



SAFETY ALERT No. 18-06

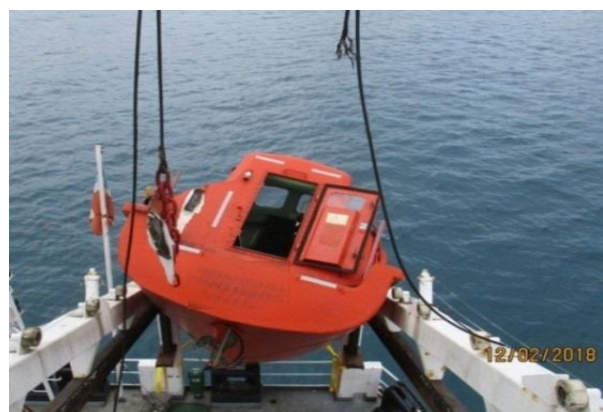
Free Fall Lifeboat Incident During Drill

1. Introduction

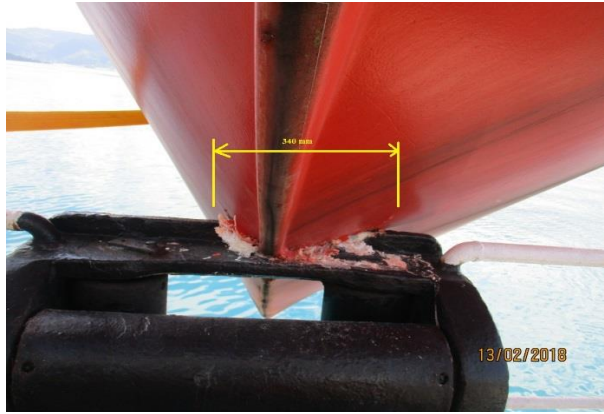
- 1.1. The Bahamas Maritime Authority wishes to bring the information referenced in Paragraph 2 to the attention of interested parties¹.

2. Description of incident

- 2.1. The vessel was carrying out the abandon ship drill and was simulating the launching of Free Falling Lifeboat (FFLB), at Port Victoria. The Chief Officer boarded the FFLB and was responsible to launch the FFLB from inside.
- 2.2. As the hook was released from helmsman position, the starboard side wire sling got parted and the weight of the boat caused subsequent breaking of the port wire slings. The FFLB, slid down rapidly and stopped on the aft fairlead, damaging the bow bottom section and starboard side forward of the boat.
- 2.3. Chief Officer who was inside the lifeboat, experienced a minor injury on his left leg.



¹ This Safety Alert is provided by the Bahamas Maritime Authority with the aim of highlighting incidents, lessons learnt and to increase awareness, which may help avoid similar incidents occurring elsewhere. Any queries on the content of the information provided should be referred to the party providing the information



3. Causal factors

3.1. Corrosion of wire slings due to lack of proper maintenance.



3.2. The visual inspection and wire sling suspension test was conducted in a laboratory.

- 3.2.1. The visual test concluded that the sling wire had significant corrosion and there were protruding single wires from the broken strands at the place of bending on the thimble.
 - 3.2.2. The wire sling suspension test concluded that the maximum suspension strength of the sling was 51.6 KN. As per the report from the laboratory the wire sling of similar dimension should have rope breaking load of 219.29 KN.
- 3.3. The replacement of the wire sling was not conducted in the required period.

4. Recommendation

- 4.1. It is recommended to review the maintenance and inspection program of the Lifesaving appliances (LSA) and associated equipment to ensure visual inspection to be completed before conducting any safety drill.
- 4.2. Ensure that the officers responsible for inspection of the LSA and associated equipment are familiar with the signs of wear and report the same.
- 4.3. Ensure that LSA and associated equipment certificates and maintenance history are available onboard at all times.

5. Validity

- 5.1. This alert is valid until further notice.

6. Revision History

Rev.0 (16 August 2018) – First issue