



PORT STATE CONTROL
INSPECTION REGIME
2012

BRIDGE THE GAP

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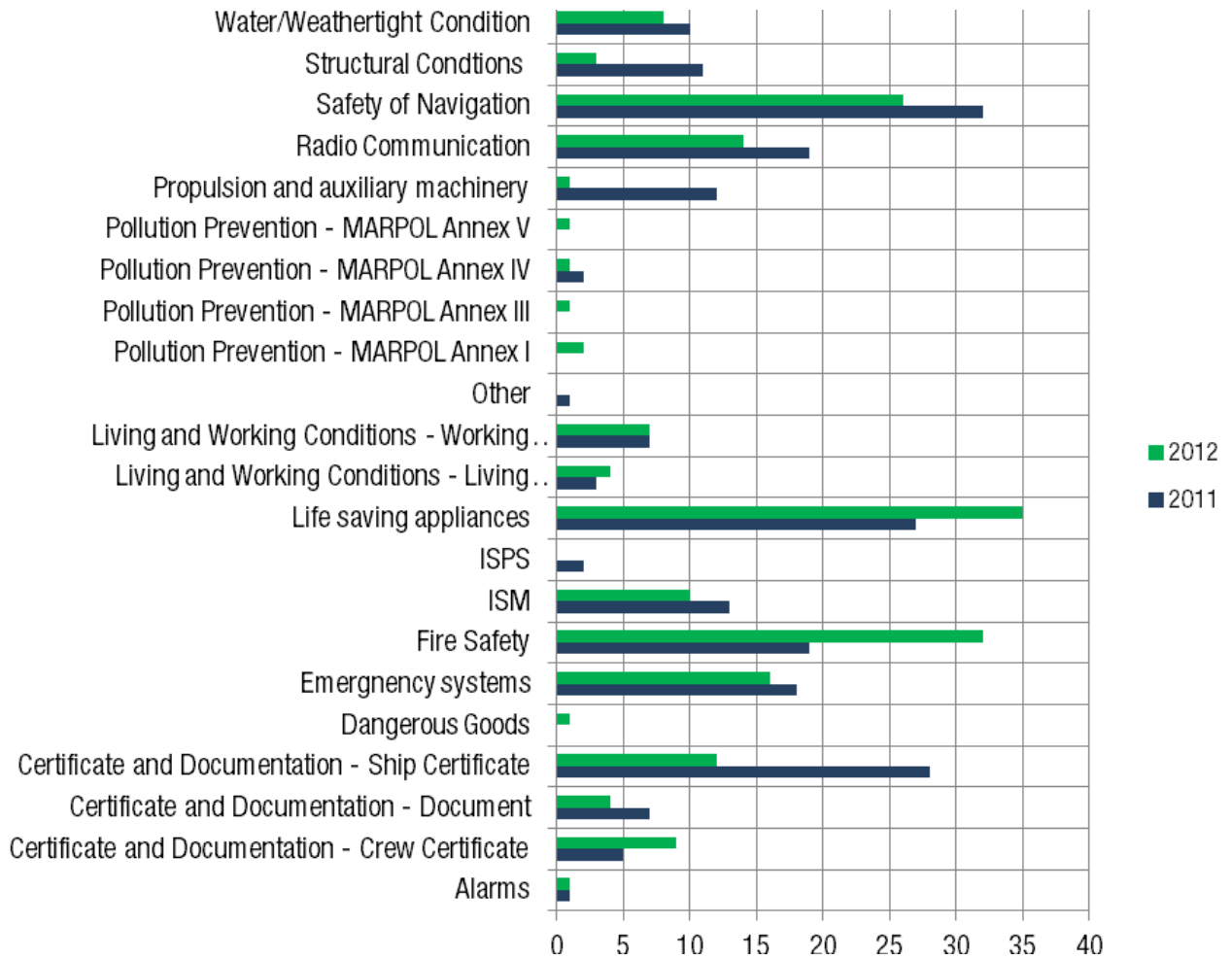
In this publication, the results of DBS 2012 port state control inspection regime are presented as well as other important information on new regulations and requirements coming in force in 2013. Our PSC division analyzes the most frequent items causing deficiencies or detentions on board DBS ships.

A review of DBS 2012 inspection regime illustrate that life saving appliances and fire safety deficiencies remain the first two causes of detainable deficiencies in our fleet. Comparing the results with 2011, a significant increase has been observed in the number of detainable deficiencies related with fire safety (the growth recorded at 41%).

It is clear from 2012 inspection results that the number of deficiencies was significantly reduced in the majority of inspection categories comparing the results with 2011. Considerable reduction has been recorded in deficiencies related to structural condition and propulsion & auxiliary area (reduction of 73% and 92% respectively).

PSC division will continue to systematically monitor and review the inspection regime of our fleet. Nevertheless, the division in cooperation with the Technical Department will soon announce additional measures for life saving appliances and fire safety in order to reduce the number of deficiencies. Such measures will include the service of life saving appliances within the survey range dates. Ship Owners / Managers / Operators as well as DBS Surveyors and Inspectors will soon been informed from the Head Office on these measures.

Comparing the deficiencies / 2011 & 2012



The PSC division appreciates the support from Ship Owners / Managers / Operators and DBS Surveyors, Auditors and Inspectors and their close cooperation during 2012 to provide the full reports as well as working closely with the Organization for rectifying all deficiencies.

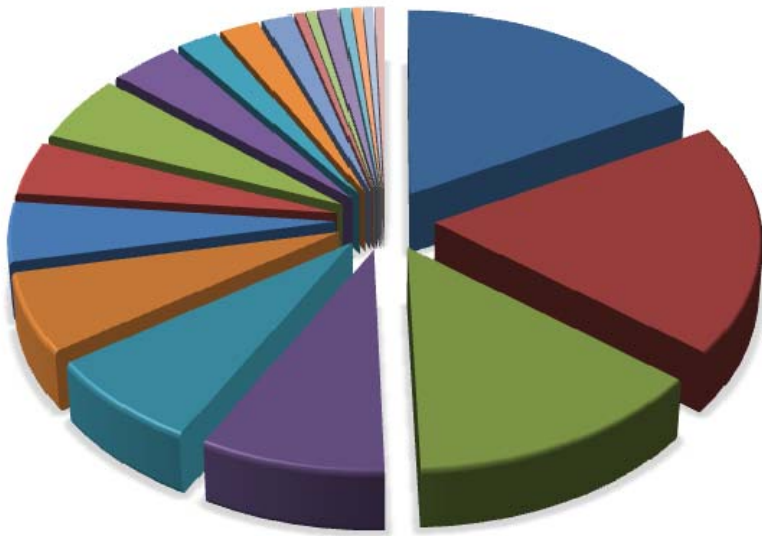
The PSC division continues to encourage close cooperation between our Organization and ship Owners / Managers to reduce the number of deficiencies. Therefore, PSC department will continue notifying ship Owners / Managers regarding the PSC inspection regime of their fleet.

DBS Head Office policy to perform an occasional attendance in a convenient port of call will continue in our efforts to improve ships' safety and security.

In the meantime, the checklist provided in this publication shall be forwarded to all DBS vessels and completed prior calling at any Port.

For further information or support please contact DBS Head Office PSC division by scanning here.





- Fire Safety
- Life saving appliances
- Safety of Navigation
- Emergency systems
- Radio Communication
- Certificate and Documentation - Ship Certificate
- Certificate and Documentation - Crew Certificate
- Water/Weather-tight Condition
- ISM
- Living and Working Conditions - Working Conditions
- Living and Working Conditions - Living Conditions
- Certificate and Documentation - Documents
- Structural Condition
- Alarms
- Dangerous goods
- Pollution Prevention - MARPOL Annex I
- Pollution Prevention - MARPOL Annex III



Dromon Bureau of Shipping listed in the Paris MoU annual report

DBS has been listed in Paris MoU 2011 annual report RO performance list. DBS has been listed since the second semester of 2011 and thus, 60 inspections have been recorded. The performance of DBS during 2011 is recorded as medium. PSC division is forecasting that in 2012, the Organization will be listed in a better performance ranking.

