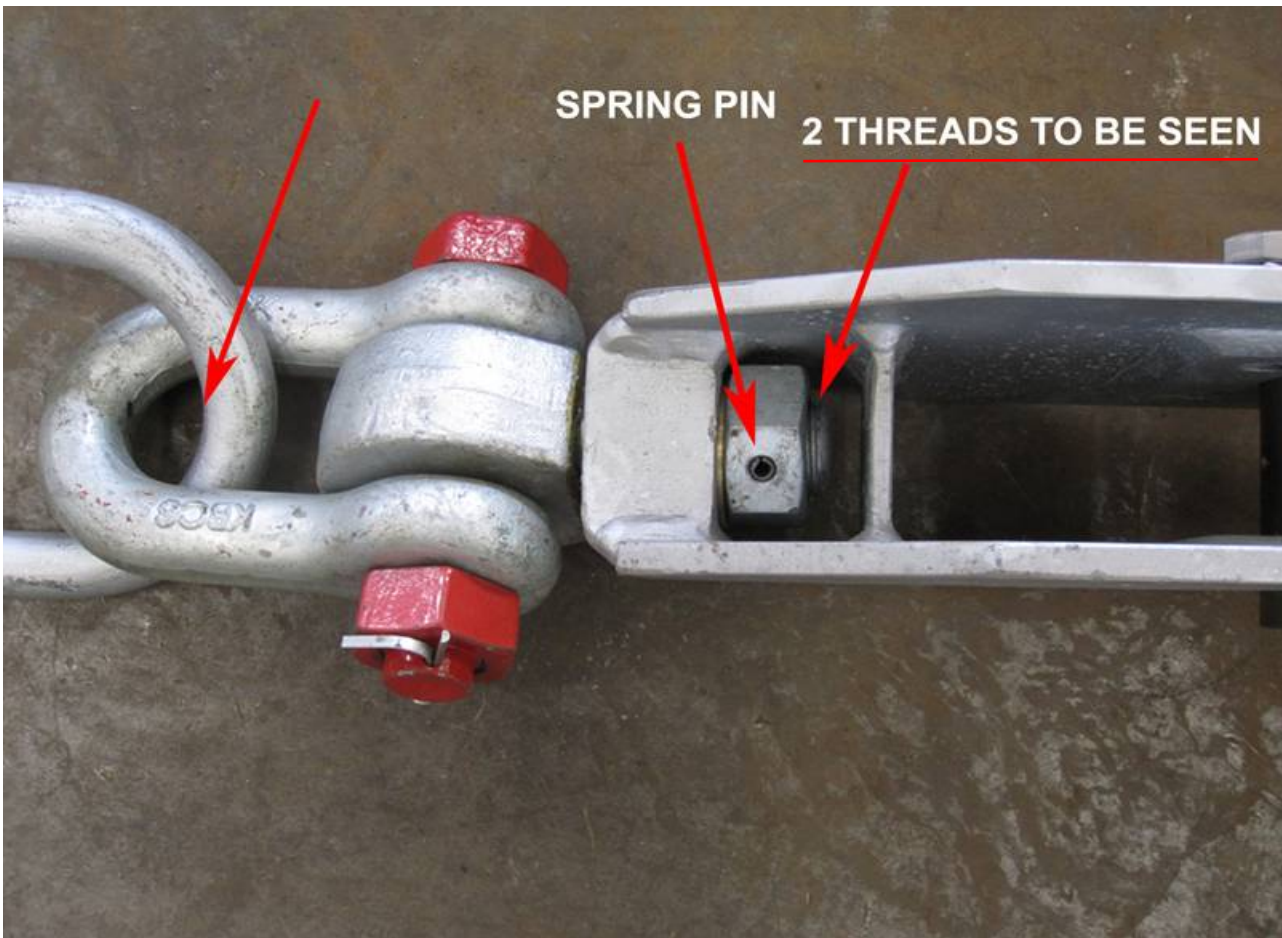


## A. How to inspect Lifeboat Davit Floating Block

**Subject : The floating block connection part visual inspection to be done carefully**

1. The swivel bolt and lock-nut and spring pin visual inspection to be done.
  - 1.1 Every year : to be inspected by annual safety surveyor
  - 1.2 Every month : visual check by ship's crew
2. Recommended remained screw : 2 threads to be seen above the lock nut
3. Much rusted spring pin is to be replaced with 8mm dia new pin
4. Suspension Link crack visual check to be done



If you have a more question, don't hesitate to contact us.

Best regards  
WON BAE BAE / DIRECTOR

*W. B. Bae*

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## B. Lifeboat Davit inspection related regulations

### 1. SOLAS regulation III – Reg.20 / 6.1 and 7.2

#### 6 Weekly inspection

The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the log-book:

- .1 all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use. The inspection shall include, but is not limited to, the condition of hooks, their attachment to the lifeboat and the on-load release gear being properly and completely reset;

#### 7.2 Monthly inspections

Inspection of the life-saving appliances, including lifeboat equipment, shall be carried out monthly using the checklist required by regulation 36.1 to ensure that they are complete and in good order. A report of the inspection shall be entered in the log-book.

### 2. MSC.1/Circ.1206 ANNEX2 – 1.3.3

#### 1.3 Drills must be safe

1.3.1 Abandon ship drills should be planned, organized and performed so that the recognized risks are minimized and in accordance with relevant shipboard requirements of occupational safety and health.

1.3.2 Drills provide an opportunity to verify that the life-saving system is working and that all associated equipment is in place and in good working order, ready for use.

1.3.3 Before conducting drills, it should be checked that the lifeboat and its safety equipment have been maintained in accordance with the manufacturer's instructions, as well as noting all the precautionary measures necessary. Abnormal conditions of wear and tear or corrosion should be reported to the responsible officer immediately.

### 3. MSC.1/Circ.1206 ANNEX2 page 3 – 2.3.2

#### 2.3 Lifeboats lowered by means of falls

2.3.1 During drills, those responsible should be alert for potentially dangerous conditions and situations and should bring them to the attention of the responsible person for appropriate action. Feedback and improvement recommendations to the shipowner, the Administration and the system manufacturer are important elements of the marine safety system.

2.3.2 Before placing persons onboard a lifeboat, it is recommended that the boat first be lowered and recovered without persons on board to ascertain that the arrangement functions correctly. The boat should then be lowered into the water with only the number of persons on board necessary to operate the boat.