

CCS Technical Information

(2014) Technical Information No.34 Total No.156
Nov.24, 2014
(Total 8 pages)

To: Shipping companies, division concerned of CCS headquarters, CCS surveyors and auditors

Notice on the Lifeboat Hook System

The shipping companies and related suppliers concerned:

As far as any deficiency of the lifeboat hook system is concerned, accidental landing or falling off of the lifeboat may occur at any time during operation of lifeboat release, resulting in lifeboat damage, or even serious accidents such as casualties of crew on the lifeboat.

Defects of the lifeboat hook system have been found by the Port State Control Officers (PSCOs) during inspections for many times. Some ships have been detained, resulting in adverse effects and economic losses. Especially, AMSA PSCOs inspect the lifeboats/rescue boats very carefully and strictly. Once they find any deficiency, the ship will be detained, nearly without any room for compromise.

In combination with examples of deficiencies of the lifeboat hook system found by PSCOs a few years ago and recently, technical tips are hereby released to prompt all CCS surveyors, shipping companies and related suppliers that the hook system is to be inspected, renewed and maintained in strict accordance with relevant requirements to avoid life and property loss due to deficiencies of the lifeboat hook system and PSC detention.

I. Defect of a Certain Lifeboat after Renewal of the Hook System:

1. The emergency tiller is hindered by release of the wire rope support, which results in limited rotation of the lifeboat rudder blade, and only left full rudder (right full rudder cannot be achieved).



2. The interlocking wire rope conduit is not fixed, resulting in function failure (figure below on the right shows the normal condition after fixation):



3. The interlocking wire rope intersects with the release wire rope in the forepart of the lifeboat, resulting in greater internal wire rope sliding resistance, or even the risk of unsynchronized hook release of the stem and stern:



4. Length of the release wire rope of the hook in the rear part of the lifeboat is not appropriate, coiling is conducted temporarily, which may result in the risk of unsynchronized hook release of the stem and stern.



II. Examples of Defects of the Lifeboat Hook System in Recent Years:

1. Failure of the hydrostatic interlocking device of the fully enclosed lifeboat hook system may

cause accidental hook release and endanger lives of the crew (figure below on the right shows the normal condition):



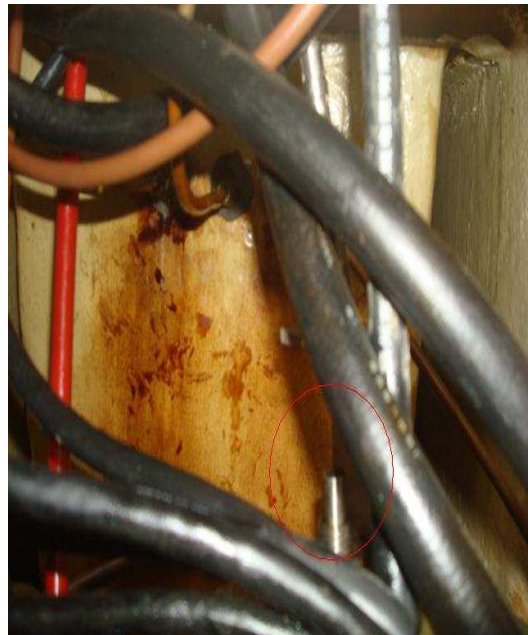
2. There is too much grease inside the unhooking and release device of the hook, affecting the synchronous release of hooks of the stem and stern.



