



Port State Control Inspections - Deficiencies from 2017

The purpose of this notice is to advise shipowners, operators, managers and Masters of Isle of Man registered ships of information in respect of Port State Control activities

The Ship Registry wishes to advise those concerned with recent port state control deficiencies of the following information;

There were two particular inspection incidents where the deficiencies raised led to two separate detentions during 2017 and the Ship Registry would advise interested parties of the outcomes and lessons learnt;

Deficiency No.1 - Code 07120 - means of escape, clear width of all stairways in accommodation less than 700mm. The gap between the handrails was actually recorded as 650mm.



According to the FSS Code:-

Stairways and corridors used as means of escape shall be not less than 700 mm in clear width and shall have a handrail on one side. Stairways and corridors with a clear width of 1,800 mm and over shall have handrails on both sides. "Clear width" is considered the distance between the handrail and the bulkhead on the other side or between the handrails.

The ship had been built for a previous, shipowner, flag and classification society. The subject ship was flagged in to the Ship Registry in March 2015 under new owner and management, and a different Class Society.

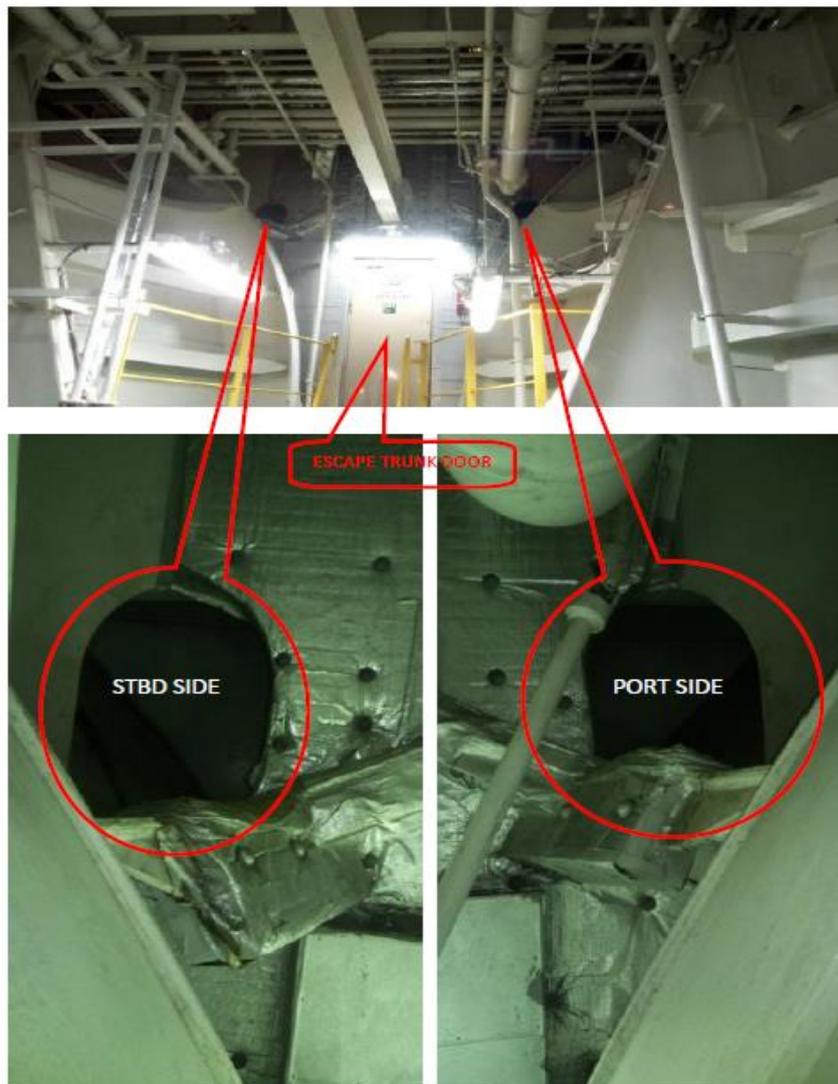
The original design of the ship from new had included two handrails on the respective accommodation stairway. The ship had undergone 9 previous PSC inspections including two inspections in the coastal state which raised this deficiency, with 7 previous inspections recording zero deficiencies. The subject of the "clear width" of the stairway handrails and never been raised before this inspection.

The outcome was to remove the bulkhead handrail and increase the "clear width" beyond the minimum 700mm to 750mm.

Deficiency No.2 - Code 07120 - means of escape, the insulation of escape trunk incomplete on both side in engine room

The subject bulk carrier in this instance was built in South Korea and was one of many sister ships built during a period from 2003 to 2007.

The deficiency centred on the port and starboard void spaces surrounding the escape trunking in the aft part of the machinery space. The void spaces are accessible through a lightening hole either side of the trunking. The area could only be checked by accessing the lightening holes via the stringers between the E/R Floor and E/R 3rd Deck. Once inside the void space a close up inspection of the trunk sides inside was able to determine the extent of the deficiency. The trunking bulkhead had a substantial section of missing fire insulation in each respective void space. That the PSCO went directly to this area during the inspection indicated a known fault in this class of ship.



However, for all such built escape trunks in the aft part of the machinery spaces, it would be prudent of ship operators, managers and Masters to investigate their respective ships accordingly to ensure there is no missing "A60" fire insulation

