

International requirements

Safety Officer

Checks and tests

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Activity	Interval	Extracted from
<p>All ships Steering gear - testing and drills 1 Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable, the operation of the following:</p> <ul style="list-style-type: none"> .1 the main steering gear; .2 the auxiliary steering gear; .3 the remote steering gear control systems; .4 the steering positions located on the navigating bridge; .5 the emergency power supply; .6 the rudder angle indicators in relation to the actual position of the rudder; .7 the remote steering gear control system power failure alarms; .8 the steering gear power unit failure alarms; and .9 automatic isolating arrangements and other automatic equipment. <p>2 The checks and tests shall include:</p> <ul style="list-style-type: none"> .1 the full movement of the rudder according to the required capabilities of the steering gear; .2 a visual inspection of the steering gear and its connecting linkage; and .3 the operation of the means of communication between the navigating bridge and steering gear compartment. <p>6 The date upon which the checks and tests prescribed in paragraphs (1) and (2) are carried out and the date and details of emergency steering drills carried out under paragraph (4), shall be recorded in the logbook as may be prescribed by the Administration.</p>	<p>within 12 hours before departure</p>	<p>SOLAS chapt. V Reg. 26(1)</p> <p>chapt. V Reg. 26(2)</p> <p>chapt. V Reg. 26(6)</p>
<p>All ships 20.2 Operational readiness Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. 2.3 Whenever new passengers embark, a passenger safety briefing shall be given immediately before sailing, or immediately after sailing. The briefing shall include the instructions required by regulations 8.2 and 8.4 and shall be made by means of an announcement, in one or more languages likely to be understood by the passengers. The announcement shall be made on the ship's public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The announcement shall be made on the ship's public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph 2.2 if the muster is held immediately upon departure. Information cards or posters or video programmes displayed on ships video displays may be used to supplement the briefing, but may not be used to replace the announcement. 8.2 Clear instructions to be followed in the event of an emergency shall be provided for every person on board. In the case of passenger ships these instructions shall be drawn up in the language or languages required by the ship's flag State and in the English language.</p>	<p>before leaving port</p> <p>in port and/or before leaving port</p>	<p>SOLAS chapt. III Reg. 20.2</p> <p>SOLAS chapt. III Reg. 19.2.3 + HSC-Code 94+2000 18.5.1 connected with: HSC 8.4.1 and HSC-94 8.4.3 comparable with SOLAS text</p> <p>chapt. III Reg. 8.2</p>



Activity	Interval	Extracted from
<p>8.4 Illustrations and instructions in appropriate languages shall be posted in passenger cabins, and be conspicuously displayed at muster stations and other passenger spaces to inform passengers of:</p> <ul style="list-style-type: none"> .1 their muster station; .2 the essential actions they must take in an emergency; .3 the method of donning life jackets. 		<p>chapt. III Reg. 8.4</p>
<p>Passenger ships</p> <p>6.3 If cargo is carried in such spaces, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and such closing and locking shall be recorded in such log-book as may be prescribed by the Administration.</p>	<p>in port before cargo is shipped</p>	<p>SOLAS chapt. II-1 part B, Reg. 17.6.3</p>
<p>Passenger ships</p> <p>2.1 Drills for the operating of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-chutes and rubbish-chutes shall take place weekly. In ships in which the voyage exceeds one week in duration a complete drill shall be held before leaving port, and others thereafter at least once a week during the voyage.</p> <p>3. A record of all drills and inspections required by regulation 24 shall be entered in the log-book with an explicit record of any defects which may be disclosed.</p>	<p>in port and/or before leaving port</p>	<p>SOLAS chapt. II-1 part B, Reg. 24.2.1 connected with:</p> <p>SOLAS chapt. II-1 part B, Reg. 25.3</p>
<p>Passenger ships</p> <p>2 The following doors, located above the margin line, shall be closed and locked before the ship proceeds on any voyage and shall remain closed and locked until the ship is at its next berth:</p> <ul style="list-style-type: none"> .1 cargo loading doors in the shell or the boundaries of enclosed superstructures; .2 bow visors fitted in position, as indicated in paragraph 2.1; .3 cargo loading doors in the collision bulkhead; .4 weathertight ramps forming an alternative closure to those defined in paragraphs 2.1 to 2.3 inclusive. <p>Provided that where a door cannot be opened or closed while the ship is at the berth, such a door may be opened or left open while the ship approaches or draws away from the berth, but only so far as may be necessary to enable the door to be immediately operated. In any case, the inner bow door must be kept closed.</p>	<p>before leaving port</p>	<p>SOLAS chapt. II-1 part B, Reg. 20-1.2</p>
<p>Ro-Ro passenger ships</p> <p>Constructed on or after 1 July 1997</p> <p>1.6 The master shall ensure, before the ship leaves the berth on any voyage, that an entry in the log-book, as required by regulation 25, is made of the time of the last closing of the accesses referred to in subparagraphs .2 and .3.</p> <p>Quote:</p> <p>.2 where vehicle ramps are installed to give access to spaces below the bulkhead deck, their opening shall be able to be closed weathertight to prevent ingress of water below, alarmed and indicated to the navigation bridge;</p>	<p>before leaving port</p>	<p>SOLAS chapt. II-1 part B, Reg. 20-1.6 SOLAS chapt. II-1 part B, Reg. 20-2 1.2</p>

