

Phoenix Register of Shipping (PH.R.S.)

NL 97/13 - PHRS OCCASIONAL SURVEY & GUIDELINES ABOUT PSC AUTHORITIES NEW JOINT CIC ON SOLAS CPT.II-1

General Information

Refer to : Ship Owners - Operators, PHRS Representatives
Ship Type : All PHRS classed and SOLAS applicable vessels
Attached Ref. : MOUs Press Releases with Questionnaires
Duration : 01/09/2013 - 30/11/2013

Dear All,

We would like to inform you that the regional Port State Control (PSC) Authorities of Paris - Tokyo - Black Sea - Indian Ocean - Vina del Mar MOUs agreed to carry out a Concentrated Inspection Campaign (CIC) regarding ships compliance on Propulsion and Auxiliary Machinery. Such CIC will be held for 3 months between **01/09/2013 and 30/11/2013** to all SOLAS vessels calling ports within the jurisdiction of the above mentioned PSC Authorities.

The scope of this CIC is to be verified in more detail the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

During this CIC, Port State Control Officers (PSCOs) will use attached PSC Questionnaires list of 12 selected items in order to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. When deficiencies are found, PSC Authorities actions may vary from recording a deficiency and instructing the master to rectify such deficiency within a certain period of ship's detention.

In case of a vessel detention, such records will be published normally in the monthly list of detentions on relevant MOUs Webpages. PSC Authorities will use their professional judgment in determining whether to detain the ship until the deficiencies are corrected or to allow it to sail with certain deficiencies but without unreasonable danger to the safety, health or the environment, having regard to the particular circumstances of the intended voyage.

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Ship Owners / Operators and PHRS Representatives are invited to note very carefully by complying with the aforementioned developments, accompanied from the attached documented material.

Furthermore, PHRS is encouraging Ship-Owners / Operators to provide in advance the attached PSC Authorities Questionnaire onboard their vessels in order to verify compliance with relevant requirements prior the commencement of PSC Authorities CIC, due to the fact that PHRS main purpose is to help vessels and its crew to be more thoroughly prepared for such CIC.

Due to the fact that our Society aims to decrease vessels detention rate, PHRS informs all concerned parties and especially PHRS Representatives - Surveyors / Auditors that in the scope of the preparation for this forthcoming CIC:

1. All PHRS classed vessels shall be subject to an additional examination covering the topics of this CIC at any class or statutory survey / audit for the period between **01/09/2013 and 30/11/2013**. This service will have no extra charge.
2. Such CIC occasional survey results will be submitted to PHRS Head Office (attached CIC questionnaire with remarks if applicable) for further review, in order to check compliance with all relevant applicable rules and regulations, by taking into consideration the general purpose of the attached PSC CIC questionnaire where some questions may not be applicable for all PHRS classed vessels or a ship within a particular group of age.
3. If there are proof of evidence that the ship is substantially not conforming to the CIC occasional survey applicable rules and regulations, our Office will notify vessels' Owners / Operators for assistance and further actions about the list of deficiencies found during such survey by describing deficiencies timeframe rectification process.

At this point, we would like to thank you for your kind attention remaining at your disposal for any further clarification and/or further assistance you may need, without hesitating to contact with our Technical Dpt. By the use of below mentioned contact details.

PHRS External Dpt. - August 28th 2013, Piraeus, Greece

29 July 2013

LAUNCH OF JOINT CONCENTRATED INSPECTION CAMPAIGN ON PROPULSION AND AUXILIARY MACHINERY

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems. Special attention will be given to familiarity of the crew with safety and emergency procedures with regard to these systems.

This inspection campaign will be held for three months, commencing from 1 September 2013 and ending on 30 November 2013.

The propulsion and machinery installations will be verified in more detail for compliance with the mentioned scope of the CIC during a regular Port State Control inspection conducted under the regional ship selection criteria within the Paris and Tokyo MoU regions.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign. The questionnaire has been annexed to this press release.

When deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

Other MoUs will also carry out a CIC on the same topic during this period.

