



# On board Inspection Guide for Markus Man Overboard Scramble-net types: SCN

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**Chapter 1**

**1. List of items to be inspected and accepted by dedicated individuals and approved service personnel  
Product: Markus Scramble-net serie types SCN as applicable.**

<b>Item no.</b>	<b>Item name to be inspected</b>	<b>When passing and before voyage</b>	<b>After use and maintenance</b>	<b>Annual and five year inspection Service</b>	<b>External inspection</b>
1	Storage location of appliances and documents	Eye	Eye	Eye	Eye
2	Place of use and marking in safety plan	Eye	Eye	Eye	Eye
3	Storage cover/container, outerparts of pull-in line(s) and buckle loops	Eye	Eye&physical	Eye& physical	Eye
3.1	Fabric	Eye	Eye&physical	Eye&physical	Eye
3.2	Manufacturers marking on cover, name, type, vertical length.	Eye	Eye	Eye	Eye
3.3	Outer part of pull in line(s)	Eye	Eye&physical	Eye&physical	Eye
3.4	Buckle loops	Eye	Eye&physical	Eye&physical	Eye
4	Instruction Posters	Eye	Eye	Eye	Eye
4.1	Location	Eye	Eye	Eye	Eye
4.2	Condition	Eye	Eye	Eye	Eye
5	Training Guide	Eye	Eye	Eye	Eye
5.1	Location	Eye	Eye	Eye	Eye
5.2	Condition	Eye	Eye	Eye	Eye
6	Packing	?	Eye&physical	Eye&physical	Eye&physical
6.1	Pull in line(s)		Eye&physical	Eye&physical	?
6.1.1	Joints		Eye&physical	Eye&physical	?
6.2	Net structure packing		Eye&physical	Eye&physical	?
6.2.1	Webbing		Eye&physical	Eye&physical	?
6.2.2	Sewing joints		Eye&physical	Eye&physical	?
6.2.3	Fabric on lower end pipe		Eye&physical	Eye&physical	?
6.2.4	Lower end pipe caps			<b>Eye&amp;physical</b>	?
6.2.5	Lower end pipe load		Eye&physical	Eye&physical	?
6.2.6	Hoisting straps on lower end		Eye&physical	Eye&physical	?
7	Proof of drills and documents on board				Documents
8	Proof of acceptance and inspection as required.				Documents

**Definitions:**

**“When passing and before voyage”** means here that every crew member should be required to have eye on the lifesaving appliances and report any suspicion of damage or need for maintenance of the appliances To the person responsible for MOB safety on board. This means also that it should be a routine to carry out eye inspection before every voyage.

**“After use and maintenance”** means here inspection after use of the equipment in on board drill, in MOB rescue operation and when the net structure has been taken out of the cover bag / container to repair the cover bag / container unit. In case of damage to the net structure, the system should be brought to service station approved by the manufacturer for repair or valuation for approval.

**“Annual inspection service“** means that the the owner / operator of the lifesaving appliances has to bring the appliances within the fifth 12 months from anniversary date of purchase and every 12 months there after, at a service station approved by the manufacturer for inspection and service certificate.

**Five year Inspection service”** means that the the owner / operator of the lifesaving appliances has to request approved service personell to come on board and inspect the device or bring the appliances within the fifth year from anniversary date of purchase, to a service station approved by the manufacturer for inspection and service certificate.

**“External inspection”** The Manufacturer, the notifying body and national authorities where the vessel is registered and placed at each time, have the right to inspect the lifesaving appliance to their own standard. This check list is only a guideline to such bodies and for the owner / operator to know what to expect.

Annex 1

**Markus SCN  
Self Inspection, Maintenance Guidelines (ML SIMG) and Guarantee and Liability**

**1. Meaning of words and phrases:**

**ML:** The Markus Lifenet company in Iceland and its subsidiaries.

**The manufacturer:** The Markus Lifenet company in Iceland and its subsidiaries.

**ML subsidiary:** Company controlled and owned by the ML in Iceland.

**ML associate:** The ML agent and authorized assembling work stations.

**ML partner company:** The ML representatives to a national maritime authority.

**ML approved dealer:** Dealer whom the ML, ML associates or their partners have agreed to sell and deliver ML products to.

**ML approved service station:** Service station approved by the ML and ML associate.

**Self inspection and maintenance:** Inspection and maintenance executed on board the vessel at the responsibility of the shipping company and vessel officers.

**Eye inspection:** Inspection by looking purposely at the inspection issue by eye only.

**Physical inspection:** Inspection where the unit is spread out on floor (deck) and inspected by touching purposely the inspection issue with hands and valuating the status by manual force and eye.

