4 ALBERT EMBANKMENT LONDON SE1 7SR

Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

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REVISED STANDARDIZED LIFE-SAVING APPLIANCE EVALUATION AND TEST REPORT FORMS (LAUNCHING AND EMBARKATION APPLIANCES)

- 1 The Maritime Safety Committee, at its 102nd session (4 to 11 November 2020), approved the *Revised standardized life-saving appliance evaluation and test report forms*.
- The original forms, as set forth in the *Standardized life-saving appliance evaluation and test report forms* (MSC/Circ.980) and its addenda, were developed on the basis of the requirements of the International Life-Saving Appliance (LSA) Code and the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)) by the Maritime Safety Committee, at its seventy-third session in 2001, with a view to providing guidance on how to conduct tests, record test data and verify tests. The Committee has since adopted seven amendments to the LSA Code and eight amendments to resolution MSC.81(70). These amendments have been incorporated in the original forms which, due to their volume, are now presented in six separate circulars, i.e. MSC.1/Circ.1628, MSC.1/Circ.1629, MSC.1/Circ.1630, MSC.1/Circ.1631, MSC.1/Circ.1632 and MSC.1/Circ.1633, pertaining to the equipment addressed in chapters II to VII of the LSA Code, respectively. The forms annexed to this circular apply to the equipment addressed in chapter VI of the LSA Code, i.e. launching and embarkation appliances (launching and embarkation appliances; marine evacuation systems; and means of rescue).
- 3 The use of the revised forms will continue to be of benefit to Administrations and other parties, such as manufacturers, test facilities, owners and surveyors, and will be a major help in mutually accepting the type approval of appliances approved by other Administrations.
- 4 Member Governments are invited to bring the annexed, revised forms to the attention of all parties concerned with approving, manufacturing and testing life-saving appliances and to encourage them to use the forms.
- 5 This circular supersedes MSC/Circ.980.



ANNEX

REVISED STANDARDIZED LIFE-SAVING APPLIANCE EVALUATION AND TEST REPORT FORMS (LAUNCHING AND EMBARKATION APPLIANCES)

INTRODUCTION

Reference

These standardized life-saving appliance evaluation and test report forms have been revised on the basis of the requirements of the International Life-Saving Appliance (LSA) Code, as amended through resolution MSC.425(98), the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), as amended through resolution MSC.427(98), and the Recommendation on means of rescue on ro-ro passenger ships (MSC/Circ.810).

Status

In general, the tests described in the Revised Recommendation (resolution MSC.81(70)) constitute the test procedures and the LSA Code sets the acceptance criteria. The evaluation and test report forms are guidelines on how to conduct tests, record test data and verify tests. These forms are not intended to change the standards given in the LSA Code and the Revised Recommendation, as amended. In the case of inconsistency between the forms and the LSA Code or the Revised Recommendation, the text of the Code/resolution should prevail over that of the forms.

Layout

Each Administration may use electronically distributed evaluation and test report forms as the basis for customising the layout to reflect the profile of the approving body, without changing the original contents.

Internal references

The evaluation and test report forms should be stand-alone documents. Therefore, all internal references in the original text from the LSA Code or the Revised Recommendation have been replaced by either the full-length text or a reference to other relevant evaluation and test report forms. However, in some of the forms, external references are kept for updating purposes.

Documentation of tests

For approval purposes, all detailed records of test data are to be enclosed with the report forms.

Verification of tests

Each test is to be verified passed or failed by an Administration representative's initials (e.g. recognized organization or surveyor) and date of testing. Each page is to be verified on completion by the Administration representative's signature and its date of completion.

Reporting of type approval

To facilitate unified reporting procedures, the completed evaluation and test report forms are to be seen as a documented verification of required type approval tests for each type of equipment. When documentation of type approval is required by a third party, the verified evaluation and test report forms should constitute the complete documentation of the type approval together with the relevant approval certificates.

REVISED STANDARDIZED LIFE-SAVING APPLIANCE EVALUATION AND TEST REPORT FORMS (LAUNCHING AND EMBARKATION APPLIANCES)

TABLE OF CONTENTS

LSA Code chapter VI (Launching and embarkation appliances) – Equipment:

- 6.1 Launching and embarkation appliances
 - 6.1.1 Launching and recovery appliances
 - 6.1.2 Free-fall launching and recovery appliances
 - 6.1.3 Davit-launched liferaft automatic release hooks
 - 6.1.4 Launching and recovery appliances for fast rescue boats
- 6.2 Marine evacuation systems
- 6.3 Means of rescue

- 6 LAUNCHING AND EMBARKATION APPLIANCES
- 6.1 LAUNCHING AND EMBARKATION APPLIANCES

6.1.1 LAUNCHING AND RECOVERY APPLIANCES EVALUATION AND TEST REPORT

0.1.1.1	Submitted drawings, reports and documents
6.1.1.2	Quality assurance
6.1.1.3	Visual inspection
6.1.1.4	Static proof load test
6.1.1.5	Operational load test
6.1.1.6	Turning in test
6.1.1.7	Winch brake test
6.1.1.8	Rescue boat launching appliance recovery speed test
6.1.1.9	Hand operation test

6.1.1 LAUNCHING AND RECOVERY APPLIANCES EVALUATION AND TEST REPORT

Manufacturer	
System type	
Serial Number	
Maximum Working Load	
Maximum Turning Moment	
Winch type	
Serial number	
Date	
Place	
Name and signature of surveyor	
Approval Organization	

Launching and recovery appliances Manu Mode Lot/S		Manufactur Model: Lot/Serial N	er:umber:	Date: Time: Surveyor: Organization:		:
6.1.1.1 Submitted drawing	ngs, reports	and docume	nts			
Submitted drawings and o	Submitted drawings and documents					
Drawing No.	Revision N	o. & date	Title of drawing			Status
Submitted reports and do						0. 1
Report/Document No.	Revision N	o. & date	Title of report/document			Status
			Maintenance Manual			
			Operations Manual			

	Manufacturer:		Date:	Time:		
Launching and recovery appliances	Model:		Surveyor:			
Launching and recovery appliances	Lot/Serial Number:		Organization:			
6.1.1.2 Quality assurance		Regulations: MSC.81(70) 2/1	I.1 and 1.2			
Except where all appliances of a particul chapter III of the International Convention	on for the Safety of Life	Quality assurance	Quality assurance			
at Sea, 1974, as amended, or the Interpolation Appliance (LSA) Code, to be inspected, Administration should make rand	representatives of the	Standard Used:				
manufacturers to ensure that the appliances and the materials used complete of the approved prototype life-saving app	quality of life-saving ly with the specification	Quality assurance Procedure:				
Manufacturers should be required to ins procedure to ensure that life-saving appl		Quality assurance Manual:				
the same standard as the prototype approved by the Administration and to production tests carried out in a Administration's instructions.	life-saving appliance keep records of any	Description of System:				
		Quality assurance System acceptable				
		Yes/No				
		Comments/Observations				

Launching and recovery appliances	Manuf Model Lot/Se	acturer: : rial Number:		Date: Surveyor: Organization:	Time:
6.1.1.3 Visual inspection			Regulations: L	SA Code 6.1;	SOLAS III, 16
Test Procedure		Acceptanc	e Criteria		Significant Test Data
Confirm that installation has manufactured to approved drawings.	been	Amount of maintenance should			Passed/Failed
Visually inspect the appliance. Comeasurements and verify clearance		Parts which require maintenant and easily maintained.	e snouid de easi	iy accessible	Passed/Failed
required.		Effectiveness under icing conditions.		Passed/Failed	
		The launching mechanism should be so arranged that it may be actuated by one person from a position within the survival craft or rescue boat.		Passed/Failed	
Remote control		Manual brakes should be so arranged that the brake is always applied, unless the operator or a mechanism activated by operator holds the brake control in the "off" position.		Type:	
Limit switches		Where davit arms are recovered by power, safety devices should be fitted which will automatically cut off the power before the davit arms reach the stops in order to prevent over-stressing the falls or davits, unless the motor is designed to prevent such over-stressing.		Туре:	
		There should be provisions for hanging-off the lifeboat to free the release gear for maintenance.		Passed/Failed continued	

Launching and recovery appliances	Manufacturer:		Surveyor:	Time:
6.1.1.3 Visual inspection (continued)		Regulations:	LSA Code 6.1	.1.6; SOLAS III, 16
Test Procedure	Acceptance	Criteria		Significant Test Data
Test Procedure	Structural members and all blof fastenings and all other fitting launching equipment should be safety on the basis of the maximand the ultimate strengths construction. A minimum factor applied to all structural member components and a minimum factor applied to falls, suspension chair	ocks, falls, pad s used in cont e designed with mum working lo- of the material of safety of 4.3 is including wind stor of safety of	nection with a factor of ad assigned s used for 5 should be ch structural 6 should be	Passed/Failed Comments/Observations

Launching and recovery appliances	Model	el: Surve		Surveyor:	Time: or: ation:	
6.1.1.4 Static proof load test	•		Regulations: LS	SA Code 6.1.1.	5 - 6.1.1.6; MSC.81(70)	1/8.1.1
Test Procedure		Acceptan	ce Criteria		Significant	Test Data
For lifeboats other than free-fall lifeb davits and launching appliances, exwinches, should be subjected to a static load of 2.2 times their maximum working. With the load at the full outboard position load should be swung through an an approximately 10° to each side of vertice the intended fore and aft plane. The test should be done first in the upposition, followed by tests simulating shipboard condition of list of 20° both integral and outboard.	ccept proof load. n, the rc of cal in pright	The launching appliance an winches should be of sufficier proof load on test of not less working load. There should be no evidence other damage as a result of the should be not evidence	nt strength to withs s than 2.2 times the e of significant de	stand a static he maximum	MWL:):kN

Launching and recovery appliances	Manuf Model Lot/Se	anufacturer: Date: odel: Surveyor: _ ot/Serial Number: Organization		Date: Surveyor: Organization:	Time:	
6.1.1.5 Operational load test			Regulations: L	SA Code 6.1.1.	1 - 6.1.1.3; MSC.81(70) 1 /8.1.2	
Test Procedure		Acceptar	nce Criteria		Significant Test Data	
For lifeboats other than free-fall lifeboar mass equal to 1.1 times the maximum wo load should be suspended from the points with the launching appliance in upright position. The load should be moved from the inboard to the full outboard position usin means of operation that is used on the sl. The test should be repeated with the launcappliance positioned to simulate a combinate 20° inboard list and 10° trim. All the tests should be repeated with a equal to that of a fully equipped life without persons, or the lightest survival intended for the use with the davit to enthe satisfactory functioning of the davit uvery light load conditions.	erking lifting the erfull g the hip. ching bined mass aboat, craft nsure	The appliance should succes the conditions, and there should deformation or other damage. Each launching appliance to recovery gear should be so a survival craft or rescue boat against a trim of up to 10° and. When boarded, as required by full complement of persons; a without persons in the survival.	uld be no evidence as a result of the tage of tage of the tage of tage	e of significant rests. lowering and ully equipped afely lowered either way:	weight of the lightest lifeboat / rescue boat ** intended for use: LWL:	

	Manufacturer:		Date:	Time:		
Launching and recovery appliances	Model: Lot/Serial Number:			Surveyor:		
Launching and recovery appliances		rial Number:		Organization:		
6.1.1.5 Operational load test (continu	ied)		Regulations	: LSA Code 6.1	i.1.1 - 6.1.1.3; MSC.81(70) 1 /	8.1.2
Test Procedure		Acceptance	Criteria		Test Procedure	е
Note: Notwithstanding the 10° trim and 20° requirements, lifeboat launching applia for oil tankers, chemical tankers and carriers with a final angle of heel greater 20° should be capable of operating at the angle of heel on the lower side of the taking into consideration the final dam waterline of the ship.	gas than final ship,	A launching appliance should not than gravity or stored mechanical of the ship's power supplies to rescue boat it serves in the condition and also in the light cor	power which is launch the sur fully loaded a	independent vival craft or		k Pa

Launching and recovery appliances	Manuf Model Lot/Se	acturer: : erial Number:	Surveyor:		Time:	
6.1.1.6 Turning in test			Regulations: L	SA Code 6.1.1.	3; MSC.81(70) 1 /8.1.3	
Test Procedure		Acceptar	ce Criteria		Significant Test Data	
A mass equal to 1.1 times the maxi working load should be suspended from lifting points with the launching applian the full upright position. The load should moved from the full inboard position to the outboard using the means of operation the used on the ship.	n the ce in ld be ne full	The appliance should succe designed hoisting load from position without causing per damage.	the outboard to	the inboard	maximum designed hoisting load: kN Does the launching appliance successfully move the load from outboard to inboard? Passed/Failed Does the launching appliance show any evidence of significant deformation or other damage as a result of this test? Passed/Failed	

Launching and recovery appliances	Manuf Model Lot/Se	facturer: : erial Number:		Date: Time: Surveyor: Organization:		
6.1.1.7 Winch brake test		Regulati	ons: LSA	Code 6.1.2.5; MSC.81(70	0) 1 /8.1.4	
Test Procedure		Acceptance Criteria		Significant Test Data		
Winch drums should be wound to	the	The test load should drop no more	weight	of the lightest lifeboat/rescu		
maximum number of turns permitted a	nd a	than 1 m when the brake is applied	:	kN		
static test load of 1.5 times the maxi	mum	(except that the stopping distance	MWL:	kN	J	
working load should be applied and he	•	may be exceeded if an exposed				
the brake. This load should then be low		brake is wetted).	Test 1:			
for at least one complete revolution o						
barrel shaft. A test load of 1.1 times			Static to	est load (1.5 x MWL):	KN	
maximum working load should then			Dagath		and (4 Ex MAN))	
lowered at maximum lowering speed thr a distance of at least 3 m and stoppe			Does the brake test hold the test load (1.5x MWL)? pass/fail MWM: kNm		oad (1.5x MWL)?	
applying the hand brake sharply.	u by					
applying the hand brake sharply.						
This test should be repeated a numb	er of	Drum Wire o				
times.						
				r of turns		
If the winch design incorporates an exp		The launching appliance should	Max. lo	wering speed m/s		
brake, one of these tests should be carrie		successfully lower a mass equal to				
with the brake wetted but in this case	e the	that of a fully equipped lifeboat,	Test 2			
stopping distance may be exceeded.		without persons, or the lightest craft				
		(or rescue boat) intended for use with		ic Test load (1,1 x MWL):		
The various tests should achieve a cumulative		the winch.			with max lowering speed Stop	
lowering distance of at least 150 m.				metre?		
Operation of the winch with a load of a i	mass		Passed	i/Falled		
equal to that of a fully equipped lifeboat,			* delet	e as appropriate con	itinued	
without persons, or the lightest survival			uelet	c as appropriate con	illiuou	
intended for use with the winch should als						
demonstrated.						

Launching and recovery appliances	K 4 I . I	rial Number:	Surve	ate: Time: urveyor: ganization:		
6.1.1.7 Winch brake test (continued)		Regulations: LS	A Code	e 6.1.2.5; MSC.81(70) 1 /8.1.4		
Test Procedure		Acceptance Criteria		Significant Test Data		
Following completion of these test (and 6 6.1.1.9), the winch should be stripped inspection.		Inspection of the stripped winch should reve significant damage or undue wear.	eal no	1st stop > 3m 2nd stop: m 3rd stop: m 4th stop: m 5th stop: m Total lowering distance > 150 m Passed/ Failed Test 3 (if applicable) Winch design incorporates an exposed brake? Yes / No Wet stopping distance m Passed/ Failed Test 4 Test load (LWL) kN Lowering test with LWL satisfactory? Passed/ Failed Does the inspection of the stripped winch reveal any significant damage or undue wear? Passed/ Failed Remarks:		

	Manufacturer:			•	
Launching and recovery appliances		erial Number:		Organization: _	
6.1.1.8 Rescue boat launching applia	nce rec	covery speed test	Regulations: LS	SA Code 6.1.1.9	; MSC.81(70) 1 /8.1.5
Test Procedure		Accepta	nce Criteria		Significant Test Data
It should be demonstrated that a v	winch	Each rescue boat launching	appliance should b	oe fitted with a	Hoisting load:
intended for use with a rescue boat is cap	pable	powered winch motor capable	e of raising the res	cue boat from	
of recovering the rescue boat with the nu	mber	the water with its full rescue b	ooat complement o	of persons and	measured recovering speed of the boat:
of persons for which it is to be approved		equipment at a rate of not less	s than 0.3 m/s.		m/s
its equipment or an equivalent mass at a	a rate				
of not less than 0.3 m/s.					
6.1.1.9 Hand operation test			Regulations: LS	SA Code 6.1.2.6	MSC.81(70) 1 /8.1.6
Test Procedure			nce Criteria		Significant Test Data
The hand operation of the winch shou	ld be	An efficient hand gear should be provided for recovery of each		Hoisting load:	
demonstrated.		survival craft and rescue boat. Hand gear handles or wheels			
			oving parts of the winch when the		Test 1:
If the winch is designed for quick recove		survival craft or rescue boat is being lowered or when it is being		Test load (1 x hoisting load): winch can be	
hand with no load, this should		hoisted by power.		operated satisfactorily by hand?	
demonstrated with a load of 1.5 times	s the				Passed/ Failed
mass of the empty lifting arrangements.					
					Arrangement provided for protection
					against moving parts and rotating
					handles? Passed/ Failed
					Type:
					Test 2:
					Only for quick recovery
					Test load (1.5 x weight of empty lifting
					arrangement): kN
					Is quick recovery satisfactory?
					Passed/ Failed
					i asseu/ i alleu

6.1.2 FREE-FALL LAUNCHING AND RECOVERY APPLIANCES EVALUATION AND TEST REPORT

6.1.2.1	Submitted drawings, reports and documents
6.1.2.2	Quality assurance
6.1.2.3	Visual inspection
6.1.2.4	Static proof load test
6.1.2.5	Operational load test (secondary means of launching)
6.1.2.6	Turning in test
6127	Winch hrake test

6.1.2 FREE-FALL LAUNCHING AND RECOVERY APPLIANCES EVALUATION AND TEST REPORT

Manufacturer	
System type Serial number	
Maximum Working Load	
Maximum Turning Moment	
Winch type	
Serial number	
Date	
Place	
Name and signature of surveyor	
Approval Organization	

		Manufacturer:		Date: Surveyor: Organization:	Time:	
Free-fall launching and re	covery	Model:Lot/Serial Number:		Surveyor:		
appliances		Lot/Serial Num	nber:	Organization:		
6.1.2.1 Submitted drawi	ngs, repor	ts and documer	nts			
Submitted drawings and	document	S				
Drawing No.	Revision	No. & date	Title of drawing			Status
Submitted reports and de			,			
Report/Document No.	Revision	No. & date	Title of report/document			Status
			Maintenance Manual			
			Operations Manual			

	Manufacturer:		Date:	Time:		
Free-fall launching and recovery	Model:	Surveyor:				
appliances	Model: Lot/Serial Number:		Organization:		_	
6.1.2.2 Quality assurance		Regulations: MSC	.81(70) 2/1.1 and 1.2			
Except where all appliances of a particu		Quality assurance				
of the International Convention for the						
amended, or the International Life-Sa		Standard Used:				
inspected, representatives of the Adr						
inspection of manufacturers to ensu appliances and the materials used co		Quality assurance F	Procedure:			
approved prototype life-saving applian		Quality assurance r	rocedure.			
Manufacturers should be required to ir	nstitute a quality control procedure	Quality assurance N	Manual:			
to ensure that life-saving appliances a		•				
as the prototype life-saving appliance a						
to keep records of any production tests	carried out in accordance with the	Description of System:				
Administration's instructions.						
		Quality assurance System acceptable				
		Yes/No				
		Comments/Observations				

	Manufacturer:		Date: Time:	
Free-fall launching and recovery	Model:		Surveyor:	
appliances	Lot/Seria	l Number:	Organization:	
6.1.2.3 Visual inspection			LSA Code 6.1.1.6,	
Test Procedure		Acceptance Criteria		Significant Test Data
Confirm that installation has	been	Amount of maintenance to be restricted to min		Passed/Failed
manufactured to approved drawings.		Parts which require maintenance should be e	asily accessible	Passed/Failed
		and easily maintained.		Passed/Failed
Visually inspect the launching app	oliance.	Effectiveness under icing conditions.		Type
Conduct measurements and verify clean	arance	Where davit arms are recovered by power,		
as required.		should be fitted which will automatically cu		
		before the davit arms reach the stops in o		Passed/Failed
		over-stressing the falls or davits, unless the m	otor is designed	
		to prevent such over-stressing.		Type
		Arrangements for simulated launching should		
		strength to withstand a static proof load on test of not less than		Comments/Observations
		2.2 times the maximum working load.		
		Structural members and all blocks, falls, p		
Limit switches		fastenings and all other fittings used in o		
		launching equipment should be designed with		
		on the basis of the maximum working load as		
		ultimate strengths of the materials used for		
Arrangements for simulated launching		minimum factor of safety of 4.5 should be		
		structural members including winch structural of		
		a minimum factor of safety of 6 should be	applied to falls,	
		suspension chains, links and blocks.		

