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पोत मंत्रालय / MINISTRY OF SHIPPING
नौवहन महानिदेशालय / DIRECTORTE GENERAL OF SHIPPING
बिटा बिल्डिंग 9 ,वी मंजिल / BETA BUILDING, 9TH FLOOR
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Directorate General of Shipping, Ministry of Shipping, Govt. of India, Mumbai		
Authorized by: Nautical Advisor to the Govt. of India	NAUTICAL WING	File No.14/NT-(2)/2013-pt. (ENG)
	Subject-Lifeboat Release and Retrieval System– reg.	Dated 08.08.2017

A) Back Ground

1) The fitment of on-load release mechanism to hooks fitted in conventional lifeboats became mandatory in 1986. On-load release mechanisms are designed to permit the release of the davit-launched lifeboat from fall wires when ship is still making way through the water or in rough sea.

2) The failures of on-load release hooks led to many serious lifeboat accidents in the past. Accordingly, various regulatory changes (such as mandatory annual maintenance and servicing by authorized service supplier, and doing away with the requirement for seafarers to be onboard the lifeboat being lowered during abandon ship drills) to reduce the frequency and consequences of such accidents.

3) To further improve the safety of lifeboat release and retrieval systems (LRRS), the Maritime Safety Committee (MSC) of IMO in its 89th session held in May 2011 approved the new requirements for conventional LRSS for all existing and new build vessels under SOLAS Regulation III/1.5.

4) SOLAS Regulation III/1.5 requires all ships subject to SOLAS, regardless of build date, to identify existing on-load release mechanisms that do not comply with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the International Life-Saving Appliance (LSA) Code, as amended by IMO Resolution MSC.320(89); and replace them with compliant release mechanisms no later than the next scheduled dry-docking after July 1, 2014 (but in any case, before July 1, 2019). SOLAS Regulation III/1.5 does not apply to the release mechanisms on free-fall lifeboats.

5) Lifeboat manufacturers have completed their re-evaluation and testing of existing hook systems and an overview of compliant hook systems is available in the IMO Global Integrated Shipping Information System (GISIS) under the sub-section "Evaluation of Hooks". If an existing hook has not been tested and is not found in GISIS, the hook is non-compliant and must be replaced.

6) IMO adopted "Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems" (MSC.1/Circ.1392) to provide flag states, ship owners, and manufacturers of lifeboat release and retrieval systems a detailed five-step process for compliance with new SOLAS Regulation III/1.5. Clause 24 of the said guidelines require following post installation test to be carried out by the manufacturer or its representative and witnessed by Flag or Recognized Organization acting on its behalf:

a) 1.1 x load and simultaneous release test according to the Revised recommendation on testing of life-saving appliances {Resolution MSC.81(70)}, part 2, paragraph 5.3.1, or an equivalent method acceptable to the Administration.

b) load test according to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), part 2, paragraph 5.3.4, as amended by resolution MSC.226(82), if the fixed structural connections of the release mechanism of the lifeboat is modified; and

c) if the lifeboat is also a rescue boat and/or is installed on a cargo ship of 20,000 gross tonnage or above, the 5 knots installation test should be carried out, in accordance with the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), part 2, paragraph 5.4.

7) The Indian National Ship Owners Association has raised concern about safety of crew during conduct of the 5 Knots installation test mentioned in Clause 6c) above. INSA has also stated that many Administration are allowing an equivalent mechanism for the conduct of this test.

8) To meet the safety requirement as mentioned, a meeting was held with representative of Indian Register of Shipping at Directorate General of Shipping and it was decided to allow equivalent testingin lieu of actual conduct of 5 knots installation test under certain controlled conditions as stipulated below.

B) Controlled Conditions for Equivalent test

1. The equivalent 5 knots installation test in a more controlled environment with the ship stationary whilst alongside or at anchor.

2. Equivalent means may include the use of the wash from a vessel positioned forward of the launching position to create 5 knots current or the use of a 5 knots current from a river or tidal flow. It must be ensured that the water is moving at the required speed to a depth deeper than the survival craft draft.

3. The Company is to ensure that suitable safety provisions are in place and that a thorough risk assessment is conducted prior to the conduct of the 5 knots installation test, or agreed equivalent test.

4. In case where the Company applies equivalent means of conducting the 5 knots installation test, prior application to be made to the concerned Recognized Organization along with the risk assessment. Only after a satisfactory review of the risk assessment by concerned Recognized Organization, the test to be conducted by the manufacturer or its representative and witnessed by Recognized Organization on cargo ships.

5. For passenger ships, application along with risk assessment to be submitted to the concerned Principal Officer for his review of risk assessment and witness of this test by Flag Surveyor.

6. No "sister ship" approach will be considered when dealing with the 5 knots installation test or agreed equivalent test required after the replacement of hooks.

This is issued with the approval of the Nautical Advisor to the Govt. of India.

(Capt. R.K. Muduli)
Dy. Nautical Adviser to the GoI