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Shipping Notice CISN 06/04 PSC

PORT STATE CONTROL PREPARATION FOR INSPECTIONS AND COMMON DEFICIENCIES

*To: OWNERS, MANAGERS, MASTERS AND ISM RELATED PERSONNEL OF
CAYMAN ISLANDS REGISTERED VESSELS.*

1. **Background:**

Port State Control regimes now operate in most parts of the maritime world. Examples include the Paris MOU in Europe and Eastern Canada, the Tokyo MOU for the Pacific region, the Vina del Mar MOU for Latin America, the Caribbean MOU and the Indian Ocean MOU.

They have been established to enhance maritime safety, to protect the environment and to eliminate substandard ships.

Recent maritime incidents particularly in Europe, have again adversely affected public and political opinion and resulted in increased inspections, particularly of tankers.

The purpose of this Shipping Notice is to briefly summarise the most common deficiencies found on inspections, often leading to detention, and to identify areas that may require particular attention prior to inspection.

2. **Major Categories of Deficiencies found on Port State Control Inspections:**

Life-Saving Appliances:

- inadequate records of training and drills;
- poorly equipped and presented lifeboats;
- liferafts and HRU's incorrectly fitted or out of date;
- lifeboat engines not starting

Fire Safety Measures:

- inadequate records of drills;
- equipment missing from fire lockers;
- extinguishers missing from accommodation and engine room;
- inadequate record keeping;
- lack of understanding of fixed systems such as CO₂ operation;
- fuel pump stops, dampers, vents and fire doors.

Safety in General:

- emergency generator operation;
- training;
- lack of safety signs;
- inadequacies with safety meetings and records;
- emergency lighting;

Safety of Navigation:

- charts not corrected;
- nautical and other publications not on board or out of date;
- lack of knowledge of radar systems;

MARPOL Annex 1:

- oil record book – incorrectly completed or inadequate entries;
- dirty engine room bilges;
- faulty oily water separator;
- oily waste – not disposed of properly;

Ship's Certificates and Documents:

- out of date certification;
- inconsistent certification;

ISM:

- senior officers unable to identify designated person;
- ship's certificates not in order;
- inadequate routine maintenance records;
- master unable to provide documented proof of responsibilities;
- senior officers unable to identify company responsible for the operation of the ship;
- deficiencies recording emergency drills and exercises;
- lack of seafarers' certificates on board.

3. Preparation for Port State Control Inspections:

NOTE: International and national legislation requires all equipment essential to the safety of the vessel to be kept in good order and available for immediate use at all times. However, for the purpose of port state control inspections it is recommended that particular attention may need to be paid to the following;

Life-Saving Appliances:

- drills and training exercises are conducted and recorded in accordance with statutory and company requirements;
- lifeboats, liferafts, associated equipment and fittings are examined to ensure that they are complete and in good condition;
- life saving appliance service records should be checked for validity;

Fire Safety Measures:

- drills and training exercises are conducted and recorded in accordance with statutory and company requirements;
- location of portable fire-fighting equipment examined against the record of safety equipment and fire control plan and condition verified;
- fire safety equipment service records should be checked for validity;
- contents of fire lockers are examined to verify consistency with the record of equipment and fire control plan and that all equipment is in good condition and operable;
- maintenance and training records are up to date for fixed fire-fighting systems;
- functionality of fuel pump stops, quick closing valves, dampers, vents and fire doors;

Safety in General:

- functionality of emergency generator, and essential services such as emergency lighting;
- safety signage is clearly posted;
- maintenance records are up to date;

Safety of Navigation:

- The system of keeping the charts and other nautical publications up to date is effective and thorough; perform random check on this system;

MARPOL:

- oil record book is complete in all respects, completed pages are signed by the master;
- bilges and save-alls are clean and free from oil residues or other fire hazards;

- functionality of oily water separator including maintenance in accordance with manufacturers and company instruction;

Ship's Certificates and Documents:

- collate in one master file all the statutory certificates and other certificates and documents used in the management and operation of the vessel;
- check every document to ensure it is valid and up to date and that ship's names, call signs, IMO number, Registry details etc. are consistent throughout;
- ensure all seafarers' documents including, officer endorsements, medical certificates are always kept up to date and accurate and available for inspection.

4. Key Points:

- Port State Control inspection-it will happen so be prepared;
 - Advise CISR immediately if your ship is detained;
 - If your ship is detained - take photographs where possible of all detainable deficiencies, particularly in case where the detention appears unreasonable, and retain for use by CISR.
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