Free fell levels in a and receive	Manufacturer:		Date:	Time:
Free-fall launching and recovery appliances	Lot/Seria	al Number:	Organization	on:
6.1.2.4 Static proof load test			s: LSA Code 6	.1.1.5 - 6.1.1.6; MSC.81(70) 1 /8.1.1
Test Procedure		Acceptance Criteria		Significant Test Data
The launching appliances for low		The launching appliance and its attachmen		MWL :kN
free-fall lifeboat by falls, except versions should be subjected to a static proof		winches should be of sufficient strength to static proof load on test of not less than 2		test load (2.2 x MWL) kN
2.2 times the maximum working load a		maximum working load.	z.z umes me	test load (2.2 x lvivvL) kin
outboard position.	it ti lo lali	maximum working load.		
The launching ramp and its connectio				
release mechanism should also be su		There should be no evidence of significant	t deformation	There should be no evidence of significant
to a static proof load of 2.2 times the m working load.	aximum	or other damage as a result of this test.		deformation or other damage
working load.				Passed/Failed
				0
				Comments/Observations

	Manufacturer:			Time:
Free-fall launching and recovery Model:			Surv	eyor:
		ıl Number:	Orga	nization:
6.1.2.5 Operational load test (second	ndary me	ans of launching) Regul	ations: LSA C	ode 6.1.4.7; MSC.81(70) 1 /8.1.2
Test Procedure		Acceptance Criteria		Significant Test Data
A mass equal to 1.1 times the m	aximum	The appliance should successfully	lower the load	MWL:kN
working load should be suspended f	rom the	under all of the specified conditions a	nd there shoul	LWL (MWL - number of persons):
lifting points.		be no evidence of significant deform	nation or othe	kN
		damage as a result of the tests.		
The load should be moved from				
inboard to the full outboard position u				Test 1
means of operation that is to be used	d on the			Test load (1.1 x MWL):kN
ship.				Upright full inboard full outboard
				Passed/Failed
The test should be repeated with the la				
appliance positioned to simulate a co				Test 2
5 degree list either way and 2 degree down trim.	es bow			
down trim.				Test load (1.1 x MWL) kN 5° list, 2° bow down trim
The test should be repeated with a ma	ee eanal			Passed/Failed
to that of the fully equipped lifeboat,				r asseu/r alleu
persons, to ensure the satisfactory fun				
of the appliance under light load cond	_			Test 3
or the appliance and inglitical cond	itionio.			LWL: kN
				Passed/ Failed
				r accou, r anou
				Does the appliance successfully lower the load
				under these conditions without evidence of
				significant deformation or damage?
				Passed/Failed
				Comments/Observations

Free-fall launching and recovery	Manufac Model:	turer:		Date: Time: Surveyor:		
appliances	Lot/Seria	al Number: Organization:				
6.1.2.6 Turning in test	<u>. L</u>	F	Regulations:	LSA Code 6.1.1.3	; MSC.81(70) 1 /8.1.3	
Test Procedure		Acceptance	e Criteria		Significant Test Data	
A mass equal to 1.1 times the m working load should be suspended lifting points with the appliance in upright position, the maximum design load should be moved from the full out the full inboard position using the moperation that is used on the ship.	from the the full hoisting board to	The appliance should success designed hoisting load from the position without causing permits damage.	ssfully move the outboard	to the inboard	Hoisting load:	

	Manufacturer:			Time:			
Free-fall launching and recovery	Model: _	al Number:	Surveyor:				
appliances		al Number:		Organization: _	tion:		
6.1.2.7 Winch brake test				<u>-SA Code 6.1.2.</u>	5; MSC.81(70) 1 /8.1.4		
Test Procedure		Acceptance Crite	ria		Significant Te		
Winch drums should be wound					Weight of the lightest life	boat / rescue boat*	
maximum number of turns permitted						kN	
static test load of 1.5 times the m		The test load should drop no more that			MWL :	kN	
working load should be applied and		is applied (except that the stopping dist	ance ma	y be exceeded			
the brake. This load should then be		if an exposed brake is wetted).			Test 1:		
for at least one complete revolution					Static test load (1.5 x MV	VL): kN	
barrel shaft. A test load of 1.1 tir					1		
maximum working load should t					Does the brake test ho		
lowered at maximum lowering speed					(1.5x MWL)? Passed	/ Failed	
a distance of at least 3 m and stopped by					B 43 4 / B 4	LAL	
applying the hand brake sharply.					MWM:	kNm	
This test should be repeated a not	h				Drum diam	mm	
This test should be repeated a nu	nber of				Wire diam. Number of turns	mm	
times.						m/s	
If the winch design incorporates an	ynocod				Max. lowering speed	111/5	
brake, one of these tests should be ca					Test 2		
with the brake wetted but in this c					Dynamic Test load (1.1)	(MWL): kN	
stopping distance may be exceeded.	asc the				Brake test carried out aft		
otopping distance may be exceeded.					lowering speed	or on with max	
The various tests should achieve a cu	mulative	The launching appliance should succ	essfully	lower a mass	lowering speed		
lowering distance of at least 150 m.	Transact C	equal to that of a fully equipped lifebo			Stop within 1 metre?	Passed/Failed	
Operation of the winch with a load of	a mass	the lightest craft (or rescue boat) into					
equal to that of a fully equipped lifeboat,		winch.			Comments/Observations	;	
without persons, or the lightest survi							
intended for use with the winch should	also be				* delete as appropriate	continued	
demonstrated.							

Free-fall launching and recovery appliances	Model:	turer: Il Number:	Surveyor:	Time:
6.1.2.7 Winch brake test (continue	d)	Regulations:	LSA Code 6.1.2.5;	MSC.81(70) 1 /8.1.4
Test Procedure		Acceptance Criteria		Significant Test Data
Test Procedure Following completion of these test (and as applicable), the winch should be strinspection.		Acceptance Criteria Inspection of the stripped winch should revidamage or undue wear.	eal no significant	
				Comments/Observations

6.13 DAVIT-LAUNCHED LIFERAFT AUTOMATIC RELEASE HOOKS EVALUATION AND TEST REPORT

6.1.3.1	Submitted drawings, reports and documents
6.1.3.2	Quality assurance
6.1.3.3	Visual inspection
6.1.3.4	Corrosion resistance test
6.1.3.5	Maximum load for automatic release test
6.1.3.6	Dynamic forces release tests
6.1.3.7	Actuating force test
6.1.3.8	Securing force test
6.1.3.9	Manual release force test
6.1.3.10	Holding test, loaded
6.1.3.11	Holding test, light
6.1.3.12	Inertia test
6.1.3.13	Automatic release test
6.1.3.14	Automatic release test – overloaded
6.1.3.15	Endurance test
6.1.3.16	Compatibility of liferaft and release hook test
6.1.3.17	Proof load test
6.1.3.18	Inadvertent release tests
6.1.3.19	Icing test
6.1.3.20	Impact test

6.1.3 DAVIT-LAUNCHED LIFERAFT AUTOMATIC RELEASE HOOKS EVALUATION AND TEST REPORT

	-
Manufacturer	
System Type	
Serial Number	
Maximum Working Load	
Maximum Turning Moment	
Winch type	
Serial Number	
Date	
Place	
Name Surveyor printed	
Signature	
Approving Organization	

Davit-launched liferaft automatic release hooks		Manufacturer:		Date:	Time:				
		Model:		Surveyor:					
		Lot/Serial Nu	mber:	Surveyor:Organization:					
6.1.3.1 Submitted drawings, reports and documents									
Submitted drawings and									
Drawing No.	Revision	n No. & date	No. & date Title of drawing						
Submitted reports and do									
Report/Document No.	Revision	n No. & date	Title of report/document			Status			
			Maintenance Manual						
			Operations Manual						

	Manufacturer:		Date:	Time:			
Davit-launched liferaft automatic	Model:		Surveyor:				
release hooks	Model: Lot/Serial Number:		Organization:				
6.1.3.2 Quality assurance			.81(70) 2/1.2 MSC.81(70) 2/1.1, 1.2			
Except where all appliances of a parti		Quality assurance					
III of the International Convention for t							
amended or the international Life-Sav		Standard Used:					
inspected, representatives of the Adi inspections of manufacturers to ensi							
appliances and materials used com		Ouality assurance F	Procedure:				
approved prototype life-saving applian		Quality assurance Procedure:					
Manufacturers should be required to in		Quality assurance N	Manual:				
to ensure that life-saving appliances a							
as the prototype life-saving appliance a							
to keep records of any production tests Administration's instructions.	carried out in accordance with the	Description of System:					
Administration's instructions.							
		Quality assurance S	System acceptable				
		Yes/No					
		163/140					
		Comments/Observa	ations				

Davit-launched liferaft automatic release hooks	Model:	Number:	Time:				
6.1.3.3 Visual inspection		Regulations: MSC.81(70) 1/8.2.2					
Test Procedure		Acceptance Criteria	Significant Test Data				
The hooks complete in every respect should be given a visual and dimensional examination to verify that they conform to the approved drawings and specifications.		The hooks must conform with the manufacturer's drawings and specifications.		Hook 1 PassedFailed Hook 2 PassedFailed Comments/Observations			
6.1.3.4 Corrosion Resistance Test		Regulations: MSC.81(70) 1/8.2.3, 8.2.4					
Test Procedure			Significant Test Data				
Test Procedure Two hooks should be submitted to a corrosion resistance test which should be made in a salt mist chamber in accordance with the standard ISO 9227:2006 – Corrosion tests in artificial atmospheres – Salt spray tests for 1,000 hours or equivalent national standard. Both hooks should be subjected five times to the tests required by 6.1.3.5 to 6.1.3.20, except 6.1.3.16.		Acceptance Criteria The hook should pass the test without failure.		Any corrosion effects and other damage to the hooks should be recorded: Hook 1: Hook 2:			

	Manufacti	ufacturer:		Date: Time:			
Davit-launched liferaft automatic	Model:			Surveyor:			
release hooks	Number:	Organization:					
6.1.3.5 Maximum Load for Automa	tic Release		Regulations: MSC	C.81(70) 1/8.2.5			
Test Procedure			eptance Criteria		Significant Test Data		
The maximum load on the hook to		The minimum allowable				Hook 1	Hook 2
automatic release should be detern	nined as	release which should no	t be less than 5 kg o	or not more than	Test 1	110010 1	1100K Z
follows:		30 kg.			Test 2		
4		December of the control of the contr	! !!!!!! <i>(E tt-</i>)		Test 3		
.1 the hook should be loaded with		Record the maximum loa	id "F" (5 tests).		Test 4		
of 200 kg and the actuating me	chanism				Test 5		
set;							
.2 the load should be reduced gra	dually in				Hook 1:		Failed
stages until the hook					Hook 2:	Passed	Failed
automatically, but at not more th							··
to establish load "F"; and	o og,				Commer	nts/Observa	ations
, , , , , , , , , , , , , , , , , , , ,							
.3 the load "F" should be measւ	ired and						
recorded.							
The test should be repeated five tir	nes with						
each hook.							

	Manufacturer: [Date: Time:			Time:		
Davit-launched liferaft automatic	Model:				Surveyor:			
release hooks	Lot/Serial Number	r:			Organization:			
6.1.3.6 Dynamic Forces Release Te	ests		Regulations: N	ASC.8	31(70) 1/8	.2.6 –7		
Test Procedure		Acceptance Criteria			Significant Test Data			
The load limit for automatic release, using dynamic loads, should be determined using both the following methods:				Record the number of cycles before hook release or test was discontinued (5 tests)				
 .1 The hook should be loaded with and the actuating mechanism should then be subjected to between 30 kg and 200 kg using ±0.2 Hz. The hook should not recycles. The number of cycles a opened or whether the test was 300 cycles should be recorded. .2 The hook should then be reload the actuating mechanism set. The subjected to a cyclic loading, the which is +200 kg, and the lower using a frequency of 1 ±0.2 Hz release should operate within number of cycles at which the whether the test was disconting cycles should be recorded. "F1" the minimum load on the homeonic automatic release, as paragraph 6.1.3.5 reduced by 2 	set. The hook of cyclic loading a frequency of 1 lease before 300 to which the hook is discontinued at least to 200 kg and the hook should be the upper limit of the r limit being "F1" in its b		The hook should not release cyclic loads. The automatic release showithin three cycles.			Test 1 Test 2 Test 3 Test 4 Test 5 Hook 1: Hook 2:	Hook 1	Hook 2 Failed Failed ations

	Manufacti	urer:	Date:	Time:			
Davit-launched liferaft automatic	Model:		Surve	/or:			
release hooks	Lot/Serial	Number: Organ		zation:			
6.1.3.7 Actuating force test			lations: LSA C	ode 4.1.1.2; MSC.81(70) 1/8.2.11			
Test Procedure		Acceptance Criteria		Significant Test D	ata		
The actuating force for automatic release should be determined in the following way: 1. The hook should be loaded to 0%, 25%, 50%, 75% and 100% of the SWL of the hook; 2. At each load level the actuating force required at the actuation mechanism should be measured and recorded.		The actuating force should in all tests be between 150 N and 250 N if lanyard operated, or the action required to set the actuating mechanism should be readily performed by a single person without difficulty.		Record actuating force (5 tests) when loaded to: Hook 1 Hook 2 0%			
6.1.3.8 Securing force test		Regu	lations: MSC.8	1(70) 1/8.2.12			
Test Procedure		Acceptance Criteria Significant Test I			ata		
The securing force should be determing an unloaded hook. The securing force be recorded.		The securing force should be less that measured securing force (five tests).	n 120N. Record	<u> </u>	<u>1</u>		

	Manufact	urer:		Date:	T	ime:
Davit-launched liferaft automatic			Surveyor:	Surveyor:Organization:		
release hooks	Lot/Serial	Number:		Organization:		
6.1.3.9 Manual Release Force Test	Regul	ations:	MSC.81(70) 1/8.2	2.13		
Test Procedure		Acceptance Crite				ificant Test Data
The manual release force sho	ould be	For a load of 150 kg, the manual releast 600N but not more than 700 l			Hook	1 Hook 2
.1 the hook should be loaded with	n a mass	designs. Other designs should provi	de adeo	quate protection	Test 1	
of 150 kg;		from inadvertent release under loa release force (five tests).	ad. Re	cord measured	Test 2	
.2 the actuating mechanism shou	ld be set	release loice (live lesis).			Test 3	
for automatic release;					Test 5	
.3 the force required to release						
manually should be establis	hed and				Hook 1: Passe	
recorded; and					Hook 2: Passe	d Failed
.4 the manual release force for a 150 kg on the hook should be 600 N but not more than 70 lanyard-operated designs. A designs should be demonstrat satisfaction of the Participating to provide adequate protect inadvertent release under load.	e at least 00 N for Iternative ed to the Authority				Comments/Obs	ervations

	Manufact	Manufacturer:		Date: Time:		
Davit-launched liferaft automatic	Model:			Surveyor:		
release hooks	Lot/Serial	Number:		Organization:		
6.1.3.10 Holding Test, loaded				: MSC.81(70) 1/8.2		
Test Procedure		•	nce Criteria		Significa	ant Test Data
The automatic release hook should be		The release mechanism shou	ıld not open in e	either test.	Hook 1	Hook 2
to a test load of 1.1 times its maximum					Test 1	1100K Z
load using an approved launching a					Test 2	
The load should be lowered at r					Test 3	
lowering speed through a distance o					Test 4	
3 m and stopped by applying the ha					Test 5	
sharply. This test should be conducted						
once with the release mechanism					Hook 1: Passed	Failed
automatic release, and again was mechanism set to closed.	vitri trie				Hook 2: Passed_	Failed
mechanism set to closed.						
					Comments/Observ	/ations
6.1.3.11 Holding test, light		Regulations: MSC.81(70) 1/8.2.14				
Test Procedure			nce Criteria		Significa	ant Test Data
The automatic release hook should be		This should be easily accom	plished by a si	ngle person and	Hook 1	Hook 2
to a test load equal to the mass of the	•	should not release the load.			Test 1	110011 2
liferaft for which the automatic release					Test 2	
to be approved, with the actuating me					Test 3	
in the locked position (i.e. not set for a					Test 4	
release). The load should then be raise					Test 5	
it is clear of the ground. The mechanism should then be set to a	_					
release.	lutomatic				Hook 1: Passed_	Failed
Telease.					Hook 2: Passed_	Failed
					Comments/Observ	ations //

