

Subject

Revision of the instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 regarding periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear

ClassNK

Technical Information

No. TEC-0905
Date 5 June 2012

To whom it may concern

Instructions from the several flag states on the implementation of MSC.1/Circ.1206/Rev.1 regarding periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear were informed by ClassNK Technical Information No. TEC-0693 dated 12 April 2007, TEC-0721 dated 26 December 2007 and TEC-0784 dated 10 September 2009.

As UK has informed us of new instructions, we update the information of said instructions on this matter.

Please replace the attachment of the ClassNK Technical Information No. TEC-0784 dated 10 September 2009 "Instructions from the flag states on the implementation of MSC.1/Circ.1206 (2009.09)" with the attached "Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)".

For any questions about the above, please contact:

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Attachment:

1. Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

NOTES:

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Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

Flag	Instructions	Individual authorization/acceptance from the flag states for alternative service suppliers (in accordance with paragraph 9 of Annex 1 to MSC.1/Circ.1206)	Thorough examination by the ship's personnel not certified by the manufacturers
Antigua and Barbuda	The Administration will keep MSC.1/Circ.1206 on a recommendatory level for the time being.	N/A	
Bahamas	The Company is responsible for assessing and selecting a suitable competent person and appropriate procedures relating to this activity must be established within the Safety Management System. Refer to THE BAHAMAS MARITIME AUTHORITY INFORMATION BULLETIN No. 87, Revision No.1 (Appendix 1).	Not necessary	
Belize	Refer to the Merchant Shipping Notice MSN-25(Appendix 2).	Necessary (In accordance with paragraph 9 in Annex 1 of the MSC.1/Circ.1206, the Administration may authorize Organization other than the manufacturer, the manufacturer's representative or a person appropriately trained and certified by the manufacturer.)	
Cyprus	Refer to Circular No. 02/2007(Appendix 3).	Necessary (The Department of Merchant Shipping must be informed in writing on case by case basis and the consent must be obtained.)	
Denmark	Refer to Ref. Case 200908738/2(Appendix 4).	N/A	The annual and 5-yearly thorough examination and operational test of the launching appliances may be conducted by ship's personnel.
Greece	Refer to the instruction Ref. No. 4338.1/01/2007 (Appendix 5).	Not necessary	The experienced crew members who familiar with the operations may carry out the examination and tests specified in III/20.11.1.2 and 11.2.2 of SOLAS on the conditions. (Witness to operation tests by Surveyor is required.)

Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

Flag	Instructions	Individual authorization/acceptance from the flag states for alternative service suppliers (in accordance with paragraph 9 of Annex 1 to MSC.1/Circ.1206)	Thorough examination by the ship's personnel not certified by the manufacturers
Hong Kong	The company is responsible for employing a competent service provider to conduct the required examinations and tests under SOLAS Chapter III/20.11.1.2 and 20.11.2.2 and "Specific Procedures for Maintenance and Servicing" in MSC.1/Circ.1206. Refer to "Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gears" (Appendix 6).	Not necessary	
Isle of Man	Refer to Manx Shipping Circular MSN009 (Revised on February 2007) (Appendix 7).	Not necessary	The annual thorough examination and operational test of the launching appliances may be conducted by ship's personnel.
Japan	In principle, servicing should be carried out by the manufacturer's representative or a person appropriately trained and certified by the manufacturer. In case where such certified service provider is not available, please contact us in advance	N/A	
Liberia	Refer to the instructions (Appendix 8).	Necessary (An acceptance of a third party facility - which is not certified by the manufacturer - will be determined for every ship on a case by case basis.)	
Malaysia	Refer to the Instruction (72) dlm IPL 6000/420 (Appendix 9).	Not necessary	Trained ship's personnel is authorized to perform the servicing. (Witness by Surveyor is required.)

Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

Flag	Instructions	Individual authorization/acceptance from the flag states for alternative service suppliers (in accordance with paragraph 9 of Annex 1 to MSC.1/Circ.1206)	Thorough examination by the ship's personnel not certified by the manufacturers
Malta	An organization or person nominated by the Company. The Company is responsible for assessing and selecting a suitable organization or person and therefore appropriate procedures relating thereto must be established within the Company's Safety Management System. The attending Classification Society Surveyor should be satisfied with the organization's or person's ability to undertake the work involved. All related work by the organization or person shall be carried out in the presence of the Classification Society Surveyor Refer to the instructions (Appendix 10).	Not necessary	
Marshall Islands	Marine Safety Advisory No.1-07 (Appendix 11)	Not necessary	Annual thorough examination of the launching appliances and dynamic test of braking test with load of empty boat may be conducted by ship's personnel. (Witness to operation tests by Surveyor is required.)
Panama	the Administrations policy is to handle these matters on a case by case basis. (Publishing of a Merchant Marine Circular is still uncertain.)	Necessary	
Singapore	In cases where the manufacturer is unable to provide the service, the Company may permit a service provider to carry out the work if the Company has determined that the service provider has sufficient technical knowledge and experience and is competent to do the work. Refer to SHIPPING CIRCULAR No. 4 of 2006 (Attachment 12).	Not necessary	

Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

Flag	Instructions	Individual authorization/acceptance from the flag states for alternative service suppliers (in accordance with paragraph 9 of Annex 1 to MSC.1/Circ.1206)	Thorough examination by the ship's personnel not certified by the manufacturers
St. Vincent and Grenadines	Refer to Circular No. SOL 012-Rev.2 (Appendix 13)	Not necessary	The annual thorough examination and operational test of the launching appliances may be conducted by ship's personnel. (Witness to operation tests by Surveyor is required.)
Tonga	Follow the Marine Safety Advisory No.1-07 of Marshall Islands (Appendix 11) according to the instruction of the Tonga government.	Not necessary	Annual thorough examination of the launching appliances and dynamic test of braking test with load of empty boat may be conducted by ship's personnel. (Witness to operation tests by Surveyor is required.)
<u>UK</u>	<u>Refer to MIN 424 Acceptance of Service Suppliers, February 2012 (Appendix 15)</u>	<u>Necessary</u>	
Vanuatu	it is necessary to conduct the annual thorough examinations of launching appliances and lifeboats specified in Reg. III/20.11.1.2 and 20.11.2.2 of SOLAS under the following conditions: 1. Examinations and relating operation tests should be carried out in accordance with the manuals developed by the manufacture and Appendix to MSC.1/Circ.1206 "Specific procedures for maintenance and servicing." 2. Examinations and related operational tests should be conducted by appropriately trained persons/service provider who is nominated by the company under their responsibility, as defined in Reg. IX/1.2 of SOLAS, in case where the manufacturer's representative or a person appropriately trained and certified by the manufacturer for the work to be done is not available. 3. Upon completion of the examination and tests, the records of the examinations and tests should be made by the persons/service provider who conducts them.	Not necessary	

Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

Flag	Instructions	Individual authorization/acceptance from the flag states for alternative service suppliers (in accordance with paragraph 9 of Annex 1 to MSC.1/Circ.1206)	Thorough examination by the ship's personnel not certified by the manufacturers
Vietnam	Refer to VR Technical Information No. 019KT/07TB.E dated 11 July 2007 (Appendix 14)	Not necessary	The person who performed job (general examination and tests of launching appliances and on-load release gears of lifeboats/rescue boats as per Reg. III/20.11.1.2 and 20.11.2.2 of SOLAS) should have properly understanding and familiar with the work described in MSC.1/Circ.1206.

Instructions from the flag states on the implementation of MSC.1/Circ.1206/Rev.1 (2012.05)

Appendices:

1. THE BAHAMAS MARITIME AUTHORITY INFORMATION BULLETIN No. 87, Revision No.1
 2. Merchant Shipping Notice MSN-25 (Belize)
 3. Circular No. 02/2007 (Cyprus)
 4. Ref. Case 200908738/2 (Denmark)
 5. Ref. No. 4338.1/01/2007 (Greece)
 6. Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gears (Hong Kong)
 7. Manx Shipping Circular MSN009 (Revised on February 2007)
 8. Instruction from The Liberian International Ship & Corporate Registry
 9. Instruction (72) dlm IPL 6000/420 (Malaysia)
 10. Instruction from Malta Maritime Authority
 11. Marine Safety Advisory No.1-07 (Marshall Islands)
 12. SHIPPING CIRCULAR No. 4 of 2006 Circular (Singapore)
 13. Circular No. SOL 012-Rev.2 (St. Vincent and Grenadines)
 14. VR Technical Information No. 019KT/07TB.E (Vietnam)
 15. **MIN 424 Acceptance of Service Suppliers (UK)**
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The Bahamas Maritime Authority

BMA INFORMATION BULLETIN No. 87

SAFETY OF LIFEBOAT ONLOAD RELEASE GEAR

**Guidance and Instructions for Ship-owners, Managers, Masters, Bahamas
Recognised Organisations and Bahamas Approved Nautical Inspectors**

Note: This Bulletin supersedes the previous BMA Information Bulletin No. 87 and is to be read in conjunction with BMA Information Bulletin No. 72 and IMO Circulars MSC/Circ.1206

1. Introduction

This Bulletin gives guidance on the approach of The Bahamas to the amended SOLAS Regulation III/20 and the associated IMO Circular MSC/Circ.1206. It is issued to support BMA Information Bulletin no. 72 pending further discussions at IMO.

2. Background

- 2.1 The issue of lifeboat safety remains a significant concern and the Maritime Safety Committee of the International Maritime Organisation has, following discussions in MSC 81 of June 2006, issued IMO Circular MSC/Circ.1206 *Measures to Prevent Accidents with Lifeboats*
- 2.2 This Circular is intended to clarify the policy adopted by the BMA in response to these two important circulars, in the light of on-going discussion at IMO which may mandate amendments to SOLAS in future.

