

POST STATE CONTROL INSPECTION REGIME



JANUARY - JUNE 2011

INTRODUCTION

This is the first of a series of publications regarding the Post State Control Inspection Regime of Dromon Bureau of Shipping (DBS).

The publication aims to provide an inside to the inspections carried out on board all DBS vessels, analyze the results and give support in order to avoid future deficiencies and/or detentions.

Supporting information will also be accompanied in order to assist owners, operators and seafarers in avoiding detentions onboard.

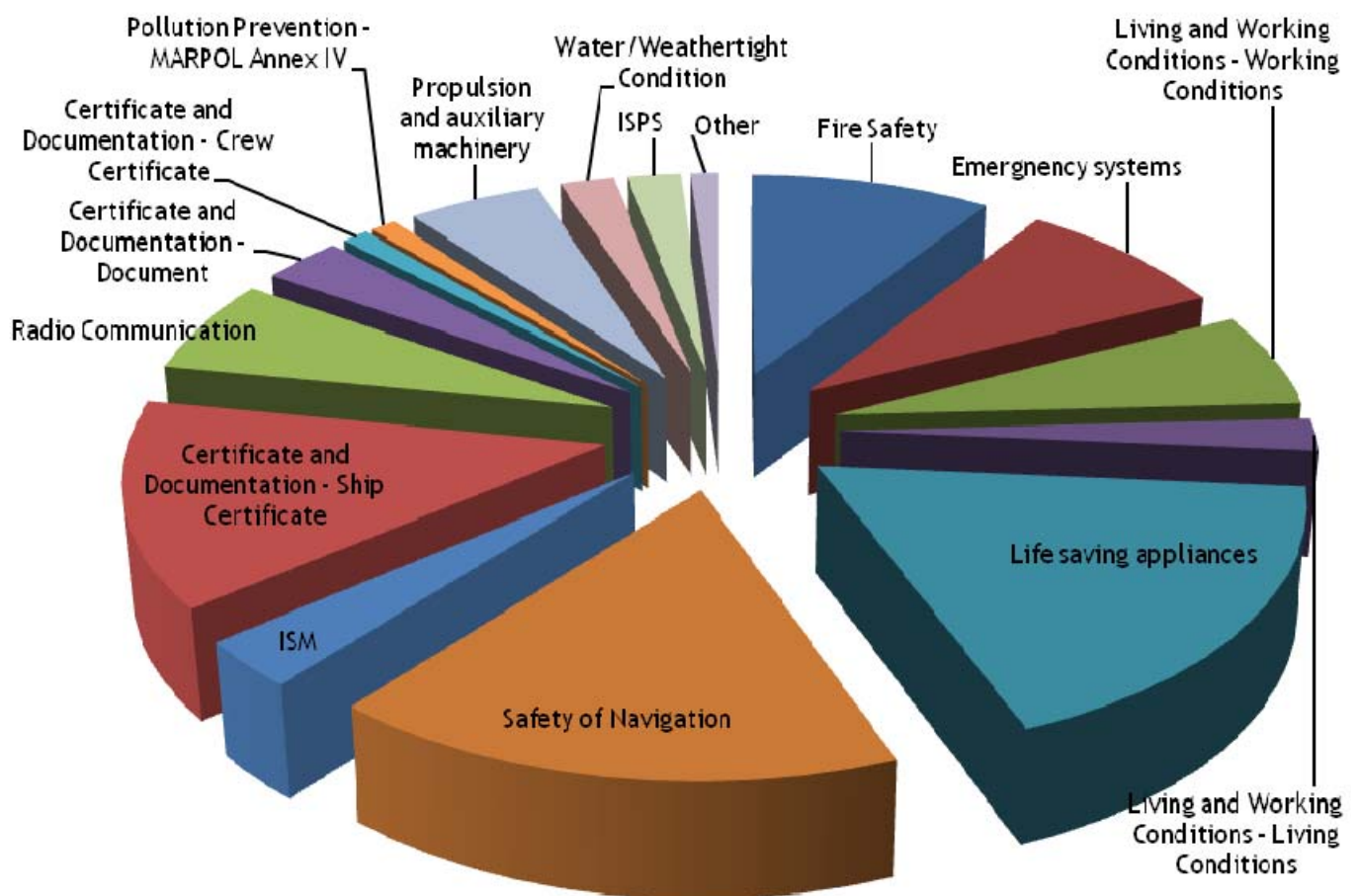
Comparing this year results (up to June 2011) with the past two years it has been found that reasons for detention had been altered on board DBS vessels. The types of detentions have been shifted to mostly life saving appliances and safety of navigation related items.

