INTERNATIONAL STANDARD ISO 4001

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Shipbuilding — Inland navigation — Raft-type life-saving apparatus

Construction navale — Navigation intérieure — Appareils de sauvetage type flotteur

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FOREWORD

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 4001 was developed by Technical Committee ISO/TC 8, *Shipbuilding*, and was circulated to the member bodies in February 1976.

It has been approved by the member bodies of the following countries :

Australia	France	Poland
Belgium	Germany	Romania
Bulgaria	Ireland	Turkey
Czechoslovakia	Italy	United Kingdom
Egypt, Arab Rep. of	Japan	U.S.S.R.
Finland	Mexico	Yugoslavia

The member bodies of the following countries expressed disapproval of the document on technical grounds :

India
Netherlands

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Shipbuilding — Inland navigation — Raft-type life-saving apparatus

0 INTRODUCTION

The adoption of the operational and technical requirements for raft-type life-saving apparatus (see the figure) specified in this International Standard will promote the determination of the basis of their optimum design on the one hand and the establishment of a single viewpoint in respect of providing ships with this kind of life-saving appliance on the other hand.

1 SCOPE AND FIELD OF APPLICATION

1.1 This International Standard specifies the purpose, materials and main technical requirements for rigid (non-inflatable) raft-type life-saving apparatus, which may be supplied to inland ships.

1.2 The raft-type life-saving apparatus for the inland ships subject to the provisions of the International Convention for the Safety of Life at Sea, 1960[1], should comply with the corresponding requirements of the Convention.

2 REFERENCE

ISO/R 408, *Safety colours.*

3 DEFINITION

raft-type life-saving apparatus : A buoyant apparatus[2] (other than lifeboats, liferafts, lifebuoys and lifejackets) designed to support a specified number of persons who are in the water and of such construction that it retains its shape and properties during the whole of its service life.

4 CLASSIFICATION

The groups into which the apparatus are divided depending on the number of persons supported as well as the materials from which they may be manufactured and the means which ensure their buoyancy are indicated in the table.

TABLE — **Classification of life-saving apparatus**

Designation	Number of persons	Material	Filler for buoyancy compartments
6-person apparatus	6	Light alloy, plastics or tarpaulin	Air or non-absorbing porous plastic
10-person apparatus	10		
14-person apparatus	14		
20-person apparatus	20		

5 OPERATIONAL AND TECHNICAL REQUIREMENTS

5.1 The apparatus shall be of such construction that it retains its shape and properties under various weather conditions while staying on deck as well as in the water at an ambient air temperature ranging from − 30 °C to + 65 °C.

5.2 The apparatus shall be of such strength that it can be dropped into the water from a 10 m height without being damaged.

5.3 The capacity of the air compartments or the volume of the materials of equivalent buoyancy within every apparatus shall provide :

a) balance on the water under all possible loading conditions;

b) support for the specified number of persons on condition that not less than 0,014 5 m^3 of spare buoyancy of the air compartments or the equivalent volume of the filler is available for each person;

c) buoyancy when supporting all the persons at an allocation of 0,3 m of the perimeter per person.

1) To be replaced by the Regulations of the International Convention for the Safety of Life at sea, 1974, when they are brought into force.

2) Hereinafter called simply "apparatus".