



THE REPUBLIC OF LIBERIA

Bureau of Maritime Affairs

Office of
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9 December 2011

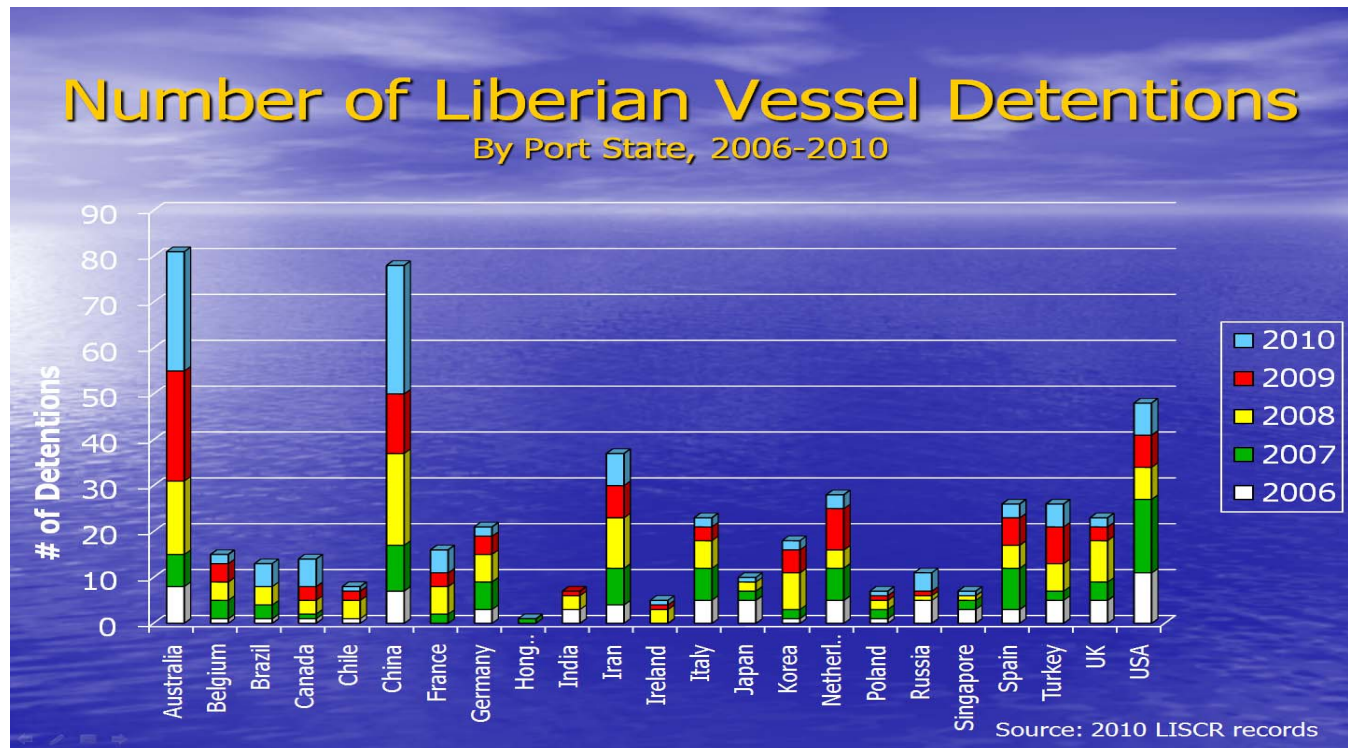
Marine Safety Advisory: 09/2011

SUBJECT: PORT STATE CONTROL TOKYO MOU

Reference: (a) Fact sheet: Port State control in Australia – Attached
(b) AMSA Checklist

Dear Owner/Operator:

This Advisory is to provide information and assistance about the Port State Control (PSC) regime in Australia, and China. This Administration has experienced an increase in preventable detentions after inspections by the authorities in these countries.



The information contained in this letter is confidential and is intended only for the use of the addressee. Unauthorized use, disclosure, or copying is strictly prohibited. If you have received this communication in error, please notify us immediately at the number listed above.