	Manufact	urer:	Date	9:	Time:	
Davit-launched liferaft automatic	Model:		Sur	eyor:		
release hooks	Lot/Serial	Number:	Org	anization:		
6.1.3.12 Inertia test			Regulations: MSC.81(70) 1/8.2.8			
Test Procedure		Acceptance Criteria		Significant Test Data		
The hook should be attached to a s	hort wire	The hook should not release as a re	sult of this	Hook 1 Hoo	ok 2	
rope fall, approximately 1.5 m, and loa		test.		T4		
a mass of 10 kg. It should be secured				Test 2		
lifted 1 m. From this position it sl				Test 3		
released to perform a free fall bet				Test 4		
abruptly stopped by the wire rope fall.				Test 5		
						
				Hook 1: Passed	Failed	
				Hook 2: Passed	Failed	
				Comments/Observations	;	
6.1.3.13 Automatic release test		Regulations: MSC.81(70) 1/8.2.9				
Test Procedure		Acceptance Criteria		Significa	ant Test Data	
The automatic release hook should be		The automatic release hook should		Hook 1 H	look 2	
to a test load equal to 1.1 times the S		load when it strikes the ground or wat	er surface.	Test 1	100K Z	
the actuating mechanism in the locked				Test 2		
The load should be raised to a height of				Test 3		
6 m and then be lowered at a spee				Test 4		
m/sec. When the load is 1.5 m al				Test 5		
ground or water surface, the						
mechanism should be set for a	automatic			Passed Fa	ailed	
release, and the lowering completed.						
				Passed Failed		
				Comments/Observations	8	

	Manufacti	urer:	Date:	Time:		
Davit-launched liferaft automatic	Model:		Surveyor:			
release hooks	Lot/Serial	Number:	Organization:			
6.1.3.14 Automatic release test - ov						
Test Procedure		Acceptance Criteria		Significant Test Data		
The automatic release hook should be	attached	There should be no evidence of permaner	nt deformation	Hook 1 Hook 2		
to a test load equal to 2.2 times the S		and the hook should function after the test.		Test 1		
the actuating mechanism in the locked				Test 2		
The load should be raised to a height of				Test 3		
6 m and then be lowered at a spee				Test 4		
m/sec. When the load is 1.5 m at				Test 5		
ground or water surface, the a						
mechanism should be set for a	utomatic			Hook 1: Passed Failed		
release, and the lowering completed.				Hook 2: Passed Failed		
				0		
				Comments/Observations		
6.1.3.15 Endurance test		Regulations: MSC.81(70) 1/8.2.15				
Test Procedure		Acceptance Criteria	Significant Test Data			
The hook should be released 100 times	s without	There should be no evidence of excessive	wear on any	Hook 1 Hook 2		
failure by each of its modes of release t	using the	part.		Test 1		
maximum load permitting release	for that			Test 2		
mode. It should then be disassembled	l and the			Test 3		
parts examined.				Test 4		
				Test 5		
				Hook 1: Passed Failed		
				Hook 2: Passed Failed		
				Comments/Observations		
				Commence of the contract of th		
				Passed Failed		
				Comments/Observations		

	Manufact	Manufacturer:		Date:	Pate: Time:		
Davit-launched liferaft automatic release hooks	Model:	Number:		Surveyor: _	on:		
Telease Hooks	Lovoenai	Nullibel:	· · · · · · · · · · · · · · · · · · ·	Organizatio	JII		
6.1.3.16 Compatibility of liferaft ar	d release h	nook test	Regulations	: MSC.81(70)	1/8.2.18		
Test Procedure		Acceptance			Significant Test Data		
Where automatic release hooks are supplied for use with liferafts made by different manufacturers, operational tests with each type and size of lifting or attachment fitting used by the different manufacturers of the liferafts should be carried out before the particular combination of liferaft and release hook is accepted by the Administration.		manufacturers for whom the hook is approved.		The hook can be used for rings with the following minimum and maximum diameter: Min. hole:mm			
				Max. material φ: mm (optionally fill in attached list)			
					Comments/Observations		
6.1.3.17 Proof load test					1/8.2.11 (missing in MSC.81(70) by mistake)		
Test Procedure The automatic release hook should	ho proof	Acceptance Criteria Under the test load of 6xSWL for 5 min, the release		ho rologgo	Significant Test Data		
loaded to 6 times the SWL and this for at least 5 min. After the removal of the hook should be dismantled and for damage.	load held the load,	mechanism should not fail.	VL IOI 3 IIIII, I	ne release	Hook 1 Hook 2 Test 1 Test 2 Test 3 Test 4 Test 5 Hook 1: Passed Failed Hook 2: Passed Failed Comments/Observations PassedFailed		
					Comments/Observations		

	Manufacti	Manufacturer:		Date: Time:			
Davit-launched liferaft automatic	Model:			Surveyor:			
release hooks	Lot/Serial	Number:		Organization:			
6.1.3.18 Inadvertent release tests				MSC.81(70) 1/8.2	C.81(70) 1/8.2 <mark>.13.4</mark>		
Test Procedure			nce Criteria				Test Data
It should be demonstrated to the satisfaction of the Administration, that the automatic release hook cannot be inadvertently released while under load.		It must not be possible to inadvertently release the hook.		Test 1 Test 2 Test 3	ssed	 Failed Failed	
						Object vali	0113
6.1.3.19 Icing test				MSC.81(70) 1/8.2			
Test Procedure		Acceptance Criteria			Significant Test Data		
The hook should be arranged in a cold-30°C to simulate operational readin loaded with 25 kg. A 3.5 cm thick unifor of icing should be built onto it by spray water from angles above 45° from howith intermittent pauses to let icing for hook should then be actuated and as release the load without failure.	ess and orm layer ying cold orizontal, orm. The	As a result of this test the hook failure.	should release	the load without	Test 3 Test 4 Test 5 Hook 1: Pas Hook 2: Pas Comments/C	ssedssed Ssed Observati	Failed ons

Davit-launched liferaft automatic release hooks	Manufacti Model: Lot/Serial	urer:		Date: Surveyor: Organization:	Time	9:
6.1.3.20 Impact test Test Procedure		Accentan	Regulations:	MSC.81(70) 1/8.2		ant Test Data
It should be demonstrated that the hodamaged as a result of 10 impact horizontal speed of 3.5 m/s on to a resembling a vertical ship's side. A practical all sides of the hook, especia with exposed controls, should impact the structure.	cts at a structure s far as illy areas	The hook must not sustain a with the normal function of the	ny damage wh	ich will interfere	Hook 1	Hook 2 Failed Failed

List of davit-launched liferafts for which the hook is approved:

Manufacturer:	Type:

6.1.4 LAUNCHING AND RECOVERY APPLIANCES FOR FAST RESCUE BOATS EVALUATION AND TEST REPORT

5.1.4.1	Submitted drawings, reports and documents
6.1.4.2	Quality assurance
6.1.4.3	Visual inspection
5.1.4.4	Static proof load test
6.1.4.5	Operational load test
6.1.4.6	Turning in test
6.1.4.7	Winch brake test
6.1.4.8	Rescue boat launching appliance recovery speed test
6.1.4.9	Hand operation test
3 1 4 10	Sea state test

6.1.4 LAUNCHING AND RECOVERY APPLIANCES FOR FAST RESCUE BOATS EVALUATION AND TEST REPORT

Manufacturer	
System type	
Serial number	
Maximum Working Load	
Maximum Turning Moment	
Winch type	
Serial number	
Date	
Place	
Name and signature of surveyor	
Approval Organization	

Launching and recovery appliances for fast rescue boats	Manufacturer: Model: Lot/Serial Number:		Date: Surveyor: Organization:	Time:				
6.1.4.1 Submitted drawi		nts						
	Submitted drawings and documents							
Drawing No.	Revision No. & date	Title of drawing		Status				
Submitted reports and do								
Report/Document No.	Revision No. & date	Title of report/document		Status				
		Maintenance Manual						
		Operations Manual						

Launching and recovery	Manufacturer:		Date:	Time:			
appliances for fast			Surveyor:				
rescue boats	Model: Lot/Serial Number:		Organization:		_		
rescue boats							
6.1.4.2 Quality assuranc		Regulations: MSC.81(70) 2/1.1 and 1.2					
	ces of a particular type are required by	Quality assurance					
	nal Convention for the Safety of Life at Sea,						
	e International Life-Saving Appliance (LSA)	Standard Used:					
	esentatives of the Administration should make unufacturers to ensure that the quality of						
	nd the materials used comply with the	Quality assurance F	Procedure:				
	ed prototype life-saving appliance.	Quality assurance i	roccadio.				
	3 11						
	equired to institute a quality control procedure	Quality assurance N	Manual:				
	opliances are produced to the same standard						
	appliance approved by the Administration and	Description of System:					
Administration's instructions	uction tests carried out in accordance with the	Description of Syste	erri.				
/ tarrimotration o motrations							
		Quality assurance System acceptable					
		Yes/No					
		Comments/Observations					

Launching and recovery Manufacturer:				Date:	Time:	
appliances for fast	Model:		Surveyor:			
rescue boats	Lot/Serial Number:	Organizatio		Organization:		
CAAO Vienelinenestien		Т	Danulations		40.0	
6.1.4.3 Visual inspection				s: LSA Code 6.1; III,		
Test Proce	dure	Acceptan	ce Criteria		Significant Test Data	
Confirm that installation has to approved drawings.	been manufactured	Amount of maintenance should				
Visually inspect the appliar	nce.	Parts which require maintenar and easily maintained.	nce should be	easily accessible	Passed/Failed	
Conduct measurements ar as required.	nd verify clearances	Effectiveness under icing cond	litions.		Passed/Failed	
Provisions for hanging off pendants		There should be provisions for hanging-off the fast rescue boat to free the release gear for maintenance.		Passed/Failed		
Remote control		The launching mechanism should be so arranged that it may be actuated by one person from a position within the survival craft or rescue boat.			Passed/Failed	
Limit switches		Manual brakes should be so arranged that the brake is always applied, unless the operator or a mechanism activated by the operator holds the brake control in the "off" position.		Passed/Failed		
		Where davit arms are recovered by power, safety devices should be fitted which will automatically cut off the power before the davit arms reach the stops in order to prevent over-stressing the falls or davits, unless the motor is designed to prevent such over-stressing.		Туре:		

Launching and recovery appliances for fast rescue boats	Model:			Date: Surveyor: Organization:	Time:	
6.1.4.3 Visual inspection	n (continued)		Regulations	s: LSA Code 6.1.1.6	; III, 16.2	
Test Proce	dure	Acceptar	nce Criteria		Significant Test Data	
		Structural members and all fastenings and all other fitt launching equipment should b	ings used in	connection with	Passed/Failed Type:	
		on the basis of the maximum ultimate strengths of the ma	working load a terials used fo	assigned and the or construction. A		
		minimum factor of safety of structural members including v a minimum factor of safety of suspension chains, links and	vinch structural of 6 should be	l components and	Comments/Observations	

Launching and recovery appliances for fast rescue boats	Manufacturer: Model: Lot/Serial Number:			Surveyor:		ne:
6.1.4.4 Static proof load	test	R	egulation	s: LSA Code 6.	1.1.5 - 6.1.1.6; MSC	81(70) 1/- 8.1.1
Test Proce		Acceptance Cri				ant Test Data
For fast rescue boats, davits and launching appliances, except winches, should be subjected to a static proof load of 2.2 times their maximum working load. With the load at the full outboard position, the		winches should be of sufficient strength to withstand a static proof load on test of not less than 2.2 times the maximum working load. There should be no evidence of significant deformation or other damage as a result of this test.		Test load (2.2 x M	kN WL):kN o evidence of significant	
load should be swung through an arc of approximately 10 ⁰ to each side of vertical in the intended fore and aft plane.				deformation or other damage Passed/Failed		
The test should be done position, followed by to shipboard condition of list and outboard.	ests simulating a				Upright Page 200 inboard list 200 outboard list Comments/Observ	Passed/Failed Passed/Failed

Launching and recovery appliances for fast rescue boats	Manufacturer:			S	Surveyor:		me:
6.1.4.5 Operational load	test		Regula	tions: L	SA Code 6.1.1.	1 - 6.1.1.3; MSC.	81(70) 1 /8.1.2
Test Proce	dure	Acceptance Criteria			9	Significant Test Da	ata
For fast rescue boats, a mathe maximum working suspended from the lifting launching appliance in the suspended to the full outboard position operation that is used on the The test should be repeated appliance positioned to significant to the full of the suspension	load should be ng points with the upright position. from the full inboard using the means of e ship. d with the launching mulate a combined n. peated with a mass rescue boat, without fast rescue boat e davit to ensure the	The appliance should success lower the load under all of conditions, and there should evidence of significant deform or other damage as a result tests. Each launching appliance tog with all its lowering and red gear should be so arranged the fully equipped fast rescue is serves can be safely lowering and redulty equipped fast rescue is serves can be safely lowering against a trim of up to 10° and of up to 20° either way: When boarded, as require regulation III/23 or III/33, by complement of persons; -without persons in the fast reboat.	gether covery lat the boat it wered d a list	LWL: MW: Test load Clear of Does of condition Passed Upright 20° inb 20° inb	ad (1.1 x MWL): of davit horn?* Pa	kN assed/ Failed successfully lowe ence of significant m (1.1xMWL)	ended for use: The load under these deformation or damage? Passed/Failed Passed/Failed Passed/Failed

Launching and recovery appliances for fast rescue boats	Model: Lot/Serial Number:			Date: Surveyor: Organization:		· · · · · · · · · · · · · · · · · · ·
6.1.4.5 Operational load				: LSA Code 6.1.1.1 - 6.1.		
Test Proce	dure	Acceptance Crite	ria	Sig	gnificant Test Data	
		A launching appliance should any means other than gramechanical power which is the ship's power supplies to rescue boat it serves in the fequipped condition and als condition.	ivity or stored independent of launch the fast ully loaded and	Start pressure: Min. pressure: Pressure drop after	one movement: o outboard:	d/Failed k Pa k Pa k Pa sec

Launching and recovery appliances for fast rescue boats	Model:			Date: Time: Surveyor: Organization:
6.1.4.6 Turning in test			Regulation	ons: LSA Code 6.1.1.3; MSC.81(70) 1 /8.1.3
Test Proced	dure	Acceptance Criteria		Significant Test Data
A mass equal to 1.1 times the maximum working load should be suspended from the lifting points with the appliance in the full upright position, the maximum design hoisting load should be moved from the full outboard to the full inboard position using the means of operation that is used on the ship.		The appliance should successfully move the maximum designed hoisting load from the outboard to the inboard position without causing permanent		Maximum designed hoisting load: kN Does the launching appliance successfully move the load from
		deformation or other damage.	manont	outboard to inboard? Passed/Failed
				Does the launching appliance show any evidence of significant deformation or other damage as a result of this test? Passed/Failed
				Comments/Observations

Laurahina and reservent	Manufacturer:			Date: Time:
Launching and recovery	Model:			Surveyor:
appliances for fast	Lot/Serial Number:			Organization:
rescue boats				
6.1.4.7 Winch brake test			Regulations	s: LSA Code 6.1.2.5; MSC.81(70) 1 /8.1.4
Test Proce	edure	Acceptance Criter	а	Significant Test Data
Winch drums should be wo	ound to the maximum	The test load should drop no	more than 1	Weight of the lightest fast rescue boat*
number of turns permitted	and a static test load	m when the brake is applied	(except that	:kN
of 1.5 times the maximum	working load should	the stopping distance may b	e exceeded	
be applied and held by t	the brake. This load	if an exposed brake is wetted	l).	MWL :kN
should then be lowered for				
revolution of the barrel sha				Test 1:
times the maximum working				Static test load (1.5 x MWL):kN
lowered at maximum lowe				Does the brake test hold the test load (1.5x MWL)?
distance of at least 3 m and	d stopped by applying			Passed/Failed
the hand brake sharply.				
				MWM: kNm
This test should be repeate	ed a number of times.			Drum diam. mm
		The launching appliance		Wire diam. mm
If the winch design incor		successfully lower a mass eq		Number of turns
brake, one of these tests		a fully equipped fast rescue b	,	Max. lowering speed m/s
with the brake wetted b		persons, or the lightest fast		T 1.0
stopping distance may be e	exceeded.	intended for use with the win	cn.	Test 2
The various tests should a		Increasion of the atriumed	لمانيم مامي مامين	Dynamic test load (1.1 x MWL):
		Inspection of the stripped w		Proke test seried out offer > 2m with may lowering and
lowering distance of at leas Operation of the winch wi		reveal no significant damag wear.	e or undue	Brake test carried out after > 3m with max lowering speed
equal to that of a fully equip		wear.		Stop within 1 metre? Passed/Failed
without persons, or the ligh				Comments/Observations
intended for use with the				* delete as appropriate continued
demonstrated.	שוויטוו פווטעוע מופט של			delete de appropriate continued
domonatated.				

