



PORT STATE CONTROL INSPECTION REGIME

2013

BRIDGE THE GAP

DBS

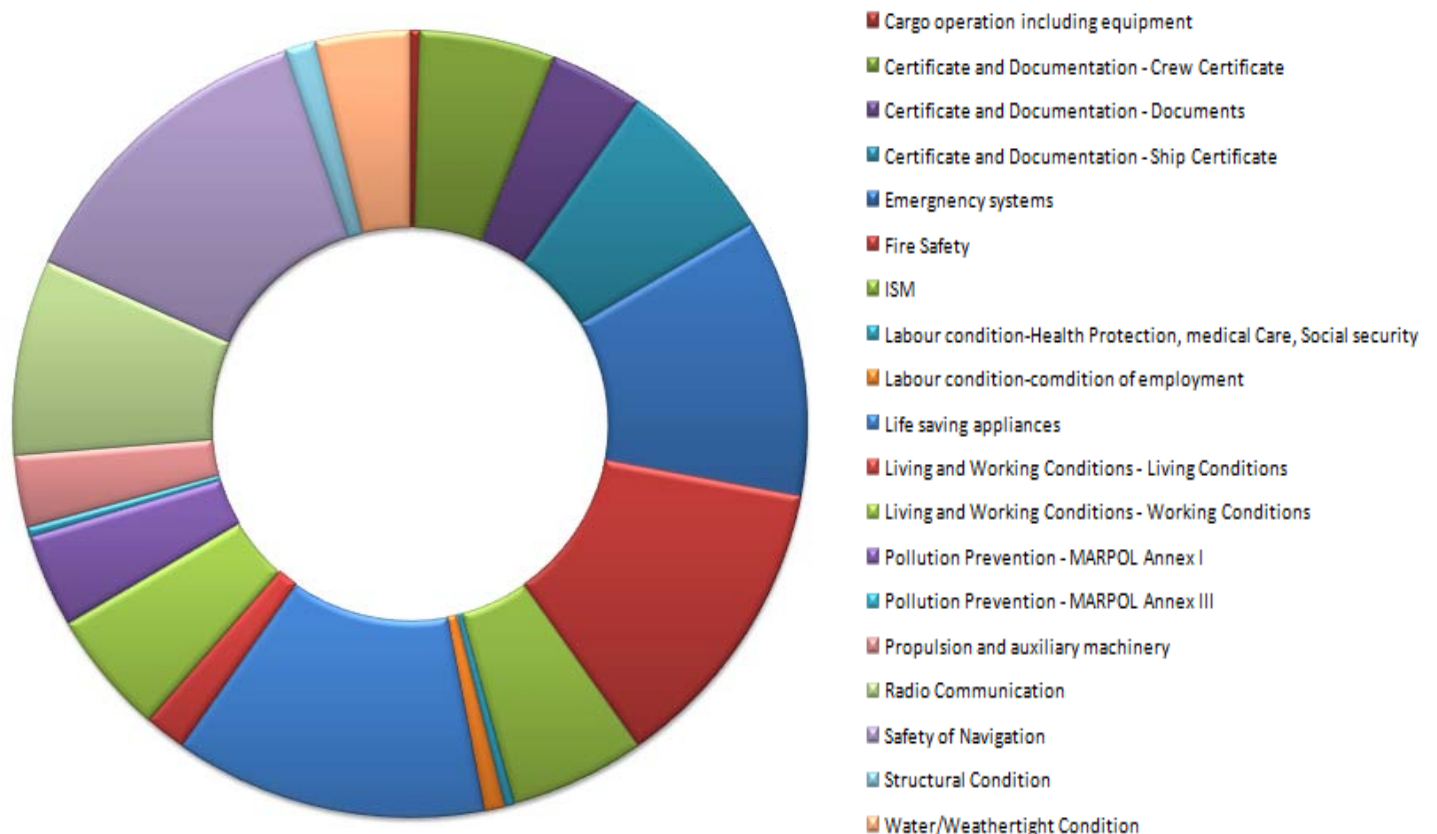
PORT STATE CONTROL (Paris, BS and Med MoUs) 2013

2013 was a demanding year from the Port State Control Authorities. Statistics conclude that port state control on board all commercial ship types were rigorous and demanding. Several Dromon ships have been detained with grounds similar to other years. As a consequence to this Dromon has adopted several policies to eliminate these causes of deficiencies that may lead to a detention.

