Issue 17

Inspector Bulletin

Latest updates & News feeds for Inspectors. 12th Nov 2020

Experience Transfer Advice and Guidance Regulation Updates

VIQ 5.5 Are the crew aware of the requirements for wearing personal protective equipment such as boiler suits, safety footwear, eye and ear protection, safety harnesses, respiratory and chemical protective equipment?

Documented guidance relating to the use of PPE should be provided and the crew should be familiar with those requirements or where to refer to the requirements. SMS often provide a matrix of PPE requirements for simplicity posted in various public areas on the vessel. If there is no such matrix then inspectors should ascertain there is adequate guidance provided.

Nice example of best practice here with the PPE placed outside of the chemical locker such that this can be donned prior to entering the locker itself.

Inspectors are encouraged to share their experiences for us all to learn from here.

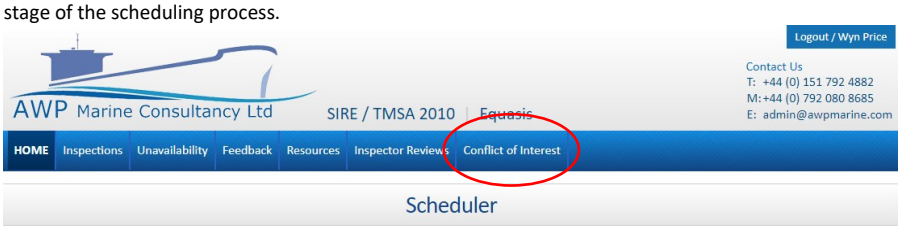
Disclaimer: this material discusses OCIMF activities based on personal experience and opinion and not necessarily in agreement with OCIMF or OCIMF members views.

Click the link Below to see all the latest news from AWP Marine

https://awpmarine.com/Latest-News

AWPS Development – Conflict of Interest TAB

Inspectors will now see a new tab appearing on their log in page where we would encourage you to add any existing or new conflicts that you have as this will alert us to any potential conflicts at an early stage of the scheduling process.

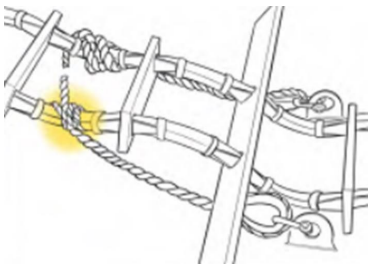


https://awpsystem.com/Login.aspx?returnurl=Home

VIQ 5.47 Is the vessel provided with a safe means of access and are all available means of access (gangway / accommodation ladder / pilot ladder / transfer basket) in good order and well maintained?

Inspectors Observation The company procedure had not defined means to rig the pilot ladder and the deck hands who engaged in rigging the pilot ladders confirmed that the pilot ladder was secured to the deck rings with two steel shackles on the ladder side ropes, by such rigging arrangement, the ladder spacers took the weight of the ladder. (Reference: Code of Safe Working Practices for Merchant Seafarers, Chapter 22.10.)

This above arrangement is **NOT** acceptable and should be two designated strops constructed from manila rope with a breaking strength of no less than 2.4 metric tonnes/24 Kilo Newtons (typically 18mm diameter). The strops should be secured to the deck strong points and then secured around the side ropes of the ladder between the steps by means of a rolling hitch as follows;



Further reference should be made to Fathom Safety *A Guide to Pilot Ladder Securing* https://awpmarine.com/Latest-News/a-guide-to-pilot-ladder-securing and courtesy of Arie Palmers https://www.linkedin.com/posts/activity-6716073191493697536-nqDP more reference to failed systems; http://ukmpa.org/wp-content/uploads/2019/04/20190401-Pilot-Ladders-Error-Enforcing-Conditions-Final.pdf

Another subject on pilot ladders relates to fake certificates, again courtesy of Arie Palmers; https://www.linkedin.com/posts/activity-6717698389724712960-GuG1

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VIQ 5.28 Are the officers aware of the maintenance requirements for lifeboat, liferaft, rescue boat release hooks and free-fall lifeboat release systems, where fitted and, are lifeboats, rescue boat and liferafts including associated equipment well maintained ready for use?

