



DROMON
CLASS

FREQUENT DEFICIENCIES PER PSC AUTHORITY

We wish to bring to everyone's attention the areas of inspection that record the most frequent deficiencies by each Port State Control (PSC) Authority at the Paris, Tokyo and Black Sea MoUs on PSC.

Notice to: Ship Owners/ Managers/ Operators | Flag State Administrations | Surveyors/ Auditors

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The analysis is carried out in an attempt to eliminate the number of deficiencies on board DBS ships. The analysis includes areas of inspection and total deficiencies recorded by the three PSC Authorities and not deficiencies imposed to DBS fleet. For the specific PSC areas of inspection that record the majority of deficiencies on board our fleet please download our annual reports [here](#).

Paris MoU

The areas of inspection that record the majority of deficiencies within the Paris MoU are:

- Fire safety [13.4%]
- Safety of Navigation [13%]

Black Sea MoU

The areas of inspection that record the majority of deficiencies within the Black Sea MoU are:

- Safety of Navigation [18%]
- Lifesaving appliances [14%]
- Fire safety [10%]

Tokyo MoU

The areas of inspection that record the majority of deficiencies within the Tokyo MoU are:

- Fire safety [16.8%]
- Safety of Navigation [14.1%]
- Lifesaving appliances [11.8%]

For the full analysis please refer to the table overleaf.

Recommendation

Fire Safety

It is important to ensure that all fire dampers are properly closing, working and free from corrosion. The emergency fire pump must easily be started and in good working condition. The crew must be familiar with the use and start of the fire pumps. During a test, it is important to ensure that the two fire hoses on deck have sufficient pressure. The fire main and all hydrants must be in good condition without signs of corrosion or wastage and without soft patches as well as the couplings and valves must be free of leakages. The fire doors must be properly closed with no hold-backs. The fireman's outfit must be in good condition, ready for use and its bottles filled up. Emergency Escape Breathing Devices (EEBDs) must be available in required amount (plus additional training units) and distributed as per fire plan within superstructure and engine room. The international shore connection including reduces piece with appropriate bolts

and nuts must be available as per approved Fire & Safety plan.

Safety of Navigation

You must ensure that charts and nautical publications are always updated for the intended voyage as well as the latest "Notice to Mariners" must be on board (refer to DBS publication [here](#)). The passage plan must be written from berth to berth by the crew. The magnetic compass must be readable from conning position, compass bowl must be without any air bubbles. Steering gear including rudder angle indicator as well as emergency steering gear including switch-over devices must be in good operating condition and the steering gear alarm functioning. Also, instructions for switch-over handling must be posted in vicinity. The AIS and VDR must be in good working condition, annual service tests must be carried out and necessary documentation found on board. The LRIT must be in good working condition and the conformance test documentation must be found on board. Lastly, the navigation lights, shapes and sound signals must be in good working condition and operable.

Lifesaving Appliances

The lifeboats/ rescue boats must be inspected for possible damages, the motor must start easily and the crew must be familiar with starting operations. The on-load release gear position must be as required and all launching appliances must be in good order. The necessary drills must be carried out (refer to DBS publication [here](#)). The life rafts must be correctly fastened with HRU. The lifejackets (including whistles plus lights and non-outdated batteries) must be in good condition and sufficient amount as per the SOLAS/SAFEQ Certificate. Additional lifejackets must be available on board. All instructions and training manuals must be ship-specific. The annual service tests of all LSA must be performed as required and valid certificates must be placed on board.

Areas of Inspection	Paris MoU			Black Sea MoU				Tokyo MoU			
	2014	2015	%	2014	2015	2016	%	2014	2015	2016	%
Alarms	392	388	0.9%	46	43	72	0%	634	577	573	0.6%
Cargo operation including equipment	234	208	0.5%	51	65	141	0%	613	500	1382	0.9%
Certificate and Documentation - Crew Certificate	1541	1263	3.2%	347	240	202	1%	1534	1593	1559	1.7%
Certificate and Documentation - Documents	3491	2600	7.0%	1395	1157	1171	7%	6416	4500	4290	5.5%
Certificate and Documentation - Ship Certificate	2640	2375	5.7%	898	727	579	4%	2445	1910	1874	2.2%
Dangerous goods	107	67	0.2%	36	60	42	0%	183	352	287	0.3%
Emergency systems	2092	2490	5.2%	745	933	960	5%	5093	5771	5011	5.7%
Fire Safety	6176	5558	13.4%	1568	1811	1846	10%	16654	15143	14960	16.8%
ISM	1801	1797	4.1%	523	584	443	3%	2699	2803	21192	9.6%
ISPS	337	337	0.8%	0	0	0	0%	1615	1389	1624	1.7%
Labour condition-Minimum requirements for seafarers to work on a ship	57	62	0.1%	7	4	6	0%	74	35	38	0.1%
Labour condition-Condition of employment	324	393	0.8%	37	26	30	0%	363	515	483	0.5%
Labour Condition-Accommodation, recreational facilities, food and catering	1352	1752	3.5%	88	102	198	1%	1017	998	1025	1.1%
Labour Condition-Health protection, medical care, welfare and social security	2218	2797	5.7%	1088	1062	1572	7%	983	1699	2172	1.7%
Life saving appliances	4016	3709	8.8%	2509	2604	2657	14%	10515	11213	10981	11.8%
Living and Working Conditions - Living Conditions	759	198	1.1%	326	395	261	2%	529	349	403	0.5%
Living and Working Conditions - Working Conditions	2195	966	3.6%	1559	1445	1132	8%	4134	2866	2501	3.4%
Other	399	266	0.8%	131	111	161	1%	876	722	537	0.8%
Antifouling	17	10	0.0%	4	0	1	0%	7	13	7	0.0%
Pollution Prevention - MARPOL Annex I	874	795	1.9%	285	251	293	2%	1679	1607	1609	1.8%
Pollution Prevention - MARPOL Annex II	27	16	0.0%	11	3	11	0%	13	17	25	0.0%
Pollution Prevention - MARPOL Annex III	4	5	0.0%	3	6	6	0%	33	30	12	0.0%
Pollution Prevention - MARPOL Annex IV	344	338	0.8%	69	73	52	0%	1199	1301	1119	1.3%
Pollution Prevention - MARPOL Annex V	596	609	1.4%	214	200	178	1%	1587	1252	1162	1.4%
Pollution Prevention - MARPOL Annex VI	458	470	1.1%	24	18	19	0%	758	847	845	0.9%
Propulsion and auxiliary machinery	2234	2020	4.9%	765	984	1093	5%	4549	4137	3817	4.5%
Radio Communication	1240	1011	2.6%	938	868	855	5%	2259	2231	2062	2.4%
Safety of Navigation	6195	5150	13.0%	3317	3161	3112	18%	14231	12619	12207	14.1%
Structural Condition	1904	1895	4.3%	1366	1161	1173	7%	2671	2422	2471	2.7%
Water/Weathertight Condition	2015	1893	4.5%	0	0	0	0%	5812	5584	5587	6.1%

Act now

Owners/ Managers are encourage to take a note of the above mentioned information and if necessary corrective actions to be implemented in order to avoid possible deficiencies. We strongly encourage the crew on board to use DBS PSC Inspection Checklist, available in our annual publication, prior the ship's arrival into port.

For further assistance on PSC matters please contact DBS Head Office through psc@dromon.com