

PORT STATE CONTROL



Before PSC: Do not wait for deficiencies to be found. If you know there are potential deficiencies point them out to the PSC inspector. Consider giving the inspector a list of all known deficiencies. (SOLAS I Reg. 11(c)).



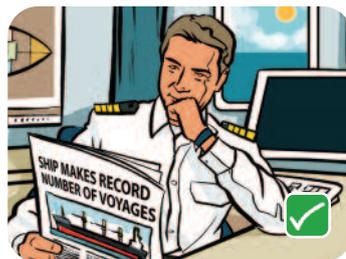
Before PSC: Do make sure you know the top ten port state control deficiencies. Remember that ISM related deficiencies will count as 5 marks in the Paris MOU ship risk profile calculator.



During PSC: Do not just accept what the PSC inspector is telling you. Be prepared to discuss the points being raised and ask the inspector to give the exact convention reference relating to the alleged deficiency.



After PSC: Do be prepared to appeal deficiencies and detentions. Procedures vary, all have a time limit, and many specify the persons who can appeal. Your target should always be nil deficiencies.



After PSC: Do remember that a detention and/or multiple deficiencies will have a negative impact on ship ratings and may bring bad press. Performance ratings of Flag States and recognised organisations are affected too.

CHECKLIST

Use with onboard procedures, NORTH checklist, and PSC MOU information.

Before PSC (should include):

- List of all known deficiencies completed – with action taken to rectify including pending (SOLAS I Reg. 11(c))
- SMS planned maintenance records match the physical condition of the ship
- Top ten deficiencies at next PSC MOU identified and checked
- Paris MOU NIR New Inspection Regime ISM related deficiencies = 5 risk points against ship
- Originals or certified copies of all certificates available – not photocopies
- All crew STCW certificates and certificates of equivalent competency available and correct
- PSC MOU pre-arrival notification procedure followed exactly
- PSC MOU – information obtained on current situation regarding PSC ‘fines’
- Oil record book as per IMO Resolution MEPC 187(59)
- All crew briefed on next PSC MOU – what to expect and how to deal with problems
- PSC MOU – information obtained on appeals procedure
- IMO Resolution A.1052(27) – Procedures for Port State Control (2011) – read and understood

During PSC (should include):

- Be assertive with the PSC inspector – stay in control of the situation
- Be prepared to discuss in detail any issue with the PSC inspector
- No lifeboat drill if on-load release hooks are not fitted with fall preventer devices (FPD)
- Engine room maintenance? Consider cleanliness of surrounding area
- Does the PSC inspector have a copy/extract of IMO Resolution – A.1052(27)
- Is the PSC inspector qualified as a master or chief engineer
- Remember – all equipment is subject to failure. Spares may not always be available
- Make sure the PSC inspector is accompanied by a senior officer at all times

After PSC (should include):

- If necessary – start detention appeal procedure immediately
- If justified – start deficiency appeal procedure immediately
- Ship is tanker – detained? Check whether excluded from oil major business for 6 months



- Black Sea – www.bsmou.org
- Caribbean – www.caribbeanmou.org
- Indian Ocean – www.iomou.org
- Mediterranean – www.medmou.org
- Paris – www.parismou.org
- Riyadh – www.riyadh-mou.org
- Tokyo – www.tokyo-mou.org
- US Coast Guard – www.uscg.mil/hq/g-m/pscweb/index.htm
- Vina del Mar – www.acuerdolatino.int.ar
- West & Central Africa – www.abujamou.org