Unfortunately we do not find any guidance available from the Maritime Safety Administration of the Peoples Republic of China describing the reasons for this increase. However Australia's Maritime Safety Administration has provided guidance which is available on its web site.

AMSA conducts PSC inspections in accordance with international guidelines and within the constraints of its authority. Surveyors are guided by a set of 'Instructions to Surveyors' and a 'Ship Inspection Manual', which are based on the international convention requirements and resolutions of the International Maritime Organisation (IMO) and the International Labour Organisation (ILO). During a PSC inspection, the Surveyor first conducts an initial inspection. This comprises a visit on board to verify the ship carries the necessary valid certificates and documentation. They also inspect areas critical to the safe operation of the ship in order to form an opinion as to whether the vessel is in compliance with those certificates and the overall conditions of the ship, its equipment and its crew. If certification is invalid, or if there are clear grounds to suspect that the ship and/or its equipment or crew may not be in substantial compliance with the relevant convention requirements, a more detailed inspection is undertaken. This attracts a fee which is currently set at A\$215/hr.

A detention is a costly and time consuming event for every ship-owner/operator. Therefore this Administration would like to assist you in preventing such events. The attached Checklist contains the most common items responsible for almost 90% of all detentions. We recommend the Master of the vessel to pay particular attention to these items before calling an Australian port (and of course any other port).

Detentions are preventable. Provisions are given in *SOLAS Regulation 11(c)* and *IMO Resolution 787(19) provision 2.6.7*, that if a Master advises his Administration, Class and local Port State Authorities of a deficiency that has, or may, impact on the vessel's seaworthiness, that deficiency should not be considered as grounds for detention, unless the ship intends to sail with the deficiency un-actioned. This does not mean that a deficiency will not be recorded, nor that the vessel will be permitted to depart without rectifying a normally detainable deficiency. It merely means that actions to rectify the deficiency will be monitored to ensure proper remedial actions are taken and that the vessel can be considered to be seaworthy before it is allowed to depart.

AMSA provides an opportunity to the Master early in each PSC inspection to declare prior to the inspection commencing, whether any known defects exist. The AMSA Surveyor will ask the Master directly and will also ask the Master to sign a declaration to the effect. Masters should note the significance of this question as this is an opportunity for the Master to advise the AMSA Surveyor of any defects and what remedial actions are in place. In doing so, it is possible that the Master may avoid a detention or deficiency being given, even if this reporting to the flag State or Recognised Organisation has not already been given.

In case of a defective device please contact this Administration at technical@liscr.com (at afterhours please contact the Duty Officer at +1 703 963-6216). This Administration can issue a dispensation which may prevent a detention.

For more information please contact the Safety Department safety@liscr.com, or Mr. Timothy M. Keegan at telephone +1 703 251 2409



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SUBJECT: CHECKLIST AMSA

Life-saving Appliances

Lifeboats

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Lifeboat secured properly	
Lifeboat release hooks reset properly and indicators, where fitted, show correct position	
Lifeboat release operating lever locked and reset properly	
Lifeboat release interlock arrangements locked and reset properly	
Lifeboat release indicators clear and in correct position	
Lifeboat release instructions fitted within boat and crew aware of correct operation	
Crew aware of routine maintenance requirements and this carried out in accordance with manufacturers instructions	
Lifeboat painter release operable	

Lifeboat Engines and Steering

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Lifeboat engine sufficient fuel and de-watered as necessary	
Lifeboat engine able to be started	
Lifeboat propulsion able to be run ahead and astern	
Lifeboat engine starting batteries maintained and in good condition	
Lifeboat engine operation understood and able to be demonstrated by crew	
Lifeboat means of steering, main and emergency able to be demonstrated	

Fire Fighting Equipment

Fire Dampers

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Fan dampers are properly marked as open/close	
Fan damper locking pins are free to be removed without significant effort	
Fan damper operating handles are free to move without significant effort	
Fan damper operation is smooth and operates through the full range of open to close	
Fan damper maintenance is carried out to ensure fan mechanism and attachment of discs/louvers to shafts are effective	

