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# 抄本

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主旨：國際海事組織所屬海事安全委員會(MSC)第103次、第104次會議採用之決議及通告案，請參考使用，請查照。

說明：

- 一、依據船舶法第30條規定，適用國際公約之船舶，應依各項國際公約之規定施行檢查。針對旨揭會議所通過之決議及通告案，茲採用MSC.488(103)、MSC.1/Circ.1578、MSC.1/Circ.1318/Rev.1、MSC.493(104)、MSC.494(104)、MSC.1/Circ.1039/Rev.1、MSC.1/Circ.1040/Rev.2等7項納入我國航政監理指引(如附件)，以提升船舶航行安全，與國際接軌。
- 二、案內決議及通告案全文及檔案另載於本局網站公約專區(網址：<https://www.motcmpb.gov.tw/Home/Node?siteId=1&nodeId=10445>)，請自行下載參考使用。

正本：中華民國輪船商業同業公會全國聯合會、台灣區造船工業同業公會、財團法人中國驗船中心、財團法人船舶暨海洋產業研發中心、中華海員總工會、中華民國船長公會、國立臺灣海洋大學、國立高雄科技大學、台北海洋學校財團法人台北海洋科技大學、長榮海運股份有限公司長榮船員訓練中心、財團法人中華航業人員訓練中心、本局各航務中心

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## 交通部航港局航政指引(MSC 第 103、104 次會議)

項次	決議案基本資訊			
2	決議案號：	MSC.1/Circ.1578		
	中英文 標題：	使用救生艇棄船演習的安全準則 (Guidelines on Safety During Abandon Ship Drills Using Lifeboats)		
	適用船舶：	SOLAS 適用之船舶(ex.國際航線客船及國際航線 500GT 以上貨船)		
	類型(性質)：	準則(建議性)	相關國際公約	SOLAS 第 II-2 章
	相關文件：	MSC.1/Circ.1205/Rev.1		
	摘要內容：	<p>一、 該通告制定有關救生艇之演習要求，並因應自由降落下水式救生艇之演習無法實質操作救生艇釋放，額外於該通告附件針對自由降落下水式救生艇訂定訓練內容之準則。</p> <p>二、 該通告針對以下演習相關內容提出指引供各單位參考使用：</p> <p style="margin-left: 20px;">(一) 演習頻率；</p> <p style="margin-left: 20px;">(二) 「演習的安全」之必要性(drill must be safe)；</p> <p style="margin-left: 20px;">(三) 學習目的；</p> <p style="margin-left: 20px;">(四) 計畫及組織演習。</p> <p>三、 針對自由降落下水式救生艇之演習，因無法實質操作釋放，該通告提出相對應之演習內容，包含：</p> <p style="margin-left: 20px;">(一) 確認設備及文件以確保所有自由降落下水式救生艇之部件及釋放設備處於良好狀態。</p> <p style="margin-left: 20px;">(二) 確認參與人員皆熟知操作手冊、告示以及標示。</p> <p style="margin-left: 20px;">(三) 確認設置有製造商提供之釋放模擬裝置並且牢固，且其自由降落下水釋放機構完整且正確接合。</p> <p style="margin-left: 20px;">(四) 建立操作員以及負責人員間之良好溝通。</p> <p style="margin-left: 20px;">(五) 模擬脫離繫固裝置、扣帶(除模擬裝置)。</p> <p style="margin-left: 20px;">(六) 船員登船演練，並確認參與人員如實繫好安全帶。</p> <p style="margin-left: 20px;">(七) 船員下艇，將救生艇之狀態復原至原本狀態並移除相關模擬裝置。</p>		

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MSC.1/Circ.1578\*  
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## **GUIDELINES ON SAFETY DURING ABANDON SHIP DRILLS USING LIFEBOATS**

1 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), recalled that, at its seventy-ninth session (1 to 10 December 2004), it had endorsed the intention of the Sub-Committee on Ship Design and Equipment, in cooperation with the Sub-Committee on Standards of Training and Watchkeeping, to develop further guidance as envisioned in the *Accidents with lifeboats* (MSC/Circ.1049) and, accordingly, approved the *Guidance on safety during abandon ship drills using lifeboats* (MSC/Circ.1136).

2 The Committee also recalled that the guidance developed for lifeboats has relevance, in general, for emergency drills related to other life-saving systems and should be taken into account when such drills are conducted. In connection with MSC/Circ.1136, and recognizing the need to provide a basic outline of essential steps to safely carry out simulated launching of free-fall lifeboats in accordance with SOLAS regulation III/19.3.4.4, and having considered the proposals made by the Sub-Committee on Ship Design and Equipment, at its forty-seventh session, the Committee also approved the *Guidelines for simulated launching of free-fall lifeboats* (MSC/Circ.1137).