Paris MoU RO performance table 2011

Alfa Register of Shipping	ARS	116	0	5	0	0.11	
International Naval Surveys Bureau (Greece)	INSB	915	13	26	11	0.15	
Croatian Register of Shipping	CRS	225	2	8	1	0.18	
Indian Register of Shipping	IRS	137	1	6	0	0.23	
Isthmus Bureau of Shipping (Greece)	IBS	293	4	10	1	0.29	
INCLAMAR (Cyprus)	INC	117	2	5	0	0.44	medium
Shipping Register of Ukraine	SRU	771	15	22	9	0.47	
Panama Register Corporation	PRC	150	3	6	0	0.50	
Panama Maritime Documentation Services	PMDS	125	3	6	0	0.58	
Dromon Bureau of Shipping	DBS	60	2	3	0	0.68	
Universal Shipping Bureau Inc.	USB	197	6	8	0	0.78	
Bulgarski Koraben Registar	BKR	406	17	13	3	1.74	low
International Register of Shipping (USA)	IRS	1051	42	29	13	2.07	
Register of Shipping (Albania)	RSA	175	13	7	0	3.55	very low
Phoenix Register of Shipping	PHRS	116	10	5	0	3.90	

PSC Concentrated Inspection Campaigns (CIC) in 2013

During 2013 the Paris and Tokyo MoUs will be carrying out a CIC on Propulsion and Auxiliary Machinery as well as a Harmonized Verification Programme (HAVEP) for passenger ships.

Harmonised Verification Programme (HAVEP) on passenger ship

The HAVEP has already started since January 1, 2013 and ending on December 31, 2013. The HAVEP aims to ensure that in the event of shipboard emergency, the crew can organize themselves into an effective team to tackle the emergency as well as the officers and crew can effectively communicate with each other and shore based support and rescue services. Additionally, the HAVEP aims to ensure that the Master is in control and

information is to/from the command center and in the event of the situation getting out of hand the crew and passengers can safely abandon the ship. The HAVEP excludes passenger ferries and passenger high speed craft.

The HAVEP will concentrate and include the following:

- Fire drill
- Passenger muster evacuation
- Abandon ship drill
- Testing the emergency source of power
- Operation of watertight doors

PSC officers will request to see the Decision Support System and the SAR Co-operation. The PSC officers will witness an operational control that includes a standard emergency scenario which will include a simulated machinery space fire, a passenger evacuation and muster drill and an

abandon ship drill which will involve lowering of lifeboats to the water and taken away under power.

During the HAVEP the Master shall ask the local Coastguard / Coast Radio station to participate in the exercise. Additionally, the Company may also be asked to participate. If passengers are onboard it is up to the discretion of the Master whether they

should be encouraged to attend the passenger muster and abandon ship drill.

Paris MoU has prepared a questionnaire with items to be checked during the HAVEP.



For the full press release & checklist please scan here

Propulsion and Auxiliary Machinery

The Paris MoU has not yet announced the dates of this CIC. The CIC on propulsion and auxiliary machinery aims to ensure that all ships follow the maritime safety and pollution prevention practices. Leakages of oil cause an insufficient cleanliness in engine room that may result in fire hazard or potential hazard for the crew working on a slippery deck. Nevertheless, cooling system not functioning as required may spray

water over electrical systems causing short-circuit.

From experience DBS Technical Department in cooperation with DBS PSC division has prepared a list of frequent inspection areas on board regarding propulsion and auxiliary machinery as outlined below:

- Propulsion main engine
- Cleanliness of engine room
- Auxiliary engine functionality
- Gauges, thermometres, etc
- Bilge pumping arrangements
- UMS ship
- Insulation wetted through (oil)
- Operation of machinery

New regulations coming into force in 2013

DBS Technical Department is issuing a number of Circulars with updated regulations and amendments to existing ones. The full list of circulars may be accessed through DBS website dromon.com/circulars

MARPOL ANNEX V has been completely revised and updated

Through the MEPC.201(62) the revised MARPOL ANNEX V has been adopted and includes further restrictions on different garbage types generated onboard. More specifically, the discharge of cooking oil and all plastics is prohibited. The revised MARPOL Annex V has imposed general prohibition of discharge to sea unless specifically permitted. Furthermore, the distance of the disposal garbage into the sea has been updated and vary based on garbage type.