I arrealise and vacarre	Manufacturer:	· · · · · · · · · · · · · · · · · · ·		Date: Time:		
Launching and recovery				Surveyor:		
appliances for fast	Lot/Serial Number:			Organization:		
rescue boats						
6.1.4.7 Winch brake test	(continued)		Regulation	s: LSA Code 6.1.2.5; MSC.81(70) 1 /8.1.4		
Test Proce	dure	Acceptance Criteria		Significant Test Data		
				1 st stop: > 3m		
Following completion of the				nd		
6.1.4.9, 6.1.4.10), the wind	ch should be stripped			·		
for inspection.				3 rd stop: m		
				4 th stop: m		
				5 th stop: m		
				Tatal lavoring a distance > 450 m		
				Total lowering distance > 150 m Passed/ Failed		
				Passeu/ Falleu		
				Test 3 (if applicable)		
				Winch design incorporates an exposed brake? Yes / No		
				Wet stopping distance m		
				Passed/ Failed		
				Test 4		
				Test load (LWL) kN		
				Lowering test with LWL satisfactory?		
				Passed/Failed		
				Does the inspection of the stripped winch reveal any significant damage or undue wear? Passed/Failed		
				significant damage or undue wear? Passed/Failed		
				Comments/Observations		

Launching and recovery	Manufacturer:		Date:	Time:	
appliances for fast	Model:		Surveyor: _		
rescue boats	Lot/Serial Number:		Organization:		
6.1.4.8 Rescue boat laur				.809 4.2.5; MSC.81(70) 1 /8.1.5	
Test Proce		Acceptance C		Significant Test Data	
Fast rescue boat loaded w	vith six persons to be	Notwithstanding 6.1.4.9 launc		Maximum load to be hoisted with a speed of at	
hoisted.		be capable of hoisting the full		least 0.8 m/s: kN	
Damasa da a		boat loaded with six persons wi	th a speed not less than		
Demonstrate also the recov		0.8 m/s.		Appliance is able to hoist the fast rescue boat	
boat with the maximum nu		The appliance should be sens	able of boisting the fact	with maximum number of persons?	
under par. 4.4.2 of the LSA		The appliance should be capa rescue boat with the maximum		Passed/ Failed	
under par. 4.4.2 or the LSA	code.	can be accommodated in the b		Commonto/Observations	
		par. 4.4.2 of the LSA code.	oat as calculated under	Comments/Observations	
6.1.4.9 Hand operation t	<u> </u>	par. 4.4.2 of the LOA code.	Regulations: LSA Code	e 6.1.2.6; MSC.81(70) 1 /8.1.6	
Test Proce		Acceptance C		Significant Test Data	
The hand operation of the		An efficient hand gear should b		Hoisting load:	
demonstrated. If the winch		of each fast rescue boat. Hand			
recovery by hand with no		should not be rotated by mov		Test 1:	
demonstrated with a load of		when the fast rescue boat is b		Test load (1 x hoisting load): winch can be	
of the empty lifting arrange	ments.	is being hoisted by power.	G	operated satisfactorily by hand?	
				Passed/ Failed	
				Arrangement provided for protection against	
				moving parts and rotating handles?	
				Passed/ Failed	
				Type:	
				1,700.	
				Test 2:	
				Only for quick recovery Test load (1.5 x weight	
				of empty lifting arrangement): kN	
				Is quick recovery satisfactory?	
				Passed/ Failed	

Launching and recovery	Manufacturer:			ate:	
appliances for fast	or fact Wiodel Surveyor			urveyor:	
rescue boats	Lot/Serial Number:		0	rganization:	
					1100 04/100 4 /0 4 0
6.1.4.10 Sea state test		1		LSA Code 6.1;	MSC.81(70) 1 /8.1.8
Test Proc			Acceptance Criteria		Significant Test Data
The fast rescue boat launc					Wind speed:
be demonstrated in a sea s					
force 6 wind on the Beaufo					Significant wave height:
with a significant wave heig					Method of determination:
test should include launch	ing and recovery of a				MWL (= test load) kN
fast rescue boat and demo	onstrate:				
		,	The leaveships appliance should be	£:441:41	Working of dampening device
	on of the device to	.1	The launching appliance should be		satisfactory? Passed/ Failed
dampen forces and	d oscillations due to		device to dampen the forces due to int		
interaction with the v	vaves;		the waves when the fast rescue boat is	Working of winch brake satisfactory?	
			recovered. The device should includ	Passed/ Failed	
			element to soften shock forces and	a damping	Gradual action? Passed/ Failed
			element to minimize oscillations.		Additional dynamic force in wire
.2 satisfactory operation	on of the winch brake.				kN
The additional dyna	amic force induced in	.2	The winch should be fitted with a		< 0.5 x MWL? Passed/ Failed
the wire due to re	etardation should be		high-speed tensioning device which p		
measured; and			wire from going slack in all sea state		Tensioning device operation satisfactory?
			which the fast rescue boat is intended to	o operate.	Passed/ Failed
.3 satisfactory operation	on of the tensioning				
device.	_				Wire prevented from going slack?
		.3	The winch brake should have a gradual a		Passed/ Failed
			the fast rescue boat is lowered at full sp		
			brakes are applied sharply, the addition		Comments/Observations
			force induced in the wire due to retard		
			not exceed 0.5 times the working	load of the	
			launching appliance.		

6.2 MARINE EVACUATION SYSTEMS

EVALUATION AND TEST REPORTS

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n	_	Genera	1 11110111	เลแดก

- 6.2.1.1 Submitted drawings, reports and documents
- 6.2.1.2 Quality assurance
- 6.2.1.3 General data and specifications
- 6.2.1.4 Platform carrying capacity
- 6.2.1.5 Markings on container
- 6.2.1.6 Markings on passage
- 6.2.1.7 Visual inspection

Test procedures

- 6.2.2 Material test
- 6.2.3 Deployment instructions
- 6.2.4 Container static load test
 - 6.2.4.1 Container door hose test
 - 6.2.4.2 Container door dry release test
 - 6.2.4.3 Container door trim release test

Inclined inflated passages

6.2.5 Passage load test

- 6.2.5.1 Dry sliding test
- 6.2.5.2 Loss of pressure test
- 6.2.5.3 Load test of passage to container
- 6.2.5.4 Cold inflation test
- 6.2.5.5 Hot inflation test
- 6.2.5.6 Wet sliding test
- 6.2.5.7 Three times pressure test

Vertical descent passages

6.2.6 Two times sliding test

- 6.2.6.1 Load test of passage to container
- 6.2.6.2 Cold passage test
- 6.2.6.3 Wet descent test

Platform (if fitted)

6.2.7 Platform carrying capacity

- 6.2.7.1 Loaded freeboard and 50% buoyancy loss loaded test
- 6.2.7.2 Self-draining test
- 6.2.7.3 Cold inflation test
- 6.2.7.4 Hot inflation test
- 6.2.7.5 Three times overpressure test

Associated liferafts

6.2.8 Liferaft construction

6.2.8.1 Liferaft release from stowage position

6.2.8.2 Liferaft release from passage

Evacuation Trials

6.2.9 Timed evacuation test

Sea trails

6.2.10 Heavy weather sea trial

6.2.10.1 Heavy weather sea trial (Phase 1)

6.2.10.2 Heavy weather sea trial (Phase 2)

6.2.10.3 Heavy weather sea trial (Phase 3)

6.2.10.4 Heavy weather sea trial (Phase 4)

Data recording sheets

- 6.2.11 Evacuation trial timings (MES with platform and liferafts)
- 6.2.12 Evacuation trial timings (MES straight into liferafts)

6.2 MARINE EVACUATION SYSTEMS EVALUATION AND TEST REPORTS

Manufacturer	
Type/Model	
Date of Approval	
Place	
Name Surveyor printed	
Signature	
Approving Organization	

	Manufacturer:		Date:	Time:
Marine evacuation	Model:		Surveyor:	
systems	Lot/Serial Number:		Organization:	Time:
6.2.1.1 Submitted drawi	ngs, reports and docum	ents		
Submitted drawings and	documents			
				Status
Drawing No.	Revision No. & date	Title of drawing		
Submitted reports and do	ocuments			
Report/Document No.	Revision No. & date	Title of report/document		Status
		Maintenance Manual		
		Operations Manual		

	Manufacturer:		Date:	Time:				
Marine evacuation	Model: Lot/Serial Number:	Surveyor:						
systems	Organization:							
-								
6.2.1.2 Quality assurance	e	Regulations: SOL	AS III/4; MSC.81(70)	2/1.1, 1.2				
		Quality assurance						
Except where all appliances of the International Conven International Life-Saving Ainspected, representatives	Standard Used:							
inspections of manufacture appliances and materials us prototype life-saving appliar	Quality assurance Procedure:							
. ,,		Quality assurance M	Manual:					
Manufacturers should be re ensure that life-saving appl the prototype life-saving applean records of any produce.	Description of System:							
Administration's instructions	ction tests carried out in accordance with the							
Administrations instructions	··							
		Quality assurance S	System acceptable					
		·						
		N/ /N I						
		Yes/No						
		Comments/Observa	ations					

	Manufacturer:			Date:	Time:	
Marine evacuation	Model:			Surveyor:		
systems	Lot/Serial Number: _			Organization:		
6.2.1.3 General data and				LSA Code I/1.2		
General Infor	mation	Dimens	sions		Weight	
The MES, complete in all inflated condition should be	subject to a detailed	Length of passage:			Weight of complete system Weight of associated liferafts	kg kg
inspection in the manuf ensure that all requirement		Vertical Systemn				
Strength and construction platform should be to the		Inclined System				
administration	substantion of the	Installation Height of System	n	n		
The platform if fitted should .1 Such that sufficient provided for the worki of an inflatable puoyancy chambers purpose should incluinflatable structure methe requirements of upon the platform capcapacity should be ob 0.25 the usable area of	buoyancy will be ng load. In the case latform, the main s, which for this ide thwarts or floor embers, are to meet section 4.4.3 based acity, except that the tained by dividing by	Diameter of Platform(if applicable) Carrying Capacity of Platform Number of passages Angle of Slide Path				continued

	Manufacturer:			Date:	Time:	
Marine evacuation	Model:			Surveyor:		
systems	Lot/Serial Number: _			Organization:		
6.2.1.3 General data an	d specifications (conti	nued)	Regulations:	LSA Code I/1.2	& VI/ 6.2	
General Info			ensions		Weight	
when the ship is upri seagoing condition. passenger ship, a m final stage of flo	e range of 30° to 35° ght and in the lightest In the case of a maximum of 55° in the boding set by the	Angle of Slide Path Inclined Slide: PRV lifting pressure		k Pa		
requirements in regu	lation II-I/8.	PRV re-seat pressure		k Pa		
same meaning as pressure"; i.e. the pr the designed reseat valves, if fitted, excreseat pressure of determined by te	al pressure" has the the term "working essure determined by pressure of the relief ept that, if the actual of the relief valve, sting, exceeds the essure by more than e should be used.					

	Manufacturer:			Date:	Time:	
Marine evacuation Model:				Surveyor:		
systems	Lot/Serial Number: _			Organization:		_
6.2.1.4 Platform carrying	capacity	F	Regulations:	LSA Code I/1.2 & VI/	/6.2; MSC.81(70) 1/12.4.1	
Test Proced	lure	Acceptance Criteria		;	Significant Test Data	
Marine Evacuation Platform such that sufficient buoyan	cy will be provided	This usable platform area shoull least equal to:	ld be at N	lo. of persons platform	n is designed for	
for the working load. The which the platform should	d be permitted to	(20% of total number of persons	that the .1	1 Capacity of platform	using buoyancy	
accommodate should be eq		System is certified for)/4 m ² ; or 10 m ² whichever is the greater.		2 Capacity of platform	using area	
The greatest whole number by 0.096 the volume, measure of the process of the proc	red in cubic metres			Lesser of 1 and 2 abo	ove	
of the main buoyancy tul thwarts or floor inflatable inflated; or			.3	3 Usable area requirer	ment for platform.	
			.4	4 Number of persons ր	platform can actually carry.	
The greatest whole number by 0.25 the inner usable cro the platform measured in so for this purpose may incl thwarts, if fitted) measured edge of the buoyancy tubes	ss-sectional area of uare metres (which ude the thwart or do not to the innermost		C	Comment/Observation		
However, Administrations alternative arrangement demonstrated to comply prescribed performance req	s which are with all of the					
			P	Passed Faild	ed	

	Manufacturer:			Date:	Time:	
Marine evacuation	Model:			Surveyor:		
systems	Lot/Serial Number: _			Organization:		
6.2.1.5 Markings on cont				SA Code I/1.2 8	& VI/6.2.4.2 & 6.2.4.3	
Test Proced		Acceptano			Significant Test Da	
The container should be ma	•	All instructions and markings to	o be indelible.		Indicate markings on container	below:
Maker's name or trademark;	•					
Serial number;						
Name of approval authority	and the capacity of					
the system; (6.2.0.2)						
SOLAS;						
Date of manufacture (mon	th and year); Date					
and place of last service;						
Maximum permitted height	of stowage above					
waterline; and						
Stowage position on board.					5	
	.4				Passed Failed	-
Launching and operating ins						
marked on or in the vicinity	or the container.					
6.2.1.6 Markings on pass			Regulations: LSA Code I/1.2 & VI/ 6.2			
Test Proced		Acceptance			Significant Test Da	
The marine evacuation s	system should be	All instructions & markings to b	oe indelible.		Indicate markings on container	below:
marked with:						
.1 maker's name or tra	ademark;					
.2 serial number;	/ (I I)				5	
.3 date of manufacture					PassedFailed	
.4 name of approving						
.5 name and place of						
where it was last s						
the date of servicing						
.6 the capacity of the s	system.					

	Manufacturer:		Date:	Time:
Marine evacuation			Surveyor:	
systems	Lot/Serial Number:		Organization:	
-			_	
6.2.1.7 Visual inspection		Regulations:	Chapter III/13.4	; LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.5.5
Test Proce	dure	Acceptance Criteria		Significant Test Data
Liferaft Release From Pass Inflatable liferafts associate evacuation systems Any inflatable liferaft used in marine evacuation system with pre-connected or retrieving lines to the platform	conjunction with the should be provided easily connected	If the passage is to give direct access to the should be demonstrated that it can be easily detached.		.1 Are liferafts launched with passage Yes/No .2 Method of connection of liferafts to passage .3 Method of release from passage .4 Method of release acceptable? Yes/No Comments/observations PassedFailed
6.2.2 Material test		Regulations:	SA Code I/1 2	 & VI/6.2; MSC.81(70) 1/ 5.17.13 & 12.1
Test Proce	dure	Acceptance Criteria		Significant Test Data
Inflated materials used in marine evacuation systems the standards laid down in t	the construction of are to be tested to	Fabric must be type approved in accordan Report 4.3.4, Material Tests for Liferafts.	ce with Test	Fabric Complies Yes No Comments/Observation
				PassedFailed

	Manufacturer:			Date: Time:
Marine evacuation	Model:			Surveyor:
systems	Lot/Serial Number: _			Organization:
6.2.3 Deployment instr				SA Code I/1.2 & VI/6.2.2.1; MSC.81(70) 1/12.2.1
Test Proced		Acceptance Criter		Significant Test Data
Marine evacuation system of	container;	The deployment of the system and instructions to be acce		.1 Number of sequences required to deploy system
It should be demonstrated the platform if fitted, or liferafts		administration.		.2 Instruction adequate Yes No
can be deployed from the person in a sequence	prescribed in the			.3 Can system be deployed by one person? Yes/No.
manufacturer's instruction. If more than one action is necessary to operate the system means should be provided to prevent incorrect				.4 If more than one operation Number of operations to deploy system
operation.	•			Comments/Observations
				Passed Failed
6.2.4 Container static l	oad test		Regulations: L	LSA Code I/ 1.2 & VI/6.2; MSC.81(70) 1/ 12.2.2
Test Proced	dure	Acceptance Criter		Significant Test Data
Marine evacuation system of		There should be no evidence deformation or other damage a		.1 Calculated static loadtonnes
A static load of 2.2 times the the system applied to its st	ructural attachment	factory test.		.2 2.2 x calculated loadtonnes
to the ship for a period of 30 minutes. This static load is to be equivalent to the calculated load				.3 Period of test loadmin
imposed by the maximum fully loaded liferafts for w	hich the system is			Method used to calculate static load test
designed, attached to the loaded platform with the ship moving through the water at 3 knots against a head wind of force 10 on the Beaufort				Comments/Observations
scale.	7 TO SIT THO DOUGHOIT			PassedFailed

Marine evacuation	l Nasalal.			Date:	Time: r:
systems		· · · · · · · · · · · · · · · · · · ·		Organiza	ation:
6.2.4.1 Container door he	ose test		Regulations:L	SA Code	e I/1.2 & VI/6.2: MSC8.1(70) 1/ 5.12 & 12.2.3
Test Proced		Acceptance (Significant Test Data
Test Proced Marine evacuation system of the system of the sealing arrangements through a 63 point 3.5 m away and 1.5 m of 5 min. Alternatively, who required to verify the tightness the minimum pressure in the to 2 bar, is to be applied at a of 1.5 m. The nozzle diameter than 12 mm. (Note:- If the system is instatishing and the door is not structure then this test is carried out).	s of the closures in the container; the ingements should be a hose test or by any od. The requirement out 2,300 I of water d around the sealing a specific seasof the structures is hose, at least equal a maximum distance er should not be less alled internally in the part of the ships	Acceptance (The container to remain reas prevent the ingress of water a significant accumulation of water insi exceed 4 l.	Criteria sonably weather and there should ter inside the cor	tight to d be no ntainer.	Significant Test Data 1 Capacity of water hoseI/min Diameter of hoseIlitres 2 Ingress of water in containerlitres 3 Drainage adequate Yes/No 4 Diameter of drain holesmm 5 Number of drain holes Comment/Observations Passed Failed

Marine evacuation systems	Model:			Surveyor	Time: r: ation:
6.2.4.2 Container door d	ry release test		Regulations:	LSA Code	e I/1.2 & VI/6.2; MSC.81(70) 1/ 12.2.4
Test Procedure Marine Evacuation System Container; After completing the test in the release and securing arrangements for any internal or external doors are to be satisfactorily tested by 5 dry release operations carried out consecutively.	Acceptance C The door should operate sa damaged as a result of this tes	atisfactory and	not be	Significant Test Data Door operation: .1 Pass/Fail .2 Pass/Fail .3 Pass/Fail	
consecutively.					.4 Pass/Fail .5 Pass/Fail Comments/Observations. Passed Failed

	Manufacturer:			Date:	Time:
Marine evacuation	Model:				eyor:
systems	Lot/Serial Number:			Organ	nization:
6.2.4.3 Container door tr	im release test		Regulations:	LSA C	ode I/1.2 & VI/6.2; MSC.81(70) 1/ 12.2.5
Test Proced	dure	Acceptance Cri	iteria		Significant Test Data
Marine evacuation system of the system, with the cont simulate an unfavourable trust of up to 20° either way, passage and platform (if find damage which will render intended purpose.	by 2 dry deployments ainer angled back to im of up to 10 ⁰ and that outer door, the tted), will not suffer	There should be no damage passage and platform if fitted v system unusable. The door of the container shou system deploy without interference.	to the outer do which will render ld open fully and	the	.1 Height of deployment m .2 Adverse trim and list 10° trim 20° list (low side) Operation of system Passed Failed .3 Adverse trim and list 10° trim 20° list (high side) Operation of system Passed Failed Comments/Observation.
					Passed Failed
6.2.5 Passage load test				LSA C	ode I/1.2 & VI/6.2; MSC.81(70) 1/ 12.3.1.1
Test Proced		Acceptance Cri			Significant Test Data
Marine Evacuation Inclined A fully inflated passage sho solid base at the height at whon board. Each single path s 150 kg weight at mid length.	ould be arranged on nich it is to be stowed hould be loaded with	Slide path must be usable and distorted.	not become und	duly	.1 Height of slide above ground m .2 Length of slide m .3 Number of slide paths .4 Angle of slide path Comments/Observations. Passed Failed

	Manufacturer:			Date:	Time:
Marine evacuation					or:
systems Lot/Serial Number:			Organiz	zation:	
6.2.5.1 Dry sliding test				LSA Co	de I/1.2 & VI/6.2; MSC.81(70) 1/12.3.1.2
Test Proced					Significant Test Data
<u> </u>	Inflated Passage; puld be subjected to twice the number for . For this test actual and weight should be test dure Inflated Passage; using actual persons ny one section of the	Acceptance Concompletion the passage passerviceable condition. Acceptance Conceptance Con	riteria ath should remai Regulations: riteria e throughout wit	n in a	Significant Test Data 1 Number of slide paths 2 Number of persons passage is certified for 3 Number of sliding operations Comments/Observations. Passed Failed de I/1.2 & VI/6.2; MSC.81(70) 1/12.3.1.3 Significant Test Data 1 Height of slide above groundm. 2 No. of persons using system 3 Sequence of deflation of slide tubes; Section deflated 1. 2. 3. 4.
					.4 Angle of passage° Comments/Observations. Passed Failed
					· ·

Marine evacuation	Model:			Surveyor:	Time:
systems			Daniel d'anne	Ū	ion:
6.2.5.3 Load test of pass		At		LSA Code	I/1.2 & VI/6.2; MSC.81(70) 1/ 12.2.2 & 12.3.1.4
Test Proce Marine Evacuation Inclined A static load of 2.2 times the which the system is to be applied for a period of connection between the container. This static load is to be calculated load imposed number and size of fully load the system is designed, att platform with the ship moving at 3 knots against a head with Beaufort scale.	dure Inflated Passage; he maximum load to designed should be 30 minutes to the passage and the e equivalent to the by the maximum ded liferafts for which tached to the loaded ng through the water	Acceptance On completion there must be or stranding of its connection result of this factory test.	Criteria no signs of any	/ fracture	Significant Test Data 1 Calculated static loadtonnes 2 2.2 x calc. loadtonnes 3 Period of test loadmin 4 Calculated breaking load of connectionT. 5 Method used to calculate static load test Comments/Observations.

