



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

8619 Westwood Center Drive
Suite 300
Vienna, Virginia 22182, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: safety@liscr.com
Web: www.liscr.com

13 August, 2013

Marine Advisory: 02/2013

Subject: Worldwide Concentrated Inspection Campaign on Propulsion and Auxiliary Machinery

Re: a) Paris MoU and Tokyo MoU Press Release 29 July 2013

Dear Shipowner/Operator/Master;

Several of the major Port State Control MoUs have announced a joint three month Concentrated Inspection Campaign (CIC), commencing 1 September and ending 30 November 2013. The CIC will focus on compliance with SOLAS Chapter II-1/ Construction – Structure, subdivision and stability, and machinery and electrical installations. Additional PSC MOU regions may conduct similar inspections; therefore Master's and vessel operators should expect their vessel's to be subject to a similar inspection at any port worldwide.

Port State Control Officers will conduct inspections to verify compliance of safety of propulsion and auxiliary machinery, maintenance records and other applicable documentation. Main and auxiliary equipment and the associated equipment and their related alarm systems should be checked for compliance with requirements and in operational order. Please note, during the PSC inspections special attention will be given to crew familiarity with safety and emergency procedures.

During this campaign, Port State Control Officers will be guided by a questionnaire prepared by the Paris and Tokyo MoUs. The Administration has reproduced the questionnaire and added additional guidance to assist Master's in preparing for inspection of their vessels. Owners are requested to encourage their Master's to use the questionnaire and guidance to check compliance of their vessels prior to 1 September.

Please note that deficiencies will be recorded by Port State Control and may result in detention of a ship until serious deficiencies are rectified. Detentions will be published and submitted to IMO.

For questions regarding this note please contact Safety@liscr.com.

* * * * *

Propulsion and Auxiliary Machinery CIC Questionnaire

	Checklist	Items to check	Y	N
Documentation				
1.	Are instructions and manuals for ship and machinery essential to safe operation, written in a language understood by the ship's personnel?	A. Instructions and Manuals are all onboard and in order B. Instructions and Manuals are up-to date and amendments recorded D. Relevant ship personnel familiar with location and content C. Shipboard procedures identify the responsibilities and duties for; operating the engine system while navigating in pilot waters and responding to engine emergencies, steering gear failure and electrical system failures?		
2.	If the Ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?	Original copies of documents supporting the unattended machinery operation are available, stamped and signed as appropriate from the Flag Administration and the cognizant Class Society.		
Main Engine and Auxiliary Engines				
3.	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the marine engine and auxiliary engines appear to be in working order?	A. The proper operation of the main engine oil mist detectors. B. All external high pressure fuel oil lines are fully jacketed with collection system and alarms C. The 15 ppm alarm auto stop is operating as required. D. The automatic device stopping the oily water separator is working properly E. The Lube Oil Hi Temp, Low Lube Oil level, and Over speed main engine and auxiliary shutoffs are fully operational.		
4.	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?	A. Handrails are in good condition without any breaks or corrosion B. Self-closing doors in the engine room are operating properly C. All fan dampers in the engine room are working properly D. The machinery space openings are provided with watertight enclosures; check tightness: packing, dogs/clamps, hinges for reduced strength due to cracks, wear and corrosion E. Ensure that the arrangements in the working spaces are sufficient for preventing accidents and that there are always clutter-free entrances/escapes to and from such spaces. F. Means for escape are clearly marked G. Electrical equipment regarding the insulation, cable, earthing and cleanliness/dryness is in order H. All surfaces with temperature over 220° subject to fuel oil contact are properly insulated I. The turbocharger gas inlet is insulated J. The rotating shaft guards/covers are in place. K. Warning and safety placards are easily readable and placed in areas as needed. L. Switchboard overhead drip protection is installed M. Ensure there is a switchboard nonconductive mat in place.		
5.	Do propulsion machinery and essential auxiliaries appear to be in operational condition?	A. The sludge pump is operating properly. B. All piping in engine room are in good condition and without any patches C. All pumps are in good working condition without any leaks D. All gauges attached to pumps and other essential machinery equipment are in good condition E. Ensure the pumps are not leaking though the seals or glands F. All coolers in the engine room are not leaking and are working properly without any patches H. Overboard discharge and sea suction valves are working properly without any leakage or corrosion and are easily opened/closed. I. Ensure the emergency generator is working properly without any leakage (if fitted) J. The auxiliary engine is working properly without any water or oil leaks K. All auxiliary engine gauges are working properly.		

		L. All remote, quick-closing fuel valves are working properly M. All machinery controls switch boxes are in good condition and properly labeled. N. No loose or exposed wires or cables		
6.	Is cleanliness of the Engine Room, including bilges satisfactory?	A. Ensure the cleanliness of the engine room. B. Ensure the deck and the deck plates in engine room are clean and secure. C. Ensure the bilges in engine room are free of debris and oil D. Ensure there has never been an illegal connection to the bilge pump. Immediately notify the Administration in the event that there has been. E. The coverings in the engine room are clean and in good condition. Any oil drippings or residue should be cleaned. F. Ensure oily rags are removed or properly stored		
Auxiliary Machinery				
7.	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?	A. The Boiler safety valves are in good working condition B. The boiler gauge glass valves are in good condition and the water level is visible C. The high and low water level alarms and shutoffs have been tested and are working properly D. Ensure there are no gas leaks from boiler exhaust E. The lagging for the boilers is in good condition F. Ensure the pressure gauges for the boiler fuel pump are in good condition and working properly		
8.	Do the emergency sources of power and emergency lighting appear to be in working order?	A. The lights are working correctly and covered for protection B. The emergency lighting is working and marked as required C. The emergency air compressor is operating properly D. Emergency generator is operating properly – the emergency battery is charged, properly stored, and secured		
9.	Do the bilge pumping arrangements appear to be in good working order?	A. Bilge pump and bilge high level alarms are operating as required. B. Ensure all applicable maintenance and test records available upon request C. Valves in good condition and operate properly		
Operational Controls				
10.	Where an emergency steering drill was witnessed, was it found to be satisfactory?	In accordance with SOLAS V/26.4 the emergency steering drill is to be conducted by the crew and logged every (3) three months. Note: The steering gear test shall be done by the crew 12 hours before departure or weekly for ships which regularly engage on voyages of short duration.		
11.	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?	Ensure crew know their responsibilities location of the following; emergency gear, emergency stops, CO2 activation controls, portable extinguishers, and EEDs		
12.	Has the ship been detained as a result of this CIC?			