

2.5 Operational aspects

- (a) Rigging and testing of the hoist and the embarkation and disembarkation of a pilot should be supervised by a responsible officer of the ship. Personnel engaged in rigging and operating the hoist should be instructed in the safe procedures to be adopted and the equipment should be tested prior to the embarkation or disembarkation of a pilot.
- (b) Lighting should be provided at night such that the pilot hoist overside, its controls and the position where the pilot boards the ship should be adequately lit. A lifebuoy equipped with a self-igniting light should be kept at hand ready for use. A heaving line should be kept at hand ready for use if required.
- (c) A pilot ladder complying with the provisions of Regulation 17, Chapter V, of the International Convention for the Safety of Life at Sea, 1960, should be rigged on deck adjacent to the hoist and available for immediate use.
- (d) The position on the ship's side where the hoist will be lowered should be indicated as well as possible.
- (e) An adequate protected stowage position should be provided for the portable hoist. In very cold weather to avoid the danger of ice formation, the portable hoist should not be rigged until use is imminent.
- (f) The assembly and operation of the pilot hoist should form part of the ship's routine drills.

2.6 Testing

- (a) Every new pilot hoist should be subjected to an overload test of 2.2 times the working load. During this test the load should be lowered a distance of not less than 5 metres (15 feet).
- (b) An operating test of 10 per cent overload should be carried out after installation on board the ship to check the attachment and performance of the hoist to the satisfaction of the Administration.
- (c) Subsequent examinations of the hoists under working conditions should be made at each survey for the renewal of the vessel's safety equipment certificate.

RESOLUTION A.276(VIII)

*Adopted on 20 November 1973
Agenda item 10*

RECOMMENDATION ON THE NUMBER OF PERSONS ALLOWED ON BOARD EXISTING PASSENGER SHIPS RESULTING FROM AN INCREASE IN LIFE-RAFT CAPACITY

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

BEARING IN MIND the provisions of Regulation 1 of Chapter III of the International Convention for the Safety of Life at Sea, 1960,

DESIRING to ensure the uniform application of Regulation 1(b)(iii) of that Chapter concerning the treatment of the number of persons allowed on board existing passenger ships resulting from an increase in life-raft capacity,

HAVING CONSIDERED the Report of the Maritime Safety Committee on its twenty-fifth session,

RECOMMENDS that an Administration, when applying the provisions of sub-paragraphs (i), (ii) and (iii) of Regulation 1(b) of Chapter III for a ship built prior to the date of entry into force of the International Convention for the Safety of Life at Sea, 1960, ensures that the relaxed life-boatage permitted by sub-paragraph (b)(i) of Regulation 27 of Chapter III, together with an increase in the number of persons on board, are allowed only if the ship fully complies with the provisions of:

- (a) Part B – “Subdivision and Stability” – of Chapter II of the International Convention for the Safety of Life at Sea, 1960;
- (b) the International Convention for the Safety of Life at Sea, 1948 relating to fire safety measures as well as Part G of Chapter II of the International Convention for the Safety of Life at Sea, 1960, adopted by Resolution A.108(ES.III) on 30 November 1966;
- (c) Regulation 68(a)(i)(3) of Part F of Chapter II of the International Convention for the Safety of Life at Sea, 1960; and
- (d) Regulation 29(a), (b), (e) and (f) of Chapter III of the International Convention for the Safety of Life at Sea, 1960,

INVITES all governments concerned to apply the above Recommendation in determining compliance with Regulation 1 of Chapter III of the International Convention for the Safety of Life at Sea, 1960,

BELIEVING that the universal application of the Recommendation could best be achieved by amending the International Convention for the Safety of Life at Sea, 1960,

NOTING that the International Conference on Safety of Life at Sea will be convened in October 1974,

REQUESTS the Maritime Safety Committee and, in particular, its Ad Hoc Working Group on the Revision of the 1960 Safety Convention to prepare a proposed text of new Regulation 1(b)(iii) of Chapter III for inclusion in the draft International Convention for the Safety of Life at Sea, 1974, embodying the provisions of the above Recommendation.

RESOLUTION A.277(VIII)

*Adopted on 20 November 1973
Agenda item 10*

RECOMMENDATION ON PERFORMANCE STANDARDS FOR RADAR REFLECTORS

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

RECOGNIZING that small vessels will improve the range and probability of their radar detection, if fitted with radar reflectors,