

# Rules for the Certification of Commercial Inflatable Boats for Tender Services

*Effective from 1 April 2024*

# GENERAL CONDITIONS

## Definitions:

"Administration" means the Government of the State whose flag the Ship is entitled to fly or under whose authority the Ship is authorised to operate in the specific case.

"IACS" means the International Association of Classification Societies.

"Interested Party" means the party, other than the Society, having an interest in or responsibility for the Ship, product, plant or system subject to classification or certification (such as the owner of the Ship and his representatives, the ship builder, the engine builder or the supplier of parts to be tested) who requests the Services or on whose behalf the Services are requested.

"Owner" means the registered owner, the ship owner, the manager or any other party with the responsibility, legally or contractually, to keep the ship seaworthy or in service, having particular regard to the provisions relating to the maintenance of class laid down in Part A, Chapter 2 of the Rules for the Classification of Ships or in the corresponding rules indicated in the specific Rules.

"Rules" in these General Conditions means the documents below issued by the Society:

- (i) Rules for the Classification of Ships or other special units;
- (ii) Complementary Rules containing the requirements for product, plant, system and other certification or containing the requirements for the assignment of additional class notations;
- (iii) Rules for the application of statutory rules, containing the rules to perform the duties delegated by Administrations;
- (iv) Guides to carry out particular activities connected with Services;
- (v) Any other technical document, as for example rule variations or interpretations.

"Services" means the activities described in Article 1 below, rendered by the Society upon request made by or on behalf of the Interested Party.

"Ship" means ships, boats, craft and other special units, as for example offshore structures, floating units and underwater craft.

"Society" or "TASNEEF" means Tasneef and/or all the companies in the Tasneef Group which provide the Services.

"Surveyor" means technical staff acting on behalf of the Society in performing the Services.

## Article 1

1.1. The purpose of the Society is, among others, the classification and certification of ships and the certification of their parts and components. In particular, the Society:

- (i) sets forth and develops Rules;
- (ii) publishes the Register of Ships;
- (iii) issues certificates, statements and reports based on its survey activities.

1.2. The Society also takes part in the implementation of national and international rules and standards as delegated by various Governments.

1.3. The Society carries out technical assistance activities on request and provides special services outside the scope of classification, which are regulated by these general conditions, unless expressly excluded in the particular contract.

## Article 2

2.1. The Rules developed by the Society reflect the level of its technical knowledge at the time they are published. Therefore, the Society, although committed also through its research and development services to continuous updating of the Rules, does not guarantee the Rules meet state-of-the-art science and technology at the time of publication or that they meet the Society's or others' subsequent technical developments.

2.2. The Interested Party is required to know the Rules on the basis of which the Services are provided. With particular reference to Classification Services, special attention is to be given to the Rules concerning class suspension, withdrawal and reinstatement. In case of doubt or inaccuracy, the Interested Party is to promptly contact the Society for clarification.

The Rules for Classification of Ships are published on the Society's website: [www.tasneef.ae](http://www.tasneef.ae).

2.3. The Society exercises due care and skill:

- (i) in the selection of its Surveyors
- (ii) in the performance of its Services, taking into account the level of its technical knowledge at the time the Services are performed.

2.4. Surveys conducted by the Society include, but are not limited to, visual inspection and non-destructive testing. Unless otherwise required, surveys are conducted through sampling techniques and do not consist of comprehensive verification or monitoring of the Ship or of the items subject to certification. The surveys and checks made by the Society on board ship do not necessarily require the constant and continuous presence of the Surveyor. The Society may also commission laboratory testing, underwater inspection and other checks carried out by and under the responsibility of qualified service suppliers. Survey practices and procedures are selected by the Society based on its experience and knowledge and according to generally accepted technical standards in the sector.