Although a number of Consecrated Inspection Campaigns (CIC) have been conducted on board Dromon fleet for the major reasons that lead to deficiencies, for the third consecutive year the basic areas lead Dromon ships to detention:

- Life Saving Appliances (LSA),
- Safety of Navigation (SoN),
- Fire Safety (FS)

Secondary deficiencies recorded on Dromon fleet are with respect to Emergency Systems, Radio Communication, Certificate and Documentation-Ship Certificates, Certificate, Documentation-Crew Certificates and ISM related deficiencies.



As a consequence of the above Dromon Head Office has implemented a policy on March 22, 2013 for the servicing of equipment on board cargo and passenger ships. More specifically, all of the equipment shall be serviced **within the annual survey window range dates** (+/- 3 months from the anniversary date of the annual survey) as required by SOLAS in order for the safety equipment, safety radio and safety construction surveys to be credited. This will give a harmonization for the servicing of all equipment with the aim to eliminate the deficiencies related to life saving appliances and safety of navigation.

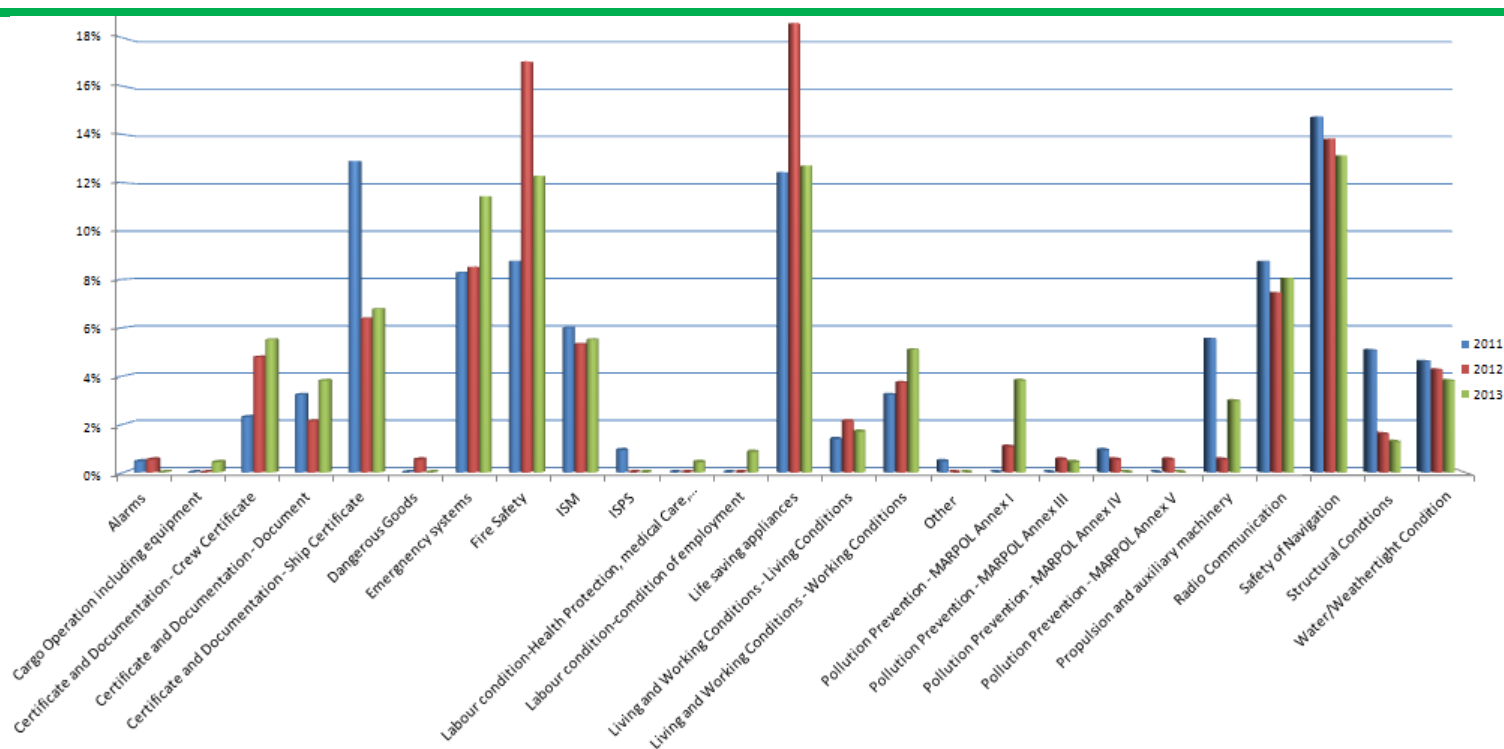


Comparison of DBS-PSC Results

DBS PSC department compared the results of PSC inspection for the past three years as shown on below graph. Some deficiencies have been increased where as a number of deficiencies reduced. For the increase deficiencies Dromon PSC department will initiate Concentrated Inspection Campaigns (CIC).

Deficiencies falling under the areas of "Fire safety", "Life Saving Appliances" and "Safety of Navigation" are the most common areas for deficiencies on board Dromon fleet. However, as shown on figure below, a significant percentage has been reduced during 2013 as a consequence to the CICs conducted with regards to these areas of inspection. However, since there is still room for improvement further measures will be adopted in 2014.