3. The hydrostatic release interlocking wire rope is deformed, the safety pin is not placed in the right position, and the interlocking function failure:



4. The hydrostatic release interlocking wire rope is deformed and disconnected, affecting the interlocking function and boat release:



5. The wire rope support is loose, affecting the wire rope function and boat release:



III. General Requirements and Suggestions

1. When inspecting the lifeboat, especially after renewal of the hook system, surveyors shall pay close attention to the inspection and test of the hook and the bearing and release device, to ensure that all functions of the lifeboat are normal and comply with Convention requirements, each part is appropriately arranged and correctly installed and fixed, all operational tests and inspections are satisfactory, necessary evidences arising during inspection are kept, and any defects are to be required to be solved on the spot. Meanwhile, surveyors shall strictly supervise service quality of suppliers and carefully examine the test reports provided by the suppliers.
2. Auditors, when conducting SMC audit, shall pay close attention to the maintenance and safety inspection of lifeboat, in combination with the drill and as far as possible carry out on-site inspection of the reset of the bearing and release device, reliability of the interlocking protector and intactness of the wire rope; pay attention to operation of life-saving appliance by crew and trainings. Crew shall have a good command of the performance and operation requirements of the bearing and release device of lifeboat.
3. During the regular safety inspection, inspection prior to arrival at port or before and after the lifeboat operation, crew shall pay special attention to whether the bearing and release device can reset reliably, whether the interlocking is reliable, whether wire rope operation is

flexible, whether wire rope is subject to deformation, getting loose or damage, and hooks of the stem and stern can release at the same time and reset flexibly. Inspections are to be carried out carefully, to avoid retention by PSC or life and property loss; maintenance is to be well performed, to keep the bearing and release device of lifeboat in good condition at any time. Any problem, once found, is to be solved or reported. Representatives of the shipping company, when visiting the boat, shall also pay special attention to the technical condition of life-saving appliances, especially the bearing and release device of lifeboat.

4. During maintenance of the lifeboat, the supplier shall also pay special attention to the inspection and test of the bearing and release device and be demanding, timely solve any problem found during maintenance, timely report any defects to the surveyor, carefully sign and issue the test report, to ensure that conclusions of the test report comply with actual conditions of the boat and meet relevant requirements.

5. Since some original manufacturers of lifeboats for some ships cannot be contacted, the shipping company has no choice but to select the manufacturer other than the original manufacturer or its authorized organization to renew the hook system. Renewal of the hook system is to comply with the *Supplementary Notice on Implementing the SOLAS Convention Related to Lifeboat Hook and Amendment of Rules for Life-saving Appliance* ((2014) Circular No. 25 (No. 509 of the total)) issued by us on June 12, 2014. The shipping company shall select the approved, accepted, and inspected hook system, and the qualified manufacturer or organization authorized by the manufacturer is to renew the hook system. Prior to commencement of work, the manufacturer or the organization authorized by the manufacturer shall assign qualified personnel to conduct careful site inspection and design for the lifeboat. The design schemes, drawings and data are to be subject to examination and approval, to ensure that the new hook system meets the applicable Convention requirements; after the new hook system is installed, it is to be subject to careful inspection and test, to ensure that each part is appropriately arranged and correctly installed and fixed, and no condition or hidden danger which affects the normal operating function of the bearing and release device of lifeboat exists; in consideration of the complexity of the project, the ship shall allow enough time and closely monitor the project quality throughout the construction to ensure that design and drawings requirements are met, all operational tests and inspections are very satisfactory, arrangement is rational and normative.

A complete set of data concerning the new hook system is to be kept on board.

Attachment: Supplementary Notice on Implementation of the Amendments to SOLAS and its IACS Code Regarding Requirements for Lifeboat Release and Retrieval Systems

This Notice is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to shipping companies in relevance to their business area.

Hereby notify the above.

China Classification Society

For any questions, please contact the Classed Ship in Service Dept. of CCS Headquarters without hesitation.

