

Ship inspection guidelines assignment



These Guidelines have been developed for the use of the Administration in the conduct of ship safety inspection. Inspections shall be carried out during port stays and/or while underway, or 1. 1 while drydocked. 1. 2 Ship inspection shall be conducted upon official request being filed or complaint lodged, and payment of the prescribed fees and charges, unless the inspection is decided *moto proprio* by the Administration, or its deputized agent. The official request for ship inspection should indicate the date, time and place of availability of the ship.

If the requested schedule for inspection does not push through, the Administration, or its deputized agent, should advise the shipowner/ operator in writing, within three (3) working days from the requested schedule, that its application is being returned without prejudice to reviving the same upon the availability of the ship. 1. 3 Ship inspection shall be conducted by the nearest office/unit of the Administration, or its deputized agent, where the ship is available for inspection, notwithstanding where the ship is homeported.

It shall, however, be the homeport office/unit which shall issue the ship safety certificates. In cases where the inspection is conducted by an office/unit other than the homeport, the inspection report shall immediately be forwarded to the homeport office/unit to serve as basis for issuance of the ship safety certificates. 1. 4 Inspectors must wear the prescribed identification, uniform, and equipped with the appropriate tools and paraphernalia prescribed for vessel inspection. Inspectors must present a valid order to the owner/operator or the master of the vessel. 1. Prior to the conduct of the actual inspection, there should be a pre-inspection meeting

between the inspection team and the master who must be present at all times during the conduct of the said inspection.

1. 6 All records, data and other relevant information generated as a result of the conduct of the inspection must be processed/evaluated/stored.

Initial inspection (“ I”)

2. 1 Prior to the ship’s registration, an inspection shall be undertaken to ensure compliance with the requirements of the PMMRR 1997, as amended, and other relevant rules and regulations, specifically covering the following:
 2. . 1 Arrangements, materials and scantlings of the structure;
 2. 1. 2 Boilers and other pressure ships;
 2. 1. 3 Main and auxiliary machinery;
 2. 1. Fire safety systems and appliances and arrangements, navigational equipment, nautical publications, means of embarkation for pilots, etc;
 2. 1. 5 Radio installation, including those used in life-saving appliances;
 2. 1. 6 Arrangements for the control of discharge of oil and the retention of oil on board;
 2. 1. Provision of the lights, shapes, and means of making sound signals and distress signals, as required by the provisions of COLREG; and,
 2. 1. 8 Approval of inclining experiment/stability test and certification of loadline.
2. 2 Annual Inspection (“ A”)

The annual inspection shall be undertaken to include verification on whether:

- . 2. 1 All equipment are operational and in satisfactory condition for the service for which the ship is intended;
2. 2. 2 Alterations have been made to the hull or superstructures which would affect the calculations determining the position of the loadlines;
2. 2. Fittings and appliances for the protection of openings, guard rails, freeing ports and means of access to crew’s quarters are maintained in satisfactory condition;
2. 2. 4 Ship documents are complete and valid; and
2. 2. 5 Officers and crew are adequate & duly certificated.

2. 3 Drydocking Inspection (“ D”)

This inspection is undertaken on ship placed on blocks in a drydock or slipway to

<https://assignbuster.com/ship-inspection-guidelines-assignment/>

examine the shell plating, stern frame, rudder, anchors and chain cables, sea inlets and overboard dischargers below waterline together with their valves and the fastening of these valves to the hull.

During drydocking inspections, other parts such as tanks, top plating of double bottoms and structures below ceiling, propellers and shafting arrangement are to be examined and thickness gauging on plates and structural members should be carried out. 2. 4 Occasional Inspection (“ O”)

An additional inspection to determine overall safety condition of the ship whenever adequate, or whether the ship is subject of complaints. 2. 5 Renewal Inspection (“ R”)

2. 5. 1 All equipment are operational and in satisfactory condition for the service for which the ship is intended; 2. 5. 2 Alterations have been made to the hull or loadlines; 2. 5. 3 Fittings and appliances for the protection of openings, guard rails, condition; 2. 5. 4 Ship documents are complete and valid; and 2. 5. 5 Officers and crew are adequate & duly certificated.