## Article 3

3.1. The class assigned to a Ship, like the reports, statements, certificates or any other document or information issued by the Society, reflects the opinion of the Society concerning compliance, at the time the Service is provided, of the Ship or product subject to certification, with the applicable Rules (given the intended use and within the relevant time frame).

The Society is under no obligation to make statements or provide information about elements or facts which are not part of the specific scope of the Service requested by the Interested Party or on its behalf.

3.2. No report, statement, notation on a plan, review, Certificate of Classification, document or information issued or given as part of the Services provided by the Society shall have any legal effect or implication other than a representation that, on the basis of the checks made by the Society, the Ship, structure, materials, equipment, machinery or any other item covered by such document or information meet the Rules. Any such document is issued solely for the use of the Society, its committees and clients or other duly authorised bodies and for no other purpose. Therefore, the Society cannot be held liable for any act made or document issued by other parties on the basis of the statements or information given by the Society. The validity, application, meaning and interpretation of a Certificate of Classification, or any other document or information issued by the Society in connection with its Services, is governed by the Rules of the Society, which is the sole subject entitled to make such interpretation. Any disagreement on technical matters between the Interested Party and the Surveyor in the carrying out of his functions shall be raised in writing as soon as possible with the Society, which will settle any divergence of opinion or dispute.

3.3. The classification of a Ship, or the issuance of a certificate or other document connected with classification or certification and in general with the performance of Services by the Society shall have the validity conferred upon it by the Rules of the Society at the time of the assignment of class or issuance of the certificate; in no case shall it amount to a statement or warranty of seaworthiness,

structural integrity, quality or fitness for a particular purpose or service of any Ship, structure, material, equipment or machinery inspected or tested by the Society.

3.4. Any document issued by the Society in relation to its activities reflects the condition of the Ship or the subject of certification or other activity at the time of the check.

3.5. The Rules, surveys and activities performed by the Society, reports, certificates and other documents issued by the Society are in no way intended to replace the duties and responsibilities of other parties such as Governments, designers, ship builders, manufacturers, repairers, suppliers, contractors or sub-contractors, Owners, operators, charterers, underwriters, sellers or intended buyers of a Ship or other product or system surveyed.

These documents and activities do not relieve such parties from any fulfilment, warranty, responsibility, duty or obligation (also of a contractual nature) expressed or implied or in any case incumbent on them, nor do they confer on such parties any right, claim or cause of action against the Society. With particular regard to the duties of the ship Owner, the Services undertaken by the Society do not relieve the Owner of his duty to ensure proper maintenance of the Ship and ensure seaworthiness at all times. Likewise, the Rules, surveys performed, reports, certificates and other documents issued by the Society are intended neither to guarantee the buyers of the Ship, its components or any other surveyed or certified item, nor to relieve the seller of the duties arising out of the law or the contract, regarding the quality, commercial value or characteristics of the item which is the subject of transaction.

In no case, therefore, shall the Society assume the obligations incumbent upon the above-mentioned parties, even when it is consulted in connection with matters not covered by its Rules or other documents.

In consideration of the above, the Interested Party undertakes to relieve and hold harmless the Society from any third party claim, as well as from any liability in relation to the latter concerning the Services rendered.

Insofar as they are not expressly provided for in these General Conditions, the duties and responsibilities of the Owner and Interested Parties with respect to the services rendered by the Society are described in the Rules applicable to the specific Service rendered.

#### **Article 4**

4.1. Any request for the Society's Services shall be submitted in writing and signed by or on behalf of the Interested Party. Such a request will be considered irrevocable as soon as received by the Society and shall entail acceptance by the applicant of all relevant requirements of the Rules, including these General Conditions. Upon acceptance of the written request by the Society, a contract between the Society and the Interested Party is entered into, which is regulated by the present General Conditions.

4.2. In consideration of the Services rendered by the Society, the Interested Party and the person requesting the service shall be jointly liable for the payment of the relevant fees, even if the service is not concluded for any cause not pertaining to the Society. In the latter case, the Society shall not be held liable for non-fulfilment or partial fulfilment of the Services requested. In the event of late payment, interest at the legal current rate increased by 1.5% may be demanded.

