

NEW EDITION

Port State Control: The top ten PSC findings

Or how to avoid detention

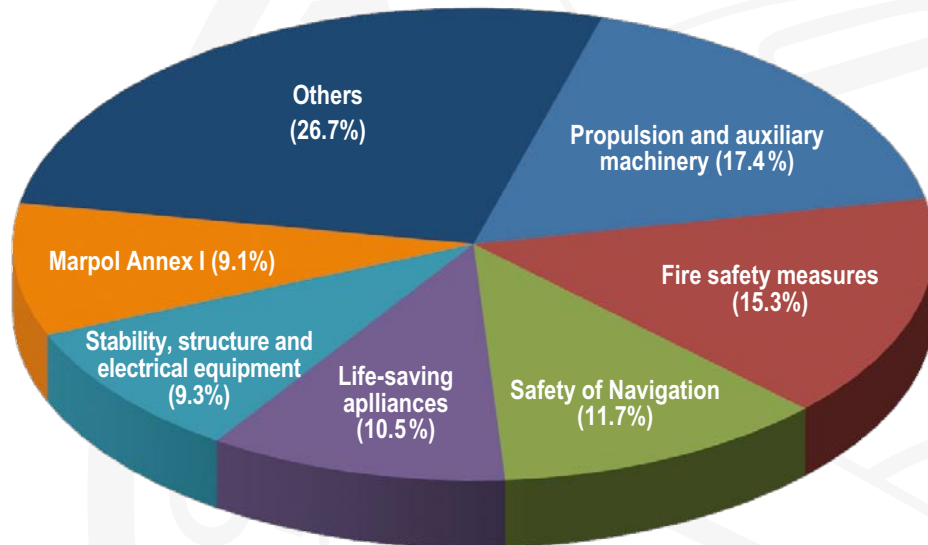
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Update on the most frequent causes of detention

Most ship owners or operators look upon Port State Controls as a necessary evil. But if your ship gets detained, it can be really expensive. Besides the port dues, any delay negatively affects your ship's profitability. Since our focus at GL is on a ship's safety and profitability – in line with our motto "Operating 24/7" – we naturally take a keen professional interest in Port State Controls. So we analysed the latest PSC data from 2006 and 2007 to discover the most frequent causes of detention. This new edition outlines the main deficiencies PSC found and tells you which parts of the inspected ships PSC was focussing on in the past few years.

By ensuring the parts of a ship mentioned in this Top Ten are maintained in line with international requirements, you can reduce the risk of PSC detention.

Deficiencies found on detained ships by category (2006-07)



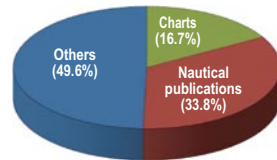
We broke down these categories even further for the past two years to discover the **top ten findings** PSC listed in their recent detention reports. The ranking determined two years ago is included in brackets to indicate where changes have occurred:

1. **Charts and nautical publications** (1)
2. **Generators, auxiliaries with pipes and valves** (6)
3. **Engine room cleanliness** (8)
4. **Oily water separator** (9)
5. **Oil Record Book** (-)
6. **Ventilators, air pipes and hatch covers** (10)
7. **Lifeboats and lifebuoys** (2)
8. **Fire dampers** (4)
9. **Emergency fire pump** (3)
10. **Electrical equipment and emergency lighting** (7)

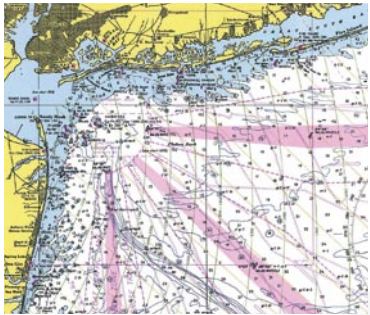
Of course, the frequency with which these deficiencies occur may vary from year to year – not least because inspection campaigns will focus on some areas on board ship and possibly increase the number of specific deficiencies. And PSC naturally concentrates on new regulations when they come into force. However, we believe that by focusing on these top ten findings and passing this information onto your crews, you can reduce the risk of detention.

Based on our evaluations of and experience with PSC inspections, we can safely say that most PSC findings can be attributed to a lack of general maintenance. All vessels operate a safety management system (SMS) in accordance with the ISM Code, and an SMS includes procedures for maintaining the vessel and its equipment. If the SMS is implemented strictly, the occurrence of deficiencies could be reduced to a significant extent.

