Vanguard Composite Engineering Pte. Ltd.

Fibre Strops Fall Prevention Devices

Vanguard Composite Engineering Pte. Ltd.

Vanguard Fiber Strop Fall Prevention Devices

(In accordance with MSC1327)

Vanguard Fiber Strop Characteristics:

- Rot Proof
- UV resistant
- 15 times stronger than steel
- Oil & Fungal resistant
- Resistant to sea water
- SWL of 5 tons
- MBL of 30 tons

For enquiries:

Email:

enquiry@vanguardlifeboat.com

Telephone:

+65 6887 5034

Mobile:

+65 9128 7772

Website:

www.vanguardlifeboat.com

Fall Prevention Devices (FPDs), Vanguard`s Plug & Play Solution

In June 2009, the Marine Safety Committee held a session with regards to the fitting of Fall Prevention Devices (FPDs) to existing hook systems in an effort to minimize the loss of lives due to poorly designed or maintained hook release systems.

Over the years, we have seen an alarming trend, whereby lifeboat drills and maintenance (*in the name of safety*) result in serious injuries and deaths. As such, Vanguard being a leading manufacturer of lifeboats saw the need to address this issue and spent countless hours doing research & development to conceptualize and realize the **Vanguard Fiber Strop Fall Prevention Device.**

Vanguard Fiber Strop Fall Prevention Device
In accordance with guideline MSC 1327

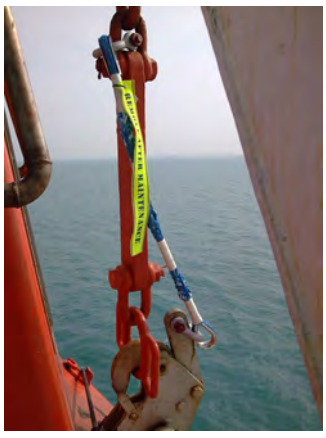
Already in service across numerous fleet comprising of hundreds of vessels, the **Vanguard Fiber Strop FPD**, is a cost-effective, plug & play solution.

Adherent to the MSC 1327 guidelines (*refer to attachment)*, the **Vanguard Fiber Strop FPD**, has characteristics that ensure a long service life and low maintenance. Classed by the American Bureau of Shipping (ABS), the **Vanguard Fiber Strop FPD** comes with is own Class Certificate ensuring quality and reliability.

The ease of use is also an outstanding quality of the **Vanguard Fiber Strop FPDs**. One just has to simply attach one end to the maintenance pendant of the hook with the other end attached to the master link or any part of the fall chain of the davit. **Vanguard Fiber Strop FPD**. Earlier versions had a reflective warning tag attached to the **Vanguard Fiber Strop FPD**. However, we had taken the initiative to design and implement a reflective jacket (*picture above)* that has high visibility during the night and day. The reflective jacket also serves as a protection against chaffing and weather elements.

Vanguard would like to take this opportunity to invite you to work with us towards the preservation of lives at sea. Guidelines are precursors to regulations and hence we urge you to consider the use of FPDs with utmost seriousness, as the implications of missing such an essential piece of equipment are not only costly;

But, possibly life threatening.



An older version of the Vanguard Fiber Strop Fall Prevention Device in use….

Vanguard Composite Engineering Pte. Ltd.
Manufacturer of Lifeboats, Rescue Boats Hook Release Systems

Fibre Strop Fall Prevention Device (Scope of Supply)

1) Sythectic Fibre Strops with stainless steel thimble eyes

Quantity = 2

2) Shackles

Quantity = 4

3) Bracket (For storage purposes)

Quantity = 1

4) Carabiner (For Storage Purposes)

Quantity = 2

5) Warning Decal

Quantity = 1

6) Class Batch Certificate

Quantity = 1

Tel: +65 6887 5034
Fax: +65 6887 5043

www.vanguardlifeboat.com

151 Chin Swee Road, #03-14 Manhattan House
Singapore 169876

ABS Consulting

BUSINESS REGISTRATION NO.: F 02230Z

Report no.	Project no.	Report date:	Office:
10-23127/18-SG/Rev.1	2142559	26 March 2010	Singapore

