

Novaveritas NV



HSSEQ

FROM: NOVAVERITAS NV – HSSEQ Department

TO: to all NV Surveyors & Auditors and technical personnel

DATE: May 4<sup>th</sup>, 2016

SUBJECT: List of deficiencies which may result in detention of a vessel

OBJETIVE: To identify deficiencies which may result in detention by PSC

REF: [HSSE Circular 014 - TEC](#)

## A) INTRODUCTION

Many PSC detentions can be avoided by a correct implementation of the ISM Code which supposes that all relevant codes and regulations of the industry are taken into account. However, there are many small situations which are not noted by the crew nor by shore personnel.

Our colleague Capt. Jim Shroff has compiled a complete list of deficiencies which may result in detention of a vessel. We encourage all of our associated to follow these recommendations / suggestions to verify fulfillment onboard our customer's vessel, and to use them to make good non conformities in case of any of these situations arise.

The above deficiencies were noted by various PSC officers in the USA, Australia and Canada. More and more items will be added to the above list and Master, Chief Mate and Chief Engineer are requested to go through the above list minutely and carefully to avoid any detentions.

This list is compiled in good faith to help seafarers and owners/operators to avoid hassle and problems in ports they visit and most important is to keep our customers free of detentions and under a continuous improvement.

## B) LIST OF DEFICIENCIES

1. Water Spray System found not operable as the water supply valve was in the closed position. A similar deficiency was identified as a contributing factor in a USCG casualty investigation.
2. Sewage treatment plant defective. MOU of Tokyo PSC inspectors are looking very closely at the sewage treatment plants and the inspectors are checking the discharge side before they go on board. If it looks like it is not operating properly – they will look into it.
3. Garbage Management. Paris and Tokyo MOU Inspectors are reviewing garbage management records very closely in order to find deficiencies.
4. Hours of Work and Rest. Paris and Tokyo MOU Inspectors are looking at these issues and vessels are being detained under the ISM Code for not maintaining the records properly. **They are checking the log book entry times against the hours of rest and finding that the Master, Chief Mate, and the Chief Engineer are not getting the hours of rest indicated in the record.**
5. The emergency generator, emergency fire pump, life boat motor and lifeboat davits continue to be areas of focus for PSC inspectors.
6. PSC inspectors are checking the contents of the Oil record book against the electronic record found in the Oil Content Meter.
7. MF/HF Radio defective, alarm unit error and ssb not in order.
8. Bilge pump inlet piping rusted and holed (OWS)
9. No evidence shown shipboard have carried out training after receiving the 2011 amendment MARPOL Annex V on 28th Dec 2012. It lead to all crew not familiar with the new regulation of garbage disposal procedure. (lack of training must be discussed and noted)
10. Incinerator ignition failure.
11. Sewage treatment plant defective.
12. Crew not familiar with the separation of garbage. (lack of training must be discussed and noted)
13. Charts not up to date.
14. Crew not familiar with operation of emergency steering gear.
15. Satellite EPIRB defective.
16. Connections for jacketed high pressure fuel line cracked (E/Room)

17. Ballast and fuel oil tank air vent closing devices defective (numerous places)
18. Emergency generator failed to start by battery by battery or hydraulics
19. Emergency generator not able to connect to emergency switchboard
20. Oil Mist Detector for Main Engine: sensor failure
21. Auxiliary boiler safety relief valve seriously leaking
22. Excessive oil in the bilges
23. Fire drill conducted with full complement on board, and was found to unsatisfactory, crew not familiar with firefighting procedure, duties and equipment. (lack of training must be discussed and noted)
24. Emergency generator would not start on primary or secondary means
25. Emergency fire pump defective
26. Engine Room fan fire damper not operational
27. Self-suction device of emergency fire pump not working. Deliver pressure found insufficient.
28. Engine room ventilator fire flap not working
29. Water mist spray not automatic as water supply valve is in the closed position and it is not automatic.
30. Emergency Generator Room – ventilator cannot be closed fully
31. Starboard fire main piping line at main deck near No.5 cargo hold is holed
32. Funnel fire damper not able to close.
33. The isolation valve for fire main seized.
34. SMS does not ensure watch keeping rest hours properly recorded.
35. Numerous deficiencies on board indicate a failure of SMS
36. Numerous Ballast tank air vents on main deck with closing floats damaged or missing.
37. Senior engineer not familiar with operations of OWS
38. 15 PPM alarm for OWS not working properly
39. Lifeboat engine not able to start by either means
40. Lifeboat not able to start by using number 1 Battery
41. Launching arrangement for rescue boat defective.
42. Lifeboat has temporary hull repaired/cracked, in way of davit pad.
43. Lifeboat defective. Hull cracked
44. Lifeboat on load release defective