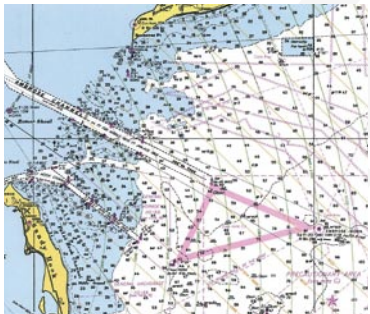
Safety of Navigation



1. Charts and nautical publications



The charts and publications to be used for the next intended voyage have to be up-to-date.



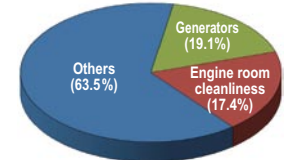
Nautical publications including Notice to Mariners, Pilot Books, List of Lights, Tide Tables, Nautical Almanac, IAMSAR Documentation, etc. have to be on board and updated for the next intended voyage.



A system should be in place to ensure that all publications on board can be easily updated. Evidence of this updating process has to be provided to PSC.

The Notice to Mariners should be consulted for any updates or new editions.

Main engine and auxiliaries



2. Generators, auxiliaries with pipes and valves



All generators need to be in good working order and provide sufficient electric power, including 100% redundancy. The emergency power supply has to be working properly and needs to start up – even automatically – if needed.



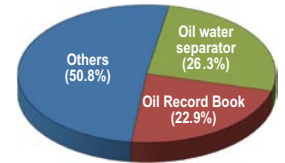
There should be no significant leaks from the engines. Any such leaks should be dealt with by the crew as soon as they occur.



All piping arrangements have to be without illegal plastic or rubber piping.

Main engine and auxiliaries

MARPOL Annex I



3. Engine room cleanliness



Oil in the engine room represents a possible fire hazard – and a potential safety hazard for the crew if it makes the floor plates or decks slippery. Engine rooms should be reasonably clean. Bilges should not contain excessive amounts of residues but should be emptied to holding tanks or ashore, as required.



Cleanliness is a subjective business and the whole issue should be discussed with PSC in the light of the actual circumstances on board.

4. Oily water separator



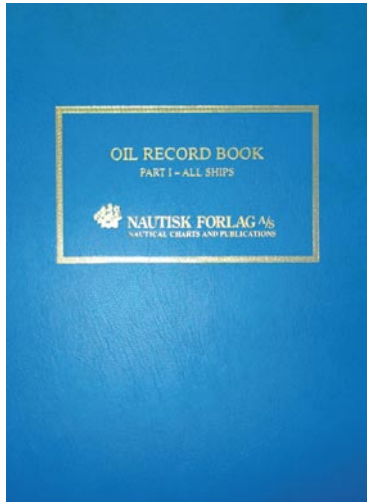
The oily water separator needs to be in working order. The persons responsible need to be able to show how to operate the system and conduct a test. The respective operating instructions need to be in the vicinity.



All piping in connection with the bilge system and OWS must be legally fitted. Suspicious piping arrangements will be checked internally by PSC for oily residues.

MARPOL Annex I

5. Oil Record Book



The Oil Record Book has to be carried on board in the current format.

Name of ship: _____
 Distinctive number or letters: _____

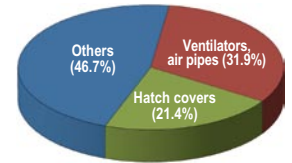
MACHINERY SPACE OPERATIONS

Date	Code	Area	Amount or description of oil or sludge
08/01	C	11.1	Sludge & waste oil 50
		11.2	11.2 m ³
		11.3	2.0 m ³
		11.1	City bilge water to
		11.2	2.3 m ³
		11.3	0.8 m ³ oil eq. 800m
08/01	C	11.1	Sludge & waste oil 2
		11.2	11.2 m ³
		11.3	4.2 m ³
		11.1	City bilge water 2
		11.2	2.2 m ³
		11.3	1.5 m ³ oil eq. 800m
08/01	H	26.1	part of HAWKOP
		26.2	20 ⁰⁰ start 21 ⁰⁰ stop
		26.3	100ml of GO from BARGE into 60 litres P.E.S.B. oil eq. 800m

Entries have to be made in the forms in accordance with the latest requirements.

The disposal of any oil residues has to be properly documented.

Load line matters



6. Ventilators, air pipes and hatch covers



Ventilators, air pipes and other closable pipe openings need to be in good working order, close properly and have no leaks. Mechanical closing devices must be working properly. The positions of any handles have to be marked for "open" and "shut". Air pipe heads and goosenecks need to have proper closing devices.

