

INFORMATION BULLETIN

PORT STATE CONTROL

Ship Owners, Managers, Operators, Superintendents, Masters, Chief Engineers, Ship's Officers, Crew Members and Interested Parties

Ship Detention

Fire Dampers

This is to advise that there have been two detentions of Bermuda ships in recent months, associated with defective fire dampers; the latest detention was recorded in October 2016 during a tanker's call at Rotterdam. The other vessel was detained in Australia.

It is noted that both detentions were due to failure of the Fire Dampers to operate during the Port State Control Inspections.

- In the case of the first ship (Gas Tanker) the PSC Report states:

"the dampers were found to be so corroded to an extent that they could no longer be closed from outside the space being served"

- In the case of second ship (Chemical Tanker), the PSC Report states:

"Found engine room ventilation channel fire damper SB fore not closable because of broken hinge of air cylinder, found PS aft not closing and PS fore damper is missing. All these dampers and channels can not be closed from outside engine room"

Failure of any fire damper is considered a serious deficiency, under all PSC Inspection regimes this deficiency is considered a detainable item, and also considered an objective evidence of a serious failure, or lack of effectiveness of the implementation of the ISM Code.

Following above detentions both vessels were subject to additional Independent ISM Code Audits before lifting of the detentions.

Flag State appeals to PSC Authorities of each respective Port State have been unsuccessful due to the serious nature of the deficiencies.

In both cases the PSC Detentions were justified and valid.

Causal Factors:

- (a) Failure of ships senior management to conduct proper regular inspections on ships vital fire safety systems, and associated equipment to identify deficiencies and rectify them. In one ship PSC Officers had found that the scheduled **monthly** inspections had not been carried out for 8 months;
- (b) Lack of supervision by senior management or poor maintenance of fire dampers, and their opening /closing arrangements by the ships staff and the Company;

- (c) Poor or lack of ship Safety Audits by the Company Superintendents at regular intervals to ensure that ships are maintained to the required safety standards of the International Maritime Conventions and the Classification Society;
- (d) Poor standard of Class/Statutory surveys of the Recognized Organization of the vessel.

The Bermuda Administration is concerned with the above detentions, especially with regards to the effect on Bermuda's PSC "White List" rating in both Paris MOU and Tokyo MOU. Any further poor performance in PSC inspections will result in losing the 'White List' status that will affect the rating of all Bermuda ships.

Actions required:

1. Ship owners, managers and operators should consider implementing a more vigorous ship inspection regime using trained superintendents and company ISM Auditors to monitor the safety, pollution prevention & control, and maritime security performance of all ships under their management;
2. Masters, Chief Engineers and Senior Management on board ships should be actively involved and responsible for planning and conducting regular inspections on all vital machinery, equipment, systems and operational activities to ensure the ships are maintained at all time to the required standards of the vessel's Classification Society and the applicable Conventions;
3. Ship owners, managers, operator, masters and chief engineers to ensure that Class and Statutory Surveys are conducted in a timely manner and any defects identified are rectified promptly;
4. Ship owners, managers, operator, masters and chief engineers to ensure before arriving in a port, a mock PSC Inspection is carried out by a team of Senior Officers to identify any possible defects of deficiencies that could result in a detention, and promptly rectify such deficiencies;
5. If any detainable/serious defects are found on board a ship that can not be rectified before the vessel's arrival in the port, the master must advise the owner and the Bermuda Maritime Authority promptly, so that the Ports/PSC Authorities could be advised of such defects and corrective actions implemented, before the ship arrives in a port. Also the master should advise the Ports Authorities directly of such deficiencies so that the relevant Port State Control authorities could be notified in advance, with supporting objective evidence;
6. In case of any detention, the master and chief engineer should conduct an investigation into the detention and submit a report to the Company and a copy to this Administration as soon as practicable, to enable this Administration to make a strong appeal to the PSC Authorities;

**Chief Marine Surveyor
Bermuda Shipping and Maritime Authority
Government of Bermuda
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