Contact

Paris MOU	Tokyo MOU
<p>Mr. Richard W.J. Schiferli General Secretary Paris MoU on Port State Control PO Box 90653 2509 LR The Hague The Netherlands Tel: +31 (0)70 456 1509 Fax: +31 (0)70 456 1599 E-mail: Richard.Schiferli@parismou.org Web-site: www.parismou.org</p>	<p>Mr. Mitsutoyo Okada Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and the Environment and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 18 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS center is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

CIC on Propulsion and Auxiliary Machinery

From 01/09/2013 to 30/11/2013

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel?	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAIN ENGINE AND AUXILIARY ENGINES				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
AUXILIARY MACHINERY				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be in working order?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order?	<input type="checkbox"/>	<input type="checkbox"/>	
OPERATIONAL CONTROLS				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GENERAL				
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

* The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

* For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If Any part of the question is not as required, the box should be marked "NO".



CIC ON PROPULSION AND AUXILIARY MACHINERY

Inspection Authority			
Ship Name		IMO Number	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel?	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAIN ENGINE AND AUXILIARY ENGINES				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be working satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition?	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
AUXILIARY MACHINERY				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be working satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order?	<input type="checkbox"/>	<input type="checkbox"/>	
OPERATIONAL CONTROLS				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If any part of the question is not as required, the box should be marked "NO".

PRESS RELEASE

CONCENTRATED INSPECTION CAMPAIGN (CIC) ON PROPULSION AND AUXILIARY MACHINERY

The six member Authorities of the Black Sea Memorandum of Understanding on Port State Control (the Republic of Bulgaria, Georgia, Romania, Russian Federation, the Republic of Turkey and Ukraine) will start a concentrated inspection campaign on Propulsion and Auxiliary Machinery. The three-month campaign will start on September 1, 2013 and end on November 30, 2013 under co-ordination of the State Inspectorate of Ukraine for Maritime and Inland Water Transport Safety. The campaign will be conducted simultaneously with the Paris MOU, Tokyo MOU and other MOUs.

During the campaign period, member Authorities of the BS MOU will inspect in conjunction with routine port State control inspections and within the resources available, as many ships as possible, to ensure compliance with SOLAS Chapter II-1. The scope of the CIC is the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems.

Furthermore the CIC is aimed at verifying that the master, officers, engineers and other crew members are familiar with equipment and have received proper training for carrying out their duties.

For the purpose of interregional harmonization of the actions, the Black Sea MOU will use the model of relevant Questionnaire developed by the Paris & Tokyo MOUs with a checklist of selected areas to verify critical areas for the propulsion and auxiliary machinery installations, some of which are related to documentation, main and auxiliary equipment, crew familiarization and operational controls. For this purpose, PSCOs will apply a questionnaire listing a number of items to be covered during the concentrated inspection campaign.

If deficiencies are found, actions by the PSCOs may vary from recording a deficiency and instructing a master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified. All inspection data will be entered in the Black Sea Information System and published on the MOU web-site.

The results of the campaign will be analyzed and presented to the Black Sea MOU Committee for further submission to the IMO.

31 July 2013

Contact :

Black Sea MOU Secretariat

Meclis-i Mebusan Cad. No. 14

Salıpazarı - İstanbul 34427 TURKEY

Telephone: +90 212 2491728 Faxsimile : +90 212 2925277

E-mail: bsmousecretariat@superonline.com Web-site: www.bsmou.org



IOMOU
USHAKAL
House No.92, Plot No. A-8
Rangavi Estate
Dabolim, Goa
INDIA – 403 801

**INDIAN OCEAN MOU ON
PORT STATE CONTROL SECRETARIAT**

Tel: 91 832 2538128
91 832 2538398
Fax: 91 832 2538127
Email: iomou1@dataone.in
iomou.sec@nic.in

PRESS RELEASE

Concentrated Inspection Campaign(CIC) on the Propulsion and Auxiliary Machinery from 01 September to 30 November 2013

The member Authorities of the Indian Ocean Memorandum of Understanding (IOMOU) will embark on a concentrated inspection campaign (CIC) on Propulsion and Auxiliary Machinery. The three month campaign will start on September 1, 2013 and end on November 30, 2013.

During the campaign period, member Authorities of the IOMOU will inspect within the resources available, as many ships as possible in conjunction with routine port State control inspections. The purpose of the campaign on Propulsion and Auxiliary Machinery is to get a detailed view of the compliance of the relevant regulations. Chapter II-1: Construction-Structure, Subdivision and Stability, Machinery and Electrical installations of SOLAS 74 with its amendments applies to all ships, irrespective of type. New and existing vessels shall comply with the requirements of the Convention as appropriate.

For this purpose, port State control officers (PSCOs) will apply a questionnaire listing a number of items to be covered during the concentrated inspection. The questionnaire has been annexed to this press release.

All deficiencies found, will be recorded by the PSCOs. The results of the campaign will be analyzed and findings will be presented to the Committee for submission to the International Maritime Organization.

15 July 2013

Contact:

Dilip Mehrotra
Secretary
IOMOU Secretariat
Ushakal, H. No. 92, Plot No. A-8, Rangavi Estate, Dabolim
Goa – 403801, India.
Telephone: +91-832-2538128 Facsimile: +911-832-2538127
E-mail: iomou1@dataone.in Web-site: www.iomou.org



CIC on Propulsion and Auxiliary Machinery

Inspection Authority			
Ship Name		IMO No.	
Date of Inspection		Inspection Port	

No.	QUESTION	Yes	No	N/A
DOCUMENTATION				
1	Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel? (Code 10136).	<input type="checkbox"/>	<input type="checkbox"/>	
2	If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness? (Code 01303).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAIN ENGINE AND AUXILIARY ENGINES				
3	Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be working satisfactory? (Code 13101, Code 13102)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards? (Code 09233, Code 02108)	<input type="checkbox"/>	<input type="checkbox"/>	
5	Does propulsion machinery and essential auxiliaries appear to be in operational condition? (Code 13101, Code 13102).	<input type="checkbox"/>	<input type="checkbox"/>	
6	Is cleanliness of the Engine Room, including bilges satisfactory? (Code 09232).	<input type="checkbox"/>	<input type="checkbox"/>	
AUXILIARY MACHINERY				
7	Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order? (Code 08109, Code 13107).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Do the emergency sources of power and emergency lighting appear to be working satisfactory? (Code 04114, Code 04103)	<input type="checkbox"/>	<input type="checkbox"/>	
9	Do the bilge pumping arrangements appear to be in good working order? (Code 13104).	<input type="checkbox"/>	<input type="checkbox"/>	
OPERATIONAL CONTROLS				
10	Where an emergency steering drill was witnessed, was it found to be satisfactory? (Code 02105)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory? (Code 13101, Code 13108).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Has the ship been detained as a result of this CIC?	<input type="checkbox"/>	<input type="checkbox"/>	

Notes:

The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If any part of the question is not as required, the box should be marked "NO".

Acuerdo Latinoamericano sobre control de buques por el Estado rector del puerto, Viña del Mar - 1992

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Members

Concentrated inspection campaign on main propulsion and auxiliary machinery

Agreement

A Concentrated Inspection Campaign on "Main Propulsion and Auxiliary Machinery" will be conducted at the ports of this region by the Maritime Authorities of the Latin American Agreement on Port State Control of Vessels (Viña del Mar Agreement) from 1 September to 30 November 2013.

Data Base

During the regular Port State Control inspections on previously selected vessels, a more detailed control of main propulsion and auxiliary machinery will be made.

Good Practices

Port State Control Officers (PSCO's) will use a list with key areas related to documentation, main and auxiliary equipment, familiarization and operational controls. In this connection, a series of questions (12) will work as a guide to the conduction of the inspection campaign. (*download questionnaire*).

Contact Us

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In case deficiencies are found, the PSCO's may require the Master to adopt several measures to rectify such deficiencies or they may even detain the vessel.

Site Map

The results and findings of the campaign will be analyzed by the Committee of this Agreement for their subsequent submission to the International Maritime Organization.

This CIC will be conducted simultaneously with other regional PSC regimes in the world.

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ACUERDO DE VIÑA DEL MAR

CAMPAÑA CONCENTRADA DE INSPECCIONES SOBRE MAQUINAS PROPULSORAS Y AUXILIARES

Septiembre 01 de 2013 a Noviembre 30 de 2013

CIC ON PROPULSION AND AUXILIARY MACHINERY

Autoridad Inspectora <i>Inspection Authority</i>			
Nombre del Buque <i>Ship Name</i>		Bandera <i>Flag</i>	
Número OMI <i>IMO Number</i>		Sociedad de Clasificación <i>Classification Society</i>	
Fecha de Inspección <i>Date of Inspection</i>		Puerto de Inspección <i>Port of Inspection</i>	

Nº No.	Ítem Item	Sí Yes	No No	N/A N/A
DOCUMENTACIÓN – DOCUMENTATION				
1	Las instrucciones y los manuales para las máquinas del buque, esenciales para una operación segura, ¿están escritos en un idioma que puede entender el personal del buque? (Código 10136) - <i>Are instructions and manuals for ship machinery essential to safe operation, written in a language understood by the ship's personnel?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Si el buque opera con los espacios de máquinas sin dotación permanente, ¿se le proporcionaron pruebas documentales de aptitud? (Código 01303) - <i>If the ship operates with periodically unattended machinery spaces, has it been provided with documentary evidence of fitness?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MÁQUINA PRINCIPAL Y MÁQUINAS AUXILIARES - MAIN ENGINE AND AUXILIARY ENGINES				
3	Los detectores de neblina de aceite lubricante o cualquier otro dispositivo de parada automática de la máquina principal y las máquinas auxiliares, ¿parecen estar en buen estado de funcionamiento? (Código 13101, Código 13102) - <i>Do the Oil Mist Detectors or any other automatic shut-off arrangements for the main engine and auxiliary engines appear to be working satisfactory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	
4	¿Se dispone de medios de protección para máquinas de manera de reducir al mínimo todo peligro para las personas con respecto a piezas móviles, superficies calientes, golpes de electricidad y otros riesgos? (Código 09233, Código 02108) - <i>Are protective arrangements for machinery in place to minimize danger to persons with regard to moving parts, hot surfaces, electrical shock and other hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	
5	¿Parecen estar en estado normal de funcionamiento las máquinas propulsoras y las máquinas auxiliares esenciales? (Código 13101, Código 13102) - <i>Does propulsion machinery and essential auxiliaries appear to be in operational condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	¿Es satisfactoria la limpieza de la sala de máquinas, incluidas las sentinas? (Código 09232) - <i>Is cleanliness of the Engine Room, including bilges satisfactory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MÁQUINAS AUXILIARES - AUXILIARY MACHINERY				
7	Las calderas principales o auxiliares y los sistemas de alimentación de calderas, ¿parecen hallarse en estado normal de funcionamiento? (Código 08109, Código 13107) - <i>Do the Main or Auxiliary Boilers and Boiler Feed Systems appear to be in safe working order?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Las fuentes de energía eléctrica de emergencia y las luces de emergencia, ¿parecen hallarse en buen estado de funcionamiento? (Código 04114, Código 04103) - <i>Do the emergency sources of power and emergency lighting appear to be working satisfactory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	¿Parecen estar en buen estado de funcionamiento los medios de bombeo de sentinas? (Código 13104) - <i>Do the bilge pumping arrangements appear to be in good working order?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CONTROLES DE FUNCIONAMIENTO - OPERATIONAL CONTROLS				
10	Si se presenci� un ejercicio de emergencia del aparato de gobierno, � fue satisfactorio? (C�digo 02105) - <i>Where an emergency steering drill was witnessed, was it found to be satisfactory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Si se presenci� un ejercicio operacional de emergencia a la m�quina principal, � fue satisfactorio? (C�digo13101, C�digo13108) - <i>Where an emergency operational drill to main engine was witnessed, was it found to be satisfactory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	
12	� Se detuvo al buque como resultado de esta CIC - <i>Has the ship been detained as a result of this CIC?</i>	<input type="checkbox"/>	<input type="checkbox"/>	

Notas:

El detalle de las deficiencias debe ingresarse adecuadamente en el Formulario B de Informe de Inspecci n ERP e incluir los c digos de deficiencias indicados en la pregunta.

Para las preguntas combinadas con la conjunci n "y", si tilda el casillero "S ", significa que todas las partes de la pregunta cumplen las disposiciones aplicables. Si alguna parte de la pregunta no cumple con las disposiciones, deber  tildar el casillero "NO".

Notes:

The detail of any deficiencies should be appropriately entered on the PSC Report of Inspection Form B and include the deficiency code as indicated in the question.

For questions combined with the conjunction "and", if the box "YES" is marked, means all the parts in the question are in compliance. If any part of the question is not as required, the box should be marked "NO".