3. Amended SOLAS Regulations III/20.3.3 & III/20.11

3.1 SOLAS Regulation III/20.3.3

This Regulation refers to maintenance, testing and inspection of all life-saving equipment and requires that these activities – where they relate to lifeboats, launching appliances and on-load release gear – are carried out as described below. It must be noted that specific requirements regarding annual thorough examination and testing of launching appliances and on-load release gear are contained within SOLAS Regulation III/20.11.

3.2 SOLAS Regulation III/20.11

3.2.1 This Regulation refers specifically to *verification* of periodic service activities and *annual thorough examination* of lifeboat launching appliances and on-load release gear. The regulation requires that the examination is to be performed at the time of the annual Safety Equipment survey by “properly trained personnel familiar with the system”.

3.2.2 For the purposes of this Regulation the BMA considers that “properly trained personnel familiar with the system” may be:
representatives of the manufacturer, or:

- i. representatives of an organisation authorised or certified by the manufacturer, or;
- ii. representatives of an organisation authorised under the provisions of paragraph 9 of Annex 1 of IMO Circular MSC/Circ/.1206, or;
- iii. other “competent persons¹” appointed by the Company in accordance with paragraph 6 below.

4. Status of MSC/Circ.1206

4.1 SOLAS Regulation III/20.3.1 states that “...*maintenance, testing and inspections shall be carried out based on the guidelines...*” (IMO Circular MSC/Circ.1206) and, while guidelines are not mandatory, the BMA expects that they will be utilised by competent persons and strongly recommends their use (as far as practicable) to all Companies which operate Bahamas ships.

4.2 Following the guidelines of IMO Circular MSC/Circ.1206 will demonstrate that the Company has acted responsibly in meeting the relevant Regulation.

¹ See BMA Information Bulletin No. 89 for further details regarding the definition of “competent person”

5. Requirements for Personnel Performing Inspection, Servicing and Repair

- 5.1 MSC/Circ.1206 Annex 1 paragraph 15 requires that the manufacturer's representative, or the person authorised by the manufacturer, issues a statement of fitness for purpose of the lifeboat arrangements on completion of repairs, thorough servicing and annual servicing.
- 5.2 It is noted that there are many vessels fitted with lifeboats, launching appliances and on-load release gear where either the manufacturer is no longer available to carry out this function or lack the capacity to meet the needs for the world-wide fleet.
- 5.3 It is the intention of SOLAS Regulation III/20 as supported by IMO Circular MSC/Circ.1206 that the manufacturer, or its authorised agent, will perform the service, maintenance, repair, inspection and examination activities covered by SOLAS Regulation III/20.11 and the Company is expected to engage the manufacturer for this purpose wherever practicable.
- 5.4 However, in the absence of the manufacturer etc., or where service from the manufacturer etc. cannot reasonably be obtained, these activities may be carried out by some other "competent person".

6. Authorisation of Competent Persons

- 6.1 It should be noted that the BMA does not authorise persons to perform the activities of the manufacturer under Annex 1 paragraph 9 of IMO Circular MSC/Circ.1206.

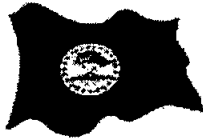
In line with the responsibilities specified in Annex 1 paragraph 6 the Company is responsible for assessing and selecting a suitable competent person, and appropriate procedures relating to this activity must be established within the Safety Management System.

- 6.2 The Company is responsible for ensuring that the competent person carrying out the service, maintenance, repair, and inspection and examination activities covered by SOLAS Regulation III/20.11 is able to present the attending Surveyor with suitable documentary evidence of competence.
- 6.3 The Recognised Organisation shall, as part of its survey activities and as far as practicable, verify that the person performing inspection and testing activities related to SOLAS Regulation III/20.11 has been certified by the manufacturer, in accordance with Annex 1 paragraph 10, or the Company in accordance with 6.1 above

7. Records

Records of all activities relating to the referenced regulations must be retained on board for inspection by Bahamas Approved Nautical Inspectors, Recognised Organisation Surveyors/Auditors and Port State Control Officers.





IMMARBE

International Merchant Marine Registry of Belize

Merchant Shipping Notice MSN-0025

PROCEDURES FOR APPROVAL OF ORGANIZATIONS SERVICING AND INSPECTING LIFE-SAVING AND LAUNCHING APPLIANCES

**ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS, DEPUTY REGISTRARS,
RECOGNIZED ORGANIZATIONS, GENERAL SAFETY INSPECTORS, AGENTS.**

MSN Superseded:

Issue Date:

November 21, 2006

Revision No.(mm/dd/yy):

This Merchant Shipping Notice is intended to provide all Shipowners/Operators, Company ISM managers and other parties with our procedures for approval of an Organization other than the manufacturer, manufacturer's representative and certified personnel concerning the Guidelines for Periodic Servicing and Maintenance of Lifeboats, Launching Appliances and on-load release gear as required by the Maritime Safety Committee in its Resolution MSC.152(78) which entered into force on 1st July 2006.

1. BACKGROUND

- 1.1. SOLAS Reg. III/20.3.1 «Maintenance» was amended by MSC.152(78) to state that maintenance, testing and inspections of life-saving appliances shall be carried out based on the guidelines adopted by the Organization in MSC/Circ.1093, subsequently superseded by MSC.1/Circ.1206 dated May 26, 2006.
- 1.2. These guidelines relate to the application of the ISM-Code to periodic servicing and maintenance of lifeboats, liferafts, rescue boats and fast rescue boats arrangements, their launching appliances and release gear.
- 1.3. SOLAS Reg. III/20.11 «Periodic servicing of launching appliances and on-load release gear» was also amended to require launching appliances to be subjected to a thorough examination and dynamic tests at the annual surveys required for the Cargo Ship Safety Equipment Certificate and the Passenger Ship Safety Certificate.
- 1.4. Under these guidelines, all inspections, servicing and repairs other than weekly, monthly and routine maintenance (as defined by the manufacturer) are to be carried out by **the manufacturer, the manufacturer's representative or a person appropriately trained and certified by the manufacturer.**
- 1.5. However, under exceptional circumstances there might be practical difficulties encountered by ship managers to locate a manufacturer certified facilities. Under this circumstance, in accordance with paragraph 9 in Annex 1 of the MSC.1/Circ. 1206, this Administration may authorize other Organization.

2. DEFINITIONS

- 2.1. **Company** means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code. (SOLAS-IX, Reg. 1)
- 2.2. **Organization** is a competent company/service provider other than the manufacturer, the manufacturer's representative or a person appropriately trained and certified by the manufacturer.
- 2.3. **Properly trained and certified personnel** means a competent person, familiar with the life-saving and launching appliances and on-load system, inclusive a crewmember, who has the suitable documentary evidence of competence and training, knowledge, skills and experience necessary to safely complete the service, inspection and work to be done, as provided and certified by the manufacturer.

3. APPLICATION

- 3.1. The amendments contained in MSC.152(78) applicable to all SOLAS vessels.

4. QUALIFICATIONS OF AN ORGANIZATION

- 4.1. The Administration may authorize an Organization to carry out the inspection and servicing of life-saving and launching appliances and on-load release gear provided that the Organization meets the following criteria:
 - 4.1.1. The Organization had supplied evidence that personnel has been trained in servicing of life-saving and launching appliances and on-load releasing gear, preferably by the manufacturer of the equipment,
 - 4.1.2. The Organization has documented procedures and instructions for carrying out the testing and examination of life-saving and launching appliances and on-load releasing gear. Such procedures and instructions should ensure that the level of performance tests is in compliance with the relevant technical standards of the manufacturer,
 - 4.1.3. The Organization had supplied evidence that it has accumulated a satisfactory degree of experience in such activities,
 - 4.1.4. The manufacturer's maintenance documentation for the release gear is available to the Organization and maintained up to date,
 - 4.1.5. Records of training program for technicians had been made available,
 - 4.1.6. Records to verify traceability of parts supplied are maintained, and
 - 4.1.7. It is preferable, although not mandatory, that the Organization is an approved service provider of the attending Classification Society or Recognized Organization.

- 4.1.8. Any other requirement as may be required by the Classification Society/Recognized Organization responsible for the Cargo Ship Safety Equipment Certificate/Passenger Ship Safety Certificate.

5. PROCEDURES TO APPROVE AN ORGANIZATION

- 5.1. Any proposal for appointment needs to be submitted to the Administration together with the following supporting information:
- 5.1.1. Details of the proposed Organization (name, address, etc.) as well as the name of the attending person,
 - 5.1.2. Certificate of Approval from the Classification Society/Recognized Organization with details of the type of services approved to provide (If the Organization comply with paragraph 4.1.7 above),
 - 5.1.3. Name of Manufacturer and the type of lifeboats and launching appliances to be serviced,
 - 5.1.4. Date and location where the service is to be provided,
 - 5.1.5. The confirmation from the manufacturer, manufacturer's representative or certified personnel are not available or unable to provide the service,
 - 5.1.6. A confirmation from the proposed Organization or personnel that has the ability to carry out the task in accordance with "Guidelines for Periodic Servicing and Maintenance of Lifeboats, Launching Appliances and On-load Release Gear" (MSC.1/Circ.1206).
 - 5.1.7. Confirmation from the Classification Society/Recognized Organization to the effect that their Surveyor will be in attendance during the inspections and services.
- 5.2. In the case of proposals to approve properly trained and certified personnel that have been authorized to provide the services on behalf of the manufacturer, copy of the **Training Certificate or similar** issued by the manufacturer needs to be provided to our Administration in addition to meeting the criteria contained in 5.1.
- 5.3. This Administration will only accept a Training Certificate or similar as refer to in 5.2, if issued for the specific manufacturer's products and issued for the certified personnel.

6. STATEMENT OF EXTENSION

- 6.1. In the event that the thorough examination of the survival craft launching appliances and dynamic load test cannot be conducted along with the annual survey for the Cargo Ship Safety Equipment Certificate within the window period (+/-3 months) due to exceptional circumstances, a **Statement of Extension** needs to be requested from the Administration.
- 6.2. The issuance of Statement of Extension shall be determined in coordination with the Classification Society or Recognized Organization which may require additional requirements.
- 6.3. The Statement of Extension shall be issued at an established fee.

