b) and of Regulations 25 and 26 of Chapter III of the International Convention for the Safety of Life at Sea, 1960,

Having considered the Recommendation on periodical inspection of musters adopted by the Maritime Safety Committee at its fifteenth session (Annex III, MSC XV/22),

Recommends that Contracting Governments should ensure, by means of periodical inspections, that the musters of the crew for boat drill and fire drill on passenger ships are satisfactorily carried out.

25 October 1967
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RESOLUTION A.126 (V)

Revoked by A.690(17)

RECOMMENDATION ON LIFE-SAVING APPLIANCES
FOR HYDROFOIL BOATS

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Considering the need for specific provisions concerning life-saving appliances for special types of craft,

Having considered the Recommendation on life-saving appliances for hydrofoil boats prepared by the Maritime Safety Committee at its fifteenth session (MSC XV/22, paragraph 40(d)),

Recommends that when establishing specific rules for hydrofoil boats, Administrations should be guided, in general, by the provisions of Chapter III of the International Convention for the Safety of Life at Sea, 1960, and in particular should have regard to the points in the Annex to this Resolution,

Requests the Maritime Safety Committee to keep this Recommendation under review taking into account future technical developments,

Invites all governments concerned to apply this Recommendation to such craft when engaged on international voyages.

ANNEX

RECOMMENDATION ON LIFE-SAVING APPLIANCES FOR HYDROFOIL BOATS

Hydrofoil boats should comply with the provisions of Chapter III of the International Convention for the Safety of Life at Sea, 1960, and in particular should meet the following points:

1. *Survival craft*

Liferafts should be provided sufficient to accommodate all persons on board.

2. *Lifejackets*

Lifejackets should be provided for all persons on board plus 5 per cent of that number. A sufficient number of lifejackets suitable for children should also be provided.

3. *Lifebuoys*

A minimum of four lifebuoys should be provided. At least two of them should have a lifeline in accordance with the provisions of Regulation 21(d) and the other two should be equipped with self-igniting lights.

4. *Equipment for liferafts*

Liferafts should be equipped in accordance with the provisions of Regulation 17.

5. *Portable radio apparatus for survival craft*

An approved portable radio apparatus for survival craft should be provided. It should comply with the provisions of Regulation 13.

6. *Distress signals*

Means of making effective distress signals by day and by night, including at least twelve parachute signals capable of giving a bright red light at a high altitude, should be provided to the satisfaction of the Administration.

7. *Ready availability of life-saving appliances*

The general principles of ready availability of survival craft laid down in Regulation 4 should be fully applied.

8. *Embarkation into liferafts*

- (a) Sufficient ladders to facilitate embarkation into liferafts should be provided when considered necessary.
- (b) Means of illuminating the stowage position of liferafts should be provided. The exits from every main compartment occupied by passengers or crew should be continuously lighted by an emergency lamp. The power for these emergency lamps and for the illumination of stowage position of liferafts should be so arranged that they will in the event of failure of the main generating plant be supplied from an emergency source of power which might be battery operated.
- (c) Suitable arrangements should be made for preventing any discharge of water into liferafts at fixed launching position.

9. *Stowage of liferafts*

Liferafts should be stowed to the satisfaction of the Administration in such a way that:

- (a) they would not impede in any way the prompt handling of any other rafts or the marshalling of the persons on board at escape exits or their embarkation; and
- (b) they should be capable of being put into the water even in unfavourable conditions of trim and of 15° of list either way.

10. *Maximum "abandon ship" time*

The Administration should establish for each hydrofoil boat a maximum time for launching liferafts and abandoning the boat, taking into account fire protection and subdivision factors and having regard to escape arrangements.

11. *Emergency instructions and drills*

- (a) Written emergency instructions should be placed near the passengers' seats.
- (b) Oral emergency instructions should be given to passengers on each departure.
- (c) Practice musters and drills for the crew should take place in accordance with the provisions of Regulation 26.

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RESOLUTION A.127(V)

RECOMMENDATION ON SIGNALS BY EMERGENCY
POSITION-INDICATING RADIO BEACONS

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Recalling Resolutions A.54(III) and A.91(IV) to which Recommendation 48 of the International Conference on Safety of Life at Sea, 1960, relates,

Bearing in mind the various signals at present used by emergency position-indicating radio beacons,

Noting that certain of these signals are not identical with the radiotelephone alarm signal as specified by No.1465 of the Radio Regulations,

Noting further that radio beacon transmissions do not give details of the distress of the type included in distress messages,

Recognizing the urgent need for unification of the characteristics of the beacon signals,

Having examined the Report of the Maritime Safety Committee (paragraph 44, MSC XV/22) and the relevant Recommendation of the Maritime Safety Committee (Annex VI to the Report),