



The Seychelles Maritime Safety Administration Procedure on the conduct of Port State Control Inspection

Merchant Shipping Notice 10/ 2018

Reference:

- a) Merchant Shipping Act, 1995 and its amendments
- b) Regulation 19 of chapter I, Regulation 6.2 of chapter IX, regulation 4 of chapter XI-1 and regulation 9 of chapter XI-2 of SOLAS, as modified by the SOLAS Protocol 1988;
- c) Article 21 of Load Lines, as modified by the Load Lines Protocol 1988;
- d) Articles 5 and 6, regulation 11 of Annex I, regulation 16.9 of Annex II, article X of STCW;
- e) Annexes I, II, of MARPOL Convention, 1978 as amended and its Protocols, Article 12 of Tonnage Convention, 1969 and Article 11 of AFS Convention 2001

I. Background

Port State Control (PSC) is conducted to ensure ships arriving at port comply with national and international requirements pertaining to maritime safety and the protection of marine environment and prevention of pollution.

II. Purpose

This MSN outlines procedures up on which PSC inspections are to be carried out on foreign flagged vessels operating in Seychelles waters to ensure their compliance with national and international requirements.

III. Scope

1. PSC Inspection carried out by SMSA PSC inspection officers covers international Conventions ratified by Seychelles. The List of International Conventions ratified by Seychelles are provided in Merchant Shipping Notice 05/2018.



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2. PSC inspections will cover ships falling under the provisions of:
 - 1) the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS);
 - 2) the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (SOLAS Protocol 1988);
 - 3) the International Convention on Load Lines, 1966 (Load Lines);
 - 4) the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (Load Lines Protocol 1988);
 - 5) the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocols of 1978 and 1997 relating thereto, as amended (MARPOL);
 - 6) the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW);
 - 7) the International Convention on Tonnage Measurement of Ships, 1969 (Tonnage); and
 - 8) Ballast Water Management Convention, 2004
 - 9) Maritime Labour Convention, 2006

IV. Procedures to be followed in the conduct of PSC inspection

3. PSC Inspection may be carried out on :
 - 1) Foreign going ships calling to Port Victoria for the first time or after an absence of 12 months or more;



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- 2) Foreign going ships which have been permitted to leave the port Victoria with deficiencies to be rectified;
- 3) Foreign going ships which have been reported as being deficient by pilots or port authorities;
- 4) Ships whose certificates are not in order;
- 5) Ships which have been involved in any kind of accident such as grounding, collision or stranding on the way to Port Victoria;
- 6) ships carrying dangerous or polluting goods and have failed to report relevant information;
- 7) Ships which have been suspended from the class in the preceding 6 months;
- 8) Ships which have been subject of a report or notification by another authority and IOMOU;
- 9) Ships which are suspected of an alleged violation of the provisions of IMO instruments pertaining to safety of life or property at sea or the marine environment as to pose a threat to the ship's crew, property, or environment would be inspected
- 10) A ship is allowed to leave a port only on condition that the deficiencies found will be rectified before the departure or at the next port or within 14 days.

4. Guidance is provided for SMSA PSC inspectors in Annex 1 of this Procedure.

V. Outcome of the Port State Control

5. Upon a PSC inspection, if ships are not in substantial compliance with applicable instruments and national legislation, then a deficiency to the master/ chief engineer of that ship is given which may result in:
 - 1) Rectification of the deficiency before ship can sail; or
 - 2) Detention of the ship



