BERMUDA MERCHANT SHIPPING GUIDANCE NOTICE

Port State Control Inspections 2022-03

Application

Ship Owners, Managers, Masters and Officers of Bermuda Registered ships

Summary

This notice is to guide Owners and Managers of Bermuda registered ships about Port State Control Inspections. A checklist is included as an Annex to this notice.

This checklist is intended to assist Owners and Managers of Bermuda registered ships to comply with Port State Control requirements.

This Notice was issued on 31st August 2022 and supersedes the Bermuda Guidance Notice 2021-01 issued on 18th May 2021.

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1. Introduction

(1) Port State Control (PSC) is the inspection of foreign ships in national ports in order to verify that the condition of the ship and equipment (including living and working conditions on board) comply with the requirements of international conventions.

(2) There are nine regional agreements (MoU) on Port State Control (excluding USCG). They are:

a. Paris Memorandum of Understanding on Port State Control covering Europe and North Atlantic region (www.parismou.org)

b. Tokyo Memorandum of Understanding on Port State Control covering the Asia-Pacific region (www.tokyo-mou.org)

c. Vina Del Mar MoU on Port State Control covering Latin America (www.acuerdolatino.int.ar)

d. Caribbean MoU on Port State Control covering the Caribbean region (www.caribbeanmou.org)

e. Abuja MoU on Port State Control covering West and Central Africa (www.abujamou.org)

f. Black Sea MoU on Port State Control covering the Black Sea region (www.bsmou.org)

g. Mediterranean MoU on Port State Control covering the Mediterranean region (www.medmouic.org)

h. Indian Ocean MoU on Port State Control covering the Indian Ocean region (www.iomou.org)

i. Riyadh MoU on Port State Control covering the Persian Gulf area (www.riyadhmou.org)

(3) Port State Control Inspections in the US are conducted by the USCG. (https://cgmix.uscg.mil/psix/)

(4) Bermuda is a member of the Caribbean MoU on Port State Control.

(5) Detailed guidance for assisting Masters and ships crews in preparing for Port State Control inspections is provided in Annex 1.

(6) An important element of the selection of ships for PSC inspections is the Ship Risk Profile (SRP).

a. Each ship will be attributed an SRP depending on the age, flag, Recognised Organisation and ISM company performance.

b. Historic parameters from the ship's PSC inspection history over the past 36 months (at least one PSC inspection within the last 36 months, number of PSC detentions and PSC inspections with less than 5 deficiencies) are taken into account while calculating the SRP.

c. Ships can be "High Risk", "Standard Risk" or "Low Risk".

d. The SRP is recalculated on a daily basis overnight, taking into account any changes in the parameters, such as the 36-month inspection history and company performance. This could mean that inspection results of other ships within the same ISM company may have an immediate effect on the ship's SRP. (Source:www.parismou.org)

(7) Periodic inspections are carried out at intervals that are determined by the SRP.

Ships become due for a PSC inspection in the following time windows:

a. For High Risk Ships- between 5-6 months after the last inspection in the Paris MoU region

b. For Standard Risk Ship- between 10-12 months after the last inspection in the Paris MoU region

c. For Low Risk Ships- between 24-36 months after the last inspection in the Paris MoU region (Source: www.parismou.org)

(8) Additional PSC inspections may be triggered by overriding and unexpected factors indicating a serious threat to the safety of the ship, environment and crew. The time span for the next periodic inspection re-starts after each PSC inspection. (Source: www.parismou.org)

(9) Ship Owners, Managers and Masters are therefore reminded that if their ship is calling into a particular PSC MoU region after a considerable period of time, it is highly likely that the ship will be targeted for a PSC inspection as soon as the ship arrives in the first port of the new PSC MoU region.

(10) Ship Owners, Managers and Masters should take note that drills can be witnessed by Port State Control Officers as part of operational control during PSC inspections.

a. During drills, apart from checking the efficiency of the crew performance in using the lifesaving and firefighting appliances and responding to the emergency scenario , Port State Control Officers will also assess whether the ship staff are able to communicate effectively and understand each other in the working language of the ship.

b. An unsatisfactory drill may result in a PSC detention.

