Title: V GROUP SAFETY DIGEST (#2)

Content:

This VSL Bulletin contains as attachments the following Group Bulletin and Circular Letters:

1) Technical Bulletin 04/2017 “Off-scanning (Disabling) of Alarm Channels”
2) Circular Letter VCIRC/TEC/102 “Vessel Detention relating to Emergency Generator Operation”
3) Circular Letter VCIRC/RSQ/0439 “Updating ECDIS units to the latest IHO & IEC Standards”

Note: The subject Group Bulletins/ Circular Letters are herewith attached with their original text, but references to procedures have been amended in line with the Leisure VMS

Actions required

Vessel:

1) Review the attached V Group Bulletin and Circular Letters
2) Revisit the Leisure VMS sections referenced in the Bulletin/ Circular Letters
3) Implement corrective and preventive actions as required by the relevant paragraphs of each Group Bulletin or Circular Letter
4) Confirm to your DPA

Completed

Applicable to: All Vessels

Off-scanning (Disabling) of Alarm Channels

Event Summary

The following observations have been identified recently by Oil Vetting and Port State Control inspections, and have been repeated within a short time period on various vessels.

Chevron Observation - 10 April 2017
Alarm panel in ECR showed alarm Waste Oil Tank Abnormal since 20 July 2016.

Tesoro Observation - 24 May 2017
The vessel was found with various alarms in a manual "off-scan" status. This included the ME turbo charger high temp alarm which had been off-scanned since 28 March 2017. The officers mess room UMS panel failure alarm was off-scanned since February 2017. The vessel had continued to operate in UMS mode with these alarms off-scanned.

PSC Observation - 7th Aug 2017
There were 7 MDO and HFO high level tank alarms, manually isolated (off-scan) from the engine room alarm system.

Possible Consequences

Disabling of alarms can result in major machinery damage and/or breakdown, hazards to personnel, oil spills and fire to name some potential serious consequences.

Alarm systems are in place to support Crew safety and provide an environment for safe operation of machinery and systems. Disabling or increasing time delays of alarms on generator power management systems excessively removes protections (such as standby generators during a black out) and can lead to standby systems being non-operational or not protected resulting in hazardous situations.

Actions to take

- Off scanning to the extent of disabling alarms and/or alarm channels including excessive time delays must be avoided under normal circumstances.
- If alarms are to be disabled for maintenance purposes, the alarm systems need to be re- instated as soon as the maintenance task is completed.
- Proper tag out procedure and maintenance records must be in place relating to the disabled alarm unit, to ensure it is reinstated and prevent inadvertent operation of associated equipment protected by the monitoring system.
- The Chief Engineer must be made aware of any disabled alarm or system.

Compliance and Quality Department

CIRCULAR LETTER

Circular Letter No	**:**	**VCIRC/TEC/0102**	**Section**	**:**	**Compliance & Quality Dept**
Issue Date	**:**	**25th October 2017**	**To**	**:**	**All Masters & Chief Engineers**
			Cc	**:**	**C&Q Managers** **Technical Managers**

Vessel Detention relating to Emergency Generator Operation.

A managed vessel was recently detained in Italy, relating largely to "Emergency Generator not able to run for more than 1 hour", when requested by the attending Port State Control inspector.

This incident has highlighted the requirement to re-issue a previous circular letter "VCIRC/RSQ/0398" (dated 24th March 2016), and also emphasis Emergency Generator procedures within the VMS.

Incident Details

Port State Control attended the vessel whist at anchor, and as part of their inspection requested for the Emergency Generator to be tested under load conditions, with main generators shut down. (Simulating black- out and auto start)

During the process of this test, PSC continued their inspection onboard the vessel, with the emergency generator continuing to operate under load conditions and supplying emergency switch board consumers.

After approx. 1 hour of this test procedure, the emergency generator shut down due to overheating, resulting in total black out of the vessel.

Action Required.

Emergency generator procedures, contained within the VMS (Operations > Ship Operations > Ship Technical Operations > Electrical Blackout) clearly state that the Emergency Generator should be tested Monthly and run of not less than 30 min. duration under load as near to the capacity of the generators as practicable.

Extract as follows:

- Simulated Blackout Test - once per month to include:
  - General announcements to prevent anyone trapped into the elevators (message of TEST of Emergency Generator in all areas). Passengers and crew to be advised in order to stay away from all the fire/sliding doors
  - All sensitive equipment (gyro compasses, PCs etc.) supplied by the EMERGENCY SWITCHBOARD to be in a safe condition or configuration (switched off or provided with uninterruptable power supplies)
  - The loss of the main source of power to be simulated by opening the interconnector feeder breaker at the MAIN SWITCHBOARD, often called TRANSFER LINE. Alternatively, if an interconnector is not installed, the supply to the emergency generator "auto-start" controller to be switched off from the main source of electrical power
  - It is to be ensured that the emergency generator prime mover can be satisfactorily started by all the means fitted for this purpose including manual starting where this is provided and also including any cold starting arrangements
  - Once in simulated EMERGENCY CONDITION (i.e. emergency generator starts and supplies power to the EMERGENCY SWITCHBOARD) ensure all elevators are in emergency mode i.e. all of them go to a specific evacuation deck, open the doors in order to let the users escape and then close the doors automatically
  - Emergency generator shall be run on load for sufficient time to ensure that normal running pressures and temperatures are achieved. It is recommended that the test run should of not less than 30 min. Duration and that the load should be as near to the capacity of the generator as practicable
  - Emergency consumers to be put on load to verify their connection to the EMERGENCY SWITCHBOARD, their continued satisfactory performance and in the case of diesel generator sets to minimise the operation of the diesel engine on light loads.
  - The emergency generator fuel oil tank level to be verified (tank to be refilled if necessary)
  - After completion of the test, ship electrical system normal configuration to be restored
  - Confirm that the emergency generator is stopped

The emergency generator must be tested in accordance with the stated procedures. Where a load test cannot be achieved due to vessels switchboard requiring to be blacked out, the vessel should make contact with superintendent to make alternative arrangements.

Marine Operations Technical Department

Circular Letter

Circular Letter No	**:**	**VCIRC/RSQ/0439**	**Section**	**:**	**Compliance & Quality Dept**
Issue Date	**:**	**2nd October 2017**	**To**	**:**	**All Masters**
			Cc	**:**	**C&Q Managers**

Updating ECDIS units to the latest IHO & IEC Standards

The IMO has agreed to issue a circular as guidance to Port States and to Port State Control Officers (PSCO) regarding challenges being faced in meeting the 31 August deadline for updating ECDIS units to the latest IHO & IEC standards.

The text will note that some manufacturers have been unable to provide the required updates by 31 August 2017 and the need for issuing advice to port States has been considered.

In this regard, IMO have agreed that Port State Control Officers (PSCOs) inspecting ships carrying ECDIS that have not been updated as per SOLAS chapter V, due to the lack of availability of required updates from the manufacturer, should take a pragmatic and practical approach. In doing so:

1) *PSCOs should check whether relevant documentation has been issued by the flag State; and*
2) *in the absence of flag State's documentation, the PSCOs should consult with the flag State accordingly.*

The participating Governments are to be guided accordingly and are invited to bring this advice to the attention of all concerned, in particular, PSCOs, recognized organizations, companies and other relevant parties.

Action to take

Please retain a copy of this Circular and present to any PSC Officer who raises an issue with regard to ECDIS updates.

Marine Operations Compliance Department

Note: All Leisure vessels have confirmed to the respective DPA successful update of their ECDIS units to the latest IHO & IEC standards, therefore this Circular is to be retained in case of PSC issues related to the subject

