

NOT FOR PUBLIC RELEASE

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FLEET / SAFETY LETTER 010818.GEN;

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Applicable to: This circular should be brought to the attention of ship-owners, ship managers, operators and masters of Vanuatu-registered ships.

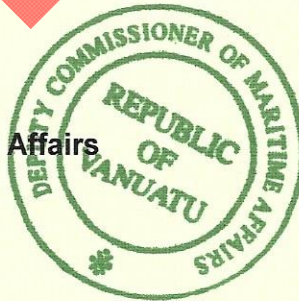
Re: Port State Control Inspections

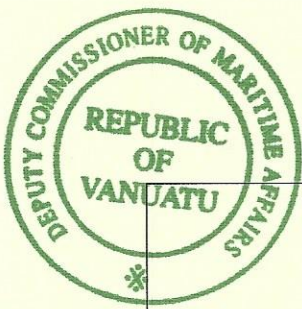
With the arrival of the New Year, the Administration is requesting that all owners/operators utilize the attached pre-arrival checklist for all vessels arriving in a Tokyo MOU, Paris MOU, and/or a United States Port. Please submit this report no less than 24 hours prior to arrival to email@vanuatuships.com

Port state control regimes worldwide are focusing more on Fire and Abandon ship drills during their inspections. Owners/operators are asked to ensure that the weekly drills utilize a different scenario each week in order to familiarize the crew with the aspects of fighting a fire in different areas of the vessel, while utilizing different equipment.

Owners/operators are reminded that this Administration would like notification of vessels calling on United States Ports in New York, New Jersey, Connecticut, Pennsylvania, Delaware, and Maryland at least 48 hours in advance.


Patrick Michael DeCharles II
by the direction of the
Deputy Commissioner of Maritime Affairs
The Republic of Vanuatu





**THE REPUBLIC OF VANUATU
OFFICE OF THE DEPUTY COMMISSIONER OF MARITIME AFFAIRS
PRE-ARRIVAL CHECKLIST**

This form is to be submitted to VMSL-NY 24 hours prior to arrival in to any port in the United States, Paris MOU, and/or Tokyo MOU. Please email this form to email@vanuatuships.com.

VESSEL NAME:

OFFICIAL NUMBER:

Yes	No	N/A	REQUIREMENTS FOR ALL VESSELS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All ships equipped with MEPC.107 (49) Oil Content Meters (OCM) must ensure that the Engineering Department staff can retrieve the "historical data" upon request by PSC authorities. All engine room alarm history, Oil Record Book (ORB) entries, OCM history and tank soundings must match with respect to dates and tank levels. Any deviation must be investigated, corrected, and if necessary reported to the Administrator. The use of "white out" is not permitted in ORBs. All OCM seals must be intact and not tampered. All ships must demonstrate that the Oily Water Separator (OWS), OCM, and 3-way valve are fully operational and crew is able to test in accordance with written test procedures.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ensure OWS piping systems are in accordance with ship's approved drawings.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No fuel oil, lube oil or hydraulic leaks on operating machinery and no oil soaked lagging.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No soft patches on piping systems. If found, contact the Administrator immediately.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No excessive bilge water in the engine room (or any other fire hazards in all machinery spaces).
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bilge high level alarm system demonstrated fully operational.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The fire detection system demonstrated fully operational with no faults. Vessel must have onboard a means to test smoke, heat, and flame detectors which is approved by the manufacturer. No temporary covers or obstructions on any smoke or heat detectors for any reason. If applicable, cargo hold fixed smoke detection and/or extraction system is connected and fully operational.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All quick closing fuel valves are working properly without binding. No temporary blocks to force valves in the open position. All pneumatic lines connected.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Steering gear tested in all modes including local and emergency without binding or uncontrolled hydraulic oil leaks. All steering alarms are fully operational.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ECDIS is operating properly as well as provided secondary means of navigation.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Voyage plan is from berth to berth.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Emergency fire pump must be fully operational under any ballast or loaded condition and provide two (2) straight steady streams of water as described above.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No leaks or temporary patches in the fire line or significant uncontrolled leaks in the packing glands or mechanical seals when fire pumps are energized.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Emergency generator is tested in all starting modes and can accept the electrical load. Starting batteries fully charged and in good condition.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Machinery space ventilation dampers tested to ensure that they close tightly and there is no mechanical binding.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stack dampers tested to ensure that they close tightly and there is no mechanical binding or light leakage observed from inside the stack space.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No cement boxes unless the vessel's Classification Society (Class) has fully documented it.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No overdue Conditions of Class.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All lifeboat and rescue boat engines must start immediately and the rudders have good freedom of movement and no binding. Consideration must be given for extremely cold weather during the winter months.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All lifeboat windows must have good visibility and not partially obscured, hazed or opaque. No cracks or fractures.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No cracks or fractures in the lifeboat hulls or temporary repairs of any kind.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All lifeboat food rations are in 100% airtight packing and not expired.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All life raft painters must be secured properly to ensure "free floating" capability. This must be checked even after servicing.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Life rafts and critical firefighting equipment being serviced in port or at anchor must have temporary equipment placed onboard by the service provider while the equipment is being sent ashore.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All firefighting suits must be in satisfactory condition, with the face mask in good order. Dry rotting rubber mask straps, jackets, pants and gloves must not have any holes or rips in the material. Aluminized coating intact and in good condition.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All fire screen doors must immediately slam fully shut when closed with no hold backs keeping doors in the open position.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No missing, paint covered or plugged fixed CO ₂ / foam or water mist system nozzles.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All life boats and rescue boats must be able to be launched and retrieved.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Nautical Charts, including ECDIS, must be updated to the most current Notice to Mariners. Publications must be up to date, and voyage plan must be properly prepared.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Vessels equipped with water mist systems should verify that all valves are in the correct alignment (OPEN) and to ensure that the system is FULLY operational. Also the system must be in "AUTOMATIC MODE" and not "MANUAL MODE" and system is "on".
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Master, officers and crew ready for fire, abandon ship and confined space rescue drills as directed by USCG PSC officers.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All officers and ratings required by the vessel's Minimum Safe Manning Certificate have the appropriate and unexpired national and flag State documents for their capacities.

Yes	No	N/A	ADDITIONAL REQUIREMENTS (for tankers only)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Inert Gas Generator and/or Inert Gas System is fully operational.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Overboard Discharge Monitoring Equipment (ODME) is fully operational.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The high alarm (95%) and high-high alarm (98%) to be operating with audio-visual alarms as required.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fixed gas detection system is fully operational.
List of any non-operational equipment:			

FAILURE TO FOLLOW THIS CHECKLIST COULD LEAD TO THE VESSEL BEING DETAINED

