



# ICS CONFERENCE 2008

## Improving Life Boat Safety

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## IMPROVING LIFE BOAT SAFETY

**SAFETY IS NO ACCIDENT \***

\* CAA (GATWICK AIRPORT)

## IMPROVING LIFE BOAT SAFETY

- Increased reported rate of lifeboat accidents
- MSC Circulars on lifeboat training and maintenance consolidated into MSC.1/CIRC.1206
- Industry concern regarding development and application of MSC.1/Circ.1206
- Debate regarding merits of “off load” against “on load” release mechanism
- Formation of Industry Lifeboat Group (ILG)
  - focus of industry user interests outside IMO

## INDUSTRY LIFEBOAT GROUP (ILG)

REPRESENTING USERS OF LSA EQUIPMENT IN SUPPORT OF RELATED IMO DISCUSSION

### INDUSTRY/OTHER PARTNERS

- BIMCO
- CLIA
- HSE \*
- IACS
- ICS
- IFSMA
- ILAMA \*
- IMO (Secretariat) \*
- INTERTANKO
- IG (P+I Clubs)
- IPTA
- ITF
- MAIB \*
- MCA \*
- Nautical Institute (NI)
- OCIMF
- SIGTTO
- Training providers

# INDUSTRY LIFEBOAT GROUP (ILG)

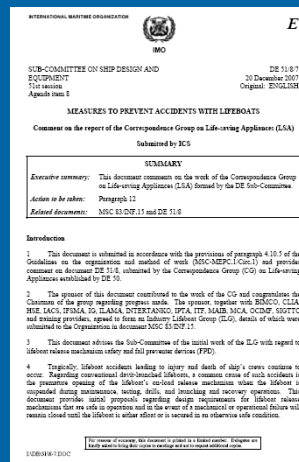
## BACKGROUND to OCT 2008

### MSC 83/INF.15 (ICS)

- Advice to IMO of the formation of the ILG.

### DE 51/8/7 (ICS)

- Commented on work of DE Correspondence Group
- Identified nature of lifeboat problem and identified way forward



# INDUSTRY LIFEBOAT GROUP (ILG)

## EXTRACT - DE 51/8/7

- Tragically, lifeboat accidents leading to injury and death of ship's crews continue to occur
- A common cause of such accidents is the premature opening of the lifeboat's on-load release mechanism when the lifeboat is suspended during maintenance, testing, drills, and launching and recovery operations
- *Initial* proposals regarding design requirements for lifeboat release mechanisms that are safe in operation and in the event of a mechanical or operational failure will remain closed until the lifeboat is either afloat or is secured in an otherwise safe condition

# INDUSTRY LIFEBOAT GROUP (ILG)

## DE 51/8/7 - Proposal

- **LONG TERM AIM**
  - Identification and Introduction of Safe Release Mechanisms
- **MEDIUM TERM**
  - Concept of Fall Preventer Devices
    - Synthetic Safety Strops
    - Locking pins
  - Develop guidance
- **SHORT TERM**
  - Continue to use lifeboats for drills?



# INDUSTRY LIFEBOAT GROUP (ILG)

## PROPOSED RELEASE MECHANISM CHARACTERISTICS –TO INCLUDE

- Universal standardised design and operability
- Durable corrosion resistant construction materials
- Safe operation not reliant on maintenance of critical manufacturing tolerances
- To release only at a safe height (on or *immediately above* the water)

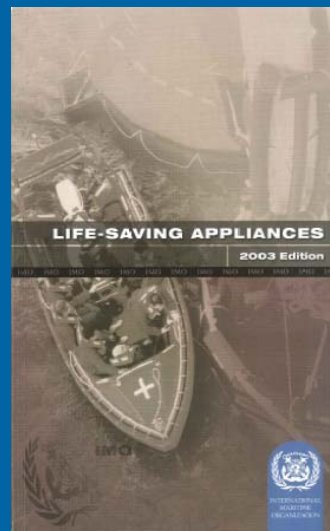
# INDUSTRY LIFEBOAT GROUP (ILG)

## PROPOSED RELEASE MECHANISM CHARACTERISTICS

ELEMENT (From DE 51/87 paragraph 7)	TOPIC		JUSTIFICATION
	Technical Design	Operator Manoeuvring / Regulation	
Associations responding: CLM Technical Institute Shell P-O Cruises MMB INTERTANKO IIF UK			Each element may be justified against 1, 2 or 3 topics  The columns under 'TOPIC' have not been completed for those responding. This can be completed subsequently if required.
1. Universal standardised design and operability			Full agreement that aim is valid with strong support for implementation by regulation. Improvement in achieved safety would be achieved and include seafarer acceptance. Caution expressed regarding 'single' design may not be appropriate for all ship types.  A great objective "However" this may perhaps be achievable. We will work hard for you that there is this same objective to meet the goals and design standards.  Issue of training of crewmembers and going from this to ship will have to be considered about different operation and...
			2. Lifeline vendor to be responsible for supply of hook connecting link and associated connection to davits
			Maintenance models:  A single standard design with an effective but simple operating methodology shall reduce the potential for incidents due to the existing high number of variations currently in existence. Seafarers then only have once design to deal with.  Regulation required to ensure standard design and operation.  Regulation required to enforce design.  I believe "one" standard would assist both in the technical and design phase, as well as it may regain confidence among seafarers as they get familiar with the operation and tests, we need this to be regulated.  There is no doubt that standardised design and operation is critical for greater safety. Full safe use of operation and maintenance should be implemented, ensured by prescriptive regulation that does not allow too much variation.  Whilst this obviously comes under T and O, a regulatory requirement (R) is considered essential to achieve the objective.  Varied support for proposal with views being expressed that need is for supplier being responsible for whole system. Regulation would require compatibility of individual components under umbrella of supplier's responsibility. Caution expressed that owner choice and innovation could be restricted.  A single vendor and type of "design" is common to the life saving. However, it may not be practicable in the real world and would have the effect of putting the design and supply in fewer hands which would in turn slow down progress towards a safer design for disengaging apparatus and would not be in the interest of the seafarer.

# INDUSTRY LIFEBOAT GROUP (ILG)

- Develop submission to DE 52
  - Proposed amendments to LSA Code
  - Proposed amendments to 'Testing and Evaluation of LSA'



## INDUSTRY LIFEBOAT GROUP (ILG)

- Individual members participate in IMO Correspondence Group on LSA
- Group advises Correspondence Group coordinator of outcomes and supports work of CG



## INDUSTRY LIFEBOAT GROUP (ILG)

### Current Activity

- Address immediate issue of release hook safety
  - Short term (MCA redraft of FPD MGN)
  - Medium Term (revised LSA Code)
  - Long term (monitor effectiveness)

### Long term ILG roles

- Continue to represent LSA users
- Monitor/review free-fall lifeboat safety
- Review current concept of lifeboat evacuation

**IMPROVING LIFE BOAT  
SAFETY**

**THANK YOU !**