7. RESPONSIBILITY OF THE ORGANIZATION

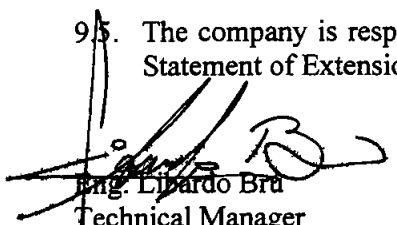
- 7.1. Upon completion of the servicing and inspection of the life-saving and launching appliances and on-load release gear a **Certificate of Inspection** or similar should be issued valid until the last date of the window period (+/-3 months) of the Cargo Ship Safety Equipment Certificate/ Passenger Ship Safety Certificate.
- 7.2. A copy of the Certificate of Inspection or similar should be submitted to the Administration.

8. RESPONSIBILITY OF THE CLASSIFICATION SOCIETY OR RECOGNIZED ORGANIZATION

- 8.1. The servicing and inspection of the life-saving and launching appliances and on-load release gear should be done in the presence of the ship's Classification Society's or Recognized Organization's surveyor who shall verify on behalf of IMMARBE that the servicing and inspection provided by the Organization is carried out in accordance with MSC.1/Circ.1206.
- 8.2. The Cargo Ship Safety Equipment Certificate/Passenger Ship Safety Certificate will be endorsed **only** once the Classification Society or Recognized Organization has been satisfied that the servicing and inspection of the life-saving and launches appliances and on-load release gear has been carried out in accordance of the MSC. 1/Circ.1206.

9. RESPONSIBILITY OF THE COMPANY

- 9.1. The company is responsible for the development of the procedures covering all activities during the servicing and maintenance of the life-saving and launching appliances.
- 9.2. The company shall ensure that the inspection, examination, servicing, tests referred to in MSC.1/Circ.1206 are completed at the date of the survey (Cargo Ship Safety Equipment Certificate/Passenger Ship Safety Certificate).
- 9.3. The company shall ensure that the requirements stated on section 5 of this MSN are submitted in a timely manner.
- 9.4. The company is responsible to locate the **manufacturer, the manufacturer's representative or a person appropriately trained and certified by the manufacturer** of the life-saving and launching appliances and on-load release gear on board.
- 9.5. The company is responsible for covering the costs related to the issuance and delivery of the Statement of Extension.


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REPUBLIC



OF CYPRUS

**MINISTRY OF COMMUNICATIONS AND WORKS
DEPARTMENT OF MERCHANT SHIPPING
LEMESOS**

09 February 2007

Circular No. 02 / 2007

TEN 5.13.09
TEN 4.28.03.5
TEN 16.17.18

To all Owners, Managers
and Representatives
of ships under the Cyprus Flag.

To all recognised Classification Societies
and Inspectors of Cyprus Ships

Subject: Measures to Prevent Accidents with Lifeboats

The Maritime Safety Committee of the International Maritime Organization at its 81st session in May 2006, held a discussion on measures to prevent accidents with lifeboats and issued circulars 1206 – “Measures to Prevent Accidents with Lifeboats” and 1207 – “Early Implementation of Draft SOLAS Regulation III/19.3.3.4.”.

Furthermore, issues related to MSC.1 / Circ. 1206 were discussed during the MSC 82nd session, held between November 29 and December 8, 2006. As a result of those discussions, the Committee recognizing the practical difficulties in the implementation of MSC.1 / Circ. 1206, mainly those problems identified in relation to the training and certification of persons / companies by the manufacturers, and the adequate geographical coverage of such manufacturers representation, agreed to keep the said Circular as non-mandatory at this stage, until all difficulties have been overcome.

Following the above discussions, the Department of Merchant Shipping wishes to clarify the policy adopted by the Government of the Republic of Cyprus in response to these two important IMO circulars.

**MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS
MSC.1/Circ. 1206 (Attachment 1)**

The MSC.1 / Circ. 1206 is hereby brought to your attention as Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear; Guidance on safety during abandon-ship drills using lifeboats; and Guidelines for simulated launching of free-fall lifeboats.

Paragraph 12 of Annex I of the MSC.1 / Circ. 1206 requires all inspections (apart from the weekly and monthly inspections) to be conducted by the manufacturer's representative or a person appropriately trained and certified by the manufacturer for the work to be done.

Recognizing the practical difficulties in the implementation of Paragraph 12, Annex I of the MSC.1/Circ. 1206, our interpretation of this matter is that the thorough examination (as required by the amended regulation 20.11/Chapter III of SOLAS 74), servicing and repairs of lifeboat launching appliances and on-load release mechanisms may be carried out in accordance with the "Specific Procedures for Maintenance and Servicing" contained in the Appendix of MSC.1/Circ. 1206, either by:

- (1) The manufacturer's representative or a person appropriately trained and certified by the manufacturer for the work to be done.
- (2) A senior ship's officer provided that the officer has received appropriate training by the manufacturer of the launching device and the on-load release mechanism. Documentary evidence confirming the receipt of such training must be presented and satisfy the attending surveyor.
- (3) A service provider, authorised under the provisions of paragraph 9 of Annex 1 of MSC.1 / Circ.1206, by one of the following competent Authorities:
 1. Member States of the European Union
 2. United States of America
 3. Canada
 4. Japan
 5. Australia
 6. China
 7. Norway
 8. Russia

Furthermore, if none of the above options can be applied, the thorough examination (as required by the amended regulation 20.11/Chapter III of SOLAS 74), servicing and repair of lifeboat launching appliances and on-load release mechanisms may be carried out in accordance with the "Specific Procedures for Maintenance and Servicing" contained in the Appendix of MSC.1/Circ. 1206, either by:

- (i) A service provider approved (for the work to be done) by the vessel's Classification Society and/or a Classification Society recognized by the Republic of Cyprus, or
- (ii) An experienced service provider which is not approved by a Classification Society recognized by the Republic of Cyprus but is recommended by the vessel's Classification Society. For this option only, the examination must be carried out under the attendance and to the satisfaction of the attending Surveyor.

The Department of Merchant Shipping must be informed in writing on case by case basis and our consent must be obtained before any one of the above two options (i) or (ii) is applied.

**EARLY IMPLEMENTATION OF DRAFT SOLAS REGULATION III/19.3.3.4
MSC.1/Circular 1207 (Attachment 2)**

The Maritime Safety Committee at its 81st session held in May 2006, approved for subsequent adoption a proposed draft amendment to SOLAS regulation III/19.3.3.4 concerning provisions for the launch of free-fall lifeboats during abandon-ship drills. This amendment aims to prevent accidents with lifeboats occurring during abandon-ship drills.

During the abandon-ship drill, this amendment allows the lifeboat to be launched either by free-fall with only the required operating crew on board, or lowered into the water by secondary means of launching without the operating crew on board, and then manoeuvred in the water by the operating crew.

In the meantime, the Maritime Safety Committee issued the MSC.1/Circ. 1207 which advises the Contracting Governments to implement the said amendment prior to its scheduled date of entry into force.

Taking into consideration the intention of MSC.1/Circ.1207 in relation to the safe conduct of drills involving launching of free-fall lifeboats, The Government of the Republic of Cyprus consents to the immediate application of the said amendment.

This circular supersedes my Circular No. 31/2005 issued on 18 October 2005.

This Circular must be placed on board ships flying the Cyprus Flag.

S. S. Serghiou
Director
Department of Merchant Shipping

cc: Permanent Secretary, Ministry of Communications and Works
Maritime Offices of the Department of Merchant Shipping abroad
Permanent Secretary, Ministry of Foreign Affairs
Diplomatic and Consular Missions of the Republic
Honorary Consular Officers of the Republic
Cyprus Shipping Council
Cyprus Union of Shipowners
PEO Trade Union
SEK Trade Union
Cyprus Bar Association

AF



Recognized Organisations

16 July 2009

Our reference:

Case 200908738/2

File 30.11.46

Centre for Ships

/JDA

The implementation of MSC/Circ. 1206 onboard Danish ships

It has come to the attention of the DMA that some confusion has occurred concerning the implementation by the DMA of MSC/Circ. 1206 "MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS"

With reference to Class circular 6/2008 issued by the DMA the MSC/circ. 1206 has been put into force onboard Danish ships with the exception of maintenance and testing of launching appliances for survival craft and rescue boats to be carried out by special authorized personnel.

Onboard Danish ships the Master and Chief engineer are authorised to carry out yearly and 5-yearly thorough testing and inspections on launching appliances for survival craft and rescue boats, as stated in DMA Notice B ch. III reg. 20. The statement that is required according to MSC/Circ. 1206 annex 1 ch. 15 to be issued by the manufacture, his representative or a person certified by the manufacture when thorough servicing and annual servicing are completed is therefore not mandatory onboard Danish ships.

The authorisation is valid until the IMO guidelines in MSC.1/Circ.1277 "Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on load release gear", are replaced by final guidelines from IMO.

If you have any further comments to this matter please do not hesitate to contact the DMA

Yours sincerely,

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MINISTRY OF ECONOMIC AND

BUSINESS AFFAIRS



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ

ΥΠΟΥΡΓΕΙΟ ΕΜΠΟΡΙΚΗΣ ΝΑΥΤΙΛΙΑΣ

ΚΛΑΔΟΣ Δ'

ΔΙΕΥΘΥΝΣΗ ΕΠΙΘΕΩΡΗΣΕΩΝ ΠΛΟΙΩΝ

ΤΜΗΜΑ : ΕΝΕΣΠΕ

Ταχ. Διεύθυνση : Κ. Παλαιολόγου 1

Ταχ. Κώδικας : 18535 ΠΕΙΡΑΙΑΣ

FAX : 210 4137 997

Πληροφορίες : ΜΠΥ ΚΙΟΥΛΕΠΟΓΛΟΥ Μ.

