



DNV MANAGING RISK

Port State Control Information

DNV Update on

Concentrated Inspection Campaigns

Issued May 2009



Port State Control Information – DNV Update

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON LIFEBOAT LAUNCHING ARRANGEMENTS

PARIS MOU & TOKYO MOU Port State Control regimes will be conducting a Concentrated Inspection Campaign (CIC) for SOLAS Chapter III – Lifesaving Appliances and Arrangements. The focus will be on Lifeboats, the launching arrangements, including the crew's knowledge of operating the equipment, drills, inspections and maintenance.

It is expected that other MOU's may participate as well.

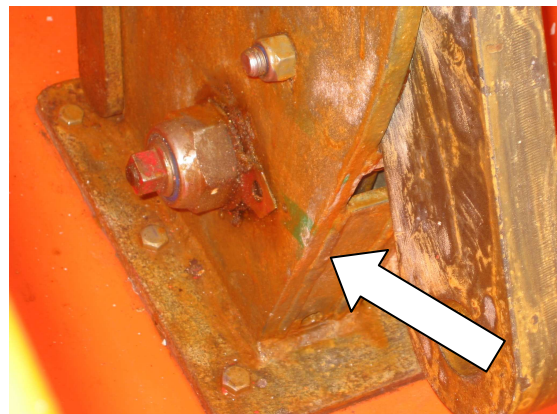
The inspection campaign will last 3 months, starting on 1st September and ending 30th November 2009, and will be conducted in conjunction with routine Port State Control inspections.

It is not expected that a full scale lifeboat drill be conducted during every CIC inspection, however the vessels should be prepared to lower at least one boat to some extent to check the davit and break operation. Should a drill be conducted, it will be executed under the Master's control and should be according to MSC/Circ. 1206.



Lifeboat waterborne, released from blocks and manoeuvred

Prior to the drill, 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 lifeboat as part of the drill. The Master should also be prepared to explain to the PSC officer how to ensure that lifeboats fitted with on-load release gear are correctly reset to prevent accidental release during hoisting operations.

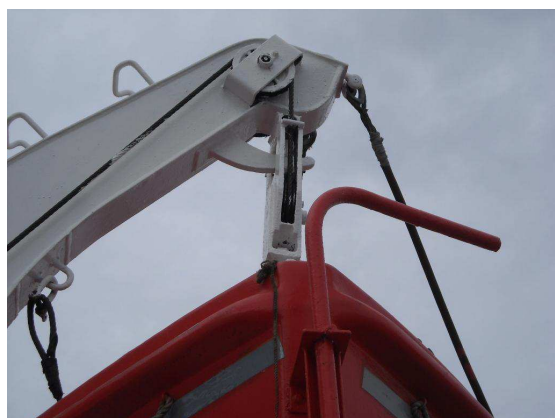


Indicator arrow showing camshaft position

The PSC officer may ask to validate if key personnel are familiar with the procedures for launching and recovery of the lifeboats, and if they are familiar with relevant IMO



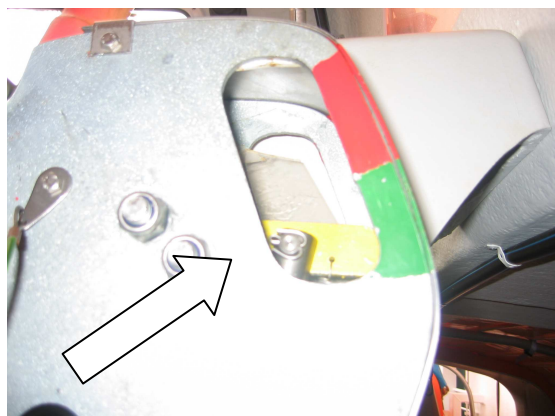
guidance information. It is recommended that the vessel has conducted a hazard assessment of the launching and recovery operation, and implemented procedures or instructions to mitigate any hazards found (as applicable) and upon request provide relevant evidence of how this was implemented (i.e. issuance of a fleet memo, a specific procedure in the SMS etc.).



Davit arm with lifeboat in stowed position

Davits and winches will be inspected to validate that they are in satisfactory condition, including the sheaves and any moving parts, as well as limit switches, wire falls and blocks. Winch brake operation may be tested, also “freefall” mode.

The crew must have an understanding of the operation of the on-load release, including interlocks as appropriate.



Hydrostatic interlock safety feature for on-load release gear

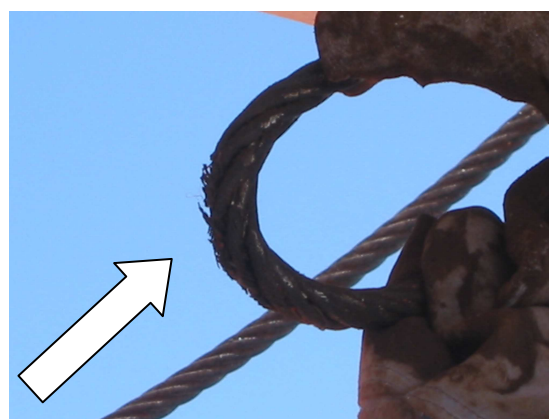
Inside the lifeboat there should be posted operating instructions, in the working language of the crew, as well as a suitable worded warning notice for the on-load release gear.

The release control should be clearly marked in a colour that contrasts with the surroundings. Expect the hook foundation and winch foundation and associated bolts condition to be inspected.



Example of corroded bolts

Records for testing, maintenance and launching will be reviewed and compared to the condition of the equipment. Replacement of wires as appropriate may be checked.

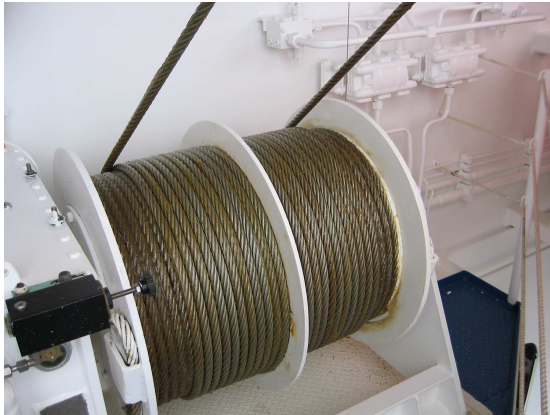


Example wasted wire

The SOLAS requirements for launching and manoeuvring the lifeboats in the water will be validated, as well as dynamic load testing requirements.



All related certificates will be checked, including those of the lifeboat falls, the last annual service and the 5 yearly through examination of launching appliances and release gears.



Winch drums when lifeboat is in stowed condition

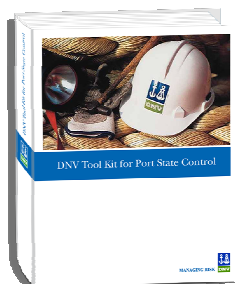
During the first week of August 2009, the websites of Paris MOU and Tokyo MOU will post the questionnaire utilized by their PSC officers for the Concentrated Inspection Campaign. See links below to each MOU:

www.tokyo-mou.org

www.parismou.org



Please be advised that DNV has produced a PSC Tool Kit to support clients in the preparations for Port State Control examinations. Copies can be requested from your local DNV office.



Owners can request DNV's attendance during a scheduled Port State Control inspection, by contacting your local DNV office.

However, should your vessel during a PSC inspection, be issued deficiencies related to class related items or be detained, immediately notify your local DNV office. Our surveyors can support you with expediting the release of your vessel.