

YOUR BIMCO GUIDE
TO PREPARE FOR
**PORT STATE
CONTROL
INSPECTIONS
IN THE U.S.A.**



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Introduction

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This guide has been prepared to protect **YOU** – the crew – from unnecessary problems during Port State Control inspections when calling at US ports.

This guide is not meant to help the bad guys avoid getting caught, but rather to help you perform your duties in a way that complies with regulations.

When rules are broken you may face fines and possibly jail time.

This guide will provide general advice. Detailed guidelines and instructions are available in the Safety Management System (SMS) and Ship Security Plan (SSP).

**REMEMBER, ONE MISTAKE
CAN JEOPARDIZE THE FUTURE
FOR YOU AND YOUR COMPANY**



What is Port State Control?

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Port State Control (PSC) is part of an international effort to identify and eliminate substandard ships.

It is a process by which a country enforces international rules relating to safety, security and the environment over foreign ships in its waters

In addition a country may have its own laws and regulations for any ship trading in its waters.

Countries have the rights to verify that ships operating in their waters comply with SOLAS and MARPOL, and to take action to bring these ships into compliance if they do not.

The US Coast Guard will take action against ships that do not in comply with laws or regulations.

THE GOAL IS TO IDENTIFY AND ELIMINATE SUBSTANDARD SHIPS FROM U.S. WATERS



The Facts

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In 2005, 7,850 ships from 76 different countries made 62,818 calls at US ports.

USCG conducted 10,430 PSC safety examinations.

127 ships were detained as a result of problems found.

In other words, 99% of inspections found ships to be safely operated!

Problems found

The reasons that ships get into trouble vary over the years as the USCG focuses on current problems.

The Top-Three reasons are usually:

1. Safety
2. Machinery
3. Pollution

THE POLLUTION OFFENCES MAY GET CREW IN PRISON



Consequences

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If serious defects are found during an inspection an expanded examination will be carried out.

For crew such inspections may result in investigations of violations of US laws, some of which carry criminal sanctions for the crew.

Lying to officials, for instance by presenting log books, Oil Record Books or records with false or incorrect entries, carries severe criminal penalties in the USA.

The penalties for safety, security or environmental violations can be less severe.

LYING TO OFFICIALS IS A CRIME IN USA



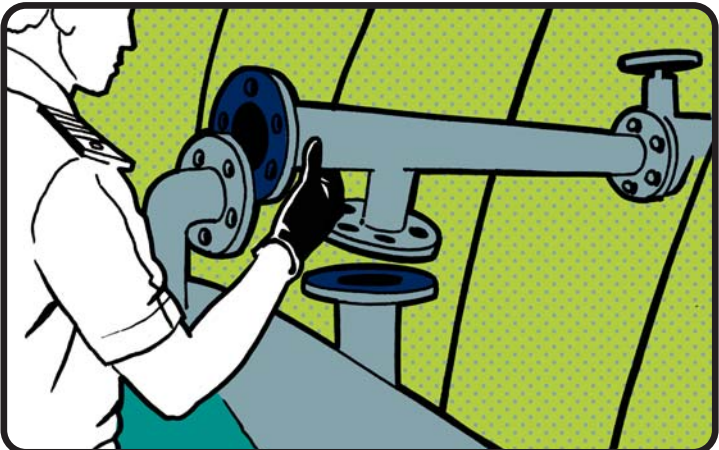
What are they looking for?

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A typical PSC Inspection sequence could include:

1. Inspecting the ship's certificates
2. Looking at the ship's condition, equipment and the crew at work
3. Looking at any target areas that the PSC Officers prioritise, such as security or pollution.

**IF SOMETHING LOOKS
WRONG – EXPECT TO
BE INVESTIGATED!**



Good work wasted!

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Imagine a PSC Officer being met at the ship by:

- a dirty or oily gangway
- a daydreaming watchman
- sloppy ISPS procedures
- a messy deck and accommodation
- crew in doubt of their assigned duties

an unnecessary bad start on what could otherwise have been a trouble free PSC!

FIRST IMPRESSIONS HAVE AN IMPACT!



In the Master's Office

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Once on board, PSC Officers start by checking the ship's certificates.

They will want to make sure that the ship has the required certificates, and that they are valid.

Some certificates, such as the IOPP attachments will tell the PSC Officer what equipment is on board, and what related procedures are required.

The inspector will focus on such equipment and procedures during his inspections.

SMS procedures may also be checked.

Have all documents ready before the PSC Officer arrives!