4.3. The contract for the classification of a Ship or for other Services may be terminated and any certificates revoked at the request of one of the parties, subject to at least 30 days' notice to be given in writing. Failure to pay, even in part, the fees due for Services carried out by the Society will entitle the Society to immediately terminate the contract and suspend the Services.

For every termination of the contract, the fees for the activities performed until the time of the termination shall be owed to the Society as well as the expenses incurred in view of activities already programmed; this is without prejudice to the right to compensation due to the Society as a consequence of the termination.

With particular reference to Ship classification and certification, unless decided otherwise by the Society, termination of the contract implies that the assignment of class to a Ship is withheld or, if already assigned, that it is suspended or withdrawn; any statutory certificates issued by the Society will be withdrawn in those cases where provided for by agreements between the Society and the flag State.

#### **Article 5**

5.1. In providing the Services, as well as other correlated information or advice, the Society, its Surveyors, servants or agents operate with due diligence for the proper execution of the activity. However, considering the nature of the activities performed (see art. 2.4), it is not possible to guarantee absolute accuracy, correctness and completeness of any information or advice supplied. Express and implied warranties are specifically disclaimed.

Therefore, except as provided for in paragraph 5.2 below, and also in the case of activities carried out by delegation of Governments, neither the Society nor any of its Surveyors will be liable for any loss, damage or expense of whatever nature sustained by any person, in tort or in contract, derived from carrying out the Services.

5.2. Notwithstanding the provisions in paragraph 5.1 above, should any user of the Society's Services prove that he has suffered a loss or damage due to any negligent act or omission of the Society, its Surveyors, servants or agents, then the Society will pay compensation to such person for his proved loss, up to, but not exceeding, five times the amount of the fees charged for the specific services, information or opinions from which the loss or damage derives or, if no fee has been charged, a maximum of AED5,000 (Arab Emirates Dirhams Five Thousand only). Where the fees charged are related to a number of Services, the amount of the fees will be apportioned for the purpose of the calculation of the maximum compensation, by reference to the estimated time involved in the performance of the Service from which the damage or loss derives. Any liability for indirect or consequential loss, damage or expense is specifically excluded. In any case, irrespective of the amount of the fees charged, the maximum damages payable by the Society will not be more than AED5,000,000 (Arab Emirates Dirhams Five Millions only). Payment of compensation under this paragraph will not entail any admission of responsibility and/or liability by the Society and will be made without prejudice to the disclaimer clause contained in paragraph 5.1 above.

5.3. Any claim for loss or damage of whatever nature by virtue of the provisions set forth herein shall be made to the Society in writing, within the shorter of the following periods: (i) THREE (3) MONTHS from the date on which the Services were performed, or (ii) THREE (3) MONTHS from the date on which the damage was discovered. Failure to comply with the above deadline will constitute an absolute bar to the pursuit of such a claim against the Society.

#### **Article 6**

6.1. These General Conditions shall be governed by and construed in accordance with United Arab Emirates (UAE) law, and any dispute arising from or in connection with the Rules or with the Services of the Society, including any issues concerning responsibility, liability or limitations of liability of the Society, shall be determined in accordance with UAE law. The courts of the Dubai International Financial Centre (DIFC) shall have exclusive jurisdiction in relation to any claim or dispute which may arise out of or in connection with the Rules or with the Services of the Society.

6.2. However,

- (i) In cases where neither the claim nor any counterclaim exceeds the sum of AED300,000 (Arab Emirates Dirhams Three Hundred Thousand) the dispute shall be referred to the jurisdiction of the DIFC Small Claims Tribunal; and
- (ii) for disputes concerning non-payment of the fees and/or expenses due to the Society for services, the Society shall have the

right to submit any claim to the jurisdiction of the Courts of the place where the registered or operating office of the Interested Party or of the applicant who requested the Service is located.