Some operational and safety related issues have also been included in the revised MARPOL ANNEX V in addition to the environmental-related issues. Cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship is not subject to the provisions of the revised Annex. However, cleaning agents or additives contained in deck and external surfaces washing water may be discharged into the sea provided they are not harmful to the marine environment. The updated MARPOL ANNEX V has expanded the requirement for the implementation of garbage management plan. The requirement for carrying a garbage management plan and placards has been reduced from 400 to 100 GT and above and on every ship carrying 15 persons or more. Also, a garbage management plan shall be implemented on fixed and floating platforms engaged in exploration and exploitation.

The revised MARPOL ANNEX V has come in force from January 1, 2013.

Energy Efficient Design Index (EEDI) & Ship Energy Efficiency Management Plan (SEEMP)

The Energy Efficient Design Index (EEDI) is applicable mainly to new ships in order to reduce the CO₂ emissions from ships generated per tonne mile (cargo carrying capacity). Therefore, a package of technical and operational measures were produced to improve the energy and simultaneously reduce the GHG emissions from the agreement of MEPC 55 on October 2009 and MEPC 59 in July 2009 as outlined below:

- Energy Efficient Design Index (EEDI)
- Energy Efficient Operational Index (EEOI)
- Ship Energy Efficiency Management Plan
- International Energy Efficient Certificate (IEEC)

The EEDI is applicable to new ships of 400 gross tonnage and above (except those with diesel-electric, turbine or hybrid propulsion systems) as outlined below:

- For which the building contract is placed on or after January 1, 2013;
- In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after July 1, 2013; and
- The delivery of which is on or after July 1, 2015.

The Administration may choose to waive the requirement of EEDI up to 4 years after each of the above dates. It is important to note that EEDI will also apply to ships undergone a “major conversion” as defined in Resolution MEPC.203(62).

As per revised regulation 5.4, the International Energy Efficient Certificate (IEEC) is applicable to both new and existing vessels of 400 gross tonnage and above.

Further to the requirements of Energy Efficient Design Index (EEDI), IMO MEPC 62 under Regulation 22 of Chapter 4, Annex VI of MARPOL has also adopted the Ship Energy Efficiency Management Plan (SEEMP) which is applicable to all vessels of 400 GT and above. Although the SEEMP is part of the requirement of the new IEE Certificate ship, this manual shall also be verified at intermediate and renewal surveys under existing MARPOL Annex VI for the issuance of the International IAPP Certificate. The SEEMP may be part of the existing ship's Safety Management System (SMS) and shall be implemented on board from January 1 of 2013.

The Maritime Labour Convention, 2006

The ILO Maritime Labour Convention (MLC), 2006 aims to become a global instrument as the “fourth” pillar of the international regulatory regime for quality shipping, together with the key Conventions of IMO. On August 20 the ILO has announced the 30th ratification of the MLC 2006 and since the 33 per cent of world gross tonnage has been fulfilled the MLC, 2006 is coming in force on August 20, 2013. The ILO Members that have ratified the Convention are Liberia, Marshall Islands, Bahamas, Panama, Norway, Bosnia and Herzegovina, Spain, Croatia, Bulgaria, Canada, Saint Vincent and the Grenadines, Switzerland, Benin, Singapore, Denmark, Antigua and Barbuda, Latvia, Luxembourg, Kiribati, Australia, Netherlands, Tuvalu, St Kitts & Nevis, Togo, Poland, Palau, Sweden, Cyprus, Russian Federation, Philippines, Finland and Malta.

Shipowners/ Managers, yards and Manning Agencies have to comply with the requirements of the convention and obtain certification for ship flagged by the ILO Members. The applicability of the MLC 2006 is as outlet below:

- Ships over 500 GT or above , engaged in international voyages; and
- Ships of 500 GT or above, flying the flag of a member and operating from a port or between ports in another country.

The Convention requirements are very detailed and cover an extensive range of topics. Ship Owners and Managers must develop and implement procedures immediately to ensure ongoing compliance with the

requirements of MLC, 2006. Ships that may be delayed for inspection and certification may risk detentions. The MLC 2006 certification process is identical to ISM and ISPS for ships. The certificate validity will be 5 years and the process includes interim, initial and intermediate inspection.

Ship Owners / Managers are encouraged to contact DBS Head Office in order to commence the procedure for certification of their ship as applicable.



Checklist for PSC inspection

A checklist has been prepared for the prevention of PSC inspection from DBS Head Office.

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			
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.			

ISM

Item	Addressed		
	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.			
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			

For further information please contact:

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