	Manufacturer:			Date: Time:
Marine evacuation	Model			Surveyor:
systems	Lot/Serial Number:			Organization:
_				
6.2.5.4 Cold inflation tes	t		Regulations:	LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.3.1.5
Test Proce	dure	Acceptance Crite	ria	Significant Test Data
Marine Evacuation Inclined	Inflated Passage;	The passage and components sign of cracking, seam slip		.1 Cold Chamber temperature0C
The uninflated passage w		defects.	_	Time in Time out
should be placed in a temperature of - 30°C. Afte		The gas inflation system shoul	d show no sian	Hours in chamber @ -30°C
than 24 hours at this temp should reach its working	erature the passage	of cracking or other defects.	a onew no oign	.2 Design WP kPa
minutes.	procedure William C			.3 System usable in secs
				.4 Time to reach working pressure secs
				.5 Relief valves blowing at:
				.6 Passage reached working pressure in 5 Min Yes/No
				Gas Inflation System Acceptable Yes/No
				.7 Details of gas inflation system
				.1 Slide - No. of cylinders Weight of cylinders kg. Gas charge kgCO ₂ , kg N ₂ Bottle details
				.2 Platform – No. of cylinders Weight of cylinders kg. Gas charge kg CO ₂ , kg N ₂ Bottle details

				Date:	Time:
Marine evacuation	Model:			Surveyor:	
systems	Lot/Serial Number:			Organization:	
COEA Cold inflation to	1 (a a mtimus d)		Degulations	L CA Code I/4	2 9 VII/C 2: MCC 04/70\ 4/42 2 4 F
6.2.5.4 Cold inflation tes		Accepton		LSA Code I/1	2 & VI/6.2; MSC.81(70) 1/12.3.1.5 Significant Test Data
Test Proce	edure	Acceptance	e Criteria		
		Continued:			.8 Details of high-pressure hose
					.1 Material of hose
					.2 Pressure rating of hose
					.2 Fressure failing of flose
					.9 Details of Cylinder valve
					.10 Details of Operating Head
					.11 Details of Inflation Valve
					.12 Details of Pressure Relief Valve
					.1 Lifting pressure
					.2 Reseat pressure
					.13 Additional Inflatable Structures associated with passage and platform:
					Comments/Observations.
					Commente, Observations.
					Passed Failed

	Manufacturer:		Date	: Time:
Marine evacuation	Madali		Surve	eyor:
systems	Lot/Serial Number:		Orga	nization:
6.2.5.5 Hot inflation test			: LSA C	Code I/1.2 & VI/6.2; MSC.81(70) 1/12.3.1.6
Test Proce	dure	Acceptance Criteria		Significant Test Data
	Inflated Passage; th its gas cylinders hot chamber at a	Acceptance Criteria On inflation the pressure relief valves on passage should be of sufficient capacity to pre pressure in excess of twice the designed wo pressure. The passage and components show no sign of cracking, seam slippage or defects. (The inflation system should be identical to system described in 6.2.4.4 above)	n the event rking nould other	

	Manufacturer:		Dat	te: Time:	
Marine evacuation	Model:			rveyor:	
systems				Organization:	
6.2.5.6 Wet sliding test			I/1.2	& VI/6.2; MSC.81(70) 1/12.3.1.7	
Test Prod		Acceptance Criteria		Significant Test Data	
Marine Evacuation Inclined	Inflated Passage;	The speed of descent should not considered excessive or dangerous.	be	.1 Height of slide above groundm	
It should be demonstrated with at least 10 sliding operations on a slide path thoroughly wetted with				.2 Angle of slide path to horizontal	
water to simulate wet weath	ner conditions.			.3 No. of persons sliding	
				Comments/Observation	
				Passed Failed	

6.2.5.7 Three times pressure test	Regulations: LSA Code I/1.2	& VI/6.2; MSC.81(70) 1/ 12.3.1.8, 5.17.7 & 5.17.8
Test Procedure	Acceptance Criteria	Significant Test Data
Marine Evacuation Inclined Inflated Passage; Each inflatable compartment in the passage should be tested to a pressure equal to three times the working pressure. Each pressure relief valve should be made inoperative, compressed air should be used to inflate the passage and the inflation source removed. The test should continue for at least 30 min. The measurement of pressure drop due to leakage can be started when it has been assumed that compartment material has completed stretching due to the inflation pressure and achieved equilibrium.	The pressure should not decrease by more than 5% as determined without compensating for temperature and atmospheric pressure changes, and there should be no seam slippage, cracking or other defect in the passage.	1. Passage 1. Design Working Pressurekpa 2. 3 x working pressurekPa 3. Pressure at startkPa 4. Calculated 5% pressure drop maximum kPa 5. Pressure drop after 30 minuteskPa 6. Percentage drop% Comment/Observations Passed Failed

	Manufacturer:	 	D)ate:	Time:
Marine evacuation	Model:		S	Surveyo	r:
systems	Lot/Serial Number:	Or)rganiza	ation:
6.2.6 Two times sliding				SA Cod	e I/1.2 & VI/6.2; MSC.81(70) 1/12.3.2.1
Test Proce	dure	Acceptance Criteria			Significant Test Data
Marine Evacuation Vertical The vertical passage should individual descent operation	uld be subjected to	On completion the passage path sa serviceable condition.	should remain i	in .1 .2	Number of vertical passages Number of sliding operations per passage
for which it is to be certificated. For this test actual persons of varied physique and weight should be used.				.3	Passage remains in serviceable condition Yes/No Comments/observations.
					assedFailed
6.2.6.1 Load test of pass			_	SA Coc	le I/1.2 & VI/6.2; MSC.81(70) 1/12.3.2.2
Test Proce		Acceptance Criteria			Significant Test Data
Marine Evacuation Vertical	Passage;	On completion there must be n fracture or stranding of its conne			. Calculated static loadtonnes
A static load of 2.2 times the system is to be designed.	ed should be applied	damage as a result of this factory	test.		2. 2.2 x calc. loadtonnes
for a period of 30 minute between the passage and the passage and the passage and the passage and the passage are supplied to the passage and the passage are supplied to				3	B. Period of test loadmin
This static load is to be equivalent to the calculated load imposed by the maximum number and size of fully loaded liferafts for which					Calculated breaking load of connectionT. Method used to calculate static load test comments/Observations.
the system is designed, att platform with the ship movin at 3 knots against a head with Beaufort scale.	tached to the loaded ng through the water				assedFailed

	Manufacturer:				Time:	
Marine evacuation	Model:			Survey	/or:	
systems	Lot/Serial Number:			Organi	zation:	
6.2.6.2 Cold passage tes	<u> </u>		Pogulations	184.00	ode I/1.2 & VI/6.2; MSC.81(70) 1/12.3.2.3	
Test Proce		Acceptance Cri		LSA CO	Significant Test Data	
Marine Evacuation Vertical The stowed passage should chamber at a temperature of 24 hours.	Passage. d be placed in a cold	At this temperature the passage signs of cracking or other defe	ge should show	T T T C	Cold chamber temperature _0C Time inTime out Total time in chamberhr Total time to deploysecs Does passage show signs of cracking or other defects Yes/No Comments/observations.	
6.2.6.3 Wet descent test		Regulations: LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.3.2.4				
Test Procedure		Acceptance Criteria			Significant Test Data	
Marine Evacuation Vertical It should be demonstrate descent operations, in the control passages with the path the water to simulate wet weath	d with at least 10 case of open vertical proughly wetted with	The speed of descent should excessive or dangerous.	not be considered	.2	Height of vertical passage above groundm. No of persons sliding Comments/Observation assed Failed	

Marine evacuation systems Model:		Manufacturer:			Date:	Time:
6.2.7.1 Loaded freeboard and 50% buoyancy loss loaded test Test Procedure Marine Evacuation Platform, if fitted The platform should be inflated and loaded with the number of persons carried in accordance with form 6.2.1.4. Freeboards should be measured all round, and should have a positive freeboard. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. Buoyancy tube deflated Upper/Lower Freeboard recorded Positive Negative 12 o'clock mm 6 o'clock mm 3 o'clock mm 6 o'clock mm 6 o'clock mm 6 o'clock mm 9 o'clock mm 9 o'clock mm 6 o'clock	Marine evacuation	Model:		_	Surveyor:	
Test Procedure Marine Evacuation Platform, if fitted The platform should be inflated and loaded with the number of persons carried in accordance with form 6.2.1.4. Freeboards should be measured all round all wearing an approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be reasonable to the loss of 50% of the buoyancy in the tubes, the platform should be reasonable to the loss of 50% of the buoyancy tube deflated Upper/Lower lateral states and should have a positive freeboard. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should have a positive freeboard. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the loss of 50% of the buoyancy in the tubes, the loss of 50% of the buoyancy in the tubes, the loss of 50% of the buoyancy in the tubes, the loss of 50% of the buoyancy in the tub	systems	Lot/Serial Number:		-	Organization:	
Test Procedure Marine Evacuation Platform, if fitted The platform should be inflated and loaded with the number of persons carried in accordance with form 6.2.1.4. Freeboards should be measured all round all wearing an approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be measured all round, and should not be less than 300 mm. and should have a positive freeboard. No. of persons on platform Freeboard recorded Positive Negative Buoyancy tube deflated Upper/Lower Freeboard recorded Positive Negative 12 o'clock mm 3 o'clock mm	-					
Marine Evacuation Platform, if fitted The platform should be inflated and loaded with the number of persons carried in accordance with form 6.2.1.4. Freeboards should be measured all round all wearing an approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. It should then be demonstrated that in the event of persons specified, all wearing approved lifejacket. Freeboard should be measured all round, and should not be less than 300 mm. and should have a positive freeboard. Freeboard recorded Positive Negative 12 o'clock mm Buoyancy tube deflated Upper/Lower Freeboard recorded Positive Negative 12 o'clock mm Go'clock	6.2.7.1 Loaded freebo	oard and 50% buoyancy lo	oss loaded test	Regulations: L	SA Code I/1.2	& VI/6.2.1.3.3; MSC.81(70) 1/12.4.1, 12.4.2
The platform should be inflated and loaded with the number of persons carried in accordance with form 6.2.1.4. Freeboards should be measured all round all wearing an approved lifejacket. It should then be demonstrated that in the event of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. Description of the loss of 50% of the buoyancy in the tubes, the platform should be capable of supporting the number of persons specified, all wearing approved lifejacket. Description of persons on platform Freeboard in undamaged condition Freeboard recorded Positive Negative 12 o'clock						Significant Test Data
Passed Failed	Marine Evacuation Platform Should be the number of persons with form 6.2.1.4. F measured all round al lifejacket. It should then be demor of the loss of 50% of the the platform should be conumber of persons	inflated and loaded with carried in accordance reeboards should be wearing an approved estrated that in the event be buoyancy in the tubes, apable of supporting the	Freeboard should be measu	red all round, ar		No. of persons on platform Freeboard in undamaged condition Freeboard recorded Positive Negative 12 o'clock mm

	Manufacturer:			Date:	Time:	
Marine evacuation				Surveyor:		
systems	Lot/Serial Number:			Organization:		
-						
6.2.7.2 Self-draining tes	t		Regulations:	LSA Code I/1.	2 & VI/6.2; MSC.81(70) 1/12.4.3	
Test Proce	edure	Acceptance			Significant Test Data	
Marine Evacuation Platforn		There should be no appreciate the platform. The platform should be not appreciate.			.1 Hose delivery rateI/mir	1
Water should be pumped in platform, while it is afloat, a	at a rate of 2300 I per	during this test.			.2 Period of delivery of water m	in
minute for 1 minute, the vishut off.	vater should then be				.3 Area of platform m²	
If the platform is divided in thwarts or other means, ea					.4 Area of drainage point	m²
be subjected to the test.	acii sucii alea siloulu				.5 Drainage area sufficient to remove wa Yes/No	ater
					Comments/observations.	
					Passed Failed	

	Manufacturer:			Date:	Time:
Marine evacuation	Madalı			Surveyor:	
systems				Organizat	tion:
6.2.7.3 Cold inflation tes				LSA Code	e I/1.2 & VI/6.2; MSC.81(70) 1/12.4.4
Test Proce		Acceptance C			Significant Test Data
Marine Evacuation Platform The uninflated platform wit should be placed in a temperature of -30°C. After a period of not less to temperature the platform on reach its working pressure of the platform of th	th its inflation system cold chamber at a than 24 hours at this being inflated should	The passage and components cracking, seam slippage or other that they operate satis and during the warming up of the that they operate satis are that they operate satis and during the warming up of the that they operate satis are that they operate satis and during the warming up of the that they operate satis are that they operate satis and during the warming up of the that they operate satis are that they operate satis and during the warming up of the that they operate satis are the that they operate satis are the third that they operate satis are the that they operate satis are the third that th	must show no er defects. uld show no solution ould be monited factorily after in	sign of ored to	.1 Cold temperature
					continued

	Manufacturer:			Date: Time:
Marine evacuation	Model:			Surveyor:
systems				Organization:
•				
6.2.7.3 Cold inflation tes	t (continued)		Regulations:	LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.4.4
Test Proce	dure	Acceptance Crite	ria	Significant Test Data
Continued:		Continued:		.8 Details of Cylinder valve .9 Details of Operating Head .10 Details of Inflation Valve .11 Details of Pressure Relief Valve .1 Lifting pressure .2 Reseat pressure .12 Additional Inflatable Structures associated with platform
				Comments/Observations. Passed Failed

	Manufacturer:		Date:	Time:
Marine evacuation	Madal.		Surveyor:	
systems			Organization:	
-				
6.2.7.4 Hot inflation test		Regulations:	LSA Code I/1.	2 & VI/6.2; MSC.81(70) 1/12.4.5
Test Proce	dure	Acceptance Criteria		Significant Test Data
Marine Evacuation Platform The platform with its inflation placed in a hot chamber +65°C for not less than 7 ho	, if fitted: on system should be at a temperature of	On being inflated the pressure relief valves or should be of sufficient capacity to prevent excess of twice the designed working pressure. The passage and components should show cracking, seam slippage or other defects. The maximum pressure achieved during the align with the Pressure Relief Valves Lifting pressures. (The inflation system should be identical to described in 6.2.6.3 above)	t pressure in re. w no sign of the hot should and Re-seat	.1 Hot temperature

	Manufacturer:			Date:	: Time:
Marine evacuation	Madal			Surve	eyor:
systems	Lot/Serial Number:			Orga	nization:
-					
6.2.7.5 Three times over	pressure test		Regulations: LS	SA Co	de I/1.2 & VI/6.2; MSC.81(70) 1/ 5.17.7, 5.17.8 & 12.4.6
Test Proce		Acceptance (Significant Test Data
	dure a, if fitted; ent in the platform sure equal to three Each pressure relief the platform and the attention. The test should utes. Essure drop due to when it has been the material has	Acceptance of The pressure should not de 5% as determined without temperature and atmospher and there should be no sea or other defect in the platfor	Criteria crease by more that compensating ic pressure chang im slippage, crack	han for ges,	, , , ,

	Manufacturer:		Date:	Time:
Marine evacuation			Surveyor:	Time:
systems	Lot/Serial Number:		Organization:	
6.2.8 Liferaft construct	tion	Regulations	s: LSA Code I/1.2	2 IV/4.2 & VI/6.2; MSC.81(70) 1/12.5.1
Test Proce	dure	Acceptance Criteria		Significant Test Data
	dure ciated with marine n conjunction with the should conform with		ne evacuation	
				Passed Failed

