



PRS safety guidance

This letter is aimed to draw the attention of the Shipowners and vessel's crews on most common problems encountered during last months, on the basis of the Port State Control most frequently found items.

As a result of numerous observations related to the difficulties in starting, priming or maintaining pressure on the Emergency Fire Pump (EFP), difficulties with starting the Emergency Diesel Generator (EDG), as well as difficulties in starting the motor of the lifeboat (LB) or the rescue boat (RB), this is to remind that the above equipment should be maintained in the perfect working order at all times, not only before the PSC inspection, but also for the case of the unexpected real emergency situation.

It is sole responsibility of the shipowner and the crew to maintain the vessel and her equipment in good condition and ready to use at all times. This is done on the basis of the frequent planned maintenance and inspections made by the responsible/designated engineer. Regular maintenance minimizes the risk of failure of the equipment and provides for quick and appropriate repairs if needed, so the equipment is still ready for use or – in case of bigger problems – repaired quickly, while the alternative systems are in place to maintain the relevant applicability.

In this way the crew is always aware if the certain system is not working and will not call for it in case of emergency, but will use the alternative means. Off course this has to be done in full knowledge of the Polish Register of Shipping, as the mentioned above equipment is compulsory and usually flag of the vessel should be informed.

Despite the frequent maintenance done by the designated engineer, any crew member should be familiar how to start the EFP, EDG or the LB/RB motor. Therefore once again it is important to maintain their perfect working order to make it easy to operate by the crew member not possessing engineering skills.

In order to ensure the safety of the personnel on board and also to minimize the risk of deficiency/detention by PSC in this regard, the following should be observed:

1. The EFP, EDG and Lifeboat/Rescue boat engines have to be maintained and regularly tested by the designated engineer;
2. Every crew member should be familiar with operating the mentioned equipment;
3. EFP should be kept primed, so it is ready to start without losing suction after any loading condition or discharge operations when the suction box is emerged from the water. There are cases that after restoring normal trim and submerging the suction box, the pump has got aired and if PSCO boards the vessel, the deficiency or even detention maybe already unavoidable if the pump was not primed by the experienced crew;
4. All instructions, clearly visible and readable in working language and in English should be posted in conspicuous places near the relevant equipment;
5. Any leakages should be attended and their reason should be eliminated.

If the above conditions are met, there is a fair chance that, even in case of minor failure to the equipment (provided that such failure is appropriately communicated to the Harbor Master or PSC on arrival), the vessel will not be detained with deficiencies lying in scope of emergency preparedness.

In case there is a need for assistance before or during the PSC inspections on board, please do not hesitate to contact PRS local representatives or designated person in PRS Head Office:

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Remember! It's better to do something before than after...