REPORT OF ACTIVITY

General scope of activity: **INSPECTION CERTIFICATE OF STROPS**	**Dates of all related activity:** 16 March 2010
Client: Company name: Address: Contact(s): PO/shop/contract or job no:	**Supplier:** Company name: Vanguard Composite Engineering Pte Ltd Address: 151 Chin Swee Road, #03-14 Manhattan House, Singapore 169876 Contact(s): PO/shop/contract or job no:G69034/201001006
Subvendor - 1: Company name: Address: Contact(s): PO/shop/contract or job no:	**Subvendor - 2:** Company name: Address: Contact(s): PO/shop/contract or job no:
Component description(s): 18mm Dia x 1 Mtr Strand Amsteel Blue Both Ends With Stainless Steel Thimble Eye	**Results:** Meets requirements X Subject to condition(s) noted ☐ Does not meet requirements ☐

This is to certify that the undersigned did at the request of : Vanguard Composite Engineering Pte Ltd attend the test on 16th March 2010 and subsequent date(s) in order to carry out the scope of services described below.

1.0 Scope of service activity:

The scope of activity included the following:

.1 Document review
.2 Visual inspection
.3 Witness load test

2.0 Details:

.1 Description as Supplier's certificate

I.D. Number	Description
VGS 0165~0264	**100 lgths,** 18mm Dia x 1 Mtr Strand Amsteel Blue Both Ends With Stainless Steel Thimble Eye. BL: 29.7 mt, WLL: 5 mt & Proof Load Applied: 7.5 mt.

.2 The above-mentioned items were visually inspected and found to be new and in unused condition with no apparent defect nor damage during the inspection. The certificate of test examination was reviewed and found satisfactory.

Report no.	Project no.	Report date:	Office:
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.3 The item mentioned above was tested at the presence of the undersigned at the test proof Load mentioned above and found free from visible defects or deformation at time of witness.

.4 The test machine calibration certificates were verified and found to be in order. The BL, WLL & Proof Load were specified by Messrs Vanguard Composite Engineering Pte Ltd.

3.0 Identification of item(s) verified:

.1 Identification mark : "**WTS**" hard stamped on tag of the each item for future reference.

4.0 Conclusion:

.1 The material of this product in item 2.0 above is manufactured and tested in conformance to the guideline as stipulated in MSC 1327.

5.0 Attachments:

.1 NO

Report prepared and submitted without prejudice.

ABSG CONSULTING INC.

G W Wang
Snr, Technical Representative

INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
Fax: 020 7587 3210

IMO

E

Ref. T4/3.01

MSC.1/Circ.1327
11 June 2009

GUIDELINES FOR THE FITTING AND USE OF FALL PREVENTER DEVICES (FPDs)

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009), approved the Guidelines for the fitting and use of fall preventer devices (FPDs), set out in the annex, following the recommendations made by the Sub-Committee on Ship Design and Equipment, at its fifty-second session.

2 The use of FPDs should be considered as an interim risk mitigation measure, only to be used in connection with existing on-load release hooks, at the discretion of the master, pending the wide implementation of improved hook designs with enhanced safety features.

3 Member Governments are invited to use the annexed Guidelines when approving the use of fall preventer devices (FPDs), and to bring them to the attention of all parties concerned.

***

ANNEX

GUIDELINES FOR THE FITTING AND USE OF FALL PREVENTER DEVICES (FPDs)

1 Background

1.1 In 1986, on-load release hooks for lifeboats and rescue boats were made mandatory in the SOLAS Convention, in response to Norway's worst offshore accident in March 1980, when the **Alexander Kielland** platform in the North Sea Ekofisk field capsized, killing 123 of the 212 persons on board. These then new SOLAS requirements were considered an important step forward in lifeboat design.

1.2 Some deaths in that accident were attributed to the fact that the lifeboat had no means of release when its weight was on the hook and falls. Therefore, on-load release systems were seen to offer benefits.

1.3 Since the IMO requirements for all ships to be fitted with on-load release systems came into force, there have been a number of serious accidents during drills and servicing.

1.4 Many of these accidents were attributed to either lack of maintenance, poor design or inadequate training. Failures of equipment can result in the premature opening of the on-load hook mechanism, causing the lifeboat to fall from the davits unexpectedly, even with three safety interlocks provided for in the design.

