



New regulations on Lifeboat Release and Retrieval Systems (hook systems)

IS 2019 REALISTIC FOR FINALIZING IMPLEMENTATION?

Passenger Ship Safety Conference 19-20 January 2012, London

Harry Klaverstijn

Chairman Technical Committee ILAMA – Director
Technical Manager – Umoe Schat-Harding BV – The Netherlands

PERCEPTION

**LIFEBOATS KILL
MORE PEOPLE
THAN THEY SAVE**

???????



Lifeboats are saving lives!



Fuerza Aerea de Chile via European Press photo Agency



AP Photo



AP Photo



AP Photo



Statistics

People saved by the use of lifeboats;

2005 – 226

2006 - 224

2007 – 2702

2008 – 1279

2009 – 283

2010 – unknown

2011 – 1671

2012 > 3000



Why on-load release systems?

Alexander Kielland:

- * 14 minutes & 7 lifeboats!
- * 123 of 212 crew members lost lives.
- * Only 89 crew members rescued.
- * 60 of these crew members rescued by only 2 Lifeboats!

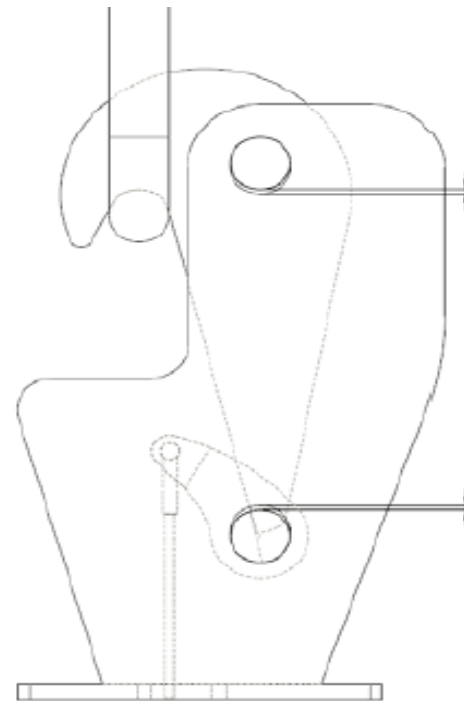
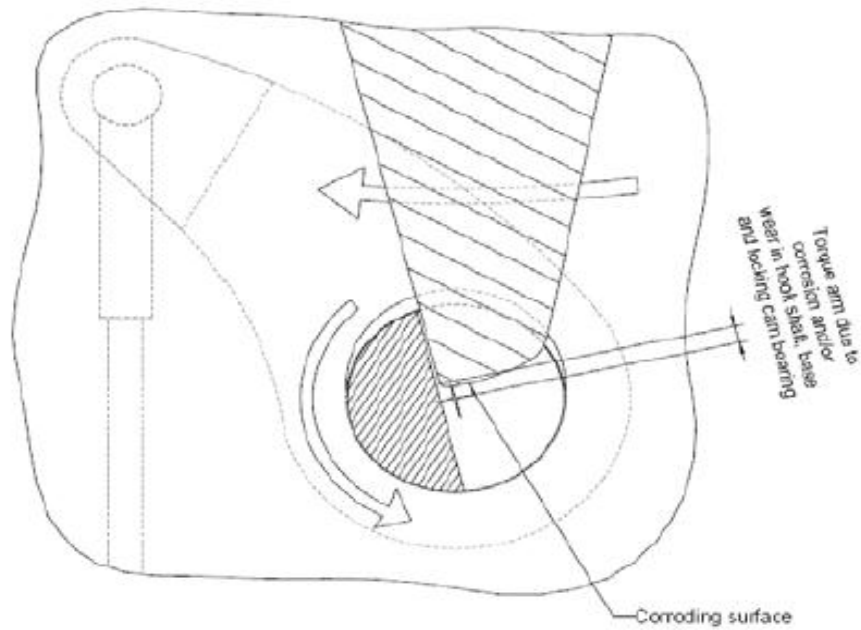


SOLAS requirement for lifeboats on ships built after 1 July 1986 stipulates that they should be fitted with a hook disengaging gear, capable of being operated both on and off-load

Accidents with lifeboat on-load release systems



Main issues of Cam Systems





How long have we been talking about hook systems?