**MAKE SURE THAT
PROCEDURES ARE
BEING FOLLOWED!**



Evidence of Compliance

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The information on the supplement to the IOPP certificate relates to;

- SOPEP,
- the Safety Management System, and
- machinery spaces.

If there are differences between the information on these documents and what is found on board you should inform the PSC Officer and not wait for him to find out himself!

Prepare documentation to show that procedures are being followed. Unofficial logs and records, such as sounding books, are treated as official documents.

- records of drills and exercises
- Oil Record Book (ORB), including
- waste delivery receipts

**REMEMBER -
CONSISTENCY COUNTS !**



On the Bridge

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Bridge inspections usually focus on:

- Operational equipment
- Nautical publications, charts and posted information
- English speaking operator of the radio equipment
- Officers familiar with the equipment and publications, procedures and requirements in respect of log and record keeping

Equipment can break down or need servicing. Tell the PSC Officer!

Ensure that the logs do not contain incorrect entries.

**IT IS A CRIME TO PRESENT A
FALSIFIED LOG IN THE USA!**



In 2005, 25% of deficiencies involved problems with Fire Fighting equipment and Life Saving Appliances.

Other problems related to security arrangements – improper access controls was a frequent issue.

What is the PSC Officer looking for?

The **presence** of required equipment

The **condition** of the required equipment

The **knowledge** of the crew in respect of the maintenance and operation of safety equipment and their own duties.

Evidence that effective safety management systems and security procedures are in place on board.

Checklists can be found in the ship's Safety Management System – **USE THEM**, and remember that it is a crime to present a falsified checklist to an official.

IT IS THE CHECKS – NOT THE TICKS THAT COUNT



Accommodation

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The accommodation, including the galley, may not be important from a safety and environmental protection point of view, but the appearance of the accommodation and galley is important, as it is often considered representative for the condition of the ship and the quality of the management on board.

Make sure that fire doors are not forced open by unauthorized means – not even temporarily.

**HOUSEKEEPING COUNTS!
MAKE A GOOD IMPRESSION!**



Machinery spaces

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The inspection of machinery spaces concentrates on identifying fire, personal injury, electrical and environmental hazards.

The PSC Officer will focus on the awareness of and compliance with the SMS procedures, and the familiarity of the crew with the operation of equipment such as Oily Water Separator (OWS), emergency fire pump and emergency steering.

Emergency exits must be unobstructed and well marked and lit – and they must not be locked, e.g. for security purposes, if that prevents their use.

ENSURE THE ENGINE ROOM IS A SAFE AREA



PSC Focus on Environmental compliance

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Inspections are focused on identifying the intentional discharges of oil, and on checking if the crew try to hide violations.

When inspecting ships for environmental compliance the PSC Officer often looks for:

Genuine entries in the logs and Oil Record Book.

Entries in the ORB in line with statements from the crew regarding actual procedures followed

Records of operations, maintenance works and malfunctions of the pollution prevention equipment

The crew are familiar with their duties in respect of operation of pollution prevention equipment under the SMS

Signs of tampering with the piping or the electrical controls on the OWS

**YOU MUST
PROVE THAT
YOU COMPLY!**



Environmental equipment tests

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PSC Officer may ask for an operational test of the **Oily Water Separator**.

The tests will seek to confirm the performance of both the OWS and the engineers operating the OWS.

All engineers assigned with operation of the OWS should be prepared to conduct such tests.

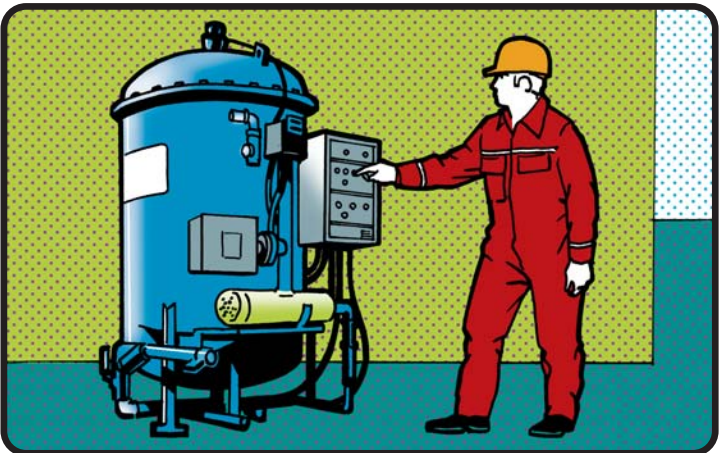
Close inspection of Oil Content Monitors should be expected. **NEVER** tamper with this equipment as the PSC Officer will be looking for signs of tampering. Equipment performance may also be tested.