Activity	Interval	Extracted from
.3 the Administration may permit the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. the movement of machinery and stores, subject to such access being made watertight, alarmed and indicated to the navigation bridge		SOLAS chapt. II-1 part B, Reg. 20-2 1.3
Passenger ships 2. Hinged doors, portable plates, sidescuttles, gangway, cargo and coaling ports and other openings, which are required by these regulations to be kept closed during navigation, shall be closed before the ship leaves port. The time of closing and the time of opening (if permissible under these regulations) shall be recorded in such log-book as may be prescribed by the Administration.	in port and/or before leaving port	SOLAS chapt. II-1 part B, Reg. 25.2
Passenger ships 6.5 In ships constructed before 1 February 1 992, doors which do not comply with paragraphs 6.1 to 6.4 shall be closed before the voyage commences, and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered into the log-book .	in port and/or before leaving port	SOLAS chapt. II-1 part B, Reg. 15.6.5
Quote: 6.1 Watertight doors, except as provided in paragraph 10.1 or regulation 16, shall be power-operated sliding doors complying with the requirements of paragraph 7 capable of being closed simultaneously from the central operating console at the navigation bridge in not more than 60 s with the ship in the upright position. 6.4 All power-operated sliding watertight doors shall be provided with means of indication which will show at all remote operating positions whether the doors are open or closed. ...	in port and/or before leaving port	SOLAS chapt. II-1 part B, Reg. 15.6.1 Reg. 15.6.4
Passenger ships 8.7.4 On completion of loading of the ship and prior to its departure, the master shall determine the ship's trim and stability and also ascertain and record that the ship is in compliance with stability criteria in the relevant regulations. The determination of the ship's stability shall always be made by calculation. The Administration may accept the use of an electronic loading and stability computer or equivalent means for this purpose.	in port and/or before leaving port	SOLAS chapt. II-1 part B, Reg. 8.7.4
All ships 2.2 On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of the passengers shall take place within 24 h after their embarkation. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency. 5. The date when musters are held, details of abandon ship drills and fire drills, drills of other life-saving appliances and on board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held.	24 h after embarkation	SOLAS chapt. III part B, Reg. 19.2.2 chapt. III Reg. 19.5