Emergency Fire Pump, fire mains and isolating valves

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Condition of fire hoses and fire main verified and maintained	
Condition of fire hose nozzles verified routinely as operating correctly	
Emergency fire pump tested routinely and effective operation confirmed without excessive human intervention or external priming (unless class approved)	
Emergency fire pump priming system (if fitted) verified routinely as operating correctly	
Fire main isolating valves maintained and confirmed routinely as operating fully and isolating effectively	

MARPOL

Oily Water Separator (OWS)

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

All Oil Record Book entries completed according to Marpol	
Operation of the OWS able to be demonstrated	
Operation of the OWS monitor able to be demonstrated	
Verification that the associated monitor, alarm and stopping device are operational	

Communication Equipment

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Verify operation of MF/HF DSC by test call, including acknowledgment – maintain a record	
Verify operation of VHF DSC by test call to second unit – maintain record	
Verify operation of Inmarsat C by link test – maintain record	
Verify that correct Navarea is selected for reception of MSI – maintain record	
Verify operation of all equipment on reserve source of power	
Maintain radio installation and power supply in proper condition	
Ensure training and familiarization with equipment is given as appropriate	
Ensure 406MHz EPIRB is stored appropriately, routinely tested and ready for use	

Emergency generators

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Emergency generator and associated starting batteries maintained	
Testing of the emergency power system routinely tested	
Testing requirements of the emergency power system included in safety management system	
Appropriate crew trained and familiarized with emergency power supplies	
When running, verify that generator supplies appropriate voltage and frequency	

Loadline

It is suggested that ships should routinely verify the following to reduce the chance of detentions:

Tank air pipe closing arrangements routinely inspected and verified for operation	
Hatch securing arrangements routinely inspected for correct operation	
Hatch sealing arrangements routinely inspected for correct operation	
Ships structure routinely inspected for integrity and any deteriorations	

International Safety Management (ISM) Code and Safety Management System (SMS) Deficiencies

In regard to all the previously noted items that are common detainable deficiencies, it should be acknowledged that an effective maintenance and emergency preparedness system within the SMS should prevent those detainable items arising.

Maintenance systems are effective	
Lifesaving, fire fighting and communication systems are ready for use	
Training in emergency arrangements are effective	
Defects are identified, reported and acted upon in a timely manner	
Crew are aware of their roles and responsibilities	

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Port State Control in Australia

Introduction

The Australian Government is committed to the protection of life and property at sea and to the preservation of the marine environment. Port State Control (PSC) is one of the strategies used to ensure that these objectives are achieved, however responsibility for the safety and operation of the vessel lies with shipowners and flag States.

Port State Control – what is it and why is it necessary?

The United Nations Convention of the Law of the Sea (UNCLOS) provides every nation with many rights and obligations with regards to vessel registration and freedom of passage both over the high seas and through coastal waters of any other nation. Some of these responsibilities are detailed in International Conventions developed and amended by the International Maritime Organization (IMO). The most commonly accepted Conventions are:

- ▶ International Convention for the Safety of Life at Sea (SOLAS).
- ▶ International Convention for the Prevention of Pollution from Ships (MARPOL).
- ▶ International Convention on Load Lines.
- ▶ International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

In addition to these Conventions are numerous technical Codes and Resolutions associated with these Conventions.

The Administration offering vessel registration is referred to as the “flag State” and holds the responsibilities and obligations imposed by the International Conventions for ships entitled to fly its flag.

To achieve this, most flag States delegate some or all of these functions to “Recognised Organisations” (RO) which are most commonly Classification Societies. Such Societies have developed large networks of worldwide resources to enable them to carry out these delegated tasks. However, even when delegating these functions the flag State, as the signatory to the International Convention, retains ultimate responsibility.

The role of the vessel owner and/or operator are also a critical factor, in addition to the flag State and RO, in ensuring that their ships are fully compliant with International Convention requirements. In addition, operators and owners should ensure that their vessels are operated in such a manner to ensure safety of the crew and protection of the marine environment.

In a perfect world, the above mechanism would be all that is required to ensure that ships and shipping are fully compliant with all requirements now and throughout the ship’s life. This however is known not to be the case.