1.5 A number of current designs of on-load release hooks are designed to open under the effect of the lifeboat's own weight and often need to be held closed by the operating mechanism. This means that any defects or faults in the operating mechanism, errors by the crew or incorrect resetting of the hook after being previously operated, can result in premature release.

1.6 A "Fall Preventer Device" (FPD) can be used to minimize the risk of injury or death by providing a secondary alternate load path in the event of failure of the on-load hook or its release mechanism or of accidental release of the on-load hook. However, FPDs should not be regarded as a substitute for a safe on-load release mechanism.

2 Design and operation of FPDs

2.1 Locking pins

The following points should be considered when utilizing locking pins as FPDs:

.1 existing on-load release hooks fitted to ships should **not** be modified by drilling to provide a locking pin insertion point, unless approved by the Administration in accordance with paragraph 4, as this may significantly reduce the strength of the hook;

.2 locking pins should have clear operational instructions located near the insertion point of the locking pin and be colour coded so that it is clear where the pins are to be inserted;

.3 locking pins should be designed so that they cannot be inadvertently inserted in the wrong place;

.4 locking pins should be confirmed to be in place prior to turning out the lifeboat and during descent to the water;

.5 strict procedures, including a warning notice at the release handle, should be in place to ensure that the locking pin is removed before the release mechanism is activated. The handle of the locking pin should be coloured red or a suitable contrasting safety colour and prominently marked with a warning that it must be removed before activating the release mechanism;

.6 the removal of the pin should be achievable quickly and easily without posing any risk to the operating crew designated to carry out the task once the lifeboat has reached the water;

.7 if the removal of the pins requires opening of the lifeboat hatch it should be readily achievable by the operating crew at each device from within the craft;

.8 once the on-load release hooks have been connected to recover the lifeboat, the locking pins should be re-inserted before the boat is hoisted clear of the water. The locking pins should be designed so that they do not interfere with either the lifting or re-stowing of the lifeboat into the davits; and

.9 where provided, fall preventer locking pins should not be used for any other purpose and should be fitted to the lifeboat at all times.

2.2 Strops or slings

Wires or chains should not be used as FPDs, as they do not absorb shock loads. The following points should be considered when synthetic strops or slings are used as FPDs:

.1 where FPDs are synthetic strops or slings and no modifications are required to the lifeboat, the on-load release hook or launching equipment, a functional test should be carried out. The functional test should demonstrate, to the satisfaction of the Administration, that the equipment performs without interfering in the operation of the lifeboat or launching equipment. Strops or slings should be of resilient fibre in construction;

.2 the strops or slings should be issued with an appropriate certificate documenting a tensile strength which provides for a factor of safety of at least six, based on the total weight of the lifeboat when loaded with its full complement of persons and equipment. The strops or slings should be inspected before use and thoroughly inspected by ship's crew every six months. The material of the strop or sling should be rot-proof, corrosion-resistant, not be unduly affected by seawater, oil or fungal attack, and UV resistant. The strops or slings should be permanently marked with the date of entry into service;

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Tuesday, April 6th, 2010

Google PressReleases Articles

INTERTANKO Bulletin: Safety, Training & BMP's to Deter Piracy Attacks

Wednesday, January 20th, 2010

INTERTANKO

INTERTANKO addresses three hot button items; Launching and Recovery of Lifeboats, mandatory piracy training in the Philippines and examples of value of adhering to Best Management Practices (BMPs) to deter piracy attacks.

• "Tanker Shipping Today" from INTERTANKO's Managing Director

While tanker shipping continues to deliver ever-improving performance, the tanker industry is definitely not complacent and is wedded to maintaining its aims to develop and adopt best practices in shipping through its commitment to continuous improvement, said INTERTANKO's Managing Director Dr Peter Swift last week to the IMarEST/RINA joint branch on the Isle of Man. Against a backdrop of reduced demand for most ship types coming at a time of rapid growth in fleet supply, and consequentially lowered freight rates, the challenges for tanker owners today are particularly pressing. Additionally, the developing surplus in world shipbuilding capacity, besides being a headache for shipbuilders and creating its own problems, also contributes to the present and longer-term uncertainties for ship owners and their bankers.