International requirements

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Activity	Interval	Extracted from
All ships 3.2 Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25 % of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modification of a major character or when a new crew is engaged, these drills shall be held before sailing. The Administration may accept other arrangements that are at least equivalent for those classes of ships for which this is impracticable.	within 24 h after the ship leaving port	SOLAS chapt. III part B, Reg. 19.3.2
All ships All two-way communication equipment carried on board which is not capable of automatically including ship's position in the distress alert shall be manually updated with the ship's position and its time at intervals not exceeding four hours.	intervals not exceeding 4 hours if not automatically	SOLAS chapt. IV Reg. 18
All ships 6 Weekly inspection The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the log-book : .1 all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use. The inspection shall include, but its not limited to, the condition of hooks, their attachment to the lifeboat and the on-load release gear being properly and completely reset; .2 all engines in lifeboats and rescue boats shall be run for a total period of not less than 3 min provided the ambient temperature is above the minimum temperature required for starting and running the engine. During this period of time, it should be demonstrated that the gear box and gear box train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 min, it should be run for such period as prescribed in the manufacturer's handbook. In special cases the Administration may waive this requirement for ships constructed before 1 July 1986; .3 lifeboats, except free-fall lifeboats, on cargo ships shall be moved from their stowed position, without any persons on board, to the extent necessary to demonstrate satisfactory operation of launching appliances, if weather and sea conditions so allow; and .4 the general emergency alarm system shall be tested.	weekly	SOLAS chapt. III part B, Reg. 20.6 Reg. 20.6.1 Reg. 20.6.2 Reg. 20.6.3 Reg. 20.6.4
All ships 5 The Administration may waive the requirement to carry out the checks and tests prescribed in paragraphs (1) and (2) for ships which regularly engage on voyages of short duration. Such ships shall carry out these checks and tests at least once every week . 1 Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable the operation of the following: .1 the main steering gear;	at least once every week	SOLAS chapt. V Reg. 26(5) chapt. V Reg. 26(1)



Activity	Interval	Extracted from
<p>.2 the auxiliary steering gear;</p> <p>.3 the remote steering gear control systems;</p> <p>.4 the steering positions located on the navigating bridge;</p> <p>.5 the emergency power supply;</p> <p>.6 the rudder angle indicators in relation to the actual position of the rudder;</p> <p>.7 the remote steering gear control system power failure alarms;</p> <p>.8 the steering gear power unit failure alarms; and</p> <p>.9 automatic isolating arrangements and other automatic equipment.</p> <p>2 The checks and tests shall include:</p> <p>.1 the full movement of the rudder according to the required capabilities of the steering gear;</p> <p>.2 a visual inspection of the steering gear and its connecting linkage; and</p> <p>.3 the operation of the means of communication between the navigation bridge and steering gear compartment.</p>	at least once every week	SOLAS chapt. V Reg. 26(2)
<p>Passenger ships</p> <p>2.1 Drills for the operating of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-chutes and rubbish-chutes shall take place weekly. In ships in which the voyage exceeds one week in duration a complete drill shall be held before leaving port, and others thereafter at least once a week during the voyage.</p> <p>3.1 The watertight doors and all mechanisms and indicators connected therewith, all valves, the closing of which is necessary to make a compartment watertight, and all valves the operation of which is necessary for damage control cross-connections shall be periodically inspected at sea at least once a week.</p> <p>3 A record of all drills and inspections required by regulation 24 shall be entered in the log-book with an explicit record of any defects which may be disclosed</p>	<p>weekly</p> <p>at least once a week</p>	<p>SOLAS chapt. II-1 part B, Reg. 24.2.1 connected with:</p> <p>Reg. 24.3.1</p> <p>SOLAS chapt. II-1 Reg. 25.3</p>
<p>Passenger- and cargo Ships</p> <p>18.5.2 Emergency fire and evacuation drills for the crew shall be held on board the craft at intervals not exceeding one week for passenger craft and one month for cargo craft.</p> <p>18.5.3 Each member of each crew shall participate in at least one evacuation, fire and damage control drill per month.</p> <p>18.5.7 The date when musters are held, details of abandon craft drills and fire drills, drills of other life-saving appliances and on-board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held. A copy of such information shall be forwarded to the operator's management.</p>	<p>passenger: weekly cargo: monthly</p>	<p>HSC-Code 94+2000 18.5.2;</p> <p>18.5.3</p> <p>18.5.7</p>
<p>Passenger ships</p> <p>9.1 All LLL systems should be visually examined and checked at least once a week and a record kept. All missing, damaged or inoperable LLL should be replaced.</p>	weekly	IMO Res. A 752 (18) Reg. 9.1

