

Dear Capt.,

As you are aware, all statutory annuals surveys have been arranged for Rotterdam/Hamburg . For the safety Equipment Certificates please have all in correct and working order.

One could also understand that your vessel will be also subject to a Port State Control Inspection as in the past some PSC officers sometimes do not wait 6 months for the next inspection. For the PSC Inspection kindly find a beforehand print out of a circular letter which I'm preparing. Guess this is may a good tool to assistance you to detect some critical items/areas.

Kind Regards,
Technical Manager

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2009.

CIRCULAR.

To all Masters and Chief Engineers

Port State Control

A Port State Control is valid for a period of six month, masters must be aware that the PSC inspectors may board at any time to carry out checks.

It is obvious that a vessel which is of good external appearance, and has moorings and gangway well tended, will create a good impression on any surveyor, as will the **smart appearance and behavior of duty officers and ratings**. Muster list, fire plans and other safety instructions should be prominently displayed and maintained in good condition.

Being prepared for a Port State Control Inspection

Port State Control is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment complies with the requirements of international regulations and that the ship is manned and operated with these rules. Following a ranking of items found during worldwide Port State Inspections lead to detaining a ship.

- Fire Dampers, valves, quick closing devices, means of control
- Lifeboats
- Oil filtering equipment
- Fire pump
- Ventilation, air pipes, casings
- Cleanliness of engine room
- Certificates for master and officers
- Auxiliary engine
- Maintenance of the ship and equipment

- Fire prevention drill
- Launching arrangements for survival crafts
- Emergency fire pump

Pre-port arrival checklist to avoid deficiencies or detention

This checklist is compiled from analyzing deficiencies found by Port State Officers on various ships classified by some various classification societies. All the deficiencies have led to a ship being detained.

Master and Chief Engineer are advised to use this checklist prior their ship entering a port.

This will significantly reduce risk of the ship being detained.

Masters office

- **Certificates** – original copies of all trading certificates and documents available
- **STWC** – all personnel adequately certificated and documents available
- **SOPEP** – approved, up to date and with contact details included
- **ISM emergency preparedness**- drills to be carried out regularly and effectively with documented evidence

PSC officers will always commence their inspection in the master's office. It is essential that certification is up to date and valid

If machinery or equipment is damaged or not operating correctly, make a note of it. Also make a note of the corrective action. This will demonstrate to the PSC officer that you are aware of the problem and that you have procedures in place to report and rectify deficiencies.

Bridge area

- **Nautical publications** – valid as required for the voyage
- **Charts** – correct charts for voyage being undertaken and corrected as necessary
- **Magnetic Compass** – easily readable and correctly adjusted (deviation chart)
- **Lights, Shapes, Sound Signals** – in good working order
- **GMDSS** – in working order
- **EPIRB** – in working order, updated maintenance records available
- **Fire Detection Cabinet** – Alarms in working order

Life saving appliances

- **Emergency lighting and batteries** – functioning correctly and in place
- **Lifeboats** – structure sound
- **Lifeboat engine** – well maintained and in good working order
- **Lifeboat inventory** – all as required and in date

- **Lifebuoys** – correct number and location and in good order
- **Lifejackets** – correct number and location and in good condition
- **Inflatable liferafts** – clear of obstruction. Weak link correctly positioned and hydrostatic release in date

Accommodation

- **Fire doors** – able to close tight in good condition
- **Fire fighting equipment** – available, in place and in good working order
- **Fire control plan** – in place and up to date
- **Signs, indications (watertight doors, fire detectors, fire dampers)** – all in place and as required
- **Emergency lighting and batteries** – functioning correctly and in place
- **Sanitary facilities** – equipment in place, clean and functioning correctly

Deck area

- **Deck corrosion** – ensure deck well maintained, not corroded, holed or wasted
- **Railings, cat walks** – ensure all well maintained, not corroded, holed or wasted
- **Cargo and other hatchways** – ensure watertight and the covers are in good condition with securing devices adequate and in place
- **Weathertight doors** – in good condition and securing correctly
- **Ventilators, air ducts, casing** – clearly marked and in good working condition
- **Winches and windlass – clear markings and in good working condition**
- **Fixed fire extinguish installations** – cylinders correctly serviced and dated; release mechanism in good condition and in place
- **Fire fighting equipment** – available, in place and in good working order with valid recharge date marked where appropriate
- **Fire dampers, quick closing devices and means of control** – clearly marked, easy to operate and corrosion free
- **Signs, indications (weathertight doors, fire detectors, fire dampers, ventilation)** – all in place and as required

Corroded or non operable fire dampers are one of the most common detaining item.

The condition of the hatchway covers and their closing devices are always checked during PSC inspection.

Working spaces

- **Emergency fire pump** – capable of being started easily and delivering sufficient pressure at hoses
- **Emergency generator** – able to be easily operated and connected to switchboard

- **Lighting** –

Engine room

- **Retention of oil on board** – ensure correct tanks are being used and emptied at port facilities
- **Cleanliness of engine room** – clean, no oil leaks, clean bilges and tank tops and no oily rags
- **Auxiliary engines** – all in working condition
- **Propulsion main engine** – all components functioning correctly
- **Jacketed piping system for high pressure fuel lines** – approved system in place
- **Oil filtering equipment (oily water separator)** – working correctly ensure no illegal pipe work, no hoses
- **15 ppm alarm arrangements** – functioning as required
- **Oil record book** – data correctly entered
- **Fire pumps** – in working order with adequate pressure
- **Steering gear** – functioning correctly
- **Signs, indications (watertight doors, fire detectors, fire dampers, ventilation)** – all in place and as required
- **Emergency lighting and batteries** – functioning correctly and in place
- **Fire fighting equipment** – available, in place, in good working order with valid recharge date marked where appropriate
- **Watertight doors** – in good condition, securing correctly and capable of being closed remotely

If a PSC inspector delays or detains a ship, he should give clear reasons for doing so. In any case, the master should ascertain from him what must be done before the vessel is permitted to proceed on her voyage.

If the vessel is detained, the master must contact immediately the owners designated person or technical department.

The master should forward a copy of the report of any Port State Control inspection, including any examination of the crew's ability and operational procedures to the owners by the quickest means.

2009.

Technical Manager