

NT/LSA/ Circular 01 of 2011 - Work Boats in lieu of Rescue boats

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1. The Directorate General of Shipping has been receiving several requests from Owners / Managers of Tugs and other vessels such as patrol boats that are placed under Class XII in accordance with the Merchant Shipping Life Saving Appliances Rules 1982 and 1991, for granting exemptions from the carriage of rescue boats on such vessels.
2. The purpose of the Rescue boats are to rescue the person from the water in a seaway, marshalling and towing of life rafts, transfer of injured person etc.
- 3.. As per SOLAS Chapter III, Regulation 31.2, Cargo Ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the LSA code. Also, Rule 36 (3) of M.S. (Life saving appliances) Rules 1991 stipulates that every cargo ship shall carry at least one rescue boat. Directorate had issued NT/LSA Circular 7 of 2006 on 27th September 2006 exempting rescue boat only on vessels of less than 24 mtr in length operating in ports, since such vessels are normally so small that they themselves can be used as a rescue boat, moreover fitment of davits and rescue boats on such small vessels is not practicable.
4. However the Directorate has been receiving several requests for exemption from fitment of Rescue boat on Tugs of 24 mtr or more in length in the recent past. The request for exemptions are based on the information that such vessels when acquired and registered under the Indian Flag, were not equipped with a rescue boat and in view of space restriction fitment of rescue boat is not feasible. Further it was stated that fitment of rescue boat in order to comply with the MS LSA Rules restricts the normal functioning of the vessels for which the vessel was designed.
5. Having considered and examined the subject matter, the Director-General of Shipping and ex-officio Additional Secretary to the Government of India, exercising the powers conferred by Clause (1) of Section 456 of the Merchant Shipping Act, 1958 read with notification issued by the Government of India vide S.O.No. 3144 dated 17th December 1960 delegating the said power to him; hereby grants following partial relaxation from the requirement of fitment of Rescue boat vide Rule 36 (3) of MS LSA Rules 1991.

5.1 Class XII vessels of less than 24 mtr lengths and less than 500 GT. are exempted from the requirement of fitting a rescue boat provided that such vessels operate within the port limits of a major or a minor port.

5.2 Class XII vessels of less than 24 mtr and less than 500 GT. not fitted with rescue boat shall not undertake a voyage from one Indian port to another port, with cargo or tow during foul weather season without voyage permission.

5.3 Class XII vessels of 24mtr or more in length but less than 85 metres and less than 500 GT operating in the ports or plying in Indian Coastal/territorial waters during the course of which they do not go more than 20 Nautical miles from the nearest land should be fitted with suitable work boat/davit in lieu of Rescue boat as required in M.S. (LSA) Rules 1991. **Refer the table below for details: Requirements of Work Boats/Rescue boats for Class XII vessels of less than 500 GRT:**

Area of operation Length of the vessel. (Length as defined in LSA Rules)	Harbour operation	Coastal towing operation
Less than 24 mtr.	Nil	Nil <i>(shall not under take a voyage with cargo or tow during foul weather season)</i>
24mtr or more but less than 35 mtr	Work Boat with 2 + 1 person capacity with simple / portable hoist mechanism	Work Boat with 3 + 1 person capacity with hydraulic/ electrical/ mechanical davit/ winch arrangement.
35 mtr or more but less than 85 mtr	Work Boat with 3 + 1 person capacity with hydraulic/ electrical/ mechanical davit/ winch arrangement.	Rescue Boat & davit as per SOLAS requirements. Load test as per SOLAS.

5.4 Work boat on these vessels should meet the specifications prescribed in this circular. If any of the vessels falling under this category has already fitted with proper rescue boat, then they should be kept maintained in proper working condition.

5.5 The work boat and davit as fitted above shall be exempted from annual load testing requirements. Only operational test and man over board drills to the satisfaction of surveyor need be carried out during periodical surveys. Load test for the Maximum working load (M.W.L) shall be carried out during renewal survey.

- 6 All such vessels as mentioned in Para 5.3 above must comply with the requirements of fitment of **work boat/davit before 31st July 2011**. However the time period for fitment of davit may be extended, maximum up to the next scheduled dry-dock, for vessels on which fitment of davit is required in view of high free board (i.e. more than 900mm).
- 7 This exemption will not be applicable to **Class XII vessels of 35 meters or more in length built and or acquired / registered in India on or after 1st July, 2011**.
- 8 Class XII vessels of less than 35 metres in length built or acquired before 1st September 2006 engaged in Harbour operation need not be fitted with work boat as specified above, if such vessels had already been granted permanent exemption from fitment of Rescue boat by the Directorate.
- 9 This circular supersedes NT Branch Circular No. NT/LSA/7 of 2006 dated 27th September 2006.

Recommended Specifications for Work Boats:

- (a) Capable of being launched within five minutes.
- (b) Sufficient seaworthiness (i.e. adequate positive buoyancy, stability. Freeboard and/or deck coverage) to allow for manoeuvring in a disturbed seaway with at least a three/four person complement. Although “disturbed seaway” is not defined, it is envisioned to include typical sea conditions expected in beaufort scale of force 3 or swell of 0.5 m height.
- (c) Adequate room for at least a two or three person (as applicable) crew with room for one person in stretcher.
- (d) Capable of marshalling inflatable life rafts loaded with their full complement of equipment and persons.
- (e) Can be used to recover a helpless person from the water.
- (f) Can effect the recovery of a helpless person from water and return that individual to the parent vessel within fifteen minutes from first sighting.
- (g) If freeboard constraints (i.e freeboard more than 900mm) do not allow for proper launching and recovery from the main deck, the workboat shall be equipped with a launching and recovery system that meets the following:
 1. Located such that the stowed vessel can be quickly launched and will swing clear of all rigging, stacks, structures and overboard discharges

2. The davit and winch structural members shall have a design safety factor of 4.5 times the Maximum Working Load (MWL). MWL includes the total of the weight of the boat, personnel's and boat equipment.
3. The falls, suspension chains, links and blocks (as applicable) shall have a design safety factor of 6 times the MWL.
4. The davit shall be fitted with an electric/hydraulic or mechanical (handle) type winch and shall be capable of raising and lowering the workboat at MWL.
5. If electric/ hydraulic powered, the davit winch shall be fitted with automatic cut-off devices in accordance with SOLAS Chapter III.
6. Each winch shall be designed to allow for lowering under the force of gravity or independent stored power.
7. Each winch shall be fitted with a brake to control the rate of lowering to approximately 0.5 meters per second.
8. Maximum Working Load (M.W.L) for the purpose here is 3+1 persons weight of 75 Kg each and weight of work/rescue boat along with OBM and necessary equipment of such boat.

(h) There are no firm rules on which boats may adequately serve as a workboat substitute for a rescue boat. However, experience has shown that the buoyancy and stability of rigid hull inflatable's or inflatable boats with reserve buoyancy. deep "V" hull and double 'V" hull boats are all suitable candidates for this service. Additionally. boats with outboard engines in the 15-30 horsepower range have been determined to be adequate for this service.

Training:

When relying on a rescue boat/ workboat, the key to a vessel's success at executing a satisfactory rescue lies in crew training. The successful implementation of the above guidelines will depends upon the Surveyor's ability to evaluate crew training and effectiveness during man overboard drills.
