

GUIDELINES FOR SELF INSPECTION BY ISM COMPLIANT INLAND SHIPS

The purpose of the self-examination is to ensure that all vessels are equipped in accordance with the Seaway Regulations, applicable regulations under the Canadian Acts and the United States Code of Federal Regulations. Maintaining the shipboard equipment in good operating order is not only a requirement but will also ensure expeditious transits while protecting both the safety of navigation and Seaway structures.

INSPECTION CRITERIA

After an initial full inspection conducted by a SLSMC Ship Inspector, every “ISM” compliant inland vessel transiting the St. Lawrence Seaway shall be self-inspected **once every two (2) years**.

A re-examination by SLSMC shall be carried out if:

1. Vessel has undergone significant structural change such as: lengthening, re-engining, new cargo gear installations affecting visibility, etc.
2. Vessel has changed name, registry and/or owner.
3. Non reported deficiencies that affect the safe and efficient transit of the vessel were found during routine *spot checks*

DOCUMENTATION AND REPORTING

1. Company designated person shall provide Seaway Corporation with completed “Self Inspection Report for Inland Ships” form (S/VM 824-IN-2019).
2. All noted deficiencies found during the self-inspection are to be recorded on the above form or the Company Non-Conformity form and by the end of next working day sent by email to Ship Inspectors in Niagara Region at nrshipinspectors@seaway.ca.
3. Niagara Region Ship Inspectors will advise the “Company Designated Person” in writing the time frame within which the deficiencies must be corrected.
4. Company Designated Person shall provide follow-up corrective action report indicating that deficiency is corrected, with supporting documentation. i.e. Technician Reports, Service Reports and / or Master’s / Chief Engineer’s Statement.
5. If deficiency is not corrected / rectified within stipulated time, Niagara Region to forward file to Senior Marine Officer for further action.

DEFICIENCIES:

All deficiencies must be corrected within the allotted time duration, failure of which may result in a fine as agreed under MOU with CSA. Spot checks will be conducted by the Seaway Ship Inspectors / Enforcement Officers.

EXPLANATION OF FORM:

Please ensure that every blank is filled in. Items which do not apply should be marked N/A. **Boxes are to be marked with a check symbol only when the referred equipment is on board and in a good working order.** The following are the requirements for each block:

Name - The ship's official name as recorded in the Certificate of Registry.

Registry - The port of registry as recorded in the Certificate of Registry.

PC Number - The four digit number assigned to the vessel by St. Lawrence Seaway.

Gross Tonnage – Record both the tonnages as listed in the International Tonnage Certificate and under the U.S. tonnage measurement system.

BRIDGE EQUIPMENT

Boxes are to be marked with a check symbol only when the shipboard equipment is verified to be in good working order.

Gyro Compass - Verify that the master gyro and repeaters are operational and accurate; error is less than 1.5 degrees. A record of compass error checked on a regular basis should be available on board.

Magnetic Compass - Verify that the compass is easily read from the main steering console and lighted. The date when the deviation was last checked should be recorded. A record of compass error checked on a regular basis should be available on board.

Radar - Ensure all radars are operational. The total number of radar sets on board should be recorded.

Echo Sounder - Verify that it is operational.

C.P. Prop Indicator - Controllable Pitch Propeller indicator showing ahead or astern position of propeller.

Wrong Way Propeller / Pitch Alarm – Test and ensure that the alarm is operational in the wheelhouse in both audible and visible modes. The wrong way alarms should be tested as follows:

For C.P.P. – Put the telegraph to Ahead and when the indicator reaches the desired position immediately put the telegraph to Astern. The alarm must sound within five seconds.

For fixed pitch propellers, the wrong way alarm must be tested by manually putting the engine in contrary direction to the demand. The alarm must sound within five seconds.

If the main engine can be operated in both Controllable and Fixed Pitch modes then the alarm must be tested in the primary mode of operation of the main engine. In case the vessel operates the main engine on the secondary mode (propeller pitch locked in fixed mode and reversible main engine) then the wrong way alarm must also be fitted and operational. An endorsement must be made in the Transit remarks column that the main engine can be operated in both modes.

The wrong way propeller / pitch alarms must be distinctly marked at the fitted locations.

Steering Test - Shift from 35 degrees one side to 30 degrees on the other side and record the actual time. The duration must not exceed 28 seconds for power operated steering gears. The steering must be tested in all modes & locations e.g. Follow-up, Non Follow Up & Hydraulic, if fitted.

Navigation Lights & Whistle - Verify that they are all operational.

Seaway Handbook - Verify that the latest edition is on board. Record the year of issue.

Bridge Control - Record if the vessel is operating from the wheelhouse.

Shaft R.P.M. Indicator - Verify that it is operational, easily read and lighted.

Rudder Indicator - Verify that it is operational, easily read and lighted.

VHF Radios – Verify all radio telephones are operational on all Seaway frequencies.

DGPS - Verify that it is operational and accurate.

ECDIS / ECS - Verify that it is operational and accurate.

Charts & Publications - Latest edition of charts & publications are on board and corrected to the most recent Notice to Mariners. Verify that a record of all chart corrections is kept.

AIS - Verify that it is operational and accurate.

DECK EQUIPMENT

Boxes are to be marked with a check symbol only when the shipboard equipment is verified to be in good working order.

Steering Lights - Verify that it is operational and visible from the wheelhouse.

Anchor Buoys - Orange coloured anchor marking buoys fitted with at least 22 meters of line secured to each anchor.

Landing Booms - It is important that the landing booms be maintained in good working condition as safety of users depends on them. It is suggested that prior to the first transit of each season, the boom goosenecks be lifted, cleaned and greased, shackles checked for wear, greased and tightened, spans, guys and landing ropes checked for deterioration and broken strands. Any doubtful items of equipment should be renewed immediately. Landing booms must be capable of swinging outboard on their own. To facilitate this, the kingposts are usually canted outboard one to two degrees. For more information please refer to Seaway Handbook.

All Mooring Equipment - Ensure all Seaway specific mooring equipment i.e. winches, fairleads, inboard rollers etc, are operational. Examine the winches and ensure all working machinery is well protected. Ensure there are no excessive leaks from hydraulic winches. Also note that the barrel can safely accommodate the total specified mooring wires and that the lines are coiled properly to avoid pinching and backlashes. Examine that the rollers are free to turn by hand and sheaves or rollers are mounted flush with the hull. Examine that the mooring lines are not chafing on any part of the fairleads.

Draft Marks – Confirm that all draft markings are correctly and distinctly marked / painted and easy to read.

Total Mooring Wires – Record the total number of mooring line / wires on board. This is the total of wires on each approved Seaway mooring winch plus additional **spare** wires that are ready for immediate use.

Condition of Fenders - Ensure that the fenders are maintained in good shape with the ends tapered to prevent the gouging of lock walls. On tankers equipped with permanent wood fenders ensure that the wooden sections are not excessively worn down.

Stern Anchor Operational - Verify that the stern anchor is operational and ready for immediate use during transit in Seaway waters.

ENGINE ROOM

Telegraph (s) – Test and verify all telegraphs / device used to convey main engine demands are operational both from the wheelhouse and engine control room.

Emergency Steering Test - Test and verify that the emergency steering system is operational. Operate the emergency steering from each available position (if equipped).

Wrong Way Propeller / Pitch Alarm – Test and ensure that the alarm is operational in the engine room in both audible and visible modes.

Reversible Engine - Verify if the main engine is reversible.

Generators Operational - Test and verify that all required generator are fully operational.

Thruster(s) Operational - Verify that the thruster is fully operational. If during any voyage through Seaway waters the thruster is not functional the Master must report this item to the Seaway Traffic Control, as this will affect the wind susceptibility factor. Record the output of the thruster in Kilowatts / Horsepower.

Bridge - Engine Communications - Ensure that all modes (Telephones, P.A. systems etc) are fully operational.

Classification Society – Record the classification society with whom the vessel is “classed” or registered. e.g. Lloyds Register, American Bureau of Shipping, Bureau Veritas etc.

Delegated – Specify if the vessel is delegated to Classification Society for Transport Canada Annual inspections.

Any Changes to Tombstone data – Confirm if there are any changes to the tombstone data recorded during the initial inspection.

Fire Controls Plans – Confirm that a duplicate set of Ship’s Fire Control Plans are permanently stored in a prominently marked weather tight enclosure outside the deckhouse / accommodation for the assistance of shore side fire-fighting personnel.

Ballast Water Report – Report to be filled out by vessel’s Master and submitted along with self inspection report.

Non- Conformities / Transit Information Remarks – Record all deficiencies or non-conformities found during the intermediate self inspection. e.g. Wrong Pitch Alarm is not functional in the wheelhouse.

Also record any special requirements necessary for transit, example:

- Permanent wood fenders (tankers) to be maintained in good condition at all times.
- Fairleads fitted out of range and approved subject to satisfactory performance in service.
- Spear-pole to be raised during lockages, etc.

Date - Record the date on which the form was completed after all Seaway specific items were checked.

Time - Record the time on which the form was completed.

Location - Record the place where the form was completed.

Master - Record the Master's name in block letters and his / her signature on the second line.

Company's Designated Person – Record the designated person's (appointed by the company under the ISM code) name in block letters and his / her signature on the second line.