57

Inspections
have been
carried out
from January to
June 2011

PSC INSPECTION RESULTS

From January to June 2011, 57 inspections were carried out on all DBS vessels. Comparing the results with 2010, current year seems to have less deficiencies and detentions on all DBS vessel. However, there is still room for improvement as can be seen from the results of this year.



INSIDE THE INSPECTION RESULTS

Following a detail investigation regarding the reason that DBS vessels have been detained during 2011, the following reasons has been found with the first one to be the most common reason for detention:

1. Life Saving Appliances;
2. Safety of Navigation
3. Certificate and Documentation -Ship Certificate
4. Fire safety
5. Emergency systems
6. Living and Working Conditions - Working Conditions
7. Radio Communication
8. Propulsion and Auxiliary Machinery
9. Certificate and Documentation - Document
10. ISM
11. Living and Working Conditions - Living Conditions
12. Water/Weathertight Condition
13. ISPS
14. Certificate and Documentation - Crew Certificate
15. Pollution Prevention - MARPOL Annex IV
16. Other



#1

REASON FOR DETENTION ON ALL DBS VESSELS IS RELATED TO LIFE SAVING APPLIANCES DEFICIENCIES

LIFE SAVING APPLIANCES

Lifeboats must be structurally sound with no defects or signs of wastage and attached parts such as rudder, lifelines, skates, etc. have to be in position. Nevertheless, the lifeboat motor has to be in good condition and crew shall be familiar with the starting process. The gears, shaft and propeller have to be in good working condition. The inventory in lifeboat must be complete and not outdated as found in some cases.

Below is a list of deficiencies found regarding life saving appliances onboard:

- Condition of Lifejackets
- Condition of Rescue Boats and inventory
- Condition of Lifebuoys
- Distress flares
- Stowage and provision of lifeboats not as required
- Seized launching arrangements for survival craft
- Broken launching arrangements for rescue boat

SAFETY OF NAVIGATION

The second more frequent reason for detention is the items related to safety of navigation. It is important to remember that charts and publications used for the next planned voyage shall be updated. Nautical publications including Notice to Mariners, Pilot Books, List of Lights, Tide Tables, Nautical Almanac, IAMSAR Documentation etc have to be on board and updated for the next planned voyage. You may refer to DBS Circular C11015 issued on May 16, 2011 regarding IMO requirements on carriage of

publications on board ships. Added to these, a system should be in place to ensure that all publications on board can be easily updated. PSC may request evidence to be shown.

Nevertheless, a frequent reason for detention is the magnetic compass condition. Magnetic compass must be easily readable from the conning position and no air bubbles shall appear in the bowl. Also, documentation of ongoing compass deviation control must be available together with a spare compass.

A list of the most common reasons for detention due to safety of navigation can be found below:

- Expired nautical publications
- Voyage or passage plan not as required
- Missing nautical publications
- Charts not updated
- Voyage data recorder (VDR)
- Magnetic compass
- Radar Transporter

FIRE SAFETY

Fire safety equipment most common detention reason is the emergency fire pump. This shall be readily to be used at all times and the responsible crew members must be able to start the pump. The pump should supply sufficient pressure to two hoses on deck.

On the other hand, fire dampers must be working properly. Handles must be easy to move and the inscription has to show the name of the closable compartment and the position of the hand "open" and "closed". The dampers should be clearly marked and if closures work with a flap, it has to be properly hinged and move.

Rubber packing need to be in good conditions and toggles greased and capable of tightly closing the flap.

Moreover, fire doors need to be in good working conditions. The closing device must be able to properly close the door which must be arranged as per fire plans.

