



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA
Bureau of Maritime Affairs

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MARINE OPERATIONS NOTE 4/2009

Subject: Increased Vigilance of Port State Control in Australia

Ref: (a) Liberian Marine Operations Note 04-2008
(b) AMSA Marine Notice 2/2009
(c) Port State Control in Australia Fact Sheet

Dear Shipowners/Operators and Masters,

We have noted an increase in the number of vessel detentions in Australia. The Australian Maritime Safety Authority (AMSA) has stated that they have increased the number and focus of port state control inspections conducted on vessels calling on Australian ports. Therefore, it is important that vessel operators and Masters be aware of this heightened vigilance and take appropriate action, prior to arriving in an Australian port to minimize vessel deficiencies and avoid unnecessary delays caused by a detention.

Please refer to the informative fact sheet published on AMSA's website, http://www.amsa.gov.au/Shipping_Safety/Port_State_Control/, for detailed information on the most common detainable deficiencies found by AMSA inspectors. All operators and Masters of vessels calling on Australian ports should review this information carefully and apply it to their own vessels as appropriate.

In brief, the most common detainable deficiencies noted by AMSA include:

- Lifeboats in general, **on-load release mechanisms** in particular
- Lifeboat engines and steering
- Fire Dampers
- Emergency fire pump, fire mains and isolating valves
- Oily water separator
- Communications equipment
- Emergency Generators
- Tank air pipe closing arrangements, hatch sealing & securing arrangements
- ISM and SMS related deficiencies

In an effort to minimize deficiencies, prevent detentions and avoid undue delays, during scheduled calls on, we recommend that Master's provide this Administration with a 96 hour advance notice of a vessels arrival at ports in Australia. We also recommend Master's ensure the attached Check List or an equivalent company checklist be completed a minimum of 96 hours before the vessels arrival.

If you have any questions please contact Timothy M Keegan, (703)251-2409, or Sean Brett, (703)251-2434, or email safety@liscr.com.



PREARRIVAL COMPLIANCE CHECKLIST

Ship's Name: _____

IMO No. _____

Subject	Check
Ships Certificates/Documents:	<ul style="list-style-type: none"> ■ Certificates issued by and on behalf of the Liberian Administration are valid and annual and intermediate surveys and audits are recorded. ■ Certificates are in a common place (binder or folder) and available for review. ■ SOPEP/SMPEP approved , updated and contact details included ■ Continuous Synopsis Record (CSR) includes all CSRs, Amendments and Index of Amendments.
Crew Certification ✓ Documents ✓ Certificate of Receipt of Application (CRA)	<ul style="list-style-type: none"> ■ Officers have either a Liberian Endorsement or CRA. ■ Ratings required by the MSMC have either Liberian Endorsements, a CRA or copy of the application for the endorsement and their valid national certificate.
Live Saving Appliances ✓ Lifeboats ✓ Rescue boats ✓ Life rafts ✓ Lifejackets/Immersion Suits ✓ Ring buoys	<ul style="list-style-type: none"> ■ Lifeboats in good condition, proper inventory of rations and equipment, engines start easily. Davits, structure and brakes, well maintained. Crew trained/exercised. ■ Lifeboat on load release mechanism properly set. ■ Life rafts in good condition, hydrostatic releases and service dates valid. ■ Lifejackets/Immersion suits, required number, properly stowed, lights ■ Life buoys, number, condition, marking, lights, quick release, lifelines, as required. ■ Embarkation ladders in good condition, deck area clear of obstructions, lighting.
Firefighting equipment ✓ Main Fire Pump ✓ Emergency Fire Pump ✓ Fire Main ✓ Fire stations ✓ Fixed Firefighting ✓ Portable Extinguishers ✓ Fireman's outfits	<ul style="list-style-type: none"> ■ Main & emergency fire pumps start easily, acquire suction, regardless of vessel draft. ■ Fire main charged using main and emergency fire pumps and provide adequate pressure to the highest and most remote stations. ■ No leaks in fire main and stations. No missing or damaged equipment. ■ Fixed fire fighting system in good condition, servicing not overdue and record available. ■ Portable fire extinguishers in good condition, proper location, servicing not overdue, service record available. ■ Fireman's outfits good condition, complete, servicing not overdue and record available. Crew trained/exercised.
Structural Fire Protection ✓ Fire doors ✓ Fire detection ✓ Fire Flaps/dampers ✓ Vent closures	<ul style="list-style-type: none"> ■ All local and remote fire doors, vent closures and no hold backs. ■ Fire detections system operating properly ■ Fire dampers, flaps tested, operate properly, not seized, wasted or rusted, clearly marked. ■ All closures have a good seal.
Engineering: ✓ Main/Auxiliary engines ✓ Steering gear ✓ Supply lines ✓ Bilges ✓ Lighting ✓ Ventilation ✓ Emergency Generator ✓ Valves	<ul style="list-style-type: none"> ■ Engine room, machinery spaces, bilges clean of excessive oil, oil residue and oily rags. ■ High pressure FO piping is jacketed. ■ Bilge pump and bilge high level alarm working properly. ■ Spaces have adequate lighting and ventilation. ■ Remote stops for ventilation, F.O. pumps tested and working properly. ■ Equipment, instruments, gages intact and working ■ Controls clearly identified and working ■ Emergency generator starts easily and takes emergency electrical load as required. ■ Remote and quick closing valves tested and working properly.
Pollution Prevention: ✓ Oil Record Book ✓ Oil filtering equipment ✓ Oil Discharge Monitor ✓ Discharge connection ✓ Sewage ✓ Garbage ✓ Incinerator ✓ SECA	<ul style="list-style-type: none"> ■ Oil record book available, entries in good order, up-to-date and signed by officer in charge and Master. ■ OWS equipment tested and operating properly, certificate available. ■ 15 PPM monitor alarm, auto-stop, calibrated, tested and operating properly, as required. ■ No pipes or hoses that could be used as illegal bypass to OWS/15 PPM monitor. ■ No evidence of disassembling pipe flanges. ■ No blocks, or valves tied to any overboard systems without justification. ■ Connection for discharge to reception facility available. ■ Sewage treatment plant approved. ■ Garbage management plan and record book entries up to date, receipts available. ■ Incinerator acceptable substances incinerated crew familiar with operating procedures. ■ Fuel-changeover operations in Special Emission Control Areas are recorded in log-book.
Loadline ✓ Loading/stability manual	<ul style="list-style-type: none"> ■ Loading/stability manual approved, latest intact stability information available. ■ Exterior doors and hatches, sounding tubes, and other opening are in good condition and