45. The door of lifeboat not watertight, water inside after rain.
46. The service intervals for the hydrostatic releases units exceed 12 months.
47. IOPP certificate on board is not original.
48. Bridge officers have fixed the vessels position infrequently (60 mins intervals) and using only one means of navigation (GPS) **during coastal navigation**. Numerous instances of 5 hours intervals between position fixing, **when voyage plan requires 1 hour interval**.
49. Voyage Plan does not use largest scale chart available, specially coasting along Australian coast.
50. Accommodation ladder not landed on wharf.
51. Fire alarms not active.
52. MF/HF defective
53. GMDSS batteries defective
54. Vessel has not received MSI (AUSCOASTS) in force for current position
55. Fire main isolation valve defective.
56. Port & starboard pilot ladders defective.
57. Numerous cargo hatch sill drains defective. Improvised securing device holding it open.
58. Forecastle and Main Switchboard 220V insulation resistance meter disconnected
59. Forecastle bilge suction valve closed.
60. Oil gauges gagged open in Engine Room
61. Numerous sound pipe self-closing devices disabled in E/Room
62. Key personnel unfamiliar with correct operation of OWS
63. SMS as implemented does not ensure that critical shipboard operations are carried out effective and that the vessel is prepared for an emergency as evidenced by deficiencies.
64. Master has not informed Flag or Port State of defective S band Radar and GMDSS batteries.
65. SOLAS training manual does not detail onboard starting procedure for lifeboat engines. The instructions are not accurate in regard to how to select which battery and use of ethanol easy start spray.
66. S band radar defective.
67. Hot in Vancouver area – All Fire-Doors in accommodation and specially between galley and pantries to be kept shut (specially during a Canadian PSC inspection)
68. Original SMC was not located in folder at PSC.

69. Sailing Directions only Old Edition on board. Muster List does not specify officer-in-charge of maintenance of LSA/FFE
70. Painter line for Rescue Boat not connected with release device.
71. Self closing valve for glass gauges. Dampers for E/R to check. Emgcy//Generator to be started by No: 1 & 2 battery. Fire detector in Steering Flat to be operative. All emergency lights to be working.
72. Record of Daily Hours of Rest to be accurately recorded.
73. Ballast Water Management – the Canadian PSC guys are rather hot on this item and they would like to see publications are on board. I have attached a Transport Canada Report with items marked which would like to know if they on board. You will find all these items in your BWM Plan. Please check it carefully.
74. Emergency Fire Pump – Isolation Valves. Please have all officers know the location of these valves. The valves for the engine-room are in the passage way just outside the engine-room P/S

**Items 75 to 80 is dealt with SOLAS.**

75. Officers do not have specific familiarization training on ECDIS. There are no records available.
76. No electronic Sailing Directions for the past voyage available
77. Officers unable to switch INMARSAT from AC to DC. Familiar & testing required.
78. EM Switchboard in EM Generator Room showing low insulation
79. Officers not familiar with Enclosed Space entry procedure & equipment needed to be used.
80. Canadian PSC officer boarded vessel and instructed master to call a surprise Fire Drill in E/R purifier flat. This was to check the various commands from the Master and the Team Leader. Also emphasis was made on Back-Up for Team Leader/s. Finally leading to Abandon Ship Drill procedures with crew carrying immersion suits. The whole crew was mustered in the Crew Mess and various members of the crew were questioned about the fire and also the master was questioned in front of the crew about his responsibilities etc.
81. During March 2016, the PSC at Tacoma had identified as deficiency on a container vessel. This was about the fire door between the passageway and engine room entrance not closing shut tight as it should. This was rectified by shore workshop in Shanghai. After an internal inspection, the concerned door and basically the aluminum frame around the door was getting loose and the screws holding it in place was also getting loose. All that was necessary was re-screw the screws a

little lower in fresh places. Of course the workshop renewed the whole aluminum frame work and also re-conditioned the spring to give more tension, so that the door closes with a bang. Please check all your fire doors and make sure they are shut tight during a PSC inspection.

### **C) DOUBTS ABOUT FINDINGS**

In case that you have any doubts, don't hesitate to contact NV Supervisor on duty at his Whatsup Number and remember: Pictures of findings are mandatory.

Technical Department