

# Offshore personnel transfer basket

## Inspections Schedule



Type of inspection		When is it needed?	Why is it needed?	Who can do it?
Regular	Pre-use check	Prior to every use.	To ensure the unit is safe for use, and hasn't sustained damage.	A competent person.
	Visual inspection	Every 6 months as minimum for low usage units.*	To review all of the unit's critical aspects, and to ensure it is safe for use.	
	Thorough Examination	Every 12 months as minimum for low usage units.*	To examine the concealed areas and ensure there are no hidden problems, e.g. corrosion.	
	Post Load Test Visual Inspection	After each load test.	To ensure that no damage occurred due to the overloading of components during the load test.	An independent person able raise concerns about the work done, we would recommend at indepentant test house company, nationally recognised and in accordance with ILO 152.
Additional	Thorough Examination	Where the carrier has experienced heavy vertical or lateral impacts, or sustained substantial damage.	To ensure integrity before conducting any further lifts.	A competent person.
	Post Load Test Visual Inspection	After a load test completed for one of the following reasons: i) After any suspected damage from overload or impact. ii) If the history of the unit is uncertain. iii) If the inpection data plate is missing, illegible or out of date.	To ensure that no damage occurred due to the overloading of components during the load test.	An independent person able raise concerns about the work done, we would recommend at indepentant test house company, nationally recognised and in accordance with ILO 152.

\*more frequent inspections are required for higher usage units: check your User Manual for details.

**\*Always refer to your product's User Manual for more detailed recommendations for your unit.**

**If in doubt, contact Reflex Marine to clarify.**

For more information visit [www.reflexmarine.com](http://www.reflexmarine.com) or email [info@reflexmarine.com](mailto:info@reflexmarine.com).