

Paris and Tokyo MOU Concentrated Inspection Campaign on Lifeboat Launching Arrangements

The Paris and Tokyo MOUs on Port State Control have announced a concentrated inspection campaign (CIC) focusing on compliance with the lifeboat launching arrangements as covered by the requirements of SOLAS chapter 3. The CIC will run for 3 months from the 1st September 2009 until 30th November 2009 with the Paris and Tokyo MOUs expecting to conduct 10,000 surveys during the duration of the campaign.

During Port State Control inspections Port State Control Officers will refer to an additional questionnaire detailing 20 points to be checked and inspected in relation to both davit launched and freefall lifeboats. The areas that will be subject to inspection and checking include maintenance and records, operational safety, davits and winches, on-load releases and drills with the following areas being scrutinised:

- That lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements.
- That dynamic testing of the davit winch brakes have been carried out.
- That the davits, falls, sheaves, lifeboats and on-load release mechanisms are being regularly maintained.
- That the connection between the lifeboat and the fall hook is in satisfactory condition.
- The identification of hazards associated with launching and recovery of lifeboats within the vessels Safety Management System and the implementation of procedures or instructions onboard in relation to these hazards.
- The familiarity of key personnel with the launching and recovery of lifeboats, and the familiarity of crew with relevant IMO documentation



and guidance including Maritime Safety Committee circulars.

- The condition, marking, setting, design, crew familiarity and understanding of and the posting of suitable instructions and warning notices in relation to the use and operation of the on-load releases and any interlocks.
- The condition of the davits and winches.
- The operation of all moving parts including sheaves and limit switches.
- The correct operation of the centrifugal winch brake during lifeboat 'freefall' lowering and the correct operation of the manual deadweight brake upon release.
- If a lifeboat drill is conducted as part of the Port State Control inspection, whether this was performed satisfactorily.

As for any Port State Control inspection, in the event of deficiencies being found actions by the Port State may vary from

instructing the Master to have the deficiencies rectified within a specified time frame to the detention of the vessel until the deficiencies have been satisfactorily rectified.

The checklist that will be used by Port State Control Officers during this concentrated inspection campaign can be found on the Paris MOU website: www.parismou.org

For further information on this or other Loss Prevention topics please contact the Loss Prevention Department, Steamship Insurance Management Services Ltd.

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