3 Basic Coverage of Ship Inspections 3. 1 Hull 3. 2 Machinery, equipment and electrical 3. 3 Life-saving, fire-fighting, navigational and communication equipment 3. 4 Vessel’s officers and crew documentation 4

Categories of Ship Inspectors: 4. 1 Category A- These are Ship Safety Inspectors possessing the following qualifications: a. Licensed Naval Architect & Marine Engineers, Mechanical Engineers, Electrical Engineers, Civil Engineers, Master Mariners, Chief Marine Engineers, and other related sciences; b. must have relevant experience; c. SSIS training and/or length of service of at least five years in the field or related to the field of ship inspection; and, d. as designated by the Administrator, upon the recommendation of the Ship Inspection System Committee. 4. 2 Category B-

These are Ship Safety Inspectors possessing the following qualifications; a. graduates of relevant technical courses, which include Naval Architecture and Marine Engineering, Mechanical Engineering, Electrical Engineering, etc. ; b. must have relevant experience; relevant experience, SSIS training and/or length of service of at least five (5) years to Category A Ship Safety Inspector upon the recommendation of the Ship Safety Inspection System (SSIS) Committee.

4. 3 Category C- These are Ship Safety Inspectors which are not licensed to practice relevant technical profession nor graduates of relevant technical courses but possess the following requirements; a. college graduate; b. have substantial experience in the conduct of ship safety inspections; c. have attended an SSIS orientation Seminar/Training; and, d. recommended by the SSIS Committee for designation by the Administrator as Category C ship safety inspector

4. 4 Cadet Inspectors – These are newly admitted personnel qualified and assigned to do ship safety inspection, as designated by the Administrator upon the recommendation of the SSIS Committee.

5. Qualifications for Ship Inspectors Inspectors shall be designated as Category A Ship Safety Inspector, Category B Ship Safety Inspector, Category C Ship Safety Inspector, and Cadet Ship Safety Inspector.

5. 2 The Administrator may designate any inspector by reason of relevant experience, Ship Inspection training and/or length of service of at least five years related to ship safety inspection upon the recommendation of the SSIS Committee.

5. 3 All newly admitted personnel may be qualified and assigned to do ship safety inspection if so designated by the Administrator upon the recommendation of the SSIS Committee.

5. 4 Minimum Qualification Requirements

5. 4. Education Personnel participating in ship inspection must have a minimum educational qualification in accordance with the following: (a) a qualification

<https://assignbuster.com/ship-inspection-guidelines-assignment/>

from a marine or nautical institution to include experience in ship operations; or (b) a qualification from a technical institution with a degree majoring in naval architecture and marine engineering, mechanical engineering, electrical engineering, civil engineering or other related physical science; (c) R. A. 1080 Civil eligibility; and (e) he or she should be proficient in the agreed language of the inspection. . 4. 2 Training Personnel performing ship inspection shall receive formal training conducted by the Administration, or a nationally/internationally recognized organization in the field of ship inspection and certification, to ensure adequate knowledge, competence and skills with respect to at least: (a) understanding of ship inspection; (b) mandatory rules and regulations; (c) applicable codes, guidelines and standards recommended by IMO, Classification Societies and Maritime Industry Organizations; and (d) Ship inspection system and techniques.

Such knowledge, competence and skills should be demonstrated through written and/or oral examinations or other acceptable criteria. 5. 4. 3 Work Experience Personnel performing ship inspection must have work experience related to either classification or statutory certification surveys, technical and operational aspects of ship safety management or a combination of the three. a) Ship Inspection Experience of Category B Ship Safety Inspectors Personnel performing ship inspection, under this category should either be an inspector who has fulfilled the requirements of an equivalent national standard or shall have acquired, as a minimum, the inspection experience indicated below: (i) for initial or renewal inspection, inspectors should have participated in at least hree (3) initial or renewal inspection of ship under the supervision of a senior inspector; and (it) for periodical or additional

inspection, inspectors should have participated in at least two (2) periodical or additional inspection of a ship under the supervision of a senior inspector.