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6. A ship is detained mainly when she is found to be dangerously unsafe to the safety of the ship, its crew and to marine environment. She can also be detained when the condition and standard of the ship is in complete contravention with the regulations put forth by the IMO and other maritime authorities.
7. When conducting PSC inspection, all possible efforts should be made to avoid a ship being unduly detained or delayed.
8. Where the grounds for detention are the result of accidental damage suffered on the ship's voyage to a port, no detention order should be issued, provided that:
 - 1) due account has been given to the convention requirements regarding notification to the flag State Administration, the nominated surveyor or the recognized organization responsible for issuing the relevant certificate;
 - 2) prior to entering a port, the master or company has submitted to SMSA details of the circumstances of the accident and the damage suffered and information about the required notification of the flag State Administration;
 - 3) appropriate remedial action, to the satisfaction of SMSA, is being taken by the ship; and
 - 4) SMSA has ensured, having been notified of the completion of the remedial action, that deficiencies which were clearly hazardous to safety, health or environment have been rectified.
9. Where deficiencies cannot be remedied at the port of inspection, the PSC inspection officer may allow the ship to proceed to another port, subject to any appropriate conditions determined. In such circumstances, the PSC inspection officer should ensure that the competent authority of the next port of call and the flag State are notified.
10. Detention reports to the flag State should be in sufficient detail for an assessment to be made of the severity of the deficiencies giving rise to the detention.
11. The company or its representative has a right of appeal against a detention taken by SMSA. The appeal should not cause the detention to be suspended. It should be noted that the PSC inspection officer should properly inform the master of the right of appeal.



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12. In lodging complaints provided in paragraph 11, SMSA national appeal procedure should be followed.

VI. Duties and responsibilities of PSC inspection officers

13. The PSC inspection officers appointed by SMSA should observe the Code of Good Practice for port State control officers (MSC-MEPC.4/Circ.2), use professional judgement in carrying out all duties and consider consulting others as deemed appropriate.

14. When boarding a ship, the PSC inspection officer should present to the master or to the representative of the owner, if requested to do so, the PSC inspection officer identity card to indicate that the PSC inspection officer in question is duly authorized by SMSA to carry out port State control inspections.

15. If there are clear grounds for carrying out a more detailed inspection, the PSC inspection officer should immediately notify the master of these grounds and advise him/her that, if so desired, the master may contact the Administration or, as appropriate, the recognized organization responsible for issuing the certificate and invite their presence on board.

16. In the case that an inspection is initiated based on a report or complaint, especially if it is from a crew member, the source of the information should not be disclosed.

VII. Duties and responsibilities of SMSA

17. SMSA shall ensure that PSC inspections are to be conducted by experienced officers qualified as flag State surveyor as per Marine Notice 11/ 2018.

18. SMSA shall ensure that training is provided for PSC inspection officers to give the necessary knowledge of the provisions of the applicable conventions which are relevant to the conduct of port State control, taking into account the latest IMO Model Courses for port State control.



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19. Notwithstanding paragraph 17, PSC inspection officers carrying out inspections of operational requirements should be qualified as a master or chief engineer and have appropriate seagoing experience, or have qualifications from an institution recognized by the Administration in a maritime related field and have specialized training to ensure adequate competence and skill, or be a qualified officer of the Administration with an equivalent level of experience and training, for performing inspections of the relevant operational requirements.

20. SMSA should also ensure that trainings for PSC inspection officers should be held in order to update their knowledge with respect to instruments related to port State control.

21. SMSA strives to exert necessary effort to avoid a ship being unduly detained or delayed.

22. The Director of SMSA is responsible to document and submit necessary communication regarding the outcomes of PSC inspections.

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Annex 1. Guidance for SMSA PSC inspectors

I. What all things are checked during port state control (PSC) inspection?

A port state control inspection involves checking of several aspects of the ship in both deck and engine departments of the ship including inspection of machinery, equipment, and ship's structure as well as verification of various shipping certificates. Below is a non-exhaustive list of documents and items to be checked by SMSA PSC inspectors/surveyors during the conduct of PSC inspections. It is to be noted that this annex serves as guidance for SMSA inspectors.

