

Guideline for Preparation of the Concentrated Inspection Campaign on Lifeboat Launching Arrangements

Purpose

The purposes of this PSC Concentrated Inspection Campaign are to ensure that safe practice of lifeboats' drills, testing and good maintenance of launching arrangements are carried out in accordance with SOLAS Chapter III and that the crew are aware of the dangers of launching and recovering of lifeboats as per IMO circular MSC/Cir 1206.

Issues To Be Attended

The Campaign will focus on the following 19 areas with respect to lifeboat launching arrangements, in particular 'on-load' release mechanisms. Eleven of them (refer those marked with "**") are considered critical that any non-compliance detected by a PSCO may result in ship detention. Management companies and shipmasters should pay special attention to the following issues:

Maintenance and Records

The following drills, tests/inspections and maintenance shall be carried out in accordance with applicable provisions under SOLAS chapter III. The relevant records/certificates shall be properly maintained on board ships for the inspections by an attending PSCO:

- (i) Abandon ship drill shall be conducted in accordance with the requirements in SOLAS III/19.3 (see Appendix 1) and the guidelines in IMO circular MSC.1/Circ. 1206 (see Appendix 2).
- (ii)* The dynamic test of the winch brake of a davit launch shall be conducted in accordance with the requirements in SOLAS III/20.11.1 (see Appendix 1). The test certificates shall be issued by a classification society.
- (iii)* Falls used in launching of lifeboats shall be maintained in accordance with SOLAS III/20.4 (see Appendix 1).
- (iv)* The weekly and monthly inspections of all survival craft, rescue boats and launching appliances shall be conducted in accordance with the requirements in SOLAS III/20.6 and 20.7 (see Appendix 1).
- (v)* The condition of lifeboat hook assemblies and their attachment to the lifeboat shall be checked to ensure that the materials are not impaired due to wastage. Particular attention should be given to corrosion of the attachment in the keel area.

Operational Safety

The management companies should instruct their ship masters to:

- (vi) follow the procedures laid down in the Shipboard Safety Management System (SSMS) to identify the hazards related to the launching/recovery of a lifeboat

including those hazards mentioned in IMO circular MSC.1/Circ. 1206.

Note: The Lifeboat maker's procedures for launching within the Training Manual may not provide adequate coverage on the level of hazard identification expected by the PSCO. Masters are required to exercise appropriate judgment in this respect.

- (vii)* ensure that all key personnel on board are familiar with the procedures for the launch/recovery of lifeboats laid down in the SSMS.
- (viii) ensure that all crewmembers are familiar with the principles of safe use and proper maintenance of lifeboat system laid down on IMO circulars MSC.1/Circ.1205 (see Appendix 3) and MSC.1/Circ.1206.

On-Load Release

- (ix) The lifeboat system is not required to be fitted with an on-load release mechanism for ships built before 1 July 1986. However, if on-load release mechanisms are fitted on ships built before the said date, they should be functioning properly.
- (x)* The ship master should ensure that all ship staff responsible for launching/recovery of lifeboats are familiar with the system operation including how to reset the interlock properly to prevent accidental release during lifeboat operations.
- (xi) Clear operating instructions for use of the on-load release should be provided in the working language of the ship and with a suitably worded warning notice by using colour coding, pictograms, and/or symbols as necessary for clarity in accordance with LSA Code 4.4.7.6.5 (see Appendix 4).
- (xii) The ship master shall ensure that the release mechanism is so designed that crew member in the lifeboat can clearly observe the release mechanism is properly and completely reset and ready for lifting in accordance with LSA code 4.4.7.6.2.2 & 4.4.7.6.4 (see Appendix 4).
- (xiii) The release control should be clearly marked in a colour that contrasts with its surroundings.
- (xiv)* The operating handle should be in the correct position with a locking pin in place to prevent inadvertent release. The release hooks should be kept in the locked position that could be clearly displayed in some form of indication, e.g. a pointer in a green sector.
- (xv)* The release hook assembly should be well maintained and greased. The operating cables should also be in good condition without signs of fraying and internal corrosion due to damaged outer plastic sheath etc.

Davits and Winches

- (xvi)* The davits and winches should be in satisfactory condition at all times. The davit mountings shall be free of corrosion, especially in inaccessible areas. Wires evenly stowed on drum shall be well greased.
- (xvii)* All sheaves, moving parts and fall wires of the lifeboat system should be well maintained and greased. The limit switches should be functioning properly (refer to LSA Code 6.1.2.7 in Appendix 5).
- (xviii)* The centrifugal winch brake should be operating satisfactorily in “freefall” mode and the manual brake can reapply automatically upon the handle is released in accordance with LSA Code 6.1.2.8, 6.1.2.10 and 6.1.2.11 (see Appendix 5). The manual brakes should be of deadman type and is functioning properly in accordance with LSA Code 6.1.2.12 (see Appendix 5).

Drill

- (xix) The ship master should ensure that each of his crewmembers is familiar with his assigned duties of abandon ship operations and ready to demonstrate such drill when requested by a PSCO.

Ship Safety Branch
Marine Department
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