



# Dienststelle Schiffssicherheit BG Verkehr

## FLAG STATE - Circular No.: 02/2011

**Subject:** On-load release and retrieval mechanism and procedures for a possible defined exchange program

**Rule reference:**

- ISM Code 1.2.3; 10
- MSC.317(89), MSC.1/Circ. 1392, MSC.1/Circ.1393

**Remark:**

**Date:** 22.08.2011

### Preamble

This circular informs ship owners, ship managers, designated persons and masters of German flagged ships as well as flag state surveyors, surveyors of recognized organizations and manufacturers about the procedure for the defined possible necessary exchange program of the on-load release and retrieval mechanism, which may be necessary.

According to Resolution MSC.317(89) all ships, during the first scheduled dry-docking after **1 July 2014, but not later than 1 July 2019**, whose on-load release mechanisms do not comply with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the LSA-Code, amended by Resolution MSC.320(89), shall be provided with equipment that complies with the new and amended LSA-Code.

**IMPORTANT: All existing hooks, which do comply with the amended LSA-Code, can be used further on without exchange.**

### Procedure for existing ships

Therefore the different on-load release systems for lifeboats, rescue boats and fast rescue boats on board of ships, flying the German flag, have to be reviewed.

The BG Verkehr kindly requests **ship operators** to submit the attached questionnaire duly completed for on-load release systems for each individual German flagged ship, **on 31 December 2011 latest**.

**Manufacturers<sup>1</sup>** are strongly urged since 27 May 2011 to carry out a self-assessment of their types **of existing release and retrieval systems** (see MSC.1/Circ.1392, Annex, para.2 and Appendix 2 flow chart).

Further on the manufacturers have to submit the self-assessment together with the necessary documentation to the Ship Safety Division of the BG Verkehr or to the recognized organization that has approved the release and retrieval system for "Design Review" (see MSC.1/Circ.1392, Annex, paragraph 10).

After the "Design Review" will have been carried out by the BG Verkehr, the manufacturer has to conduct a **"Performance Test"** witnessed by the Administration or a Recognized Organization acting on its behalf (see Appendix 1 of MSC.1/Circ.1392). This procedure shall

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<sup>1</sup> For BG Verkehr - Ship Safety Division - only the manufacturers Fr. Fassmer GmbH & Co. KG, Germany, Hatecke GmbH, Germany and Norsafe As, Norway are concerned.

be completed **until 1<sup>st</sup> July 2013** and the results have to be reported (acc. to Appendix 3 of the Guideline) to the IMO by the administration (see MSC.1/Circ.1392, Annex, paragraph 14).

A one-time follow-up overhaul examination has to be carried out **by the manufacturer** of the on load release and retrieval system of a type found to be compliant in respect of the existing release and retrieval system evaluation for every lifeboat, rescue boat and fast rescue boat on board of ships **not later than the first scheduled dry-docking between the 1<sup>st</sup> July 2014 and the 1<sup>st</sup> July 2019**. The overhaul examination has to be carried out in accordance of MSC.1/Circ.1206, Rev.1.

A **Factual Statement** has to be issued by the manufacturers or their representatives and has to be carried on board (see MSC.1/Circ.1392, Appendix 2, flow chart and paragraph 17).

After replacement of non-compliant release and retrieval systems (installation testing) according to the procedures stated in MSC.1/Circ.1392, Annex, paragraph 18 to 26, the Administration or a Recognized Organization acting on its behalf, shall issue a **Statement of Acceptance** (see template set out in Appendix 4 of MSC.1/Circ. 1392) to the Company for retention on board.

### **Member Governments of the IMO**

They report the results of evaluations on types of existing release and retrieval systems to the Organization (IMO) and consider the results reported to the IMO by other Member Governments.

### **Transitional Period**

Up to the completion of the evaluation of the required "Design Review" and the "Performance Test" it is recommended for each ship, ship owner and ship manager to verify the use and the correct installation of Fall Preventer Devices in accordance with MSC.1/Circ.1327 and MSC.1/Circ. 1392, annex, paragraph 6.

### **Application to new ships (keel laying on or after 20th May 2011 but before 1<sup>st</sup> July 2014):**

MSC.1/Circ.1393: "Early implementation of new SOLAS regulation III/1.5"  
For ships constructed on or after 20 May 2011, but before 1 July 2014, on-load release and retrieval systems shall comply with the LSA-Code, as amended by resolution MSC.320(89). In order for parties concerned to take relevant actions with regard to the sentence before, Member Governments are encouraged to initiate, at the earliest opportunity, approval processes for new on-load release and retrieval systems, which comply with the LSA-Code, as amended by resolution MSC.320(89). For the application in Germany it has to be assumed, that the requirements for on-load release and retrieval systems in accordance with resolution MSC.320(89) already apply during the transition period of three years.

**For ships constructed on or after 1<sup>st</sup> July 2014, on-load release and retrieval systems shall comply with the LSA-Code, as amended by resolution MSC.320(89).**

### **Action required:**

Ship owners, ship managers, designated persons, masters and manufacturers are requested to take note of this circular and to take action.

Flag state surveyors and surveyors of recognized organizations are requested to take note of this circular.

Copies of the ISM Circular, the Resolution MSC.317(89) and the MSC Circulars MSC.1/Circ.1392 and MSC.1/Circ.1393 can be found at our website:  
<http://www.bg-verkehr.de/service/downloads/ship-safety-division/ism/overview-ism-circulars-and-ism-info-mails>

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