
 <b>QUALITY MATTERS</b>	<b>SHIPS CLASSIFICATION MALAYSIA</b> <b>SCM CIRCULAR</b> <b>TO SHIPOWNERS, MASTERS, AGENTS</b> <b>AND RELEVANT INTEREST PARTIES</b>		 <small>MS ISO 9001 REG. NO. AR2998</small>
	Issue No	<b>212009</b>	
TITLE	<b>Concentrated Inspection Campaign on Life Boats and Launching Arrangements</b>		

The Paris MOU and Tokyo MOU (Malaysia being under Tokyo MOU) will be conducting a Concentrated Inspection campaign (CIC) for SOLAS Ch.III – Live saving Appliance and Arrangements. The focus will be on Life Boats, the launching arrangements including the crews knowledge of operating the equipment, drills and inspection, maintenance and relevant records for davits, winches and on load release gears.

This inspection campaign will last for 3 months, starting September 1<sup>st</sup>, ending 30<sup>th</sup> November 2009 and will be conducted in conjunction with routine Port State Control inspections.

Masters should be prepared to lower down at least one boat with particular attention to the operation of the davit and brake.

It is recommended that the Master explains to the PSC officer how the drill will be conducted and how testing of the launching arrangements may be done prior to lowering a life boat with people onboard. The Master should be able to explain to the PSC officer how to ensure that lifeboats fitted with on load release gear are correctly reset and cannot be accidentally released during hoisting operations.

The PSC officer may seek to verify if all key personnel are familiar with the procedures for launching and recovery of the lifeboats. Davits and winches will be inspected to verify that they are in satisfactory condition focusing on condition of davit arms, foundations, sheaves, blocks, limiting switches and wire falls for date of renewal or turned end for end.

Winch brake operation may be tested. Records for testing, maintenance, inspection and launching will be reviewed and compared to the condition of the equipment.

The SOLAS requirement for launching and maneuvering in water borne condition will be verified as well as dynamic load test records.

All related certificates will be verified including certificates for life boats falls, the last annual service and 5 yearly thorough examination of launching appliance and release gears.

Attached for your guidance is the PSC questionnaire that is to be used during the inspection.



Capt M.Prathaban  
Senior Manager Survey & Consultancy




Khairulmuzammil Yuzri  
General Manager

MEMORANDUM OF UNDERSTANDING  
ON PORT STATE CONTROL  
IN THE ASIA-PACIFIC REGION



CONCENTRATED INSPECTION CAMPAIGN  
ON LIFEBOAT LAUNCHING ARRANGEMENTS  
01/09/2009 to 30/11/2009

Inspection Authority:	
Port of Inspection:	
Date of Inspection:	
Ship Name:	
IMO Number:	
Flag of Ship:	
Call Sign:	
Ship Type:	
	Port
On-load release Manufacturer:	
On-load release model:	
On-load release date of manufacture:	
	Starboard
On-load release Manufacturer:	
On-load release model:	
On-load release date of manufacture:	

		Yes	No	N/A
1	Does the ship have davit-launched lifeboats? <sup>1</sup>			
	<b>Maintenance and Records</b>			
2	Do records indicate that lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements? <b>(2025)</b>			
3	Do records indicate that the dynamic tests of the winch brake have been carried out? <b>(0696)</b> <sup>2</sup>			
4*	Do records indicate that the launching arrangements (falls, lifeboats, on-load release and davits) are regularly maintained? <b>(0696)</b>			
5*	Are the means of attaching the lifeboat hook assemblies to the lifeboat in satisfactory condition? <b>(0696)</b> <sup>2</sup>			
	<b>Operational Safety</b>			
6	Have the hazards associated with the launching and recovery of lifeboats been identified (ISM)? <b>(2535)</b>			
7	Are any procedures or instructions implemented on-board relating to the hazards identified in Q6? <b>(2535)</b>			
8*	Are all key personnel familiar with the procedures for the launch and recovery of lifeboats? <b>(0695)</b>			
9	Is the crew familiar with relevant IMO documentation and guidance including MSC Circulars 1205 and 1206? <b>(0695)</b>			
	<b>On Load Releases</b>			
10	Are on load releases fitted?			
11*	Can the ships crew describe an understanding of the operation of the on-load release, including interlocks as appropriate? <b>(0695)</b>			
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? <b>(2055)</b>			

		Yes	No	N/A
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? (0630)			
14	Is the release control clearly marked in a colour that contrasts with its surroundings? (0630)			
15*	Are the hooks and release arrangements, including any interlocks, correctly set? (0630)			
16*	Are lifeboat on-load releases in satisfactory condition? (0696)			
	<b>Davits and Winches</b>			
17*	Are the davits in satisfactory condition? (0696)			
18*	Do all the sheaves and other moving parts, including limit switches, operate correctly? (0696) <sup>2</sup>			
19*	Is the centrifugal winch brake operating satisfactorily in "freefall" mode and the manual brake automatically reapplying upon release? (0630) <sup>2</sup>			
	<b>Drill</b>			
20*	If conducted, was a drill performed satisfactorily? (2025) (If <b>not</b> conducted enter N/A)			
	<b>Detention</b>			
21	Was the ship detained as a result of this CIC?			

If a "NO" answer is selected for questions marked with \* the PSCO should use their professional judgement to determine whether the vessel should be considered for detention.

<sup>1</sup> For free-fall lifeboats answer "NO"  
For vessels without lifeboats answer "NA" and answer questions 2 – 19 "NA"

<sup>2</sup> For free-fall lifeboats answer "NA"

<sup>3</sup> If "No" questions 11-16 should be marked "NA"