Τηλέφωνο : 210 4191863

R E C E I V E D	
REG. No:	0912
DATE	23.01.07
PERSON IN CHARGE	AD
ACTION REQUIRED	70
RECEIVED BY	ΠΕΙΡΑΙΑΣ
FILE NO.	AP. ΠΡΩΤ. : 4338.1/1/07
DESIGNATED BY	

18 Ιανουαρίου 2007

ΠΡΟΣ : Ως ΠΑ

ΘΕΜΑ: Εφαρμογή του Κανονισμού III/20 της ΔΣ SOLAS όπως τροποποιήθηκε.

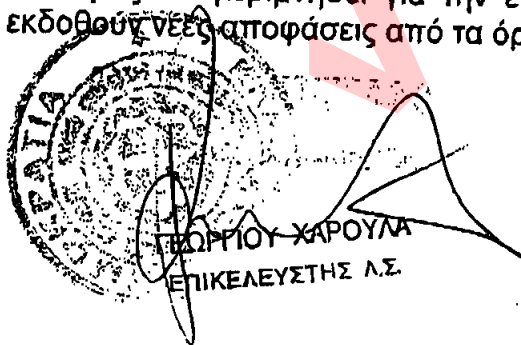
ΣΧΕΤ.: (α) Έγγραφο ΥΕΝ/ΚΛΑΔΟΣ Δ'/ΔΕΠ/ΕΝΕΣΠΕ 4338.1/06/06/22-06-2006.

(β) Έγγραφο ΥΕΝ/ΚΕΕΠ/ΔΕΠ/ΕΝΕΣΠΕ 4338.1/12/06/25-08-2006.

(γ) Εγκύκλιος IMO Circ. 1206/26-05-2006.

1. Ως γνωστόν, από 01-07-2006 τέθηκαν σε εφαρμογή τροποποιήσεις των διατάξεων της Διεθνούς Σύμβασης SOLAS. Για την εφαρμογή των διατάξεων αυτών παρασχέθηκαν διευκρινιστικές οδηγίες με τα ανωτέρω (α) και (β) σχετικά στη βάση των κατευθύνσεων του Διεθνούς Ναυτιλιακού Οργανισμού IMO (Σχετική (γ)).
2. Κατά το χρονικό διάστημα υλοποίησης των διατάξεων αυτών, καταγράφηκαν δυσχέρειες και προβλήματα που αφορούν την διενέργεια ετησίων ελέγχων, συντήρησης και δοκιμών συστημάτων καθαίρεσης των σωστικών μέσων από τους κατασκευαστές του εξοπλισμού ή από εξουσιοδοτημένα από αυτούς πρόσωπα, με συνέπειες στην ομαλή λειτουργία των πλοίων.
3. Το θέμα συζητήθηκε από τα αρμόδια όργανα του IMO στα πλαίσια των εργασιών της MSC 82 (Κων/πολη 29/11 – 08/12/2006) όπου αποφασίστηκε η προαιρετική εφαρμογή της σχετικής (γ) εγκυκλίου μέχρι το έτος 2010, το αργότερο.
4. Η Υπηρεσία μας λαμβάνοντας υπόψη τα προαναφερθέντα θεωρεί αναγκαία την υιοθέτηση των πρόσφατων κατευθυντηρίων γραμμών του IMO.
5. Κατόπιν των ανωτέρω, με γνώμονα την απρόσκοπτη λειτουργία των πλοίων αλλά και την διασφάλιση της καλής λειτουργίας του σωστικού εξοπλισμού των, η Υπηρεσία μας θα αποδέχεται στο εξής όπως οι ετήσιοι έλεγχοι, συντήρηση και δοκιμές που καθορίζονται στις παραγράφους 11.1.2 και 11.2.2 του Κανονισμού θέματος, διενεργούνται και από έμπειρα μέλη των πληρωμάτων των πλοίων που έχουν γνώση των εν λόγω εργασιών, με τις εξής προϋποθέσεις:
 - α) οι ως άνω εργασίες θα διενεργούνται υπό την επίβλεψη αξιωματικών του πλοίου που έχουν γνώση και εμπειρία στο αντικείμενο αυτό,
 - β) οι προαναφερόμενες εργασίες θα εκτελούνται σύμφωνα με τις οδηγίες των κατασκευαστών του εξοπλισμού όπως αυτές καθορίζονται στα σχετικά εγχειρίδια συντήρησης που προβλέπονται από τον Κανονισμό III/36 της ΔΣ SOLAS,

- γ) οι διενεργούντες τις ανωτέρω εργασίες θα ορίζονται με αποκλειστική ευθύνη της διαχειρίστριας εταιρείας του πλοίου και του πλοίαρχου του.
- δ) Η διαχειρίστρια εταιρεία θα καταρτίζει στα πλαίσια του συστήματος ασφαλούς διαχείρισης που τηρεί, διαδικασία εκπαίδευσης και αξιολόγησης των προσώπων που διενεργούν τις ανωτέρω εργασίες, θα υπάρχει δε έγγραφη τεκμηρίωση προς τούτο.
- ε) Οι ως άνω εργασίες θα καταχωρούνται με ευθύνη του πλοίαρχου ως διαδικασίες στο σύστημα ασφαλούς διαχείρισης (ΣΑΔ) της εταιρείας και του πλοίου (σύμφωνα με τον Κώδικα ISM), καθώς και στο εγχειρίδιο συντήρησης σωστικών μέσων του πλοίου (εφόσον απαιτείται).
- στ) Κατά τη διενέργεια των τελικών δοκιμών λειτουργίας του ως άνω εξοπλισμού μετά την ολοκλήρωση των εργασιών συντήρησης και ελέγχων, θα παρίσταται επιθεωρητής του Αναγνωρισμένου Οργανισμού ή της Αρχής.
6. Εφόσον δεν συντρέχουν οι ως άνω προϋποθέσεις αθροιστικά η διαχειρίστρια εταιρεία υποχρεούται να απευθύνεται σε κατασκευαστές τέτοιου ή ανάλογου τύπου εξοπλισμού ή σε εξουσιοδοτημένα από αυτούς πρόσωπα για να αναλάβουν την διενέργεια των ως άνω εργασιών. Είναι ευνόητο ότι η διαχειρίστρια εταιρεία διατηρεί σε κάθε περίπτωση στα πλαίσια της προαιρετικής εφαρμογής των υπόψη διατάξεων, το δικαίωμα να προσφεύγει στις υπηρεσίες του κατασκευαστή των μέσων ή του εξουσιοδοτημένου αντιπροσώπου του για την διενέργεια των εργασιών συντήρησης και κατά τους ετήσιους ελέγχους.
7. Από λήψης του παρόντος παύει να ισχύει κάθε άλλη σχετική μας οδηγία, που έρχεται σε αντίθεση με το περιεχόμενο αυτού.
8. Παρακαλούμε για την τήρηση των διαλαμβανομένων στα σχετικά (α) και (β), όπως ισχύουν με την εφαρμογή του παρόντος.
9. Η Υπηρεσία μας θα μεριμνήσει για την ενημέρωση των ενδιαφερόμενων φορέων εφόσον εκδοθούν νέες αποφάσεις από τα όργανα του IMO.



Ο Διευθυντής Επιθεωρήσεων Πλοίων

Πλοίαρχος Λ.Σ. ΠΑΝΟΠΟΥΛΟΣ Ι.

ΠΙΝΑΚΑΣ ΑΠΟΔΕΚΤΩΝ

Ι. ΓΙΑ ΕΝΕΡΓΕΙΑ

1. Έδρες Ναυτιλιακών Ακολουθών Κ ΛΧ- ΛΧ- Υ/Χ .
2. Εξουσιοδοτημένοι Οργανισμοί.
3. Ναυτιλιακές εταιρείες (μέσω των Ενώσεων τους)
4. Πλοίαρχοι εμπορικών πλοίων (μέσω των εταιρειών τους)

HELLENIC REPUBLIC
MINISTRY OF MERCHANT MARINE
DIRECTORATE FOR SHIPS' INSPECTION (ΔΕΠ)
DEPARTMENT: **ΕΝΕΣΠΕ (ΕΝΕΣΠΕ)**
Postal Address: 1. K. Paleologou Str.
Postal Code: 185 35 Piraeus
For information please contact: M. KIOULEPOGLOU
Tel: 210 4191863
Fax: 210 4137 997

Piraeus, January 18, 2007

Ref. No.: 4338.1/01/2007

Subject: Implementation of the SOLAS Regulation III/2, such as amended.

Ref:

- (a) Document No. 4338.1/06/06/22.06.2006 issued by the Ministry of Merchant Marine (YEN/Section D/ΔΕΠ/ΕΝΕΣΠΕ)
- (b) Document No. 4338.1/12/06/25.08.2006 issued by the Ministry of Merchant Marine (YEN/ΚΕΠ/ΔΕΠ/ΕΝΕΣΠΕ)
- (c) IMO Circular Order 1206/26.05.2006.

