

PSCI Good Example

1. Entries for oil record book not as per IMO Resolution MEPC 117/52 – Action taken 16	
Cause – Corrective Actions	<p>Root Cause: It was identified that vessel was using an Oil Record Book of a previous version which was not in compliance with the latest IMO Resolution. It was identified that stock of old oil record books was available on board and same was erroneously used.</p> <p>Basic/Underlying Causes: Lack of knowledge; Inadequate supervision.</p> <p>Corrective action: The attention of Company’s relevant personnel was drawn to the proper checking of the publications forwarded on board. In addition to the above Company’s Auditors were instructed to pay extra attention to the matter during their attendances.</p> <p>Preventive action: As an additional precautionary measure all vessels of the fleet have been instructed to send to office copies of the ORB in use in order to ensure that this is an isolated case. Furthermore it has been decided to review/amend the list of the log books included in Company’s SMS in order to include the version/issue date and/or the applicable national/international requirement for each log book, to avoid availability of outdated documents on board ships.</p>
Date Completed	xxx
2. Magnetic compass - unable to clearly see from steering position – Action taken 17	
Cause – Corrective Actions	<p>Root Cause: Compass is fitted with two lamps, one of which found burnt during inspection. Magnetic compass is inspected once per week, in accordance with Company’s PMS. At the time of the routine inspection the lamp was in good order. The lamp was burnt sometime between the two inspections.</p> <p>Basic/Underlying Cause: Inadequate Check/Testing Procedure.</p> <p>Corrective action: The burnt lamp was immediately replaced by spare ordered through the local market.</p> <p>Preventive action: In addition to the routine weekly inspections of the magnetic compass, as included in the PMS, it has been decided to include it in the “Daily Tests Checklist” which should be amended accordingly.</p>
Date Completed	xxx
3. SOLAS training manual. No reference to lifeboat release system – Action taken 17	
Cause – Corrective Actions	<p>Root Cause: Copies of pages referred to the lifeboat release gear, and previously inserted in the SOLAS training manual, have been accidentally torn out.</p> <p>Basic/Underlying Cause: Inadequate Check Procedure; Inadequate Supervision.</p> <p>Corrective action: New copies were made from the original instructions book available on board and they were put in place.</p> <p>Preventive action: Availability and condition of the SOLAS training manual is checked every three months, in accordance with Company’s PMS. It has been decided to increase the frequency to once per month in order to avoid re-occurrence. In addition all vessels were instructed to check their training manuals and confirm to the office that they reflect all necessary information related to SOLAS items. Company’s auditors were instructed to focus on the verification of the good condition of the manuals during their visits.</p>
Date Completed	xxx

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4. Port and Starboard lifeboat release systems defective – Action taken 30	
Cause – Corrective Actions	<p>Root Cause: Hook release protective wire was found corroded on both lifeboats. PMS Procedures referring to the inspection of the lifeboats have been carefully reviewed by the attendees. PMS includes weekly, monthly and quarterly inspections which were found adequately comprehensive and in detailed. It is considered that this is a clear case of inadequately implemented inspection and maintenance procedures. Master and Safety Officer failed to implement relevant procedures and shore-based personnel failed to identify this in time.</p> <p>Basic/Underlying Cause: Failure to Follow Maintenance Instructions; Inadequate Supervision.</p> <p>Corrective action: Lifeboats makers’ representative in Australia was immediately contacted in order to attend and carry out inspection and repairs as found necessary. However necessary wire was not available in the local market and same has been ordered from makers in Japan. After delivery renewal was carried out by authorized makers’ representative, who also carried out a general examination of the lifeboats and associated equipment.</p> <p>Preventive action: Preventive actions described in below Item (12) (SMS failure) should be considered as preventive actions covering this item.</p>
Date Completed	xxx

5. Port and Starboard lifeboat on load release system protective cover missing – Action taken 16	
Cause – Corrective Actions	<p>Root Cause: As per above Item (4).</p> <p>Corrective action: Cover has been supplied and fitted by the makers’ representatives who attended vessel.</p> <p>Preventive action: As per above Item (4).</p>
Date Completed	xxx

6. Lifeboat compass cover damaged, glass cracked – Action taken 16	
Cause – Corrective Actions	<p>Root Cause: As per above Item (4).</p> <p>Corrective action: New glass has been ordered and installed.</p> <p>Preventive action: As per above Item (4).</p>
Date Completed	xxx

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7. Engine room fire dampers defective due to wastage – Action taken 30

Cause – Corrective Actions	<p>Root Cause: Two dampers of the E/R fans, although properly working, were not properly isolating due to partial wastage. Company’s PMS provides for weekly and monthly inspections of the fire dampers. Reports submitted have been reviewed and it was noted that inspections have been carried out at required intervals without reporting the identification of any defect. It is thus considered that procedures have not been adequately implemented by the crew members performing the inspections.</p> <p>Basic/Underlying Cause: Failure to Follow Maintenance Instructions; Inadequate Supervision.</p> <p>Corrective action: Both dampers were fabricated by vessel’s crew and installed in place.</p> <p>Preventive action: PMS procedures referring to the inspection of the Fire Dampers have been reviewed, and although it is considered that comments made in above Item (4) also apply, the revision of the monthly PMS inspection has been decided in order to include additional instructions in respect of the inspection and maintenance of the dampers. This revision will include the verification of the structural condition of the dampers.</p>
Date Completed	xxx