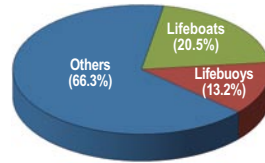


Automatic closing devices for sounding pipes have to work properly. Counterweights have to be easily movable and close by gravity. Sounding pipes on deck must to be closed by caps.



Hatch covers have to close properly to keep the hold weather-tight. Rubber packings and cover arrangements for battening down hatches (clamps and dogs) have to be in good working order.

Life-saving appliances



7. Lifeboats and lifebuoys



Lifeboats have to be structurally sound with no defects or signs of wastage and attached parts such as the rudder, lifelines, skates, etc. have to be in position.

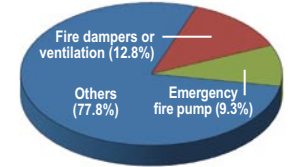


The lifeboat motor has to be in good condition and easy to start by the crew. The gears, shaft and propeller have to be in good working condition.



Lifebuoys have to be posted as per plan. They have to be attached by the required nightlights or lifelines and stowed ready for use. The battery for the light has to be checked for its expiry date.

Fire safety measures



8. Fire dampers



The fire dampers have to be working properly. The handles must be easy to move and the inscription has to show the name of the closable compartment and the position of the handle for "open" and "closed".



The dampers have to be conspicuously marked. If the closures work with a flap, it has to be properly hinged and move easily. Rubber packings need to be in good condition and toggles greased and capable of tightly closing the flap.

Fire safety measures

9. Emergency fire pump



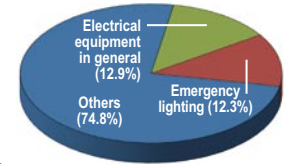
The emergency fire pump has to be ready for use at all times.



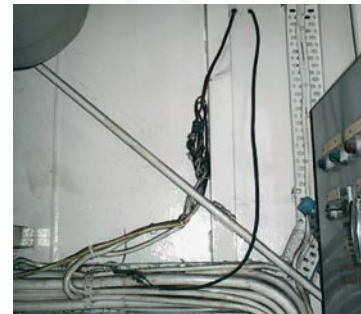
The crew responsible have to be able to start the pump, which should supply sufficient pressure to two hoses on deck.

Stability, structure and electrical equipment

10. Electrical equipment and emergency lighting



Electrical equipment should be installed as required and in safe working order. Wiring and switches must be suitably covered and properly fixed.



There must not be any flying cables or switches that are hazardous to the crew.



Lamps have to be properly covered to avoid short circuits. Lights supplied by the emergency power supply have to be marked and tested under emergency supply conditions.

Useful links

The deficiencies detailed in this booklet are those that were mainly listed by PSC. Of course, there may be many other items listed as deficient on the PSC reports. Ships should always be maintained to comply with all applicable international convention requirements. For regular checks of the equipment we recommend you use the **PSC Maintenance Checklist**, which can be downloaded from the GL website (see next page).

Regular maintenance reduces the risk of problems at PSC inspections on board ship.



Don't give PSC a chance to find deficiencies!

PSC history of ships inspected:

- PARIS MOU database: www.parismou.org
- TOKYO MOU database: www.tokyo-mou.org
- USCG database: <http://homeport.uscg.mil/mycg/portal/ep/home.do>
>> Port State Control
- BLACK SEA MOU database: www.bsmou.org
- INDIAN OCEAN MOU database: www.iomou.org
- EQUASIS database: www.equasis.org

Germanischer Lloyd:

- General information: www.gl-group.com
- PSC Maintenance Checklist: www.gl-group.com/pdf/maintenancechecklist.doc
- Info PSC Inspection Campaigns: www.gl-group.com/maritime/fleet/3593.htm

Assistance in PSC matters from GL Head Office:

Fleet Service Department:

Phone: +49 40 36149-1111

Fax: +49 40 36149-5555

PSC specialists:

Phone: +49 40 36149-189 / -7913 / -6708

Fax: +49 40 36149-7766

**For immediate assistance on site we advise
you call the nearest GL surveyor's office**

Germanischer Lloyd Aktiengesellschaft

Head Office

Vorsetzen 35, 20459 Hamburg, Germany

Phone: +49 40 36149-0

Fax: +49 40 36149-200

headoffice@gl-group.com

24-hour fleet in service hotline

+49 40 36149-1111

www.gl-group.com

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