



Lifting Inspections & Tests- What is ILO 152 and Does it Affect Your Ship?

If your ship carries less than 12 guests, then the simple answer is no. If however, your guest capacity exceeds 12 guests – or your vessel operates as charter (commercially), then keep reading.

The ILO (International Labour Organisation) 152 is a regulation concerning occupational safety and health regarding lifting appliances and loose tackle. Chain blocks, slings, davits and shackles, all need to be maintained to the highest standards to ensure accidents do not happen. This regulation, set in its current form in 1985, specifies stringent testing and inspections for all lifting equipment and loose tackle on board passenger-carrying vessels.

The IMO classifies any ship which can carry more than 12 passengers and voyages on international waters as a passenger ship and this includes yachts, cruise ships, RO-RO ferries and commercial vessels.



What Does the ILO 152 Consist Of?

The tests, examinations and inspections are intended to ensure that ships' lifting appliances are certified by a competent person. In addition, they are to establish periodically that lifting appliances continue to be in safe working order, and to the satisfaction of a competent person.

So who qualifies as a competent person? The LEEA (Lifting Equipment engineers Association) define a competent person as 'a person with the necessary practical and theoretical knowledge, experience, training, skill and ability to perform the specific duty to which the requirement refers'.

The definition of competent person is broad and doesn't specify that engineers must be registered with the LEEA (Lifting Equipment Engineers Association). So can engineers aboard the ships certify to ILO 152 standards themselves, I hear you ask? The answer is, technically yes. If they have the experience and background in inspecting, testing and certifying equipment to the standards required then they can do so internally.

The problem arises when, should the worst happen and an accident befalls the ship, an investigation is opened. Insurance inspectors, Class surveyors and investigative bodies will hold that engineer accountable for the safety of the equipment and its use by crew and passengers. If their experience in testing lifting equipment is considered to be less than is required by the ILO 152, then questions will be asked.



Here at A&M Defence & Marine, our engineers are trained to the highest standards set by the LEEA. They specialise in lifting equipment and have many years of experience in various backgrounds. This allows us to ensure the inspections are conducted to the very highest standards and we guarantee and assume responsibility for the safety of the equipment at time of inspection. We issue electronic certificates to the ships, the management companies and retain a copy ourselves.

What Needs Inspecting, Testing and Certifying?

The term '*lifting appliance*' covers all stationary or mobile cargo-handling appliances used on board for suspending, raising or lowering loads or moving them from one position to another while suspended or supported.



The list of equipment which falls within this definition is long and varied, and will include everything from chain blocks to fixed lifting points, davits, deck cranes and more. In addition to lifting appliances, lifting tackle (or loose gear) needs the same level of inspection. This is defined as any type of equipment that is suspended below the hook, such as a shackle or sling.



Despite not technically falling within the remit of the ILO 152, our engineers take inspections one step further and can include in their inspections **means of access** equipment (including passerelles, gangways and accommodation ladders), as well as **working at height** equipment (such as over side tracks and anchor points), and **Personal Protection Equipment (PPE)** (such as harnesses, lanyards and the like).



How Does A&M Do it Differently?

We have inspected and tested lifting appliances and tackle on-board thousands of boats all across the globe, and we are proud of our impeccable record. This is achieved through a clear and systematic approach. Upon completion of an inspection and testing by our engineers, an electronic register of lifting appliances and items of loose gear shall be issued to the ship's engineer, management company and stored on our database. Our certificate is a report of thorough examination and testing which complies with LOLER (Lifting Operations and Lifting Equipment Regulations). The Register and Certificates for gear aboard the ship shall be preserved for at least five years after the date of the last entry.



For efficient and clear traceability, we developed unique software called LEMS (Lifting Equipment Management System) whereby all certificates are stored digitally and are available to be printed by crew and management when necessary.

A&M Defence & Marine has a worldwide service division dedicated to the inspection and testing of lifting appliances and tackle, means of access and working at height gear. We supply bespoke equipment and are being asked on a regular basis to use our expertise to help the supply of new build and existing vessels.

**Please don't hesitate to contact us for any help in the above manner
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