



Tokyo and Paris MoUs PSC CIC 2019 – Emergency Systems and Procedures
(01st Sept.2019- 30th Nov 2019)

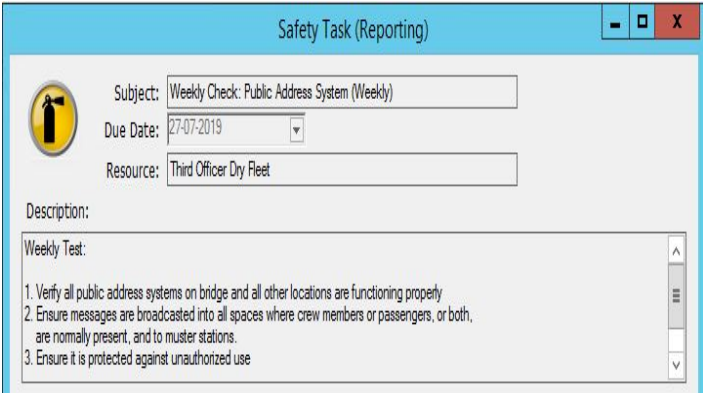
1. Checklist shall be completed and submitted to Ship Manager.
2. Any defect to be informed to ship manager through email and recorded in DEFECT MANAGEMENT FORM (6.5.1)

Vessel Name :		Date Checked :	
Qn.	Item likely to be in CIC	Reference to demonstrate	Action required from ship staff
Q.1	Is the damage control plan readily available on board?	<p>1. SOLAS II-1, Reg.19.1 - There shall be permanently exhibited, or readily available on the navigation bridge, for the guidance of the officer in charge of the ship, plans showing clearly for each deck and hold the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding.</p> <p>In addition, booklets containing the aforementioned information shall be made available to the officers of the ship.</p>	<ul style="list-style-type: none">• Ensure that the damage control plan is permanently exhibited or readily available on the navigation bridge and in ships office/ cargo control room.• Ensure that the damage control booklet is available on board and location known to all officers.• All officers to familiarize with contents of the Damage control plan and Damage control booklet



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Operating of Emergency system

Q.2	Is the public address system capable of broadcasting emergency announcements?	<p>1. Refer LSA Code 7.2.2.1 - The public address system shall be a loudspeaker installation enabling the broadcast of messages into all spaces where crew members or passengers, or both, are normally present, and to muster stations.</p> <p>It shall allow for the broadcast of messages from the navigation bridge and such other places on board the ship. It shall be protected against unauthorized use.</p> <p>2. (MSC.1/Circ.1432)- Weekly testing and inspections: Verify all public address systems and general alarm systems are functioning properly.</p>	<ul style="list-style-type: none">• Ensure Public address system is tested weekly and test records are available. This includes talk back system on all JNS vessels (Bassnet and LSA REGISTER) <p>Bassnet: SAFETY TASK- Weekly test</p> 
Q.3	For ships with water level detectors installed, is the system and alarm arrangements operational?	<p>SOLAS XII - Additional Safety Measures for Bulk Carriers. Regulation 12 - Hold, Ballast and Dry Space Water Ingress Alarms</p> <p>1 Bulk carriers shall be fitted with water level detectors:</p> <p>.1 in each cargo hold, giving audible and visual alarms. The water level detectors shall be fitted in the aft end of the cargo</p>	<ul style="list-style-type: none">• Bassnet weekly and monthly tests• Please check and advise us if there are any other additional instructions in MAKER MANUAL which are not included in bassnet.• Ensure all the water level detectors are tested and fully functional (cargo holds , fore peak / bosun store etc)• Bridge panel indicator lights for WIAS shall also be tested and there should not be any fault alarm on bridge



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holds.

.2 in any ballast tank forward of the collision bulkhead required by regulation II-1/12, giving an audible and visual alarm when the liquid in the tank reaches a level not exceeding 10% of the tank capacity; and

.3 in any dry or void space other than a chain cable locker, any part of which extends forward of the foremost cargo hold, giving an audible and visual alarm at a water level of 0.1 m above the deck. Such alarms need not be provided in enclosed spaces the volume of which does not exceed 0.1% of the ship's maximum displacement volume.

2 The audible and visual alarms specified in paragraph 1 shall be located on the navigation bridge.

- CH Bilge Well Alarm shall be tested (if fitted) and there should be no fault or alarm on the Bridge and ECR

Safety Task (Reporting)

Subject: Weekly Maintenance : Water Ingress Detection System (Weekly)

Due Date: 26-07-2019

Resource: Electrician / Third Engineer Dry

Description:

Perform full system test at the panel and observe correct operation of all LED's, audible and visible alarm indicators.



