

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 338

LIFEBOATS FOR LESS THAN ONE HUNDRED PEOPLE

1st EDITION

October 1963

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Printed in Switzerland

Also issued in French and Russian. Copies to be obtained through the national standards organizations.

BRIEF HISTORY

The ISO Recommendation R 338, *Lifeboats for Less Than One Hundred People*, was drawn up by Technical Committee ISO/TC 8, *Shipbuilding Details*, the Secretariat of which is held by the Stichting Nederlands Normalisatie-Instituut (NNI).

Work on this question by the Technical Committee began in 1949, taking into account the studies which had been made by the former International Federation of the National Standardizing Associations (ISA), and led, in 1959, to the adoption of a Draft ISO Recommendation.

In November 1959, this Draft ISO Recommendation (No. 323) was circulated to all the ISO Member Bodies for enquiry. The Draft was approved by the following Member Bodies, subject to having various objections taken into consideration, one of which stressed the necessity of having the text in agreement with the latest edition of the International Convention for the Safety of Life at Sea (1960):

Australia	Finland	New Zealand
Belgium	Germany	Poland
Burma	Greece	Romania
Chile	Italy	Spain
Czechoslovakia	Japan	Turkey
Denmark	Netherlands	U.S.S.R.

One Member Body opposed the approval of the Draft: U.S.A.

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in October 1963, to accept it as an ISO RECOMMENDATION.

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SHIPBUILDING DETAILS

LIFEBOATS FOR LESS THAN ONE HUNDRED PEOPLE

1. GENERAL

1.1 General conditions

Lifeboats on all passenger ships and on cargo ships of 500 tons gross tonnage and over should have rigid sides and internal buoyancy only.

Lifeboats having folding wash strakes or external buoyancy are not permitted by the International Convention for the Safety of Life at Sea (1960).

Lifeboats should be properly constructed and of sufficient strength to allow them to be launched safely with their full complement of persons and equipment.

1.2 Definitions

1.2.1 Lengths

1.2.1.1 REGULATION LENGTH L , measured from the intersection of the outside of planking or plating with the stem to the corresponding point at the stern post or, in the case of a square-sterned boat, to the afterside of the transom.

1.2.1.2 OVERALL LENGTH L_1 , measured from the forward edge of the stem post to the after edge of the stern post. The dimensions for this length are the maximum dimensions.

1.2.1.3 INTERNAL LENGTH L_2 , measured from the inside of the planking or plating at the stem to the corresponding point at the stern post. In the case of a lifeboat with a square stern, the length is measured to the inside of the transom.

