



PACIFIC MARINE SERVICES

Refer No.004/P.M.S/T.P/16, Attachment "A").

Date :29-10-2016

No.004/P.M.S/T.P/16

Technical Publications

Pages - (10)

(P.M.S CONCENTRATED INSPECTION CAMPAIGN (CIC) ON LIFE SAVING APPLIANCES (LSA)

P.M.S Survey Departments

A new technical publication concerning the requirements for maintenance and inspection.

Notice to :

Ship Owners / Manager / operators / Surveyors

Dear Sirs,

Following the results of P.M.S Port State Control inspection regime, it has been found that the main cause for deficiencies on board ships is related to life saving appliances.

That the Pacific Marine Services Survey Department is clarifying new technical publication concerning the requirements for maintenance and inspection. of life saving appliances and the radio equipments and the safety of pilot transfer, **(has adopted amendments to SOLAS regulation V/23 coming in force on July 1st, 2012).**

Therefore, P.M.S PSC division in cooperation with the Technical Department is commencing a Concentrated Inspection Campaign (CIC) on Life Saving Appliances (LSA) for all cargo ships.

The CIC is beginning on April 1, 2016.

This is the first of a series of CIC planned this year (2016) aiming to identify possible deficiencies on board and assuring that have been rectified in an appropriate time frame.

The publication has been prepared by P.M.S Technical departments, To avoid detain all the ships registered under PMS Classification society.

In practice the CIC will be carried out in conjunction with the forthcoming statutory surveys on all ships and Surveyors will be informed to used the report CIC Form (refer No.004/P.M.S/T.P/16, Attachment "A"). In case a ship is not due for statutory survey in the next three months, the CIC will be carried out as an occasional attendance on board where this is feasible and practicable at a convenient port of call.

- The Surveyors will use the report as attached to this Circular and will concentrate on documentation, equipment and crew familiarization with life saving appliances.
- When deficiencies are found, Surveyors shall inform the Head Office accordingly and impose a notice of recommendation as per "Narrative Report of P.M.S", indicating clearly the due date for rectification.
- The deficiency will also be shown on the survey status of the ship.

The information should be used for the ship's on board maintenance plan as required by SOLAS regulation II-2/14. In accordance with ISM Code Section 10.1 the safety management system of the company has to provide a maintenance plan which ensures maintenance and inspection of the ship and equipment according to the relevant rules and regulations, codes, guidelines and standards.

The ships managers should ensure that the existing maintenance programme on board ships follows the revised guidelines and necessary amendments or revisions should be carried out.

REQUIRED BY :

- Ship Owners/Managers/Operators should assure that the on board maintenance program has been revised or amended to take into consideration the requirements outlined in our new technical publication.
- **P.M.S** Surveyors should, during the forthcoming inspections, confirm that the maintenance programme on board ships follow the requirements outlined in our publication. If this is not the case, a corrective plan should be agreed between the surveyors and the crew members in cooperation with the ship Owners/Managers/Operators and inform the Head Office accordingly.