Tank levels may be checked to confirm that they are in accordance with ORB entries.

PSC Officers may also check incinerators and the standard discharge connection to verify regular use.

Any connections, hoses and fittings that can be used to discharge directly overboard will give rise to suspicion.

**PROVE THAT YOU
USE THE EQUIPMENT –
THE RIGHT WAY!**



Preparing for inspections:

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Ensure that all are familiar with their environmental SMS duties.

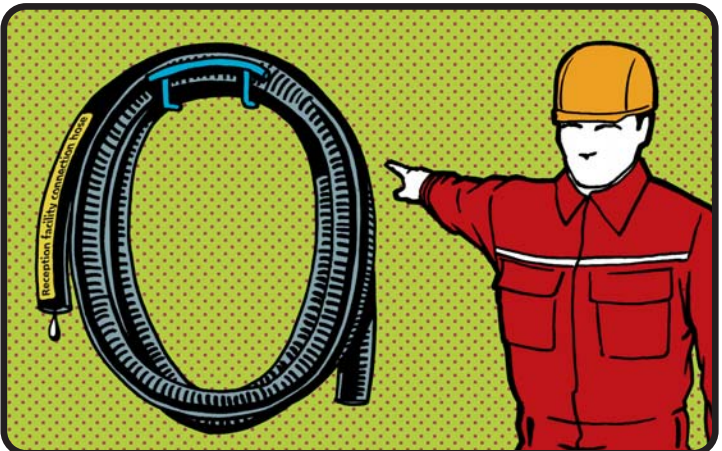
Make sure repairs, adjustments and maintenance can not be read as "tampering" - and record it in the ORB immediately.

If dismantling of equipment is required to carry out tests, then label it accordingly. That will reduce the risk of being suspected of tampering.

If ship's equipment such as a hose is used for discharge to reception facilities then record it - do not hide it.

Keep the spare parts inventory up to date. Do not cause unnecessary suspicion by being unable to locate the spare parts.

**COOPERATE WITH
THE PSC OFFICER -
DO NOT HIDE FACTS**



When things go wrong...

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If the PSC Officer finds a problem on your ship, you should expect that he will take a closer look at everything.

As a result, he may decide to:

Order that repairs are made to correct the problem (sometimes before the ship will be allowed to sail).

If the crew can repair or correct the problem quickly, then the risk of delays and possible fines may be reduced.

For severe problems, if the PSC Officer thinks that US laws have been broken, a criminal investigation could be started. A criminal investigation could aim at both the Company and the crew on board.

**LYING TO INVESTIGATORS IN
A CRIMINAL INVESTIGATION
RESULTS WITH PUNISHMENT FAR
WORSE THAN THE PUNISHMENT
FOR VIOLATIONS OF SAFETY
AND SECURITY REGULATIONS**



Conclusions

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Important things to remember:

ALWAYS!!!

- Tell the truth
- Tell others to tell the truth
- Make sure all log entries are complete and accurate
- Know your safety, security and environmental compliance duties – and do them!
- Fix or report defects as soon as possible
- Share relevant information with the authorities

More information is available on:
www.uscg.mil/hq/g-m/psc/psc.htm

**AVOID PROBLEMS – RUN A
SAFE AND SECURE SHIP AND
BE HONEST WITH PORT STATE
CONTROL OFFICERS**



BIMCO – Reflecting your interests

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BIMCO, established in 1905, is the world's largest international shipping association with approximately 2,400 members situated in 123 countries. The owner-members of BIMCO control a fleet of about 550 million deadweight tonnes, thereby representing 65% of the world's merchant fleet.

BIMCO seeks to protect the fair treatment and welfare of seafarers at all times.

“Use of this guide will raise awareness amongst seafarers regarding compliance with Port State Control measures implemented on board ships.”

C. E. Bone

Rear Admiral, U.S. Coast Guard

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The US PSC Checks include:

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- Certificates
- Emergency Generator and Lighting
- Main and Emergency Fire Pump
- Fixed Deck Foam FF System
- Fire Detection System
- Fire and Boat Drills
- Steering Gear
- Oily Water Separator and Bilge Monitor
- Safety Management System
- Navigation Safety Checks
- Conduct a Deck Walk - Structure and Watertight Integrity
- ILO – Crew living Conditions