3 Having considered the need to update the above Guidance and Guidelines, and having considered the proposals made by the Sub-Committee on Fire Protection, at its fiftieth session, to consolidate the numerous circulars on the subject of measures to prevent accidents with lifeboats in order to better serve the mariner, the Committee, at its eighty-first session, approved the *Guidelines on safety during abandon ship drills using lifeboats*, as set out in annex 2 to the *Measures to prevent accidents with lifeboats* (MSC.1/Circ.1206/Rev.1).

4 The Committee, at its ninety-eighth session (7 to 16 June 2017), approved the *Guidelines on safety during abandon ship drills using lifeboats*, following the amalgamation of annex 1 to the *Measures to prevent accidents with lifeboats* (MSC.1/Circ.1206/Rev.1) and the *Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear* (MSC.1/Circ.1277) in the *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear* (resolution MSC.402(96)), which revoked annex 1 to MSC.1/Circ.1206/Rev.1.

5 Member States are invited to give effect to the annexed Guidelines and to bring them to the attention of shipowners, ship operators, ship-vetting organizations, ship personnel, surveyors, manufacturers and all other parties concerned.

6 This circular supersedes annex 2 to MSC.1/Circ.1206/Rev.1.

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\* Re-issued with the corrected reference to SOLAS regulation III/19.3.4.4 in footnote 4.



## ANNEX

### GUIDELINES ON SAFETY DURING ABANDON SHIP DRILLS USING LIFEBOATS

#### **1 GENERAL**

##### **1.1 Introduction**

1.1.1 It is essential that seafarers are familiar with the life-saving appliances on board their ships and that they have confidence that the appliances provided for their safety will work and will be effective in an emergency. Frequent periodic shipboard drills are necessary to achieve this.

1.1.2 Crew training is an important component of drills. As a supplement to initial shore-based training, onboard drills and training will familiarize crew members with the ships' appliances and the associated procedures. The objective of drill and training is to develop appropriate crew competencies, enabling effective and safe utilization of the equipment required by the 1974 SOLAS Convention, as amended (SOLAS). The time limits set out in SOLAS for ship abandonment should be considered as a secondary objective when conducting drills.

##### **1.2 Drill frequency**

Experience has shown that holding frequent drills makes the crew more familiar with the life-saving appliances on board their ships and increases their confidence that the appliances will work and will be effective in an emergency. Drills give the opportunity to gain experience in the use of the safety equipment in cooperation. The ability to cope with an emergency and handle the situation is improved by frequent drills. However, frequent crew changes sometimes make it difficult to ensure that all on board have the opportunity to participate in drills when the minimum required drills are conducted only. Therefore, consideration needs to be given to scheduling drills as necessary to ensure all on board have an early opportunity to become familiar with the ship appliances and systems.

##### **1.3 Drills must be safe**

1.3.1 Abandon ship drills should be planned, organized and performed in accordance with relevant shipboard requirements of occupational safety and health so that the recognized risks are minimized.

1.3.2 Drills provide an opportunity to verify that the life-saving appliances are working and that all associated equipment is in place, in good working order and ready for use.

1.3.3 Before conducting drills, it should be checked that the lifeboat and its equipment have been maintained in accordance with the ship's maintenance manuals and any associated technical documentation, as well as noting all the precautionary measures necessary. Abnormal conditions of wear and tear or corrosion should be reported to the responsible officer immediately.

##### **1.4 Emphasis on learning**

Drills should be conducted with an emphasis on learning and be viewed as a learning experience, not just as a task to meet a regulatory requirement to conduct drills. Whether they are emergency drills required by SOLAS or additional special drills conducted to enhance

the competence of the crew members, they should be carried out at safe speed. During drills, care should be taken to ensure that persons on board familiarize themselves with their duties and with the equipment. If necessary, pauses should be made during the drills to explain especially difficult elements. The experience of the crew is an important factor in determining how fast a drill or certain drill elements should be carried out.

## **1.5 Planning and organizing drills**

1.5.1 SOLAS requires that drills shall, as far as practicable, be conducted as if there was an actual emergency.<sup>1</sup> This means that the entire drill should, as far as possible, be carried out, while ensuring that the drill can be performed in such a way that it is safe in every respect. Consequently, elements of the drill that may involve unnecessary risks need special attention or may be excluded from the drill.

1.5.2 In preparing for a drill, those responsible should review the manufacturer's instruction manual to ensure that a planned drill is conducted properly. Those responsible for the drill should ensure that the crew is familiar with the guidance provided in the life-saving appliances instruction manuals.

1.5.3 Lessons learned in the course of a drill should be documented and made a part of the follow-up shipboard training discussions and the planning of the next drill session.

1.5.4 The lowering of a boat with its full complement of persons is an example of an element of a drill that may, depending on the circumstances, involve an unnecessary risk. Such drills should only be carried out if special precautions are observed.