On the other hand, deficiencies classified under the areas of Emergency systems, Working Conditions, Pollution Prevention-MARPOL Annex-I, Radio Communication and Propulsion and Auxiliary Machinery have showed a small increase during 2013. Dromon PSC department will closely monitor these areas of deficiencies during 2014 and announce further Concentrate inspection Campaigns (CIC) if deemed necessary.



Concentrated Inspection Campaigns (CICs)

Paris MoU has been published the preliminary results of the CIC carried out on Propulsion and Auxiliary machinery. Nonetheless, in this section Dromon MCL, 2006 Implementation CIC results are presented. Finally, the CIC to be carried out by Paris and Tokyo MoUs in 2014 are shown.

Paris MoU-CIC on Propulsion and Auxiliary Machinery.

The Paris MoU has published on February 17, 2014 the preliminary results for the CIC on propulsion and Auxiliary machinery carried out between 1 September 2013 and 30 November 2013 in the Paris MoU region.

68 ships (41% of all detentions) were detained over the 3 month period as a direct result of the CIC for deficiencies related to propulsion and auxiliary machinery. Problem areas included the propulsion of the main engine, cleanliness of the engine room and emergency source of power/emergency generator.

The CIC questionnaire was completed during 3,879 inspections on 4,126 individual ships. A total of 1,105 CIC-related deficiencies were recorded and 68 ships (1.8%) were detained as a direct result of the CIC. 41% of the detentions during the CIC-period was CIC-topic related.

During the campaign most inspections concerned general cargo/multi-purpose ships with 1,270 (33%) inspections, followed by bulk carriers with 805 inspections (21%), container ships with 458 (12%) inspections, chemical tankers with 343 (9%) inspections and oil tankers with 272 (7%) inspections.

34 (50%) of the detained ships were general cargo/multipurpose ships, 9 (13%) were bulk carriers and 9 were (13%) container ships. Among the other detained ships were 6 oil tankers, 4 chemical tankers and 3 refrigerated cargo ships.

