

Ref : DMA/AIFI/97/C 905

Date: 12/06/2018

Dear Captain  
Good Day,

Please find attached informative document titled "Accidents associated with life boat" , for your kind attention and necessary precaution measures.

You are requested to confirm receipt , discuss the contents in the next consolidated meeting on board and keep a copy in the DA-11 file .

Best Regards,  
Capt. A. Amini  
Accident Investigation / Fleet Inspection Expert  
Department of Maritime Affairs  
ROD Ship Management Co.  
Dept. Tel No. : +98-21-26100357  
Dept. Fax No.: +98-21-26100356  
Direct Tel No.: +98-21-23843207  
Please reply to [dma@sealeaders.com](mailto:dma@sealeaders.com)

(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)



## Accidents associated with life boat

During past years it has been experienced on covered vessels that due to equipment failure, lack of proper training and human error reported to be the main causes of these accidents.

Accidents taken place mostly during life boat drills, maintenance of moving parts and life boat fall lubrication.

Maintenance of life boat, davit, winch, drums, sheaves, falls to be done as per on board planned maintenance program recorded schedule and SOLAS convention regularly. Thorough examination to be made at annual and five yearly renewal surveys to maintain the safety of personnel and the vessel herself.

Electric powered winch motors are being operated to recover the life boat at drills or fall greasing until the life boat davit hoisting stopped by function of limit switches which the davit and life boat are then being pulled to securing position by manual operation of winch.

Life boat winch manual handle is fixed to its designed groove and then heaved up.

The accidents are happening where the handle is left in place and button is pressed inappropriately during frequent operation.

It is recommended, to have a meeting before any life boat maintenance /drill operation and assess the risks associated with. The following examinations should be among those taken to consideration for satisfactory condition and operation:

### Davit

1. Davit structure, in particular with regard to corrosion, misalignments, deformations and excessive free play;
2. Wires and sheaves, possible damages such as kinks and corrosion;
3. Lubrication of wires, sheaves and moving parts;



4. Functioning of limit switches;
5. Stored power systems; and
6. Hydraulic systems.

### Winch

1. Open and inspect brake mechanism;
2. Replace brake pads, if necessary;
3. Remote control system; and
4. Power supply system.

### DYNAMIC WINCH BRAKE TEST

- annual operational testing should preferably be done by lowering the empty boat. When the boat has reached its maximum lowering speed and before the boat enters the water, the brake should be abruptly applied.

- Five yearly operational testing should be done by lowering the boat loaded to a proof load of 1.1 times the maximum working load of the winch, or equivalent load. When the boat has reached its maximum lowering speed and before the boat enters the water, the brake should be abruptly applied.