2. Concentrated Inspection Campaign (CIC)

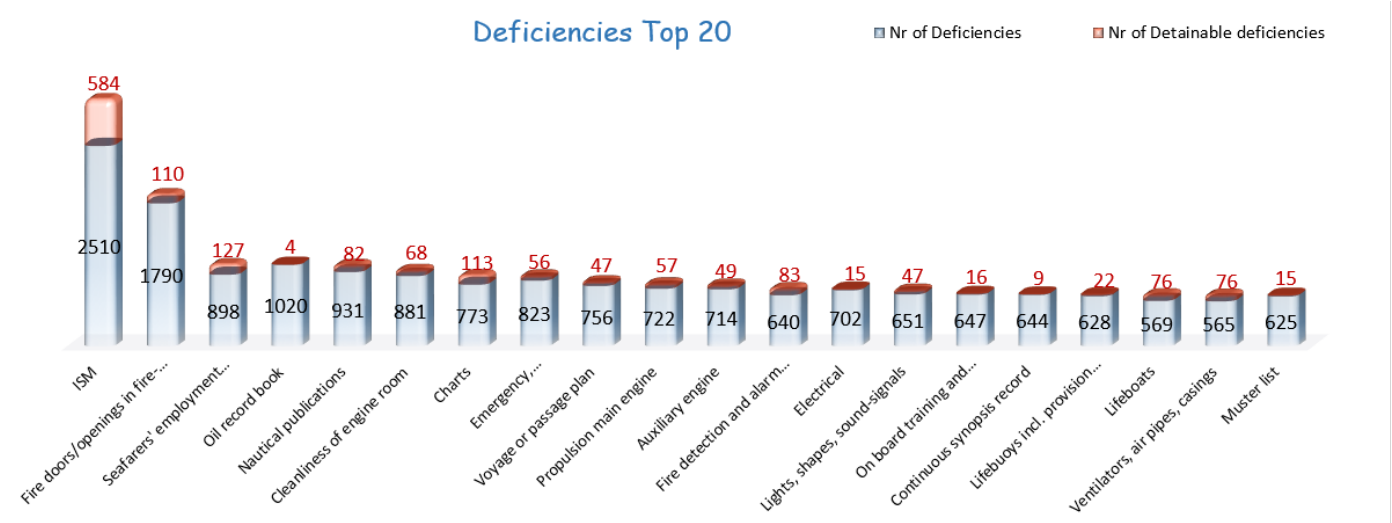
(1) Some MoUs carry out a Concentrated Inspection Campaign (CIC) in conjunction with a Port State Control inspection, which is aimed at inspecting a particular area in detail.

(2) The Paris MoU and Tokyo MoU on Port State Control carry out a joint CIC which runs from 1st September to 30th November every year.

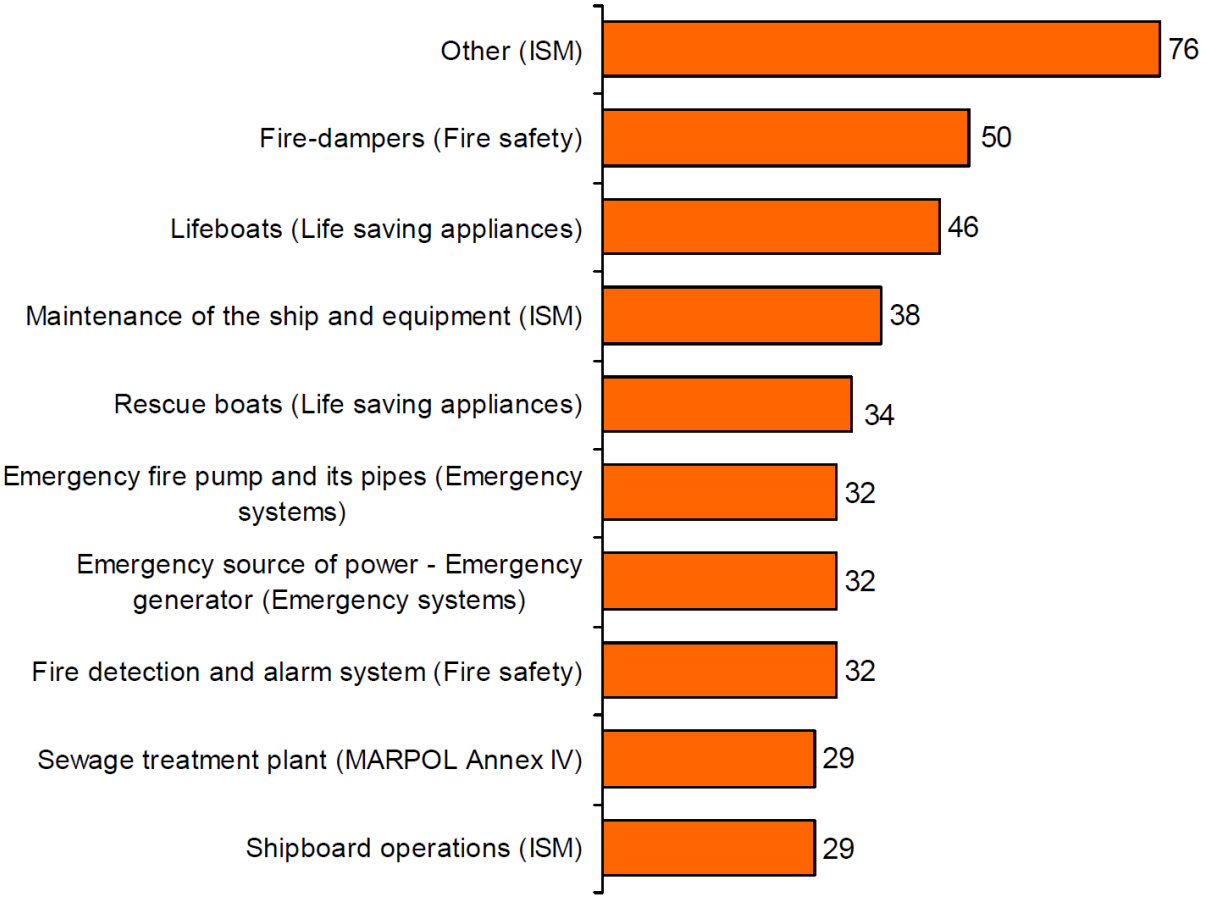
a. The Paris MoU and Tokyo MoU CIC for 2022 will be on STCW.