Analysis of the recorded deficiencies shows that most deficiencies relate to propulsion main engine (20%), cleanliness of the engine room (18%), emergency source of power/emergency generator (12%) and emergency lighting/batteries/switches (12%)

2014 CIC of Paris Mou CIC on Rest and Working hours

The 46th committee meeting in Valletta, Malta, Paris MoU has announced a CIC on Rest and Working hours early September until the end of November 2014. The CIC aims to ensure that all seafarer's working schedule comply with the requirement of Maritime Labour Convention (MLC), 2006, Regulation 2.3.

According to MLC, 2006, Regulation 2.3 the limits on hours of Work or Rest shall be as follow as outlined below:

Maximum hour of work shall not exceed:

- 14 hour in any 24 hour period, and
- 72 hour in any seven-day period

Minimum hour of Rest shall not be less than:

- 10 hour in any 24-hour period, and
- 77 hour in any seven-day period

Rest hours may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between the consecutive period of rest shall be not exceed the fourteen (14) hours.

The above is not taking into consideration the flag Administration's requirements that have implemented the MLC, 2006 and may vary.

Future CICs jointly by Paris and Tokyo MoU

In the 24th committee meeting in Tokyo, Japan, Tokyo MoU announced the CICs to be carried out in 2015 and 2016 in co-operation with Paris MoU. These are:

- Crew Familiarization and enclosed Space Entry in 2015, and
- MLC in 2016

Dromon BS CIC result on MLC, 2006 Implementation

DBS PSC division performed CIC on MLC, 2006 implementation during the quarter October-December, 2013. The results present below indicate the most common recommendations imposed on board Dromon vessels :

- SEAs do not include all information required by national law and are not written in working and English language.
- Seafarers employed as a ship's cooks are not trained and qualified
- Evidence of contractual relationship between the owner and representative do not exist available on board the vessel.
- Seafarers have been not submitted with a copy of a complaint procedure
- Complaint procedure do not include the contact points of company and flag administration
- Seafarers have not signed the SEA with the shipowner and originals are not kept on board
- Records are not available that accommodation and recreational facilities inspections carried out on frequently intervals by or the authority of master.

Ship owners / managers / operators have been informed on above mentioned results for further action.



New Regulations coming in force within 2014

During 2014 new regulations are coming in force. All ships other than RO-RO passenger should be provided with specific plan and procedure for the recovery of person from water as well as all cargo ships of 150 GT or above but less than 500 GT shall be fitted with BNWAS.

Recovery of persons form the Water (SOLAS Regulation III/17-1)

The new regulation adopted through Resolution **MSC.338 (91)** requires that all ships, other than RO-RO passenger ships to have ship-specific plans and procedures for the recovery of person from water that are unconscious or otherwise unable to help themselves.

RO-RO passenger ships which comply with SOLAS Reg. III/26.4 shall be deemed to comply with this new regulation.

The new SOLAS Reg. III/17-1 applies to new ships, constructed on or after July 1, 2014 and to existing ships by the first intermediate or renewal safety equipment survey after July 1, 2014, whichever comes first.

As per the IMO Resolution **MSC.346 (91)**, the flag Administrations will define the extent to which the new regulation should apply to ships which are not covered by SOLAS Chapter III (such as cargo ships below 500 GT, fishing vessels etc.).

What the plans and procedures should include?

When developing such plans and procedures, the following circulars should be taken into consideration:

MSC.1/Circ.1447	Guidelines for the development of plans and procedures of persons from the water
MSC.1/Circ.1182	Guide to recovery techniques
MSC.1/Circ.1185/Rev.1	Guide for cold water survival

The recovery plans and procedures should facilitate the transfer of persons from the water to the ship while minimizing the risk of injury from impact with the ship's side or other structures, including the recovery appliance itself.

Ship-specific procedure for the recovery of persons from the water should specify the anticipated conditions under which a recovery operation may be conducted without causing undue hazard to the ship and the ship's crew.

All crew members should be competent and familiar with the requirements of the plans and procedures. Drills should be conducted to ensure that crew is familiar with the plans, procedures and equipment for recovery of persons from the water. Such drills may be conducted in conjunction with routines man-overboard drills.

The above guidelines should be taken into consideration when developing the plans and procedures for recovery of persons from water. The plans and procedure should be considered as a part of the emergency preparedness plan

required by paragraph 8 of part A of the International Safety Management (ISM) Code. Therefore, amendments to this part of the Safety Management System should be carried out.

BNWAS shall be fitted on all cargos ship of 150 GT or above but less than 500 GT (SOLAS Regulation V/19)

The purpose of a BNWAS is to monitor the bridge activity and detect operator disability which could lead to marine accidents. The system monitors the awareness of the Office of the Watch (OOW) and automatically alerts the Master or another qualified OOW if for any reason the OOW becomes incapable of performing the OOWs duties. This purpose is achieved by a series of indications and alarms to alert first the OOW and, if he is not responding, then the alert the Master or another qualified OOW.

MSC.282 (86) requires that no later than the first survey on or after July 1, 2014 for all cargo ships of 150 GT and above but less than 500 GT constructed before July 1, 2011 to be fitted with a BNWAS.



Ships Targeted by Paris MoU

Ships trading in Paris MoU region are monitored by PSCO's and selected for a Port State Control Inspection throughout each region. To facilitate this selection, the central computer database "THETIS" is used to inform the national PSC Authorities which vessels are due for an inspection. Moreover, THETIS attributes to the Ship Risk profile (SRP) calculation which determines the ships priority for inspection, the interval between its inspections and the scope of inspection.

Based of generic and historical parameters ships are assigned as a High, Standard and Low Risk. The ship Profile risk is re-calculated daily taking into account more dynamic parameters such as "*Age of the vessel*", "*36 month history*" and "*Company performance*". Moreover, recalculation occurs when PSC inspection has carried out and when the applicable performance of flag and ROs change.

As it is mentioned above, the company performance (ISM) is one of the most dynamic parameters that determine the risk profile of the ship as well as the priority of a PSC inspection. A list of poor performing "ISM Managers" has been established and the list includes the companies which their vessels were inspected in the Paris MoU region and the results demonstrate an unwillingness or inability to comply with the international convention on maritime safety and the protection on the marine environment.

The company performance calculator takes into account the deficiencies and detentions of the company's fleet in the past 36 months as well as other parameters to rank companies into very low, low, medium and high-risk categories. Furthermore it is important to also note that a company having any banned vessel i.e. «refusal of access» within the Paris MoU region contributes negatively in the performance calculator of the Company.

Companies shall take into serious consideration this new EU Directive on Port State Control requirement as the performance of the Company may target a vessel and vice versa.

To connect with THETIS scan here:



Checklist for PSC Inspection

The PSC inspection checklist has been updated to include the MLC, 2006 requirements.

DBS encourages all parties to use the attached checklist on board all vessels prior port of call. Nevertheless, attending Surveyors / Auditors may provide a copy of this checklist onboard all DBS vessels in the forthcoming surveys / inspections / audits.



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			
Maritime Labour Certificate (MLC)			
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			
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).			

FIRE FIGHTING APPLIANCES *(continue)*

Item	Addressed		
	YES	NO	N/A
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			
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			

RADIO EQUIPMENT *(continue)*

Item	Addressed		
	YES	NO	N/A
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.			
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.			

ISM

Item	Addressed
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	YES	NO	N/A
Crew is familiar with the company's safety and environmental protection policy.			
ISM manual is readily available on board.			
All documentation available onboard is written in a language understood by the crew.			

