



Risk Assessment Solutions

“Don’t Cure, Prevent”

Circular 04/07/2015

Subject: “Starboard Navigation light is not secure” - Important PSC Issue!

Case: Recently, it has been reported that a cargo vessel faced difficulties in Australia, when the Port State Control Officers boarded the vessel for a detailed PSC inspection. Amongst other findings, PSC Officers noticed that the wires of the starboard navigation light, which had to be secured to the mast were got loosen, due to weather exposure and poor maintenance. As a result, the navigation light was not secure due to loose wire connections. The following deficiency (*Code 17*) was imposed:



“Starboard navigation light is not secure”

In connection to the above, and in order to assist our clients to avoid similar complications, we would like to remind the *International Regulations for Preventing Collisions at Sea (CORLEGS) Reg. 14 and IMO Res. MSC. 83/28*, requirements pursuant to the above case:

“Reg. 14: The construction of lights and shapes and the installation of lights on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

MSC. 83/28: These equipment should be designed, tested, installed and maintained based on these standards, taking into account that the purpose of Navigation Lights is to identify ships and to notify their intentions at sea and that the purpose of a Navigation Lights Controller is to provide means of control and monitoring of the status of navigation lights onboard the vessel to the Officer of the Watch (OOW).”

Referring to the above mentioned regulation and in order to assist further, “Prevention at Sea” recommends that our Clients should consider the following items related to the proper and secure operation of navigation lights onboard.

General

Navigational Lights (NLs) are the first form of non-verbal communication that is performed by the vessel to nearby vessels during navigation.

Navigation Lights (NLs) are located at the highest points of the vessel and they are always under the effect of the **following factors**, which should be also considered as an immediate cause of bulb failure, when main engine is running:

- Water (sea and rain water)
- Vibrations
- Sun Light and Wind
- Moisture

Due to continuous sunlight and exposure to weather conditions, the life of the light fittings often get reduced especially if they are made of plastic. Thus it’s always better to install weatherproof brass material light fittings.

It is important that Officers in charge to perform routine maintenance checks on these lights, while also check the light / bulb failure alarms of these items.

Maintenance of Navigation Lights (NLs) [In accordance with the IMO Res. MSC. 253 (83)]

- Navigation Lights (NLs) should appear steady and non-flashing.
- The lenses of NLs should be produced in a robust, non-corroding material, which should ensure a long-term durability for the optical qualities of the lens.
- Only lamps specified by the manufacturer should be used in each particular NL to avoid reduction of NL's performance due to unsuitable lamps.
- A sufficient number of spare lamps for NLs should be carried onboard in accordance with Administrations requirements, taking into account the duplication of NLs or lamps, as appropriate.



Additional Items to be considered during maintenance of NLs

- Periodically check the light fittings for leakage of water
- Ensure to apply water resistant material like silicon or putty, whenever the light fitting is opened up for replacing the bulbs
- Visually check inside the casing for any salt formation. If salt formation is found, it means that the sea water has penetrated inside.
- Take fine clothes and “cleaners” for cleaning the glasses of the light fittings for good illumination/signaling
- Check the light holders inside the fittings for corrosion or dust formations
- Use the contact cleaners for cleaning purpose, whenever the light fitting is opened up.

[Source: Marine Insight]

To assist further, we offer our clients through our “PaSea Risk Assessment Program” the service of assessing onboard or remotely, through the “Distance Assessment”, whether the vessel is in conformance with the PSC requirements by calculating the Ship’s “PaSea” Factor.

We remain at your disposal,

Prevention at Sea