



# Marine Safety Information Bulletin

Commandant  
U.S. Coast Guard  
Commercial Vessel Compliance (CG-CVC)  
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## Concentrated Inspection Campaign: Open Lifeboats

As noted in the Commandant's [Final Action Memo \(FAM\)](#) on the sinking of the S.S. EL FARO, the Office of Commercial Vessel Compliance (CG-CVC-1) is initiating a Concentrated Inspection Campaign (CIC) for all U.S. flag vessels fitted with open lifeboats. The FAM response to Safety Recommendation #3 states:

*The Coast Guard agrees that open lifeboats should be phased out of operation and supports proposals from vessel owners and operators or legislation to accomplish this.....For existing vessels fitted with open lifeboats, the Coast Guard will initiate a concentrated inspection campaign to ensure that the lifeboats remain in serviceable condition. The inspection will include the launching, maneuvering and recovery of open lifeboats, and the review of related SMS procedures.*

The purpose of this CIC is to ensure that these critical lifesaving appliances are maintained in working order and ready for immediate use<sup>1</sup>. **The CIC will run from May 02, 2018 – May 01, 2019.** During this period Marine Inspectors (MIs) will perform a more detailed inspection of open lifeboats and related launching appliances using the attached checklist as a guide in conjunction with regularly scheduled Coast Guard Inspections (exclusive of drydock).

A final report of this CIC will be made public via [Maritime Commons](#).

Questions concerning this notice may be directed to the Office of Commercial Vessel Compliance, Commandant (CG-CVC) at [CG-CVC@uscg.mil](mailto:CG-CVC@uscg.mil).

<sup>1</sup> SOLAS III/20.2 for vessels subject to SOLAS; 46 CFR 199.190(a) for vessels subject solely to domestic regulations.



# UNITED STATE COAST GUARD CONCENTRATED INSPECTION CAMPAIGN

05/02/2018 TO 05/01/2019

## Concentrated Inspection Campaign: Open Lifeboats Job Aid

- Ref:** (a) Code of Federal Regulations Title 46, Part 199  
(b) [COMDTINST M16000.7B; Marine Safety Manual Volume II, B.1.E.2.a](#)  
(c) [COMDTINST M16000.7B; Marine Safety Manual Volume II, C.2.H.1-2](#)  
(d) [CVC-WI-003\(1\), USCG Oversight of SMS on U.S. Flag Vessels](#)

### ***Instructions***

USCG Marine Inspectors (MIs) will use this job aid in addition to other relevant job aids for the duration of this CIC to guide their inspection. Upon evidence that the vessel, equipment, or crew do not comply with the regulations, the exam shall be expanded to include among other items, the effectiveness of the vessel's safety management system (SMS). Further guidance on the inspection of open lifeboats may be found in references (b) and (c).

MIs shall complete the applicable portions of the job aid, enter the inspection results into MISLE, and forward the completed job aid to the Office of Commercial Vessel Compliance (CG-CVC-1) along with any CG-835Vs issued that relate to this CIC.

For *actively trading vessels* that cannot launch both port and starboard lifeboats due to a particular mooring arrangement, the OCMI should issue a CG-835V requiring the untested lifeboats to be inspected in accordance with the CIC at the next feasible port or place to facilitate testing of all lifeboats while minimizing impact to vessel operations (e.g., 15- Rectify by next port; 50 – Rectify deficiencies w/in 30 days; 705 – Other, as appropriate and applicable).

For vessels in *Reduced Operating Status (ROS)* or *are not actively trading* where the mooring arrangement prohibits the launching of all lifeboats, the MI should issue a CG-835V requiring that all lifeboats be tested in accordance with this CIC prior to departure (i.e., 17 – prior to departure).

Open lifeboats that have already been tested in conjunction with the prescribed periodic inspections under the Coast Guard's FY2018 ACP/ MSP risk assessment do NOT have to be tested again, unless all boats were not tested (lowered, released, maneuvered, and recovered) at that time.

Serious deficiencies may result in a flag State detention, a follow-up inspection, or Safety Management System audit by the vessel's Authorized Classification Society, Recognized Organization, or the Coast Guard in accordance with reference (d).



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05/02/2018 TO 05/01/2019

## Concentrated Inspection Campaign: Open Lifeboats Job Aid

Ship Name		Official Number	
Date of Inspection		Inspection Port	
Number of open LBs		Number of rowboats	
Number of open MLB		MISLE Activity #	

		Yes	No	N/A
1.	Does the Certificate of Inspection (COI) or the Cargo Ship Safety Equipment Certificate (SLE), or equivalent, reflect the correct type and number of lifeboats installed?			
2.	Is maintenance being performed in accordance with SOLAS III/20, 46 CFR 199.190, and/or <a href="#">MSC.1/Circ.1206/Rev.1</a> (Measures to prevent accidents with lifeboats).			
	a. Weekly Inspections			
	b. Monthly Inspections			
	c. Adequate Spare Parts			
	d. Stowage location properly marked <sup>2</sup>			
	e. Davit and Falls properly maintained			
3.	Are drills properly conducted (including lowering, release, and maneuvering) and documented in accordance with the Company's SMS, SOLAS III/19 or 46 CFR 199.180, as applicable?			
4.	Each lifeboat engine must be run ahead and astern for a total of not less than 3 minutes unless the ambient temperature is below the minimum temperature required for starting the engine.			
5.	The propulsion gear box and gear box train are engaging satisfactorily (including Fleming Gear)			
6.	The crew is able to launch the lifeboat.			
7.	The crew is able to demonstrate proper operation of the lifeboat in the water.			
8.	The crew is able to recover and cradle the lifeboat.			
9.	Are the lifeboats maintained in good working order and ready for immediate use?			

<sup>2</sup> Marking of stowage locations is required by 46 CFR 199.178