



**PORT STATE CONTROL
INSPECTION
REGIME /
JANUARY - MAY 2013**

↳ BRIDGE THE GAP

DBS

Dromon Bureau January - May 2013 results

The publication analyzes the most frequent imposed deficiencies leading Dromon vessels to detention alongside with the current and future Concentrated Inspection Campaigns (CICs) of Paris and Tokyo MoUs. Additionally, emphasizes the launching of Dromon CIC by DBS-PSC division for the year 2013. Special reference is made to the new regulations coming into force during 2013. Also, this publication includes the updated PSC checklist of DBS with the requirements of the MLC, 2006.

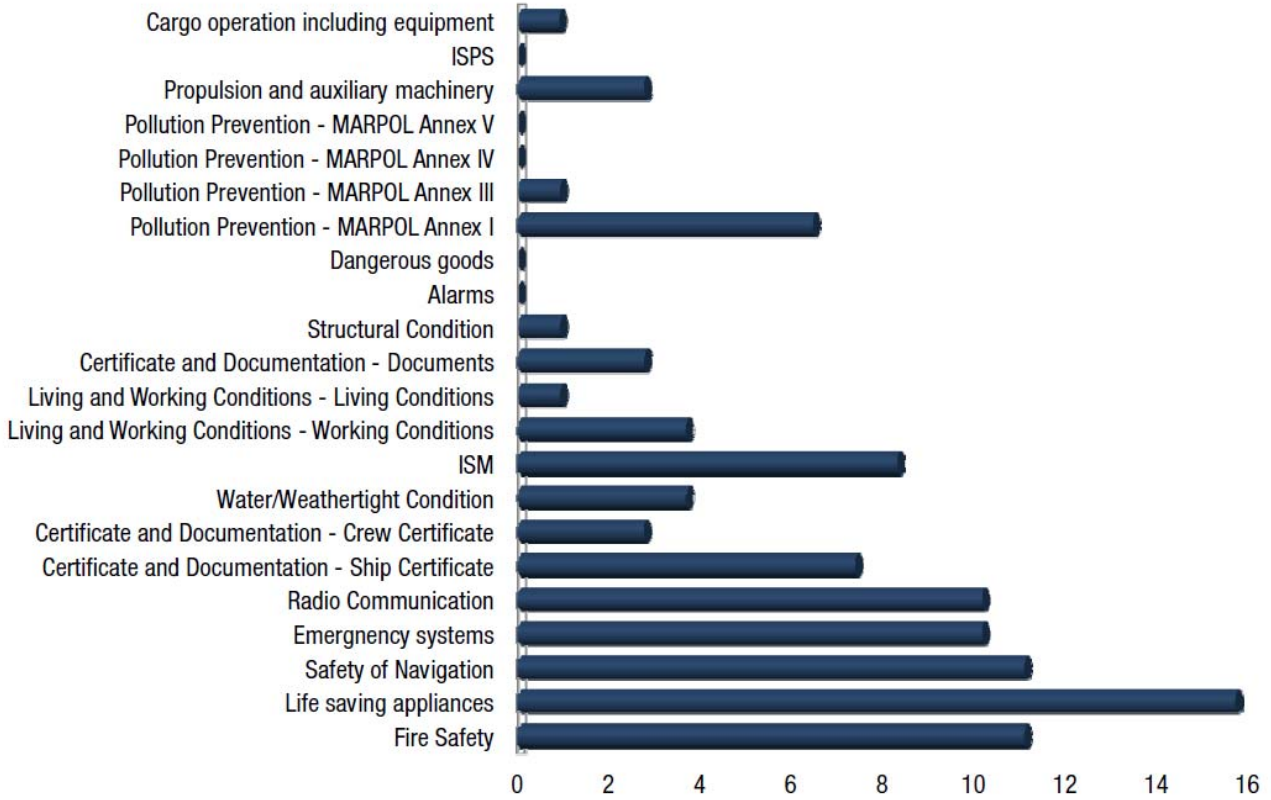
The third consecutive year of Dromon PSC inspection regime demonstrate that despite all efforts exercised so far the life saving appliance, the fire safety and the safety of navigation are still the fundamental reasons attributing to Dromon ships detention by PSC. However, the number of deficiencies for all three categories of inspection has been considerable decrease. One can conclude that after comparison of the first semester results for year 2011 and 2012 that structural condition related

deficiencies have been significantly reduced. On the other hand, the ISM related deficiencies have been considerably increased. Additionally, secondary reasons for DBS vessel ground to detention are:

- Radio communication
- Emergency system
- Pollution Prevention-MARPOL Annex V,
- Certificate and Documention-Ship Certificate

Having considered matters and in an aim to substantially upgrade Dromon fleet profile towards PSC authorities, certain measures have been adopted. In the same principle of the PSC Authorities DBS launched its concentrated inspection campaigns (CIC), referring later in this publication.

