



ABS

Reducing the Port State Detention Factor

Pre-Port Arrival Quick Reference Guide

October 2012



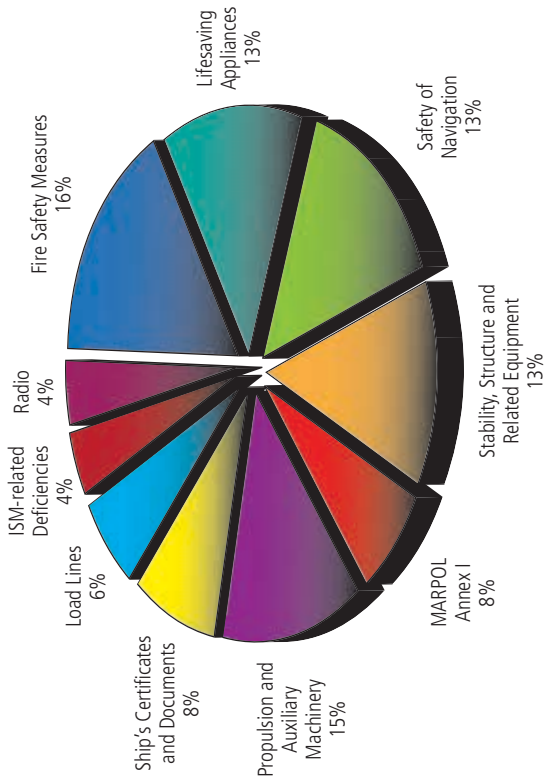
Pre-Port Arrival Quick Reference Guide

This quick reference guide is based on data gathered from ABS vessels that have been involved in Port State interventions or detentions.

The guide should be used by the vessel's crew prior to arrival into port. The categories and items identified in this guide are items that have been identified as top Port State detention items on board ABS classed vessels. This guide should be used in conjunction with the normal pre-port arrival and departure checks required by international regulations and in conjunction with onboard routine maintenance programs.

If any of the items identified in this guide are not in good working condition, the crew should take appropriate steps to remedy the situation prior to arrival into port. The guide is organized according to major categories as well as items identified by Port State Control (PSC) as areas of concern. For each major category the top items have been identified for your easy reference.

Top 10 Major Categories of PSC Detentions



Top Port State Control Detention Issues & Items On Board ABS Classed Vessels

Tokyo & Paris MOU Codes	IMO Code	Top PSC Categories
07	0700	Fire Safety Measures
13	1400	Propulsion and Auxiliary Machinery
11	0600	Lifesaving Appliances
10	1500	Safety of Navigation
02	0900	Stability, Structure and Related Equipment
141	1700	MARPOL Annex I
011	0100	Ship's Certificates and Documents
03	1200	Load Lines
15	2500	ISM-related Deficiencies
05	1600	Radio Communications

Tokyo & Paris MOU Codes	IMO Code	Top PSC Items
13101	1410	Propulsion Main Engine
13107	1499	Other (Machinery)
11101	0610	Lifeboats
13102	1430	Auxiliary Engine
10116	1570	Nautical Publications
01315	1710	Oil Record Book
14104	1730	Oil Filtering Equipment
10109	1550	Lights, Shapes and Sound Signals
07119	0799	Other (Fire Safety)
02105	0936	Steering Gear

Master's Office – Certificates & Documentation

Port State Control officers typically begin inspections in the Master's office to confirm that the vessel and crew have all of the appropriate certificates and documents in accordance with applicable international and local requirements. The following items should be verified as a minimum prior to the vessel entering port:



- **Certificates**

Vessel certificates and documents are on board and properly endorsed. The vessel's Master should review the information to confirm that the agent has returned the original certificates. Servicing certificates for fire fighting and lifesaving equipment should be up-to-date and available.

- **STCW**

The vessel's crew members are adequately trained and have the appropriate training certification. Many flag Administrations may require certificates to be issued by the vessel's flag State.

- **ISM & ISPS Codes**

The vessel's Master has a firm knowledge of the vessel's Safety Management System as well as the International Ship and Port Facility Security (ISPS) Code. Proper onboard maintenance and drills are carried out and documented in the vessel's log book as required by the ISM and ISPS Codes.

- **Manuals**

The appropriate manuals and booklets are on board and up-to-date as applicable including training manuals, Trim and stability booklet, loading manual, cargo securing manual, survey planning document (including enhanced survey report files), shipboard oil pollution emergency plan (SOPEP), grain loading manual, damage control plan, loading instrument book, coating technical file, emergency towing procedure, oil record book and applicable maintenance manuals.