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PACIFIC MARINE SERVICES

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REQUIRED BOARDING ARRANGEMENTS FOR PILOT

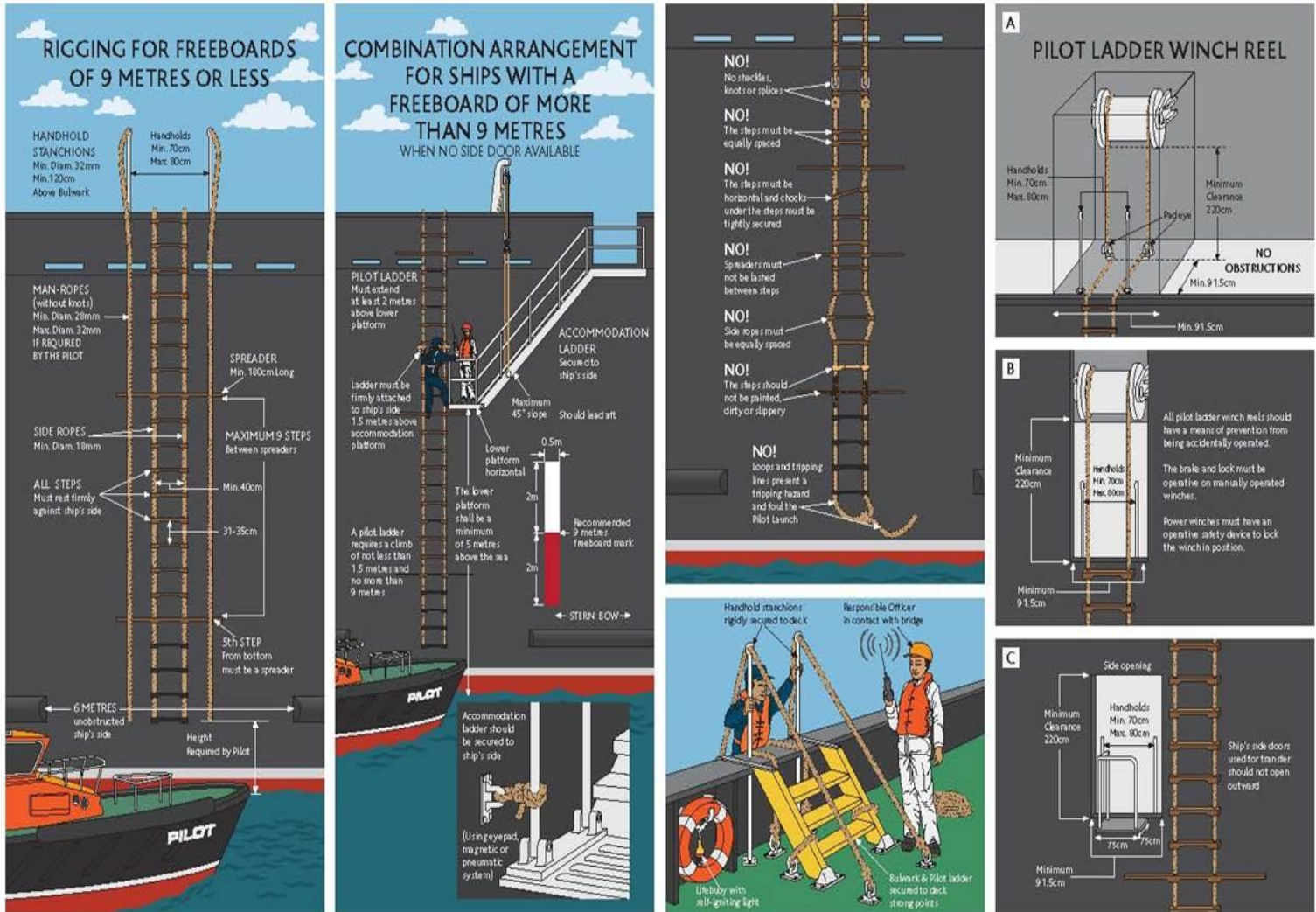


In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



PSC DIVISION IS INITIATING A CONCENTRATED INSPECTION CAMPAIGN ON LIFE SAVING APPLIANCES (LSA) FOR ALL CARGO SHIPS UNDER PMS STARTING ON 01/09/2016.

Kind Regards,

CONTACT US



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REPORT OF CIC ON LIFE SAVING APPLIANCES (LSA)

Ship Name		Port of Inspection	
IMO No		Date of Inspection	
Surveyor's Name			

1- CERTIFICATES

NO.	ITEM	YES	NO	N/A
1.1	Is a valid Cargo Ship Safety Equipment Certificate including Form E available on board and correctly completed reflecting actual requirements of the ship?			
1.2	Is a valid Cargo Ship Safety Radio Certificate including Form R available on board?			
1.3	Is a valid Lifeboat(s) Service Certificate including a five year on load release test Certificate by the manufacturer or an approved service supplier (by the flag Administration) available on board?			
1.4	Is a valid Rescue Boat Service Certificate including a five year on load release test Certificate by the manufacturer or an approved service supplier (by the flag Administration) available on board?			
1.5	Are a valid Life raft Service Certificate and hydrostatic release unit, other than disposable, available on board?			
1.6	Is a Service Certificate for launching appliances of davits including life raft davits (if fitted) available and valid on board?			
1.7	Is a valid SART Certificate available on board?			
1.8	Is a valid EPIRB Certificate available on board?			
1.9	Is air supply bottles for EEBDs five (5) year hydraulic test available on board?			
1.10	Is Immersion Suits Service Certificate available on board?			

