	<p>HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</p> <p><b>53.0 LIFEBUOYS</b></p> <p>ON THE JOB TRAINING</p>	<p>OJT : 053  Page : 1 of 4  Date : 07-Nov-25  Rev : 10.1  Appr : DPA</p>
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VESSEL: \_\_\_\_\_

DATE: \_\_\_\_\_

### **Details of Training: Lifebuoys**

There are 3 regulations with respect to lifebuoys and its location.

#### **1. Lifebuoys as per LSA plan**

These lifebuoys are in accordance with **SOLAS Chapter III, Regulations - 7.1.1/7.1.2/7.1.3 and 32.1.1.**

#### **Action required:**

- Check the location of lifebuoys and like self-igniting light / buoyant line is as per LSA plan
- Check lifebuoys marked with Name and Port of Registry of Ship on both side. Marking has not faded.
- Check condition of the grab lines around lifebuoy
- Check the lifebuoy for any dents (deformed) or cracks or holes.

#### **VIQ 5.31 Are lifebuoys, associated equipment and pyrotechnics in good order, clearly marked and are there clear procedures in place to ensure that only intrinsically safe lights are located in the gas hazardous areas?**

*Cargo ships shall carry not less than the following numbers of lifebuoys: - Under 100 metres in length - 8; - Between 100 metres and under 150 metres - 10; - Between 150 metres and under 200 metres - 12; - 200 metres and over - 14. (SOLAS III/32.1.1)*

*Lifebuoys shall be: -*

*So distributed as to be readily available on both sides of the ship and as far as practicable on all open decks extending to the ship's side; -*

*At least one shall be placed in the vicinity of the stern; and - So stowed as to be capable of being rapidly cast loose and not permanently secured in any way. (SOLAS III/7.1.1)*

*At least one lifebuoy on each side of the ship shall be fitted with a buoyant line, equal in length to not less than twice the height at which it is stowed above the waterline in the lightest seagoing condition, or 30 metres, whichever is the greater. (SOLAS III/7.1.2)*

*Not less than one half of the total number of lifebuoys shall be provided with self-igniting lights; Not less than two of these shall also be provided with lifebuoy self-activating smoke signals capable of quick release from the navigating bridge; Lifebuoys with lights and those with lights and smoke signals shall be distributed equally on both sides of the ship and shall not be the lifebuoys provided with lifelines. (SOLAS III/7.1.3)*

*Lifebuoys intended to operate the quick-release arrangement provided for the self-activated smoke signals and self-igniting lights shall have a mass sufficient to operate the quick release arrangement. (LSA Code II/2.1.1.7)*

**Person Responsible for Maintenance and Stowage : 3NO**

## 2. Lifebuoy for pilot ladder (Regulation: Required boarding arrangement for pilot)



### Action required:

- Whenever pilot is boarding, there should be a lifebuoy with self-igniting light (intrinsically safe) near boarding arrangement.
- Crew to carry this lifebuoy and keep it near pilot ladder prior boarding of pilot.
- The lifebuoy can be transferred to port or starboard side depending on the side pilot is embarking/disembarking.
- This lifebuoy attached with self-igniting light will be stowed and stored with the man ropes and other Pilot ladder fittings. This buoy is not considered part of the LSA plan of the ship.


## SOLAS Chapter V, Regulation 23 - Pilot Transfer Arrangements

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

- a lifebuoy equipped with a self-igniting light;
- a heaving line.

Person Responsible for Maintenance: 3NO

Person Responsible for Placing at Pilot Area: OOW

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### **3. Lifebuoys used near means of embarkation and disembarkation such as accommodation ladders and gangways**

(Regulation: A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the means of embarkation and disembarkation arrangement when in use. (MSC.1/Circ.1331/3.3))

#### **Action required:**

- The lifebuoy attached with a self-igniting light (intrinsically safe) and buoyant line is required near embarkation and disembarkation such as accommodation ladders and gangways.
- The lifebuoy can be transferred to port or starboard side depending on the side of embarkation/disembarkation.
- Ensure a dedicated lifebuoy attached with a self-igniting light and buoyant line is prepared for this use.
- This lifebuoy attached with a self-igniting light and buoyant line is stored with gangway net. This buoy is not considered part of the LSA plan of the ship.


**Person Responsible for Maintenance: 3NO**

**Person Responsible for Placing at Gangway: OOW**

**VIQ 5.47 Is the vessel provided with a safe means of access and are all available means of access (gangway / accommodation ladder / pilot ladder / transfer basket) in good order and well maintained?**

*A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use. (MSC.1/Circ.1331/3.3)*

The lifebuoys not considered part of the LSA plan of the ship are stowed in stores when not in use.

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The above has been read and understood :

CO: \_\_\_\_\_

2O: \_\_\_\_\_

3O: \_\_\_\_\_

X2O / X3O \_\_\_\_\_

JNO \_\_\_\_\_

D/C \_\_\_\_\_

Verified by: Master \_\_\_\_\_

Feedback: