



BERMUDA MERCHANT SHIPPING INFORMATION NOTICE

Port State Control Detentions Following Fire Damper Deficiencies

Notice to all Ships and Vessel Owners, Ship Operators and Managers; Masters and Officers of Bermuda Registered ships

This Bermuda Merchant Shipping Information Note (“BMIN”) is issued 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 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 Inspection.

- 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 is also considered as objective evidence of a serious failure, or lack of effectiveness of the implementation of the ISM Code.

Following the above detentions both vessels were subject to additional Independent ISM Code Audits before the detentions were lifted. In both cases the PSC Detentions were justified and valid.



Causal Factors:

- (a) Failure of the ship's senior management to conduct proper regular inspections of the ship's vital fire safety systems and associated equipment.
- (b) On one the ship PSC Officers found that the scheduled *monthly* inspections had not been carried out for 8 months;
- (c) Lack of supervision by senior management, or poor maintenance of fire dampers and their opening /closing arrangements by the ships staff and the Company;
- (d) Poor or lack of ship Safety Audits by the Company Superintendents at regular intervals to ensure that their ships are maintained to required safety standards;
- (e) Poor standard of Class/Statutory surveys by the Recognized Organization for 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 by Bermuda registered ships during PSC inspections will result in Bermuda losing its 'White List' status. This would 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;
- 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, operators, masters and chief engineers are recommended to conduct mock PSC Inspection before arrival in port to identify and rectify any possible defects or deficiencies;



5. If any detainable/serious defects are found on board a ship that cannot be rectified before the vessel's arrival into port, the master must advise the owner and the Bermuda Maritime Authority promptly, so that the Port/PSC Authorities can be informed of the defects and the corrective actions that have been implemented, before the ship arrives into port. The master should also advise the Port Authorities directly of such deficiencies, so that the relevant Port State Control authorities are 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;

For more information please contact: survey@bermudashipping.bm

Chief Surveyor

Bermuda Shipping and Maritime Authority