Tel: (010) 58113599 /Fax: (010) 58112807 E-mail: cdwork@ccs.org.cn

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Circular

China Classification Society
(2014) Circ. 25 /Total No.509
12/06/2014 (total pages: 7+7)

To relevant departments of CCS Headquarters, Shanghai Rules & Research Institute, Plan approval centers, branches, CCS surveyors, relevant shipyards, marine product manufacturers, designers and shipping companies, offshore units owners

Supplementary Notice on Implementation of the Amendments to SOLAS and its LSA Code Regarding Requirements for Lifeboat Release and Retrieval Systems

(This circular includes the amendment to the text of CCS circular

(2011) Circ. 87 /Total No.145 and two new annexes. For the

convenience of comparison , this circular is edited in underlined version)

Background:

1. To prevent accidents of lifeboat, IMO MSC 89, which was held in May 2011, adopted a set of SOLAS and LSA Code amendment and relevant documents to improve the safety of lifeboat Release and Retrieval Systems (hereafter referred to as RRS). These amendments and relevant documents apply to RRS installed on lifeboats ~~(and rescue boat, if applicable)~~ on board all ships ~~(new and existing cargo and passenger ships)~~ and offshore mobile units with the exception of the RRS of free-fall lifeboat and the off-load RRS used by ships built before 1st of July,1986.

For the offshore fixed units, this circular is for reference only .

Implementation Arrangements:

2. For ships constructed (keels laid) on or after 1 July 2014

All RRS shall be new design and comply with 4.4.7.6 of the LSA Code revised by MSC. 320(89) (see annex 2 of this Circular). The test requirement of LSA Code as revised by MSC.321(89) (see annex 3 of this Circular) should be carried out.

3. For ships constructed (keels laid) on or after 20 May 2011 but before 1 July 2014

Although these ships are only required to comply with requirement in Para. 4 below for existing RRS, ship owners and RRS manufacturers are encouraged to provide these ships with new RRS as described in Para.2 above, according to IMO MSC Circ1/1393 (see annex 6 of this Circular).

4. For ships constructed (keels laid) before 20 May 2011

4.1 Any existing RRS onboard these ships should be evaluated in accordance with the MSC.1/Circ.1392 “Guidelines for Evaluation and Replacement of Lifeboat RRS” (see annex 4 of this Circular) , to assess if it complies with 4.4.7.6.4, 4.4.7.6.5 and 4.4.7.6.6 of the revised LSA Code (see annex 1 of this Circular).

4.2 Existing RRS. that does not comply shall be either modified to comply with the above requirements or replaced by a new type of RRS as described in Para.2 above, not later than the first scheduled dry-docking (not an in-water survey, and so hereunder) after 1 July 2014 but not later than 1 July 2019.

5 For manufacturers

The manufacturer should develop new design of RRS as mentioned in Para.2 of this Circular as soon as possible, then apply for the certification to this Society.

For existing RRS already installed on board, the manufacturer should contact the shipping company and start the evaluation and replacement of RRS, the details are as follows:

5.1 Manufacturers of existing lifeboat or existing RRS are required to undertake self-assessment and modification (if necessary) of existing types of RRS approved by this Society, then submit the documents to CCS Product Plan Approval Center for review before 1st of July, 2012, (please notice the newly added sentence in 6.3 regarding the time relaxation) unless they decide to directly apply the procedure of Pars. 5.5 of this Circular .

If the original manufacturer is not in existence or not able to provide service to the ship owner , then the ship owner may turn to another body defined by 9.9 of annex 4 of this Circular as manufacturer. In this case the ship owner should provide a written explanation to this Society.

(CCS Product Plan Approval Centre,
12 Jiang Jia Yuan, Nanjing China,
PC. 210011,
Tel: +86-25-66668586 (submitting application)
+86-25-66668582 (consulting)
Fax: +86-25-58818565

Email: pa.nj@ccs.org.cn)

5.2 The documents submitted should include: an application letter (with the type and identification); existing certificate (if it is not a RRS certificate, the certificate of lifeboat); self-assessment report (including information of item 1-5 of the annex 7 of this Circular) ; details of modification (if applied, description of modification, workshop and on board technique, ~~and testing arrangements~~); calculation results and analysis; plans; specifications and the installation instructions for the complete operating system as well as all safety instructions regarding the operating system and any interlocks provided.