Safety of Navigation – Bridge

- **Nautical Publications**

The latest publications are on board for ready reference such as IMO publications and flag Administration regulations.

- **Charts**

Charts, including tide tables, are up-to-date. The Notice to Mariners is properly logged. Electronic charts should display the information systems.

- **Lights, Shapes and Sound Signals**

The list of lights, international code of signals and illustrated table of lifesaving signals is legible and the signaling lamp is in good working condition.

- **Magnetic Compass**

The magnetic compass is adjusted for proper working condition and the deviation card is calibrated.

- **GMDSS, EPIRB & AIS**

Radio equipment is in good working order and tested by an approved radio technician. EPIRB is in proper working condition, programmed correctly and the battery expiration date is displayed within the window. The vessel's automatic identification system (AIS) is properly programmed and operational. VDR annual performance test certificate is on board.

- **Radar Transponder**

The radar transponder is located in the proper location, operationally tested and the expiration date of batteries is confirmed.

Fire Safety Measures

- **Main & Emergency Fire Pumps**

The main and emergency fire pumps are to be in proper working condition – gauges operational, priming pump functioning, remote starting is operational (if applicable) and pumps are capable of taking sea suction and maintaining the proper line pressure. Operating instructions are posted in plain view.



- **Fire Dampers & Doors**

The fire dampers are in good working condition and recently examined internally and externally. Damper flaps are structurally sound with no edge wastage. The external ventilation trunk is marked to show damper flap position – OPEN or CLOSE. The location of fire dampers can be found on the fire control plan.

- **Firefighting Equipment**

The fire, smoke and heat detectors have been tested for proper operation. Fire stations have the appropriate equipment secured properly. Fire hoses are not leaking and have been checked for dry rot and usability. Fire main is in good condition and does not have patches or holes. Isolation and relief valves are working properly. Portable and fixed firefighting systems have been serviced as required and extinguishers are properly marked with date of servicing. Servicing documentation is with the vessel's Master.

- **Fire Control Plans**

Fire control plans are up-to-date with appropriate IMO markings. Emergency control stations are clean and equipped with applicable safety equipment. Remote and quick closing devices are in good operating order.



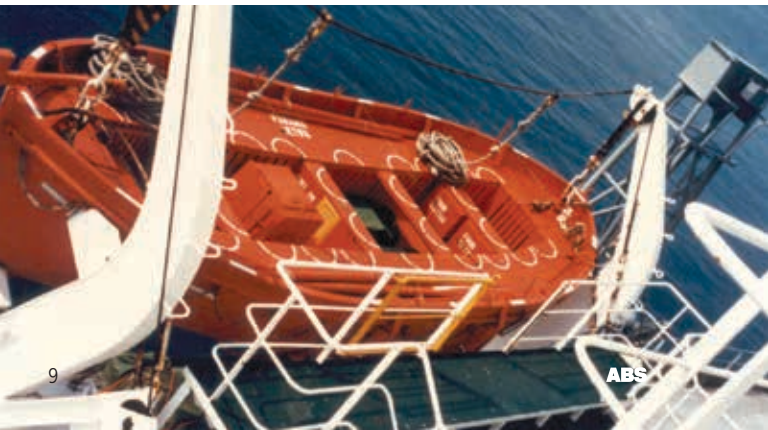
Lifesaving Appliances

- **Lifeboats**

The lifeboat structure (hull integrity, seats/thwarts, flooring, releasing hook connections to the boat, releasing gear, tiller/gudgeons) has been checked for proper maintenance with no wastage or rot. The engine is in good working condition and has been operationally tested. The lifeboat equipment has been checked for proper quantity, expiration date and condition. Lifeboats have been recently lowered and released from hooks to confirm release mechanisms.

- **Lifeboat & Liferaft Davits**

Davits are in good working condition and have been operationally tested. Davits should be checked for wastage, proper hoisting/lowering and braking function. Sheaves and loose gear are not worn. Wires have been serviced and changed out as necessary. Limit switches and winches have been tested. Launching instructions are clearly posted.



- **Emergency Power**

The emergency generator has been operationally tested and is capable of coming online automatically within 45 seconds. Emergency lighting is operationally tested. A transitional source of power (as applicable) and emergency power batteries have been checked for proper operation.

- **Liferafts**

Liferafts have been serviced by an approved servicing company. Proper servicing certificates are on board for reference by the Port State Control officer. Liferafts are properly secured. Launching arrangements are in good condition (as applicable) with no obstructions for float-free operation.

