

I will also require to operationally test the following items of equipment as a minimum

- Funnel Flaps and Engine Room Fan Dampers (PLEASE UNLOCK FUNNEL ACCESS DOOR)
- Emergency Fire Pump (ARRANGE 1 FIRE HOSE FWD AND 1 FIRE HOSE AFT)
- Emergency Generator (No Blackout) - SEQUENCE TESTING
- Oily Water Separator (No Discharge Overboard)
- Fire control station / CO² Room
- Lifeboat Engines (PLEASE SEE LASHING PHOTO'S)
- GMDSS Radio
- Radar
- SART / EPIRB
- ECDIS

I will also require to access the lifeboats. I require that additional restraints are fitted to the lifeboats between the davits and the lifting gear to enhance safety whilst inside the boats. I will assess the arrangements provided prior to my entry into the lifeboats but you should determine the nature of the arrangements that you will use in this respect and you must ensure that the arrangements are removed after the inspection.

AMSA INSPECTORS ENTERING LIFEBOATS

The maritime industry is well aware of the number of incidents occurring world wide regarding lifeboat release arrangements. Predominately, the detentions relate to defective maintenance of the equipment. This equipment is often designed in such a way that clearances and the proper maintenance to these lifeboats is absolutely critical.

AMSA has instructed it's inspectors that they should not rely solely on the boat harbour pins and gripes as being sufficient for an AMSA inspector to enter a lifeboat, unless it can be demonstrated to the AMSA inspector that lifeboat release arrangements are correctly set. If unable to be demonstrated, additional restraints will be required to be fitted.

The AMSA inspector will discuss this with the master early in a PSC or FSC inspection to avoid unnecessary delays. It is the master's responsibility to determine the supplementary restraint arrangement, NOT the AMSA inspector's; however, the AMSA inspector must be satisfied with the method used.

This requirement is for entry into the lifeboat when fully housed ONLY. The arrangement is to be removed immediately upon completion of the lifeboat inspection and under NO circumstances is the lifeboat to be swung out with the supplementary restraint fitted.

This requirement is a control mechanism AMSA has implemented to reduce the AMSA inspector's exposure to risk.

AMSA notes the amount of work being undertaken at the IMO in regard to measures to prevent accidents with lifeboats and will continue to actively participate in the process of improving the level of safety onboard in general and specifically toward lifeboat arrangements