

Port State Control Newsletter

Information from DNV to the maritime industry

Nr. 1 June 2009



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We are pleased to provide you with the first issue of this Port State Control newsletter published by Det Norske Veritas. The newsletter will provide seafarers and shore side management in shipping companies, with relevant information related to Port State Control activities around the world. We hope you will enjoy the reading.

VESSEL JUMPS DETENTION, BANNED FROM PARIS MOU

Previously a vessel was detained in Las Palmas by the local Port State Control. A number of deficiencies were noted, with some of them being repeat findings from previous MOU inspections. The vessel did however not comply with the detention order issued by the Port State Control and sailed the same day to another port, then returning back to the port of Las Palmas a few days later. Upon the vessel's return to Las Palmas, the Master was served with "a refusal of access order" to any port in the Paris MOU, issued by the Port State Control Authorities of Spain.



To lift such a ban, the owner must send a formal request to the Port State Control Authorities, accompanied by an official statement or certificate from the Flag confirming that the ship fully complies with all the provisions of the applicable international conventions. The request for the lifting of the access refusal order must also be accompanied, by a certificate (where appropriate) from the classification society which has the ship in class showing that the ship conforms to the class standards stipulated by that society. The refusal of access will only be lifted following a re-inspection by the Port State Control.

The Flag State in this case requested the classification society to conduct an additional ISM audit of the vessel and provide the report to Flag. In addition, the Flag Administration conducted a separate Flag State inspection.



DNV PORT STATE CONTROL CAMPAIGN

DNV has started a campaign aimed to reduce the detention rate for the vessels classed with DNV. DNV has been in the forefront with regard to performance on class detentions. This is a position DNV is committed to maintain and to ensure this a dedicated PSC campaign will go over 2 years and will include enhancement of support to surveyors on Port State Control issues, production of a PSC Tool Kit to assist clients and more PSC courses and training activity offered both from Høvik and locally in the regions.

The establishment and distribution of this Port State Control newsletter is part of the PSC campaign DNV has started aimed to reduce the detention rates and increase awareness on PSC issues. You will also soon see more Port State Control related information on the DNV internet pages and through other DNV publications. If you have any suggestions or comments of where we can improve, please feel free to contact Niki Mowinckel, Aleksejs Alosins or Jan Solum in the DNV Port State Control Activities group. Their contact information is on the last page.

TERMINAL IN COLUMBIA REQUIRES PRE-INSPECTION BEFORE ACCEPTING A VESSEL.

It is reported that Puerto Bolivar in Columbia requires an inspection certificate for bulk carriers or OBO carriers between 15 and 20 years of age or older. The certificate shall be issued by either class or flag prior

to the vessel arriving and there can be no PSC deficiencies pending.



TOKYO MOU RESULTS AFTER CONCENTRATED INSPECTION CAMPAIGN IN 2008

"Lack of adequate Charts, nautical publications, voyage data recorders and other navigational equipment were the most commonly found detainable deficiencies."

Tokyo MOU has issued a press release of the results from their Inspection Campaign in 2008 that was concentrating on safety of navigation. It ran from September 1st to November 30th and was done simultaneously in several MOU's. A total of 4811 vessels were inspected within Tokyo MOU, of which 42 were detained as a direct result of the campaign. In total 243 ships were detained during the campaign. Lack of adequate Charts, nautical publications, voyage data recorders and other navigational equipment were the most commonly found detainable deficiencies. The Flags of Panama, Hong Kong,

Cambodia and Republic of Korea had the highest number of inspections, while the flag states with the highest number of detentions were Cambodia, Panama and Indonesia. 31 % of the vessels inspected were General Cargo vessels, bulk carriers 26 % and Container vessels 15 %. Additional information can be found on the Tokyo MOU webpage www.tokyo-mou.org.



CONCENTRATED INSPECTION CAMPAIGN ON LIFEBOATS AND LAUNCHING ARRANGEMENTS

The Paris MOU and Tokyo MOU's will be conducting a Concentrated Inspection Campaign (CIC) for SOLAS Chapter III – Lifesaving Appliances and Arrangements. The focus will be on Lifeboats, the launching arrangements, including the crew's knowledge of operating the equipment, drills and inspections, maintenance and relevant records for davits, winches and on-load release gears.

It is expected that other MOU's may participate as well.

The inspection campaign will last for 3 months, starting on 1st September and ending 30th November 2009, and will be conducted in conjunction with routine Port State Control inspections. It is not expected that a full scale lifeboat drill will be conducted during every CIC inspection, however vessels should be prepared to lower at least one boat to some extent to check the davit and break operation.

Prior to a drill, it is recommended that



the Master explains to the PSC officer how the drill will be conducted and how testing of the launching arrangements may be done prior to lowering a lifeboat with people onboard. The Master should also be prepared to explain to the PSC officer how to ensure that lifeboats fitted with on-load release gear are correctly reset and can not be accidentally released during hoisting operations.

The PSC officer may ask to validate if key personnel are familiar with the procedures for launching and recovery of the lifeboats. Davits and winches will be inspected to validate they are in satisfactory conditions, including the sheaves and any moving parts, as well as limit switches, wire falls and blocks. Winch brake operation may be tested. Records and certificates for testing, maintenance, inspection and launching will be reviewed and compared to the condition of the equipment.



DNV has issued an "Update" on the Concentrated Inspection Campaign with additional information.

Should you request DNV attendance to the scheduled PSC inspection, please contact your local DNV office.

During the first week of August 2009, the websites of Paris MOU and Tokyo MOU will post the questionnaire utilized by their PSC officers for the Concentrated Inspection Campaign. See links to each MOU: www.tokyo-mou.org and www.parismou.org

NEW DNV PORT STATE CONTROL TOOL KIT IS BEING DISTRIBUTED TO LOCAL DNV STATIONS

DNV is pleased to announce that we have produced a great tool kit to support our clients in the preparations for a port state control examination and to provide additional support to the Master should a vessel be detained. The PSC Tool Kit consists of a number of elements, including new software developed to assist the crew onboard with "what to look for" items, with pictures and checklists that can be printed. One of the great features with the software is that it is designed to allow the clients to add or modify items they want to focus on, in addition to already be preloaded with the most commonly found detainable items on DNV ships during the last years. Within the Tool Kit are also awareness posters with "good" and "bad" practices that can be displayed on board to promote awareness and educate crew. Please contact your local DNV office to request the PSC Tool Kit.



TRAINING COURSES OFFERED BY DNV

DNV is pleased to offer a variety of courses, workshops and seminars for Port State Control. Please contact your local DNV office to request dedicated on site training or to participate in one of the regional training sessions. Schedules will soon be posted on the DNV internet page for Port State Control. Take this opportunity to learn more about PSC and gain better understanding of what you as an owner should do, should you be detained.

We look forward to seeing you there...!



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