

REGULATION

on life boats operated from land, No 123/1999

CHAPTER I

General provisions

Article 1

Scope

These rules apply to lifeboats, the construction of which has begun or which have arrived in the country after this regulation takes effect and which will be operated from land. Nevertheless, the provisions of Chapter IV on safety equipment apply to all lifeboats upon the first general inspection after the entry into force of this regulation.

Article 2

Definitions

For the purposes of this regulation:

- a) A *lifeboat* is a boat made rescue and assistance.
- b) A *decked boat* is a boat with a watertight deck above the load waterline from stem to stern, from side to side, except where the deck is open with a weathertight structure and hatches, or deck recesses for recovering persons from the sea.
- c) An *open boat* is a boat that is not a decked boat.
- d) A *covered boat* is a boat that is partly covered to shelter the crew.
- e) *Length* is the registered length as defined in rules No. 527/1997 on measurement of ships up to 24 m.
- f) *Length overall* is the length of the boat measured in metres, from the edge furthest aft to the edge forward. Excluded are fenders that are not a part of the buoyancy compartments or a fixed part of the boat.

Article 3

Certifications and inspections

This regulation refers especially to certification of serial produced boats, where the first boat of each boat type is thoroughly inspected and tested, but building of other boats of the same type will be controlled with unscheduled inspections.

Once a boat type has been certified, each boat of that type shall be identical to its prototype. The producer shall set up quality control for each boat type ensuring that the boats will be of a quality equivalent to that of the prototype.

Boats that are specially built and are not a part of a series shall be inspected and tested in the same way as a prototype.

All alterations and upgrading of lifeboats are subject to the approval of the Icelandic Maritime Administration (IMA).

Every boat shall be inspected with respect to the Ship Survey Act No. 47/2003. Equipment intended to re-right boats that have capsized shall be tested annually and air tubes included for buoyancy shall be inspected and pressure tested at least every third year.

Article 4

Equivalents and tests

The IMA is authorised to certify equivalent builds, equipment or arrangement provided for in these rules.

The IMA can accept as valid, tests and certifications made by recognized organisations or classification societies.

Article 5

Markings and safety colour

A lifeboat shall be marked according to provisions of rules No. 493/1986 on the Markings of Ships.

In addition to markings specified in Paragraph 1, a lifeboat shall be marked with the name of the ship builder, yard number and year of build.

The boat shall have a safety colour according to rules in force.

CHAPTER II

Structure and seaworthiness

Article 6

Structure and seaworthiness

The hull of lifeboats of hard materials, such as wood, steel, aluminium or glass fibre reinforced plastic shall be built according to rules No. 592/1994 (Nordic standard rules) on working boats of up to 15 m in length overall, as amended or equivalent rules.

Due to the special use of lifeboats, the design of a base or supports for engines and other equipment, shall take into account the stress to which they are subjected, such as in being capsized and re-righted.

Each boat shall be equipped with fixed seats for the boat's crew. It is sufficient for other occupants to be able to sit safely within the bulwark.

Where room is provided for stretchers there shall be safe fastenings for the stretchers.

Article 7

Fixed equipment

Every lifeboat of up to 8 m in length shall be equipped with a hand line of buoyant material that is attached all along the boat's outside. This does not include steering and propeller/drive areas.

It is permitted to certify a different arrangement than the above, providing that it gives the possibility of getting a grip on the lifeboat, whether it is upright or capsized.

Every boat shall have adequate handrails from the boat's controls to the bow, if the IMA deems it necessary.

Article 8

Stability

When a lifeboat of up to 8 m in length is loaded with half of the total number of persons that it is intended to carry, sitting in their intended places on one side of the centre line, the freeboard on that side measured from the waterline to the upper edge of the deck, floats or tubes shall be at least 1.5% of the length overall, but at no point less than 100 mm.

A lifeboat shall be capable of self-righting in less than 5 minutes. If specific equipment is required to re-right the boat it shall be made such as to allow a person in the sea to activate it manually.

There shall be handles by the mechanism activating the self-righting equipment enabling a person activating the equipment to hold onto the boat.

Article 9

Floats

Every open lifeboat shall be equipped with floats sufficient to keep the boat horizontal as possible, when filled with water.

The floats shall be of polystyrene, protected against impact and water, either in internal compartments or external tubing. However, the floats may be internal tanks or unfilled tubes,

but such floats shall be divided into sections, each no more than 20% of the boat's length overall.

Article 10

Tubes

Tubes used as floats for lifeboats shall meet the appropriate provisions of International Maritime Organization (IMO) Assembly Resolution No.A. 689(17) and IMO circular MSC/Circ.809.

