

Paris and Tokyo MOU's PSC Joint CIC on Lifeboat Launching Arrangements – SOLAS III and CCS' Special Inspection Scheme to Lifeboat Launching Arrangements

To all ship companies:

1. Paris and Tokyo MOU's PSC Joint CIC on Lifeboat Launching Arrangements

The purpose of this Notice is to remind all ship companies of the news as published at the website of Tokyo MOU and Paris MOU, that the 43 Maritime Authorities of the Paris MOU and Tokyo MOU plan to begin a joint concentrated inspection campaign (CIC) on lifeboat launching arrangements for a period of three (3) months starting from 1 September 2009 and ending on 30 November 2009. It is expected that about 10,000 inspections will be carried out during the CIC, and the results of the campaign will be analysed and finding will be presented to the governing bodies of the MOU for submission to the IMO.

The purpose of CIC is to ensure compliance with SOLAS Chapter III-Life-saving appliances and arrangements with regard to lifeboat launching arrangements. In practice the concentrated inspection campaign will mean that during every port state control inspection within the Paris MOU and Tokyo MOU regions, besides the regular PSC inspection items, the lifeboat launching arrangements, maintenance records and other applicable documentation shall be verified in more detail for compliance with SOLAS Chapter III.

It is also stated that the Port State Control Officers (PSCO) will use a list of 20 selected items to verify critical for the safety of lifeboat launching arrangements, some of which are related to documentation, equipment and familiarization. For this purpose PSCOs will apply a questionnaire listing a number of items to cover this CIC. The questionnaire will be published on the website of Paris MOU (www.parismou.org) and Tokyo MOU (www.tokyo-mou.org) in the first week of August 2009. **The attached Tokyo MOU CIC Questionnaire, provided by INTERTANKO, is for reference of all relevant ship masters.**

When deficiencies are found, action 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 websites will take place.

2. CCS' Special Inspection scheme on lifeboat launching arrangements

Based on the above-mentioned PSC CIC, and for the purpose of thoroughly verifying the technical condition as well as to ensure the safety level of lifeboats, davits, winches, on-load release gears and launching arrangements, this Society decided to carry out an detailed inspection to lifeboat launching arrangements of CCS classed ships together with any scheduled class, statutory surveys (which ever is earlier) starting from 1 July 2009 and ending on 31 December 2010. The inspection is free of charge, except that significant deficiency (ies) is (are) found during the inspection and consequently additional survey to SE certificate is applied.

The cooperation of the ship's master during the inspection will be highly appreciated. However, it should be noted that the inspection shall only be regarded as an auxiliary method of enhancing ship's safety level and the main purpose is to find and rectify deficiencies of lifeboat launching arrangements. This Society shall neither guarantee a ship that has been undertaken the inspection will certainly pass the PSC CIC nor supersede the responsibilities of the ship owner on maintenance the life saving appliances according to requirement of relevant IMO regulations and guidelines. The ship's master is advised to pay special attention to the maintenance of lifeboat launching arrangements during the CIC period and is instructed to report to the Company, Class Society or Flag Administration immediately if there are any deficiencies so as that the rectification action could be taken in an effective and timing manner.

For those ships that no class or statutory survey is scheduled prior to PSC CIC, the ship's master is advised to carry out a thorough self-inspection in accordance with the above mentioned CIC questionnaire which will be available for download in early August this year, and to apply to this Society for an SE additional survey ASAP if any deficiency is found during self-inspection.

**Classed Ship In Service Department
China Classification Society**

Att.: TOKYO MOU CIC QUESTIONNAIRE

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? ¹			
	Maintenance and Records			
2	Do records indicate that lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements? (2025)			
3	Do records indicate that the dynamic tests of the winch brake have been carried out? (0696) ²			
4*	Do records indicate that the launching arrangements (falls, lifeboats, on-load release and davits) are regularly maintained? (0696)			
5*	Are the means of attaching the lifeboat hook assemblies to the lifeboat in satisfactory condition? (0696) ²			
	Operational Safety			
6	Have the hazards associated with the launching and recovery of lifeboats been identified (ISM)? (2535)			
7	Are any procedures or instructions implemented on-board relating to the hazards identified in Q6? (2535)			
8*	Are all key personnel familiar with the procedures for the launch and recovery of lifeboats? (0695)			
9	Is the crew familiar with relevant IMO documentation and guidance including MSC Circulars 1205 and 1206? (0695)			
	On Load Releases			
10	Are on load releases fitted?		³	
11*	Can the ships crew describe an understanding of the operation of the on-load release, including interlocks as appropriate? (0695)			
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? (2055)			

		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)			
	Davits and Winches			
17*	Are the davits in satisfactory condition? (0696)			
18*	Do all the sheaves and other moving parts, including limit switches, operate correctly? (0696) ²			
19*	Is the centrifugal winch brake operating satisfactorily in "freefall" mode and the manual brake automatically reapplying upon release? (0630) ²			
	Drill			
20*	If conducted, was a drill performed satisfactorily? (2025) (If not conducted enter N/A)			
	Detention			
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.

¹ For free-fall lifeboats answer "NO"

For vessels without lifeboats answer "NA" and answer questions 2 – 19 "NA"

² For free-fall lifeboats answer "NA"

³ If "No" questions 11-16 should be marked "NA"