1. As it is well-known, amendments to the provisions of the SOLAS International Convention were adopted as of July 1, 2006. For the implementation of these provisions, clarifying instructions were provided by means of Ref items (a) and (b) hereinabove on the basis of guidelines developed by the IMO (Ref item (c) above).
2. During the period of implementation of these provisions, difficulties and problems were recorded in connection with annual inspections, maintenance and testing of lifeboat lowering systems which are conducted by the manufacturers of such equipment or by their duly authorized representatives, thereby impacting the smooth operation of ships.
3. This issue was discussed by the competent IMO organs in the framework of the MSC 82 works (Istanbul 29/11 – 8/12/2006), where it was decided that the IMO Circular Order 1206/26.05.2006 would be optionally implemented by 2010 at the latest.
4. Taking into account the foregoing, our Service deems necessary that the latest IMO guidelines be adopted.
5. Following everything referred to above and with the aim to ensure both the smooth operation of vessels and the proper functioning of their

lifesaving equipment, our Service shall accept from now onwards that the annual inspections, maintenance, testing laid down in paragraphs 11.1.2 and 11.2.2 of the Regulation, be also carried out by experienced crew members who will be familiar with the said operations, on the following conditions:

- a) The above-mentioned operations shall be conducted under the supervision of the ship's officers who are knowledgeable and experienced in this domain.
- b) The above-mentioned operations shall be carried out in accordance with the instructions of the equipment's manufacturers as the latter are described in the relevant maintenance manuals provided by SOLAS Regulation III/36.
- c) The parties who will carry out these operations shall be designated by the ship's managing company and her Master, both of whom shall have exclusive responsibility for such designation.
- d) In the framework of its safety management system (SMS), the managing company shall determine a procedure for the training and evaluation of the persons who shall carry out the above operations, while this procedure shall be documented in writing.
- e) Under the Master's responsibility, the above-mentioned operations shall be recorded as SMS procedures in the safety management system implemented by the managing company and the ship (according to the ISM Code), as well as in the lifesaving appliances maintenance log-book (if required).
- f) During the final testing of the above-mentioned equipment following completion of maintenance and inspection, a surveyor from a Recognized Organization or Administration shall be present.

In the event that the **totality** of the aforesaid conditions is not met, the managing company is under the obligation to address itself to manufacturers of this type of equipment (or of a similar type) or to third parties duly authorized by the said manufacturers for the conduct of the above operations. It is self-evident that in any case the managing company reserves the right –in the context of the optional implementation of these provisions– to resort to the manufacturer of these appliances or to its authorized representatives for the conduct of maintenance works and for the annual inspections.

- 6. Upon receipt of this document, any other relevant guideline of our Service that opposes the content of this letter ceases to be valid.

7. You are kindly requested to see to the observance of Ref items (a) and (b) hereinabove, such as in force upon implementation of this Regulation.
8. Our Service shall see to the notification of all interested bodies once new decisions are issued by the IMO organs.

The Manager of the Ships' Inspection Dept

Commodore (Port Corps.) I. PANOPOULOS

105

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電話號碼 TEL. NO. : (852) 2852 4510
傳真號碼 FAX NO. : (852) 2545 0556

4 September 2006

To : Shipowners, Ship Managers, Masters and Classification Societies

**Guidelines for Periodic Servicing and Maintenance of
Lifeboats, Launching Appliances and on-load Release Gear**

The Maritime Safety Committee, at its 81st session in May 2006, approved the MSC.1/Circ.1206 on *Measures to Prevent Accidents with lifeboats*. This MSC Circular contains *Guidelines for Periodic Servicing and Maintenance of Lifeboats, Launching Appliances and On-load Release Gear* in Annex 1 and the *Specific Procedures for Maintenance and Servicing* in the Appendix. The guidelines and the specific procedures under this MSC Circular relate to the amendments to SOLAS regulation III/20, which came into force on 1 July 2006.

2. In accordance with the MSC circular, companies should employ the manufacturer or a person appropriately trained and certified by the manufacturer to carry out the annual servicing and maintenance of lifeboats, launching appliance and on-load release gear. However, there are practical difficulties that ship managers may not be able to source the manufacturer certified facilities or personnel to carry out the servicing and maintenance work. Under such circumstances, in accordance with paragraph 9 in Annex 1 of the MSC.1/Circ. 1206, this Administration would accept another organization to carry out these functions, provided that the following conditions are complied with :-

- a) The organization should be a firm engaging in ship repair/maintenance business, and should have adequate track record to prove that it has sufficient expertise and experience in inspection, repair, testing and maintenance of lifeboats, launching

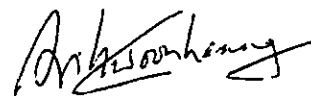
appliances and on-load release gear to the satisfaction of the ship's Classification Society;

- b) When carrying out servicing and maintenance, the organization should follow the Guidelines in the Annex 1 and the Specific procedures as stated in the Appendix of MSC.1/Circ.1206;
- c) The five-yearly dynamic operational test of the winch brake should be witnessed by and conducted to the satisfaction of the attending Classification Society surveyor; and
- d) Upon completion of the services, reports and records as mentioned in para. 13 to 15 of Annex 1 of MSC.1/Circ. 1206 should be properly maintained on board.

3. Please be advised that this Administration would not accept a shipboard staff to carry out the annual servicing and maintenance of lifeboat, launching appliance and on-load release gear unless the shipboard staff has been appropriately trained and certified by the manufacturer.

4. A copy of the MSC.1/Circ.1206 is attached for easy reference. Please feel free to contact the undersigned at tel. no. (852) 2852 4510 if you have any query in respect of the above matter.

Yours faithfully,



(S.W. Cheung)

Senior Surveyor/Cargo Ships Safety
For Director of Marine

Encl.

CSW/-

(CSS\LIFEBOAT SERVICING.DOC)



MSN 009

DEPARTMENT OF TRADE AND INDUSTRY

The maintenance and testing of launching appliances and release arrangements for lifeboats, rescue boats and liferafts

This MSN outlines the Isle of Man Ship Registry requirements for the maintenance and testing of launching appliances and release arrangements for lifeboats, rescue boats and liferafts, taking the recommendations of MSC 82 into account. The requirements are summarised in Annex I.

At MSC 82 it was decided not to make MSC Circular 1206 mandatory. The amendments to SOLAS Chapter III and the LSA Code (resolutions MSC.201(81), MSC.207(81), MSC.216(82) and MSC.218(82)) were adopted and will become effective 1/7/2008. MSC.1 Circ. 1215 urges Flag States to implement these SOLAS & LSA Code amendments early.

Most regulations and notices, along with casualty reports, are available on the Isle of Man Government web site: <http://www.gov.im/dti/shipping> or by contacting marine.survey@gov.im

Documents referred to in this notice:**The International Life-Saving Appliance (LSA) Code****SOLAS Ch III****MSC/Circ 1206, 1215****1. Documentation**

The instructions for maintenance of the launching appliances and release arrangements should be provided on board in English.

Suitable records must be maintained on board for the examinations and testing described below. The competent person, properly trained person, or class surveyor should issue a report for any examination or test conducted or witnessed. It is recommended that these reports are filed alongside the service records for liferaft/FFA/BA sets etc. within the vessel's document control system.

The class surveyor conducting safety equipment surveys will review this documentation for completeness.

2. Qualifications

- A **'competent person'** is defined as:-
 - o A person who is trained and has the necessary skills, practical experience and knowledge of the type of lifting appliances and gears which he is required to inspect. He is to be provided with the necessary tools and spare parts together with manufacturers recommended maintenance instructions.
 - o This person is not necessarily a member of the vessel's crew but may be the Master, Chief Engineer, Chief Officer or Second Engineer subject to the above criteria.

- A **'properly trained person'** familiar with the system is defined as:-
 - o Ideally
 - a representative of the manufacturer
 - a person suitably trained by them
 - a representative of an organisation authorised by them.
 - o If such person is not in existence or is unavailable, the owners should select another suitable shore side specialist with a proven experience in conducting this type of work. This selection is the responsibility of the Owners/Managers, who should include criteria/procedures within their Safety Management Systems to handle this. The Isle of Man Ship Registry will not approve these specialists.

3. Maintenance of launching appliance falls

At all inspections special attention should be paid to areas passing through sheaves.

Falls:-

- Shall be maintained by ship's crew in accordance with the instructions for on board maintenance;
- Shall be examined during the time window for (but not necessarily at) each safety equipment survey, by a competent person; and
- Shall be renewed whenever necessary due to deterioration or at intervals not exceeding 5 years, whichever is earlier.

There is no longer any requirement for 'end for ending' after 2½ years. There is no longer any dispensation for stainless steel falls.

4. Launching appliances

All launching appliances (including the secondary means of launching freefall lifeboats):-

- Shall be maintained by ship's crew in accordance with the instructions for on board maintenance;
- Shall be subjected to a thorough examination, by a competent person, during the time window for (but not necessarily at) each safety equipment survey;
- Shall, on the completion of every thorough examination, be subjected to a dynamic test of the winch brake at maximum lowering speed). The load to be applied shall be the mass of the lifeboat without persons aboard. This should be performed by a competent person. Due care should be taken with freefall boats; and
- Shall be subjected to a 110% dynamic test of the winch brake at maximum lowering speed at intervals not exceeding 5 years. The load to be applied is 1.1 times the weight of the survival craft or rescue boat and its full complement of persons and equipment. This test should be witnessed by a Class Surveyor.

5. Release Arrangements

Lifeboat/rescue boat on-load release gear, including freefall lifeboat release systems and davit launched liferaft automatic release hooks:-

- Shall be maintained by ship's crew in accordance with the instructions for on board maintenance;
- Shall be subject to a thorough examination and operational test during the time window for (but not necessarily at) each safety equipment survey by a properly trained person familiar with the system;
- Shall be overhauled by a properly trained person familiar with the system at intervals not exceeding 5 years; and
- Shall on completion of overhaul be operationally tested under a load of 1.1 times the total weight of the survival craft or rescue boat with its full complement of persons and equipment. This test should be witnessed by a Class Surveyor.

Definitions

"Launching appliance" is the means of transferring a survival craft or rescue boat from its stowed position safely to the water. This includes the secondary means of launching for free-fall boats.

"On-load" release gear is designed to release the lifeboat or rescue boat under any conditions of loading from no load, with the boat waterborne, to a load of 1.1 times the total mass of the boat when loaded with its full complement of persons and equipment.