3. Deficiencies and Detentions

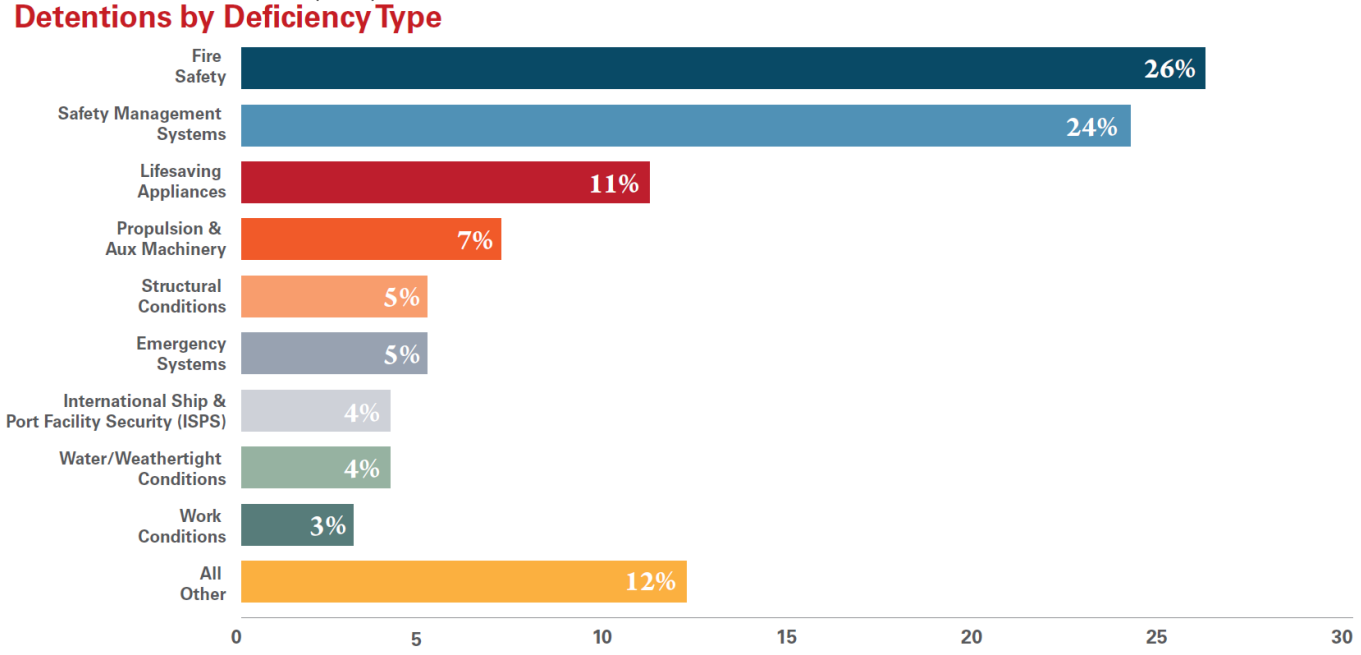
(1) The top 20 deficiencies raised during Port State Control Inspections in the Paris MoU region during 2021 is given below. This list is updated periodically by the Paris MoU secretariat and is published on the Paris MoU website. (Source: Paris MOU Website)



