

Fleet Advisory 2024-06

PSC deficiencies at Beconcour, Canada on 09 Aug 2024

S.No./ Code	Description
1/ 01220	<p>At the time of inspection, the SEA (contract) for Oiler #1 (Crew List's No.17) was not signed by the seafarer.</p> <p><u>Comments:</u></p> <ul style="list-style-type: none"> • Check SEA of a crew member is signed by both the seafarer and the office representative when a crew member hands over the SEA to Master before filing the document onboard. • Also bring to the notice of the staff that SEA in their possession is signed by both the seafarer and the office representative. • Ensure compliance with the 2024-CIC on Crew Wages and Seafarer Employment Agreement (MLC) checklist sent separately. It is the first question in the CIC checklist as following: == Is the seafarer given a SEA signed by both the seafarer and the shipowner or a representative of the shipowner? ==
2/ 03109	<p>At the time of inspection the duct keel (pipe tunnel) watertight hatch was not sealing tight in the E/R.</p> <p><u>Comments:</u></p> <ul style="list-style-type: none"> • Check the gasket of all booby hatches on board for proper sealing. Replace by new gasket where required. • Carry out the chalk test if required during routine maintenance.
3/11101	<p>At the time of inspection the lifeboat engine clutch did not disengage the propeller at the neutral position.</p> <p><u>Comments:</u></p> <ul style="list-style-type: none"> • During last weekly routine testing of the lifeboat engine and propulsion system prior arrival port, ship staff observed sluggish disengagement of the clutch and so the propeller, but he was able to disengage the clutch in 2-3 attempts. Officer who carried out weekly test failed in his assessment to report it as defect to Chief Engineer for further investigation and reporting to company. • Whenever any problem with an equipment is detected or the person is doubtful in his assessment whether problem exists, he should not hesitate to report it as defect to the senior management on board. • Senior management on board to encourage reporting culture on board the vessel.
4/13102	<p>At the time of inspection Auxiliary Engines Nos. 1, 2, and 3 were displaying multiple alarms regarding exhaust gas temperatures, e.g. mean temperature excessive deviation, turbocharger temperature, etc.</p> <p><u>Comments:</u> Adhere to the following measures:</p> <ul style="list-style-type: none"> - Implement regular maintenance schedule for fuel injector nozzles and fuel racks optimum setting - Conduct scheduled inspections to detect wear or malfunctions early based on alarm and monitoring system alerts. - Monitor engine parameters continuously for deviations - Provide crew training on maintenance importance

	- Maintain detailed records of inspections and maintenance activities.
5/15150	<p>Deficiency(s) marked ISM is (are) objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.</p> <p>Comments:</p> <ul style="list-style-type: none"> • Lack of verification, Inadequate maintenance, Inadequate assessment of the problem and lack of awareness with the MLC requirement resulted in the deficiencies on board the vessel. • Staff is required to carry out maintenance diligently as per PMS, seek advice from senior management in case of doubt about any problem with any equipment. • Report any defect, no matter how minor it may seem, to senior management on board.
6/18316	<p>At the time of inspection there was no hot water in the accommodations; minimum temperature of 60 degrees Celsius must be maintained to prevent bacterial growth, e.g. Legionella.</p> <p>Comments: Regulation ==== MLC 2006 / Regulation 3.1 – Accommodation and recreational facilities / 11. With respect to requirements for sanitary facilities: (d) with the exception of passenger ships, each sleeping room shall be provided with a washbasin having hot and cold running fresh water, except where such a washbasin is situated in the private bathroom provided; (f) hot and cold running fresh water shall be available in all wash places. Guideline B3.1.9 – Other facilities / 1 (b) fitted with individual clothes lockers as well as with tubs or showers or both and washbasins having hot and cold running fresh water. ====</p> <p>Refer above regulation, if hot water is not available in the wash basins, bathroom showers and other wash places, it should be immediately brought to the attention of Master so that remedial action can be taken. The availability of hot water in the accommodation common areas such as hospitals, galley, tally room etc should be checked on weekly basis during routine accommodation inspection.</p> <p>Calorifier without efficient circulation and with dead ends provide optimum condition for bacterial growth in temperature range from 15 deg. C to 50 deg. C. The water temperature in the Calorifier should be set to at least 60 deg. C to minimize their growth.</p>

Above has been read and understood.

C/O

2/O

3/O

D/C

2/E

3/E

4/E

ETO

E/C

Verified by: Master/CE