

## Authorising of Non OEM LSA servicing and inspection Companies

Under the requirements of the IMO MSC 1206/rev 1, (Measures to prevent accidents with Lifeboats), and IMO MSC.1/Circ 1277 (Interim recommendations on Conditions for Authorisation of Service Providers for Lifeboats, Launching Appliances and On Load Release Gear), Ideally, All inspections, servicing, and maintenance work SHOULD be carried out by the Manufacturer.

However, on occasion, Ship Managers , Masters, and Superintendents are faced with a daunting problem whereby an OEM service crew may not be available in a particular port or facility, or the OEM service team may be unable to attend the vessel due to lack of manpower resources, or they may be undertaking works elsewhere . In this scenario, options ARE available. And the generalized procedures for exercising those options are listed below. These options are more commonly known as "Flag State Authorisation", a relatively uncomplicated process.

### Background:

Virtually all Flag States have authorized Classification Societies as an appointed "Recognised Organisation", with the authority to act on behalf of that "Flag State", therefore that vessels particular classification society can authorize certain non OEM's to undertake such works as required on LSA equipment, and issue the relevant certification as required, Under supervision of the Class Surveyor.

Some Classification Societies have Non OEM LSA workshops already approved , and some are in the process of formulating stringent approval systems and requirements, thus enabling qualifying Non OEM service and repair companies, exhibiting a good track record to become approved by them.

One exception to this, presently is The Maritime and Coastguard Authority of the UK , whereas, they, as "Flag State", initiated a scheme for authorizing independent third party LSA service and repair companies several years ago, and in the event that a British flagged vessel experiences difficulty in obtaining OEM services directly, an MCGA approved "I.L.S.T.O", may be engaged. (Independent Lifesaving Servicing & Testing Organisation) In the event that neither an OEM or ILSTO is available,, and the servicing of the LSA equipment cannot be postponed, MCGA MAY grant approval to other firms that are approved by the MCGA 's relevant RO's, However, this would be subject to any specific and exceptional circumstances prevalent at the time , and would be viewed on a case to case basis, In any such cases the request for approval must come via the RO to MCGA.