The International Conventions and UNCLOS also give powers to countries to which ships travel to ensure that those ships do not pose an unreasonable threat to the safety of the ship, its crew or the marine environment whilst in their waters. The country in whose waters the ship is in, is known as the “port State”. The International Conventions allow the port State to exercise a limit of “control” over ships in their waters. This mechanism of verifying that ships are compliant whilst in their waters is known as “port State Control” (PSC). PSC has assumed prominence in the shipping industry, driven by the consistent failure of the other responsible parties to fully meet their obligations.

Port State Control in Australia

Port State Control is of particular importance to Australia due to the role of shipping in Australia’s trade and the sensitivity of the Australian coastline to environmental damage. As such, Australia has dedicated considerable resources to having a rigorous port State control program of the highest standard. This program is administered by the Australian Maritime Safety Authority (AMSA), which employs 42 Marine Surveyors strategically located at 14 Australian ports. These Marine Surveyors undertake port State control inspections as well as other duties including flag State inspections, marine survey, cargo related inspections and marine qualifications duties.

All AMSA Marine Surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree, and are trained in AMSA’s ship inspection procedures before commencing their duties. They are also subjected to regular review and audits under an internal audit program specifically tailored to ship inspections. The processes are also subject to external audits as a part of AMSA’s ISO 9001:2000 accreditation.

Powers of Inspection and Detention of a Ship

Australian Maritime Safety Authority (AMSA) Marine Surveyors may board a ship at any time to inspect and detain unseaworthy or substandard ships under [s.190AA\(1\)](#) and [s.210\(1\)](#) of the *Navigation Act 1912*.

Vessel Eligibility and Selection for a PSC Inspection

Selection of a ship for inspection depends on a number of factors, including any risk it may pose to the environment, specific complaints and an AMSA risk-based ship inspection targeting scheme. As a general rule, ships become eligible for inspection every six months, however if felt necessary, AMSA may reduce this period. AMSA, through its targeting system, also prioritises inspections in relation to the calculated risk factor.

AMSA's Ship Inspection Database

To assist AMSA Marine Surveyors in conducting PSC inspections, AMSA has over the years developed a comprehensive database, referred to as *Shipsys*. The *Shipsys* database, contains information received from various sources on a large number of vessels. This information not only includes the general particulars of a vessel, but also their PSC inspection history from within the [Indian Ocean MOU](#) and [Tokyo MOU](#) regions.

Not only does the *Shipsys* database hold historical data, it also uses this data to calculate a numerical risk of individual ships to indicate the likelihood of the vessel being detained. This calculated "risk factor", allows AMSA to target ships appropriately and to allocate appropriate resources in the most efficient and effective manner.

Given that *Shipsys* is such an important tool in the AMSA PSC inspection program, a detailed statistical analysis of the PSC records held in the database was carried out in 2007. This analysis was conducted by an external body and utilised 10 years of data from *Shipsys*. The previous such analysis was carried out in 2002.

Although this exhaustively researched targeting system is maintained and forms the basis of the *Shipsys* system, the system is ultimately designed to be a guide to AMSA Marine Surveyors, rather than a mandatory

targeting system. AMSA holds the view that there is no restriction imposed on its Marine Surveyors utilising their professional judgment to decide on which ships should be inspected and the level of inspection required. Local knowledge and professional judgment are considered to be important factors in making these decisions.

PSC Inspection Rate Targets

As a result of the 2007 analysis, AMSA adopted revised inspection rate targets. From 1 July 2007, the revised targets became based entirely on a calculated "risk factor" for each ship. Previously inspection rate targets were based on broad grouping of ships according primarily to their age.

The new "risk factor" is a numerical calculation of the probability of a particular ships likelihood of detention. This calculation takes into account a number of criteria and based on this, ships are grouped into "priority" groups with each group having a specific desired inspection rate.

The new inspection rate targets are as follows:

Priority Group	Probability of Detention (Risk factor)	Target Inspection Rate
Priority 1	More than 5%	80%
Priority 2	4% to 5%	60%
Priority 3	2% to 3%	40%
Priority 4	1% or less	20%

Further information

Further information on Australia's PSC program may be obtained from the inspecting surveyor or by writing to:

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Australian Maritime Safety Authority,
GPO Box 2181, CANBERRA CITY ACT 2601

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