

INDUSTRY DAY 2014



NEW & UPCOMING PSC REGULATIONS

New Regulations and Procedures

- New Minimum Safe Manning Certificate
- STCW Security Training
- NTVRP Final Rule
- ECDIS Mandatory
- Water Mist Systems
- Lifeboat Release Hooks

Minimum Safe Manning

- As of 01JAN14 SOLAS V Reg 14 has been amended to include new requirements for Minimum Safe Manning.
- All vessels should have new Manning documents that contain the following information:
 - Particulars including
 - Ship's name
 - Port of registry
 - Distinctive number or letters
 - IMO number
 - Gross tonnage
 - Main propulsion power
 - Type and trading area
 - Whether or not the machinery space is unattended
 - Company
 - Table showing required manning
 - Statement from the Administration that states the vessel is safely manned if it complies with the outlined manning requirements
 - Any limitations on the validity of the document
 - Issue and expiry date with signature and seal of the Administration
- It is recommended that the template given in Assembly Resolution A.1047(27) is used

STCW Security Training

- As of 01JAN14 STCW requires Security training for all seafarers as per Chapter VI.
 - Reg VI/5 outlines the requirements for Ship Security Officers (SSO)
 - Reg VI/6 outlines the requirements for all seafarers
- Seafarers should be able to provide a certificate showing the code VI/5 for SSOs and code VI/6 for all other seafarers.
- If a seafarer is found without the security endorsement (VI/6), issue Form B and allow 6 months to comply. No action code is needed, instead write in the date to the satisfaction of the Administration.

*new NTVRP Requirements

33CFR155 Subpart J – Final Rule

- As of 30 JAN 2014, all non-tank vessels 400GT and above must have an approved NTVRP, in accordance with 33CFR155, Subpart J, to operate on the navigable waters of the U.S.
- With the NTVRP requirements are new Notice of Arrival (NOA) Requirements for both Tank and Non-Tank, 33CFR160.206(a):
 - ✓ When electronically submitting an NOA, vessels must indicate whether they have a authorized NTVRP/VRP by checking the appropriate box, and include the control number.
 - ✓ The electronic NOA form currently does not have an appropriate box for Tank vessel VRP information, Tank vessels are advised to input this information in the “comments” section.

ECDIS Carriage Requirements

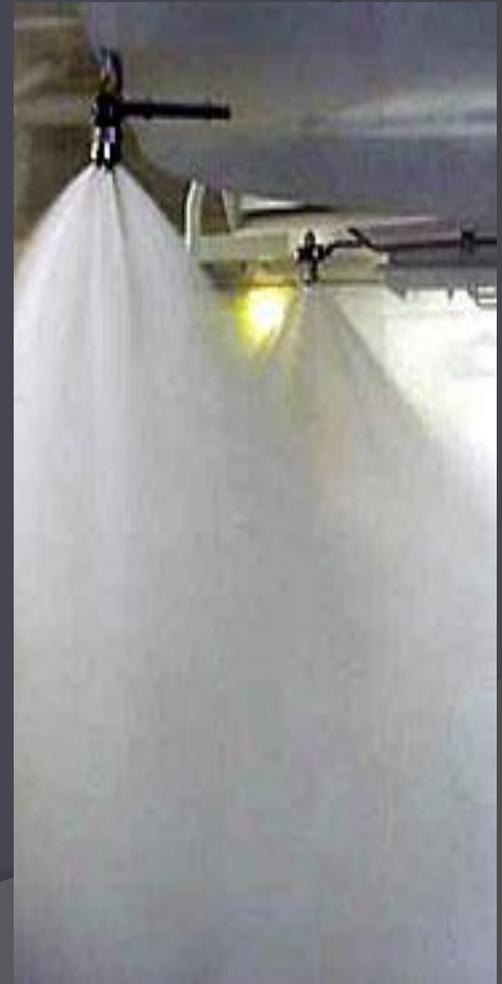
- ⦿ Mandatory carriage of ECDIS will be subject to a staged entry into force between 1 July 2012 and 1 July 2018
- ⦿ Seafarers are to be trained on the new competence standards by 1 January 2017
- ⦿ ECDIS is required on:
 - Cargo ships (10,000 GT+) constructed on or after 1 July 2013
 - Tankers (3,000 GT+) constructed on or after 1 July 2012
 - Passenger Ships (500 GT+) constructed on or after 1 July 2012

ECDIS Carriage Requirements

- Ships constructed before mandatory carriage requirements:
 - Cargo ships (10,000-20,000 GT) = not later than first survey on or after 1 July 2018
 - Cargo ships (20,000-50,000 GT) = not later than first survey on or after 1 July 2017
 - Cargo ships (50,000 GT+) = not later than first survey on or after 1 July 2016
 - Tankers (3,000 GT+) = not later than first survey on or after 1 July 2015
 - Passenger ships (500 GT+) = not later than first survey on or after 1 July 2014

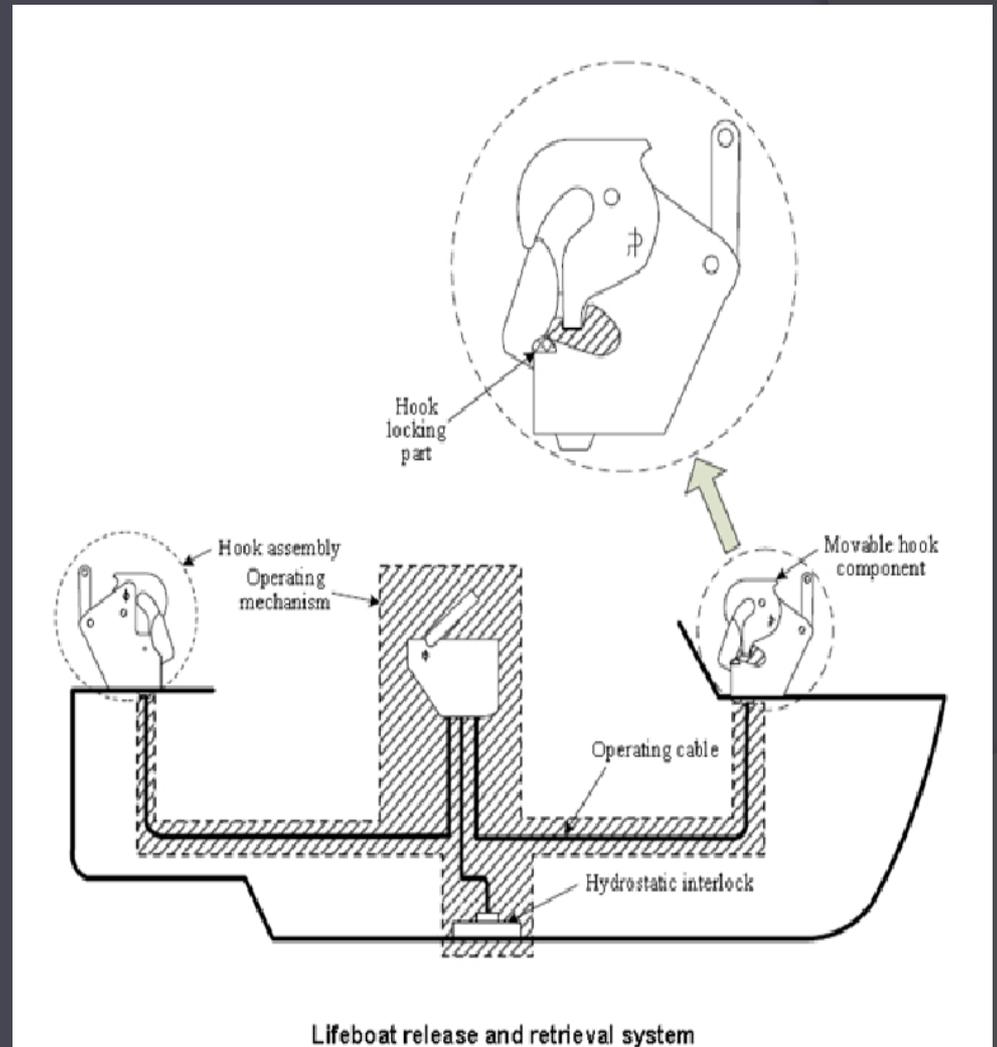
Water Mist Systems

- Required by SOLAS II-2/10.5.6.2 for Ships with a KLD of 09May08 or later
- Required for areas of high fire risk including: main and auxiliary engine tops, fuel oil purifiers, burners and incinerator.
- Designed so fires can be quickly extinguished without evacuating the space
- Continuously manned engine rooms only need manual mode
- Periodically unattended needs manual and automatic and must be in auto mode when engine room is unattended.



Lifeboat Release Hooks

- Due to a large amount of accidents and deaths while training with lifeboats new requirements for release hooks are now in place.
- Existing Release and Retrieval Systems shall be certified not later than 1 July 2014, Release and Retrieval Systems that do not comply will have to be replaced at first scheduled dry-docking after 1 July 2014, but not later than 1 July 2019.
- Fall preventer devices (FPDs) IAW MSC.1/Circ.1327 must be used for training until the system is certified or replaced.



Safety Alerts

- ⦿ EPIRB Failures
- ⦿ Bridge Management and Pilots
- ⦿ Confined Space Entry
- ⦿ Abandon Ship Procedures
- ⦿ Surge Protectors
- ⦿ Pressure Switch for Fixed Fire Systems
- ⦿ Compatibility of CO2 Extinguishers Components
- ⦿ Air Draft is Critical

GME EPIRB Precautionary Safety Alert

Problem

- Some GME EPIRBs possess faulty microprocessors.
- 2005-2010
- Shuts off beacon when deployed.

Conclusion

- Test the beacon using the manufacturer's proscribed method.



Models Affected- GME MT400, GME MT401, GME MT401FF, GME MT403/G, GME MT403FF/FG, and GME ME406G