2- DOCUMENTS / RECORDS

NO.	ITEM	YES	NO	N/A
2.1	Is there a maintenance programme for life saving appliances available on board?			
2.2	Is there SOLAS training manual with specific instructions of the LSA available on board written in the working language of the vessel?			
2.3	Are the Muster list and emergency instructions updated and available on board?			
2.4	Is the inspection, maintenance, testing of LSA and drills recorded and kept on board?			
2.5	Are the weekly tests of lifeboat /rescue boat engine recorded and kept on board?			
2.6	Is the inspection and test of communication equipment recorded and kept on board?			
2.7	Is the inspection and test of emergency lights recorded and kept on board?			
2.8	Are the latest drills (such as abandon ship drill etc.) recorded in the Bridge Log Book?			

APPLICABILITY: WITH IMMEDIATE EFFECT.

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- For such purposes and as of **Today till 1ST September 2017**, during all upcoming scheduled / regular surveys, the PMS attending surveyor together with ship's master should verify appropriateness of the items indicated to the CIC Check List. The said Check List must be co-signed by the ship's master and by the attending surveyor and be submitted to this Head Office imminently along with material /objective evidence as stipulated in CIC Checklists.
- A copy of the CIC Check List only, should be left with the master on board the vessel for ship's records.
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REPORT OF CIC ON LIFE SAVING APPLIANCES (LSA)

3- LAUNCHING AND STOWAGE ARRANGEMENT FOR LIFEBOATS

NO.	ITEM	YES	NO	N/A
3.1	Are the davits and falls properly maintained? (moving parts greased; not corroded, correctly marked, winches and brakes in good working condition; cut out switches, fall wires, securing device and terminations properly maintained; tricing pendant and man ropes correctly maintained and rigged).			
3.2	Is the embarkation arrangement properly maintained?(adequate lighting; emergency lights and signs; embarkation ladder, securing arrangement in good working condition; and launching instructions displayed).			
3.3	Are the bowing tackles attached properly and ready for use?			

4- LIFEBOAT(S)

NO.	ITEM	YES	NO	N/A
4.1	Is the lifeboat's hull in good condition?			
4.2	Is the lifeboat's engine found in good working condition and starting easily?			
4.3	Is the engine equipped with sufficient fuel and no leakage observed?			
4.4	Are the engine's batteries charged?			
4.5	Is the rudder and stock tested and found in good working condition?			
4.6	Is the hook release mechanism found in good condition?			
4.7	Is the break release arrangement found in good condition?			
4.8	Are all marking clear and seat marks available?			
4.9	Do the operational instructions displayed inside / outside of lifeboat? is clear			
4.10	Is the name and port of registry of the vessel marked on each lifeboat? is clear			
4.11	Is lifeboat's VHF tested and found properly working? (if available)			
4.12	For free fall lifeboats (if fitted): is the free fall lifeboats correctly secured and stowage, seat belts and head restraints well maintained and hook released charged with hydrostatic oil?			
4.13	Is the lifeboat inventory ready for operation, well maintained and inspected regularly?			

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REPORT OF CIC ON LIFE SAVING APPLIANCES (LSA)

5- RESCUEBOAT(S)

NO.	ITEM	YES	NO	N/A
5.1	Is the Resueboat(s) stowed and positioned correctly?			
5.2	Is the launching and recovery tested and work properly?			
5.3	Are the lights and emergency lights tested and work properly?			
5.4	Is the propeller fitted with the guard?			
5.5	Is the inflatable compartment of the rescue boat appropriately pressurized?			
5.6	Is the inventory ready for operation, well maintained and inspected regularly?			
5.7	Is the name and port of registry of the vessel marked on each rescue boat(s)?			

6- INFLATABLE LIFERAFTS

NO.	ITEM	YES	NO	N/A
6.1	Are the weak link correctly positioned and the hydrostatic release valid?			
6.2	Is the number and capacity of liferafts available as per Form E?			
6.3	Are the fall wires found in good condition?			
6.4	Is the launching arrangement approved by the manufacturer?			
6.5	Is it stowed correctly, secured and clear of obstructions and free from damage to packing and sealing?			
6.6	Are the life rafts positioned as per fire plan on board the ship?			
6.7	Are the life rafts marked with ship's name, port of registry, validity, capacity and servicing in details?			

