



Technical Circular

No.: 019/2015

Date: 23rd July 2015

To Whomsoever it may concern

Subject: Suggested actions that could be taken by owner/manager of vessels calling at Australian Ports to prevent detentions under PSC inspections.

1. Please find attached Marine Advisory 04/2015 of date 15th July 2015 issued by Liberia Maritime Authority subsequent to their findings for increased number of port state control inspections and detentions to their flagged ships.
2. The circular provides actions that could be initiated by owner, manager & DPA's to prevent detentions of vessels as Australian Maritime Safety Authority (AMSA) is looking for pre-existing deficiencies that are not reported prior to vessel's arrival in Australian ports or at the time of their initial port state boarding because if AMSA finds pre-existing deficiencies without first being notified by the Master and, if appropriate corrective action has not been initiated, AMSA will assume the owner/Master intends to sail with the deficiencies un-addressed and will issue a detention.
3. The above is for your information and guidance.

Enclosure:

- 1) Marine Advisory: 04/2015 dated 15.07.2015



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.
. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

8619 Westwood Center Drive
Suite 300
Vienna, Virginia 22182, USA
Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: Safety@liscr.com
Web: www.liscr.com

15 July 2015

Marine Advisory: 04/2015

SUBJECT: DETENTIONS INCREASING IN AUSTRALIA

Dear Shipowner/Operator/Master:

The Australian Maritime Safety Authority (AMSA) has increased the number of Port State Control inspections and the number of detentions issued to ships calling on Australia. As there are a number of Liberian flagged ships which call on Australia, the number of detentions of Liberian vessels has increased accordingly. The AMSA is looking for pre-existing deficiencies that are not reported prior to a vessel's arrival or at the time of their initial port State boarding. The increased scrutiny is resulting in a significant increase in AMSA detentions. If AMSA finds pre-existing deficiencies without first being notified by the Master and, if appropriate corrective action has not been initiated, AMSA will assume the owner/Master intends to sail with the deficiencies un-addressed and will issue a detention.

Detentions are avoidable, provided pre-existing deficiencies are reported and there is evidence that corrective action has been initiated. We receive many pre-arrival check lists indicating all is in order, yet during the subsequent PSC inspection equipment is reported as not operating as required. Often these problems were pre-existing, known by the crew but there is no evidence that any corrective action was planned. Some examples of successful resolutions are provided at the end of this Advisory.

To avoid detention and delay of the vessel's schedule the owners, operators, and DPA's should:

- Require Master's and crew to report all defective and/or inoperable equipment, system, etc., and ensure corrective action has been initiated, in accordance with the Safety Management System.
- Notify the Administration at safety@liscr.com prior to the vessels port call of any defective and/or inoperable equipment, system, etc., so we are aware and can assist by authorizing additional time for repair or other alternative action, if needed.
- Ensure the Administration at noa@liscr.com is copied on the vessel's Advance Notice of Arrival (ANOVA).
- Ensure the accuracy of the pre arrival checklist submitted to safety@liscr.com.

The following are examples of pre-existing deficiencies that resulted in detentions in Australia which could have been avoided had they been reported in advance and corrective action initiated:

- Failure to report and take corrective action on existing defective, inoperable cargo hold ventilator covers, and/or gooseneck vents.
- Failure to report and take corrective action on existing defective sewage treatment plant.
- Failure to report and take corrective action on existing defective fire dampers,
- Failure to report and take corrective action on existing defective fire detection sensor.

- Failure to report and take corrective action on existing defective lifeboat, rescue boat and/or the on load release arrangement.
- Failure to report and take corrective action on existing problems related to emergency generator.
- Failure to report and take corrective action on existing defective radio and communication equipment.
- Failure to report and take corrective action on existing defective Emergency fire pump.
- Failure to report and take corrective action on existing defective OWS.

In addition to defective equipment AMSA will detain a vessel if:

1. Required charts and navigational publications are missing or not up to date.
2. Provisions are not adequate.
3. Rest hours are not as required.
4. Vessel operator is behind in monthly payment to the crew.
5. The crew was not able to successfully demonstrate the operation of the:
 - OWS
 - ECDIS, and
 - Emergency fire pump.

RECENT SUCCESS STORIES:

1. On 18 June 2015, we received a report that a 50,000 GT, container vessel, built in 1992, was calling on Sydney. The company had just taken over management and discovered several deficiencies: fuel oil purifier electric motor burnt out, lube oil purifier electric motor shaft bent, emergency generator not working properly, wing water ballast tank was leaking into the cargo hold, two auxiliary engine were leaking lube oil, another auxiliary engines was leaking cooling water, fire detection system with 9 faults indicated on the monitor and in progress of repair, cargo hold No.5 ventilation fan motor burnt out- waiting for spare, public address system not available, bow thruster out of order, and weather fax out of order. The Administration issued dispensations, provided guidance, and worked with the operator to inform AMSA. AMSA allowed the vessel operator to bring the vessel in to port. A flag state inspector attended to work with the surveyor and AMSA, and the vessel was not detained.
2. On 2 July 2015, we received a report that a 90,000 GT, bulk carrier, built in 2015, was arriving in Australia with a defective emergency generator auto start on board. The company reported the defect to AMSA and the Administration along with a corrective action plan. The Administration provided a dispensation. The class surveyor on board reported to the Administration and AMSA, when the defect was corrected, and the vessel was not detained.
3. On 2 July 2015, we received a report that 40,000 GT, container vessel, built in 2001 was arriving in Australia with the lifeboat falls overdue for renewal, the FPD not installed, and the X Band Radar not operational. The company reported the defect to AMSA and the Administration along with a corrective action plan. The Administration issued a dispensation. The class surveyor on board reported to the Administration and AMSA when the defect was corrected, and the vessel was not detained.

If you have any questions please call +1-703-790-3434 and ask for the Safety Department, or send an email to safety@liscr.com. When assistance is needed before calling port and it is after normal business hours and on weekends, please call the duty officer at +1-703-963-6216. Please send an email to dutyofficer@liscr.com before the telephone call. This will help the duty officer to provide the required assistance as soon as possible.

* * * * *

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.