Swift continued that as an international industry, tanker owners seek consistency in international regulations and standards, with global governance for a global industry, while providing safe, secure, reliable, cost effective and environmentally sound maritime transportation.

The environmental challenges are themselves wide ranging from managing toxic air and GHG emissions to biofouling, waste management and recycling, and also embracing emerging issues such as the avoidance of whale strikes and the minimisation of radiated noise.

He added that the already challenging quantity and quality issues associated with the future manning of ships are frequently compounded by the failure to accord fair treatment principles to ships' crews, and by the growing tendency to unjustifiably criminalise seafarers after marine accidents.

In his concluding remarks, Swift suggested that the maritime industries also collectively suffer from their failure to develop appropriate mechanisms for incident reporting, accident investigations and information sharing. While feedback and lesson-learning procedures are still generally relatively weak, the shipping community is nevertheless becoming more aware of the value of cooperation and partnership as necessary processes to deliver on their continuous improvement programmes.

• Launching and recovery of lifeboats – the whole system is unsatisfactory

The following letter from INTERTANKO's Marine Manager Fredrik Larsson was published on page 4 of Tuesday's Lloyd's List:

Sir:

I was amused reading the article in LL about the Paris MOU's press release on the outcome of its Concentrated Inspection Campaign on lifeboat arrangements. I was particularly amused reading the following in the press release itself: 'Of the procedures or instructions and identification of hazards associated with launching and recovery of lifeboats, one out of 6 was found unsatisfactory. These are related to the safety management system on board the ship'.

I have no reason to doubt that one out of six procedures or instructions and identification of hazards associated with launching and recovery of lifeboats was found unsatisfactory. However, it is well-known among seafarers that operating a lifeboat is seriously dangerous, as the many deaths of seafarers every year demonstrates! Therefore, the question we have to ask ourselves is why this is happening? Is it the seafarers' fault? The shipowners'? The manufacturers'? The regulator's? Or a combination of all?

For decades the IMO has tried to answer above questions, but the tragic fact is that it hasn't got the answers right. Another sad fact is that manufacturers blame the shipowners for not maintaining the equipment and for not training their crews, while shipowners blame the manufacturers for designing and producing poor equipment. Clearly nobody wants to take responsibility, although under SOLAS, liability rests with the shipowner!

Fortunately, all is not gloom as the LSA working group at IMO last year agreed on a set of new functional requirements for a new generation of hooks, including a requirement for the hook mechanism to be designed so that the hook and locking mechanism remains fully closed under any operational conditions until it is deliberately caused to open by means of the operating mechanism. Until such hooks are available and installed in a process which will become mandatory and which will take a couple of years, IMO recommends the use of a Fall Preventer Device (FPD) i.e. strops or similar to prevent lifeboats falling of their hooks when they open inadvertently - something which happens far too often with some types of hook. From the shipowners' side, both the new hook and the use of the FPD are welcomed and supported.

It is of course very sad that some manufacturers recommend against the use of FPDs for reasons of liability. These manufacturers should consider that if the hook fails, then the lifeboat

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prevented - thus their name. Even so, some manufacturers still do not recommend FPDs.

Coming back to the sentence which amused me - the one which said that one of six procedures or instructions and identification of hazards associated with launching and recovery of lifeboats was found unsatisfactory. What really is unsatisfactory, in my view, is the whole system, including design, operating procedures, maintenance schemes, regulatory requirements and the lack of willingness among certain parties to accept responsibility and liability; and most of all, the fact that we have yet to find a way to get our crews off a ship in a safe and reliable manner when and if a ship ever needs to be abandoned. I am not convinced that the answer is the traditional type of lifeboat, as we know it today!

Fredrik Larsson,
Marine Manager, INTERTANKO

• Philippines orders mandatory piracy training for seafarers

Filippino seafarers, comprising about a third of the world's commercial sailors, will have to go through anti-piracy training before they will be allowed to board ships. The training, which lasts about eight hours, has been mandatory since 15 January 2010. The measure is a response to a wave of ship hijackings, which remain a serious problem a year after international naval forces began operating off Somalia to protect shipping lanes.

Seafarers will be taught how to use fire hoses, how to detect approaching pirates and who to communicate with in case of an attack, how to manoeuvre their vessels to prevent pirates from boarding them, how to behave in case they are taken captive. The recruiting agencies will conduct the training and issue a certificate as required by the government. Seafarers will not be armed and training classes will not include the handling of firearms.