In the case of actions taken against the Society by a third party before a public Court, the Society shall also have the right to summon the Interested Party or the subject who requested the Service before that Court, in order to be relieved and held harmless according to art. 3.5 above.

#### **Article 7**

**7.1.** All plans, specifications, documents and information provided by, issued by, or made known to the Society, in connection with the performance of its Services, will be treated as confidential and will not be made available to any other party other than the Owner without authorisation of the Interested Party, except as provided for or required by any applicable international, European or domestic legislation, Charter or other IACS resolutions, or order from a competent authority. Information about the status and validity of class and statutory certificates, including transfers, changes, suspensions, withdrawals of class, recommendations/conditions of class, operating conditions or restrictions issued against classed ships and other related information, as may be required, may be published on the website or released by other means, without the prior consent of the Interested Party.

Information about the status and validity of other certificates and statements may also be published on the website or released by other means, without the prior consent of the Interested Party.

**7.2.** Notwithstanding the general duty of confidentiality owed by the Society to its clients in clause 7.1 above, the Society's clients hereby accept that the Society may participate in the IACS Early Warning System which requires each Classification Society to provide other involved Classification Societies with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and used to facilitate the proper working of the IACS Early Warning System. The Society will provide its clients with written details of such information sent to the involved Classification Societies.

**7.3.** In the event of transfer of class, addition of a second class or withdrawal from a double/dual class, the Interested Party undertakes to provide or to permit the Society to provide the other Classification Society with all building plans and drawings, certificates, documents and information relevant to the classed unit, including its history file, as the other Classification Society may require for the purpose of classification in compliance with the applicable legislation and relative IACS Procedure. It is the Owner's duty to ensure that, whenever required, the consent of the builder is obtained with regard to the provision of plans and drawings to the new Society, either by way of appropriate stipulation in the building contract or by other agreement.

In the event that the ownership of the ship, product or system subject to certification is transferred to a new subject, the latter shall have the right to access all pertinent drawings, specifications, documents or information issued by the Society or which has come to the knowledge of the Society while carrying out its Services, even if related to a period prior to transfer of ownership.

#### **Article 8**

**8.1.** Should any part of these General Conditions be declared invalid, this will not affect the validity of the remaining provisions.

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## 1 GENERAL

### 1.1 APPLICATION

#### 1.1.1

These Rules provide requirements for the construction, equipment and operation of commercial inflatable boats, on board of ships and engaged in operational services, such as the tender services defined in [1.2.1.1], provided with rigid and semi-rigid hull.

The compliance of the boats with the present Rules is stated by the issue of a Certificate of Compliance, based on inspections carried out satisfactorily.

#### 1.1.2

These Rules apply to:

- new inflatable boats,
- existing inflatable boats provided on board of a parent ship, in those cases where a document of compliance is requested to authorize their use in particular areas where the parent ship is expected to operate.

#### 1.1.3

In case of existing statutory regulations, the application of the present Rules may be considered an alternative if accepted by the parent ship's Flag Administration; if required, the present Rules may be also applied when a certificate is requested by the Administration Authority of a particular area where the parent ship needs to operate.

### 1.2 DEFINITIONS

#### 1.2.1

In the application of the present Rules, the following definitions apply:

##### 1.2.1.1

Tender service: a service made by inflatable boats, alone or in a group, carrying passengers in short journeys or trips to the destinations in the areas surrounding and not accessible to a parent ship that stays at anchor, adrift or berthed at a nearest port available.

##### 1.2.1.2

Parent ship: the ship from which inflatable boats are deployed and operated and where they are stowed out of the tendering operations.

##### 1.2.1.3

Company: the responsible organization or society responsible for the management of the parent ship in accordance with the ISM Code or, in case of ships to which the ISM Code is not applicable, the Managing Owner.