Nevertheless, the fleet shows deficiencies towards new categories of inspection from the PSC authorities that are cargo operation including equipment that DBS PSC-division will further investigate.



DBS detainable deficiencies January – May 2013



DBS listed in the Paris MoU RO performance table

| We have improved

Since the second semester of 2011, DBS has been listed amongst the ROs' monitored by Paris MOU. In fact Dromon Bureau was initially listed at low position amongst the monitored ROs. With an excess factor at 0.68 Dromon was listed tenth out of total eleven ROs' within the medium performance category. It is considered an accountable achievement the present 7th position out of total fifteen monitored ROs'.

The utmost efforts that Dromon Head Office and abroad personnel exhibited together with the dedication to quality resulted to a significant drop of Dromon excess factor to 0.37.

DBS-PSC division will continue to monitor every day the inspection regime of the Organization and take necessary measures for the improvement of the fleet towards quality and safety. DBS would like to thank all the managers and owners for their cooperation with our PSC division for submitting reports and carrying out an occasional attendance as well as their support for rectification of all items.

For the Paris MoU 2012 Annual Report on PSC scan here.



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 Registrar	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	

2012

Croatian Register of Shipping	CRS	198	1	8	0	0.10	
Indian Register of Shipping	IRS	109	0	5	0	0.12	
Hellenic Register of Shipping (Greece)	HRS	212	2	8	0	0.21	
International Naval Surveys Bureau (Greece)	INSB	782	12	23	9	0.24	
Panama Register Corporation	PRC	125	1	6	0	0.26	
Isthmus Bureau of Shipping (Panama)	IBS	229	3	9	1	0.30	
Dromon Bureau of Shipping	DBS	198	3	8	0	0.37	Medium
Maritime Lloyd -Georgia	MLG	90	2	4	0	0.54	
Universal Shipping Bureau Inc. (Panama)	USB	171	4	7	0	0.58	
Intermaritime Certification Service (Panama)	ICS	61	2	4	0	0.67	
Global Marine Bureau Inc. (Korea, Rep. of)	GMB	100	3	5	0	0.68	
Panama Maritime Documentation Services	PMDS	100	3	5	0	0.68	
Shipping Register of Ukraine	SRU	744	19	22	8	0.80	
International Register of Shipping (USA)	IS	757	21	22	8	0.93	
Bulgarski Koraben Registrar	BRS	337	15	11	2	1.82	Low
Register of Shipping (Albania)	RSA	160	10	7	0	2.54	
INCLAMAR (Cyprus)	INCLAMAR	93	7	5	0	2.75	Very Low
Phoenix Register of Shipping (Greece)	PHRS	138	10	6	0	3.11	

Paris MoU RO performance tables for 2011 and 2012



Concentrated Inspection Campaigns (CICs)

During 2012 the Paris together with Tokyo MoU has carried out a CIC on Fire Safety Systems and on February 26, 2013, the Paris MoU announced the preliminary results of the campaign. Additionally, Tokyo MoU announced two new CICs for 2013 and 2014 and agreement to keep liaison with Paris MoU for the CIC in 2015. On the other hand, DBS-PSC division is carrying out CICs on board our fleet based on the inspection results of the Organization.

