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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

C21013 | 31 May 2021

LIFE JACKETS INCL. PROVISION AND DISPOSITION

During the PSC Inspection it was noted that *the life jackets were deteriorated and were not type approved.*

As per SOLAS, Chapter III, Regulation 7, a lifejacket shall be provided for every person on board the ship and, in addition:

1. for passenger ships on voyages less than 24 h, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board shall be provided;
2. for passenger ships on voyages 24 h or greater, infant lifejackets shall be provided for each infant on board;
3. a number of lifejackets suitable for children equal to at least 10% of the number of passengers on board shall be provided or such greater number as may be required to provide a lifejacket for each child;
4. a sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft stations. The lifejackets carried for persons on watch should be stowed on the bridge, in the engine control room and at any other manned watch station; and
5. if the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons.

Also, according to SOLAS, Chapter III, Regulation 20, lifejackets shall be serviced:

1. at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period to 17 months; and
2. at an approved servicing station which is competent to service them, maintains proper servicing facilities and used only properly trained personnel.

RESCUE BOATS

Through the PSC Inspection it was noted that *the lifeboat/ rescue boat wooden rudder was damaged. There was noted a temporary repair to the wooden blade and pintles worn through. Also, gunwale grab-line was not secured as required.*

As per SOLAS, Chapter III, Regulation 20, before the ship leaves port and at all times during the voyage, **all life-saving appliances shall be in working order and ready for immediate use.**

Dromon Publication *On-board maintenance and drills agenda* should be properly followed in order to avoid any future issues raised by the Port State Control and ensure crew's safety on board.

Act now

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

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