

## **SOLAS onboard drill requirements**

### **Chapter II-1: Construction – structure, stability, installations**

#### **Regulation 24**

##### **Marking, periodical operation and inspection of watertight doors, etc., in passenger ships**

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**.

2.2 All watertight doors, both hinged and power operated, in main transverse bulkheads, in use at sea, **shall be operated daily**.

### **Chapter II-2: Construction – fire protection, detection, extinction**

#### **Regulation 15**

##### **Instructions, on-board training and drills**

2.2 On-board training and drills

2.2.4 On-board training in the use of the ship's fire-extinguishing systems and appliances shall be planned and conducted **in accordance with the provisions of regulation III/19.4.1**.

2.2.5 Fire drills shall be conducted and recorded **in accordance with the provisions of regulations III/19.3 and III/19.5**.

3 Additional requirements for passenger ships

3.1 Fire drills

In addition to the requirement of paragraph 2.2.3, fire drills shall be conducted in accordance with the provisions of regulation III/30, having due regard to notification of passengers and movement of passengers to assembly stations and embarkation decks.

### **Chapter III: Life-saving appliances and arrangements**

#### **Regulation 19**

##### **Emergency training and drills**

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**.

[**Note:** MSC 92 adopted amendments SOLAS regulation III/19 to require musters of newly embarked passengers prior to or immediately upon departure, instead of “within 24 hours”, as stated in the current regulations. The amendments are expected to enter into force on 1 January 2015.]

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 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.

### 3 Drills

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.

#### 3.3 Abandon ship drill

3.3.3 Except as provided in paragraphs 3.3.4 and 3.3.5, each lifeboat shall be launched with its assigned operating crew aboard and manoeuvred in the water **at least once every three months** during an abandon ship drill.

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 six 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 six months**.

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 three months and launched at least annually**.

3.3.6 As far as is reasonable and practicable, rescue boats other than lifeboats 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 three months**.

3.3.8 If a ship is fitted with marine evacuation systems, drills shall include exercising of the procedures required for the deployment of such a system up to the point immediately preceding actual deployment of the system. This aspect of drills should be augmented by **regular instruction** using the on-board training aids required by regulation 35.4. Additionally every system party member shall, as far as practicable, be further trained by participation in a full deployment of a similar system into water, either on board a ship or ashore, **at intervals of not longer than two years, but in no case longer than three years**. This training can be associated with the deployments required by regulation 20.8.2.

[Note: MC 92 adopted amendments to SOLAS regulation III/19, on emergency training and drills, to mandate enclosed-space entry and rescue drills, which will require crew members with enclosed-

space entry or rescue responsibilities to participate in an enclosed-space entry and rescue drill **at least once every two months**. The amendments are expected to enter into force on 1 January 2015.]

#### 4 On-board training and instructions

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 two 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 two 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 two months**.

4.3 On-board training in the use of davit-launched liferafts shall take place at intervals of **not more than four 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.

#### **Regulation 26**

##### **Additional requirements for ro-ro passenger ships**

#### 3 Fast rescue boats

3.3 At least two crews of each fast rescue boat shall be trained and drilled regularly having regard to the Seafarers Training, Certification and Watchkeeping (STCW) Code and recommendations adopted by the Organization, { including all aspects of rescue, handling, manoeuvring, operating these craft in various conditions, and righting them after capsizing.

#### **Regulation 30**

##### **Drills**

1 This regulation applies to all 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.

#### **Chapter V: Safety of navigation**

##### **Regulation 26**

##### **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.

3.2 All ships' officers concerned with the operation and/or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.

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 within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable, the operation of alternative power supplies.

5 The Administration may waive the requirements 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**.