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SCHEDULES.

FIRST SCHEDULE

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1929.

CHAPTER III

LIFE-SAVING APPLIANCES, &C.

ARTICLE 11.

Interpretation.

For the purposes of this Chapter—

- (a) the expression " new ship " means a ship the keel of which is laid on or after the 1st July, 1931, all other ships being described as existing ships;
- (b) the expression " short international voyage " means an international voyage in the course of which a ship is not more than 200 miles from the nearest land;
- (c) the expression " buoyant apparatus " means buoyant deck seats, or buoyant deck chairs, or any other buoyant apparatus, excepting boats, life-buoys and life-jackets.

ARTICLE 12

Application.

- 1 This Chapter, except where it is otherwise expressly provided, applies to new passenger ships which are mechanically propelled and engaged on international voyages.
- 2 Special provisions are laid down in Articles 13, 14, 19 and 25 with regard to new passenger ships engaged on short international voyages.
- 3 Each Administration, if it considers that the route and the conditions of the voyage are such as to render the application of the full requirements of this Chapter unreasonable or unnecessary, may to that extent exempt from the requirements of this Chapter individual ships or classes of ships belonging to its country which, in the course of their voyage, do not go more than 20 miles from the nearest land.
- 4 In the case of existing passenger ships which are mechanically propelled and engaged on international voyages and which do not already comply with the provisions of this Chapter relating to new passenger ships, the arrangements on each ship shall be considered by the Administration of the country to which the ship belongs, with a view to securing, so far as this is practicable and reasonable, compliance with the general principles set out in Article 13 not later than the 1st July, 1931, and substantial compliance with the other requirements of this Chapter.
- 5 In the case of passenger ships which are mechanically propelled and engaged on international voyages and which are employed in the carriage of large numbers

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of unberthed passengers in special trades, such, for example, as the pilgrim trade, an Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements on the following conditions :—

- (a) That the fullest provision which the circumstances of the trade will permit shall be made in the matter of lifeboats and other life-saving appliances and fire protection:
- (b) That all such boats and apparatus shall be readily available within the meaning of Article 13 :
- (c) That a life-jacket shall be provided for every person on board:
- (d) That steps shall be taken to formulate general rules which shall be applicable to the particular circumstances of these trades. Such rules shall be formulated in concert with such other Contracting Governments, if any, as may be directly interested in the carriage of such passengers.

ARTICLE 13

Lifeboats and Buoyant Apparatus.

The general principles governing the provision of lifeboats and buoyant apparatus in a ship to which this Chapter applies are that they shall be readily available in case of emergency and shall be adequate.

- 1 To be readily available, the lifeboats and buoyant apparatus must comply with the following conditions :—
 - (a) They must be capable of being got into the water safely and rapidly even under unfavourable conditions of list and trim:
 - (b) It must be possible to embark the passengers in the boats rapidly and in good order;
 - (c) The arrangement of each boat and article of buoyant apparatus must be such that it will not interfere with the operation of other boats and buoyant apparatus.

- 2 To be adequate, the provision of lifeboats and buoyant apparatus must satisfy the following conditions:—
 - (a) Subject to the provisions of sub-paragraph (b) of this paragraph there must be accommodation in boats for all persons on board, and there must, in addition, be buoyant apparatus for 25 per cent. of the persons on board:
 - (b) In the case of passenger ships engaged on short international voyages, the boats must be provided in accordance with the requirements set out in the table in Regulation XXXIX, and there must be, in addition, buoyant apparatus so that the boats and buoyant apparatus together provide accommodation for all on board as set out in Regulation XXXVIII. There must, in addition, be buoyant apparatus for 10 per cent. of the persons on board :
 - (c) No more boats shall be required on any passenger ship than are sufficient to accommodate all persons on board.

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ARTICLE 14

Ready Availability and Adequacy.

The arrangements for securing the principles of ready availability and adequacy mentioned in Article 13 shall be in accordance with the provisions of Regulations XXXVII, XXXVIII and XXXIX.

ARTICLE 15

Standard types of Boats. Life Rafts. Buoyant Apparatus.

All the lifeboats, life rafts and buoyant apparatus shall comply with the conditions fixed by this Convention and Regulations XXIV to XXIX.

ARTICLE 16

Construction of Boats.

All boats must be properly constructed, and shall be of such form and proportions that they shall have ample stability in a seaway, and sufficient freeboard when loaded with their full complement of persons and equipment.