Activity	Interval	Extracted from
Passenger ships 42... Emergency (e-) source of electrical power; associated transforming equipment, if any transitional source of e-power; e-switchboard and e-lighting switchboard; e-generator; e-lighting; navigation lights; VHF, MF, MF / HF radio and ship earth station; internal communication equipment; fire detection and fire alarm system; fire door holding and release system; signalling lamp; ship's whistle; manually operated call points; internal signals required in an emergency; fire pumps; automatic sprinkler pump; e-bilge pump; steering gear; watertight doors, passenger lift cars; 42.7 Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements.	weekly	SOLAS chapt. II-1 Reg. 42..., Reg. 42.7
Cargo ships 43... Self-contained emergency (e-) source of electrical power; associated transforming equipment, if any, transitional source of e-power; e-switchboard and e-lighting switchboard; e-generator; e-lighting; navigation and position lights; VHF, MF, MF / HF radio and ship earth station; internal communication equipment; fire detection and fire alarm systems; daylight signalling lamp; ship's whistle; manually operated call points; internal signals required in an emergency; fire pumps; steering gear; ... 43.7 Provision shall be made for the periodic testing of the complete emergency system and shall include the testing of automatic starting arrangements.	weekly	SOLAS chapt. II-1 Reg. 43..., Reg. 43.7
Passenger ships 2. On passenger ships, an abandon ship drill and fire drill shall take place weekly. The entire crew need not be involved in every drill , but each crew member must participate in an abandon ship drill and a fire drill each month as required in regulation 19.3.2. Passengers shall be strongly encouraged to attend these drills.	weekly	SOLAS chapt. III part B, Reg. 30.2
All ships Weekly inspections should be carried out to ensure that: .1. all public address systems and general alarm systems are functioning properly; and .2. breathing apparatus cylinders do not present leakages.	weekly	MSC/Circular.850 Reg. 4
All ships 7 Monthly inspections Inspection of the life-saving appliances, including lifeboat equipment, shall be carried out monthly using the checklist required by regulation 36.1 to ensure that they are complete and in good order. A report of the inspection shall be entered in the log-book. 36 Instructions for on-board maintenance of life-saving appliances shall be easily understood, illustrated wherever possible, and, as appropriate, shall include the following for each appliance: . 1 a checklist for use when carrying out the inspections required by regulation 20.7.	monthly	SOLAS chapt. III part B, Reg. 20.7 connected with: III Reg. 36 III Reg. 36.1

Activity	Interval	Extracted from
<p>All ships</p> <p>3.2 Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25 % of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modification of a major character or when a new crew is engaged, these drills shall be held before sailing. The Administration may accept other arrangements that are at least equivalent for those classes of ships for which this is impracticable.</p> <p>Quote:</p> <p>3.3.1 Each abandon ship drill shall include:</p> <ul style="list-style-type: none"> .1 summoning of passengers and crew to muster stations with the alarm required by regulation 6.4.2 followed by drill announcement on the public address or other communication system and ensuring that they made aware of the order to abandon ship; .2 reporting to stations and preparing for the duties described in the muster list; .3 checking that passengers and crew are suitably dressed; .4 checking that lifejackets are correctly donned; .5 lowering of at least one lifeboat after any necessary preparation for launching; .6 starting and operating the lifeboat engine; .7 operation of davits used for launching liferafts .8 a mock search and rescue of passengers trapped in their staterooms; and .9 instruction in the use of radio life-saving appliances. 	every month	SOLAS chapt. III part B, Reg. 19.3.2
3.3.9 Emergency lighting for mustering and abandonment shall be tested at each abandon ship drill.	every month	SOLAS chapt. III part B, Reg. 19.3.3.9
5. The date when musters are held, details of abandon ship drills and fire drills, drills of other life-saving appliances and on-board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held.		SOLAS chapt. III part B, Reg. 19.5
<p>All Ships</p> <p>3.3.6 As far as is reasonable and practicable, rescue boats other than life-boats which are also rescue boats, shall be launched each month with their assigned crew aboard and manoeuvred in the water. In all cases this requirement shall be complied with at least once every 3 months.</p>	each month but at least every 3 months	SOLAS chapt. III part B, Reg. 19.3.3.6
<p>Quote: GUIDELINES FOR MONTHLY SHIPBOARD INSPECTION OF IMMERSION SUITS AND ANTI-EXPOSURE SUITS BY SHIPS' CREWS (MSC/CIRC. 1047) When carrying out the inspection of immersion suits and anti-exposure suits the following procedure is recommended.</p> <p>1 Check closures on storage bag as well as general condition of bag for ease of removal of suit. Ensure donning instructions are legible. Confirm that suit is the type and size identified on the bag.</p>		

