



Gard Alert ship

Dear Clients and Members,

Focused Inspection Campaign - Vina del Mar Port State Control Agreement

Member countries of the Vina del Mar Port State Control Agreement will be conducting a Concentrated Inspection Campaign (CIC) focusing on safety in general and the human element. Attached hereto you will find an English translation of the Brazilian checklist. Brazil is paying particular attention to steering equipment and the crew's familiarity with manuals and systems. Other Member countries of Vina del Mar, i.e. Argentina, Bolivia, Chile, Colombia, Cuba Ecuador, Honduras, Mexico, Panama, Peru, Uruguay and Venezuela are also expected to undertake similar inspections although the areas inspected may differ.

The campaign will run from 1 April 2010 to 30 June 2010.

We are grateful to Messrs. Pandibra McLintock Services, Santos, Brazil for the above information.

The Gard Alerts contain important information such as Loss Prevention Circulars and relevant external information. The information in the Gard Alerts is also published on www.gard.no under the loss prevention section

Please feel free to forward this information.

Recent Loss Prevention publications issued by Gard:

- [Paris MOU Port State Control - New inspection regime](#)
- [Changes to Medicare reporting in the US](#)
- Case studies for onboard safety meetings: Case No.15 – Securing the anchors

MARINHA DO BRASIL

Concentrated Inspection Campaign (CIC) on aspects of General Security (code 0900) and the Human Element April 1° to June 30

a) General Information

Inspection Authority	
Port of inspection	
Date of Inspection	
Ship's name	
Flag of Ship	
Ship Type	
IMO N°.	
Call Sign	
Date of Issuance and expire of Document of Compliance (DOC)	
Date of Issue and expire of Safety Management Certificate (SMC)	
Administration/ Government/ Organization issued ISM-SMC	
Name and address of the operating company	

	YES	NO	N/A
1. Does the operation of the auxiliary steering gear is correct and within the parameters ? (SOLAS II-1/29.4)			
2. In the navigation bridge the Indicators of opening and closing of all doors, cargo ports and other closures in the hull, operating correctly ? SOLAS II-I/ 19.1 (ships built after 01/02/1992)			
3. Does the emergency source of electric power system is up and running correctly in all areas and compartments needed ? (SOLAS II-1/43.2) .			
4. Is The Damage Control Plan (DCP) permanently available and understandable to the officers of the ship, in the navigation bridge ? (SOLAS II-1/19-1)			
5 In ships with hydraulic power operated steering gear, the low level alarm is provided with audible and visual alarm in the navigation bridge and in machinery spaces? (SOLAS II-1/29.12)			
6. The auxiliary steering gear and emergency power system must be tested and its performance. Do these records indicate that develop regularly, on the terms and time imposed, and include aspects required? (SOLAS V/26.6).			
7. Are they available and understandable to the ships officers, the information on openings in watertight compartments, means closure and position of any controls thereof? SOLAS II-1/19.1 (vessels built after 01/02/1992)			
8. The steering gear compartments where are the main and auxiliary steering gear, and source of emergency electrical power are arranged so as to ensure their immediate and safe operation?. II-1/29.13 SOLAS			

9. Are the manufacturers manuals of the equipments tested, available in a language that is understood by the whole group of crew who operate and perform maintenance ? SOLAS V / 26.3.1			
10. Staff in charge of operation and maintenance shows a familiarization level, appropriate and pertinent of the systems, including the correct interpretation of the indicators, alarms, and failures ? SOLAS V / 26.3.2			

DATE / / 2010

Naval Inspector