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<p>Q.4</p>	<p>Is the steering gear system and its related emergency alarms operational?</p>	<ol style="list-style-type: none"> Simple operating instructions with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering compartment. (SOLAS V Reg. 26 3.1). Emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control within the steering gear 	<ul style="list-style-type: none"> Ensure emergency steering drills are properly conducted and recorded in form 3.2.3 (Every 3 months, this interval should not exceed) Ensure all officers / crew are aware of operation of Emergency steering Ensure the instructions posted is clear and legible and the emergency switchboard panels are clearly identified. Ensure the communication and sound powered equipment is fully operational. Ensure the gyro repeater headings and rudder angle indicators are synchronized on the bridge and steering gear room Ensure all ships' officers / ratings concerned with the operation and/or maintenance of steering gear are familiar with the operation of the steering systems and with the procedures for




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		<p>compartment, the communications procedure with the navigation bridge and, where applicable, the operation of alternative power supplies. (SOLAS V/26.4)</p> <p>3. A fixed storage tank shall be provided having sufficient capacity to recharge at least one power actuating system including the reservoir. (SOLAS II-1/29.12.3) This may not necessarily mean a full tank. A minimum level to comply with these requirements should have been established.</p>	<p>changing from one system to another. (posted in bridge/ steering gear)</p> <ul style="list-style-type: none"> • Ensure Steering gear system maintenance is conducted in accordance with PMS and with maker's instructions. • Ensure steering gear test checklist NAV B1 is completed prior arrival to / departure from each port and compliance recorded in log book • Check and ensure minimum oil level as required is marked and maintained.
Q.5	<p>Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?</p>	<p>1. Company muster board and muster list templates have been prepared in compliance with SOLAS III Regulation 37.</p>	<ul style="list-style-type: none"> • Ensure muster lists (Abandon ship/Fire/Oil Spill) are updated with current crew / rank on board. • Ensure all entries in Muster list template are properly completed (Primary and secondary muster station , walkie talkie channel person assigned for maintenance of LSA/FFA etc , Emergency communication officer etc) and no section is left blank • Ensure all crew are aware of the General alarm, abandon ship signals and their duties.
Q.6	<p>Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an</p>	<p>SOLAS > Chapter II-1 - Construction: Structure, Subdivisions and Stability, Machinery and Electrical Installations Regulation 43.2 - Emergency Source</p>	<ul style="list-style-type: none"> • Prepare the list of the equipment supplied from electrical power source and keep a copy in bridge • Refer attached sample.



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	emergency?	<p>of Electrical Power in Cargo Ships</p> <p>Following equipment are connected to emergency power source:</p> <ol style="list-style-type: none">1) Emergency lights (at alley way, stairways and exits, muster and embarkation stations, machinery space, control room, main and emergency switchboard, firemen's outfits storage positions, steering gear room)2) General alarm , Fire detection and alarm system , the manually operated call points3) Internal communication equipment4) Daylight signaling lamp and ship's whistle5) Navigation equipment6) Navigation lights7) GMDSS Equipment (VHF, MF, MF/HF etc)8) Emergency fire pumps, emergency bilge pump, emergency air compressor9) Steering gear	 <p>List of Equipment supplied from ESBD</p>
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Q.7.a	Where the emergency source of electrical power is a generator, is it in correct operational condition?	<p>1 .Each emergency generating set arranged to be automatically started shall be equipped with starting devices with a stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts within 30 minutes unless manual starting can be demonstrated to be effective. (SOLAS II-1/44.2)</p> <p>2. The generator should be capable of providing full load requirements for at least 18 hours. (SOLAS II-1/43.2) A minimum quantity to provide sufficient fuel for this requirement should have been established and marked.</p> <p>3. The controls for remote operation of the valve for the emergency generator fuel tank shall be in a separate location from the controls for remote operation of other valves for tanks located in machinery spaces. (SOLAS II-2/4.2.2.3.4)</p>	<ul style="list-style-type: none">• Ensure starting procedure for emergency generator is displayed.• Ensure all crew members are familiar with the starting procedure of the emergency generator. Conduct training if required.• Check and ensure minimum fuel oil level is marked and maintained.• Ensure emergency generator is tested weekly and load tested (black out test) quarterly.• Ensure maintenance is carried out as per PMS and maker's instructions.• Ensure batteries are properly charged.• Test remote operation of the isolation valve of fuel tank.• Prepare work instruction for operation test for automatic starting arrangement of emergency generator (Blackout simulation test) and post in emergency generator room)
7.b	Where the emergency source of electrical power is an accumulator battery , are the batteries and its switchboard in good condition?		<p>NOT APPLICABLE.</p> <p>Please note that the emergency source of electrical power is the EMERGENCY GENERATOR</p>