##### 1.2.1.4

Rigid Hull Boat (RHB): an inflatable boat with a rigid hull bottom, extended from the keel up to the boat sides where it is joined to the side-forming air tubes. The rigid bottom is bent over in the bow part of the boat to increase the bow height above the sea surface ("Deep V" Hull).

##### 1.2.1.5

Semi-Rigid Hull Boat (SRHB): an inflatable boat with a rigid hull bottom just covering the keel up to approximately three quarters of the and not extended to the sides, to be joined to the side-forming air tubes. The "Deep V" Hull is present too but is not bent over in the bow part and remains under water surface.

## 2 RISK ASSESSMENT

### 2.1

The capacity of the inflatable boat(s) of safely navigating when providing a tender service in any expected areas is to be verified by means of a risk assessment carried out taking into consideration at least:

- sea and weather characteristics of the operational area, including: air and sea temperatures, wind and sea state (speed, waves height, etc.), exposure time limits. This evaluation is to be made for every season when tender services are considered,

- day and/or nighttime operation,
- distance from the parent ship,
- navigation outside the visibility range from the parent ship or navigation in recessed waters,
- any other detail that may affect the safety of the boats and its occupants during the operations.

The risk assessment methodology can be proposed by the Owner/Operator and agreed with Tasneef prior to proceed.

## 2.2

The risk assessment is to be carried out before an expedition voyage or, as an alternative, for a set of excursions or typical operational scenarios contained in the parent ship voyage planning. In case of modifications to the parent ship, inflatable boat(s) and/or equipment, the risk assessment is to be updated as appropriate.

The risk assessment and voyage planning are to be approved by the Society and kept on board the parent ship for any future reference.

## 3 CONSTRUCTION AND EQUIPMENT

### 3.1 CONSTRUCTION

#### 3.1.1

An inflatable boat is to be constructed in compliance with a recognized international Standard and provided with the necessary certificates to confirm such a compliance.

Some examples of recognized Standards are listed hereinafter; the list is to be considered neither complete nor definitive. Standards provided as guidance:

- ISO Standard series 6185:2018 “Inflatable Boats”, as follows:
  - Part 1 – Boats with a maximum motor power rating of 4,5 kW;
  - Part 2 – Boats with a maximum motor power rating of 4,5 kW to 15 kW Inclusive;
  - Part 3 – Boats with a hull length less than 8 m with a motor rating of 15 kW and greater;
  - Part 4 – Boats with a hull length of between 8 m and 24 m with a motor power rating of 15 kW and greater.
- European Directive on Recreational Crafts, 94/25/EC.
- European Directive on Recreational Craft and Personal Watercraft, 2013/53/EU.
- U.S. Code of Federal Regulations, Title 46 – Shipping, Subchapter C – Uninspected Vessels – Parts 24-26.

Further proposals for application of different Standards can be evaluated and accepted by the Society on a case-by-case basis.

### 3.2 STABILITY

#### 3.2.1

An inflatable boat is to have adequate stability for the intended area of operation, the number of persons carried on board during the service and the relevant equipment and accessories.

#### 3.2.2

The stability of the inflatable boat is to be evaluated for its adequacy in the intended area of operation and seasonal periods. This evaluation is to be made in accordance with a recognized Standard and subject of an approval letter issued by the Society.

Examples of recognized Standards are listed hereinafter; the list is to be considered neither complete nor definitive, but it is provided as a guidance:

- ISO Standard series 12217:2022 “Small Craft – Stability and buoyancy assessment and categorization”, as follows:
  - Part 1 – Non-sailing boats of hull length greater than or equal to 6 m;
  - Part 3 – Boats of hull length less than 6 m.
- U.S. Code of Federal Regulations, Title 46 – Shipping, Subchapter T – Subdivision and stability – Parts 170-174.

Further proposals on the application of different Standards can be evaluated and accepted by the Society on a case-by-case basis.