CHAPTER III

Machinery

Article 11

General

Machinery and related systems of lifeboats shall meet the provisions of rules No. 592/1994 (Nordic Boat Standard) on machinery of work boats and its ancillary provisions, with subsequent amendments. However, use of outboard gasoline motors are permitted.

Boats powered by an outboard engine or outboard drive shall be equipped with a cylinder, a grill or other equivalent device around the propeller in order to prevent persons in the sea from getting caught in the propeller.

Article 12

Fuel system

The fuel system must not take in water even if the boat capsizes.

Article 13

Lubricating oil system

The lubricating system shall be made such that the engine does not lose lubricating oil in the event of the boat capsizing and it shall be possible to start the engine after the boat has re-righted, without danger of it being damaged.

Article 14

Water cooling system

Boats with two engines shall have two cooling water intakes, one for each engine, and they shall be positioned as far apart as possible.

Article 15

Bilge pumping arrangements and fire extinguishing equipment

Bilge pumping arrangements shall comply with provisions of rules No. 592/1994 (Nordic Boat Standard) on bilge equipment in work boats, as amended.

Fire extinguishing equipment shall comply with provisions of rules No. 592/1994 (Nordic Boat Standard) on fire extinguishing equipment in work boats, as amended.

Article 16

Electrical installations

Electrical installations shall comply with provisions of rules No. 592/1994 (Nordic Boat Standard) on electrical installations in work boats, as amended.

The main system shall be capable of operating under all circumstances even after a boat has capsized and self-righted.

Batteries shall be capable of withstanding a turn of 360° on their horizontal axis and shall not become loose from their seat. Batteries shall also withstand being upside down for up to 8 minutes without battery acid leaking from them.

When the boat is in use, sea water must not be able to get to battery compartment or battery box.

CHAPTER IV

Safety equipment

Article 17

General

All lifeboat equipment shall be secured or stored in specific watertight closets or compartments. Equipment may not be stored in compartments that are to be closed at sea for reasons of boat seaworthiness.

Article 18

Lights and sound signalling devices

A lifeboat shall be equipped with navigation lights and sound devices according to International Regulations for Preventing Collisions at Sea, cf. Act No. 7/1975.

A lifeboat shall be equipped with a blue intermittent light and a search light. The boat shall also be equipped with two watertight electric lights to be used for Morse signalling.

Article 19

Moorings and rope

Lifeboat moorings shall be according to rules No. 592/1994 (Nordic Boat Standard) on the moorings of work boats. Provision on moorings of 15 m boats according to a graph in illustration 16.1, in rules No. 592/1994 (Nordic Boat Standard), apply to lifeboats up to 15 m long and up to 24 m overall. Moorings for larger lifeboats shall be decided specifically.

Article 20

Radios

Each lifeboat shall be equipped with a VHF radio fixed to the boat and the radio shall either be watertight or in a watertight box (IP 67) or in the wheelhouse.

Article 21

First aid boxes

Each lifeboat shall be equipped with at least one first aid box, of a type laid down in Regulation No. 365/1998, on Health Care Service, Pharmaceuticals and Medical Equipment aboard Icelandic Vessels.

Article 22

Rocket flares and hand flares

Every lifeboat shall be equipped with rocket flares and hand flares according to rules on rescue and safety equipment of Icelandic ships No. 189/1994.

Article 23

Inflatable life rafts

Every lifeboat shall be equipped with an inflatable life raft according to Article 5.2 of rules on rescue and safety equipment of Icelandic ships No. 189/1994.

Automatically self-righting lifeboats and lifeboats equipped with self-righting equipment are excluded from the requirement of inflatable life rafts, lifeboats that are 10 m long and longer shall, nevertheless, be equipped with an inflatable life raft that accommodates the lifeboat crew.

Article 24

Other equipment

Each lifeboat shall be equipped with the following:

- Compass
- Binoculars
- Immersion suit for every crew member
- Boat hook
- Net for recovering a person from the sea
- Two rescue quoits or lifebuoys with a line at least 30 m long

Each open lifeboat shall, in addition to the equipment specified in Paragraph 1, be equipped with:

- Knife
- Sea anchor with shroud lines and a line that is at least 30 meters long with a breaking strength of 10 kN

CHAPTER V

Penalties and entry into force

Article 25

Sanctions

Cases due to infringement of this regulation will be handled according to the Code of Criminal Procedure. Penalties will be according to Act 47/2003, Article 29, on the inspection of ships with subsequent amendments.

Article 26

Entry into force

This regulation, which is set according to Article 1, Paragraph 3, and Article 3, Paragraph 4 of Act No. 47/2003, on the inspection of ships with subsequent amendments, replaces regulation No. 123/1999, on lifeboats operated from land. This Regulation shall enter into force immediately.

Ministry of Transport