ANNEX I – SUMMARY

	Competent Person	Properly Trained Person	Witnessed by Class Surveyor
Regular maintenance of launching appliance & falls as per PMS	✓		
Annual & 5 yearly examination of launching appliance & falls	✓		
Annual dynamic test winch brake (boat empty)	✓		
5 yearly test of winch brake (110 %)			✓
Annual examination & 5 yearly overhaul of on-load release gear		✓	
Annual examination & 5 yearly overhaul of freefall lifeboat release systems		✓	
Annual examination & 5 yearly overhaul of davit launched liferaft automatic release hooks		✓	
5 yearly test of on-load release gear (110 %)			✓
5 yearly test of freefall lifeboat release systems (110 %)			✓
5 yearly test of davit launched liferaft automatic release hooks (110 %)			✓

- A **'competent person'** is defined as:-
 - o A person who is trained and has the necessary skills, practical experience and knowledge of the type of lifting appliances and gears which he is required to inspect. He is to be provided with the necessary tools and spare parts together with manufacturers recommended maintenance instructions.
 - o This person is not necessarily a member of the vessel's crew but may be the Master, Chief Engineer, Chief Officer or Second Engineer subject to the above criteria.

- A **'properly trained person'** familiar with the system is defined as:-
 - o Ideally
 - a representative of the manufacturer
 - a person suitably trained by them
 - a representative of an organisation authorised by them.
 - o If such person is not in existence or is unavailable, the owners should select another suitable shore side specialist with a proven experience in conducting this type of work. This selection is the responsibility of the Owners/Managers, who should include criteria/procedures within their Safety Management Systems to handle this. The Isle of Man Ship Registry will not approve these specialists.

Instruction from The Liberian International Ship & Corporate Registry

If this is not a reasonable alternative, we may accept a non-manufacturer certified third party service facility nominated by the owner or the vessel's class society to carry out the thorough examination, servicing, and testing of the lifeboat, the launching appliances and on-load releasing gear subject to the following conditions:

1. The manufacturer's service and maintenance manuals must be available on board for the lifeboat, the lifeboat launching appliance and the on-load release gear.
2. All testing, repairs, and maintenance to the lifeboat, the lifeboat launching appliances and on load releasing gear must be carried out in accordance with the manufacturer's instructions and manuals, the instructions required by SOLAS Reg. III/36, and to the satisfaction of the attending class society surveyor.
3. The non-manufacturer certified third party facility's procedures for the thorough examination, servicing, and testing of the lifeboat, the launching appliances, and on-load releasing gear is acceptable to the attending class surveyor. This does not mean that the third party facility has to be on the class society's approved service facility list. This is a one time review/acceptance for the immediate case involving a particular ship. Preferably the nominated third party facility should be one that has previously conducted thorough examinations, servicing, and testing of lifeboat, launching appliances, and/or on-load releasing gear for equipment made by other manufacturers.
4. The class society is satisfied with the qualifications and knowledge of the personnel conducting the test.
5. Upon completion of the examination, servicing, and applicable testing the facility is required to prepare a written report of the thorough examination and tests and give it to the attending class surveyor. A copy of this report should be maintained on board the vessel. A copy would have to be sent to this office for inclusion in the vessel's record. The report sent to this office should include a copy of the procedures used to carry out the thorough examination, servicing, and applicable testing

When requesting the use of a non-manufacturer certified third party facility in addition to providing the make and model of the lifeboat launching appliance and releasing gear, we ask that we be provided with the following information in addition to any information on the qualifications of the third party facility that you can provide:

1. Year of manufacture of the lifeboat, the lifeboat davits, and the on load releasing gear.
2. Confirmation that the manufacturer's service and maintenance manuals available on board for the lifeboat, the associated launching appliance and the on-load release gear.

3. Name and qualifications of nominated non-manufacturer certified third party service facility. Provide any certification currently held by the facility for servicing and examination of lifeboats and their associated launching gear that may have been issued by other lifeboat manufacturers, class societies, or government Administrations.
4. We would also like to know their history of servicing this type of lifeboat and launching appliance by the shipyard.
5. Confirmation from the classification Society that they are satisfied with the qualifications and knowledge of the personnel conducting the test, and that they will provide oversight of the examination and test of the lifeboat, launching appliance and releasing gear.
6. Proposed date of commencement of the survey.

An acceptance of a third party facility - which is not certified by the manufacturer - will be determined for every ship on a case by case basis. However, once a third party facility is accepted for specific manufacturer's lifeboats and equipment for a vessel operator/owner, there would be no need to resubmit all of the data on the facility each time just identify the nominated facility.





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MS ISO 9001
 Approval Cert. No : 403591 A
 Approval Cert. No : 403591 C
 Approval Cert. No : 403591 D

Rujukan Tuan :
 Rujukan Kami : (71)dlm IPL 6000/420
 Tarikh : 5-Feb-07

Nippon Kaji Kyokai (M) Sdn.Bhd.,
Suite 25.2, Level 25,
Menara IMC,
Jalan Sulatan Ismail,
50250 Kuala Lumpur

Tuan,

PENYELENGGARAN "ONLOAD RELEASING GEARS" KEPERLUAN
PERATURAN 20.11 SOLAS 1974/88

Adalah saya dengan hormatnya merujuk kepada perkara yang tersebut diatas;

2. Sukacita dimaklumkan bahawa bagi tujuan pematuhan kepada peraturan 20.11 SOLAS 74/88 berkaitan dengan penyelenggaraan "On Load Releasing gears" untuk "survival craft" pihak-pihak seperti berikut diberi kebenaran menjalankan penyelenggaraan bagi kapal - kapal berpendaftaran Malaysia

- (i) Agent yang telah diperakukan oleh pembuat peralatan tersebut
- (ii) Mana-mana syarikat yang mempunyai kepakaran, staff teknikal dan peralatan untuk tujuan menjalankan kerja-kerja penyelenggaraan tersebut
- (iii) Anak kapal yang Kompetent (penyelenggaraan perlu dijalankan dibawah pengawasan surveyor Badan Klasifikasi)

Sekian. terima kasih.

"BERKHIDMAT UNTUK NEGARA"

Saya yang menurut perintah,

(Abdul Samad Bin Shalk Osman)
 b.p: Ketua Pengarah Laut,
 Semenanjung Malaysia.

FREE TRANSLATION

Your Ref:

Our Ref : (72) dlm IPL 6000/ 420

Date : 5-Feb-07

**NIPPON KAIJI KYOKAI (M) SDN. BHD.,
SUITE 25.5, LEVEL 25,
MENARA IMC
8 JALAN SULTAN ISMAIL
50250 KUALA LUMPUR.**

Dear Sir,

**"ONLOAD RELEASING GEARS" MAINTENANCE FOR REQUIREMENT OF
REGULATION 20.11 SOLAS 1974/88**

With honour I refer to the abovementioned subject.

2. We are pleased to inform that for the purpose of compliance the regulation 20.11 SOLAS 74/88 with regards to "On Load Releasing gears" maintenance for survival craft, the following parties are authorized to carry out the maintenance for Malaysian registered vessels

- (i) Agent that has been authorized by the manufacturer.
- (ii) Any companies which have the specialization, technical staff and equipments for the purpose of carrying out the mentioned maintenance works
- (ii) Competent ship crew (maintenance have to be carried out under the supervision of Classification surveyor)

Thank you

"SERVE FOR THE COUNTRY"

According to the instruction

(ABDUL SAMAD BIN SHAK OSMAN)

For and on behalf of Marine Director,
Peninsular Malaysia

SOLAS 74 CIII R20 as amended by Res MSC.152(78) and MSC/Circ 1206

All Recognized Organizations are kindly requested to note that the instruction hereunder shall be implemented with immediate effect and repeals our previous instruction of 18 July 2006 and confirmation of 8 January 2007.

Reference SOLAS 74 Chapter III Regulation 20.3.1, Regulation 20.11 as amended by Resolution MSC.152 (78) and MSC.1/Circ.1206.

The examination, repair and testing of launching appliances and on-load release gear for lifeboats, davit-launched liferafts, rescue boats and fast rescue boats shall be based on the guidance contained in MSC.1/Circ.1206.

Except for weekly and monthly inspections, MSC.1/Circ.1206 requires that inspection, servicing and repair should be conducted by the manufacturer's representative or person trained and certified by the Manufacturer. The Company shall endeavour to satisfy this requirement.

However, recognizing the practical difficulties that may be encountered by the Company to source manufacturer certified personnel, the inspection, servicing and repair can be carried out by either:

- * an organization or person authorised by a SOLAS Contracting Government in accordance with the provisions of Paragraph 9 of Annex I of MSC.1/Circ.1206; or
- * an organization or person nominated by the Company. The Company is responsible for assessing and selecting a suitable organization or person and therefore appropriate procedures relating thereto must be established within the Company's Safety Management System. The attending Classification Society Surveyor should be satisfied with the organization's or person's ability to undertake the work involved. All related work by the organization or person shall be carried out in the presence of the Classification Society Surveyor; or
- * an organization or person proposed by the vessel's Classification Society;

In any case, the Company shall liaise as necessary with the vessel's Classification Society.

The thorough examination of launching appliances, dynamic test of winch brake, annual thorough examination of the on-load release gear and operational test shall be credited provided that:

- * the inspection, servicing and repair are carried out in accordance with the manufacturer's instructions; and
- * the report(s) and checklist(s) are duly completed and signed by the organization or person that carried out the inspection and maintenance work. In addition, the report(s) and checklist(s) shall

be counter-signed by the Company's representative or the ship's Master; and

* the organization or person that carried out the inspection and maintenance work issues, upon completion of same, a statement confirming that the launching appliances and on-load release gear for the lifeboat, liferaft, rescue boat and fast rescue boats, as applicable, remain fit for purpose.

Regards
John Alden
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Merchant Shipping Directorate
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MARINE SAFETY ADVISORY NO. 1-07

To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents

**Subject: PERIODIC SERVICING AND MAINTENANCE OF LIFEBOATS,
LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR**

Date: 3 January 2007

Crew safety during lifeboat drills, training and maintenance, as well as with respect to emergency operations is of utmost concern. Accordingly, this Administration strongly supports recent SOLAS initiatives to draw attention to the proper servicing and maintenance of lifeboats, launching appliances, and on-load release gear, specifically as detailed guidelines in Annex 1 of MSC/Circ.1206. These guidelines provide an effective, comprehensive blueprint to accomplish essential elements for assuring the readiness and functionality of a ship's life saving appliances, while increasing the safety of the vessel's crew when conducting drills, maintenance or training. However, the guideline's provision that some of the servicing be carried out or verified by the manufacturer or a manufacturer-certified provider has proven problematic for many vessel owner/operators. Most manufacturers have not had sufficient opportunity to establish an adequate network of certified providers. Additionally, some manufacturers lack the resources to provide these technical services, and some manufacturers are no longer in business.

