



**SEGUNDO EJERCICIO. PARTE A: Traducción por escrito del siguiente texto, sin diccionario, durante un tiempo máximo de 30 minutos.**

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## **GUIDELINES ON SAFETY DURING ABANDON SHIP DRILLS USING LIFEBOATS.**

### **GENERAL.**

It is essential that seafarers are familiar with the life-saving appliances on board their ships and that they have confidence that the appliances provided for their safety will work and will be effective in an emergency. Frequent periodic shipboard drills are necessary to achieve this.

Crew training is an important component of drills. As a supplement to initial shore-based training, onboard drills and training will familiarize crew members with the ships appliances and the associated procedures. The objective of drill and training is to develop appropriate crew competencies, enabling effective and safe utilization of the equipment required by the 1974 SOLAS Convention, as amended (SOLAS). The time limits set out in SOLAS for ship abandonment should be considered as a secondary objective when conducting drills.

### **Drill frequency.**

Experience has shown that holding frequent drills makes the crew more familiar with the life-saving appliances on board their ships and increases their confidence that the appliances will work and will be effective in an emergency. Drills give the opportunity to gain experience in the use of the safety equipment in cooperation. The ability to cope with an emergency and handle the situation is improved by frequent drills. However, frequent crew changes sometimes make it difficult to ensure that all on board have the opportunity to participate in drills when the minimum required drills are conducted only. Therefore, consideration needs to be given to scheduling drills as necessary to ensure all on board have an early opportunity to become familiar with the ship appliances and systems.

### **Drills must be safe.**

Abandon ship drills should be planned, organized and performed in accordance with relevant shipboard requirements of occupational safety and health so that the recognized risks are minimized. Drills provide an opportunity to verify that the life-saving appliances are working and that all associated equipment is in place, in good working order and ready for use.

Before conducting drills, it should be checked that the lifeboat and its equipment have been maintained in accordance with the ship's maintenance manuals and any associated technical documentation, as well as noting all the precautionary measures necessary. Abnormal conditions of wear and tear or corrosion should be reported to the responsible officer immediately.



### **Emphasis on learning.**

Drills should be conducted with an emphasis on learning and be viewed as a learning experience, not just as a task to meet a regulatory requirement to conduct drills. Whether they are emergency drills required by SOLAS or additional special drills conducted to enhance the competence of the crew members, they should be carried out at safe speed. During drills, care should be taken to ensure that persons on board familiarize themselves with their duties and with the equipment. If necessary, pauses should be made during the drills to explain especially difficult elements. The experience of the crew is an important factor in determining how fast a drill or certain drill elements should be carried out.

### **Planning and organizing drills.**

SOLAS requires that drills shall, as far as practicable, be conducted as if there was an actual emergency.<sup>1</sup> This means that the entire drill should, as far as possible, be carried out, while ensuring that the drill can be performed in such a way that it is safe in every respect. Consequently, elements of the drill that may involve unnecessary risks need special attention or may be excluded from the drill.

In preparing for a drill, those responsible should review the manufacturer's instruction manual to ensure that a planned drill is conducted properly. Those responsible for the drill should ensure that the crew is familiar with the guidance provided in the life-saving appliances instruction manuals.

Lessons learned in the course of a drill should be documented and made a part of the follow-up shipboard training discussions and the planning of the next drill session.

The lowering of a boat with its full complement of persons is an example of an element of a drill that may, depending on the circumstances, involve an unnecessary risk. Such drills should only be carried out if special precautions are observed.

### **ABANDON SHIP DRILLS.**

It is important that the crew who operate safety equipment on board are familiar with the functioning and operation of such equipment. SOLAS requires that sufficiently detailed manufacturers' training manuals and instructions be carried on board, which should be easily understood by the crew. Such manufacturers' manuals and instructions should be accessible for everyone on board and observed and followed closely when preparing and conducting drills.

### **Guidance to the shipowner.**

The shipowner should ensure that new safety equipment on board the company's ships has been approved and installed in accordance with the provisions of SOLAS and the International Life-Saving Appliances (LSA) Code.



Procedures for holding safe drills should be included in the Safety Management System (SMS) of the shipping companies. Detailed procedures for elements of drills that involve a special risk should be evident from workplace assessments adjusted to the relevant life-saving appliance.

Personnel carrying out maintenance and repair work on lifeboats should be qualified accordingly.

### **Lifeboats lowered by means of falls**

During drills, everyone participating should be alert for potentially dangerous conditions or situations and should bring them to the attention of the responsible person for appropriate action. Feedback and recommendations to the shipowner, the Administration and the system manufacturer are important elements of the marine safety system.

When drills are to be performed with persons on board the lifeboat, it is recommended that the boat be lowered and recovered without any persons on board first to ascertain that the arrangement functions correctly. In this case, the boat should then be lowered into the water with only the number of persons on board necessary to operate the boat.

To prevent lashings or gripes from getting entangled, proper release should be checked before swinging out the davit.



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# AUTONOMOUS SHIPPING