Below is a list of the most common reasons for fire fighting deficiencies:

- Inoperative availability of fire fighting equipment
- Fire-dampers not as required
- International shore-connection
- Means of control (opening, closure of skylights, pumps etc.)
- Fire-fighting equipment and appliances



all DBS VESSELS HAVE
BEEN FOUND WITH
DEFICIENCIES
RELATED TO
SAFETY OF
NAVIGATION

CHECKLIST FOR PSC INSPECTION

A checklist has been prepared for the prevention of PSC inspection.

DBS encourages all parties to use the attached checklist on board all vessels prior port of call.

Updated checklists will follow for specific reasons of detention following further inspections on DBS vessels.





PSC

INSPECTION CHECK LIST

SHIP NAME: _____

IMO NO: _____

CERTIFICATES & DOCUMENTATION

Certificate	Valid & Correctly Endorsed (as applicable)		
	YES	NO	N/A
Flag Registry Certificate			
Class Certificate			
Radio Station License			
Safe Manning Certificate			
Tonnage Certificate			
Load Line Certificate			
Safety Construction Certificate			
Safety Equipment Certificate			
Safety Radio Certificate			
IOPP Certificate			
Sewage Pollution prevention Certificate			
Air Pollution Prevention Certificate			
Chemical Fitness Certificate			
Gas Fitness Certificate			
Grain Loading Certificate			
Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods			
Exemption Certificate(s) if any			
Safety Management Certificate (SMC)			
Document of Compliance (DOC)			
International Ship Security Certificate			
Antifouling System Certificate			

STCW

Item	Addressed		
	YES	NO	N/A
Crew on board is in accordance with the requirements as per Safe Manning Certificate			
Master, deck officers, engineer officers and ratings have a Certificate of competence available			
Officers' license have endorsements by the Flag Administration as appropriate			
Crewmembers have a valid medical examination Certificate			
New crew members on board are familiar with their duties, responsibilities and the safety equipment			
Rest hours documentation of the crew duly signed and readily available			
Table of working hours is posted and is easily accessible			

HULL

Item	Addressed		
	YES	NO	N/A
Ship's side shell plates without damage and excessive wastage (as far as visible)			
Bulwarks, handrails and cat walks without signs of damage and excessive wastage			
Cargo holds structure without damages and excessive wastage (e.g. bulkheads, frames, brackets, tank tops etc.)			
Hatch cover arrangements including gaskets in good condition to close weathertight, without signs of wastage			
All closing appliances in good working condition			
Ventilators and air pipes including any closing appliances properly working without signs of damage or wastage and able to close air-tight			
Closing devices of all sounding pipes properly working			
Weather tight doors and small access hatches in good condition and close weathertight			
Draft marks and Plimsoll marks painted in different colour			
Plimsoll marks permanently marked on hull in accordance with the Load Line Certificate			

MACHINERY & POLLUTION PREVENTION

Item	Addressed		
	YES	NO	N/A
Electric cable arrangements properly installed and insulated (no loosing wires)			
Light covers properly fixed			
Around the electrical main switchboard is provided an insulation mat			
Engine room in clean condition			
Main propulsion system is working properly			
Auxiliary engine and power system including 100% power redundancy working properly			
Emergency generator arrangement for immediate supply of electrical power working properly			
Jacketed piping system on high pressure fuel lines properly installed and alarms working			
Exhaust and vapour pipes properly insulated			
Engine alarm arrangements working properly			
All engines and piping systems free of leakage			
Anchoring equipment in good condition			
Mooring ropes in good condition			
Oily water separation system in good working condition together with testing arrangements and the crew is familiar with the system and its use			
15ppm alarm and stopping arrangements in good working condition			
Piping arrangements in good condition (no signs of damage and/or corrosion)			
Bilges and other machinery areas free of excessive oil			
Oil record book is updated, entries are correct and periodically signed by the Master (codes used are correct and tanks listed as per IOPP Certificate)			
Manuals for tankers, chemical tankers and gas carriers available on board			
SOPEP available and approved onboard (includes updated communication data of Focal Point List as per IMO)			
SMPEP available on board (for ships certified to carry Noxious Liquid substances in bulk) with updated Focal Point List			

MACHINERY & POLLUTION PREVENTION *(continue)*

Item	Addressed		
	YES	NO	N/A
Garbage is collected and separated in closable bins as required and garbage record book entries are correct			
Onboard readily available proof that while navigating in restricted areas low sulphur fuel is used			
Crew is familiar with the sewage system and the treatment plan. Necessary drawings available on board.			