For modified RRS (see the “*” of the Flow Chart of MSC.1/Circ.1392,), to the extent of the modification, the manufacturer should prepare procedure of the additional approval test ~~and installation test~~ for verify the compliance with the existing LSA Code, and submit the procedure along with details of modification mentioned above to the CCS Products Plan Approval Center for consideration.

5.3 When conducting the approval tests mentioned in Para.5.2 of this Circular for modified RRS, and the performance test mentioned in paragraph 12 to 13 of the annex 4 of this circular, the relevant CCS branch which issued the existing RRS certificate will witness tests.

5.4 For the RRS evaluated as compliance, ~~and confirmed by the administration~~, an One-time Follow-up Overhaul Examination should be conducted by the manufacturer or its representative according to 16 and 17 of annex 4 of this circular, not later than the first scheduled dry docking after 1 July 2014.

5.5 For the approved modified RRS ~~confirmed by the administration~~, the field on board engineering shall be conducted not later than the first scheduled dry docking after 1 July 2014, but no later than 1 July 2019. The ~~description of the approved plans ; the approved installation test schedule~~ and the Evaluation Report shall be followed during the engineering. The One-time Follow-up Overhaul Examination mentioned in above 5.4 should be conducted by the manufacturer along with this engineering.

5.6 RRS evaluated as non-compliance ~~and confirmed by the administration~~ shall be replaced not later than the first scheduled dry docking after 1 July 2014, but no later than 1 July 2019. The new RRS will be installed on board and the paragraph 18 to 26 of the annex 4 of this circular should be followed. The plans and documents mentioned in paragraph 20 of the annex 4 of this circular should be provided by the manufacturer to ship owner in order to provide them to in-service surveyor of this Society.

During the load test required by paragraph 24.2 of the annex 4 of this circular the load shall be kept for at least 5 min .

The annex 10 of this circular regarding launching lifeboat from ships making headway is provided for reference.

5.7 For witness of the tests mentioned in the above 5.4, 5.5 and 5.6, in-service surveyor of this Society is to be informed.

6 For China Classification Society

The Society will conduct the survey and certification of new RRS through branch offices.

For evaluation of existing on-board RRS (if the RRS was not originally surveyed by this Society as a product, then:

- a. The following phrase “relevant CCS branch which issued the existing RRS certificate” should be understood as the CCS branch which conducts the product survey of this existing RRS;
- b. If the site administration of the manufacturer or an IACS member society have finished the evaluation of a RRS, the following procedures in 6.1 and 6.2 are understood as already finished : .

6.1 The design review, as the first stage of evaluation, will be conducted by the CCS Products Plan Approval Center. The witness of the approval test mentioned in Para. 5.3 and the performance test ,as the second stage of the evaluation, and the issuing of report of the evaluation (see annex 7 of this Circular) will be conducted by relevant CCS branch which issued the existing RRS certificate.

6.2 The register and identification of the evaluation of existing RRS will be classed as type approval. The CCS unit carrying out the evaluation will, after receiving the documents submitted by the manufacturer, registers PSMIS then get the work control number. The form no. is CP183. The editing and signing can be carried out in PSMIS.

6.3 CCS branches which issued the existing RRS certificate will finish all the evaluation and report to ~~Classed New buildings~~ Products Dept. of CCS headquarter before 1 January 2013. CCS headquarter ~~need~~ will report all the results to relevant Flag State Administrations before 1 March 2013. If the evaluation is finished on or after 1 March 2013, the evaluation report should be kept in that CCS branch and in Products Dept. of CCS headquarter for future reference.