Activity	Interval	Extracted from
<p>2 Lay the suit on a clean, flat surface. Make sure the suit is dry inside and out. Visually check for damage. Rips, tears or punctures should be repaired in accordance with manufacturer's instructions by a suitable repair station.</p> <p>3 Check the zipper by sliding it up and down to check for ease of operation. Using lubricant recommended by the manufacturer, lubricate the front and back of the zipper and the slide fastener. If the zipper is not functional, the suit should be removed from service and discarded or returned to the manufacturer or a suitable repair station.</p> <p>4 If fitted, check inflatable head support and/or buoyancy ring for damage and ensure that it is properly attached. Check inflation hose(s) for deterioration. At least quarterly, the head support/buoyancy ring should be inflated and tested for leaks (this test does not apply to integral inflatable lifejackets). Leaks should be repaired in accordance with manufacturers' instructions by a suitable repair station.</p> <p>5 Check retro reflective tape for condition and adhesion. Replace if necessary.</p> <p>6 If fitted, check whistle and expiration date of light and battery.</p> <p>7 Replace suits in the bag with zippers fully opened.</p> <p>The opportunity should be taken at such monthly inspections for the crew to practise donning the immersion suits or anti-exposure suits. Unquote.</p>		
<p>All ships</p> <p>4.1 On-board training in the use of the ship's life-saving appliances, including survival craft equipment, and in the use of the ship's fire-extinguishing appliances shall be given as soon as possible but not later than 2 weeks after a crew member joins the ship. However, if the crew member is on a regularly scheduled rotating assignment to the ship, such training shall be given not later than 2 weeks after the time of first joining the ship. Instructions in the use of the ship's fire-extinguishing appliances, life-saving appliances, and in survival at sea shall be given at the same interval as the drills. Individual instruction may cover different parts of the ship's life-saving and fire-extinguishing appliances, but all the ship's life-saving and fire-extinguishing appliances shall be covered within any period of 2 months.</p> <p>4.2 Every crew member shall be given instructions which shall include but not necessarily be limited to:</p> <ul style="list-style-type: none"> .1 operation and use of the ship's inflatable liferafts; .2 problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures; .3 special instructions necessary for use of the ship's life-saving appliances in severe weather and severe sea conditions; .4 operation and use of fire-extinguishing appliances. 	<p>within any period of 2 months</p>	<p>SOLAS chapt. III part B, Reg. 19.4.1</p> <p>Reg. 19.4.2</p>
<p>All ships</p> <p>3.3.3 Except as provided in paragraphs 3.3.4 and 3.3.5 each lifeboat shall be launched and manoeuvred in the water by its assigned operating crew, at least once every 3 months during an abandon ship drill.</p>	<p>at least once every 3 months</p>	<p>SOLAS chapt. III part B, Reg. 19.3.3.3</p>