DE 43

Addressed the concerns over serious accidents occurring during inspection and drills and how to minimize these

DE 45

Prepared draft MSC circular on accidents with lifeboats, which was approved by MSC 75 as MSC/Circ, 1049. Agreed on work plan for measure to prevent accidents with lifeboats

DE 47

Agreed to update work plan for measure to prevent accidents with lifeboats

FP 50

Agreed to proposed amendment to SOLAS regulation III/20.11.2.2 concerning on-load release gear and that draft amendments to MSC/Circ. 1093 should be developed

DE 51

Considered design problems with on-load release gear and agreed it needed to be simplified to be readily and easily used as well as constructed of corrosion free material

DE 53

Agreed to draft amendments to recommendation on testing of LSA, concerning test procedures for evaluation release hooks

2000

2001

2002

2003

2004

2005

2006

2007

2008

2009

2010

DE 44

Reported on incidents involving accidental release of lifeboats and serious accidents with lifeboats during drills occurring frequently

DE 46

Agreed there was a need to properly address design and performance standards for LSA. Consider changing guidelines on training and exercising of personnel

DE 48

Considered draft amendments to the LSA Code concerning requirements for lifeboat release mechanisms, in particular hook systems.

DE 50

Proposed a new section on lifeboat release gear in the LSA code to address design flaws of on-load release hooks. Established a working group to address this.

DE 52

Discussion on the evaluation of currently installed release hooks and uniform requirements for on-load release hooks were necessary.

DE 54

Discussion on the evaluation and replacement of lifeboat on-load release mechanisms

OUTCOME OF IMO DE 55 & MSC 89 2011

- Resolution MSC.317(89)
 - Resolution MSC.320(89)
 - Guidelines MSC.1/Circ.1393
 - Resolution MSC.321(89)
 - Guidelines MSC.1/Circ.1392
-
- **The Resolutions need still to be accepted by MSC 90 (May 2012)**



Resolution MSC.317(89)

Update of SOLAS Chapter III – Regulation 1 – Application - New paragraph 5

This means for **EXISTING** LRRS systems;

- 4.4.7.6.4 Weight of lifeboat does not cause any force in the operating mechanism.
- 4.4.7.6.5 Locking devices cannot turn open due to forces from hook load.
- 4.4.7.6.6 If a hydrostatic interlock is provided, it shall automatically reset upon lifting the boat from water.

In case of non – compliance LRRS should be replaced with systems that complies with the code not later than the first scheduled dry docking after 1 July 2014 but not later than

1 JULY 2019 .



Resolution MSC.320(89)

Amendments to the LSA Code

- New requirements for all new LRRS to be supplied after 1 Januari 2013
 - Target enforcement 1 January 2013



Guidelines MSC.1/Circ. 1393

New ships

Governments are encouraged for early implementation of
Resolution MSC.317(89) (= updated SOLAS regulation III/1.5)

For all ships constructed on or after 20 May 2011

to meet updated LSA Code (MSC.320(89))



Resolution MSC.321(89)

Amendments to MSC.81(70)

These amendments describe how to test new hook designs.



Guidelines MSC.1/Circ.1392

- Guidelines for evaluation and replacement of lifeboat release and retrieval systems
- **Enforced by amendments SOLAS regulation III/1.5. - MSC.317(89)**
- FPD's to be used until
 - **System found to be compliant**
 - **Modified to become compliant**
 - **Replaced by a new LRRS system;**



Guidelines MSC.1/Circ.1392

A hook manufacturer's and Administrations assessment perspective:

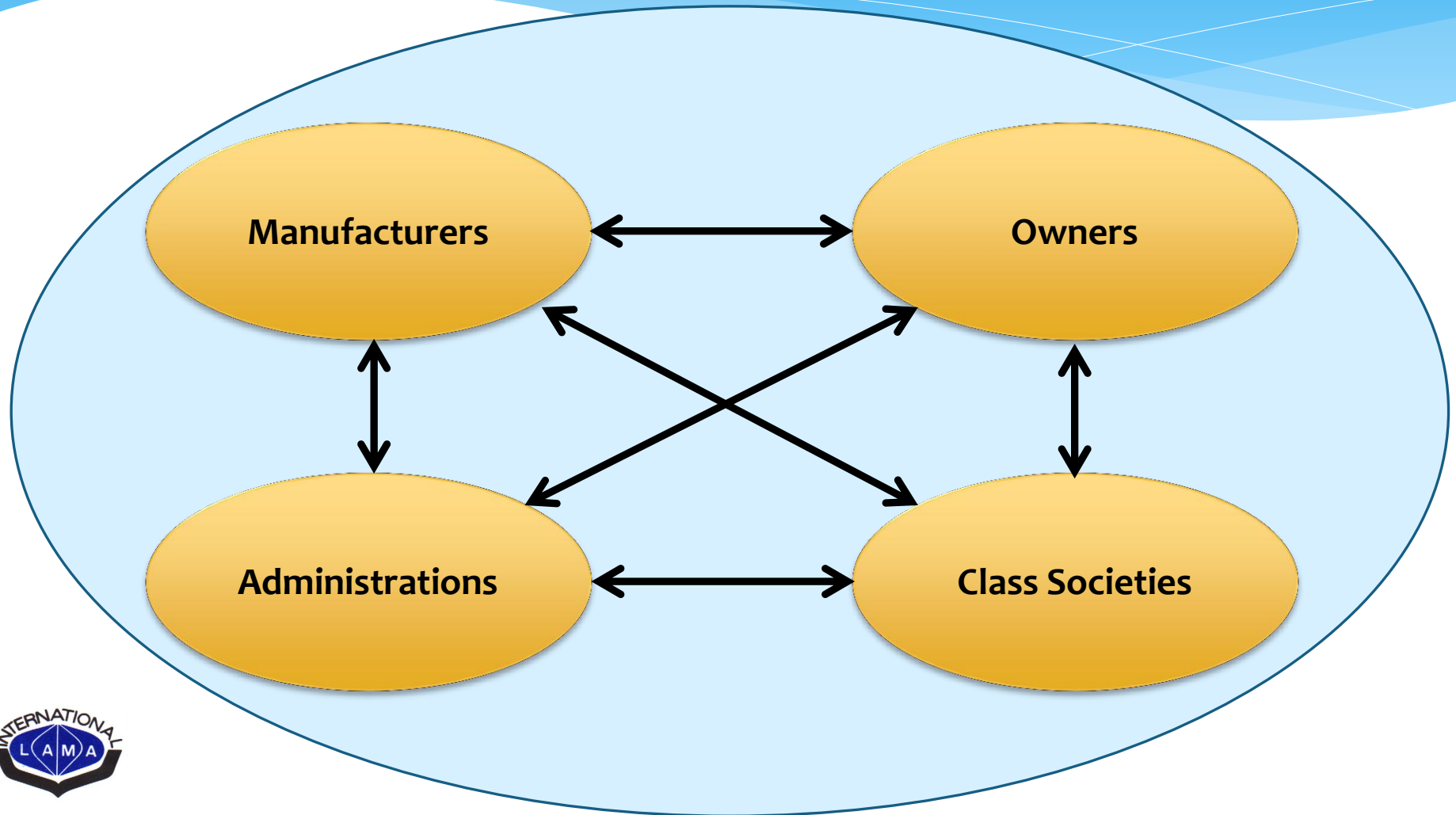
L.R.R.H. on existing boats:

Assessment of hooks to get in IMO GISIS Database before 01st July 2013

- Design review
- Performance test;
 - 50 on load releases
 - Cyclic loading
 - Release force less than 30 kgs
- One time follow-up overhaul examination of a compliant LRRS.



How to make this work?



How to make this work?

- **Cooperation is in everybody's interest**
- **It's the means by which to make it work**



WHY CO-OPERATE??

45000 vessels

120.000 Lifeboats

75% non - compliant

90.000 re-hooking jobs.....



WHY CO-OPERATE??

- **Every re-hooking of a single lifeboat, on average, takes 25-30 working hours for 2 engineers**
- **This totals approx. 4.500.000 – 5.400.000 man hours.**



WHY CO-OPERATE??

Dead line;

**In case of non compliance first
scheduled dry docking but not later
than 1st July 2019...**



WHY CO-OPERATE??

- Speed up approval processes from Authorities / Class - They can take time !!!
- We need mutual acceptance to make this an efficient process.
- Class Societies to accept each others approvals !!???



WHY CO-OPERATE??

- **What will happen if Class A accept and Class B does not??**
- **What will happen if Administration A agrees compliance and Administration B does not ??**



WHY CO-OPERATE??

- If co-operation of all parties regarding acceptance of each other's approvals is not possible the deadlines may not be met.
- Manufacturers cannot put pressure on Administrations or Class .
- Manufacturers fully depend on cooperation of Administrations or Class.
- Non co-operation (failure to establish a system) may have serious cost implications for Ship-owners.
- Lead times and approval costs are directly affected.



Dead line

Dead line;

**In case of non compliance first
scheduled dry docking but not
later than 1st July 2019...**



WHY CO-OPERATE??

- **Manufacturers can do it when all parties join force now..**





Questions?