6.4 For tests mentioned by 5.4, 5.5 and 5.6 above, in-service surveyor of this Society needs to witness the testing . and:

6.4.1 To confirm the qualification of the manufacturer(as defined in 9.9 of of annex 4 of this Circular) or its representative (the authorization document issued by the manufacturer should be checked) who conducts One-time Follow-up

Overhaul Examination , the in-field-on board engineering of modification and replacing of RRS, and the following documents and matters:-

6.4.1.1 For the RRS evaluated as compliance (see the above 5.4), evaluation report (including confirming the type consistency of the RRS and those in the report);

6.4.1.2 For the approved modified RRS (see the above 5.5) which is about to start on board engineering, evaluation report (including confirming the type consistency of the RRS and those in the report), approved details of modification and plans, certificates or quality guarantee of the main parts used in modification;

6.4.1.3 In conducting the survey mentioned in above 5.4 and 5.5, surveyors should also conduct the survey, witness and confirmation required in CCS Instructions CCS (III-C) and flag states (III-K);

6.4.1.4 For RRS evaluated as non-compliance (see the above 5.6), certificate of RRS complying with 4.4.7.6 of the LSA Code revised by MSC. 320(89) (see annex 2 of this Circular). The plans and documents mentioned in paragraph 20 of the annex 4 of this circular should be provided by the ship owner to in-service surveyor of this Society. Within them, the equipment and documents mentioned by 20.1 and 20.5 should be confirmed by in-service surveyor, and the documents mentioned by 20.2 to 20.4 may be confirmed by CCS Products Plan Approval Center.

During the load test required by paragraph 24.2 of the annex 4 of this circular the load shall be kept for at least 5 min .

The annex 10 of this circular regarding launching lifeboat from ships making headway is provided for reference.

6.4.1.5 The following documents should be kept on board:

In 6.4.1.2, the approved details of modification and plans, certificates or quality guarantee of the main parts used in modification;

In 6.4.1.4, the documents mentioned by 20.2 to 20.4 of the annex 4 of this circular.

6.4.2 After satisfied One-time Follow-up Overhaul Examination or the in-field-on board engineering of modification, the manufacturer or its representative should issue a factual statement to confirm this, for retention on board.

6.4.3 Following completion of installation testing, a Statement of Acceptance should be issued by surveyor of this Society, for retention on board (see annex 8 of this Circular).

For filling the above Statement, the explanations are as follows:

a. Survey report no. : the survey control number;

b. Certificate no.: the RRS type approval number;

c. Drawing no.: the approved installation plan number.

6.4.4 For the replaced or modified RRS, the amended or new documents (manual or instruction) on operating , maintenance and training should be kept on board, and the new operating or safety instructions should be posted at the operating position and adjacent to the lifeboat RRS.

6.5 If the ship owner is willing to fit FPD, the following 7.4 should be implemented by surveyor of this Society

7 For ship owners or ship operators

7.1 Ship owners or ship operators should contact this Society and manufactures regarding the new RSS development and approval, according to para.2, 3, 4, 5 and 6 of this Circular.

7.2 Ship owners or ship operators should contact manufactures regarding the existing RSS' self-assessment, modification or replacement according to para.3, 4 and 5 of this Circular. .

7.3 Ship owners or ship operators should contact manufacturers, considering the timing of the docking, to decide the date and place and apply to this Society for witness of the tests according to 6.4 of this Circular. The plans and documents mentioned in paragraph 20 of the annex 4 of this circular should be provided by the manufacturer to ship owner in order to provide them to in-service surveyor of this Society.

7.4. Ship owners or ship operators are suggested, according to para.6 of annex 4 of this Circular, that Fall Preventing Device (FTD) is fitted as an interim measure for all existing RRS pending evaluation.. FPD should be fitted in according with the requirement of MSC.1/Circ.1327 (see annex 5 of this Circular) until the RRS is fund compliance with the revised LSA Code. The CCS circular (2014) Circ. 3 /Total No.483 dated 7th of Jan.,2014 incorporated MSC.1/Circ.1466 on new requirements for FPD.

Information

8 Pending decision of administration, the type of RRS with a secondary safety system (which is a remotely controlled pin or interlock to prevent accidental release) is deemed as meeting 4.4.7.6.3, 4.4.7.6.4 and 4.4.7.6.5 of the revised LSA Code (see annex 2 of this circular).