Activity	Interval	Extracted from
All ships Monthly inspections should be carried out to ensure that: <ol style="list-style-type: none"> 1. all fireman's outfits, fire extinguishers, fire hydrants, hose and nozzles are in place, properly arranged, and are in proper condition; 2. all fixed fire-fighting system stop valves are in the proper open or closed position, dry pipe sprinkler systems have appropriate pressures as indicated by gauges; 3. sprinkler system pressure tanks have correct levels of water as indicated by glass gauges; 4. all sprinkler system pumps automatically operate on reduction of pressure in the systems; 5. all fire pumps are operated; and 6. all fixed fire-extinguishing installations using extinguishing gas are free from leakage. 	every month	MSC/Circular.850 Reg. 5
All ships 3.3.3 Except as provided in paragraphs 3.3.4 and 3.3.5 each lifeboat shall be launched and manoeuvred in the water by its assigned operating crew, at least once every 3 months during an abandon ship drill.	at least once every 3 months	SOLAS chapt. III part B, Reg. 19.3.3.3
All ships 3.3.5 The Administration may allow ships operating on short international voyages not to launch the lifeboats on one side if their berthing arrangements in port and their trading patterns do not permit launching of lifeboats on that side. However, all such lifeboats shall be lowered at least once every 3 months and launched at least annually .		SOLAS chapt. III part B, Reg. 19.3.3.5
9 Satellite EPIRBs shall be <ol style="list-style-type: none"> 1. annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below: <ol style="list-style-type: none"> 1 on passenger ships, within 3 months before the expiry date of the Passenger Ship Safety Certificate; and 2 on cargo ships, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the Cargo Ship Safety Radio Certificate. The test may be conducted on board the ship or at an approved testing station; and 2 subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility. 	within 3 months	SOLAS chapt. IV Reg. 15.9
Quarterly inspections should be carried out to ensure that: <ol style="list-style-type: none"> 1. all automatic alarms for the sprinkler systems are tested using the test valves for each section; 2. the international shore connection is in proper condition; 3. lockers providing storage for fire-fighting equipment contain proper inventory and equipment is in proper condition; 4. all fire doors and fire dampers are tested for local operation; and 5. all CO2 bottle connections for cable operating system clips should be checked for tightness on fixed fire-extinguishing installations. 	quarterly	MSC/Circular.850 Reg. 6

Activity	Interval	Extracted from
All ships 4 In addition to the routine checks and tests prescribed in paragraphs (1) and (2), emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control from within the steering gear compartment, the communications procedure with the navigating bridge and, where applicable, the operation of alternative power supplies.	at least once every 3 months	SOLAS chapt. V part B, Reg. 26(4)
All ships 4.3 On-board training in the use of davit-launched liferafts shall take place at intervals of not more than 4 months on every ship fitted with such appliances. Whenever practicable this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the ship's life-saving equipment; such a special liferaft shall be conspicuously marked.	not more than 4 months	SOLAS chapt. III part B, Reg. 19.4.3
Result of checking medicine chest and medicine cabinets	annually	WHO Medical Guide for Ships chapt. 17
All ships 3.3.4 Lowering into the water, rather than launching of a lifeboat arranged for free-fall launching, is acceptable where free-fall launching is impracticable provided the lifeboat is free-fall launched with its assigned operating crew aboard and manoeuvred in the water at least once every 6 months. However, in cases where it is impracticable, the Administration may extend this period to 12 months provided that arrangements are made for simulated launching which will take place at intervals of not more than 6 months.	at least once every 6 months however with extension 12 months	SOLAS chapt. III part B, Reg. 19.3.3.4
Annual inspections should be carried out to ensure that: .1. all fire extinguishers are checked for proper location, charging pressure, and condition; .2. fire detection systems are tested for proper operation, as appropriate; .3. all fire doors and dampers are tested for remote operation; .4. all foam-water and water-spray fixed fire-fighting systems are tested for operation; .5. all accessible components of fixed fire-fighting systems are visually inspected for proper condition; .6. all fire pumps, including sprinkler system pumps, are flow tested for proper pressures and flows; .7. all hydrants are tested for operation; .8. all antifreeze systems are tested for proper solutions; .9. sprinkler system connections from the ship's fire main are tested for operation; .10. all fire hoses are hydrostatically tested; .11. breathing apparatus air recharging systems checked for air quality; .12. control valves of fixed fire-fighting systems should be inspected; and .13. air should be blown through the piping of extinguishing gas systems.	annually	MSC/Circular.850 Reg. 7
8.1 Every inflatable liferaft and inflatable lifejacket and marine evacuation systems shall be serviced:		