LIFE SAVING APPLIANCES

Item	Addressed		
	YES	NO	N/A
Lifeboats with all parts in good condition without wastage, blocks and release mechanisms properly maintained and the crew is familiar with safe use of launching and release gear			
Lifeboat inventory complete and in good condition with dates of expiration for pyrotechnics and foodstuff rations recorded and not outdated			
Rescue boats complete and in proper condition with the inventory stored as required			
Lifeboat/rescue boat engines in good working condition and starting easily			
Life rafts and launching arrangements in good working condition and properly marked			
Hydrostatic release for the rafts correctly connected and not outdated			
Equipment for embarkation for additional life raft available (raft at the bow)			
Launching arrangements for rescue boats and life rafts including limit switches in good condition and without wastage			
Annual thorough examination of the launching appliances and on-load release gear has been carried out and relevant documentation available onboard			
Embarkation ladders including their shackles and padeyes on deck in good condition			
Wire falls of all launching/recovery arrangements in good condition and renewed as required			
Lifebuoys (including reflective tape, correct ship's name/home port and lights with non-outdated batteries or smoke signals) available in sufficient amount and in good condition			
"Heavy" lifebuoy (4.5kg) attached to the smoke/lightbuoy at bridge wings in a free fall arrangement			
Lifejackets (including whistles plus lights and non-outdated batteries) found in good condition and sufficient amount as per Certificate. Additional lifejackets available on board			
Line throwing appliances complete with expiration dates of the pyrotechnic units			
Parachute distress signals available on board in sufficient quantities and in good condition with expiration dates not outdated, found on the bridge in an appropriate containment which is marked appropriately			
Immersion suits (including lights and special attachments) available for all personnel onboard and stored in good condition. Additional suits available at remote working stations as required			
Emergency illumination at all survival craft stations sufficiently working also illuminating the ship's side and the instructions posted			

FIRE FIGHTING APPLIANCES

Item	Addressed		
	YES	NO	N/A
Fire main piping and all hydrants in good condition without signs of corrosion or wastage and without soft patches. Also, couplings and valves free of leakages			
Fire pumps including prime mover in engine room in good working condition and with sufficient delivery of water pressure			
Emergency fire pump including prime mover in proper working condition with sufficient suction and delivered water pressure. Also, exhaust lines properly insulated.			
Fire stations (including equipment of hoses, nozzles, spanners) in good condition. More specifically, nozzle spray adjustments workable and hoses without deterioration			
Portable fire extinguishers available on board in good condition as per Fire & Safety Plan (due dates for required servicing recorded and not outdated)			
Fireman's outfit available in required number and good condition (i.e. complete with helmet, clothes, lifeline, lamp and other required requisites)			
Breathing apparatuses in good condition and ready to use with bottles including spare bottles filled			
Fixed fire fighting systems for engine room and cargo spaces in good working condition (e.g. filling status of gas bottles or foam tanks). CO2 room properly locked and the key readily available			
Fire detection arrangements properly working at all detection points			
Fire extinguishing arrangement in paint locker as required in place and in proper working condition			
Fire dampers and ventilation closing appliances (e.g. gaskets, handles, screws and other) in good working condition. Fire flaps inside trunks checked and closing properly.			
Fire doors closing properly using their automatic closing devices and not fitted with hold-backs			
Quick closing devices for tank shut-off and emergency stop of pumps and fans in good working condition			
Emergency Escape Breathing Devices (EEBDs) available in required amount (plus additional training units) and distributed as per fire plan within superstructure and engine room and under full pressure			
International shore connection including reduces piece with appropriate bolts and nuts available as per Fire & Safety plan			