Each boat must be of sufficient strength to enable it to be safely lowered into the water when loaded with its full complement of persons and equipment.

ARTICLE 17

Embarkation of the Passengers in the Boats.

Suitable arrangements shall be made for embarking the passengers in the boats at an embarkation deck. There shall also be a suitable ladder provided at each set of davits.

ARTICLE 18

Capacity of Boats and Life Rafts.

The number of persons that a boat of one of the standard types or an approved life raft or buoyant apparatus can accommodate and the conditions of approval of life rafts and buoyant apparatus shall be ascertained in accordance with the provisions of Regulations XXX to XXXV inclusive.

ARTICLE 19

Equipment of Boats and Life Rafts.

Regulation XXXVI prescribes the equipment for boats and life rafts.

ARTICLE 20

Life-jackets and Life-buoys.

- 1 Every ship to which this Chapter applies shall carry for every person on board a life-jacket of a type approved by the Administration, and in addition, unless these life-jackets can be adapted for use by children, a sufficient number of life-jackets suitable for children.

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- 2 Every such ship shall also carry life-buoys of a type approved as aforesaid to the number required by Regulation XL.
- 3 A life-jacket or life-buoy shall not be approved by an Administration unless it satisfies the requirements of Regulation XL applicable to life-jackets and life-buoys respectively.
- 4 In this Article the expression " life-jacket " includes any appliance capable of being fitted on the body, having the same buoyancy as a life-jacket.

ARTICLE 21

Means of Ingress and Egress. Emergency Lighting.

- 1 Proper arrangements shall be made for ingress to and egress from the different compartments, decks, &c.
- 2 Provision shall be made for an electric or other system of lighting, sufficient for all requirements of safety, in the different parts of the ship, and particularly upon the decks on which the lifeboats are stowed. On ships in which the boat deck is more than 9.15 metres (30 feet) above the waterline at the lightest seagoing draught, provision shall be made for the illumination from the ship of the lifeboats when alongside and in process of or immediately after being launched. There must be a self-contained source capable of supplying, when necessary, this safety lighting system, and placed in the upper parts of the ship above the bulkhead deck.
- 3 The exit from every main compartment occupied by passengers or crew shall be continuously lighted by an emergency lamp. The power for these emergency lamps shall be so arranged that they will be supplied from the independent installation referred to in the preceding paragraph in the event of failure of the main generating plant.

ARTICLE 22

Certificated Lifeboatmen. Manning of the Boats.

- 1 In every ship to which this Chapter applies there must be, for any boat or life raft carried in order to comply with this Chapter, such number of certificated lifeboatmen as is required by Regulation XLI for that boat.
- 2 The allocation of the certificated lifeboatmen to each boat and life raft remains within the discretion of the master, according to the circumstances.
- 3 By " certificated lifeboatman " is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Administration in accordance with the conditions laid down in the afore-mentioned Regulation.
- 4 The manning of the boats shall be as prescribed in Regulation XLII.

ARTICLE 23

Line-throwing Appliances.

Every ship to which this Chapter applies shall carry a line-throwing appliance of a type approved by the Administration.

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ARTICLE 24

Dangerous Goods. Fire Protection.

- 1 The carriage, either as cargo or ballast, of goods which by reason of their nature, quantity, or mode of stowage, are, either singly, or collectively, liable to endanger the lives of the passengers or the safety of the ship, is forbidden.

This provision does not apply to the ship's distress signals, nor to the carriage of naval or military stores for the public service of the State under conditions authorised by the

Each Administration shall, from time to time by official notice, determine what goods are to be considered dangerous goods, and shall indicate the precautions which must be taken in the packing and stowage thereof.

- 2 The arrangements to be made for the detection and extinction of fire shall be as prescribed in Regulation XLIII.

ARTICLE 25

Muster Roll and Drills.

Special duties for the event of an emergency shall be allotted to each member of the crew.

The muster list shall show all these special duties and shall indicate, in particular, the station to which each man must go, and the duties that he has to perform.

Before the vessel sails, the muster list shall be drawn up and exhibited, and the proper authority shall be satisfied that the muster list has been prepared for the ship. It shall be posted in several parts of the ship, and in particular in the crew's quarters.

Regulations XLIV and XLV prescribe the conditions under which musters of the crew and drills shall take place.