ISM (continue)

Item	Addressed		
	YES	NO	N/A
Senior ship officers can identify the "designated person".			
Procedures and data are available and updated to establish contact with shore management.			
Programs for drills and training have been set-up and recorded.			
Familiarization records of new crew members are available onboard.			
Master can show his overriding authority.			
Non-conformities have been reported to the company and corrective actions have been taken by the company.			
Maintenance routine and records are readily available onboard.			
A copy of the DOC with the endorsement for the latest office audit is available onboard.			

ISPS

Item	Addressed		
	YES	NO	N/A
Arrangements in place for controlling access to the ship for persons/goods boarding in the next port			
Personnel responsible for controlling access to the ship is familiar with its duties			
Arrangements are in place to secure and control restricted areas in port, as specified in the SSP			
All entrances leading to restricted areas of the ship ready to be closed or secured			
Security Equipment maintained and tested as specified in the SSP			

MLC, 2006

Item	Addressed		
	YES	NO	N/A
Procedures have been implemented ensuring that no seafarer below the minimum age of 16 years is employed on the ship? (Refer to DMLC Part I for a higher minimum age).			
All seafarers employed on board the ship have a valid training and competency certificates in accordance with flag State requirements (refer to DMLC Part I).			
Records are kept on board for each seafarer engaged on board the ship that has successfully passed training in personal safety.			
Evidence is found on board that in case a private recruitment and placement service provider is used for the recruitment of seafarers on board, this is approved under the requirements of the Convention.			
In case a young seafarer is employed on board (i.e. less than 18 years of age) measures are in place that no night work is undertaken (for the definition of night refer to DMLC Part I).			
In case a young seafarer is employed on board, measures are implemented that no tasks have been assigned likely to jeopardize his safety or health.			
The ship is manned at least in accordance to the number and capacity stipulated on the Minimum Safe Manning Document.			
The medical certificates of all seafarers onboard have been issued by an approved medical practitioner.			
The medical certificates issued for seafarers over 18 years of age have maximum validity of two years.			
The medical certificates issued for young seafarers have maximum validity of one year.			
Medical certificates have been issued in English language in case the ship is engaged in international voyages.			
The medical certificates include information on hearing, sight and color vision.			

The validity of color vision does not exceed six years (unless otherwise specified by the flag State).			
The medical certificates include a statement that the seafarer is fit for duties.			
All seafarers on board have signed a Seafarers' Employment Agreement (SEA) with the shipowner and an original copy is provided to each seafarer.			

MLC, 2006 (continue)

Item	Addressed		
	YES	NO	N/A
The SEA and CBA is in English language in case the ship is engaged in international voyages.			
The SEA signed between the seafarer and the shipowner includes all the requirements of Regulation 2.1, Standard A2.1.4 as well as national requirements of the flag State.			
The SEA includes a clause for early termination of contract that should not be less than seven days.			
The wages of each seafarer engaged on board the ship are paid in accordance with the SEA and CBA, as applicable.			
Each seafarer is provided with monthly statement of account that includes the monthly wage, additional payments, deductions and applied exchange rates. The monthly account does not indicate any unauthorized deductions.			
The seafarer has a right to transfer all or part of his/her wage to an account nominated by the seafarer.			
Charges for the remittance of the wages are reasonable in amount (refer to national requirements).			
A table of shipboard working arrangements for all position on board the ship is posted in accessible place and is also in English language.			
Hours of work and rest are available for each seafarer engaged on board the ship.			
The hours of work and rest are signed by the Master (or a person authorized by the Master) and the seafarer.			
The national requirements for the normal working hours and minimum rest hours (or maximum work hours) are followed (refer to DMLC Part I).			
The muster and drills are carried out at times that minimize the disturbance of rest periods and fatigue.			
Additional hours of rest for call outs during normal rest periods are provided to the seafarers.			
Procedures have been implemented to allow hours of work that may be required in cases of emergency.			
All seafarers engaged on board the ship have minimum annual leave with pay based on 2.5 days per month of employment (national requirements to be taken into consideration).			
All seafarers engaged on board the ship are entitled to repatriation after a maximum 12 months period, in case of termination of the agreement for justified reasons or when they cannot carry out their duties on board due to illness, injury etc. (refer to the SEA that should state the provisions for repatriation).			
All associated costs for repatriation are covered by the shipowner except in cases of serious default of the employment terms by the seafarer.			
The Master (or person authorized by him) is carrying out inspections of the ship's accommodation and records are kept on board.			
The accommodation spaces are clean and provided with proper lighting and sufficient drainage.			
The mess rooms on board are clean, hygienic and equipped with tables and seats sufficient to accommodate the greatest number of crew.			
Cabins are provided separate for each seafarer and for men and women.			
Cabins are adequate size, properly equipped and facilitate tidiness and ensure reasonable comfort.			
Heating and ventilation, including air conditioning, if fitted, is adequate and in good working condition.			
Sanitary facilities are hygienic and reasonable standard of comfort are met.			
The laundry facilities are adequate based on the number of seafarers employed on board and in good working condition.			
The accommodation area has adequate natural and artificial light.			
Recreational facilities are appropriate and in good condition as required by the flag State.			