- **Lifesaving Equipment**

The following equipment has been properly serviced and labeled as applicable: lifejackets with lights and whistles – the correct number and location are clearly shown on the safety plan; lifebuoys – the correct number is identified by type with line, light or smoke as applicable; the correct number and type and all pyrotechnics have been checked for expiration date.



Deck & Accommodation Requirements

- **Decks**

Excessive corrosion, cracking, buckling – if found should be reported to the local ABS office as soon as possible. It's for your safety.



- **Hatch Covers & Weathertight Closing Appliances**

Hatch covers and weathertight closing appliances are in proper working condition and have been checked for missing or damaged gaskets, cleats, wedges and securing devices. Weathertight doors and hatches are tight and properly fitted.

- **Air Pipes & Ventilators**

Air pipes and closure devices are checked for wastage. Closure devices have been opened and the flame screen checked. Air pipes have been hammer tested to confirm soundness of piping and attachment to the deck.

- **Accommodations**

The condition of the crew's accommodations – quarters, heads, bathing facilities and galley – are clean and operating properly. For instance, the galley should be clean, functional and free of insects and rodents. The range hoods should be clean, free of excessive grease and the fire extinguishing system functional.

Machinery Spaces

- **Cleanliness**

Excess oil leaks from engines, bilges, containment areas and FO/LO processing areas have been cleaned. Tools and equipment are stored properly and emergency exits are clear. Repair damaged lighting and/or replace burned bulbs. Fire hydrants and hose stations are clean and in good working order.

- **Main Propulsion Engine**

Components in the main propulsion engine are working correctly. The emergency control station and engine side station are operating correctly. Validate that emergency procedures can be carried out as applicable. MARPOL Annex VI technical file, EIAPP certificate and record book of engine parameters should be filled out by the Chief Engineer.

- **Auxiliary Engines & Equipment**

Generators and attachments have been tested to see that gauges, emergency shut downs, automatic changeovers and quick closing valves are operating properly. MARPOL Annex VI technical file, EIAPP certificate and record book of engine parameters are filled out by the Chief Engineer.





- **Oily Water Separator Equipment**

Check to see that oily water separator equipment and 15ppm alarm have been operationally tested including automatic stopping devices, alarms, piping systems and gauges, and found properly functioning. Confirm that no unauthorized piping or electrical modifications have been made. Verify that the Oil Record Book has been filled out correctly and signed by the Chief Engineer, as per MARPOL Annex I.

- **High Pressure Fuel Lines**

High pressure fuel lines are jacketed and spray shields in place as required.

- **Steering Gear**

The main and emergency steering gear has been tested and is functioning properly.

ISM & General Onboard Maintenance



Port State detentions can be reduced by using this guide along with a structured onboard maintenance program. ABS has produced the *Onboard Routine Maintenance Check Sheet* to assist owners. A free copy is available for download

from the ABS website at www.eagle.org. Navigate to Resources, Regulatory Information, Port State Information, Port State Control, Routine Maintenance Checklist.

- **ISM Code**

Documentation covering company policies and procedures are in place. The crew is aware of the identity of the designated persons. The crew is also familiar with emergency procedures and drills. The ship has a record containing contact information for the company. A maintenance program is in place and records are available for the PSC officer to review. The continuous synopsis record is available.

- **ISPS Code**

The approved Ship Security Plan is on board and procedures are in place to enforce the plan. The Ship Security Officer is familiar with the procedures and training; drills for the crew are carried out as applicable. Identities of visitors are confirmed and access on the vessel is controlled while they are on board.

If Your Ship is Detained

Owners and the representatives are to notify ABS on all occasions when a vessel is being detained by a Port State Authority or flag Administration. If an Owner does not notify ABS of a detention, then ABS reserves the right to suspend or cancel classification of the vessel or invalidate the applicable Statutory Certificates. ABS can help assist the Owner and Master with clearing the vessel from Port State detention. An ABS office directory can be found at www.eagle.org.



Americas Division

Houston, TX USA

Tel: 1-281-877-6000

Fax: 1-281-877-6001

Email: ABS-Amer@eagle.org

Greater China Division

Shanghai, China

Tel: 86-21-2327-0888

Fax: 86-21-6322-9649

Email: ABSGreaterChina@eagle.org

Europe Division

London, UK

Tel: 44-20-7294-3255

Fax: 44-20-7375-3236

Email: ABS-Eur@eagle.org

Pacific Division

Singapore

Tel: 65-6576-8700

Fax: 65-2676-8711

Email: ABS-Pac@eagle.org

www.eagle.org