	Manufacturer:			Date: Time:		
Marine evacuation				Surveyor:		
systems	Lot/Serial Number:			Organization:		
6.2.8.1 Liferaft release fr	om stowage position		Regu	egulations: Chapter III/ 13.4; LSA Code I/1.2 & VI/6.2; MSC.81(70))	
			1/12.	12.5.2, 12.5.3, 12.5.4	-	
Test Proce	dure	Acceptance Criteria		Significant Test Data		
Inflatable liferafts assoc	iated with marine	It should be demonstrated that	at the	.1 Height of stowage position in lightest seagoing condition m.		
evacuation systems		liferafts can be deployed from	their	r .1 Height of stowage position in lightest seagoing conditionm		
		stowage position, and mo				
Any inflatable liferaft used in		alongside the platform, if f		,		
marine evacuation syste	em should, where	before being inflated, and boy	wsed	.3 Operation carried out successfully Yes/No		
applicable;		in ready for boarding.				
1 ha sitad alasa ta tha s	tama aamtaiman but	It should be demonstrated that	at the	.4 Method of release automaticmanual		
.1 be sited close to the s		liferafts can be deployed from	thoir	_		
be capable of dropping system and boarding p		stowed positions independent				
system and boarding p	nationii.	the marine evacuation system				
.2 be capable of release	one at a time from its			.6 Liferafts launched independently of the MES Yes/No		
stowage rack with arra		It should be demonstrated that	at the	0		
enable it to be mo		liferafts will float free from	their	Comments/observations		
platform.	orea arengerae are	stowage positions, inflate and				
'		break free in the event of the	ship) TaiseuTaileu		
.3 be provided with pre-	connected or easily	sinking.				
connected retrieving lir	•					
	·					

	Manufacturer:			Date:	Time:		
Marine evacuation	Model:			Surve	Surveyor:		
systems	Lot/Serial Number:			Organization:			
-				Ū			
6.2.8.2 Liferaft release fi	rom passage		Regulations:-Cha	pter II	I/13.4; LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.5.5		
Test Proce	edure	Acceptance (Criteria		Significant Test Data		
Test Proce	ciated with marine n conjunction with the n should be provided easily connected	Acceptance (If the passage is to give of liferaft(s), it should be dem be easily and quickly detact	direct access to the constrated that it car	.1 .2 .3	Significant Test Data Are liferafts launched with passage Yes/No Method of connection of liferafts to passage Method of release from passage Method of release acceptable Yes/No Comments/observations assed Failed		

	Manufacturer:			Date: Time:	
Marine evacuation	Model:			Surveyor:	
systems	Lot/Serial Number:			Organization:	_
-					
6.2.9 Timed evacuation	n test			LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.6.1	
Test Proce		Acceptance Criteria		Significant Test Data	
Performance of the marine	evacuation system	The passage of the marine		No. of persons system is certificated for	
A manina avanuation avatam		system should provide for sa			_
A marine evacuation system for capacity by mean of		persons of various ages, sizes capabilities, wearing approved		No. of platform crew	
deployments conducted in h		from the embarkation station to		New Lorenza de La Granda de La Companya de La Compa	
. ,		platform or survival craft.	9	Number evacuated after 10 min (cargo v	/essei)
It should be demonstrated					
deployment of a system, in and inflation of all the assoc				Number evacuated after 30 min (passenger v	essel)
system will provide a sa	•				
evacuation.	,			Number actually evacuated	
				Number actually evacuated	
For this trial the number of				Time taken	
should be that for which certificated.	the system is to be				
				No. of associated liferafts	
The various stages of this tr				Carrying capacity of liferafts	
as to permit the calculation persons that can be evacu				Carrying dapatory of intoracte	
period, a representative co				Height of embarkation deck above waterı	m
with normal health, height a				Weather conditions	
used in the demonstration,				Weather conditions:	
different sexes and ages so	far as it is practicable			Comments/Observations	
and reasonable.					
Time Trial Sheets Attached	to be completed				
That ended / mached	to be completed				
				Passed Failed	
				rasseu raileu	

		Manufacturer:			Date	e: Time:
Mari	ne evacuation	Model:				veyor:
syst	ems	Lot/Serial Number:			Orga	anization:
-					_	
6.2.	10.1 Heavy weather se	a trial (Phase 1)		Regulation	s: LS	SA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.6.2.1
	Test	Procedure	Acceptance	e Criteria		Significant Test Data
Con	ditions during the heav	y weather sea trial should not fall	System to re	emain usab	ole	.1 Position of vessel during trials
belo	w a sea state associat	ted with a wind of force 6 on the	throughout the tri	als and shou	ıld	Weather conditions at startBF;
Bea	ufort scale.		not suffer damage	to the platforr	m,	Weather conditions at end of trialsBF.
			passage, or life	rafts, or oth	er	Wind speed at startm/s
		at sea by a full deployment of a	defects.			
		ing and inflation of the associated				Wind speed at endm/s
		Il provide a satisfactory means of	System capable of			
		ssociated with a wind of force 6 on	metres significan			Significant wave heightm
		association with a significant wave	satisfactory mean			
		g the sea trial, a spectrum analysis	in a sea state as			Maximum wave heightm
		t should be performed. The signal	wind of force 6 c	on the Beaufo	ort	
		red at 0.08 Hz to exclude any	scale.			Method of measuring wave height
		e significant wave height should be				
		spectrum and should not be less				Accessed 126 of the leaders 62 d
tnan	3.0 m.					Average drift of ship during trialm/s
Tha	alamaamatiam alaasidal la					Time taken for eveters to become veable win
		e carried out in accordance with the				Time taken for system to become usablemin
10110	wing procedures:					Weather conditions remained with test limits Yes/No
Dha	se 1 – Initial deployment	t of system				Comments/Observations
гна	se i – illiliai deployillelli	t of system.				Comments/Observations
.1	with the vessel in a sir	mulated "dead ship" condition, and				
. '		ne system (passage and platform or				Passed Failed
		n) should be deployed in its normal				T dooddT dillod
	design manner; and	i, chedia be depleyed in ite memiai				
.2	The platform and pass	sage are to be observed from the				
		condition that it forms a stable				
		the platform crew to descend and				
		ties in preparation for evacuation;				

		Manufacturer:			Date:	Time:
Marine evacu	uation	N A = -I = I.			Surve	eyor:
systems		Lot/Serial Number:			Orgar	nization:
6.2.10.2 Hea		a trial (Phase 2)			tions:	LSA Code I/1.2 & VI/6.2 ; MSC.81(70) 1/12.6.2.2
	Test Pro		Acceptance Criteria			Significant Test Data
		weather sea trial should not	System to remain usable thro			.2 Number of platform crew
		iated with a wind of force 6	trials and should not suffer dar			
on the Beauf	fort scale.		platform, passage, or liferaft	s, or o	ther	Number of liferafts deployed
D	O		defects.			Trainibol of moralio apployed
Phase 2 – Le	ee Side Trial		Overtene complete of manifolisms of	4:-6	4	Safe to evacuate 20 persons to liferafts
4 46	abia ta ba wasa		System capable of providing a means of evacuation in a			'
		beuvred to place the system then allowed to freely drift;	associated with a wind of force			Yes/No
Offic	ne lee side and	their allowed to freely drift,	Beaufort scale.	JE 0 011	uic	
.2 whe	ere the system	employs a platform, the	Beddioit sodie.			.3 Evacuation satisfactory Yes/No
		of the platform crew are to	(The design of marine evacuat	ion svste	ems	
		ssage and retrieve at least	may vary, such that the configu			Comments/Observations.
		ch have been launched	arrangement of the liferafts as	describe	d in	
sepa	arately;		the test procedure may not be			
			The Heavy weather sea trial			
		employs a passage giving	based upon the manufactur			
		he liferaft, the nominated	concept, for the system, for eva			
		parding crew are to descend	number of persons in the requi	red time	.)	
		If additional liferafts are				
		system, then they should be ly and be retrieved by the				
	aft crew; and	y and be remeved by me				
IIICI	an crew, and					
.4 afte	r the liferafts	have been satisfactorily				
		endant upon safety				
		persons in suitable				Passed Failed
		are to evacuate to the				
	afts through the					

	Manufacturer:			Date:	Time:
Marine evacuation				Surve	eyor:
systems	Lot/Serial Number:			Orga	nization:
Ĭ				J	
6.2.10.3 Heavy weather se	a trial (Phase 3)		Regula	tions:	LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.6.2.3
Test Pro	ocedure	Acceptance Criteria			Significant Test Data
	weather sea trial should not iated with a wind of force 6 ide d the required number of their certified capacity with person. The description of the system is to 30 minutes, with the vessel	Acceptance Criteria System to remain usable thro trials and should not suffer dar platform, passage, liferafts, defects. System capable of providing a means of evacuation in a associated with a wind of fore Beaufort scale. The system should continue t safe and stable evacuation sys	satisfac sea so	the the ther tory tate the	. , ,
					Passed Failed

Marine evacuation systems	Manufacturer: Model: Lot/Serial Number:		Su	Pate: Time: Burveyor: Organization:
systems	Lovoenai Number.		Oi	organization
6.2.10.4 Heavy weather se	ea trial (Phase 4)			ons: LSA Code I/1.2 & VI/6.2; MSC.81(70) 1/12.6.2.4
Test Pro	ocedure	Acceptance Crite		Significant Test Data
Conditions during the heavy fall below a sea state associated	weather sea trial should not ciated with a wind of force 6	System to remain usable t trials and should not suffer of	lamage to th	the Number of persons platform can carry
on the Beaufort scale.		platform, passage, liferafts, or		Platform weight loaded = persons X 75 kg
	d the required number of their certified capacity with	System capable of providing means of evacuation in associated with a wind of for Beaufort scale.	a sea sta	ate Number of liferafts inflated
The trials of phase 2 and 3 system deployed on the we	should be repeated with the eather side of the ship. The eather side trials may be	The system should be test practicable, on a vessel I characteristics to the types equipment is to be fitted to.	naving simil	ilar Liferaft weight loaded = persons X 75 kg
system on any one side sustained during this manoe failure of the system. Vessel allowed to drift for	are required to place the e, any damage or failure euvre should not constitute a			Average drift speed during trial m/s Length of loaded trial weather side min Comments/Observations
minutes.				Passed Failed

	Marine evacuation systems Manufacturer: Model: Lot/Serial Number:		Surveyor:
6.2.11	Evacuation trial	timings (MES with platform and liferafts)	Regulations: Chapter III/15; LSA Code I/1.2 & VI/6.2; MSC81(70) 1/6.1.5
			TIMINGS
1 ME	S door open		
2 ME	S in water		
3 ME	S slide/platform inf	lated	
4 4 p	latform crew on pla	tform	
5 Sig	ınal to release lifera	fts given	
6 1S	T LIFERAFT LAUN	NCHED	
6.′	ILR container bo	wsed in	
6.2	2 ILR boardable		
6.3	3 1st person desce	ends system	
6.4	Last person in life	eraft No 1	
6.5	Liferaft marshalle	ed clear	
7 2N	D LIFERAFT LAUI	NCHED	
7.′	ILR container bo	wsed in	
7.2	7.2 ILR boardable		
7.3	7.3 1st person descends system		
7.4	Last person in life	eraft No 2	
7.5	Liferaft marshalle	ed clear	

Continued.....

(Cd	ontinued)	TIMINGS
8	3RD LIFERAFT LAUNCHED	
	8.1 ILR container bowsed in	
	8.2 ILR boardable	
	8.3 1st person descends system	
	8.4 last person in liferaft No 3	
	8.5 Liferaft marshalled clear	
9	4TH LIFERAFT LAUNCHED	
	9.1 ILR container bowsed in	
	9.2 ILR boardable	
	9.3 1st person descends system	
	9.4 Last person in liferaft No 4	
	9.5 Liferaft marshalled clear	
10	5TH LIFERAFT LAUNCHED	
	10.1 ILR container bowsed in	
	10.2 ILR boardable	
	10.3 1st person descends system	
	10.4 Last person in liferaft No 5	
	10.5 Liferaft marshalled clear	

Continued.....

(Continued)	TIMINGS
11 6TH LIFERAFT LAUNCHED	
11.1 ILR container bowsed in	
11.2 ILR boardable	
11.3 1st person descends system	
11.4 Last person in liferaft No 6	
11.5 Liferaft marshalled clear	
12 7TH LIFERAFT LAUNCHED	
12.1 ILR container bowsed in	
12.2 ILR boardable	
12.3 1st person descends system	
12.4 Last person in liferaft No 7	
12.5 Liferaft marshalled clear	
13 8TH LIFERAFT LAUNCHED	
13.1 ILR container bowsed in	
13.2 ILR boardable	
13.3 1st person descends system	
13.4 Last person in liferaft No 8	
13.5 Liferaft marshalled clear	
Evacuation trial completed at hr min sec	
Total Time for Evacuation	hr min

Marine system	evacuation	Manufacturer: Model: Lot/Serial Number:		Date: Surveyor: Organization:	Time:	
6.2.12 Evacuation trial timings (MES straight into liferafts)		Regulations: Chapter III/15; LSA Code I/1.2 & VI/6.2; MSC81(70) 1/6.1.5				
		,		MINGS	, , ,	
1 MES	S door open					
2 MES	S in water					
3 MES	S passage, liferafts i	inflated and boardable				
4 MES	S crew descend					
4.1	Additional liferaft	launched (if required)				
4.2	ILR container boy	wsed in				
4.3	ILR boardable					
5 Sig	nal to receive passe	engers given				
6 1S 7	PERSON DESCE	NDS (liferaft No 1)				
6.1	Last person in life	eraft No 1				
6.2	Liferaft marshalle	ed clear				
7 1S 1	PERSON DESCE	NDS (liferaft No 2)				
7.1	Last person in life	eraft No 2				
7.2 Liferaft marshalled clear						
8 1S 7	PERSON DESCE	NDS (liferaft No 3)				
8.1	Last person in life	eraft No 3				
8.2	Liferaft marshalle	ed clear				

Continued.....

Co	ntinued	TIMINGS				
9	1ST PERSON DESCENDS (liferaft No 4)					
	9.1 Last person in liferaft No 4					
	9.2 Liferaft marshalled clear					
10	1ST PERSON DESCENDS (liferaft No 5)					
	10.1 Last person in liferaft No 5					
	10.2 Liferaft marshalled clear					
11	1ST PERSON DESCENDS (liferaft No 6)					
	11.1 Last person in liferaft No 6					
	11.2 Liferaft marshalled clear					
12	1ST PERSON DESCENDS (liferaft No 7)					
	12.1 Last person in liferaft No 7					
	12.2 Liferaft marshalled clear					
13	1ST PERSON DESCENDS (liferaft No 8)					
	13.1 Last person in liferaft No 8					
	13.2 Liferaft marshalled clear					
	Evacuation trial completed at hr sec Total Time for Evacuation hr min					
100						

6.3 MEANS OF RESCUE

EVALUATION AND TEST REPORT

6.3.1	Submitted drawings, reports and documents							
	6.3.1.1	General data	a and specifications					
	6.3.1.2	Quality assurance						
	6.3.1.3	.3 Visual inspection						
6.3.2	Means	of rescue – M	arine evacuation systems					
	6.3.2.1	Visual inspection of means of rescue types						
	6.3.2.2	Means to as	cend to the deck					
		6.3.2.2.1	Visual inspection of means to ascend to the deck					
		6.3.2.2.2	Handholds on inclined MESs					
		6.3.2.2.3	Visual inspection of ladders (or equivalents)					
	6.3.2.3	Mechanical h						
		6.3.2.3.1	Static proof load test of safety hoist					
		6.3.2.3.2	Operational load test					
		6.3.2.3.3 6.3.2.3.4	Turning in test Winch brake test					
		6.3.2.3.5	Safety hoist recovery speed test					
		6.3.2.3.6	Hand operation test					
600	Maana	of recours D						
0.3.3			avit launching system					
		•	ction of davit-launched means of rescue					
		J	davit-launched means of rescue					
	6.3.3.3	Impact test						
	6.3.3.4		eans of rescue					
		6.3.3.4.1						
		6.3.3.4.2						
		6.3.3.4.4	Pressure test Strength test					
	6335	Rigid means	S					
	0.0.0.0	6.3.3.5.1						
		6.3.3.5.2	Strength of rigid means of rescue					
	6.3.3.6	Means of res	scue launching appliance					
		6.3.3.6.1	Static proof load test					
		6.3.3.6.2	Operational load test					
		6.3.3.6.3	Turning in test					
		6.3.3.6.4	Winch brake test					
		6.3.3.6.5 6.3.3.6.6	Means of rescue recovery speed test Hand operation test					
		0.0.0.0.0	riana operation test					

6.3 MEANS OF RESCUE

EVALUATION AND TEST REPORT

Manufacturer	
System Type	
Serial Number	
Maximum Working Load	
Maximum Turning Moment	
Winch type	
Serial Number	
Date	
Place	
Name Surveyor printed	
Signature	
Approving Organization	

	Manufacturer:		Date:	Time:
Means of rescue	Model:		Organization:	
6.3.1 Submitted drawi	ngs, reports and document			
Submitted drawings and				
Drawing No.	Revision No. & date	Title of drawing		Status
Diawing No.	Revision no. a date	Title of diawing		
Submitted reports and de				
Report/Document No.	Revision No. & date	Title of report/document		Status
		Maintenance Manual		
		Operations Manual		

Means of rescue 6.3.1.1 General data and General Information	Model: Lot/Serial Numbe	r: MOR Dimensions	 Surveyor Organiza	Time: Time: r: ation:	
Construction Material: Hull: Canopy: Fire retardancy documer Inflated chambers: MOR Inherent Buoyancy (T Material: Weight: Occupancy: Persons (82.5 kg each) Additional rigid or inflatable Release mechanism(s) (if a	htation: Type App.) buoyancy: pplicable) 1 2	Dimensions:		Design Weight: Unloaded: Loose Equipment: Persons: Calculated Loaded Weight: Fully Equipped: With Persons: Weight As Tested: Fully Equipped: Comments/Observations	

	Manufacturer:	Time:				
	Model:	Surveyor:				
Means of rescue	Model: Lot/Serial Number:	Organization:				
6.3.1.2 Quality assurance	ce	Regulations: MSC.81(70) 2/1.1, 1.2				
	s of a particular type are required by chapter III	Quality assurance				
	ntion for the Safety of Life at Sea, 1974, as					
	nal Life-Saving Appliance (LSA) Code, to be	Standard Used:				
	of the Administration should make random					
	rers to ensure that the quality of lifesaving	Overlity and we have Dragged way				
appliances and materials approved prototype life-sav	used comply with the specification of the	Quality assurance Procedure:				
approved prototype life-sat	ring appliance.					
Manufacturers should be re	equired to institute a quality control procedure	Quality assurance Manual:				
	ppliances are produced to the same standard	4 7				
	appliance approved by the Administration and					
to keep records of any prod	luction tests carried out in accordance with the	Description of System:				
Administration's instruction	S.					
		Quality assurance System acceptable				
		Quality decision by the decision acceptance				
		Yes/No				
		Comments/Observations				