In recognition of these troublesome issues, the IMO at its MSC 82 meeting has reconsidered the implementation of the guidelines and has decided that mandatory implementation be withheld until the Organization, member States, classification societies, and the maritime industry have developed standards and procedures necessary to certify and verify the capabilities of service providers. Such mandatory implementation is not expected to be sooner than 2010.

Until such time as these provisions of the Circular become mandatory, the maintenance and service guidelines in the Annex should be followed for each Marshall Islands flagged vessel guided by the following SOLAS III/20 interpretations:

20.11.1 - Launching appliances (davit and winch):

20.11.1.1 - Maintained in accordance with instructions for on-board maintenance. (May be conducted by ship's personnel.)

20.11.1.2 - Annual Thorough Examination. (May be conducted by ship's personnel.)

20.11.1.3 - Annual Dynamic Test of winch brake with load of empty boat. (If not conducted by manufacturer's representative, may be conducted by crew or other service provider* and witnessed by class surveyor.)

20.11.1.3 - 5 Year Dynamic Test of winch brake with 1.1 x weight of fully equipped and manned boat. (May be conducted by manufacturer's representative or other service provider and in either case witnessed by class surveyor.)

20.11.2 - Lifeboat on-load release gear: (NOT including life rafts)

20.11.2.1 - Maintained in accordance with instructions for on-board maintenance. (May be conducted by ship's personnel.)

20.11.2.2 - Annual Thorough Examination and operational test. (Conducted by manufacturer's representative or other service provider.)

20.11.2.3 - 5 Year Operational test under 1.1 x total mass of lifeboat fully equipped and loaded. (Conducted by manufacturer's representative or other service provider and in either case witnessed by class surveyor.)

* If a manufacturer-certified provider is not available, the maintenance and testing may be carried out by a service provider who the owner has determined to be competent to conduct this service. The process by which this determination is made should be described within the Company's Safety Management System. This process should, as a minimum, consider the following:

- evidence that service provider's operation is certified in accordance with a quality standard (ISO 9001 or equivalent);
- service provider's operations follow standardized procedures;
- evidence that service provider has servicing experience with vessel's lifesaving equipment; service provider has a record system which provides traceability of work carried out and parts used must be maintained. All spare parts used should be the original manufacturer's spare parts. If the equipment manufacturer no longer exists and there are no original spare parts then the equipment should be replaced by equipment compliant with the Marine Equipment Directive ("Wheelmarked");
- service provider has a formal service personnel training program with details of individual training and experience. Persons undertaking maintenance should have a least one years experience of the maintenance of lifesaving appliances; and
- all information referred to above is readily available in case of an accident involving a lifeboat serviced by the service provider at the request of the owners or the Administration.

Upon satisfactory completion of the annual thorough examination and the operational dynamic winch brake test, the responsible crew member or appointed service provider, as appropriate, should complete the ships records and issue statements as required by MSC 1/Circ.1206.

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Print Email

No. 4 of 2006**08-02-2006**
CHANGES IN REGULATION III/20 (OPERATIONAL READINESS, MAINTENANCE AND INSPECTIONS) OF SOLAS 74 ADOPTED BY RESOLUTION MSC.152(78) ON 20 MAY 2004 WITH EFFECT FROM 1 JULY 2006 AND THE REFERENCE TO MSC CIRCULAR MSC/Circ.1093 DATED 17 JUNE 2003

Applicable to: Shipowners, shipmanagers, shipping-agents, masters and officers of Singapore ships

This circular is to inform of the changes to the maintenance requirements for launching appliances and on-load release gear stipulated in SOLAS Reg III/20 with effect from 1 July 2006.

Regulation III/20.3 (Maintenance) of SOLAS 74 has been amended to say that maintenance, testing and inspections of life-saving appliances shall be carried out based on the guidelines set out in Circular MSC/Circ.1093 dated 17 June 2003 issued by IMO and in a manner having due regard to ensuring reliability of such appliances.

2 Regulation III/20.11 (Periodic servicing of launching appliances and on-load release gear) has also been amended to require launching appliances to be subjected to a thorough examination at annual surveys in respect of the Cargo Ship Safety Equipment Certificate and the Passenger Ship Safety Certificate. Upon completion of the thorough examination, the launching appliances are required to be subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied in the test is to be the mass of the lifeboat without persons on board, except that, at intervals not exceeding 5 years, the test shall be carried out with a proof load of 1.1 times the maximum working load of the winch. Before the amendment, thorough examination is required at intervals not exceeding 5 years.

3 These amendments were adopted by Resolution MSC.152(78) on 20 May 2004 and will come into force on 1 July 2006.

4 We would like to bring your attention to the above amended requirements which will come into effect on 1 July 2006 and the following pertinent points in the guidelines set out in MSC Circular MSC/Circ.1093¹ (Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear) —

(a) The Company, as defined in SOLAS Regulation IX/1.2, is responsible for servicing and maintenance onboard its ships in accordance with SOLAS Regulation III/20 (Operational readiness, maintenance and inspections).

(b) Except for weekly and monthly inspections, and routine maintenance as defined by the manufacturer, all inspections, servicing and repair should be conducted by the manufacturer's representative or a person appropriately trained and certified by the manufacturer for the work to be done.

(c) In cases where the manufacturer is unable to provide the service mentioned in (b) above, the Company may permit a service provider to carry out the work if the Company has determined that the service provider has sufficient technical knowledge and experience and is competent to do the work. The service provider shall be acceptable to the

- Introduction
- Port Marine Circulars
- Port Marine Notices
- Maritime Security Notices
- Shipping Circulars
- Shipping Notices
- Flu Pandemic Info

Classification Society which issues the Cargo Ship Safety Equipment Certificate or the Passenger Ship Safety Certificate to the vessel.

5 Shipowners, shipmanagers, shipping-agents, masters and officers of Singapore ships, and in particular, Companies, as defined in SOLAS Regulation IX/1.2, are to take note of the above amended requirements and the contents of MSC/Circ.1093. We advise those concerned to take pre-emptive measures well before the amended requirements come into force on 1 July 2006. Some of these measures are, but not limited to, the following:

(a) ascertain the names and addresses of the manufacturers of the launching appliances and on-load release gears on their ships;

(b) get in touch with the manufacturers or their representatives or a person appropriately trained and certified by them for the work to be carried out on launching appliances and on-load release gears on their ships;

(c) make contingency plans for the event that the manufacturers are unable to provide the service required, or that the manufacturers cannot be determined or traced. In this context, seeking out potential service providers and making a determination of their technical knowledge and experience and competency to carry out the work should form part of the contingency plans, including seeking acceptance of the service provider from the Classification Society which issues the Cargo Ship Safety Equipment Certificate or the Passenger Ship Safety Certificate to the vessel.

6 A copy of MSC/Circ.1093 circular (Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear) can be found in our website under "Circulars & Notices > Shipping Notices" at:

http://www.mpa.gov.sg/circulars_and_notices/shipping_notices/sp_notices.htm

7 Any queries relating to this circular should be directed to Mr. Tan Leong Beng at Tel No. 6375 6207.

KHONG SHEN PING
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE

¹ MSC/ Circ.1093 (GUIDELINES FOR PERIODIC SERVICING AND MAINTENANCE OF LIFEBOATS, LAUNCHING APPLIANCES AND ON-LOAD RELEASE GEAR) has been incorporated into Annex 1 of MSC.1/ Circ. 1206 (MEASURES TO PREVENT ACCIDENTS WITH LIFEBOATS). MSC.1/ Circ.1206 through Shipping Circular 18 of 2006, available at:

http://www.mpa.gov.sg/circulars_and_notices/shipping_circulars/sc06-18.htm



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° SOL 012 – Rev 2.

Chapter III – Reg. 20.11 (MSC 152(78) Adopted On 25 May 2004) Periodic Servicing Of Launching Appliances And On-load Release Gear

**TO: SHIPOWNERS & SHIPS' OPERATORS & MANAGERS
SURVEYORS TO FLAG STATE ADMINISTRATION
CLASSIFICATION SOCIETIES**

APPLICABLE TO: All ships subject to SOLAS 74 as amended

ENTRY INTO FORCE: 01 July 2006

Monaco, 8th Jan. 07.

MSC 81 approved MSC.1/Circ. 1206 to prevent accidents with lifeboats, which consolidated and updated the provisions of the previous MSC circulars on the subject.

A firm decision on whether MSC.1/Circ.1206 should or should not become mandatory under SOLAS has not been reached by FSI 14.

Based on the above, Circular SOL 012 Rev.1, issued before IMO Marine Safety Committee meeting MSC 82 in December 2006, is not more valid.

For the time being the following maintenance and service guidelines should be followed for each St Vincent and the Grenadines flagged vessel.

