

Novaveritas NV



Technical Department

FROM: NOVAVERITAS NV TECHNICAL DEPARTMENT

TO: to all NV Surveyors & Auditors and technical personnel

DATE: January 9th, 2016

SUPERCE: None

SUBJECT: Fact of Detentions and duties for inspecting ships.(Code 30)

A) INTRODUCTION:

Detentions by PSC means failure of operational systems; lack of familiarization; lack on implementation of Safety Management System among others.

These various findings show that there is a lack of ship ISM code implementation due to failure of implementation with Safety and Environmental policy, Master responsibility and authority, shipboard operation, etc.

Our duty as Internal Auditor is to find deviation onboard our audited ships. To review documentation it is important, to inspect carefully the equipment is also important, but to discover breaches and inform about this to our customers must be our goal.

B) EXAMPLES WHERE IT IS POSSIBLE TO FIND BREACHES

Drills can be a source of failures if crew is not well organized nor familiarized with procedures. Lack of practicing can be evident. For instance failure to manoeuvre the hose up the stairwell. Lack of practicing to establish all fire boundaries and seemed unfamiliar with methods to prevent the spread of fire. Lack of coordination, among others. For instance: Lifeboat is unable to be started with battery No 1 and 2 separately.

Category: Major Non Conformity

Oil leaks can be found throughout the engine room in the vicinity of the fuel oil service tanks, fuel oil and lube oil purifiers, and throughout the engine room bilges. This condition creates a hazardous and flammable situation within the engine room. Also could be possible to see deck areas showing signs of hydraulic leak.

Category: Major Non Conformity

Wastage areas throughout different machineries can be found: incinerator, boiler, generator, auxiliary machineries, etc. You can find cracks on the top corners of the door and the frames, at base,

Category: Major Non Conformity

C) EXAMPLES OF SERIOUS FINDINGS & HOW TO PROCEED

Source: Engine Tour - The control for quick closing valve for Emergency Generator DOT was not isolated from control of quick closing valve for machinery spaces. Ref to Pic below –
Applicable Regulation: SOLAS Ch II-2 / Reg 4.2.2.3.4 fuel shut off valve of EG must be isolated from M/E shut off valve to prevent accidental activation of EG valve during fire in Engine room.

Source: Document Review (Security Records) - Ship Security drill not carried out within one week after more than 25 % of ship personnel had been changed.
Applicable Regulation: ISPS Code / Part B / R 13.6

Source: Deck / Engine Tour: The Fixed CO2 distribution piping to the port and starboard thermal fluid heater compartment is corroded and fractured preventing discharge of extinguishing agent into the space.

Source: Deck / Engine Tour: If you can see evidence to suggest possible MARPOL violation, then you must expand MARPOL examination and the following items must be taken for analysis:

1. Garbage Management Plan & Log
2. Boiler Blow down overboard valve
3. Incinerator Instruction Manual
4. Deck Log Book
5. Engine Room Log Book
6. Oil Content Meter
7. OWS Overboard Discharge Valve

D) MANDATORY ACTIVITIES FOR AUDITORS (among others)

1. Test lifeboat (s) engines. Ensure all crew members are familiar with procedures.
2. Check life boat hull for defects / damages which may affect sea worthiness
3. Ensure all equipment deficiencies are reported to vessel manager.
4. Ensure proper reporting of each non-conformity , near miss or hazardous occurrence
5. Ensure proper maintenance of critical equipment as per QMS
6. Ensure there are no leaks on any equipment /machinery in engine room
7. Ensure there are no soft patches on any pipelines in deck or in engine room
8. Ensure self-closing doors are closing completely and not latched in open position
9. Ensure handles of fire doors are maintained in proper condition and doors close properly
10. Ensure there are no defects or cracks on gangway
11. Ensure embarkation ladders at survival craft launching station do not have spreaders as such design could restrict rapid deployment due to obstructions of stanchions/chains/deck fittings near survival craft.
12. Follow the check list provided by managers

E) DOUBTS ABOUT FINDINGS

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

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