9 Pending decision of administration, the “flat to flat” type (the tail of hook is locked by the flat part of cam) ~~is deemed as non-compliant with Para. 4.4.7.6.3 (only for new RRS), 4.4.7.6.4 of revised LSA Code, unless it meets the condition of above 8, or~~

~~-(only for existing RRS) analysis and testing shows that no cam turning back force is produced. of RRS , if not classed as those mentioned in the above paragraph 8 of this circular, will be treated as follows:~~

9.1 For existing RRS , if analysis and testing shows that no cam turning back force is produced, it is deemed as complying with paragraph 4.4.7.6.4 and 4.4.7.6.5 of the revised LSA Code (see annex 2 of this circular);

9.2 For new RRS, it is deemed as non-compliant with paragraph 4.4.7.6.3 (see annex 2 of this circular).

This Circular is published on CCS website www.ccs.org.cn and is to be forwarded by CCS branches to relevant shipyards, marine product manufacturers, designers ~~and~~, shipping companies and offshore units owners in relevance to their business area.

Annexes:

1. MSC. 317 (89), amendments to SOLAS III/1.5 ;
2. MSC. 320 (89), amendments to LSA Code;
3. MSC. 321 (89), amendments to Recommendation on testing of LSA;
4. MSC.1/Circ.1392, Guidelines for Evaluation and Replacement of Lifeboat RRS;
5. MSC.1/Circ.1327, Guidelines for the Fitting and Use of Fall Preventer Devices (FPDs);
6. MSC.1/Circ.1393, Early Application of New SOLAS Regulation III/1.5;
7. Form of Evaluation Report ;
8. Form of Statement of Acceptance of the Installation of Replacement Release and Retrieval System to An Existing Lifeboat;
9. Check points for in- service surveyor;
10. IMO A.624(15) “Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through the water”

Please contact Technology Management Dept. of the Headquarters in case of any unclarity during the implementation of this Circular.

(Rev.6.2 20100101-1/1)

Check points for in- service surveyor

item	engineering and witness of tests	documents checking and signing	paragraph no. in this circular	remark
RRS evaluated as compliance	<p>1 . an One-time Follow-up Overhaul Examination should be conducted by the manufacturer or its representative according to 16 and 17 of annex 4 of this circular;</p> <p>2. in-service surveyor of this Society needs to witness the testing after the One-time Follow-up Overhaul Examination</p>	<p>1. confirm the qualification of the manufacturer or its representative (the authorization document issued by the manufacturer should be checked);</p> <p>2. confirm the report of the evaluation issued by relevant CCS branch which issued the existing lifeboat or RRS certificate (including confirming the type consistency of the RRS and those in the report);</p> <p>3. After satisfied One-time Follow-up Overhaul Examination the manufacturer or its representative should issue a factual statement to confirm this, for retention on board</p>	5.4; 6.4.1; 6.4.1.1 ; 6.4.1.3 ; 6.4.2	surveyors should also conduct the survey, witness and confirmation required in CCS Instructions CCS (III-C) and flag states (III-K)
approved modified RRS	<p>1. manufacturer or its representative conduct the modification on board and the approved plans and the Evaluation Report shall be followed during the engineering.</p> <p>2 . The One-time</p>	<p>1 . To confirm the qualification of the manufacturer or its representative(the authorization document issued by the manufacturer should be checked);</p> <p>2. confirm the report of the evaluation issued by relevant CCS branch</p>	5.5; 6.4.1; 6.4.1.2 ; 6.4.1.3 ; 6.4.2 ; 6.4.4 ; 6.4.1.5	surveyors should also conduct the survey, witness and confirmation required in CCS Instructions CCS (III-C) and flag states (III-K)

