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FLEET / SAFETY LETTER 073018.GEN

30 July 2018

Applicable to: This FLEET / SAFETY LETTER supersedes FLEET / SAFETY LETTER 010818.GEN dated 08 January 2018 and should be brought to the attention of ship-owners, ship managers, operators and Masters of Vanuatu-registered ships.

Port State Control Inspections

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 requested 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.



Roderick Roque
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:
Note: Remarks section must be completed for any item which is answered "NO".	

A. REQUIREMENTS FOR ALL VESSELS		Yes	No	N/A
1.	Oily Water Separator (OWS), Oil Content Meter (OCM) and 3-way valve are fully operational and crew is able to test the equipment in accordance with written test procedures and all OCM seals must be intact and not tampered.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1a.	All engine room alarm history, Oil Record Book (ORB) entries, OCM history and tank soundings match the dates and tank levels. Note: The use of "white out" is not permitted in ORBs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1b.	In the case of any deviation in 1a above, has it been investigated, corrected, and if necessary reported to the Administration?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1c.	Engineering Department staff can retrieve the "historical data" upon request by USC authorities of Oil Content Meters (OCM) approved under the provisions of MEPC.107(49).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	OWS piping systems are in accordance with ship's approved drawings.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	It has been confirmed that there are 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"/>
4.	It has been confirmed that there are no soft patches on piping systems. Note: If found, contact the Administrator immediately.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	It has been confirmed that there is 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"/>
6.	Bilge high level alarm system is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	The fire detection system is fully operational with no faults. Note: Vessel must have onboard a means to test smoke, heat and flame detectors which is approved by the manufacturer.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7a.	It has been confirmed that there are no temporary covers or obstructions on any smoke or heat detectors for any reason.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7b.	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"/>
8.	It has been confirmed that (a) all quick closing fuel valves are working properly without binding; (b) there are no temporary blocks to force valves in the open position; (c) all pneumatic lines are connected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Steering gear has been tested in all modes including local and emergency without binding or uncontrolled hydraulic oil leaks, and all steering alarms are fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	ECDIS is operating properly and secondary means of navigation has been provided.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a.	Nautical Charts, including ECDIS, are 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"/>
11.	Voyage plan is from berth to berth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.	Navigation lights, shapes and sound signals are in good working condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.	Emergency fire pump is fully operational under any ballast or loaded condition and provide two (2) straight steady streams of water.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.	It has been confirmed that there are 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"/>
15.	Emergency generator has been tested in all starting modes and can accept the electrical load, and starting batteries are fully charged and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16.	Machinery space ventilation dampers close tightly and there is no mechanical binding.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17.	Stack dampers 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"/>
18.	It has been confirmed that there are no cement boxes unless the vessel's Classification Society (Class) has fully documented it.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.	It has been confirmed that there are no overdue Conditions of Class.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20.	All lifeboat and rescue boat engines 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"/>
21.	All lifeboat windows must have good visibility and not partially obscured, hazed or opaque, and they have no cracks or fractures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22.	It has been confirmed that there no cracks or fractures in the lifeboat hulls or temporary repairs of any kind, and that any hatch rubber seal is in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23.	All lifeboat food rations are in 100% airtight packing and not expired.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24.	All life raft painters are secured properly to ensure "free floating" capability. This must be checked even after servicing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25.	Survival craft and critical firefighting equipment being serviced in port or at anchor 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"/>
26.	All life boats and rescue boats can be launched and retrieved.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27.	All firefighting suits are in satisfactory condition, with the face mask in good order. Additionally, it has been confirmed that dry rotting rubber mask straps, jackets, pants and gloves do not have any holes or rips in the material, and aluminized coating intact and in good condition.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28.	It has been confirmed that all fire screen doors fully closed and are not held back in the open position.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
29.	It has been confirmed that there are no missing, paint covered or damaged fixed CO ₂ / foam or water mist system nozzles.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
30.	Applicable to vessels equipped with water mist system. It has been verified that all valves are in the correct alignment (OPEN) and that the system is FULLY operational. Also that the system is in "AUTOMATIC MODE" and "ON", not in "MANUAL MODE".	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31.	Master, officers and crew are ready for fire, abandon ship and confined space rescue drills as directed by PSC officers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
32.	All officers and ratings required by the vessel's Minimum Safe Manning Certificate have the appropriate and unexpired personal and fleet state documents for their capacities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B. ADDITIONAL REQUIREMENTS (for tankers only)		Yes	No	N/A
33.	The Inert Gas Generator and/or Inert Gas System is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
34.	Overboard Discharge Monitoring Equipment (ODME) is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
35.	It has been confirmed that the high alarm (95%) and high-high alarm (98%) are operational with audible visual alarms as required.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36.	Fixed gas detection system is fully operational.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
List of any non-operational equipment:				
Remarks:				

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