Reg.	Description of requirement	Interval	Conv. Lifeboat	Free-fall lifeboat	Rescue boat	Liferaft
20.11.1	Launching appliances (davit and winch):					
20.11.1.1	Maintained in accordance with instructions for on-board maintenance. <u>May be conducted by ship's personnel.</u>	Manufacturers recommendation	Yes	Yes	Yes	Yes

20.11.1.2	Thorough examination. . <u>May be conducted by ship's personnel.</u>	Annually	Yes	Yes	Yes	Yes
20.11.1.3	Dynamic test of winch brake with load of empty boat. <u>May be conducted by ship's personnel.</u> <u>To be witnessed by Class surveyor</u>	Annually	Yes	Yes (1)	Yes	Yes
20.11.1.3	Dynamic test of winch brake with 1.1 x weight of fully equipped and manned boat. <u>May be conducted by ship's personnel.</u> <u>To be witnessed by Class surveyor</u>	5 years	Yes	Yes (2)	Yes	Yes
20.11.2	Lifeboat on-load release gear:					
20.11.2.1	Maintained in accordance with the instructions for on-board maintenance. <u>May be conducted by ship's personnel.</u>	Manufacturers recommendation	Yes (3)	N.A.	Yes (3)	No
20.11.2.2	Thorough examination and operational test. <u>Conducted by Manufacturer's representative or other service provider.</u>	Annually	Yes (3)	N.A.	Yes (3)	No
20.11.2.3	Operational test under 1.1 x total mass of lifeboat fully equipped and loaded. <u>Conducted by Manufacturer's representative or other service provider. To be witnessed by Class surveyor</u>	5 years	Yes (3)	N.A.	Yes (3)	No

(1) Dynamic test of free-fall lifeboat secondary means of launching is required only if design permits. If design does not permit, meaning that launching is done under power, a controlled lowering to the water with empty boat should be conducted.

- (2) Dynamic test of free-fall lifeboat secondary means of launching is required only if design permits. If design does not permit, meaning that launching is done under power, a controlled lowering to the water with 1.1 x weight of fully equipped and manned boat should be conducted.
- (3) Only if fitted with on-load release gear.



**CỤC ĐĂNG KIỂM VIỆT NAM - VIETNAM REGISTER**
PHÒNG TÀU BIỂN**SEA-GOING SHIP CLASSIFICATION AND REGISTRY DEPARTMENT**

ĐỊA CHỈ

18 PHAM HUNG, HA NOI

ADDRESS

TEL: (84) 4 7684701

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Web site: www.vr.org.vn

THÔNG BÁO KỸ THUẬT- TECHNICAL INFORMATION**Date: 11/07/2007****Number: 019KT/07TB.E**

Subject: Examination and test of launching appliances and on-load release gears of survival crafts.

To whom it may concern

Reference is made to the Technical Information ref. number 021KT/06TB dated on 25 July 2006.

Regulation III/20.11 of SOLAS 74, as amended in 2004 by the Resolution MSC.152(78), has entered in force since 01 July 2006. The Regulation requests that all launching appliances and on-load release gears of survival crafts (including lifeboats, rescue boats, liferafts) shall be examined thoroughly and tested annually and at interval of 5 years. The examination and test shall be carried out by the manufacturers or the person authorised by the manufacturer in compliance with MSC.1/Cir.1206. The context of SOLAS 74 Reg. III/20 as follows:

"Regulation III/20**11 Periodic servicing of launching appliances and on-load release gear****11.1. Launching appliances shall be:**

- .1. maintained in accordance with instructions for on-board maintenance as required by regulation 36;
- .2. subject to a thorough examination at the annual surveys required by regulations I/7 or I/8, as applicable; and
- .3. upon completion of the examination referred to in .2 subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied shall be the mass of the lifeboat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load of 1.1 times the maximum working load of the winch.

11.2. Lifeboat on-load release gear shall be:

- .1. maintained in accordance with instructions for on-board maintenance as required by regulation 36;

2. *subject to a thorough examination and operational test during the annual surveys required by regulation I/7 and I/8 by properly trained personnel familiar with the system; and*
3. *operationally tested under a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment whenever the release gear is overhauled. Such overhauling and test shall be carried out at least once every five years."*

At the MSC meeting (82nd session) from 29 November 2006 to 08 December 2006, there are some Contracting Government as well as Representatives of Shipping Industries that have raised the difficulties experienced in implementation of SOLAS 74, Regulation III/20, as amended. In reality, there are too many manufacturers of the launching appliances and on-load release gears, but the representatives of the manufacturers and the authorized persons by the manufacturers are not enough for the demands of maintenance and tests at many ports of call over the world. Application of this recommendation presents problems as the vast majority of lifeboat manufacturers have a limited number of representatives or certified personnel to carry out this work worldwide at this time or are not adequately represented in certain regions of the world where vessels operate for extended durations.

The Committee decided that MSC.1/Circ.1206 should not be made mandatory at that time, and tasked the DE Sub-Committee to further evaluate it with the view to making relevant portions mandatory through SOLAS by 2010. This does not make the latest amendments to SOLAS III/20.11 (which introduced the annual inspection and testing of the release gear and launching appliances) non-mandatory. All ships will continue to be required to comply with SOLAS reg III/20.11, as amended, but MSC.1/Circ.1206 is only to be used as a guideline for carrying out the requirements of reg III/20.11.

For compliance with the above MSC decision, the following guidance shall be complied:

1/ The maintenance, examination and test of launching appliances and on-load release gears of lifeboats/ rescue boats shall be carried out in compliance with MSC.1/Cir.1206.

2/ The maintenance of launching appliances and on-load release gears of lifeboats/ rescue boats as per Reg. III/20.11.1.1 and III/20.11.2.1 shall be carried out by ship's crews according to the maintenance guidance, in compliance with the recommendations given by the manufacturers.

3/ The general examination and tests of launching appliances and on-load release gears of lifeboats/ rescue boats as per Reg. III/20.11.1.2 and III/20.11.2.2 shall be carried out annually, in concurrence with annual survey, periodical survey or renewal survey of safety equipments. The general examination and test may be carried out by ship's crews, shipyards, service firms, provided that the persons,

who performed the job, should have properly understanding and familiar with the work described by MSC.1/Circ.1206.

4/ The dynamic test of launching appliances of lifeboats/ rescue boats using its own weight as per Reg. III/20.11.1.3 shall be carried out annually after the general examination as per Reg. III/20.11.1.2. The dynamic test may be carried out by ship's crews, shipyards, service firms, provided that the persons, who performed the job, should have properly understanding and familiar with the work described by MSC.1/Circ.1206.

5/ The dynamic test of winch's brakes with the load of 1.1 working load of the winch as per Reg. III/20.11.1.3 shall be carried out by representatives of manufacturer or the persons trained and authorized by the manufacturer, or the service firm approved by Vietnam Register at 5 years interval .

6/ According to the Reg. III/20.11.2.3, the on-load release gear of lifeboat/ rescue boat shall be overhauled for inspection and tested under load of 1.1 working load by representatives of manufacturer or the persons trained and authorized by the manufacturer, or the service firm approved by Vietnam Register at interval of 5 years.

7/ The duly surveyor of Vietnam Register or the Classification Societies recognized by VR shall witness the examination and test as specified in paragraph 3/, 4/, 5/, 6/. However, if the examination and test as specified in paragraph 3/ and 4/ are carried out by representatives of manufacturer or the persons trained and authorized by the manufacturer, or the service firm approved by Vietnam Register, the witness of examination and test would be exempted but the surveyor shall endorse and sign on the service report prepared by the representatives of manufacturer or the persons trained and authorized by the manufacturer, or the service firm approved by Vietnam Register.

8/ This Technical Information must be placed on board ships flying Vietnamese flag.

Director of Sea-going Ship Class.& Registry Dept.



Nguyễn Vũ Hải



MARINE INFORMATION NOTE

MIN 424 (M)

Life-Saving Appliances; Lifeboats, Rigid Rescue Boats, Launching Appliances and On-load Release Gear - Acceptance of Service Suppliers

Notice to all Shipowners, Ship Operators and Managers, Masters, Officers and Crews of Merchant Ships

Summary

This Marine Information Note provides guidance on the acceptance of Service Suppliers, to work on lifeboats, rigid rescue boats, launching appliances and on-load release gear on-board UK ships.

Service Suppliers other than the Original Equipment Manufacturer, carrying out the thorough examination, operational testing, repair and overhaul of lifeboats, rigid rescue boats, launching appliances and on-load release gear should be authorised to do so.

Background

- 1 The Maritime and Coastguard Agency (MCA) has until now approved individual Service Suppliers wishing to conduct statutory work on lifeboats, rigid rescue boats, launching appliances and on-load release gear on-board UK ships. This approval was in accordance with Merchant Shipping Notice (MSN) 1803 (M) Appendix 3, 'Approval procedure for Independent Lifeboat Service and Testing Organisation' (ILSTO).
- 2 As per MSN 1803 (M) Appendix 3, the MCA has kept this policy under review and decided to no longer approve ILSTOs individually.

Acceptance of Service Suppliers Undertaking Work on UK Registered Ships

- 3 The MCA authorises the following to conduct this work:
 - 3.1 The Original Equipment Manufacturer or one of their representatives; or
 - 3.2 A UK Recognised Organisation approved Service Supplier; or

3.3 An existing MCA approved Independent Lifeboat Service and Testing Organisation (ILSTO), until such a time as their approval expires.

- 4 All thorough examinations, operational testing, repair and overhaul work undertaken on lifeboats, rigid rescue boats, launching appliances and on-load release gear should be conducted in accordance with SOLAS Chapter III Regulation 20 and MSC.1/Circ.1206/Rev.1.

Approval of Service Suppliers by UK Recognised Organisations

- 5 The Original Equipment Manufacturer, and their representatives, do not require further approval to conduct work on their own equipment. However, should they wish to conduct service work on equipment other than their own, then approval should be sought.
- 6 New Service Suppliers and existing MCA ILSTOs whose approval is due for renewal, should approach a UK Recognised Organisation and seek their approval as Service Suppliers for the equipment on which they wish to undertake work. Details of UK Recognised Organisations can be found in the MSN 1672 (M+F) as amended.
- 7 The Recognised Organisation's procedure for approval of the Service Supplier should be based on the following:
- 7.1 International Association of Classification Societies (IACS) Z17 "Procedural Requirements for Service Suppliers"; and
 - 7.2 International Maritime Organization (IMO) MSC.1/Circ.1277 "Interim recommendations on conditions for authorisation of service providers for lifeboats, launching appliances and on-load release gear".

More Information

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