7- LIFEBOUYS

NO.	ITEM	YES	NO	N/A
7.1	Is the number of lifebuoys available on board as per Form E?			
7.2	Are the lifebuoys positioned as per Fire Plan on board the vessel?			
7.3	Is the name and port of registry of the vessel marked on each lifebuoy?			
7.4	Is the light fitted on lifebuoys properly working?			
7.5	Is the lines fitted on lifebuoys found in good condition?			
7.6	Is a "heavy" life buoy (4.5kg) attached to the smoke/light-buoy at bridge wings in a free-fall arrangement?			
7.8	Are life buoys (including reflective tape, correct ship's name/home port, in good condition?			

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REPORT OF CIC ON LIFE SAVING APPLIANCES (LSA)

8- LIFE JACKETS

NO.	ITEM	YES	NO	N/A
8.1	Is the number of lifejacket available on board as per Form E?			
8.2	Are the lifejackets positioned on board the vessel as per fire plan?			
8.3	Does infant lifejacket been provided on board?			
8.4	Are the lights on lifejacket properly working?			
8.5	Does the lifejackets have appropriate reflective tapes?			
8.6	Is the name and port of registry of the vessel marked on each lifejacket?			
8.9	Are additional lifejackets, included in the above, provided for persons on watch, stowed on the bridge, in the engine control room and at any other manned watch station?			
8.10	Are suitable accessories available to allow the secure of lifejackets for persons weighing up to 140 kg and with chest girth of up to 1.75 m, in case the lifejackets provided are not designed for such persons?			

9- IMMERSION SUITS

NO.	ITEM	YES	NO	N/A
9.1	Is the number of immersion suits available on board as per Form E?			
9.2	Are the immersion suits positioned on board the vessel as per fire plan?			
9.3	Are the immersion suits found in good condition?			

10- RADIO LIFE-SAVING APPLIANCES

NO.	ITEM	YES	NO	N/A
10.1	Is the EPIRB float-free and hydrostatic release unit and batteries valid?			
10.2	Do the SARTs feed the sides of bridge and the batteries are valid?			
10.3	Are the 2 way radiotelephone apparatus for survival craft available on board? (correct number of sets as per ship type/size, additional lithium batteries for all sets available on board).			
10.4	Is the general emergency alarm tested and properly working?			

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REPORT OF CIC ON LIFE SAVING APPLIANCES (LSA)

11- LINE THROWING APPLIANCES

NO.	ITEM	YES	NO	N/A
11.1	Is there sufficient number of line-throwing appliances available on board as per Form E?			
11.2	Is the line found in good condition?			
11.3	Are the instructions for using line throwing lines available on board?			
11.4	Are the bridge pyrotechnics as per Record of Approved Cargo Ship Safety Equipment on board?			

12- DRILLS

NO.	ITEM	YES	NO	N/A
12.1	Is abandon ship drill carried out and the crew is familiar with the requirements?			
12.2	Is man overboard drill carried out and the crew is familiar with the requirements?			

13- BRIDGE & NAVIGATION EQUIPMENT

NO.	ITEM	YES	NO	N/A
13.1	Are nautical publications including pilot books, list of lights, sailing directions, tide tables, code of signals, IAMSAR vol.III updated?			
13.2	Are nautical charts to be used for the intended voyage updated?			
13.3	Is the radars installation in operational condition?			
13.4	Is the Automatic Radar Plotting Aid (ARPA) in operational condition?			
13.5	Is a G.P.S receiver provided and in good working condition?			
13.6	Is the Automatic Identification System (AIS) operational and the AIS annual test report available?			
13.7	Is a Long Range Identification and tracking system (LRIT) operational and the LRIT conformance test report provided on-board?			
13.8	Is a Voyage data recorder system (VDR/S-VDR) fitted and in working condition and the VDR/S-VDR certificate of compliance provided on-board?			
13.9	Is the echo-sounding device working properly and spare paper and ink provided?			
13.10	Are the navigation lights incl. duplication and failure alarm working?			
13.11	Are communication systems between bridge and engine room and steering gear room in working condition?			
13.12	Is the magnetic steering compass in good condition?			
13.13	Is the gyro compass in good condition?			