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<p>.1 at intervals not exceeding 12 months. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months;</p> <p>.2 at an approved servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.</p> <p>5.15 A record of servicing should be maintained for at least 5 years after the date of service.</p>	<p>within 12 months however with extension 17 months</p> <p>5 years</p>	<p>SOLAS chapt. III part B, Reg. 20.8.1.1 Reg. 20.8.1.2</p> <p>IMO Resolution A.761(18)</p>
<p>All ships</p> <p>9 Periodic servicing of hydrostatic release units, other than disposable hydrostatic release units, shall be serviced:</p> <p>.1 at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period to 17 months; and</p> <p>.2 at a servicing station which is competent to service them, maintains proper servicing facilities and uses only properly trained personnel.</p>	<p>within 12 months however with extension 17 months</p>	<p>SOLAS chapt. III part B, Reg. 20.9 Reg. 20.9.1 Reg. 20.9.2</p>
<p>8. The voyage data recorder system, including all sensors, shall be subjected to an annual performance test. The test shall be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and devices fitted to aid location. A copy of the certificate of compliance issued by the testing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship.</p>	<p>once every year</p>	<p>SOLAS chapt. V Reg. 18.8</p>
<p>Vessel and reception facility operators should establish training programmes for personnel operating and maintaining garbage reception or processing equipment. It is suggested that the programmes include instruction on what constitutes garbage and the applicable regulations for handling and disposing of it. Such training should be reviewed annually.</p>	<p>annually</p>	<p>MARPOL Guidelines for the implementation of annex V Reg. 2.6.1</p>
<p>4.1 Falls used in launching shall be turned end for end at intervals of not more than 30 months and be renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier.</p> <p>4.2 The Administration may accept in lieu of the "end for ending" required in paragraph 4.1. periodic inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than 4 years, whichever one is earlier.</p>	<p>not more than 30 months within 5 years</p>	<p>SOLAS chapt. III part B, Reg. 20.4.1 Reg. 20.4.2</p>
<p>11.1. Launching appliances:</p> <p>.1. shall be serviced at recommended intervals in accordance with instructions for onboard maintenance as required by regulation 36;</p> <p>.2. shall be subjected to a thorough examination at intervals not exceeding 5 years; and</p> <p>.3. shall upon completion of the examination in .2 be subjected to a dynamic test of the winch brake in accordance with paragraph 6.1.2.5.2 of the Code.</p> <p>6.1.2.5. The winch brakes of a launching appliance shall be of sufficient strength to withstand:</p> <p>.2. a dynamic test with a proof load of not less than 1.1 times the maximum working load at maximum lowering speed.</p>	<p>intervals not exceeding 5 years</p>	<p>SOLAS chapt. III Reg. 20.11.1</p> <p>LSA Code Reg 6.1.2.5.2</p>

Activity	Interval	Extracted from
1.2 Lifeboat on-load release gear shall be: .2 subjected to a thorough examination and operational test during the annual surveys required by regulation 1/7 and 1/8 by properly trained personnel familiar with the system; and .3 operationally tested under a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment whenever the release gear is overhauled. Such over-hauling and test shall be carried out at least once every five years.	once every 5 years	SOLAS chapt. III Reg. 20.11.2
At least once every five years, the following inspections and tests should be carried out: .1. hydrostatic testing for all SCBA's cylinders; and .2. control valves of fixed fire-fighting systems should be internally inspected.	once every 5 years	MSC/Circular.850 Reg. 8
All ships 8.2 Rotation deployment of marine evacuation systems In addition to or in conjunction with the servicing intervals of marine evacuation systems required in paragraph 8.1, each marine evacuation system should be deployed from the ship on a rotational basis at intervals to be agreed by the Administration provided that each system is to be deployed at least once every 6 years.	at least once every 6 years	SOLAS chapt. III part B, Reg. 20.8.2
All ships Radio records A record shall be kept, to the satisfaction of the Administration and as required by the Radio Regulations, of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.	if arising	SOLAS chapt. IV part C Reg. 17
All ships (1) The master of a ship at sea ... on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service, that the ship is doing so. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log-book the reason for failing to proceed to the assistance of the persons in distress and ... inform the appropriate search and rescue service accordingly.	if arising	SOLAS chapt. V Reg. 33(1)
All ships 2.6 Testing a) Every new pilot hoist should be subjected to an overload test of 2.2 times the working load. During this test the load should be lowered a distance of not less than 5 metres (15 feet). b) An operating test of 10 per cent overload should be carried out after installation on board the ship to check the attachment and performance of the hoist to the satisfaction of the Administration. c) Subsequent examinations of the hoists under working conditions should be made at each survey for the renewal of the vessel's safety equipment certification.	renewal of vessel's safety equipment certificate	IMO Resolution A.275 (VIII) No. 2.6