
**Ships and marine technology —
Marine evacuation systems —
Determination of capacity**

*Navires et technologie maritime — Systèmes d'évacuation en mer —
Détermination de la capacité*

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is ISO/TC 8, *Ships and marine technology*, Subcommittee SC 1, *Lifesaving and fire protection*.

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Introduction

This document is intended to provide means of evaluating and determining the maximum evacuation capacity of marine evacuation systems (MES). As a consequence of MES systems being installed on large passenger ships, there has been an increase in system capacity during recent years. This document provides a uniform test regime while reducing the risk of injury to test personnel by reducing the number of persons required to complete the test. The capacity determined through this document is based on trial conditions as described in referenced IMO instruments and does not take into account factors such as adverse weather conditions, ship-specific installations or arrangements, or the physical capabilities of the passengers to be evacuated.

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Ships and marine technology — Marine evacuation systems — Determination of capacity

1 Scope

This document specifies a procedure for the evaluation and determination of the capacity of a marine evacuation system as required by the International Maritime Organization Life-Saving Appliance Code (LSA Code) and as an alternative to the procedure specified in Resolution MSC.81(70) part 1/12.6.1.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

IMO Revised recommendation on testing of life-saving appliances [IMO Resolution MSC.81(70) (as amended through IMO Resolution MSC.321(89))]

IMO International Life-Saving Appliance (LSA) Code [IMO Resolution MSC.48(66) (as amended through IMO Resolution MSC.320(89))]

IMO International Convention for the Safety of Life at Sea (SOLAS), 1974 [as amended through Res. MSC.47(66)]

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

3.1

available evacuation time

total period allowed for evacuation of the ship

Note 1 to entry: 30 min for SOLAS passenger ships or in 17 min and 40 s for passenger ships subject to the High Speed Craft (HSC) Code.

3.2

approved installation height

maximum installation height for which the *MES* (3.5) is to be approved

3.3

associated survival craft

craft forming part of and used in conjunction with a *marine evacuation system* (3.5) and which are not directly accessible via the *passage* (3.7)

3.4

handling of associated survival craft

deployment, retrieval, inflation, mooring, and other actions necessary to prepare the *survival craft* (3.9) for boarding

**3.5
marine evacuation system
MES**

appliance for the rapid transfer of persons from the embarkation deck of a ship to a *floating platform* (3.8) or *survival craft* (3.9) by means of a *passage* (3.7)

**3.6
MES crew**

personnel required for the safe operation of the *MES* (3.5)

Note 1 to entry: These personnel may include the person in overall charge at the evacuation station, platform crew and others as needed.

**3.7
passage**

integral component of a *marine evacuation system* (3.5) to provide safe descent of persons from the embarkation station to the *floating platform* (3.8) or *survival craft* (3.9)

Note 1 to entry: The passage can be an inflatable or rigid slide, a vertical passage or any other arrangement providing the same function.

**3.8
floating platform**

inflatable structure which may be fitted to the bottom of the *passage* (3.7) to hold evacuees awaiting entry to *survival craft* (3.9)

Note 1 to entry: In some system configurations, a survival craft may also serve as a floating platform.

**3.9
survival craft**

craft capable of sustaining the lives of persons in distress from the time of abandoning the ship

**3.10
survival craft unit**

multiple pre-connected *survival craft* (3.9) deployed together

**3.11
system capacity**

total number of evacuees which can be evacuated by a given *MES* (3.5) within the *available evacuation time* (3.1)

4 Test arrangement

4.1 Test rig

As an alternative to testing from a floating ship, a test rig which deploys the MES over water may be used for the determination of MES capacity.

4.2 Position of the test rig

The side of the test rig, simulating a ship's side, shall be parallel to, and in line with, the outer boundary of the pier.

4.3 Installation height of MES

The entrance to the passage shall be positioned at 15 m (± 1 m) above the waterline or at least at the height for which the system is to be approved if this is less than 15 m (± 1 m) above the waterline.

4.4 MES/ship interface

The MES retaining and connection lines of the test rig shall be arranged and fitted as on a real ship with the same installation height and longitudinal distances as used for the capacity test.

4.5 Associated survival craft

If the capacity test includes the use of associated survival crafts, these shall be positioned on the pier at a distance of at least 15 m from the centreline of the access entrance to the MES passage.

If more than one associated survival craft is used with the system, at least two of the largest associated survival crafts necessary to attain the maximum capacity of the system shall be deployed and handled during the test.

4.6 Access to embarkation area

The test rig should have a dedicated assembly area. However, other arrangements are acceptable if access by the evacuees to the embarkation point, in a safe and constant flow, is ensured.

5 Test persons

5.1 Number of test persons

5.1.1 The number of persons to be selected for the test shall correspond to at least 110 % of the capacity of the largest survival craft used with the MES, except as specified in [5.1.4](#).