II. Documentation

- 1) Cargo Record Book;
- 2) Oil Record Book;
- 3) International tonnage certificate;
- 4) Minimum safe manning document certificate;
- 5) Medical fitness certificate;
- 6) Compliance and Safety Management Certificate (ISM Code);
- 7) International Load Line Certificate;
- 8) International load line exemption certificate;
- 9) Dangerous Cargo Carrying Certificate;
- 10) International Oil Prevention certificate;
- 11) Cargo ship safety radiotelegraphy and radiotelephony certificates or GMDSS;
- 12) Certificate of fitness for carriage of liquefied gases in bulk;
- 13) Certificate of fitness for carriage of noxious liquid substances in bulk;
- 14) Passenger ship safety certificate;
- 15) Reports of previous Port State Control Surveys;
- 16) Shipboard Oil Pollution Emergency Plan;



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- 17) Cargo Securing Manual;
- 18) Cargo loading and unloading plans;
- 19) Garbage record book and garbage management plan;
- 20) Ballast water management plan;
- 21) Document of operational limitations in case of passenger ships;
- 22) Muster List;
- 23) Reports on previous surveys apart from PSC;
- 24) Fire control and safety plan;
- 25) Special purpose ship safety certificate;
- 26) Engine room and deck log book;
- 27) A/A Max Certificate for Ro-Ro Ships;
- 28) Records of tests and drills;
- 29) High Speed Craft Safety and Operational Certificate in case of high speed; craft;
- 30) Certificate of Ship's hull strength and machinery installation issued by the classification society;
- 31) Ship crew's certificate of competency for dangerous goods endorsement;
- 32) Certificate for carrying of dangerous chemicals in bulk;
- 33) Cargo ship safety certificate;
- 34) Intact stability booklet with damage calculations;
- 35) Stowage plan;
- 36) Record of oil discharge monitoring and control system for oil tankers;
- 37) Mobile offshore drilling safety certificate for offshore drilling vessels;
- 38) Documentation of authorization for carrying of particular cargo;
- 39) SAR Cooperation plan for passenger ships; and
- 40) Cargo Ship safety certificate for ship's construction and equipment.

III. PSC inspection in the Engine Room:



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- 1) The general appearance and cleanliness of the ship.
 - a. Checking the garbage bins to get an idea whether garbage management plan is being followed onboard or not
 - b. instances where fine was imposed on the ship when PSC inspector found oily rag in a paper bin.
- 2) Engine room documents such as up-to-date entries on Oil Record Book; Engine room log book, sounding book, checklist for carrying out hot work, enclosed entry etc., hour log of staff.
- 3) Safety equipment:
 - a) Emergency generator starting and simulation of blackout situation,
 - b) Emergency bilge suction,
 - c) -Emergency compressor and emergency fire pump etc.
- 4) Appliances and equipment:
 - a) Life Saving Appliances (LSA) , including emergency escape breathing device (EEBD), emergency escapes, Water tight doors closing, sounding pipe with self closing weighted cock, signs and ply card showing exit etc.
 - b) Fire fighting appliances (FFA) and equipments including auto stop of pumps, machineries and ventilation fan from remote place.



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- c) Fixed fire system, fire alarm and detector system and operation of quick closing valve from remote position.

- 5) alarms and safety trips for Main engine, all alarms and trips for Auxiliary engine and other machineries like compressor, boiler etc. as well as the lifting of safety valve of a boiler etc.

- 6) Oily Water Separator (OWS)
 - a) the log stored in the Oil content monitor (OCM) to be compared with ORB and sounding book. OWS may be checked for any oily residue.

 - b) Officers in the engine room may be requested to start and run OWS with skin valve open and overboard shut.

- 7) Bilge tank top for oil and any leakages, all machineries for any type of abnormality and leakage. Any loose and illegal rubber hose and portable pump in Engine room may also be checked.

- 8) Steering room may be checked for any leakages and abnormality. Crew members may be asked to demonstrate practically the procedure for emergency steering.

- 9) Bulkheads of tanks and ship side may be checked for any deformation and temporary repairs. Sea water , fuel oil or lube oil pipes, coolers, and system and overboard valves for any leakages and temporary repairs may be inspected.



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- 10) floor plates for any corrosion and thinning of metal may be inspected. The floor plates should not be slippery and should be properly fixed at a given place. He may check railings at upper and tunnel platform for any loose or broken areas.