### 3.3 EQUIPMENT

#### 3.3.1

On board of every inflatable boat, the following equipment are to be available at any times:

- a Kill Cord for the overboard engine
- navigational equipment, either a magnetic compass or a GPS, etc.,
- a portable radio communication system with a spare battery, secured against its loss overboard and protected against adverse weather effects,

- pyrotechnic signals and a sound producing device,
- a portable fire extinguisher, 2 kg dry powder capacity or equivalent,
- a lifebuoy fitted with floating line,
- paddles, 1 pair,
- a boat hook,
- a hand bilge pump,
- lifejackets or buoyancy aids, for all crew and passengers on board, unless provided and worn before boarding,
- thermal protective aids, when necessary for the intended operational pattern.

Further equipment may be provided based on the results of the risk assessment:

- safety or survival kits, that may be shared in case of multiple boats operation,
- navigation lights, even dismountable,
- a portable search light with a spare battery,
- a radar reflector,
- an anchoring device suitable for area of operation,
- repair kit suitable for the inflatable chambers of the boat,
- any further equipment that may result necessary for the safety of tender service navigation, examined in the risk assessment.

When required, and based on the results of the risk assessment the inflatable boat is to be provided with suitable grab lines on the outside of the inflatable tubes as well as internal passenger restraints.

Spare fuel tank carried on board of the boat, needs to be of a type and material suitable for its safely use.

### **3.4 PARENT SHIP**

#### **3.4.1**

Fixed systems for the inflatable boats refuelling, if present, are to be the subject of a risk analysis that can be part of the risk assessment in [2] or be a separate document.

The following details are to be considered and examined in the risk analysis.

##### **3.4.1.1** on ships constructed on or after 1 July 2000:

- a) the space for refuelling is to be categorized as per SOLAS Reg. II-2/9.2.2.3.2.2(11) on passenger ships carrying more than 36 passengers or Reg. II-2/9.2.2.4.2.2(9) on passenger ships carrying not more than 36 passengers;
- b) the structural fire protection of the refuelling space is to comply with the requirements of SOLAS Chapter II-2, Tables 9.1 to 9.4;

on ships constructed before 1 July 2000, the requirements to be applied are those in the SOLAS Convention edition in force at the ship's keel laying date.

**3.4.1.2** the arrangement for refuelling can be located in an independent space (refuelling station) or the hose and gun assembly in the parent ship bunker station, connected to a separate fixed storage tank(s).

**3.4.1.3** in the arrangement of electrical system and mechanical ventilation, the type of fuel and its flammable point are to be considered.

**3.4.1.4** the fixed storage tank arrangement is to comply with the requirements for independent fuel oil tanks in Tasneef Rules for the Classification of Ships, Pt C, Ch 1, App 4.

**3.4.1.5** hoses and fuel guns are to be certified according to a recognized Standard.

**3.4.1.6** fuel oil piping, sounding pipes, overflow, etc. are to comply with the requirements in Tasneef Rules for the Classification of Ships, Pt C, Ch 1, Sec 10.

#### **3.4.2**

A fire risk analysis in compliance with IMO MSC.1/Circ.1274 is to be carried out in case the arrangement for refuelling is located either in parent ship's fire risk areas or in areas covered by an Alternative Design and Arrangement.

This fire risk analysis can be part of the risk assessment mentioned in [2] or be a separate document.

#### **3.4.3**

The stowage position of inflatable boats is to be submitted to the Society for approval to avoid interference with lifesaving appliances, Assembly Stations and Embarkation Stations.



#### **3.4.4**

Portable tanks may be acceptable as an alternative to fixed refuelling arrangement, provided that they are stored within a space categorized and arranged in accordance with SOLAS provisions for spaces used for the storage of flammable liquids.