NAVIGATION

Item	Addressed		
	YES	NO	N/A
Nautical publications including pilot books, list of lights, sailing directions, tide tables, code of signals, IAMSAR books used for the next voyage updated to the latest available amendments/corrections			
Nautical charts to be used for the next intended voyage updated to the latest available Notice to Mariners (if applicable ECDIS system updated to latest amendments)			
System for correcting all nautical publications on board has been developed			
Passage plan from berth to berth available on board			
Navigational instruments (e.g. radar, echo sounder etc) in proper condition			
Steering gear including rudder angle indicator as well as emergency steering gear including switch-over devices in good operating condition and the steering gear alarm functioning. Also, instructions for switch-over handling posted in vicinity			
Daylight shapes in operational condition			

NAVIGATION *(continue)*

Item	Addressed		
	YES	NO	N/A
Daylight signaling lamp and the independent power supply in good operational condition			
Automatic position indicator (e.g. GPS) available on board and in good condition			
Communication systems between bridge - engine room and bridge - steering gear room is provided and working properly			
NAVTEX receiver in good working condition and spare paper is available			
Echo sounder in good working condition			
Magnetic steering compass in good working condition and properly visible from steering position. Spare magnetic compass (if provided) in good working condition. Lastly, updated calibration table available.			
VDR (or S-VDR) installed correctly onboard and connected to respective devices.			
AIS system installed and constantly switched on.			
LRITS in good working condition and test documentation onboard as required.			
Navigational equipment verified is as required in the Safety Record "Form E"			

RADIO EQUIPMENT

Item	Addressed		
	YES	NO	N/A
GMDSS transmitting and receiving equipment components including sources of energy in proper working condition			
Radio operator assigned onboard is familiar with cancellation procedures for false distress alarms.			
Radio log book is kept as required and includes records of tests			
Portable VHF hand held radios for survival craft including batteries with spares/ re-charger are in good working condition.			
Antenna systems without any signs of corrosion or damage			
Radar Transponders in satisfying working condition and ready to be used in case of emergency. Also, they are serviced in accordance with manufacturer's requirements by shore service.			
Freefall boat arrangement (if onboard) is fitted with one Radar transporter within the freefall lifeboat			
EPIRB is correct and float free position. The life date of battery and hydrostatic release valid.			
EPIRP test certificate readily available			
Radio publications and manuals updated on board			
Radio License on board valid			
Reserve sources of energy (batteries) properly maintained and in working condition.			

SAFETY

Item	Addressed		
	YES	NO	N/A
Working language of the ship established and recorded in the logbook			
Updated fire & safety plans posted in accommodation alleyways clearly readable and show a sign of approval. One copy if the plan is stored in marked and weather tight container outside the accommodation area.			
SOLAS training manuals available, with specific instructions for the appliances installed onboard and written in the working language.			

SAFETY (continue)

Item	Addressed		
	YES	NO	N/A
Instruction manuals for onboard maintenance of life-saving appliances available and understood by all crew members. Regular maintenance has been recorded.			
A plan or program of maintenance is readily available			
Operating instructions for lifesaving appliances posted on scene and under emergency lighting. Instructions written in a language understood by all crew members.			
Table of life saving signals poster on the bridge.			
Drills for fire fighting, abandon ship, rescue boat operation and oil spill fighting have been carried out satisfactorily and the dates are recorded in the logbook.			
Muster list is updated and written in the working language of the ship. Substitutes for key personnel are included and the muster list is posted on the bridge, in engine control room and accommodation spaces.			
Paint materials stored inside the designated paint locker only			
Escape ways accessible, free of obstructions and properly illuminated.			
IMO symbols properly used for marking escape ways and locations of emergency equipment.			
Pilot ladders and related boarding arrangements clean and in good condition.			
Crew working on the bridge is familiar with the steering gear switch-over procedures and with the use of emergency steering device.			
Key engine crew is familiar with emergency power arrangements.			
Key persons for fire fighting are familiar with starting emergency fire pump.			
Designated lifeboat/rescue boat crew is familiar with starting the engines.			
Public alarm systems as for general alarm are working properly.			
Engineer's alarm of unmanned machinery system is working properly.			

For further information please contact:

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