size and number of the lifefloats attached to them; or
   (ii) Lashings that can be easily slipped.

(2) A painter must be secured to the lifefloat by—
   (i) The attachment fitting provided by the manufacturer; or
   (ii) A wire or line that encircles the body of the lifefloat and will not slip off, and meets the requirements of §133.105(a)(4)(iii).

(3) If lifefloats are arranged in groups with each group secured by a single painter,—
   (i) The combined weight of each group must not exceed 185 kilograms (407.8 pounds);
   (ii) Each lifefloat must be individually attached to the group's single painter by its own painter which must be long enough to allow floating without contact with any other lifefloat in the group;
   (iii) The strength of the float-free link and the strength of the group's single painter must be appropriate for the combined capacity of the group of lifefloats;
   (iv) The group of lifefloats must not be stowed in more than four tiers. When stowed in tiers, the separate units must be kept apart by spacers; and
   (v) The group of lifefloats must be stowed to prevent shifting with easily detached lashings.

§ 133.140 Stowage of rescue boats.

(a) Rescue boats must be stowed as follows:
   (1) Each rescue boat must be ready for launching in not more than 5 minutes.
   (2) Each rescue boat must be in a position suitable for launching and recovery.
   (3) Each rescue boat must be stowed in a way that neither the rescue boat nor its stowage arrangements will interfere with the operation of any survival craft at any other launching station.
   (b) Each rescue boat must be provided a means for recharging the rescue boat batteries from the OSV’s power supply at a supply voltage not exceeding 50 volts.
   (c) Each inflated rescue boat must be kept fully inflated at all times.

§ 133.145 Marine evacuation system launching arrangements.

(a) Arrangements. Each marine evacuation system must have the following arrangements:
   (1) Each marine evacuation system must be capable of being deployed by one person.
   (2) Each marine evacuation system must enable the total number of persons for which it is designed, to be transferred from the OSV into the inflated liferafts within a period of 10 minutes from the time an abandon-ship signal is given.
   (3) Each marine evacuation system must be arranged so that liferafts may be securely attached to the platform and released from the platform by a person either in the liferaft or on the platform.
   (4) Each marine evacuation system must be capable of being deployed from