(b) Ship Inspection Experience of Category A Ship Safety Inspectors

Personnel performing ship inspection, as category A ship safety inspectors, are to have participated as a qualified Category B ship safety inspector in the initial or renewal inspection of the following size/type of ships, as a minimum, and are to have undergone training as Category A ship safety inspector.

Total gt high speed craft Passenger ships Cargo ships Tankers others 61

Code of Conduct and Ethical Standards Ship Inspectors shall officially pledge to adopt and abide by the following code of conduct and ethical standards:

(i) To ensure compliance with applicable international and national safety and marine environment protection rules and regulation; (ii) To continuously seek to enhance his knowledge and skills to enable him to perform his duties competently and confidently with the highest integrity; (iii) To treat the shipowner/operator or his representatives with dignity and respect; (iv) To conduct the ship inspection with an aspiration to contribute to the improvement of the maritime safety of the ship; (v) To endeavor to treat all inspection documents confidential; (vi) To, in the exercise of his functions as ship inspector, observe utmost prudence so that normal operations of the ship can be carried out. (vii) To safeguard personal integrity and therefore observe Republic Act No. 6713; (viii) To be punctual in the conduct of ship inspection; (ix) To, in dealing with his co-inspectors, regard them with esteem and deference; and, (x) To unselfishly share whatever knowledge/information with his co-inspectors with the view to improve the

maritime safety condition in the Philippines. 7 Ship Inspection Objectives and

Responsibilities 7. Ship Inspection Objectives (i) Ensuring that all ships/vessels are maintained in safe operating conditions; and, (ii) Ensuring that all ships/vessels comply with the requirements of national and applicable international maritime safety standards. 7. 2 Lead Ship

Inspector's Responsibilities (i) To prepare inspection program and schedule; (it) To lead the opening meeting; (iii) To supervise the conduct of inspection; ' v) To evaluate the report submitted by the ship inspectors; and (v) To lead the the inspection. 7. 3 Ship Inspector's Responsibilities (i) To conduct

inspection as assigned by the Lead ship inspector; (it) To make and submit inspection report to the Lead Ship Inspector 8. Ship Inspection Procedures

Inspections shall be carried out during port stays and/or while underway, or

while drydocked. 8. 1 Pre-Inspection. 8. 1. Prior to the actual conduct of the inspection, the Lead Ship Inspector shall undertake the following preparatory tasks: (a) Ensure that members of the Inspection Team are in proper uniform and possess roper identification and authority to inspect the ship; (b)

Ascertain the availability of inspection tools and equipment to be used; (c)

Obtain necessary documents needed including checklist, a copy of ship specifications, pictures and plans, where applicable; (d) Confirm inspection time and location with ship operators or their representatives; (e) Hold pre-boarding meeting to coordinate the inspection work to be performed by each member of the team and to set a target completion time; and, (f)

Inspector/Inspection Team to meet the Master on board the ship. 8. 2 Pre-

Inspection while on Drydock. 8. 2. In case of drydocking inspection, on the date of the drydock and when the hull has been scraped and hosed down with fresh water, the ship inspector's shall be present in the conduct of the

<https://assignbuster.com/ship-inspection-guidelines-assignment/>

thickness gauging using the Shell Expansion Plan submitted by the Shipowner. 8. 2. 2 A conference between the shipowner, shipbuilder and the Administration's inspector's shall be undertaken to discuss the scope of inspection work. 8. 2. 3 The shipowner, shipbuilder and the ship inspector's shall agree and acknowledge the scope of inspection work to be undertaken.