	<p>Follow-up Overhaul Examination should be conducted by the manufacturer along with this modification engineering 3.in-service surveyor of this Society witness the after modification testing</p>	<p>which issued the existing lifeboat or RRS certificate (including confirming the type consistency of the RRS and those in the report);</p> <p>3. CCS approved details of modification and plans;</p> <p>4. CCS certificates or quality guarantee of the main parts used in modification;</p> <p>5 . After satisfied One-time Follow-up Overhaul Examination and the on board engineering of modification, the manufacturer or its representative should issue a factual statement to confirm this, for retention on board;</p> <p>6 . the amended or new documents (manual or instruction) on operating , maintenance and training should be kept on board, and the new operating or safety instructions should be posted at the operating position and adjacent to the lifeboat RRS;</p> <p>7 . The documents mentioned in above 3 and 4 should be kept on board</p>		
<p>RRS evaluated as</p>	<p>1. The new RRS will be installed on</p>	<p>1 . To confirm the qualification of the</p>	<p>5.6; 6.4.1; 6.4.1.4 ;</p>	

<p>non-compliance and replacing new RRS</p>	<p>board and the paragraph 18 to 26 of the annex 4 of this circular should be followed.</p> <p>During the load test required by paragraph 24.2 of the annex 4 of this circular the load shall be kept for at least 5 min.</p> <p>The annex 10 of this circular regarding launching lifeboat from ships making headway is provided for reference.</p>	<p>manufacturer or its representative(the authorization document issued by the manufacturer should be checked);</p> <p>2. CCS certificate of RRS complying with 4.4.7.6 of the LSA Code revised by MSC. 320(89);</p> <p>3. The plans and documents mentioned in paragraph 20 of the annex 4 of this circular should be provided by the ship owner to in-service surveyor of this Society. Within them, the equipment and documents mentioned by 20.1 and 20.5 should be confirmed by in-service surveyor, and the documents mentioned by 20.2 to 20.4 may be confirmed by CCS Products Plan Approval Center.;</p> <p>4. Following completion of installation testing, a Statement of Acceptance should be issued by surveyor of this Society, for retention on board (see annex 8 of this Circular).;</p> <p>5. the amended or new documents (manual or instruction) on operating , maintenance and training should be kept</p>	<p>6.4.3 ; 6.4.4 ; 6.4.1.5</p>	
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		<p>on board, and the new operating or safety instructions should be posted at the operating position and adjacent to the lifeboat RRS;</p> <p>6. Copies of confirmed documents mentioned in paragraph 20.2 to 20.4 of the annex 4 of this circular(see the above 3) should be kept on board</p>		
For FPD mentioned by 6.5 of this circular			6.5;7.4	If the ship owner is willing to fit FPD, the 7.4 of this circular should be implemented by surveyor of this Society

RESOLUTION A.624(15)

Adopted on 19 November 1987
Agenda item 12

**GUIDELINES ON TRAINING FOR THE PURPOSE OF LAUNCHING
LIFEBOATS AND RESCUE BOATS FROM SHIPS MAKING
HEADWAY THROUGH THE WATER**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

NOTING that in accordance with article VIII of the International Convention for the Safety of Life at Sea, 1974 (the 1974 SOLAS Convention), the expanded Maritime Safety Committee on 17 June 1983 adopted amendments to chapter III of that Convention,

NOTING ALSO that regulations III/28.2 and III/16.3 of the 1983 SOLAS amendments provide for a launching capability of lifeboats on some ships and of rescue boats in general with the ship making headway at up to 5 knots,

NOTING FURTHER regulation III/18.3.9 concerning lifeboat and rescue boat launching drills carried out with the ship making headway which requires that if such drills are carried out they shall, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills,

CONSIDERING the dangers involved in undertaking drills with the ship making headway and the guidance that should be given by Administrations to those wishing to undertake such drills to ensure that they are safely conducted and seafarers properly trained in launching survival craft and rescue boats with the ship making headway,

BEARING IN MIND that the requirement for launching lifeboats and rescue boats with the ship making headway at speeds of up to 5 knots is a maximum design parameter for the equipment concerned and is not a requirement for training or drills,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its fifty-second session,

1. ADOPTS the Guidelines for Training Crews for the Purpose of Launching Lifeboats and Rescue Boats from Ships Making Headway through the Water set forth in the Annex to the present resolution;
2. URGES Member Governments to bring these Guidelines to the attention of shipmasters and those involved with the training of seafarers in the launching of lifeboats and rescue boats.