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EQUIPMENT AND ARRANGEMENTS FOR PILOT TRANSFER.

Through MSC.308(88), amendments have been adopted to SOLAS Regulation V/23 requiring pilot ladders on all ships (new and existing) to be clearly identified, new equipment and arrangements for pilot ladders to be certified by the manufacturer and it has been prohibited to use mechanical pilot hoists.

For further information on the revised SOLAS Regulation V/23 as well as its effects on existing ships please refer to PMS Circular P.M.S/C016/15 on Website of (www.pmsclass.org/circulars)

The SOLAS Regulation V/23.3.3 requires :

- 1- a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that . 1.4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes.
- 2- an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m.”; or

The interpretation of SOLAS Regulation V/23.3.3:

Subparagraphs 1 and 2 of SOLAS regulation V/23.3.3 address two different and distinct arrangements – the former when only a pilot ladder is provided; the latter when a combined arrangement of "an accommodation ladder used in conjunction with the pilot ladder" is provided.

- 1- SOLAS regulation V/23.3.3.1 limits the climb to not more than 9 m on a single ladder. If only a pilot ladder is to be used, the maximum height of 9 m from the "safe and convenient access to, and egress from, the ship" to the surface of the water is to include consideration of an adverse list of 15°.
- 2- SOLAS regulation V/23.3.3.2 and section 3 of resolution A.1045(27) applies to a combined arrangement of "an accommodation ladder used in conjunction with the pilot ladder" for "Safe and convenient access to, and egress from, the ship" for which a 15° list requirement does not apply.

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EQUIPMENT AND ARRANGEMENTS FOR PILOT TRANSFER.

1- TRANSFER ARRANGEMENTS

NO.	QUESTIONS	YES	NO	N/A
1.1	Are the pilot ladders smooth edges when in the deployed position?			
1.2	Are there arrangements provided to enable the pilot to embark and disembark safely on either side of the ship?			
1.3	Is the distance from sea level to the point of access to, or egress from, the ship not exceeds 9 m?			
1.4	Is a pilot ladder a climb not less than 1.5 m and not more than 9 m above the surface of the water in positioned and secured ?			
1.5	It is clear of any possible discharges from the ship?			
1.6	it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;			
1.7	Each step rests of the ship's side of constructional features according to requirements SOLAS Regulation V/23 .			
1.8	Is it ensure that persons are able to embark and disembark safely?			
1.9	Is it the single length of pilot ladder is capable of reaching the water from the point access of the ship, according for all conditions of loading and trim of the ship, and for an adverse list of 15°?			
1.10	is it the securing points of the ship strong , shackles and securing ropes shall be at least as strong as the side ropes?			
1.11	a mechanical pilot hoist so located that it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship and clear of all discharges if there is.			
1.12	Combination arrangement for pilot access			
1.12.1	When a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and man ropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder.			
1.12.2	In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.			
1.12.3	An accommodation ladder in conjunction with the pilot ladder, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m.			
1.12.3.1	The accommodation ladder shall be sited leading aft. when in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges;			

2- ACCESS TO THE SHIP'S DECK

NO.	QUESTIONS	YES	NO	N/A
2.1	is there a convenient and unobstructed passage for any person embarking on, or disembarking from the ship between pilot ladder and accommodation ladder or other?			
2.2	ship provided adequate handholds on a gateway in the rails or bulwark.			
2.3	Is the holding bar / hand grip on deck at the top of Pilot Ladder secure and tested?			
2.4	Do the Pilot ladder and grip stanchions / handrail at top comply with SOLAS requirements?			
2.5	Is the Pilot ladder tied to a strong point on the ship, resting on the parallel body of the ship and steps horizontal?			
2.6	Are there any loose chocks on the Pilot ladder, which may cause the steps to tilt?			
2.7	Is the rope in way of deck securing (thimbles or grips) in good order and not worn?			
2.8	When rigged, does the Pilot ladder pass over any fenders or obstructions on the shipside?			
2.9	Are pilot ladders in contact with deck when in the stowed position?			