It should be understood however, that the agreements made should be in compliance with the PMMRR 1997 and other related rules and regulations. survey shall be conducted by the ship inspector's to determine full compliance with the agreement during the pre-survey/inspection. Inspection shall be conducted prior to hull preservation. 8. 2. 5 The Administration is not prevented from conducting any validation/verification inspection during the actual repair works. 8. 2. 6 Only after full compliance with the agreement at the full satisfaction of the attending ship inspector shall the ship be ready for the necessary hull preservation prior to undocking. 8. 2. When a major repair on the machinery has been performed, such as but not limited to, withdrawal of the tail shaft, repair of the rudder, propeller, a sea trial must be conducted in the presence of the attending ship inspector. 8. 3 Inspection Proper. 8. 3. 1 Upon boarding the ship, an opening meeting with the Ship Master shall be called. The Lead Ship Inspector shall introduce the members of the inspection team and inform the Ship Master the purpose for which the inspection shall be conducted. The Lead Ship Inspector shall inform the Ship Master of the areas to be covered by the inspection. Prior to the conduct of the actual inspection, there should be a pre- nspection meeting between the inspection team and the master who must be present at all times during the conduct of the said inspection. 8. 3. The inspections to be conducted shall

cover the following, in accordance with the ship inspection procedure. (a) Verification of ship documents; (b) Hull and Deck Machinery condition; (c) Assessment of Ship machinery, steering and propulsion system; (d) Assessment of life-saving appliances, fire protection & fire safety system, navigational, electrical and communications equipment, oil pollution prevention equipment and system, cargo handling appliances; and, (e) Verification of compliance with minimum safe manning requirements, i. e. , officers, deck and engine watchkeepers and their pertinent documents.

8. 4 Field Action and Reporting

8. 4. Field action of the Inspection Team

(a) A closing meeting with the Ship Master shall be called to present the details of the findings/results of the inspection. The Ship Master, or his representative, shall be required to sign the inspection report to confirm that he is in agreement with the are found, the Ship Inspection Team shall accomplish the Notice of Deficiency Form (NODF) indicating the nature of deficiencies and the time within which the corrective actions shall be undertaken. A copy of the NODF shall be furnished only to the Ship Master who shall acknowledge receipt thereof. (c) In support of the findings, the Ship Inspection Team shall gather sufficient evidence including visual materials. d) Only after the conduct of the above procedures and/or after issuance of the corresponding shipyard certificate of drydocking at the full satisfaction of the Administration and after compliance with other safety requirements/regulations, shall the necessary certificates be issued.

8. 4. 2 Inspection Reports

The Ship Inspection Team shall submit the inspection report on hull, machinery, safety/communication equipment and crew/officers documentation within 24 hours, or the next working day upon arrival at the official station.

8. 5 Underwater Inspection

Underwater

inspection shall be carried out strictly in accordance with the following conditions (in addition to relevant regulations issued by the Administration):

8. 5. In areas duly designated by MARINA; 8. 5. 2 Only by accredited underwater marine surveying company under supervision by MARINA inspector's; 8. 5. 3 Water visibility should not be less than 80 percent. and 8. 5. Underwater inspection in lieu of drydocking shall be in accordance with generally accepted rules on underwater survey. 8. 6 Assignment of Inspector/Inspection Team 8. 6. 1 Assignment of Inspector The assignment of inspectors shall be in accordance with the following: Size/Type of Ship
Number of Inspectors Category of Inspectors Category A 5000 gt and above
3 1600 gt and below 5000 gt 2 500 gt and below 1600 gt below 500
Category B or C 8. 6. The selection/rotation of inspectors for vessel inspection assignments shall be based on the following: a) Recognition of the inspector's specialization vis-a-vis the vessel to be inspected; b) As a general rule, the inspector shall not be assigned to the same vessel at any given time except when there are serious deficiencies which require subsequent verification; c) Sequential assignments shall be encouraged for the purpose of saving time and cost. In no case shall an inspector be allowed to inspect more than two vessels at any given time. d) Assignment of inspector shall be made at least a day prior to the scheduled date of inspection. 8. 6. 3 The Ship Safety Inspector shall sign the Inspection Report and make the proper recommendation regarding the issuance of the safety certificate's.