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Q.8	Is the emergency fire pump in full operational condition?	<p>SOLAS > Chapter II-2 - Construction: Fire Protection, Fire Detection and Fire Extinction -(SOLAS II-2 10.2.2.3.1.2)</p> <p>.2 in cargo ships, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of an emergency fire pump complying with the provisions of the Fire Safety Systems Code with its source of power and sea connection located outside the space where the main fire pumps or their sources of power are located.</p>	<ul style="list-style-type: none"> • Ensure emergency fire pump is fully operational from all starter locations and there are no defects / leakages etc • Ensure emergency fire pump priming system (if fitted) is operating correctly • Ensure starting instructions for emergency fire pump are clearly displayed. • Ensure all officers and ratings are able to operate the pump. • Ensure emergency fire pump is tested on weekly basis and records maintained on board. • Ensure sufficient pressure (7 – 8 bar) is maintained on the fire line when emergency fire pump is in operation and 2 hoses rigged (one forward and one on bridge wing) • Ensure suction and discharge pressure gauges are operational • Ensure the maintenance.is carried out in accordance with maker's manual (Inform Ship manager if maintenance instructions as per maker manual are not available in bassnet)
Crew familiarization with emergency systems			
Q.9	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?	SOLAS, Chapter III, Regulation 19 - Emergency Training and Drills	<ul style="list-style-type: none"> • Ensure Muster list is updated and all crew are well familiar with their duties as per Muster list. • All crew should respond quickly during the drill. • Ensure all SCBA are fully charged and fireman's outfit torch / batteries etc are in good order. • Ensure Fire and abandon ship drills are conducted and recorded as per the drill planner in BASSnet.



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- Ensure proper communication is established during the drill
- Drills shall be conducted as per OJT 3 which includes the SOLAS requirements for conducting abandon ship and fire drills
- Additionally whenever any abandon ship or fire drill is conducted mention in the drill report that Abandon ship and Fire drill are conducted as per SOLAS Chapter III, Reg. 19.3.4.1 (abandon ship), 19.3.5.2 (fire drill)



ON JOB TRAINING

Date: 03 July 2015 S.No: OJT 03 - 2015
 Training: Abandon ship, Fire and Enclosed space entry and rescue Drills
 Dear Captain
 Recently there was an Oil Major Observation (not in our fleet vessel) that though fire and boat drills had been conducted every month, there was no evidence that drills had been conducted as per SOLAS requirements.
 Please note following SOLAS regulations pertaining to Abandon ship, Fire and Enclosed space entry and rescue drills (SOLAS, Chapter III, Regulation 19 - Emergency Training and Drills)

3.4.1 Each abandon ship drill shall include:
 1 summoning of passengers and crew to muster stations with the alarm required by regulation 6.4.2 followed by drill announcement on the public address or other communication system and ensuring that they are made aware of the order to abandon ship;
 2 reporting to stations and preparing for the duties described in the muster list;
 3 checking that passengers and crew are suitably dressed;
 4 checking that lifejackets are correctly donned;
 5 lowering of at least one lifeboat after any necessary preparation for launching; (not applicable during sailing)
 6 starting and operating the lifeboat engine;
 7 operation of drills used for launching lifeboats;
 8 a mock search and rescue of passengers trapped in their staterooms; and (not applicable)
 9 instruction in the use of radio life-saving appliances.

3.5.2 Each fire drill shall include:
 1 reporting to stations and preparing for the duties described in the muster list required by regulation 6.4.2
 2 starting of a fire pump, using at least the two required jets of water to show that the system is in proper working order;
 3 checking of fireman's outfit and other personal rescue equipment;
 4 checking of relevant communication equipment;
 5 checking the operation of watertight doors, fire doors, fire dampers and main inlets and outlets of ventilation systems in the drill area; and
 6 checking the necessary arrangements for subsequent abandoning of the ship.

3.6 Enclosed space entry and rescue drills
 3.6.2 Each enclosed space entry and rescue drill shall include:
 1 checking and use of personal protective equipment required for entry;
 2 checking and use of communication equipment and procedures;
 3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
 4 checking and use of rescue equipment and procedures; and
 5 instructions in first aid and resuscitation techniques.

Please ensure above items are covered in respective drills and are recorded in the drill sheet. However, lowering of lifeboat is not to be carried out during sailing but crew is to be briefed on the lifeboat launching instructions and same recorded in the drill sheet. Please keep the laminated copy of the above regulations for your easy reference during drill. Additionally write Abandon ship/Fire/Enclosed space entry and rescue Drill conducted as per SOLAS Chapter III, Reg. 19.3.4.1 (abandon ship), 19.3.5.2 (fire drill), 19.3.6.2 (enclosed space entry and rescue drill) in log book.

Above read and understood:

CNO	2NO	3NO	X3/2NO	DCadet
2EO	3EO	4EO	EEO	E/Cadet

Verified by Master / CEO _____ Date: _____
 Vessel: _____

Q.10

For the above checked emergency equipment, are the relevant crews familiar

Ensure relevant officers and ratings are familiar with operation of the following emergency equipment:

- public address system and talk back system



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	with the operation?		<ul style="list-style-type: none">• water ingress alarm system• steering gear system and its related emergency alarms• emergency generator and its back up starting arrangement (if provided)• emergency fire pump.• emergency air compressor
Q.11	Has the ship been detained, as a result of the Inspection Campaign?		<ol style="list-style-type: none">1. If any deficiency is pointed out, take immediate action to rectify the deficiency