	Manufacturer:		· · · · · · · · · · · · · · · · · · ·	Date:	Time:		
Means of rescue	Model:						
Means of rescue	Lot/Serial Number: _			Organizat	Organization:		
6.3.1.3 Visual inspection	1		Regulations:SOLAS III/26.4; LS	A Code I/1.2.2	.9; MSC/Circ.810-2.2, 2.4.2.1, 2	2.4.2.4, 2.4.2.9	
Test Proced	ure	•	Acceptance Criteria		Significant Tes		
Visual examination.		The mea	ans of rescue should:				
.1 Approval markings Br		Be clearly marked with approval information including the Administration which approved it, date of manufacture and expiry and operational restrictions;			ailed		
		Markings	s are to be indelible;		Passed Fa	ailed	
		Be conspicuously marked with the maximum number of persons the means of rescue is permitted to take;		f Passed Fa	ailed		
		Be conspicuously marked to prevent confusion with liferafts and, if applicable to a marine evacuation system, unless these also form part of the means of rescue; and			ailed		
.2 Operating instructions		Be provided with brief instructions or diagrams clearly illustrating the use of the means of rescue.		Passed Fa	iled		
					Comments/Observations		

	Manufacturer: Model:			Date:	Time:
Means of rescue			_	Organization:	·
6.3.2.1 Visual inspection				SOLAS III/26.	4; LSA Code 1.2.2.9; MSC/Circ.810-2.4
Test Proced		Acceptance	e Criteria		Significant Test Data
The means of rescue sho following:	ould be one of the				
.1 A marine evacuation with the requirement		Is the MES Type Approved in a above?	ccordance with	Section 6.2.	Yes/No
the LSA Code pro- floating platform, with	oviding a suitable	Is a suitable floating platform p	rovided?		Yes/No
means to ascend able-bodied persons, powered means to s	to the deck for and a mechanically	Is a ladder or other means of ascending to the deck provided?		Yes/No	
lying down.	and, make persons	Is a mechanical hoist provided	?		Yes/No
.2 A device comp requirements for day		Is the device designed to com a davit-launched liferaft?	ply with the requ	uirements of	Yes/No
in paragraphs 4.1.3.1					Inflatable/Rigid
and in the case of a 4.2.2, 4.2.2.1, 4.2.2	2.3, 4.2.2.4, 4.2.7,	Is the Means of Rescue an device?	inflatable dev	rice or rigid	
the case of a rigid of 4.3.6.2, 4.3.6.3, 4.3.6 4.3.6.10 and 4.3.7 of provide a suitable flo device should be use appliance, meeting to 6.1 or equivalent. A second	4.2.8.1, 4.2.8.2 (if fitted) and 4.2.9.1, or in the case of a rigid device, 4.3.1, 4.3.2, 4.3.6.2, 4.3.6.3, 4.3.6.4, 4.3.6.6, 4.3.6.9, 4.3.6.10 and 4.3.7 of the LSA Code, to provide a suitable floating platform. The device should be used with a launching appliance, meeting the requirements of 6.1 or equivalent. A safety device should be fitted to prevent over stressing the launching appliance.				Comments/Observations

	Manufacturer:		_	Date:		Time:
Means of rescue	Model:			Surveyor:		
Wicaris of rescue	Lot/Serial Number: _			Organization		
6.3.2.2.1 Visual inspecti		nd to the deck	Regulations: I	MSC/Circ.810		
Test Proced	dure	Acceptance	e Criteria		Sigr	nificant Test Data
The MES is to be provide	ed with means for	A means of ascending to the	deck is to be p	rovided and	Daggad	Failed
able-bodied persons to asc	cend to the deck.	corresponds to the approved of	drawings.		Passed	Failed
In the case of a vertical M	ES, this can either					
be a ladder or by other me	ans.					
For inclined MESs, this		The amount of maintenance	should be res	tricted to a	Passed	Failed
providing suitable handho ladders with steps having a		minimum.		railed		
surface.						
Visually inspect the appliar	nce	Parts which require maintenance should be easily accessible and easily maintained.				
Conduct measurements ar		accessible and easily maintained.		Passed	Failed	
as required.				Comments/Observations		
				Means provided to ascend to the deck:		

	Manufacturer:			Date:		Time:
Means of rescue	Model:		Surveyor:			
wearis of rescue		Organization				
6.3.2.2.2 Handholds on	Inclined MESs		Regulations: N	ISC/Circ. 810		
Test Proced	dure	Acceptance	e Criteria			ificant Test Data
Materials used for hand	lholds are to be	Are handholds fitted?			Yes/No	
suitable for the intended pu	ırpose.					
		The material and its means			Passed	Failed
		handholds is to be of sufficier	nt strength to acc	commodate		
		the expected use.				
					Comments/Obse	ervation
	tion of ladders (or ed		Regulations: N	ISC/Circ. 810		· · · · · · · · · · · · · · · · · · ·
Test Proced	dure				Cian	
The steps of the ladder (or its equivalent) The construction of the la		Acceptance			Sigit	ificant Test Data
	(or its equivalent)	The construction of the ladder	and its means of			
should be suitable for the in	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	
	(or its equivalent)	The construction of the ladder	and its means of			
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of			Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed
	(or its equivalent)	The construction of the ladder are to be of sufficient stre	and its means of		Passed	Failed

	Manufacturer:Model:		_	Date:	Time:
Means of rescue	Lot/Serial Number: _		_	Surveyor:Organization:	
	oad test of Safety Ho			LSA Code	e 6.1.1.5 - 6.1.1.6; MSC.81(70) 1/8.1.1
Test Proced		Acceptance (Significant Test Data
For safety hoist and laur except winches, should be	e subjected to a	The launching appliance and than winches should be of	sufficient stren	ngth to	MWL:kN
static proof load of 2.2 tim working load.	ies their maximum	withstand a static proof load of 2.2 times the maximum working		ss than	Test load (2.2 x MWL):kN
With the load at the full out load should be swung the approximately 10° to each the intended fore and aft place.	There should be no evide deformation or other damage			There should be no evidence of significant deformation or other damage	
The test should be done position, followed by te shipboard condition of list of and outboard.	sts simulating a				Passed/Failed Upright Passed/ Failed 20° inboard list Passed/ Failed 20° outboard list Passed/ Failed Comments/Observations

	Manufacturer:		Date: Time:		
Means of rescue	Model:		Surveyor:		
wearis of rescue	Lot/Serial Number:		Organization:	_	
6.3.2.3.2 Operational lo	ad test	Regulations: L	SA Code 6.1.1.1 - 6.1.1.3; MSC.81(70) 1/8.1.2		
Test Proced		Acceptance Criteria	Significant Test Data		
For safety hoist a mass eq		The appliance should successfully lower	Weight of the lightest safety hoist intended for use:		
maximum working load sh	ould be suspended	the load under all of the conditions, and			
from the lifting points w		there should be no evidence of	LWL:kN		
appliance in the upright po	sition.	significant deformation or other damage			
		as a result of the tests.	MWL:kN		
The load should be mo					
inboard to the full outboard		Each launching appliance together with	Test load (1.1 x MWL) :kN		
means of operation that is	used on the ship.	all its lowering and recovery gear should			
		be so arranged that the fully equipped	Clear of davit horn?* Passed/Failed		
The test should be repeated		safety hoist it serves can be safely			
appliance positioned to sign		lowered against a trim of up to 10 ⁰ and a	Does the appliance successfully lower the load under these		
20 ⁰ inboard list and 10 ⁰ trir	n.	list of up to 20 ⁰ either way:	conditions without evidence of significant deformation damage? Passed/Failed	on or	
All the tests should be rep	eated with a mass	When boarded, as required by regulation			
equal to that of a fully equ	iipped safety hoist,	III/23 or III/33, by its full complement of	Upright (1.1x MWL) Passed/Failed		
without persons, or the sa		persons; and			
for the use with the da			20º inboard list +10° trim (1.1xMWL)Passed/Failed		
satisfactory functioning of t	he davit under very	Without persons in the safety hoist.	000:1		
light load conditions.			20º inboard list +10° trim (LWL) Passed/Failed		
			Stored power Passed/Failed		
			Start pressure: k Pa		
			Min. pressure: k Pa		
			Pressure drop after one movement: k Pa		
			Time from inboard to outboard: sec		
			Comments/Observations		
			*if applicable		

Means of rescue	Manufacturer: Model: Lot/Serial Number: _		Date: Time: Surveyor: Organization:			
6.3.2.3.3 Turning in test			Regulations:	LSA Code 6.1.1.	.3; MSC.81(70) 1/8.1.3	
Test Proced		Acceptance			Significant Test Data	
A mass equal to 1.1 time working load should be sulfifting points with the launthe upright position. With the full upright position the hoisting load should be moutboard to the full inboard means of operation that is upon the full in	uspended from the ching appliance in the appliance in the maximum design loved from the full position using the	The appliance should success designed hoisting load from the position without causing permedamage.	he outboard to	the inboard	maximum designed hoisting load:kN Does the launching appliance successfully move the load from outboard to inboard? Passed/ Failed Does the launching appliance show any evidence of significant deformation or other damage as a result of this test? Passed/ Failed Comments/Observations	

	Manufacturer:		_	Date: Time:		
Means of rescue	Model:			Surveyor:		
	Lot/Serial Number:		-	Organization:		
6.3.2.3.4 Winch brake to	est		Regulations: I	-SA Code 6.1.2.5; MSC.81(70) 1/8.1.4		
Test Proced	dure	Acceptance Crite		Significant Test Data		
Winch drums should b		The test load should drop no				
maximum number of turn		when the brake is applied				
static test load of 1.5 tir		stopping distance may be	exceeded if an	n MWL :kN		
working load should be a the brake. This load shou		exposed brake is wetted).		IVIVVLKIN		
for at least one complete				Test 1:		
barrel shaft. A test load				Static test load (1.5 x MWL):kN		
maximum working load				Does the brake test hold the test load (1.5x MWL)?		
lowered at maximum lowe				Passed/Failed		
a distance of at least 3 applying the hand brake sh				MWM: kNm		
applying the hand brake si	агріу.			Drum diam. mm		
This test should be repe	ated a number of			Wire diam. mm		
times.				Number of turns		
If the winch design incorp		The launching appliance sho				
brake, one of these tests sl		lower a mass equal to that of				
with the brake wetted bu stopping distance may be		safety hoist, without persons safety hoist intended for use w		t Test 2 Dynamic Test load (1.1 x MWL):		
The various tests should a		salety hoist intended for use w	in the winch.	kN		
lowering distance of at least Operation of the winch with	st 150 m.	Inspection of the stripped win no significant damage or undu				
equal to that of a fully equ		no significant damage of unde	e wear.	Stop within 1 metre? Passed/Failed		
without persons, or the li				Comments/Observations		
intended for use with the w	inch should also be					
demonstrated.				* delete as appropriate continued		

	Manufacturer:			Date:	Time:
Means of rescue				Surveyor:	
Means of rescue	Lot/Serial Number:		_	Organization:	
6.3.2.3.4 Winch brake to	est (continued)		Regulations: L	SA Code 6.1.2.5; MSC.81(70) 1/8.1.4
Test Proce	dure	Acceptance Criteria		Significant ⁻	
Following completion of			1 st stop	> 3m	
6.3.2.3.5 and 6.3.2.3.6), th	e winch should be		2 nd stop:		
stripped for inspection.					
			3 rd stop:		
			4 th stop:	m	
			5 th stop:	m	
			Total lowe	ering distance > 150 m	Passed/ Failed
			Toot 3 / if	applicable)	
				sign incorporates an expos	ed brake? Yes / No
			Wet stopp Passed/ F	. 3	m
			Test 4 Test load Lowering	(LWL) kN test with LWL satisfactory? Passed/ Faile	
			Does the or undue		inch reveal any significant damage ed
			Remarks:	:	

Means of rescue	Manufacturer: Model: Lot/Serial Number:			Date: Time: Surveyor: Organization:			
6.3.2.3.5 Safety hoist re	ecovery speed test		Regulations: I	LSA Co	de 6.1.1.9; MSC.81(70) 1/8.1.5		
Test Proced		Acceptance C			Significant Test Data		
It should be demonstrated intended for use with a safe of recovering the safety hou of persons for which it is to its equipment or an equivation of not less than 0.3 m/s.	ety hoist is capable st with the number o be approved and	Each safety hoist launching fitted with a powered winch mother the safety hoist from the wall hoist complement of persons rate of not less than 0.3 m/s.	otor capable of ra er with its full s	aising safety	Hoisting load: Measured recovering speed of the safety hoist:m/s		
					Comments/Observations Passed Failed		

	Manufacturer:			Date: Time:	
Marine of marine				Surveyor:	
Means of rescue	Lot/Serial Number:		-	Organization:	
	-		•		
6.3.2.3.6 Hand operation	n test		Regulations: I	LSA Code 6.1.2.6; MSC.81(70) 1/8.1.6	
Test Proced	lure	Acceptance Criteri		Significant Test Data	
The hand operation of the	winch should be	An efficient hand gear should	be provided	Hoisting load:	
demonstrated.		for recovery of each safety hois			
		handles or wheels should not		Test 1:	
If the winch is designed for		moving parts of the winch who		Test load (1 x hoisting load): winch	
hand with no load,		hoist is being lowered or whe	en it is being	satisfactorily by hand? Passed/ Faile	∌d
demonstrated with a load		hoisted by power.		A A	
mass of the empty lifting ar	rangements.			Arrangement provided for protection aga	
				and rotating handles? Passed/ Faile	;u
				Type:	
				Type.	
				Test 2:	
				Only for quick recovery	
				Test load (1.5 x weight of empty lifting arra	angement):
				kN	
				Is quick recovery satisfactory? Pas	ssed/ Failed
				is quick recovery satisfactory:	ised/ I alled
				Comments/Observations	

	Manufactur	er:		Date:	Time:			
Means of rescue	Model:				Surveyor:			
Means of rescue	Lot/Serial N	umber:		Organization:				
6.3.3.1 Visual inspection	on of davit-l	aunched means of rescue	Regulations: LSA Cod	de - 1.2.2.9 MSC/Cir	rcular.810 -2.2, 2.4.2.1, 2	2.4.2.4, 2.4.2.9		
(continued)				, , ,				
Test Procedure		Acceptance 0	Criteria		Significant Test Data			
Visual examination.		The means of rescue should:						
.1 Approval markings		Be clearly marked with approvements the Administration which a manufacture and expiry and op-	approved it, date of	Passed	_ Failed			
		Markings are to be indelible;		Passed	Failed	-		
			Be conspicuously marked with the maximum number of persons the means of rescue is permitted to take;		_ Failed			
.2 Operating instructions		Be conspicuously marked to liferafts and, if applicable mar unless these form part of the n	ine evacuation system,	Passed	Failed	-		
.3 Landing Area at water I	evel	Be provided with brief instructi illustrating the use of the mear		Passed	Failed			
.4 Colour		The means of rescue is to have at least 9m² for receiving rescued persons:		Passed	_ Failed	-		
.5 Protection		Be of a highly visible colour:		Passed	_ Failed			
		Be protected against damage when moving against the ship's side;			Failed	-		
		Offer protection to the rescued person from injury by the launching appliance;		Passed	Failed	_		

	Manufacturer:	Date:	Time:					
Means of rescue	Model:			Surveyor:				
Means of rescue	Lot/Serial Number: _			Organization:	Organization:			
6.3.3.1 Visual inspection	on of davit-launch	ed means of rescue	Regulations: MSC/	Circular.810 -2.4.2	.1, 2.4.2.2, 2.4.2.5 to 2	2.4.2.8 & 2.4.2.11		
(continued)				T				
Test Proced	ure		ce Criteria		Significant Test D			
Visual examination (cont.)		The means of rescue sho	ould (cont.):	Passed	Failed			
.5 Protection (cont.)		Prevent occupants from the rescue should it come in like the ship's side;			Failed			
		Be arranged such that the need to traverse any gap rescue and the platform a	s between the means	of Passed	Failed			
		The floor is to be self-dra	ining:	Passed	Failed			
.6 Self-draining floor		Be provided with means		of Passed	Failed	N/A		
.7 Means provided for bo	wsing	rescue against the ship's	side.					
.8 Equipment		Be provided with one kit 4.1.5.1.2 of the LSA Code			Failed	N/A		
.9 Controls		The inflation system cortype, are to be manual co			Failed	N/A		
		Be fitted with retro-reflect IMO Resolution A.658(16		nce				
.10 Retro-reflective materi	al	Be fitted with at least two	boarding ramps.	Passed	Failed	N/A		
.11 Boarding ramps								

		Manufa	acturer:				Date:		Time:	
Moan	Model:					Surveyor:		 		
Wieaii	3 Of Tescue	Lot/Ser	ial Number:		Organization Organization		Organization	:	 	
6.3.3	.1 Visual inspecti	on of	davit-launched	means	of rescue	Regulations: I	LSA Code – 4	.1.3.1 and 4.1.5.1.1		
	(continued)									
	Test Pro	cedure				ance Criteria		Signif	ficant Test Data	
Visua	al examination (cont.)				ins of rescue s					
				Lifelines	provided and	securely fitted.				
.12	Lifelines should be s	ocuraly k	necketed around					Passed	_ Failed	
. 12	the inside and outside	•								
	li le il iside alla odisidi		ileans of rescue.			it, attached to no	ot less than			
.13	A buoyant rescue qu	ioit atta	ched to not less	30m of b	uoyant line is _l	provided.				
.13	than 30m of buoyant		ched to hot less					Passed Failed		
	than John of Duoyant	III IC.				are provided wh	nich are of			
.14	Means are to be	nrovided	such that the	adequate	e strength.					
. 14	container of the mea							Passed	_ Failed	
	are prevented from f									
	inflation and/or laun									
	rescue.	icining o	i the means of							
	rescue.			A punctu	ire repair kit is	provided.				
.15	Every inflatable me	ans of i	rescue is to be					Danad	Falled	
. 10	provided with at lea							Passed	_ Failed	
	repairing punctu		•							
	compartments.		iii Sacyancy	One tenn	sing up bumb	or pair of ballows	io provided			
	compartmente.			One topp	ong-up pump (or pair of bellows	is provided.			
.16	Every inflatable me	ans of r	rescue is to be					Passed	Failed	
	provided with at least							1 43364	1 allou	
	a pair of bellows.	top	F 2 ab bab o							
	a pan or bonono.							Comments/Obser	vations	
								Comments, Obser	vationio	
				1				I		