(2) The most frequent detainable deficiencies raised during Port State Control Inspections in the Tokyo MoU region are given below. (Source: Tokyo MOU 2021 Report)



(3) A snapshot of the detentions by deficiency type raised during Port State Control Inspections in the US carried out by USCG is given below. (Source: USCG 2021 Annual Report)



ANNEX- PSC INSPECTION CHECKLIST

Sr.No	ITEM	Yes/No
1	Are all statutory ship certificates available on board and valid?	
2	Is the ship manned in accordance with the Minimum Safe Manning Document?	
3	Do the ship staff hold appropriate and valid certificates? (STCW Certificates of Competency, STCW Certificates of Proficiency and Medical Certificates)	
4	Are all the ship staff familiar with the company's safety and environmental protection policies?	
5	Is a schedule of watch arrangements and working hours posted?	
	BRIDGE EQUIPMENT/NAVIGATION	
6	Are charts/nautical publications/ECDIS corrected and up to date?	
7	Is there evidence of appropriate voyage planning with a port-to-port passage plan?	
8	Is the ship's log book up to date with required entries regarding drills and inspections?	
9	Are all the ship's navigational lights, shapes and sound signals in good/operating condition?	
10	Is the ship equipped with operational radars as required?	
11	Is the ship's VDR, AIS, BNWAS, rudder angle indicator and RPM indicator operational?	
12	Is a valid table/curve of residual deviation posted on the bridge? (Deviation curve)	
13	Are records in the compass error log up to date? Is the Master gyro and gyro repeaters heading synchronised?	
14	Are instructions regarding steering changeover procedures posted?	
15	Are records of testing the steering gear including emergency steering and communication between bridge and engine room available?	
16	Is the ship provided with a manoeuvring booklet and information?	
17	Are deck officers familiar with the operation of ECDIS and other bridge equipment?	
	GMDSS/RADIO EQUIPMENT	
18	Are operator qualifications recorded in the GMDSS log book?	
19	Is there evidence of VHF/MF/HF DSC shore test available and recorded in the GMDSS log book? Are portable GMDSS VHF radios available?	
20	Are GMDSS batteries/reserve source of power in good condition?	
21	Is the GMDSS log book up to date? Does the ship have a valid shore based maintenance contract for the GMDSS system?	
22	Are EPIRBs and SARTS tested as required and records available? (self test/monthly test/annual performance test)	
23	Are the batteries of EPIRBs and SARTS valid?	
24	Is the NAVTEX operational? (Evidence of recent NAVTEX messages)	
25	Is the ship's INMARSAT C/LRIT system operational?	
	LIFE SAVING APPLIANCES	
26	Is the ship provided with an approved fire control plan?	

27	Are the lifeboats/rescue boats and passenger tenders (on passenger ships) in good condition?	
28	Is the muster list available and up to date?	
29	Are all lifeboat and rescue boat equipment in good condition?	
30	Are all liferafts in good condition?	
31	Are lifeboat and liferaft launching instructions posted on the embarkation deck?	
32	Is the emergency lighting at embarkation deck/overside operational?	
33	Are lifeboat davits, falls, winches and brakes in good condition?	
34	Have the liferafts been serviced at required intervals?	
35	Are the lifeboat and liferaft markings legible and clear?	
36	Is the ship provided with immersion suits and thermal protective aids as required?	
37	Is the ship provided with lifebuoys (MOB markers in bride wings), life jackets with lights and whistles (adult/child), rockets, smoke signals and line throwing apparatus as required and are they in good condition?	
38	Is the ship provided with escape signage and illumination of posters / signs as required?	
39	Is the ship's general alarm operational?	
40	Is there a plan and provision for recovery of persons from the water?	
41	Is the embarkation ladder in good condition?	
42	Are lifebuoy self-igniting lights operational?	
43	Have the lifeboats been launched and manoeuvred in the water as required and appropriate entries made in the ship's log book?	
44	Are all ship staff familiar with the use of life saving appliances? Check by carrying out an abandon ship drill.	
45	Is the ship provided with a training manual with procedures for use of all life saving appliances applicable to the ship?	
	FIRE FIGHTING APPLIANCES	
46	Is the ship provided with an approved fire control plan?	
47	Is the ship's fire detection and alarm system operational?	
48	Is the emergency fire pump operational and capable of delivering the required pressure with two fire hoses?	
49	Is the ship provided with adequate number of fireman's outfits, SCBAs and are they in good condition?	
50	Are the ship's portable fire fighting appliances in good condition?	
51	Are the ship's staff familiar with the use of fireman's outfit, SCBAs and portable fire extinguishers? Check by carrying out a fire drill.	
52	Are the ship's fire doors (local and remote operation) in good operating condition?	
53	Are the ship's main and emergency fire pumps including fire main, hydrants and nozzles operational and in good condition?	
54	Are the ship's fire and smoke dampers operational and in good condition?	
55	Is the remote emergency stopping of ventilation and associated dampers functional?	