The galley is clean, hygienic and in good condition.			
Spaces used for the storage of food are clean, hygienic and in good condition.			
The ship is provided with sufficient amount of drinking water and food of nutritional value, quality and variety for the number of crew members on board.			
Food is provided free of charge on board the ship for all seafarers.			

MLC, 2006 (continue)

Item	Addressed		
	YES	NO	N/A
The seafarer assigned a ship's cook is over 18 years of age, trained, qualified and food competent according to the requirements of the flag State.			
For ships with less than 10 seafarers, the seafarers assigned for handling and processing food in the galley is adequately trained or instructed in areas including food and personal hygienic as well as handling and storage of food onboard.			
All seafarers are provided free of charge with health protection and medical care (including essential dental care) relevant to their duties.			
All seafarers engaged on board have the right to visit a qualified medical doctor or dentist ashore if this is requested or required.			
The ship's hospital is clean and hygienic and used only for medical reasons (not as a cabin or storage area).			
Medical publications are available on board as required by the flag State.			
An up-to-day list of radio contacts where medical advice can be obtained is readily available on board (taking into consideration the most frequent ports of call).			
The medical log and visit reports are kept up to date. A standard medical report form is used for both onshore and on board medical personnel as required by the flag State and the completed form is kept confidential.			
The social security covers, as a minimum, medical care, sickness and injury benefits.			
The applicable Occupational Health and Safety (OHS) policy, procedures and programmes have been implemented and comply with national and international regulations and relevant standards and guidelines.			
The people assigned for implementing the OHS policies and procedures on board are clearly documented and familiar with their duties.			
Risk assessments are carried out and measures have been implemented to prevent all identified risks that could result in accidents, injuries and diseases.			
Accidents and incidents are investigated and reported to the flag State and records are available.			
Safety committee meetings are held regularly, and minutes are available.			
The ship is equipped with sufficient Personal Protective Equipment and all seafarers engaged on board are familiar with it.			
Appropriate measures are in place to address OHS risks associated with fatigue, drug and alcohol use, smoking, asbestos, high and low temperatures, noise and vibration and infections.			
Health and safety inspections and surveillance are carried out regularly and documented.			
OHS risks associated with subcontractors working on board are addressed. All subcontractors working on board are subject to documented control procedures as required by the flag State.			
All seafarers engaged on board the ship have access to shore-based welfare facilities.			
A copy of the MLC, 2006 is available on board the ship.			
A complaint procedure is implemented on board that shall neither penalize nor victimize the seafarer.			
All seafarers on board the ship have a copy of the complaint procedure.			
A complaints log is maintained on board.			
The complaints are handled in a timely, fair and effective manner.			
Contact details of the flag State authorities and names of nominated persons to trust on board are mentioned in the procedure.			

For further information please contact:

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