<ul style="list-style-type: none"> ✓ Exterior doors, windows, hatches & covers ✓ Sounding tubes ✓ Loadline/Freeboard ✓ Watertight doors 	<ul style="list-style-type: none"> provide an adequate seal. ■ Loadline and Freeboard marks properly arranged (P&S) and readable.
<p>Accommodations:</p> <ul style="list-style-type: none"> ✓ Galley ✓ Common areas ✓ Work areas ✓ Hospital room 	<ul style="list-style-type: none"> ■ The galley range is clean, vents are clean of grease. ■ Sanitary systems, sinks, toilets, showers are in good working order. ■ Hospital room is properly stocked, controlled substances are properly secured. ■ No one living in the Hospital Room. ■ Lighting is sufficient.
<p>Weather decks</p> <ul style="list-style-type: none"> ✓ Cargo Hatches/Gear ✓ Anchors ✓ Mooring winches ✓ Railings ✓ Ventilation ✓ Electrical fittings ✓ Pilot Ladder ✓ Accommodation Ladder 	<ul style="list-style-type: none"> ■ Cargo hatchways/covers in good order, no cracks, buckling to coamings, stays. ■ Anchoring/mooring devices, winches/capstans in good operating condition. ■ Railings/cat walks in good condition no wastage, cracks, buckling, missing parts. ■ Ventilators, air pipes, casings tight, in good operating condition and clearly marked. ■ Electrical fittings, insulation, cables in good condition. ■ No leaking hydraulic lines. ■ Pilot/ accommodation ladder in good condition for safe access. ■ Means of escape marked and no obstructions.
<p>Navigation & Communications</p> <ul style="list-style-type: none"> ✓ Radars ✓ Gyro ✓ Magnetic Compass ✓ Echo sounder ✓ Radio/GMDSS ✓ VHF ✓ INMARSAT C ✓ EPIRB ✓ Helm - Steering Gear ✓ Charts and publications ✓ Navigation Lights/Shapes 	<ul style="list-style-type: none"> ■ Radars are required size, number, and operational. ■ Gyro in good operating condition. ■ Magnetic compass readable, calibrated, deviation card available ■ Echo sounder operating properly. ■ Radio /GMDSS main, MF, MF/HF operating condition, tools & spare parts ■ VHF fixed/portable equipment working properly, including DSC performance. ■ EPIRB battery and hydrostatic release valid, maintenance records. ■ All charts and publications are up-to-date. ■ All required charts and publications are available on board and up-to-date. ■ Lights, shapes, sound-signals working properly. ■ Emergency source of power adequate and available.
<p>Log books and Record Books</p>	<ul style="list-style-type: none"> ■ Official log book and ORB are complete and have all of the required entries. ■ Other log books maintained: Engine, Radio (GMDSS), Medical and visitors logs.
<p>Records of drills and exercises</p> <ul style="list-style-type: none"> ✓ Fire and abandon ship ✓ Security 	<ul style="list-style-type: none"> ■ Fire and abandon ship drills/exercises/training held regularly and properly recorded. ■ Fire control plan posted as required. ■ Records of security training, drills and exercises up to date. ■ Training records up to date.
<p>Signs, Markings and Alarms:</p> <ul style="list-style-type: none"> ✓ Emergency escape ✓ Mustering stations ✓ General Alarm ✓ Engineer's Alarm 	<ul style="list-style-type: none"> ■ All required markings are evident. ■ Fire control plan posted as required. ■ Muster list up to date. ■ Alarms tested and working properly.
<p>ISM and ISPS Codes</p> <ul style="list-style-type: none"> ✓ Master's responsibility & authority ✓ Maintenance of ship and equipment ✓ Familiarity ✓ Documentation ✓ Control of Access ✓ Restricted areas 	<ul style="list-style-type: none"> ■ Master, SSO & applicable crew are familiar and have understanding of the Safety Management System (ISM Code) and Ship & Port Security Code (ISPS). ■ All documents up to date & available. ■ Evidence available of maintenance schedule, testing, records documented & implemented. Records of internal audits. ■ Ship Security Plan approved & protected from unauthorized access. ■ Ship Security Officer documented and familiar with his duties. ■ Access to vessel is controlled, photo identification and purpose of visitors is verified. ■ Restricted areas are clearly marked to indicate restricted status.
<p>Comments:</p>	

Signed: _____ Date: _____
 Master Ship's Safety Officer