56	Is the remote operation of quick closing valves functional?	
57	Is the ship's fixed fire fighting system in engine room and cargo spaces and associated alarm system functional?	
58	Does the distribution of fire fighting appliances on board comply with the approved fire control plan?	
59	Is the remote emergency stopping of fuel pumps functional?	
60	If the ship's fixed foam system (if applicable) certified, operational and in good condition?	
61	Is the ship provided with a training manual with procedures for use of all fire fighting appliances applicable to the ship?	
	ENGINE ROOM	
62	Are the main and auxiliary engines in good condition? (temperature/pressure indicators, fuel and lubricating oil systems, cooling water system, exhaust gas system, boilers and associated systems)	
63	Is the engine room pipe work in good condition? (No oil/steam leaks)	
64	Are HP fuel pipes as per SOLAS II-2, Reg 4.2?	
65	Are machinery spaces in good condition and bilges clean? (floor plates, gratings, stairways, cables properly secured, hot surfaces etc)	
66	Are emergency escape routes free of obstruction with appropriate escape signage and illumination?	
67	Is the ship's IMO number marked in the machinery space as per SOLAS?	
68	Are engine room pumps and valves in good condition?	
69	Are instructions for emergency steering posted in the steering gear room?	
70	Does the gyro heading in the emergency steering platform tally with that on the bridge?	
71	Is the communication system between the bridge, engine room and steering gear room operational?	
72	Is the engine room alarm system functional?	
73	Is the emergency power source functional? (including emergency generator second start)	
74	Are engine room staff familiar with engine room procedures and operation of engine room equipment?	
	ELECTRICAL EQUIPMENT	
75	Are switch boards in good condition? (no earth faults)	
76	Are electrical cables, cable glands, deck/bulkhead penetrations and terminations in good condition?	
77	Is the ship's lighting arrangements functional?	
	CARGO HANDLING EQUIPMENT/OPERATIONS	
78	Does the ship have an approved cargo securing manual? (if applicable)	
79	Are the ship's cargo gear (cranes/derricks) and loose gear (shackles, blocks, slings etc) in good condition with SWL clearly marked?	
80	Is the cargo being carried listed on the ship's Certificate of Fitness? (chemical tankers and gas carriers)	

81	Are cargo tank monitoring and safety devices relating to temperature, pressure and ullage operational and in good condition? (tankers)	
82	Is the ship provided with an approved stability booklet in the working language of the ship?	
83	Is the ship provided with an approved loading computer for stability calculations applicable to the ship type? Is there evidence of stability and longitudinal strength checks carried out on board?	
84	Are oxygen analysers and explosimeters available and if so, have they been calibrated?	
85	Does the ship have a DOC for packaged dangerous goods? (General cargo/container ships)	
86	Is the cargo hold water ingress alarm system operational? (bulk carriers)	
87	Is the ship's Inert Gas System (IGS) and associated alarm systems functional? (tankers)	
88	Is appropriate chemical detection equipment with suitable gas tubes available for the cargo being carried? (chemical tankers)	
89	Are cabin escape sets with respiratory and eye protection if required by the products listed in the relevant certificate of fitness available? (chemical tankers and gas carriers)	
90	Is the Master/responsible officer for cargo operations familiar with the use of the ship's loading computer?	
	POLLUTION PREVENTION	
91	Is the oily water separator and 15 ppm alarm system functional?	
92	Are entries made in the Oil Record Book (ORB) diligently and is the ORB up to date?	
93	Does the ship have an approved SOPEP/SMPEP (as applicable)?	
94	Does the ship have equipment as specified in the ship's SOPEP/SMPEP? Carry out SOPEP/SMPEP drill.	
95	Does the ship have an operational ODMCS (Oil Discharge Monitoring and Control System) (tankers)?	
96	Does the ship have a Garbage Management Plan and Garbage Record Book?	
97	Is the Garbage Record Book updated with disposal of garbage to shore reception facilities?	
98	Does the ship have a functional sewage treatment plant?	
99	Does the ship comply with use of low sulphur fuel while transiting Sulphur Emission Control Areas (SECA) with evidence of changing over fuel tanks prior to entering a SECA?	
100	Does the ship have a functional emission abatement system to comply with MARPOL Annex VI requirements while transiting a SECA? (if applicable- e.g, scrubbers)	
	HULL- EXTERNAL	
101	Are the ship's freeboard and draft marks legible and clear?	
	HULL- EXPOSED DECK	
102	Is the ship's accommodation ladder/gangway in good condition?	

