

# RISK ALERT



## Lifeboats and Port State Control Inspections



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Loss Prevention

The Club would like to remind Members that during Port State Control inspections Port State Control Officers will often inspect both davit launched and freefall lifeboats. The areas subject to inspection and checking can include maintenance records, operational safety, davits and winches, on-load release mechanisms and the undertaking of lifeboat drills.

Some of the specific areas that can be inspected include, but are not limited to:

- That lifeboats have been launched and manoeuvred in the water in accordance with SOLAS requirements.
- That dynamic testing of the davit winch brakes have been carried out.
- That the davits, falls, sheaves, lifeboats and on-load release mechanisms are being regularly maintained.
- That the connection between the lifeboat and the fall hook is in a satisfactory condition.
- The hazards associated with launching and recovery of lifeboats have been identified within the vessels Safety Management System and that there is onboard implementation of procedures and/or instructions in relation to these hazards.
- The familiarity of key personnel with the launching and recovery of lifeboats, and the familiarity of crew with relevant IMO documentation and guidance including Maritime Safety Committee circulars.
- The condition, marking, setting, design, crew familiarity and understanding of, and the posting of suitable instructions and warning notices in relation to the use and operation of the lifeboats, in particular the on-load release mechanism and associated interlocks.
- The condition of the davits and winches.

- The operation of all moving parts including sheaves and limit switches.
- The correct operation of the centrifugal winch brake during lifeboat 'freefall' lowering and the correct operation of the manual deadweight brake upon release.
- Lifeboat drills, ensuring that these are performed satisfactorily.

In the event of deficiencies being found actions by the Port State may vary from instructing the Master to have the deficiencies rectified within a specified time frame to the detention of the vessel until such time as the deficiencies have been satisfactorily rectified.

See additional lifeboat related items on the Steamship website

Risk Alert Use of Plastic Sheathing on Freefall Lifeboat Recovery Strops

<https://www.steamshipmutual.com/RA68UseofPlasticSheathingonFreefallLifeboatRecovery.pdf>

Article: Lifeboat Launching Systems

<https://www.steamshipmutual.com/loss-prevention/lifeboat-launching-systems.html>

Article: Risks in Launching and Recovery of Lifeboats

<https://www.steamshipmutual.com/publications/Articles/Lifeboats0407.html>