INTERTANKO is pleased to note that the piracy training programme is based on the industry Best Management Practices Version 2

• New examples of value of adhering to Best Management Practices (BMPs) to deter piracy attacks

In view of recent hijackings in the Gulf of Aden and Indian Ocean, INTERTANKO again feels the need to remind its members of the value and the need to implement the recommendations of the industry Best Management Practices (BMP) including all relevant Self Protective Measures, (SPM), utilisation of all reporting requirements either voluntary or mandatory, as well as the need to register with the Maritime Security Centre (Horn of Africa) (MSCHOA), the coordination centre run by the EU Naval Force (EU NAVFOR).

Statistically it has been shown that the best form of defense in the Gulf of Aden and/or Indian Ocean region is:

1. compliance with BMP,
2. full utilisation of SPMs and ensuring compliance with necessary reporting requirements,
3. registering with MSCHOA,
4. participating in Group Transits.

The BMP and other piracy details and information can be accessed from the Intertanko website by clicking **HERE.**

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Tuesday, April 6th, 2010

Paris and Tokyo MOUs Call Lifeboat Safety Too Lax

Thursday, February 25th, 2010

Joint Paris and Tokyo MOU study raises concerns on lifeboat arrangements and launchings
Between the September 1st and November 30th, 2009 a "Concentrated Inspection Campaign" (CIC) on lifeboat launching arrangements was conducted by the Paris and Tokyo MOUs.

The Paris MOU (27 members) carried out 5,749 Port State Control (PSC) inspections while the Tokyo MOU (18 members) carried out 6,128 PSC inspections, which included 4,834 CIC inspections.

The Paris MOU inspections keyed into vital points of SOLAS Chapter III, ISM and the LSA Code requirements. Preliminary results showed one out of every five inspections had CIC-related deficiencies. During the 3 month period, 246 ships were detained with 30 percent being CIC related. This translated into 80 cases of lifeboat launchings appliances with serious deficiencies, which were bad enough to detain the vessels.

During the Paris MOU inspection campaign 2,136 CIC-related deficiencies were found and one out of every six launching drills was done improperly. Of the total 67 flags inspected, 32 flags had one or more CIC related detentions.

The Paris MOU flags subject to 10 or more inspections with the highest related detentions were:
1) Switzerland with 12 inspections and 2 detentions (17%)
2) Sierra Leone with 47 inspections and 5 detentions (11%)
3) Togo with 10 inspections and 1 detention (10%)
4) Cambodia with 62 inspections and 6 detentions (10%)

Most CIC inspections took place on general dry cargo ships (38%), followed by Ro-Ro ships (15%) and bulkers (13%) Bulkers had the highest detentions (3%) followed by dry cargo ships (2%) and refrigerated cargo ships (1.2%)

Tokyo's MOU inspections indicated that 18.2 percent of the 6,128 inspections had CIC-related deficiencies and during the three month inspection period a total of 324 ships were detained with 123 having lifeboat launching appliance CIC deficiencies.

Moreover, the Tokyo MOU found that 12 percent of the conducted drills were not performed satisfactory, which indicated a high level of inadequate training. Additionally, procedures or instructions and identification of hazards associated with launching and recovery of lifeboats were found unsatisfactory on 15 percent of vessels inspected. Of the 80 flags subjected to CIC inspections, a total of 30 flags had one or more CIC related detentions.

Of the flags subject to 10 or more CIC inspections,
1) India with 15 inspections and 3 detentions (20%),
2) Kiribati with 31 inspections and 4 detentions (12.9%),
And another 8 flags subject to 10 or more CIC inspections recorded a detention rate between 5% and 9%.

Most CIC inspections took place on bulk carriers (29%), followed by general cargo/multi-purpose ships (27%) and container ships (16%). On vessel types subject to 10 or more inspections, Ro-Ro passenger ships have the highest detention rate (12.5%, 16 inspections) followed by passenger ships (8.8%, 34 inspections), bulk carriers (3.2%, 1421 inspections), gas carriers (2.9%, 105 inspections), and general dry cargo/multi-purpose ships (2.7%, 1303 inspections).

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