103	Are the ship's pilot boarding arrangements (Pilot ladder/combination ladder) in good condition?	
104	Are the ship's railings/guard rails, bulwarks/stays in good condition?	
105	Is the deck plating in good condition?	
106	Are the ship's mooring arrangements (winches/capstans/fairleads/mooring hawsers/wires) in good condition?	
107	Are the vent pipes in good condition?	
108	Are the hatch coamings and drains in good condition?	
109	Are the scuppers in good condition?	
	HULL- STRUCTURE	
110	Availability of Enhanced Survey Report File endorsed by flag state or RO (Bulk Carriers and Tankers)- Thickness measurement reports, condition evaluation reports	
111	Are the bulkheads and coamings in good condition?	
112	Are the frames and end brackets in good condition?	
113	Is the fore and aft peak structure in good condition?	
114	Are the access doors, ladderways and railings in good condition?	
115	Are the cargo hatchway corners, hatch covers, coamings and top side tanks in good condition	
116	Does the ship have a ballast tank inspection schedule and associated records?	
	LIVING AND WORKING CONDITIONS	
117	Do all seafarers possess valid Seafarer Employment Agreements?	
118	Do all seafarers comply with work and rest hour requirements and are rest hour records available on board?	
119	Is Master's inspection of accommodation spaces recorded in the official/ship's log book?	
120	Is cold and hot water available in the bath rooms/toilets/galley?	
121	Are the furniture and fittings in the cabins in good condition?	
122	Is the Heating, Ventilation and Air conditioning (HVAC) system in good condition?	
123	Is the lighting adequate?	
124	Are the food and water supply adequate? (Quality and quantity)	
125	Are the food storage spaces in good condition? (condition of meat room, fish room, vegetable room; fridge temperatures; signs of vermin and pests)	
126	Does the ship have adequate supply of medicines and medical equipment in the medicine chest?	
127	Is the medical inventory updated? (No expired medicines)	
128	Are first aid boxes available in the galley and engine room?	
129	Are the ship staff using appropriate personal protective equipment?	
130	Are the ship staff paid at monthly intervals in accordance with their Seafarers' Employment Agreements?	
131	Is there a MLC complaints procedure on board?	

132	Are the doors, floor tiles and drainage system of sanitary facilities on board in good condition?	
133	Is garbage segregated in the galley?	
134	Is the catering crew aware about the procedure for disposal of cooking oil?	
	ADDITIONAL FOR PASSENGER AND ROPAX SHIPS	
135	Availability of documentary evidence of crowd management training; safety training for personnel providing direct assistance to passengers in passenger spaces, and to elderly and disabled persons in an emergency; crisis management and human behaviour training.	
136	Is the crew familiar with damage control plan?	
137	Are the bow and stern doors in good condition?	
138	Is the PA system operational?	
139	Is the water leakage detection system functional?	
140	Is the bridge closure of fire doors and water tight doors functional?	
	BALLAST WATER MANAGEMENT	
141	Does the ship hold a valid International Ballast Water Management Certificate?	
142	Does the ship hold an approved Ballast Water Management Plan?	
143	Is there an up to date Ballast Water Record Book meeting the requirements of the BWM Convention? (Ballast Water Record Book may be in an electronic format)	
144	Does the ship have a designated officer responsible for Ballast Water Management?	
145	Are ship staff familiar with their duties as outlined in the approved Ballast Water Management Plan?	