3- SHIPSIDE DOORS

NO.	QUESTIONS	YES	NO	N/A
3.1	Is it the ship side doors for pilot transfer did not open outwards?			

For further information, please refer to PMS on Website of (www.pmsclass.org) - <https://pmsclass.org/rules/pms-technical-publications/>

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Refer No.004/P.M.S/T.P/16, Attachment "A").

4- MECHANICAL PILOT HOIST (PROHIBITED TO USE MECHANICAL PILOT HOISTS)

NO.	QUESTIONS	YES	NO	N/A
4.1	Two important changes which will affect the existing ships :-			
4.1.1	Ship side doors that are used for pilot transfer shall not open outwards.			
4.1.2	Ship side doors shell openings used for pilot transfer, not to bulwark or guardrail gateways			

5- ASSOCIATED EQUIPMENTS

NO.	QUESTIONS	YES	NO	N/A
5.1	Two, man-ropes of not less than 28 mm and not more than 32 mm in diameter properly secured to the ship if required by the pilot;			
5.2	Two manropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembark area or upon request from a pilot.			
5.3	is there a lifebuoy equipped with a self-igniting light provided?			
5.4	is there a heaving line provided?			
5.5	is it lighting provided to illuminate the transfer arrangements over side and the position on deck where a person embark or disembark as required.			
5.6	is it the pilot ladder certified by the manufacturer as complying with this section or with the requirements of an international standard acceptable to the Organization.'			

6- PILOT LADDERS (POSITION & CONSTRUCTION)

For more details note the SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045(27)

NO.	QUESTIONS	YES	NO	N/A
6.1	if made of hardwood, they should be made in one piece, free of knots;			
6.2	if made of material other than hardwood, they should be of equivalent strength, stiffness and durability to the satisfaction of the Administration;			
6.3	the four lowest steps may be of rubber of sufficient strength and stiffness or other material to the satisfaction of the Administration;			
6.4	they should have an efficient non-slip surface;			
6.5	they should be not less than 400 mm between the side ropes, 115 mm wide and 25 mm in depth, excluding any non-slip device or grooving;			
6.6	they should be equally spaced not less than 310 mm or more than 350 mm apart;			
6.7	they should be secured in such a manner that each will remain horizontal.			

APPLICABILITY: WITH IMMEDIATE EFFECT.

- All vessels should be thoroughly examined in accordance with the survey instructions for surveys as given by our Marine Surveys Division, in order the strict compliance with the applicable IMO requirements to be verified while acting within our constant aim to minimize prospect of any deficiencies recording by a PSC Inspection.
- For such purposes and as of **Today till 1ST September 2017**, during all upcoming scheduled / regular surveys, the PMS attending surveyor together with ship's master should verify appropriateness of the items indicated to the CIC Check List. The said Check List must be co-signed by the ship's master and by the attending surveyor and be submitted to this Head Office imminently along with material /objective evidence as stipulated in CIC Checklists.
- A copy of the CIC Check List only, should be left with the master on board the vessel for ship's records.
- No survey shall be considered as fully concluded unless indicated and related popular CIC items have been properly verified by the attending surveyor to the state of the art and relevant objective evidence collected by the attending surveyor.

Received for and on behalf of Owners

(Name, Signature and Seal)

For Pacific Marine Services (PMS)

(Name, Signature and Seal)

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Refer No.004/P.M.S/T.P/16, Attachment "A").



Recommendation to Owners / Managers / Operators

In order to assist Owner/Manager/Operators to ensure that vessel are in compliance, that the PMS has prepared a checklist with all items may checked during before PSC inspection. Attached to this Publication you may find the PSC Checklist which will be followed by PMS surveyor during periodical surveys in order to help PMS vessel to avoid detention. Moreover, this checklist could be also used by Masters and/or Crewmembers of the vessel for her readiness prior arrival to any port of call.

ACT NOW

To the Owners of vessels / Managers / Operators.

This publication aims to assist ships as required what the Inspection checklist by the port state control, in order to avoid possible deficiencies.

Thanks on kind cooperation with us.

Kind Regards,

CONTACT US



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