8. Forward whistle defective by local control – Action taken 17

Cause – Corrective Actions	<p>Root Cause: Said whistle is locally activated by the use of wire. Rollers serving the system were found stuck.</p> <p>Basic/Underlying Cause: Inadequate Check/Testing Procedure.</p> <p>Corrective action: Rollers were made free by vessel’s crew and correct operation was verified.</p> <p>Preventive action: The revision of the PMS procedures has been agreed upon in order in order to include specific instructions on the relevant checks/tests and ensure testing of the whistle both from the local and the remote control.</p>
Date Completed	xxx

9. Pilot ladder stanchions, securing pins not in place – Action taken 17

Cause – Corrective Actions	<p>Root Cause: It has been noted that the securing pins of the pilot ladders’ stanchions are removed when the ladders are not in use, in order to avoid wear and tear, as well as possible loss, due to the exposure on the open deck.</p> <p>Basic/Underlying Cause: Inadequate Work Standards.</p> <p>Corrective action: Securing pins fitted in place immediately.</p> <p>Preventive action: Vessel has been instructed to always keep the securing pins in position.</p>
Date Completed	xxx

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10. Officers and crew changing room. Sink and tape missing – Action taken 99 (one month)	
Cause – Corrective Actions	<p>Root Cause: Sink and tape were found damaged. Procedures referring to Health and Hygiene Inspections were not effectively implemented. Records have been reviewed and although inspections were carried out at the required interval no deficiency has been reported.</p> <p>Basic/Underlying Cause: Failure to Follow Maintenance Instructions; Inadequate Supervision.</p> <p>Corrective action: New sink and tape have been ordered and will be put in position by vessel's crew.</p> <p>Preventive action: Although provision exist in Company's PMS for the regular Health and Hygiene Inspections of the accommodation spaces, it has been decided that same should be reviewed and revised also taking into consideration the new requirements of the ILO Convention on the Maritime Labour.</p>
Date Completed	xxx

11. Messroom microwave, dirty and rusty – Action taken 17	
Cause – Corrective Actions	<p>Root Cause: As per above Item (10).</p> <p>Corrective action: Microwave has been disposed and new one has been supplied on board.</p> <p>Preventive action: As per above Item (10).</p>
Date Completed	xxx

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12. SMS fails to ensure maintenance of essential equipment. See above items – Action taken 18

Cause – Corrective Actions	<p>Root Cause: It is considered that this deficiency recapitulates all the deficiencies imposed. The Company’s procedures were not effectively and adequately implemented and the vessel failed to report the existence of the defects. The performance of the crew in conducting the required inspections was not adequate. Additionally, Company failed to identify at an earlier stage that the maintenance procedures were not effectively implemented.</p> <p>Corrective action: As an immediate action it has been decided that a detailed examination of the vessel, together with an internal audit, will be carried out. Taking into consideration the nature of the deficiencies, a Superintendent Engineer, who is also a qualified Internal Auditor, will attend the vessel. During the attendance specific training shall also be provided on Company’s Maintenance Procedures and Defect Reporting. Furthermore a “Special Surveillance” Program will apply to the vessel with biannual internal audits and quarterly inspections. This program will apply until the end of 2009, when during the Annual Management Review Meeting situation will be re-evaluated. It has been decided that the Officers mentioned will repeat their Safety training.</p> <p>Preventive action: Notwithstanding the previously mentioned preventive actions, Company will take following additional measures:</p> <ul style="list-style-type: none"> i.1. Procedures for the training of the shipboard personnel prior joining to be reviewed and revised as necessary. Taking into consideration the implementation of the new Computer Based Training (CBT) Program, which will also be forwarded to the Manning Agents, a testing procedure shall apply for all new recruitments prior approval and sign-on. i.2. Company provides for additional “Ship Safety Officer” training course to be attended by Chief Officers and 3rd Officers. Procedures to be revised and ensure that all Officers who are new recruitments for the Company will undergo such a course in case they hold a similar certificate issued more than two years earlier. i.3. Procedures for recruitment of shipboard personnel will be reviewed in the scope of increasing the retention rate of Officers/Crew, as same would only improve the familiarization of shipboard personnel with Company’s SMS resulting to it effective implementation. i.4. Procedures for briefing of Senior Officers prior joining to be reviewed and revised in order to ensure a more detailed reference to Company’s maintenance standards. i.5. SMS procedures referring to the vessels’ inspection to be reviewed and revised, aiming to a more comprehensive and detailed inspection of the ship. i.6. Additional training of shore based personnel to be provided on the revised procedures upon completion. i.7. The list of the deficiencies will be communicated to all vessels under the management in the form of Safety Bulletin, aiming to avoid reoccurrence. This Bulletin will include a requirement for a training seminar which should be provided on board by the Master on the following topics: <ul style="list-style-type: none"> a. The identification and reporting of defects; b. The lack of maintenance and its results; c. Safety Officer and its role on board the vessel; d. Company’s policy in relation of safety of life.
Date Completed	xxx