#### **3.4.5**

Other arrangements (e.g. quick-release tanks, fixed tanks in open decks confined areas, etc.) can be evaluated on a case-by-case basis and, if accepted, are to be included in the risk analysis mentioned in [3.4.2] and [2], to assess if any further mitigating measures are necessary.

### **4 OPERATIONAL REQUIREMENTS**

#### **4.1 GENERAL**

##### **4.1.1**

The operational procedures are to be evaluated by means of an appropriate risk assessment and be part of the Company and parent ship's SMS.

#### **4.2 MANNING**

##### **4.2.1**

In cases of tender voyages where an inflatable boat is operating independently and outside visual range of the parent ship, minimum manning of two (2) crew is to be provided. A single (1) crew is acceptable in cases of operations with boats grouped or other boats close by.

The crew's boat handling experience is to be assessed for the intended tender voyages and recorded on board.

#### **4.3 POLLUTION PREVENTION**

##### **4.3.1**

Inflatable boat engines are to comply with the requirements on exhaust and noise emissions applicable in the areas of operation, particularly if environmentally sensitive.

##### **4.3.2**

The operations in environmentally sensitive areas having specific local requirements on pollution prevention are to be included in the risk assessment mentioned in [2].

#### **4.4 SAFETY BRIEFING**

##### **4.4.1**

Prior to boarding the inflatable boats, a safety briefing is to be provided at all passengers participating to the tender voyage.

#### **4.5 LAUNCH AND RECOVERY**

##### **4.5.1**

The inflatable boats are to be launched and recovered without persons on board unless davits are designed at this purpose.

##### **4.5.2**

In case launching and recovering are performed by the crane of the ship, a suitable procedure on handling and crew members assigned to handling is to be developed. The cranes maintenance and inspections are subject to the ILO requirements.

#### **4.6 TRAINING**

##### **4.6.1**

The person in charge as tender service leader, either a crew member or an external person, is to have training and certification appropriate for the intended duty on board the inflatable boat.

The tender service leader certification, in addition to the compliance with parent ship's Flag Administration requirements, is to include any specific request issued by the National Authorities of the voyage area.

## **4.7 MAINTENANCE AND REPAIRS**

### **4.7.1**

The maintenance, examination, and repairs of both the inflatable boats and the lifting gear are to be carried out by persons operating in line with the procedures of the Company and boat's Manufacturer.

### **4.7.2**

The maintenance, examination, and repairs are to be appropriately recorded as evidence of their provision, in accordance with the procedures of the Company and boat's Manufacturer.

### **4.7.3**

A thorough inspection is to be conducted on each inflatable boat at the end of any excursion, with the recording of defects for its follow up.

### **4.7.4**

Suitable spare parts, in type and quantity as per boat's Manufacturer, are to be available on board the parent ship.

## **5 INSPECTION AND TEST**

### **5.1 Annual Inspections**

#### **5.1.1**

The inflatable boats are to be subjected every year to the following inspections carried out by the Tasneef Surveyor.

**5.1.1.1** visual inspection of the inflatable chambers, to verify the condition of the chambers' material, integrity of the fabrics and the seams as well as the conditions of the attachment of the chambers to the hull.

**5.1.1.2** in case the inflatable chambers were subjected to repairs or if the integrity of the chambers is found affected, a working pressure leak test is to be provided.

**5.1.1.3** at every annual inspection, an over pressure stress test is to be performed inflating the alternate compartments of the collar to 125% of the boat's manufacturer recommended pressure.

**5.1.1.4** in case of repairs, the pressure of the test in [5.1.1.3] is to be increased to 150%.

### **5.2 Operational Tests**

#### **5.2.1**

The inflatable boats are to be subjected to the following operational tests.

**5.2.1.1** every week, the boat engine is to be started and tested.

**5.2.1.2** every month, all safety equipment and inflatable chambers are to be visually tested.

**5.2.1.3** all tests, visual inspections, training, drills and tender operations or excursions are to be logged and kept available on board.