Manufacturer:		_	Date: Time:
Model:			Surveyor:
Means of rescue Lot/Serial Number:		_	Organization:
6.3.3.2 Markings on davit-launched means of re	escue	Regulation	ns: LSA Code I/1.2 and 4.2
Test Procedure	Acceptance Criteria		Significant Test Data
The means of rescue should be marked with:	The means of rescue should be	oe either	Makara nama:
pa	acked in a container or stow	ed such '	Makers name:
Maker's name or trademark; th	hat it is so constructed as to w	/ithstand	
		onditions	Serial No.:
	encountered at sea and as	iai as	Certai No
	practicable weathertight, exc		Approval authority:
	Irain holes in the container bo	ttom.	
SOLAS;)	- 4- 1	
	All instructions and marking ndelible.	s to be -	
Date of manufacture (month and year); Date in and place of last service;	idelible.	[Date of manufacture:
Maximum permitted height of stowage above			
waterline; and]	Date and place last serviced:
waterine, and			
The maximum number of persons the means		_	
of rescue is permitted to accommodate.		ľ	Maximum permitted height:
·			Maximum number of persons:
Launching and operating instructions should		ľ	Maximum number of persons:
be marked on or in the vicinity of the container.		ı	Launching & operating instructions acceptable?
			YES/NO
			Comments/Observations
		F	Passed Failed

Means of rescue	Model:		8	Surveyor:	Time:
6.3.3.3 Impact test			Regulations: L	SA Code IV/4	I.1.4.1.1; MSC.81(70) 5.16.2
Test Proce	dure	Acceptance	Criteria		Significant Test Data
The liferaft should be loaded to the mass of the number it is to be approved and itselferaft in a free hanging pulled laterally to a positive released it will strike a riginal velocity of 3.5 m/s. The should then be released to rigid vertical surface.	of persons for which equipment. With the exposition it should be ition so that when divertical surface at the Means of Rescue	After this test the means of rescu damage which would affect its e			Passed Failed

Means of rescue	Model:	mber:	_	Date: Surveyor: Organization:	
6.3.3.4.1 Damage test of	f inflatable m	eans of rescue	Regulations: L	_SA Code IV/4.2.2.1; MSC.81(70) 5.17.1
Test Procedure		Acceptance Criteria		Significant	t Test Data
It should be demonstrated event of any one of the compartments being da failing to inflate, the intact or compartments should signositive freeboard over the rescue's periphery, the persons for which the mean is to be approved. This demonstrated with pershaving a mass of 82.5 kg are their normal positions or by distributed mass.	e buoyancy maged or ompartment upport, with e means of number of ns of rescue is can be sons each and seated in	The intact compartments should supplifreeboard over the means of rescue's number of persons for which the means to be approved, with any one of compartments deflated. Compartment deflated: Freeboards: 12 o'clock mm 3 o'clock mm 6 o'clock mm 9 o'clock mm	s periphery, the ans of rescue is the buoyancy =>	Freeboards:	

	Manufacturer:			Date:	Time	e:	
Manua of vaccus	Model:			Surveyor:			
Means of rescue	Lot/Serial Number:			Surveyor:Organization:			
6.3.3.4.2 Inflation test		Regu	lations	: LSA Code IV/4.2.2	2.3; MSC.81(70) 5.1	7.3 to 5.17.	6
Test Pro	cedure	Acceptance Crite			Significant	Test Data	
An inflatable means of reso	cue, packed in each type	When inflated in an aml	oient	1) Force to pull the	painter	N	
of container, should be infla	ated by pulling the painter	temperature of between 18°C		Inflation times:			
and the time recorded:		20°C it should achieve total infla	ation		r open		
		in not more than 1 min.		Boardable			
.1 for it to become board				Relief val	lves: Upper open		sec
	Il shape and diameter.	When inflated at -30°C the mean			Lower open		sec
.2 for the cover to be ere		rescue should reach wor		Lights int	:./ext/	sec	
	escue to reach its full	pressure in 3 min. There shoul		_	Pressure		
operational pressure w		no seam slippage, cracking, or o		2) Cold temperatur		;	
	emperature of between	defect in the means of rescue a			:h		
18ºC and 20ºC; .2 at a temperature o	of 200C; and	should be ready for use after tests.	tne	Inflation times:	Raft 1 Raft 2		
.3 at a temperature of		lesis.			r open		
.5 at a temperature t	or 105 C.	When inflated at +65°C the	ase	Boardable		sec	
For the inflation test at -30	⁰ C the packed means of	pressure relief valves must b			lves: Upper open		sec
rescue should be kept at		sufficient capacity to pre		Lights int /ovt	Lower open /	sec	sec
least 24 h, then placed in a	•	damage to the means of rescu		Working Pressu	ure	sec MPa	
a temperature of –30°C for		excess pressure and to preven				_ '''' a	
pulling the painter. Two me		maximum pressure during		3) Hot temperature	°C		
subject to an inflation test a		inflation from reaching twice the		Inflation times:	: h		
-	·	seat pressure of the release value			sec		
For the inflation test at +65	⁵⁰ C the packed means of	There must be no seam slipp	age,	Boardable	sec		
rescue should be kept at		cracking or other defect in	the		Upper open		
least 24 h, then placed in		means of rescue.					
temperature of +65°C for r				Lights int./ext.	Lower open/	sec	
inflation by pulling the paint		The force to pull out the pa		Working Pressu	ire N	<u>—</u> ИРа	
Force to pull out painter	should be measured at	should not be more than 150 N					
ambient temperature.				Comments/Observa			
				Passed	Failed		

Means of rescue	Model:		Date: Time: Surveyor: Organization:
6.3.3.4.3 Pressure test	<u> </u>	Regulations:	LSA Code IV/4.2.2.4; MSC.81(70) 5.17.7 to 5.17.8
Test Proce	edure	Acceptance Criteria	Significant Test Data
Each inflatable compartmerescue should be tested to three times the working presented valve should be compressed air should be inflatable means of rescource removed. The test least 30 min.	o a pressure equal to essure. Each pressure made inoperative, e used to inflate the ue and the inflation	The pressure should not decrease by more than 5% as determined without compensating for temperature and atmospheric pressure changes, and there should be no seam slippage, cracking or other defects in the means of rescue.	Design WP Design temp Design atmos. 3 times WP Pressure drop after 30 min The above should cover each compartments 1, 2 3, etc.
The measurement of predeakage can be started assumed that compartme completed stretching due to and achieved equilibrium. The term "operational preserved by pressure determined by pressure of the relief valve if the actual re-seat pressure determined by testing, expensed the pressure by more figure should be used.	when it has been on the inflation pressure ssure" has the same ting pressure"; i.e. the the designed re-seat s, if fitted, except that, re of the relief valves, exceeds the designed		Damage recorded: Floor: Design pressure Pressure drop after 1 hour Comments/Observations Passed Failed

Mean	ns of rescue	Model:		_	Date: Time: Surveyor: Organization:
6.3.3	3.4.4 Strength test			Regulations:	LSA Code IV/4.2.8.1.1; MSC.81(70) 5.17.10
	Test Proced	ure	Acceptanc		Significant Test Data
	ould be demonstrated b		During the test and after its		
centi	the means of rescue re support that the brid quate factor of safety as	dle system has an	inflatable means of rescue suitable for its intended use.	should remain	Temperature:ºC
4	the lifereft should	he placed in a			Time in temperatureh
	the liferaft should temperature of 20±3°0 least 6 h;				Number of persons
.2	following this period of liferaft should be su				Loadkg
	lifting hook or bridle a chambers (not include	and the buoyancy			Time suspendedmin
	floor) inflated;				Pressure before loading
	when fully inflated ar valves have re-seate	d themselves, all			Pressure suspended/loaded
.4	relief valves should be the liferaft should the	n be lowered and			Pressure after test after unloading
	loaded with a cequivalent to four time number of persons for approved and its equip	es the mass of the or which it is to be			Dimensional deflections or distortions:
	each person being tak				Comments/Observations
	the liferaft should the remain suspended for	en be raised and			
.6	the pressure before				
	after the weight is ren remains suspended, s				Passed Failed
	and				
	any dimensional distortions of the li recorded.				

	Manufacturer:			Date: _		Time:
Means of rescue	Model:			Survey	/or:	
Means of rescue	Lot/Serial Number: _		_	Organi	Organization:	
	of rigid means of re		Regulations: L	SA Co		
Test Proced	lure	Acceptance Cri	teria		Significan	t Test Data
The buoyancy of the mean		Material to be certified as beir	ng fire retardant.	D,	assed	Failed
be provided by approved				' '	asseu	1 alleu
material placed as near a						
periphery of the liferaft. The						
should be fire-retardant or	be protected by a					
fire-retardant covering.		-				
TI - 6 6 4		The rigid means of rescue	is to prevent th	ne		
The floor of the means		ingress of water.		Pa	assed	Failed
prevent the ingress of verticely support the occ		The rigid means of rescue	ic to cupport th			
water and insulate them fro		occupant out of the water.	is to support th	Pa	assed	Failed
water and insulate them no	ili colu.	occupant out of the water.				
				C	omments/Observations	
				Pa	assed	Failed

	Manufacturer:		_	Date: _	Time:	
	Model:			Survey	or:	· · · · · · · · · · · · · · · · · · ·
Means of rescue	Lot/Serial Number: _		_	Organi	zation:	
6.3.3.5.2 Strength of r	⊥ igid means of rescue	1	Regulations:	LSA Co	de IV/4.3.7	
Test Proced		Acceptance C			Significant Te	st Data
In addition to the above re liferaft for use with an a appliance should, when s	pproved launching	The rigid means of rescue should no show any permanent damage from such a loading.		Passed	Failed	
lifting hook or bridle, withs times the mass of its f persons and equipment.	tand a load of four				Comments/Observations	

Means of rescue	Manufacturer:		_	Date: Time: Surveyor: Organization:		
6.3.3.6.1 Static proof	load test		Regulations:	LSA Code 6.1	.1.5 - 6.1.1.6; MSC.81(70) 1/8.1.1
Test Proced		Acceptance				t Test Data
For rigid means of rescue davits and launching appliances, except winches, should be subjected to a static proof load of 2.2 times their maximum working load.		The launching appliance and its attachments other than winches should be of sufficient strength to withstand a static proof load on test of not less than 2.2 times the maximum working load.		MWL : Test load (2.2 x MWL		
With the load at the full outboard position, the load should be swung through an arc of approximately 10 ⁰ to each side of vertical in the intended fore and aft plane.		There should be no evidence of significant deformation or other damage as a result of this test.			There should be no evidence of significant deformation or other damage Passed/Failed	
The test should be done position, followed by te shipboard condition of list of and outboard.	ests simulating a				Upright 20º inboard list 20º outboard list Comments/Observation	Passed/Failed Passed/Failed Passed/Failed ons

	Manufacturer:		Date: Time:		
	Model:		Surveyor:		
Means of rescue	Lot/Serial Number:		Organization:		
6.3.3.6.2 Operational	ıl load test		: LSA Code 6.1.1.1 - 6.1.1.3; MSC.81(70) 1/8.1.2		
Test Proced	dure	Acceptance Criteria	Significant Test Data		
For rigid means of rescue a		The appliance should successfully lower	Weight of the means of rescue intended for use:		
times the maximum worki		the load under all of the conditions, and	LWLkN		
suspended from the liftir	ng points with the	there should be no evidence of significant	MWL:kN		
launching appliance in the	upright position.	deformation or other damage as a result of the tests.	Test load (1.1 x MWL) :kN		
The load should be mo inboard to the full outboard			Clear of davit horn?** Passed/ Failed		
means of operation that is	·	Each launching appliance together with all its lowering and recovery gear should be	Does the appliance successfully lower the load under these conditions without evidence of significant deformation or		
The test should be repeated		so arranged that the fully equipped	damage?		
appliance positioned to si		survival craft or rescue boat it serves can	Passed/Failed		
20º inboard list and 10º trir		be safely lowered against a trim of up to 10° and a list of up to 20° either way:	Upright (1.1x MWL) Passed/Failed		
All the tests should be rep					
equal to that of a fully		when boarded, as required by regulation	20 ⁰ inboard list +10° trim (1.1xMWL)		
without persons, or the lig	•	III/23 or III/33, by its full complement of	Passed/Failed		
intended for the use with		persons; and	000 in Land High (400 him (100 H))		
the satisfactory functioning	g of the davit under		20º inboard list +10° trim (LWL) Passed/Failed		
very light load conditions.		without persons in the survival craft or	Stored power Passed/Failed		
		rescue boat.	Start pressure: k Pa		
Note:			Min. pressure: k Pa		
Notwithstanding the 10 ^o		A launching appliance should not depend	Pressure drop after one movement: k Pa		
requirements, lifeboat lau		on any means other than gravity or stored	Fressure drop after one movement. KPa		
for oil tankers, chemical carriers with a final angle o	of heel greater than	mechanical power which is independent of the ship's power supplies to launch the	Time from inboard to outboard: sec		
20 ⁰ should be capable of o	er side of the ship,	survival craft or rescue boat it serves in the fully loaded and equipped condition and	Comments/Observations		
taking into consideration waterline of the ship.	the final damaged	also in the light condition.	** if applicable		

	Manufacturer:		Date: Time:
			Surveyor:
			Organization:
6.3.3.6.3 Turning in t	test	Regulations: LS/	A Code 6.1.1.3; MSC.81(70) 1/8.1.3
Test Proced	dure	Acceptance Criteria	Significant Test Data
A mass equal to 1.1 tir		The appliance should successfully move	maximum designed hoisting load:kN
working load should be s		the maximum designed hoisting load from	
Ifiting points with the laur		the outboard to the inboard position	Does the launching appliance successfully move the load from
the upright position. With t		without causing permanent deformation or	outboard to inboard?
full upright position the		other damage.	Passed/ Failed
hoisting load should be m			
outboard to the full inboard			Does the launching appliance show any evidence of
means of operation that is	used on the ship.		significant deformation or other damage as a result of this
			test? Passed/ Failed
			Passed/ Falled
			Comments/Observations
			Comments/Obscrvations

	Manufacturer:		Date	: Time:
	Model:		Surv	eyor:
Means of rescue	Lot/Serial Number:		Orga	nization:
6.3.3.6.4 Winch brake t	est	Reg	ulations: LSA C	Code 6.1.2.5; MSC.81(70) 1/8.1.4
Test Proced		Acceptance Criteria		Significant Test Data
Winch drums should b		The test load should drop no more t		Weight of the lightest safety hoist
maximum number of turn		the brake is applied (except that		:kN
static test load of 1.5 tir		distance may be exceeded if an exp	osed brake is	
working load should be a		wetted).		MWL :kN
the brake. This load shou				
for at least one complete				Test 1:
barrel shaft. A test load				Static test load (1.5 x MWL): kN
maximum working load				Does the brake test hold the test load (1.5x MWL)?
lowered at maximum lowe				Passed/Failed
a distance of at least 3				1 N N N N N N N N N N N N N N N N N N N
applying the hand brake sh	narpiy.			MWM: kNm
This took should be need	-4			Drum diam. mm
This test should be repe	eated a number of			Wire diam. mm
times.		The lougehing appliance should aver	accefully lower	Number of turns
If the winch decign incom	aratas an avnagad	The launching appliance should succ a mass equal to that of a fully eq		Max. lowering speed m/s
If the winch design incorp brake, one of these tests sh		hoist, without persons, or the lighte		Test 2
with the brake wetted but		intended for use with the winch.	st salety holst	Dynamic Test load (1.1 x MWL):
stopping distance may be		interided for use with the winter.		kN
stopping distance may be	exceeded.	Inspection of the stripped winch sho	ould reveal no	Brake test carried out after > 3m with max lowering
The various tests should a	chieve a cumulative	significant damage or undue wear.	did Teveal 110	speed
lowering distance of at least		significant damage of dridde wear.		39000
Operation of the winch wit				Stop within 1 metre? Passed/Failed
equal to that of a fully equ				Ctop Main Filloud. Facocar alloa
without persons, or the li				continued
intended for use with the w	•			3333
demonstrated.				

	Manufacturer:			Date:	Time:
	Model:			Surveyor	r:
Means of rescue	Lot/Serial Number: _		_	Organiza	ation:
6.3.3.6.4 Winch brake to				SA Code	6.1.2.5; MSC.81(70) 1/8.1.4
Test Proce		Acceptance	Criteria		Significant Test Data
Following completion of					1 st stop > 3m
6.3.3.6.5 and 6.3.3.6.6), th	e winch should be				2 nd stop: m
stripped for inspection.					3 rd stop: m
					4 th stop: m
					5 th stop: m
					Total lowering distance > 150 m Passed/Failed
					Test 3 (if applicable)
					Winch design incorporates an exposed brake? Yes/No
					Wet stopping distance m Passed/Failed
					Test 4
					Test load (LWL) kN Lowering test with LWL satisfactory? Passed/ Failed
					Does the inspection of the stripped winch reveal any significant damage or undue wear? Passed/Failed
					Comments/Observations

Manufacturer:	
I Balling of the second of th	
Means of rescue Lot/Serial Number: Organization:	
6.3.3.6.5 Means of rescue recovery speed test Regulations: LSA Code 6.1.1.9; MSC.81(70) 1/8.1.5	
6.3.3.6.5 Means of rescue recovery speed test Regulations: LSA Code 6.1.1.9; MSC.81(70) 1/8.1.5 Test Procedure Acceptance Criteria Significant Test Data	
It should be demonstrated that a winch	
intended for use with a means of rescue is should be fitted with a powered winch motor	
capable of recovering the means of rescue capable of raising the means of rescue from the Measured recovering speed of the boat:	
with the number of persons for which it is to be water with its full complement of persons and m/s	
approved and its equipment or an equivalent equipment at a rate of not less than 0.3 m/s.	
mass at a rate of not less than 0.3 m/s.	
6.3.3.6.6 Hand operation test Regulations: LSA Code 6.1.2.6; MSC.81(70) 1/8.1.6	
Test Procedure Acceptance Criteria Significant Test Data	
The hand operation of the winch should be An efficient hand gear should be provided for Hoisting load:	
demonstrated. recovery of each means of rescue. Hand gear	
handles or wheels should not be rotated by Test 1:	
If the winch is designed for quick recovery by moving parts of the winch when the means of Test load (1 x hoisting load): winch can I	oe operated
hand with no load, this should be rescue is being lowered or when it is being satisfactorily by hand? Passed/Failed	
demonstrated with a load of 1.5 times the hoisted by power.	
mass of the empty lifting arrangements. Arrangement provided for protection aga	nst moving
parts and rotating handles? Passed/Failed.	
Type:	
Test 2:	
Only for quick recovery	rangamant).
Test load (1.5 x weight of empty lifting ar	rangement):
····	d/Failed
Comments/Observations	u/raileu
Comments/Observations	