



# THE REPUBLIC OF LIBERIA

## LIBERIA MARITIME AUTHORITY

22980 Indian Creek Drive  
Suite 200  
Dulles, Virginia 20166, USA  
Tel: +1 703 790 3434  
Fax: +1 703 790 5655  
Email: [prevention@lisrc.com](mailto:prevention@lisrc.com)  
Web: [www.lisrc.com](http://www.lisrc.com)

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### Marine Advisory: 05/2020

#### Subject: Flag State Risk Based Preemptive Boarding's

#### Dear Owners/Operators/DPAs/Masters/Flag Inspectors/Recognized Organizations:

**Purpose:** This Advisory is to inform Owners, Operators, Designated Persons Ashore, Masters, and Flag Inspectors and Recognized Organizations of the Liberian Administration's new enhanced risk-based assessment management system that identifies vessels that are at high risk of port State control (PSC) compliance boarding's. The risk-based system draws on and analyzes data from multiple sources, including flag State safety inspections and audits, USCG/PSC MOUs boarding's, and Class Society surveys. The results are analyzed by the Administration's experienced flag and port State control managers. Vessels identified as high risk of PSC boarding in US and PSC MOUs will be prioritized for a preemptive boarding by the Administration to assist in minimizing potential for PSC detention and delayed operations.

Details of the risk-based results will be shared in advance with Owners, Operators, DPA's, Masters, Flag Inspectors and Recognized Organizations to improve compliance and better prepare for PSC boarding's in specific ports.

Below are examples of some of the data collected for use in assessing a vessels risk for detention.

The dashboard displays the following information:

- Vessel Summary:** Vessel Name: 10 Bulk Carrier, Overall Rank: Highest, Days from Last ASI: 343, Months from Last Detention: 24, Detentions: 2, WP Link: Over 330, LIRIT Status: Current.
- Flag Inspection Details:**

InspectionDat	Inspection Type	INSP Findings	Port	W/O Status	InspectionDetailsFriendlyStrin g
31-Dec-19	Safety Special Reduced	6	Australia	Active	
24-Dec-19	ISPS Intermediate, ISM Intermediate			Active	Bureau Veritas
24-Oct-19	MLC Intermediate	3	China	Recording	
- Flag Inspection Findings:**

InspectionDat	Type	Code	Subject	Description
31-Dec-19	Deficiency	10116	Nautical publications	The publication NP 33 which affects the current voyage is not available on board
31-Dec-19	Deficiency	10127	Voyage or passage plan	The current voyage does not utilize appropriately scaled ENCS. The same ENCS are also applicable for the next voyage.
31-Dec-19	Observation	11104	Rescue boats	The rescue boat fuel tank level gauge is out of order
31-Dec-19	Observation	13102	Auxiliary engine	The turbo charger for Auxiliary engine no. 3 is not covered with an insulation blanket.
31-Dec-19	Observation	14108	15 PPM alarm arrangements	The digital time on the OWS panel is offset bby 13 minutes
- PSC Inspection Findings:**

InspectionDate	DEFECT_CODE	DEFECT_TEXT	MAIN_DEFECT_TEXT	Class Responsible	Detention Reason Deficiency
23-Jul-19		Guards - fencing around dangerous machinery parts		N	
23-Jul-19	714	Fire doors/openings in fire-resisting divisions	FIRE SAFETY MEASURES (SOLAS chapter II-2)	N	
18-Jan-19					
30-Sep-18	371	Medical Equipment	CREW AND ACCOMMODATION (ILO 147)	N	
- Overall Score:** A gauge showing a score of 31 out of 45.
- Map:** A map showing the vessel's route through the Indian Ocean, with labels for India, ICA, and AUSTRALIA.
- VSL Search:** A search bar for Vessel Safety Links.

The U.S. Coast Guard (USCG) has updated its PSC targeting policy and matrix to prioritize exams on vessels that pose the greatest risk. Under the new policy, vessels that pose the greatest risk now include those that have detention history in Paris and Tokyo PSC MOUs and in US ports. Vessels identified as low risk will see reduce frequency and scope of USCG exams.

All efforts will be made to minimize the cost and burden of preemptive boarding's on vessels and vessel operators. A preemptive boarding inspection will count as an annual safety inspection, if conducted prior to ASI due date. DPA's and Master's should report existing deficiencies/non-conformities to the Administration prior to the ship's arrival in port. If no additional deficiencies are found during the inspection, the preemptive inspection fee will be waived.

As provided in previous advisors, many PSC detentions result from ISM Code failures to report and initiate action to correct existing deficiencies. PSC inspectors are also grouping multiply deficiencies together as evidence of a failure of ISM Code Safety Management System and issuing a detention. Owners, Operators, and DPAs should require their Master's, Chief Engineers and other management level officers identify and report deficiencies and have evidence on status of corrective actions, prior to entering port.

To ensure effective implementation of the Preemptive Boarding Program the Administration has established a new Fleet Port State Control Performance Department with a new email: [Prevention@liscr.com](mailto:Prevention@liscr.com). The Department supersedes the Marine Safety Department and takes on many of its responsibilities with primary focus on assisting vessel operators avoid PSC detentions.

If you have any questions, please contact our Fleet Port State Control Performance Department at Telephone: +1-703-790-3434 or by email to [prevention@liscr.com](mailto:prevention@liscr.com).

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