PARIS MoU CIC 2012 on Fire Safety Systems

The preliminary results from the CIC on Fire Safety of vessels have been announced by the Paris MOU on February 26, 2013. The CIC has been carried out between September 1, 2012 and November, 30 2012 with the following results in the region:

- 103 ships were detained during the CIC.64% of all vessels was detained during the CIC Main problematic areas ground
- ships to detain were fire pumps and its pipes, firefighting equipment and appliances, and the fire control plan.
- The CIC questionnaire was completed during 4,014 inspections on 3,985 individual ships. A total of 1,958 CIC-related deficiencies were recorded and 103 ships (2.6%) were detained for CIC-related deficiencies.64% of the detentions during CIC period was CIC topic related.
- During the campaign most inspections concerned general cargo/multi-purpose ships with 1,347 (34%) inspections, followed by bulk carriers with 766 (19%) inspections, container ships with 422 (11%) inspections, chemical tankers with 343 (9%) inspections and oil tankers with 308 (8%) inspections.

PARIS MoU launched the Harmonized Verification Programme (HAVEP) on passenger ships

In May 2012 the Paris MoU PSC committee agreed to organize a HAVEP on passenger ships safety. The HAVEP has started on January 1, 2013 and is for one year.

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

following to/from the command centre 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.

Paris and Tokyo MoUs CIC for 2013 and 2014

The Paris MoU held its 46th Committee meeting in Valletta, Malta on May 20 to 24, 2013. The Committee has announced the following CICs to be carried out during 2013 and 2014:

- 1st of September to 30th of November 2013 a CIC on Propulsion and Auxiliary Machinery will be carried out
- During 2014 a CIC is scheduled concentrating on hours of rest.
- During 2015 a CIC is scheduled concentrating on crew familiarization.

DBS Concentrated Inspection Campaigns (CIC) to be performed during 2013

The DBS-PSC division has analyzed the PSC inspection deficiencies held on DBS vessels during the year 2012 and 2013. As a consequence of the results DBS-PSC division has started performing Concentrate Inspection Campaigns on the vulnerable defective categories leading our fleet to detention. The introduction of the CICs is an opportunity for the crewmembers to rectified pending deficiencies alongside the preparation of the vessel prior call any port. The CICs checklist is provided to ship owners/managers in order to forward it on board the vessels.

During the period April-July in 2013 our first CIC was executed on Life Saving Appliances (LSA) area due to number one reason lead our fleet to

detention. The CIC on LSA was performed satisfactory in many vessels from our local surveyors leading to concluded that related deficiencies occurred due to lack of maintenance program on LSA.

The second DBS-CIC introduced on July 15, 2013 for three months. This quarter, DBS

concentrated inspection campaign associated with the Propulsion and Auxiliary Machinery requirement on board ships. Aim of this CIC is to identify possible deficiencies on board and assuring the rectification in appropriate time frame in order to avoid deficiencies and/or detainable deficiencies during the CIC will be performed from MoUS on the same area starting on September for a quarter.

For further information on the 2nd
DBS CIC scan here



New regulations coming into force

Throughout 2013 new regulations are coming into force with a major one being the Maritime Labour Convention, 2006. DBS is informing all interest parties on the new or amended regulations through circulars issued by the Head Office.

Maritime Labour Convention (MLC), 2006

The MLC 2006 includes more than 65 ILO Conventions and is intended to become a global instrument as the “fourth” pillar of the international regulatory regime for quality shipping, together with the key Conventions of the International Maritime Organization (IMO).

The applicability of the MLC, 2006 for inspection and certification is as outlined below:

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

DBS has been authorized by various flag Administrations to carry out inspections and issue certificates under the requirements of MLC, 2006.

For the certification process under DBS scan here



Revised guidelines for the maintenance and inspection of fire protection systems and appliances

For more information scan here



The IMO has issued revised guidelines for the maintenance and inspection of fire protection systems and appliances that came in force on May 31, 2013. The revised IMO guidelines have been adopted through MSC.1/Circ.1432 and supersede MSC/Circ.850. These include key changes to the minimum contents of the plan for periodical maintenance, inspection and testing of systems, equipment and appliances that can be found in paragraphs 4 to 10. Inspections should be carried out by the crew members on board the ship to ensure that the indicated weekly, monthly, quarterly, annual, two-year, five-year and ten-years actions are taken for the specified equipment, if provided (refer to page 2 of this circular).

For the maintenance and testing of portable fire-extinguishers and fixed CO2 fire-extinguishing systems the IMO has published separate comprehensive instructions and guidelines through Resolution A.951(23) and MSC.1/Circ.1318 respectively, that should be followed.



Checklist for PSC Inspection

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

The checklist of PSC inspection has been revised to include the MLC, 2006 inspection 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		
	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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