

**KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-174-2014**  
**(Freefall Non-Compliance Hazard)**

An expert company in accident investigation & surveys has been contacted by the Head of HSSEQ of a major ship-owner with concerns regarding the non-compliance with the LSA Code of freefall lifeboats being installed in a new-build.

The non-compliance presents a potential hazard which may result in death or injury under certain conditions and possible problems with PSC inspections and others.

Efforts are underway to resolve the situation with the lifeboat manufacturers; however the same

issue may arise with other lifeboat designs.

Despite type-approval and acceptance by a major classification society, the design does not comply with LSA Code Chapter IV 4.7.2.2 which calls for at least 650mm free clearance in front of the backrest but in this design the distance is only about 150mm which under certain circumstances can be fatal to any person sitting in that seat.

In addition to the personal injury hazard; the non-compliance may put the vessel at risk of detention in event of port state control inspection.



The problem may be existent but left undetected. In the old times the lifeboats were used much more often & such non-compliance would be noticed sooner. Nowadays with the free fall lifeboats introduced, the practices are too few, many various operations which were carried out using the lifeboats are not allowed anymore, and hence the frequency of possible encounters are greatly reduced.

Everyone might have in mind that the

type-approval engineers have already accepted the product so everything must be fine.

The operators only try to keep the maintenance records & do their check-lists in time.

The roles of the classification societies are very critical here. Such matters must have already been checked by their expertise but none-the-less the ship owners/masters/ operators are reminded by this circular to note & exercise additional care.