Lifeboat or rescue boat on-load release gear, including free-fall lifeboat release systems shall be:
- maintained in accordance with instructions for on-board maintenance as required by regulation 36;
- subjected to a thorough examination and operational test during the annual surveys required by regulations I/7 and I/8 by properly trained personnel familiar with the system; and
- operationally tested under a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of person and equipment whenever the release gear is overhauled. Such over-hauling and test shall be carried out at least once every five years. (SOLAS III/20.11.2)

Reference is made to the attached TORM MAREN Marine accident report
https://www.iims.org.uk/wp-content/uploads/2020/09/Danish-Maritime-Accident-Investigation-Board-TORM-report.pdf
on the loss of rescue boat 1 APRIL 2020 where the rescue boat davit's wire rope parted, because it was corroded to the extent that its load bearing capacity was exceeded when the rescue boat was hoisted. However, the parting of the wire rope was an accident event which could not in itself explain why the rescue boat system failed. Even though the company's PMS instructed the officers to inspect and maintain the wire rope, they did not act upon the deteriorating condition of the wire rope. Neither did any of the other officers who continuously inspected, maintained and operated the rescue boat system even when the wire rope was readily visible.

The reason why the condition of the wire rope was not recognised as being detrimental to the functioning of the rescue boat system was a combination of three factors:

1. The manufacturer's manual and PMS which did not specify how to assess the condition of the wire rope.
2. An absence of training in assessing the wire rope's condition.
3. The PMS activities were compartmentalised which in practise meant that only one person was assessing each component. Additionally, all the factors were compounded by the thorough examination performed by service providers which made the officers trust not only the load bearing capability of the wire rope, but the man-riding capability of the system as a whole.

DMAIB
DANISH MARITIME ACCIDENT INVESTIGATION BOARD

TORM MAREN 1st APRIL 2020
Marine accident report on loss of rescue boat

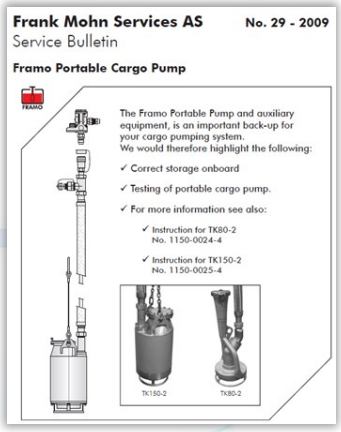
VIQ 8.49 If the vessel uses its own cargo hoses, are they in good order, pressure tested annually and is a record of all hose tests and inspections maintained on board?

Cargo hoses in service should have a documented inspection at least annually to confirm their suitability for continued use. This should include:
- A visual check for deterioration/damage.
- A pressure test to 1.5 times the Rated Working Pressure (RWP) to check for leakage or movement of end fittings. (Temporary elongation at RWP should be measured as an interim step.)
- Electrical continuity test. (ISGOTT 18.2.6.1)
Portable cargo pump hoses should be tested and maintained as per manufacturers guidelines.

Inspectors observations: Vessel was provided with 2 Multi-chem 4" x 24 meters Framo cargo hoses which were annually tested for continuity by ship's staff. However, hydrostatic and elongation tests for both cargo hoses as required by ISGOTT chapter 18.2.6.1 were not performed on board and were not included in the Company SMS.

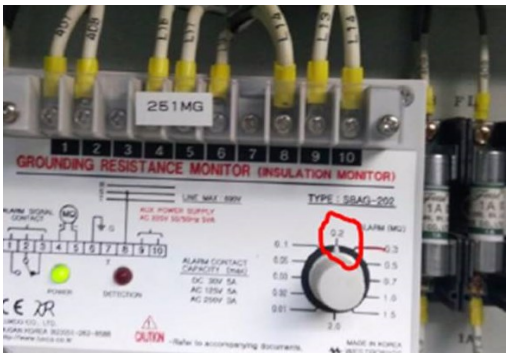
Original Maker's Certificates for cargo hoses were provided on board with hydrostatic and elongation test records included.

Further, Makers Service Bulletin No.29 stated *The cargo hose for the portable pump to be tested and maintained according general in forced rules and procedures valid for cargo hoses onboard the vessel.*


Frank Mohn Services AS No. 29 - 2009
Service Bulletin
Framo Portable Cargo Pump
The Framo Portable Pump and auxiliary equipment, is an important back-up for your cargo pumping system. We would therefore highlight the following:
✓ Correct storage onboard
✓ Testing of portable cargo pump.
✓ For more information see also:
✓ Instruction for TK80-2 No. 1150-0024-4
✓ Instruction for TK150-2 No. 1150-0025-4
TK150-2
TK80-2

VIQ 10.38 Are switchboards free of significant earth faults?

Good practice suggests that a near to infinity as possible, but not less than 5 megohms, should be aimed for on the Insulation Monitoring Device (IMD). This should be achievable on a 440-volt system, but on a 220-volt system 2 megohms is acceptable due to the large number of parallel circuits.



Note, in the photo to the left the earth alarm setting is 0.2 mOhm here such that this does not give much of a warning before a serious earth fault occurs. As a minimum the alarm setting should be 1 megaohm and ideally 2 or more mOhms to alert the user of early warning of potential problems.