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CIRCULAR

## Alert on detainable deficiencies

Following a recent Port State Control (PSC) inspection, a number of deficiencies have been imposed that resulted in the detention of the vessel. Dromon wishes to draw attention to these detainable deficiencies to avoid re-occurrence.

Notice to: Ship Owners/ Managers/ Operators | Surveyors/ Auditors

C21007 | 26 March 2021

### LIFEBOATS

During the PSC Inspection it was noted that *the lifeboat 5 yearly load test certificate was missing.*

According to IMO Resolution MSC.402(96), a five-year thorough examination, any overhaul, overload operational tests and repair shall be conducted by certified personnel of either the manufacturer or an authorized service provider. The examination/testing must be conducted prior to the 5-year expiry date of the relevant Cargo Ship Safety Equipment or Passenger Ship Safety Certificate, as applicable.

All reports and checklists shall be completed and signed by the person who carries out the inspection and maintenance work and countersigned by the Company's representative or the ship's master. Records of maintenance, thorough examination, operational testing, overhaul and repair shall be updated and **filed on board the ship for the service life of the equipment.**

When thorough examination, operational testing, overhaul and repair are completed, a statement confirming that the lifeboat arrangements remain fit for purpose shall be promptly issued by the manufacturer or authorized service provider that conducted the work. A copy of valid documents of certification and authorization as appropriate shall be included in the statement.

Ship Owners/ Managers/ Operators must ensure that their maintenance programme is updated and include the new weekly, monthly, annual and five-yearly examinations of lifeboats on board as per above requirements.

## FIRE DETECTION

Through the PSC Inspection it was noted that *the Fire Control detection system was inoperative.*

As per MSC.1/Circ.1432, for all cargo ships, the fixed fire detection and alarm systems must be weekly tested and inspected. The crew should verify that all fire detection and fire alarm control panel indicators are functional by operating the lamp/indicator test switch.

On a monthly basis, the crew should test a sample of detectors and manual call points so that all devices to be tested within five years. For large systems the sample size is determined by the vessel's Administration.

Annual inspections must be carried out to ensure that the indicated actions are taken for the fire detection and fire alarm systems. More specifically the crew should:

1. test all fire detection systems and fire detection systems used to automatically release fire-extinguishing systems for proper operation, as appropriate;
2. visually inspect all accessible detectors for evidence of tampering obstruction, etc., so that all detectors are inspected within one year; and
3. test emergency power supply switchover.

Dromon *Publication on onboard maintenance and drills agenda*, is recommended to be followed to comply with the regulations.

## CARGO SHIP SAFETY EQUIPMENT (INCLUDING EXEMPTION)

Another deficiency imposed was that *the safety equipment exemption certificate was expired.*

The safety equipment exemption certificate gives the detail of each safety equipment that need to be on board, and it is always attached of the safety equipment certificate.

ShipOwners should give special attention on the certificates' renewal prior their expiration and to consult their Registrar Officer and/or the Flag Administration.

During the PSCO attendance it was noted that *the S-VDR Records were missing in Form E Certificate.*

Dromon Surveyors should give special attention to the importance of an S-VDR equipment and make sure that the Cargo Ship Safety Equipment Certificate's Form E is correctly filled and issued.

### Act now

Surveyors / Auditors must take note on the above detainable deficiencies and give special attention during forthcoming class and statutory surveys and audits, irrespective of scope.

Shipowners / Managers / Operators are kindly requested to pay special attention into those deficiencies, note the Regulations requirements and to inform Masters on taking corrective actions, if necessary.