



# Inspections (Third Edition)

## Republic of Vanuatu Maritime Bulletin

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### Introduction

Everyday we read in the maritime press about either the continuing need for more rigorous inspections and surveys aboard vessels, or the need to reduce the number of inspections and surveys that are carried out, or at least the need to rationalize those inspections and surveys. More regulations have come into force since our last Inspection Bulletin forcing us to review our report of safety inspection form. This revised Maritime Bulletin addresses the issue of inspection and surveys in the Vanuatu fleet.

### Regulations

The Vanuatu Maritime Regulations, Chapter 6, Marine Inspection, stipulates:

- (1) The Commissioner or Deputy Commissioner may appoint Marine Inspectors to board and examine or inspect vessels.
- (2) It is the responsibility of owners to cooperate fully with Marine Inspectors.
- (3) It is the duty of all holders of licenses of competence or other certification to cooperate fully with Marine Inspectors.

SOLAS, Chapter I, Regulation 6, requires:

- “(a) The inspection and survey of ships, so far as regards the enforcement of the ...present regulations...shall be carried out by officers of the Administration. The Administration may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it.
- (b) The Administration shall institute arrangements for unscheduled inspections...Such inspections shall ensure that the ship and its equipment remain in all respects satisfactory for the service for which the ship is intended. These inspections may be carried out by the Administration's own inspection services, or by nominated surveyors, or by recognized organizations, or by other Parties upon request of the Administration....”

To meet this requirement Vanuatu has instituted Mandatory Annual Surveys (MAS) conducted on its behalf by recognized organizations, mainly the full members of IACS. Additionally, a program of inspections has been implemented, to further the interests of safety.

Paragraph (c) of Regulation 6 of SOLAS imposes an obligation on the Administration and its authorized inspectors to ensure corrective actions are taken immediately when the condition of the ship does not correspond with the particulars of a certificate, or the vessel is unfit to proceed to sea without danger to the ship or persons on board. If corrective action is not taken the relevant certificate should be withdrawn, the Administration notified, and if the ship is in the port of another Party, the appropriate Port State authorities notified.

### Definitions of Terms

Let's define inspection, survey and one of today's most overused words, audit. The root word for "inspection" is "inspect" which Webster's New World Dictionary defines as:

“(1) to look carefully; examine critically, especially in order to detect flaws, errors, etc.

(2) to examine or review ...officially”.

“Inspection” is then defined as

- “(1) critical examination
- (2) official examination...”

Webster’s also defines “survey” to mean:

- “(1) to examine for some specific purpose; inspect or consider carefully; review in detail
- (2) to look at or consider, especially in a general or comprehensive way; view...”

Similarly “audit” means:

- “(1) a formal, often periodic examination and checking of accounts or financial records to verify their correctness...
- (2) any thorough examination and evaluation of a problem...”

While the terms are similar, we understand them to mean entirely unique and different means of verifying a vessel’s condition relative to safety. They each delineate the scope or the particular method of examination or verification: surveys--very narrowly focused but going into greater specific detail--for example, a tailshaft survey, drydocking survey, safety construction survey, load line survey, etc.; inspections--more broad in focus, with less attention to specific detail, covering more areas within the time allowed; and, audits--more closely focused on the paper work side, but encompassing aspects of both surveys and inspections.

Neither “survey” nor “inspection” are in fact defined by SOLAS, MARPOL, or other International Conventions although they are extensively used. Neither is “audit” defined. In quality assurance and safety management terms, an audit is the verification that prescribed procedures are being followed. Interestingly enough, classification societies’ rules also do not define “surveys” or “inspections” but they do list items to be examined during the survey, thereby defining “survey” by setting the parameters of the survey. There is an anomaly in SOLAS 74 in that Regulation 12 (a) refers to “the issue of Safety Equipment Certificates and Radio Certificates after ‘inspection’”. Regulations 8 and 9 refer to “surveys” of safety equipment and radio installations respectively. However, all instruments since 1989 refer only to “surveys” in the context of issue or maintenance of certificates. In particular, the Harmonized System of Survey and Certification consistently refers to “surveys” and thus, in the legislative sense, on “surveys” for Certificates.

Nevertheless, for the purposes of this Bulletin “surveys” are more detail oriented, narrowly focused examinations. “Inspections” are more general purpose, with less attention to the minute detail. For example, during a Vanuatu Marine Safety inspection, the inspector will not necessarily inspect every fire hose, fire extinguisher, life buoy or lifejacket but he will spot check them; if he finds deficiencies, he will intensify his inspection in that particular area. However, a classification surveyor would be expected to check every lifesaving appliance during his survey, prior to issuing a Safety Equipment Certificate.

#### **Current Practices**

In line with the appropriate national and International regulations, we rely on the following: the IACS classification societies with which we have agreements for classification and statutory certification of vessels (including, where an individual classification surveyor deems necessary, unscheduled inspections); and, an ever-increasing network of non-exclusive Vanuatu Marine Safety Inspectors for unscheduled inspections.



The comprehensive agreements with the classification societies provide not only for the issuance of statutory certificates, but also,

- require the surveyor to verify proper crewing in accordance with the vessel's Minimum Safe Manning Certificate during the course of any survey;
- authorize the surveyor to take action where the condition of the ship or its equipment does not correspond with a Convention certificate, or its manning is deficient in important respects, or the ship is not fit to proceed to sea without danger to the ship or crew;
- authorize the surveyor, when such conditions exist, to go aboard at any time to conduct a general inspection. Free access to the vessel, without waiting for the owners invitation is vital to the success of this authorization.

In addition to the agreements with the classification societies, we now have hundreds of individuals and organizations worldwide, that we can call on for routine annual or special safety inspections. In 1991 we began to expand our network of inspectors. Now, we regularly inspect almost all of our high priority ships annually. We emphasize and prioritize larger and older vessels, including bulk carriers. Our ultimate goal is for 100% of the convention sized fleet to be inspected annually by Vanuatu marine safety inspectors.

There are other inspections which are more commercial in nature: P & I inspections, charterer's inspections, load or discharge port inspections, change of ownership inspections, pre-registration general condition surveys, etc. These are all done to minimize financial risk, without the emphasis being placed solely on total quality or safety of the crew, ship or environment. Even PSC inspections, to a large extent, are used to protect the local environment, rather than promote the general safety of the vessel. However, since they are becoming extremely comprehensive, they cannot fail but to promote the global aspect of safety.

## Inspection Forms

The inspection forms used by the Vanuatu safety inspectors have been, and are continually being, revised to reflect requirements mandated by IMO or by the Vanuatu Maritime Act and Regulations, while avoiding unnecessary or duplicate information found elsewhere.

The forms are arranged to permit the inspector to proceed logically from the vessel's office, to the navigating bridge, to a topside inspection of lifesaving, firefighting, and other safety equipment, and general housekeeping, before returning to the office for consultation with the master to review the inspection details.

When Vanuatu Maritime Services receive the reports, they are reviewed in light of the Vanuatu Maritime Act and Regulations, International Conventions, and the standard practice of good seamen. Comments are then prepared for the owners or operators. These comments may include: mandatory requirements, recommendations, suggestions and enquiries.

- We will **mandate** that changes be made to equipment or practices to bring the vessels into compliance with IMO or Vanuatu legislation. For example, lifeboat drills must be conducted weekly.
- We will **recommend** that changes be made in equipment or practices, in line with the general safe practices of seamen. For example, certain log entries should be routinely made.

- We may **suggest** that changes be made, where it is apparent that there is currently no established shipboard practice or guideline. For example, participation in a weather routing service, bridge resource management training, etc.

We may ask questions which would clarify how a vessel is equipped or managed: for example, we may question the installation of a Satellite EPIRB, which could be incorrectly coded, to enable the coding to be corrected and the EPIRB added to the Search and Rescue Point of Contact (SPOC) emergency list.

The safety inspection forms are organized in 6 pages:

- ship and inspection particulars and documentation;
- ship's publications, navigational charts, and records;
- navigational equipment and log entries;
- licensing and certification;
- firefighting and lifesaving equipment; and,
- pollution prevention, housekeeping, general safety and commentary

Copies of the forms which are attached are also available from our website, [www.vanuatuships.com](http://www.vanuatuships.com), or upon request so that you may prepare for safety inspections. However, the inspector is never limited to restricting his inspection or subsequent remarks to these forms; and he may, if the conditions warrant, concentrate his whole inspection on only one aspect of the vessel's safety readiness, if that is found to be deficient.

## In Summary

Vanuatu safety inspections are only one means available to assist owners and operators ensure their vessels are maintained in compliance with International Conventions and the Vanuatu Maritime Act and Regulations. They complement the Mandatory Annual Surveys and Port State Control inspections.

Vanuatu safety inspections should not be considered punitive in nature, although we may be mandated to impose fines on a vessel if it does not comply with certain sections of the Maritime Act or Regulations. For example, if the officers are not properly licensed, or if lifeboat drills are not conducted weekly, fines will be imposed.

The inspections, the forms, and our critique, are designed to benefit the safety of the ship, the crew, and the marine environment. If appropriate actions are taken to correct the deficiencies found during these inspections, then we can almost guarantee that Port State Control inspections will find fewer reasons for detentions. And we all know that detentions or delays are costly, and could mean the difference between a lucrative charter and expensive idle time.

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REPUBLIC OF VANUATU PORT VILA, VANUATU	REPORT OF SAFETY INSPECTION MODU/MOU	Location:
		Date/Time Commenced:
		Date/Time Completed:
		Inspection Type:      Annual      Special

## INSTRUCTIONS

## VESSEL/UNIT SUBJECT TO INSPECTION

All Vanuatu registered units are subject to periodic inspections. The Deputy Commissioner may appoint Marine Safety Inspectors to board and examine, or inspect, Vanuatu units. Owners, operators, and Masters/OIMS shall present each such unit for boarding when required and cooperate fully with the Marine Safety Inspectors. Failure to cooperate is a marine offense subject to severe penalties. Units subject to periodic inspection may also be subject to a special inspection as provided by Vanuatu Maritime Regulations.

## INSPECTION REPORTS

This form is to be completed in duplicate. The original and copy are to be signed by both the Marine Safety Inspector and the vessel's Master/OIM (or his representative). One signed copy shall be delivered to the Master/OIM and retained on board as part of the unit's documents. One signed copy shall be sent to VMSL, New York. The Master/OIM shall produce the unit's copy at the request of any Marine Safety Inspector, or at the request of any person acting on behalf of the Deputy Commissioner.

## PART A. GENERAL

1. Name of Unit/Rig		2. Official No.	3. IMO No.
4. Call Sign	5. Type of Unit/Rig	6. Tonnage, GT	7. Tonnage, NT
8. Year Built	9. Class Society	10. Last Position	11. Next Position
12. Complete Operators' Name/Address and email address:			

## PART B. DOCUMENTS (For reference, see Vanuatu Maritime Services MARITIME BULLETIN 107 Annex)

SECTION 13. Name of Certificate	Issuance Date	Expiration Date	Last Annual Survey
a. MODU Certificate			
b. Load Line Certificate			
c. IOPP Certificate (400 GRT and above)			
d. IAPP Certificate			
e. International Tonnage Certificate (1969)			
f. Safety Management Certificate			
g. ILO Crew Accommodation Certificate			
h. Cargo Gear Register			
i. Civil Liability Certificate in accord with 1992 Convention			
j. Class Certificate			
k. ISSP Certificate (Sewage)			
l. Radio Station License (issued by Vanuatu)			
m. ISSC Certificate (where applicable)			
n. Bunker Certificate (2001)			
o. LRIT Conformance			
p. Other:			

## PART C. PUBLICATIONS (Indicate if on Board)

SECTION 14. Name of Publication	Y/N	Year of Issue	Name of Publication	Y/N	Last Edition
a. Vanuatu Maritime Act & Regulations			l. SOLAS 1974/1978, as amended		
b. Vanuatu Articles of Agreement			m. Lifesaving Appliance (LSA) Code		
c. Vanuatu Maritime Bulletins (101,103-106, 108-110)		Nos.	n. COLREGS 1972, as amended		
d. Oil Record Book			o. MARPOL 1973/1978, as amended		
e. Garbage Record			p. Load Line Convention 1966		
f. Official log Book			q. ISPS Code/SSP		
g. Medical Guide, latest edition			r. ISM Code/Safety Mgmt. System		
h. Medical Log Book			s. ICS Guide to Helicopter Operation		
i. International Health Regulations(Latest edition)			t. STCW 95, as amended (where app.)		
j. Stability Book (Ship Specific)			u. Fire Safety Systems (FSS) Code		
k. MODU Code			v. Other		

## PART D. CHARTS, PUBLICATIONS, RECORDS, BRIDGE &amp; ENGINE ROOM LOG BOOKS (Indicate if on Board)

SECTION 15. Title	Y/N	Last Correction/Entry	Year Issued	Remarks
a. Notice to Mariners		Last Issue:		Record of Receipt kept? Yes No
b. Light Lists				
c. OIM Standing Orders				
d. OIM Night Order Book				
e. Navigational Charts				
f. Engine Room Log Book				
g. Bridge Log Book				
h. Ozone Depletion Record Book				

## PART E. NAVIGATIONAL AIDS, ETC.

## SECTION 16. Equipment

Equipment Type	Fitted (Y/N)	Oper (Y/N)	Remarks
a. GMDSS			Sea Area: A1 A2 A3 A4
b. Signal Lights/Flags			Condition Good Fair Poor
c. On-board Com. System			Describe
d. Satellite Com. System			Satellite A B C M FLEET #:
e. Float Free Satellite EPIRB (406 MHz)			Hex ID: Battery Expires:
f. Lifeboat Transceivers			(3) 2-way VHF Units Battery Expires:
g. Radar Transponders			Batteries Expire:
h. Navtex			
i. GPS			
j. 2182 KHz Monitor			Tested Daily Y/N
k. AIS			
l. LRIT			



PART F. OFFICIAL LOG BOOK ENTRIES

SECTION 17. Entries	Y/N	Entries	Y/N
a. Gear Tests		d. Casualties/Accidents/Injuries	
b. Fire and Boat Drills (weekly)		e. Line Throwing Appliance Instructions (3 Mon.)	
c. Security Drills			

General Remarks:

PART G. LICENSING

SECTION 18.

Vanuatu Maritime Act and Regulations require each officer to have a valid Vanuatu license including, where required by the Minimum Safe Manning Certificate, valid radio licenses. Failure to have Vanuatu licenses, and to have them posted under glass, may subject the Unit/Rigs to a fine. Vanuatu has acceded to the STCW Convention and requires officers and appropriate crew of self-propelled MODUs/MOUs to have valid STCW certificates. If the Unit/Rig's complement does not meet or exceed that prescribed by the MSMC, details should be noted for action by this office. List all radio licenses

\*Complete only if the officer has no Vanuatu License, it has expired, or he is sailing in a higher capacity than authorized.

NAME	VANUATU LICENSE INFORMATION						*HOME COUNTRY LICENSE INFORMATION						
	Grade				Number	Expires	STCW (Y/N)	Limitations	Country	Grade			
	M	1	2	3						M	1	2	3
MASTER (SELF PROPELLED)													
OIM													
CHIEF OFFICER (SELF PROPELLED)													
BARGE SUPERVISOR													
BALLAST CONTROL OPER.													
CHIEF ENGINEER													
OTHER OFFICERS													
OTHER OFFICERS													
OTHER OFFICERS													
OTHER OFFICERS													
Name	Grade				Number	Expires	STCW	Limitations	Country	Grade			
GMDSS or Radio													
GMDSS or Radio													
GMDSS or Radio													
GMDSS or Radio													

CERTIFICATE

SECTION 20. Minimum Safe Manning Certificate	Date Issued:	Compliance Y / N
General Remarks:		

PART H. FIREFIGHTING EQUIPMENT

SECTION 21. Firefighting Equipment		Condition		
		Good	Fair	Poor
a. Fire Stations:	Fire Hoses:			
Spanners at each Station Y / N	Multipurpose Nozzles at each Station Y / N			
Sand Box #	Axes #			
b. Firemen's Outfits:	Number:			
c. SCBA #:	Spare Cylinders #:	B/A compressor Y / N		
d. Fire Extinguishers:	Portable & Semi-Portable:			
	Foam	Dry Chemical	CO2	
e. Fixed Fire Extinguishing System:	Steam	CO2	Halon	Dry Chemical
Spaces Protected:	E/R	Accom.	Cargo	Other
f. Last Shoreside Service of (i) Portable/Semi-Portable Extinguishers:	Did you Test? Y/N	Was it Operational? Y/N	When Normally Tested	
(ii) Fixed Fire Extinguishing Equipment:			Daily	Weekly
			Other	
g. General Alarm System:				
h. Emergency Lighting System:	Generator: Y / N	Batteries Y / N		
i. Firedoors:				
j. Emergency Fire Pumps:	Number:			
k. Automatic Fire Detection/Alarm:				
l. Fire Control Plan Displayed? Y / N	Where?	m. Fire Dampers Operative? (Spot Check) Y / N		
n. International Shore Connection? Y / N	Location:	o. F.O. Emergency Quick Closing Valves (Check) Y / N		

PART I. LIFESAVING APPLIANCES AND EQUIPMENT

SECTION 22. Lifesaving Appliances and Equipment		Condition		
		Good	Fair	Poor
a. Lifebuoys Total #:	With Lights #:	Buoyant Line #:	Smoke #:	
b. Lifejackets Total #:	With Lights Y / N	Retro-reflective Tape Y / N		
c. Lifeboats Total #:	Capacity:	Type: Open	Semi-enclosed	Enclosed
d. Emergency Escape Breathing Devices (EEBDs) Total# E/R:	Accommodation:			
Type:	Last Service Date:	Expiration		
e. Last 4 Fire and Boat Drills (Required weekly):				
Dates:	Lifeboat Equipment (spot check): Y/N			
Did you witness drills Y / N	Boat #:	Time (10min or less)		
Boat Falls/Etc. (spot check) Y / N	Ladders/Etc. (spot check) Y/N			
f. Last 2 Times Boats Released Into Water and Crew Exercised at Propelling Devices (Required Quarterly):	Port Boat (s) _____ Stbd. Boat (s) _____			
g. Liferrafts: Total #:	Capacity:	Last Survey:	Hydrostatic Released Fitted Y / N	
i. Immersion Suits: Total #:	Location:	g. Thermal Protective Aids	Total #:	Location:
j. Line Throwing Appliance(s) instructions last 2 tests or instructions to crew (Required Quarterly): _____				



Total #:	Type:	Expires:	
Rocket:			
k. Navigating Bridge Pyrotechnics: Hand Flares #:	Expiration Date:	Rocket Parachute #:	Expiration Date:
General Remarks:			

**PART J. BILGE AND BALLAST TREATMENT/POLLUTION PREVENTION**

SECTION 23. Disposition of Residues	Slops	SECTION 24. Records/Plans	Y/N
	Bilge		
a. Oily Water Separator: Fitted Y / N Used Y / N		a. Oil Record Book Properly Maintained	
b. Residues Retained on Board & Discharged Ashore		b. Shipboard Oil Pollution Emergency Plan (SOPEP)	
c. Drip Pans: Installed Y / N		c. Garbage Record Book Properly Maintained	
d. Incinerator: Installed Y / N Used Y / N		d. Other (specify)	
e. 15 PPM Alarm: Fitted Y / N Operating Y / N			
f. Oily/Water Interface Detector Fitted			
g. Sewage Treatment Fitted Y / N Operating Y / N			

**PART K. GENERAL SAFETY**

SECTION 25. Miscellaneous									
a. House Keeping/Cleanliness	Accommodations					Engine Room			
	Catering Areas					Storerooms			
	Passageways					Paint Lockers			
b. Documents	Document Type	Document Language	Officers' Language	Crew's Language					
	Stability Book								
	Unit's Plans								
	Equipment Plans								
	Safety Manual/Plans								
c. Safety Training Manual Available Y / N Sighted? Y / N					d. Emergency Response Manual Available Y / N Sighted? Y / N				
e. Helicopter Deck Markings & Anti Skidding, Tie Downs Y / N					f. Helicopter Deck Lighting, Fire Fighting Equipment Y / N				

SECTION 26. Recommendations & General Comments (Add more sheets if necessary)  
PLEASE PROVIDE COMPLETE 24 HOUR EMERGENCY CONTACT (INCLUDING EMAIL ADDRESS INFORMATION):

**IMPORTANT NOTICE**

Neither the inspection nor this report constitute a certification as to the seaworthiness of the vessel. They do not relieve any person or organization from their respective obligations to ensure that the vessel is maintained in a seaworthy condition. Masters must review all entries before signing the report and discuss any findings with which they do not agree.

INSPECTOR		MASTER / OIM (or Representative)	
Name(print)	Date	Name(print)	Date
Signature		Signature	

