



Türk Loydu Newsletter

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Paris and Tokyo MOU's hold joint concentrated campaign on lifeboat launching arrangements

Paris and Tokyo MOU's on Port state control hold joint concentrated inspection campaign on lifeboat launching arrangements - Solas ch. III. beginning 1 September 2009.

The 43 Maritime Authorities of the Paris and the Tokyo Memoranda on Port State Control will begin a joint concentrated inspection campaign with the purpose to ensure compliance with SOLAS Chapter III – Life-Saving Appliances and Arrangements with regard to lifeboat launching arrangements. This inspection campaign will be held for 3 months, ending on 30 November 2009.

In practice the concentrated inspection campaign will mean that during every port State control inspection within the Paris and Tokyo MoU regions, the lifeboat launching arrangements, maintenance records and other applicable documentation shall be verified in more detail for compliance with SOLAS Chapter III.

Port State Control Officers (PSCOs) shall use a list of 20 selected items to verify critical areas for the safety of lifeboat launching arrangements, some of which are related to documentation, equipment and familiarisation. For this purpose PSCOs will apply a questionnaire listing a number of items to cover this concentrated inspection. The questionnaire will be published on the websites of Paris MoU and Tokyo MoU in the first week of August 2009. When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify within a certain period to detention of the ship until deficiencies have been rectified.

In case of detention publication in the monthly list of detentions available on the Paris MoU and Tokyo MoU web pages will take place.

It is expected that the Paris MoU and Tokyo MoU will carry out approximately 10,000 inspections during the CIC. The results of the campaign will be analysed and findings will be presented to the governing bodies of the MoU's for submission to the IMO.

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During the CIC, port State control officers will check the related areas based on the following questions:

1. Does the ship have davit-launched lifeboats?

Maintenance and Records

2. Do records indicate that lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements?
3. Do records indicate that the 1.1 dynamic load tests of the winch brake have been carried out?
4. Do records indicate that the launching arrangements (falls, lifeboats, on-load release and davits) are regularly maintained?
5. Are the means of attaching lifeboat hook assemblies to the lifeboat in a satisfactory condition?

Operational Safety

6. Have the hazards associated with the launching and recovery of lifeboats been identified (ISM)?
7. Are any procedures or instructions implemented on-board relating to the hazards identified in Q6?
8. Are all key personnel familiar with the procedures for the launch and recovery of lifeboats?
9. Is the crew familiar with relevant IMO documentation and guidance including MSC Circulars 1205 and 1206?

On Load Releases

10. Are on load releases fitted?
11. Can the ship's crew describe an understanding of the operation of the on-load release, including interlocks as appropriate?
12. Are clear operating instructions for use of the on-load release, in the working language of the ship, provided with a suitably worded warning notice?
13. Is the release mechanism designed so that crew members in the lifeboat can clearly observe when the release mechanism is properly and completely reset and ready for lifting?
14. Is the release control clearly marked in a colour that contrasts with its surroundings?
15. Does it appear that the hooks and release arrangements, including any interlocks, are correctly set?
16. Does it appear that the lifeboat on-load release mechanisms are in a satisfactory condition?

Davits and Winches

17. Does it appear that the davits and winches are in a satisfactory condition?
18. Do all the sheaves and other moving parts, including limit switches, operate correctly?
19. Is the centrifugal winch brake operating satisfactorily in "freefall" mode and the manual brake automatically reapplying upon release?

Drill

20. If conducted, was a drill performed satisfactorily?

Owners and managers are urged to take all appropriate actions to avoid unnecessary detentions of their ships.