**Mechanical test inspection:** Inspection done by mechanical testing equipment.

**Pass by inspection:** Un official eye inspection done as crew passes by the unit.

**Annual inspection:** Physical inspection done within every 12 months after purchase or last inspection.

**5 year inspection:** Physical (and mechanical when in doubt) test inspection done within 5 years after purchase or from last inspection.

**After purchase:** After purchase from ML approved dealer, based on date of invoice.

**2. Inspections**

Inspection of the Markus Scramble-net types SCN depends on storage (indoors / outdoor and laying / hanging), and use (training / rescue operation).

The manufacturer request pass by and before voyage inspection by the crew and annual inspection by the safety officer on board the vessel as well as thorough eye and physical inspection after use and maintenance.

The manufacturer holds the right to call the Markus Scramble-net product in for inspection 5 years after purchase and annually there from and always when national (federal) maritime authority request such service.

Markus Scramble-net product, which is stored laying flat on marked dedicated shelf indoors ready to be brought to rescue spot and fastened there and deployed in seconds, is recommended for onboard physical inspection every year after purchase to ensure it is in its place ready for use and has not been fiddled with or damaged by ignorance or vandalism.

Markus Scramble-net product, which is stored indoors hanging in the fastening loops, the status of the fastening loop, shall be onboard eye and physically inspected before use in training and every six months and after use and maintenance, by the onboard safety officer.

Markus Scramble-net product, which is stored outdoor, shall be eye and physical inspected every month and after use and maintenance, by the onboard safety officer.

All regular and after training and use onboard inspections and related tasks and maintenance jobs shall be registered in the ships safety diary.

It is good practise to have the Markus Scramble-net product packed after use by a new crew members under guidance from the Safety Officer on board, to make all crew members familiar with the system and learn to respect its value.

**3. Guarantee and Liability.**

The Markus Lifenet Ltd. in Iceland is responsible for failure in manufacture 3 years from sale through approved dealer as long as the customer can prove date of sale by invoice from the approved dealer and that the failure can only be traced to the manufacturer of the product.

Liability of damage, wrong use and maintenance: As the unit is primarily a mobile and manual man overboard recovery system for use in extreme situations at sea, its use, inspection and maintenance is totally the responsibility of the ships officers and crew. Markus Lifenet companies and their approved associates, partners, services and dealers can not be held liable of damage and wrong use of the ML products.

A claim for compensation because of failure in manufacturing are to be sent with report to Markus Lifenet Ltd. Address: Hvaleyrarbraut 3, IS-220 Hafnarfjörður, Iceland, either direct or from approved ML dealer personnel, including product type name, serial number and description of failure, enclosing copy of the sales invoice. If the receiving Markus Lifenet service personnel does not respond to the consumer in writing with satisfactory answer within 60 days from date mailed, the matter can be sent to national maritime authority or Lloyd's Register approval department for inspection and action against the Manufacturer.

**Annex 2**

**ML/ SCN Inspection form**

**1. List of items to be inspected and accepted by dedicated individuals and approved service personnel**  
**Product: Markus MOB Scramble-net serie types SCN as applicable.**

Product type name: \_\_\_\_\_ Serial no.: \_\_\_\_\_ Type of inspection: \_\_\_\_\_

Users identity (Vessel name) & registration no: \_\_\_\_\_

Owner (Company name): \_\_\_\_\_

Item no.	Item name to be inspected	Reference	Valuation 1-3	Comments
1	Storage location of appliances and documents			
2	Place of use and marking in safety plan			
3	Storage cover/container, outerparts of pull-in line(s) and buckle loops			
3.1	Fabric			
3.2	Manufacturers marking on cover, name, type, Vertical length			
3.3	Outer part of pull in line(s)			
3.4	Buckle loops			
4	Instruction Posters			
4.1	Location			
4.2	Condition			
5	Training Guide			
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6	Packing			
6.1	Pull in line(s)			
6.1.1	Joints			
6.2	Net structure packing			
6.2.1	Webbing			
6.2.2	Sewing joints			
6.2.3	Fabric on lower end pipe			
6.2.4	Lower end pipe caps			
6.2.5	Lower end pipe load			
6.2.6	Hoisting straps on lower end			
7	Proof of drills and documents on board			
8	Proof of acceptance and inspection as required.			

Reference: This column is intended for hyperlink to item inspection description and evaluation factors or measurement method.

Valuation points mean the following:

1 = Valuated -Satisfactory

2= Valuated - Tolerable but should be addressed

3= Valuated – Not satisfactory. Need to be address at once.

Inspection done by (signature): \_\_\_\_\_ Title: \_\_\_\_\_

Date of inspection (Day Month Year): \_\_\_\_/\_\_\_\_/\_\_\_\_

Representing:

Company name: \_\_\_\_\_

Company address: \_\_\_\_\_

Company telephone: \_\_\_\_\_ Email: \_\_\_\_\_ www. \_\_\_\_\_