## **2 ABANDON SHIP DRILLS**

### **2.1 Introduction**

It is important that the crew who operate safety equipment on board are familiar with the functioning and operation of such equipment. SOLAS requires that sufficiently detailed manufacturers' training manuals and instructions be carried on board, which should be easily understood by the crew. Such manufacturers' manuals and instructions should be accessible for everyone on board and observed and followed closely when preparing and conducting drills.

### **2.2 Guidance to the shipowner**

2.2.1 The shipowner should ensure that new safety equipment on board the company's ships has been approved and installed in accordance with the provisions of SOLAS and the International Life-Saving Appliances (LSA) Code.

2.2.2 Procedures for holding safe drills should be included in the Safety Management System (SMS) of the shipping companies. Detailed procedures for elements of drills that involve a special risk should be evident from workplace assessments adjusted to the relevant life-saving appliance.

2.2.3 Personnel carrying out maintenance and repair work on lifeboats should be qualified accordingly.<sup>2</sup>

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<sup>1</sup> Refer to SOLAS regulation III/19.3.1.

<sup>2</sup> Refer to the *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear*, adopted by resolution MSC.402(96).

## **2.3 Lifeboats lowered by means of falls**

2.3.1 During drills, everyone participating should be alert for potentially dangerous conditions or situations and should bring them to the attention of the responsible person for appropriate action. Feedback and recommendations to the shipowner, the Administration and the system manufacturer are important elements of the marine safety system.

2.3.2 When drills are to be performed with persons on board the lifeboat, it is recommended that the boat be lowered and recovered without any persons on board first to ascertain that the arrangement functions correctly. In this case, the boat should then be lowered into the water with only the number of persons on board necessary to operate the boat.<sup>3</sup>

2.3.3 To prevent lashings or gripes from getting entangled, proper release should be checked before swinging out the davit.

## **2.4 Free-fall lifeboats**

2.4.1 The monthly drills with free-fall lifeboats should be carried out according to the manufacturer's instructions, so that the persons who are to enter the boat in an emergency are trained to embark the boat, take their seats in a correct way and use the safety belts; as well as being instructed on how to act during launching into the sea.

2.4.2 When the lifeboat is free-fall launched as part of a drill, this should be carried out with the minimum personnel required to manoeuvre the boat in the water and to recover it. The recovery operation should be carried out with special attention, bearing in mind the high-risk level of this operation. Where permitted by SOLAS<sup>4</sup>, simulated launching should be carried out in accordance with the manufacturer's instructions, taking due note of the Guidelines for simulated launching of free-fall lifeboats, as set out in the appendix.

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<sup>3</sup> Refer to the *Clarification of SOLAS regulation III/19* (MSC.1/Circ.1326 and Corr.1).

<sup>4</sup> Refer to SOLAS regulation III/19.3.4.4.

## APPENDIX

### GUIDELINES FOR SIMULATED LAUNCHING OF FREE-FALL LIFEBOATS DURING DRILLS

#### 1 Definition

Simulated launching carried out during drills, in accordance with SOLAS regulation III/19, is a means of training the crew in the free-fall release procedure of free-fall lifeboats without the physical activation of the release mechanism.

#### 2 Purpose and scope

The purpose of these Guidelines is to provide a basic outline of essential steps to safely carry out simulated launching. These Guidelines are general; the lifeboat manufacturer's instruction manual should always be consulted before conducting simulated launching. Simulated launching should only be carried out with lifeboats and launching appliances designed to accommodate it, and for which the manufacturer has provided instructions. All persons involved should be familiar with the manufacturers' instructions and the activation of the release mechanism. Manuals, posters and signs may be used to assist familiarization and the conduct of drills. Simulated launching should be carried out under the supervision of a responsible person who should be an officer experienced in such procedures and be conducted without the physical activation of the free-fall release system. Testing of release systems should be separate to and not carried out during simulated launching drills.

#### 3 Conduct of drills – typical simulated launching sequence (SOLAS regulation III/19)

3.1 Check equipment and documentation to ensure that all components of the lifeboat and launching appliance are in good operational condition.

3.2 Ensure that all personnel involved in the drill are familiar with the operating manuals, posters and signs.

3.3 Ensure that the restraining device(s) provided by the manufacturer for simulated launching are installed and secure and that the free-fall release mechanism is fully and correctly engaged.

3.4 Establish and maintain good communication between the assigned operating crew and the responsible person.

3.5 Disengage lashings, gripes, etc. installed to secure the lifeboat for sea or for maintenance, except those required for simulated free-fall.

3.6 Participating crew board the lifeboat and fasten their seatbelts under the supervision of the responsible person.

3.7 All crew disembark the lifeboat.

3.8 Return the lifeboat to the condition it was in prior to step provided in paragraph 3.4. Ensure that the lifeboat is returned to its normal stowed condition. Remove any restraining and/or recovery devices used only for the simulated launch procedure.