

RESOLUTION A.215(VII)

CORRECTION TO THE TEXT OF THE RECOMMENDATION
FOR FIRE TEST PROCEDURES FOR "A" AND "B"
CLASS DIVISIONS (RESOLUTION A.163(ES.IV))

The Assembly,

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

Recalling Resolution A.163(ES.IV) concerning the Recommendation for Fire Test Procedures for "A" and "B" Class Divisions,

Having considered the Recommendation by the Maritime Safety Committee at its twenty-second session,

Adopts the Correction to the Recommendation, the text of which is given at Annex to this Resolution,

Invites all governments concerned to take appropriate steps to incorporate the Correction.

ANNEX

CORRECTION TO THE TEXT OF THE RECOMMENDATION
FOR FIRE TEST PROCEDURES FOR "A" AND "B"
CLASS DIVISIONS (RESOLUTION A.163(ES.IV))

Replace paragraph 3.3 of the Recommendation by the following:

"A thermocouple of 0.5 mm diameter wire should be soldered centrally to one surface of a disc of copper 12 mm diameter and 0.2 mm thick. The discs should be covered with an oven-dry asbestos pad of 50 mm x 50 mm and 4 mm thick. The disc and the pad may be fixed to the surface of the specimen by pins, tape or a suitable adhesive, depending on the nature of the specimen material. The asbestos pad should have a density of approximately $900 \text{ kg/m}^3 \pm 10\%$ and thermal conductivity of $0.11 \text{ kcal/m hr. } ^\circ\text{C} \pm 10\%$ at 100°C ".

12 October 1971
Agenda item 8

RESOLUTION A.216(VII)

INSTRUCTIONS FOR ACTION IN SURVIVAL CRAFT

The Assembly,

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

Having noted relevant Resolution A.181(VI) concerning Instructions on Survival in Liferafts,

Having considered the Report of the Maritime Safety Committee on its twenty-second session and the "Instructions for Action in Survival Craft" prepared by the Committee,

Having noted the Committee's Recommendations that these Instructions, in one or more languages as appropriate, be carried in all survival craft,

Endorses the Committee's Recommendations regarding these Instructions and their carriage in all survival craft, as they appear at Annex.

ANNEX

RECOMMENDATION ON INSTRUCTIONS FOR ACTION IN SURVIVAL CRAFT

(a) *Action on arrival of rescue unit:*

- (i) All survival craft on the scene should continue to stay as close together as practicable in order to facilitate rescue operations;
- (ii) All possible means to attract attention should be used. It should nevertheless be kept in mind that there is only a limited number of pyrotechnic signals available and these signals should therefore be used only when they are likely to be observed. In daytime, handflares, smoke signals and dye markers, if available, may be used and in darkness (at night) parachute rockets. The Heliograph (mirror) should be used as frequently as possible. It may even be used in darkness for producing reflexes against a searchlight;
- (iii) Signalling should be kept on until the rescue unit has clearly indicated that the signals have been received;
- (iv) In case the first SAR (Search and Rescue) unit to arrive at the scene is a wing aircraft some time will elapse before the arrival of the actual rescue unit. In such case, the persons on board the survival craft should start preparations for being taken in tow and for leaving the craft, bearing in mind that a considerable time may elapse before the rescue units arrive. It is important to keep in mind that all pyrotechnic signals should not, if possible, be used in order to attract the attention of the wing aircraft, as these signals will be of great need when guiding the actual rescue unit to the scene.

(b) *Preparations for being taken in tow:*

- (i) Any suitable line which is in good condition may be used as towline. This could be the painter, the rescue quoit line or the drogue line, but care should be taken to see that any line used for towing is attached to a strong point on the raft such as the towing connection, the drogue attachment point or the boarding ladder;
- (ii) Depending on the situation at hand, a towline will be thrown from the raft to the rescue vessel or from the rescue vessel to the survival craft. In the latter case an object such as a paddle or even fishing tackle should be kept ready for the purpose of catching the towline from the water, if this line for some reason misses its target;

- (iii) The person in charge should make certain that all activities are carried out by as few persons as possible in order to keep the raft in balance. During towage he should keep the towline under observation and, if possible, establish a simple communication system with the towing vessel.

(c) *Rescue by helicopter:*

- (i) An indication of the wind direction is useful. Pennants, flags or a strip of cloth may be used for this purpose. In no case should a parachute rocket be used in the presence of a helicopter. The portable radio aerial if it has been erected, should be taken down.
- (ii) When under influence of the down draught of a helicopter, all persons in survival craft except those assisting in the lifting operation should lie down and keep still. In order to keep a partly manned raft in balance persons should gather in the middle of the raft or spread out evenly;
- (iii) The lifting device of the helicopter, when being lowered, *must not* be attached to any part of the survival craft. Care should also be taken to prevent any part of the survival craft from becoming entangled with the lifting device.

If a stretcher is lowered from the helicopter in order to recover an injured person, the stretcher should be detached from the lifting device during the strapping procedure;

- (iv) All operations in connexion with rescue by helicopter should be carried out in accordance with possible orders given from the helicopter.

Persons should abandon the raft in such a way that the balance of the raft is not endangered. Only the person whose turn it is to be lifted and those necessary to assist him should stand up if such action is required.

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RESOLUTION A.217(VII)

MEASURES FOR STRENGTHENING AND IMPROVING
THE MARITIME DISTRESS SYSTEM

The Assembly,

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

Considering that there is a need for improving the Maritime Distress System and in particular as far as radiotelephony is concerned,

Having considered the Recommendations of the Maritime Safety Committee at its twenty-second session regarding the adoption of measures aiming at achieving an early improvement of the Maritime Distress System,