ANNEX

**GUIDELINES FOR TRAINING CREWS FOR THE PURPOSE OF LAUNCHING
LIFEBOATS AND RESCUE BOATS FROM SHIPS MAKING
HEADWAY THROUGH THE WATER**

1 Chapter III of the 1974 SOLAS Convention, as modified by the 1983 amendments, contains no mandatory training requirements for launching lifeboats and rescue boats from ships making headway through the water. However, if such training is undertaken, the Guidelines should be followed.

2 These Guidelines apply to the launching drills referred to in regulation III/18.3.9 of the 1983 SOLAS amendments, undertaken with lifeboats and rescue boats capable of being safely launched with the ship making headway at speeds of up to 5 knots in calm water, as prescribed in regulations III/16.3 and III/28.2, and therefore apply to new cargo ships of 20,000 tons gross tonnage and upwards, other new ships fitted with rescue boats, and any other ship fitted with lifeboats or rescue boats having on-load release gear adequately protected against accidental or premature use.

3 These Guidelines supplement the procedures to be followed for the particular equipment provided on board a ship as described in the instructions and information found in the ship's training manual required by regulation III/18.2. This will include instructions on launching and recovery, the use of the release gear, clearing the boat from the ship and, where applicable, the use of a painter. The boat's crew should be instructed in the procedures to be followed before the drill commences.

4 Drills should be carried out either on board a ship at anchor or alongside where there is a suitable relative movement between ship and water, or at a suitable shore establishment where similar conditions prevail. Alternatively, at the master's discretion, drills may be carried out on board a ship when making headway in sheltered waters. For safety purposes, it is not necessary when training to exercise at the maximum design 5 knot headway launching capability of the equipment. Drills should be carried out with a low relative water speed particularly where inexperienced personnel are involved. When planning the drill, consideration should be given to ensuring that, as far as practicable, the relative water speed will be at a minimum when recovering the boat.

5 None of the provisions in these Guidelines are intended to inhibit launching drills carried out on ships where such drills are carried out on a frequent and regular basis with fully trained and experienced boat crews.

6 When planning for and carrying out the launching drills referred to in regulation III/18.3.9, the following precautions should be taken:

- .1 Drills should only be carried out under the supervision of an officer experienced in such drills and under calm and clear conditions.
- .2 Provisions should be made for rendering assistance to the boat to be used in the drill in the event of unforeseen circumstances; for example, where practicable a second boat should be made ready for launching.

- .3 When practicable, the drill should be carried out when the ship has minimal freeboard.
- .4 Instructions as to procedures should be given to the boat's crew by the officer in charge before the drill commences.
- .5 The number of crew members in the boat should be the minimum compatible with the training to be carried out.
- .6 Lifejackets and, where appropriate, immersion suits should be worn.
- .7 Except in the case of totally enclosed boats, head protection should be worn.
- .8 For the purposes of the drill, skates, where fitted, should be removed unless they are designed to be retained under all launch conditions.
- .9 In the case of totally enclosed boats, all openings should be closed except for the helmsman's hatch which may be open to provide a better view for launching.
- .10 Two-way radiotelephone communications should be established between the officer in charge of lowering, the navigating bridge and the boat before lowering commences, and be maintained throughout the exercise.
- .11 During lowering and recovery and while the boat is close to the ship, steps should be taken to ensure that the ship's propeller is not turning, if practicable.
- .12 The boat's engine should be running before the boat enters the water.
- .13 The launching and recovery should be followed by a de-briefing session to consolidate the lessons learned.