

RESOLUTION A.170(ES.IV)

RECOMMENDATION ON LIFE-SAVING APPLIANCES FOR  
AIR-CUSHION VEHICLES

The Assembly,

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

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

*Having considered* the Recommendation adopted by the Maritime Safety Committee at its seventeenth session,

*Adopts* the Recommendation on Life-Saving Appliances for Air-Cushion Vehicles, the text of which is set out in the Annex to this Resolution,

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

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

ANNEX

RECOMMENDATION ON LIFE-SAVING APPLIANCES FOR  
AIR-CUSHION VEHICLES

1. *Survival craft*

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

2. *Life-jackets*

Life-jackets should be provided for all persons on board, plus 5 per cent of that number. A sufficient number of life-jackets suitable for children should also be required.

3. *Lifebuoys*

A minimum of four lifebuoys should be provided; at least two of them should have a life line in accordance with Regulation 21(d) of Chapter III of the International Convention for the Safety of Life at Sea, 1960, and the other two should be equipped with self-igniting lights. The Administration may permit the lifebuoys to be carried inside the compartments.

4. *Equipment for liferafts*

Liferafts should be equipped in accordance with the provisions of Regulation 17 of Chapter III of the 1960 Safety Convention.

5. *Portable radio apparatus for survival craft*

An approved portable radio apparatus for survival craft should be provided. It should comply with the provisions of Regulation 13 of Chapter III of the 1960 Safety Convention.

6. *Distress signals*

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

7. *Ready availability of life-saving appliances*

The general principles of ready availability of survival craft laid down in Regulation 4 of Chapter III of the 1960 Safety Convention should be fully applied.

8. *Embarkation into liferafts*

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

9. *Stowage of liferafts*

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

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

10. *Maximum "abandon ship" time*

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

11. *Emergency instructions and drills*

- (a) Written emergency instructions should be placed near the passengers' seats.
- (b) Oral emergency instructions should be given to passengers on each departure.
- (c) Practice musters and drills for the crew should take place in accordance with the provisions of Regulation 26 of Chapter III of the 1960 Safety Convention.

12. *General*

When establishing specific rules for air-cushion vehicles the Administration is recommended to follow, in general, the requirements of Chapter III of the International Convention for the Safety of Life at Sea, 1960

28 November 1968  
Agenda item 9

RESOLUTION A.171(ES.IV)

CONVENING OF A CONFERENCE ON  
"TORREY CANYON" MATTERS

The Assembly,

*Recognizing* the need to ensure that necessary measures are at all times taken to prevent, mitigate or eliminate pollution damage or the threat thereof arising from maritime casualties,

*Considering* it necessary that questions relating to liability for such pollution damage and insurance to cover such liability should be dealt with, as far as possible, on an international basis,

*Noting* Article 3(b) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Organization with regard to the convening of international conferences to deal with questions involving shipping engaged in international trade,

*Having considered* the Report of the Legal Committee on the work accomplished on the subject of pollution damage arising from maritime casualties and the recommendations of the Council thereon,

*Records* its appreciation to the Legal Committee for the work it has so far accomplished and requests the Legal Committee to continue its work in relation to those questions on which further work is required,

*Expresses* its deep appreciation of the fruitful co-operation of the Comité Maritime International,

*Decides* to authorize the Secretary-General to convene an international conference for the purpose of adopting a convention or conventions on the subject of pollution damage arising from maritime casualties,

*Further decides:*

- (a) That there should be one conference to deal with the public and private law aspects of this question;
- (b) That the conference should be held from 10 to 28 November 1969;
- (c) To take advantage of the kind hospitality offered by the Government of Belgium and to convene the Conference in Brussels;