5.1.2 In the case where a survival craft unit or units are used, a number of test persons corresponding to 110 % of the largest individual survival craft shall be used, except as specified in [5.1.4](#).

5.1.3 In the case where only a single survival craft is used, of which the capacity is less than 165 persons, a number of test persons corresponding to 100 % of the survival craft shall be used.

5.1.4 If the survival craft capacity is larger than 165 persons, only 165 test persons shall be used and the test shall be conducted under the conditions described in [6.8](#).

5.2 Selection of test persons

5.2.1 Subjects shall

- be able-bodied,
- not have received practical training in the use of a MES, and
- be selected according to the weight distribution given in [Table 1](#) and the following.

5.2.2 Small test subjects, i.e. those persons less than 65 kg, need not be adults.

5.2.3 At least one-third, but not more than one-half of the test subjects, should be females and selected from the three weight categories, except females need not be represented from the highest weight category.

Table 1 — Test subject selection for capacity test of marine evacuation systems

Weight range, kg		
<60	60–90	>90
10 %–20 %	60 %–80 %	10 %–20 %

6 Test procedure

6.1 The test persons, wearing approved lifejackets conforming to the requirements of the LSA Code, shall be lined up in the embarkation area, if space permits, or on the stairway leading to the embarkation area in a way that there shall not be any interruption in the flow of the test persons.

6.2 Prior to initiating the test, the MES crew shall be ready in the embarkation area and awaiting the order to deploy the system.

6.3 When the order to initiate the test is given, the timing is started and the system is activated by the MES crew.

6.4 When the floating platform or the survival craft at the base of the passage is ready for boarding and the access passable, the designated MES crew descends the MES and prepares to receive the test persons.

6.5 For safety reasons, the timing may be temporarily interrupted at this point while the test persons assemble in the embarkation area and shall be resumed when the test persons are lined up as described in [6.1](#).

6.6 If the MES consists of more than one passage, they shall be used equally.

6.7 When the all-clear signal is given, the test persons descend to the floating platform/survival craft and transfer to the survival craft which is designated as the first to be disengaged from the system.

6.8 If either a single survival craft or survival craft unit is used as described in [5.1.4](#), the following procedure is used as equivalent to verify operational capabilities in a crowded survival craft.

6.8.1 If a single survival craft is used, the test persons shall assemble in the area closest to the end of the passage closest to vessel connection points to simulate that the operating area for the crew is crowded.

6.8.2 If a survival craft unit is used, the test persons shall assemble in the craft(s) closest to the end of the passage(s) and in such a way that at least one craft is occupied to its full capacity.

6.9 The handling of associated survival craft may be carried out in parallel with the descent of the test persons, provided that the MES crew is available to perform all operations safely.

6.10 When the last survival craft to be used for the test is disengaged, the time is stopped.

7 Test timing

7.1 Timekeepers

7.1.1 The role of the timekeeper(s) shall include, but is not limited to, the following:

- a) ensuring all stopwatches to be used to record event timings are synchronized;

- b) ensuring all timed operations to be recorded can be viewed;
- c) ensuring that if there is more than one timekeeper, each time keeper is aware of their individual task;
- d) recording of test times as detailed in [Table 2](#);
- e) recording the capacity of the floating platform/primary raft(s) as applicable;
- f) recording the capacity and boarding sequence of associated survival craft as applicable;
- g) recording the number of MES crew used during the test and the positions of MES crew as relevant.

7.1.2 The use of video cameras appropriately synchronized can be used to assist in recording the timing of the key events of the evacuation, if necessary.

7.2 Sequences to be timed

7.2.1 Prior to the initiation of the test, all stopwatches shall be synchronized and set to 0:00. When the signal to initiate the test is given, the timekeepers shall start their stopwatch(s). The timekeeper(s) shall record the time at which each of the events indicated in [Table 2](#) occur. The time recorded shall be the time shown on the stop watch when the event occurs.

7.2.2 Depending on the design of the MES, and the number of test persons and survival craft used, the events listed in [Table 2](#) may not occur in the sequence indicated.

7.2.3 If the time is stopped for any reason, the start time, stop time, duration and reason should be recorded.

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Table 2 — Test times

Event	Time (min:s)	Time elapsed (s)
Order to activate the system given	00:00	A: 00
System ready for lowering		B:
System lowered to the waterline		C:
System ready for descent		D:
Platform crew ready to receive test persons		E:
Time stopped for safety of test persons (see 6.5)		F:
Time resumed		G:
First test person starts descent to floating platform or survival craft		H:
Last test person completes descent to floating platform or survival craft		I:
Handling of first associated survival craft initiated		J:
First person enters the first associated survival craft		K:
Last person enters the first associated survival craft		L:
Second associated survival craft secured and boardable		M:
Disengagement of last survival craft from ship initiated		N:
Disengagement of last survival craft from ship completed		O: