



Risk Assessment Solutions

## **“Prevent, Don’t Cure”**

### **Circular 02/01/14**

***Subject: Cargo hold hatch covers cleats & snugs - Important Safety/PSC Issue!***

Case: Recently, a dry cargo vessel, faced difficulties when the Port State Control Inspectors, while inspecting the main deck area, noticed that some snugs of the hatch cover quick acting cleats were damaged. During interview with the crew members, the PSC Officers found that the crew was not aware of the snugs’ condition thus their condition had not been reported. Finally, the vessel was detained under the following deficiency:

“Several snugs for hatch cover quick acting cleats found in poor condition. Cargo hold weathertightness is not secured”

#### **Analysis**

In connection to the above, and in order to assist our clients to prevent similar cases, we would like to point out that inspection of the hatch cover cleats and relevant snugs should be carried out regularly since the weathertight integrity during sea passage may be jeopardized.

In addition, the Load Lines Annex 1, regs 13-16 read:

#### *Reg. 14*

*The construction and the means for securing the weather tightness of cargo and other hatchways in positions 1 and 2 (see reg 13) shall be at least equivalent to the requirements of regulations 15 & 16 of this annex.*

#### *Reg. 16 “Means of securing weathertightness”*

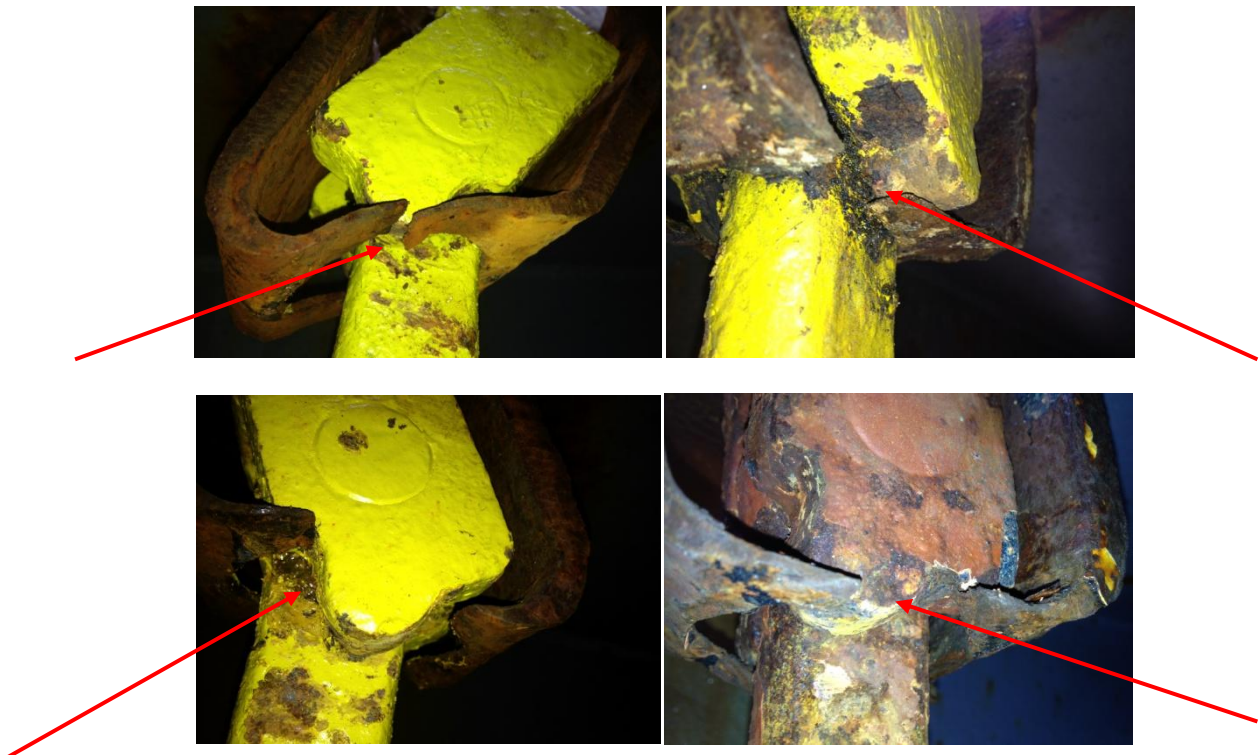
*The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions, and for this purpose tests for tightness shall be required at the initial survey, and may be required at periodical surveys and at annual inspections or at more frequent intervals.*



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In order to comply with the above requirement of *ensuring that the tightness can be maintained in any sea conditions*, the crew should conduct periodical inspections and maintenance which inevitably may require cleats removal and/or snugs' replacement.

The following pictures indicate various “areas of concern” which have been identified during our visits/inspections on board:



Our company is offering a wide range of 'deficiencies', case studies, clarification on the PSC deficiencies through our PSC seminar which is delivered on regular intervals in our office or in-house, at client's request.

To assist further, we offer our clients the service of assessing onboard or through “Distance Assessment” if a vessel is in conformance with the MLC 2006 requirements or conducting inspections equivalent to PSC/Flag/Rightship inspections to detect and prevent unpleasant occurrences!

We remain at your disposal for more details,

**Prevention at Sea**