Bridge Resource Management in Pilotage Waters

- **Bridge Resource Management (BRM)**- Effective management and utilization of all resources, both human and electronic, by the navigation team to ensure the safe navigation of the vessel.

Problem

- Pilots not receiving help from bridge team

Conclusion

- STCW requires BRM
- Masters are responsible for the conduct of the bridge team
- Use an audit system

Confined Space Entry Dangers

- Gas meters prevent injury or loss of life.

Conclusion

- Ships are inherently dangerous
- Hazardous atmospheres are present
- Use gas meters
- Confined spaces policy



Improve Your Chances of Survival When Abandoning Ship

Problem

- Four crewmembers died when forced to abandon ship
- Life rafts improperly used
- Left vital equipment behind

Conclusion

- Train and drill with all safety equipment
- Establish duties and responsibilities
- Do not forget to bring the EPIRB
- Stick together in the water.

Surge Protective Devices Onboard Vessels

Problem-

- Incompatible surge protectors can cause fires
- Grounds cause overloads

Conclusion

- Establish procedures
- Check current and future surge protectors
- Checks done by a trained crew member.



Pressure Switch Location for Fixed Fire Suppression Systems

Problem

- A CO2 system could not be secured during fire.
- Pressure switch was located in the engine room and was severely damaged

Conclusion-

- CG recommends switches be located outside of spaces protected



Compatibility of CO2 Extinguishers Components

Problem

- Following an extinguisher malfunction during a fire, an incident investigation determined the failure was due to incompatible medium diffuser.

Conclusion

- During yearly inspections verify that diffusers are not the obsolete type.



Air Draft Is Critical!

Problem

- 1.2% of allisions are bridge strikes.
- More involve other overhead obstructions

Conclusion

- Know air draft of vessel
- 33CFR164- requires such knowledge of masters.
- 46CFR15.405- Credentialed mariners must know vessel characteristics prior to assuming duties.

