

PORT STATE CONTROL COMMITTEE INSTRUCTION 46/2013/18

INSPECTION GUIDELINES ON MARPOL ANNEX I

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1. INTRODUCTION

1.1. General

These instructions apply to inspection of the requirements for machinery spaces of all ships for compliance with Parts A, B and C of chapter 3 of Annex I to the MARPOL Convention. These instructions also apply to control of the Condition Assessment Scheme (CAS) of single hull oil tankers.

1.2. Goals and purpose

1.2.1 Inspection of machinery spaces of all ships

The purpose of the inspection is to verify that the ship complies with:

- Regulation 12, Tanks for oil residues (sludge)
- Regulation 12A, oil fuel tank protection, and
- Regulation 13, standard discharge connection.
- Regulation 14, oil filtering equipment.
- Regulation 15, control of discharge of oil.
- Regulation 16, segregation of oil and water ballast and carriage of oil in forepeak tanks, and
- Regulation 17, oil record book part I – Machinery space operations

The purpose is also to investigate the operability of OFE systems as per Regulation 14, and to find out whether sludge has been discharged into port reception facilities, burnt in an incinerator or in an auxiliary boiler suitable for burning oil residues, mixed with fuel or other alternative arrangements.

1.2.2 Inspection of the Condition Assessment Scheme (CAS) of single hull oil tankers

The purpose of the inspection is to verify that a single hull oil tanker complies with the Condition Assessment Scheme adopted on 27 April 2001 by the Marine Environment Protection Committee by resolution MEPC.94(46). The resolution has subsequently been amended by resolutions MEPC.99(48) and MEPC.112(50) and MEPC.155(55).

During an inspection a PSCO should normally only have to verify the required documentation. This instruction gives guidance on documentation verification for those ships that are required to undertake a CAS survey, and the alignment of the timing of the first CAS survey.

CAS deals with oil tankers defined by age, construction and deadweight. According to regulation 20.6 of Annex I to the MARPOL Convention a Category 2 or 3 oil tanker of 15 years and over after the date of its delivery shall comply with the Condition Assessment Scheme.

According to regulation 20.7 the Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph 4 of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.

According to regulation 21.6.1 The Administration may allow continued operation of an oil tanker of 5,000 tonnes deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, beyond the date specified in paragraph 4.1 of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 20.6 warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

1.3. Application

These instructions apply to inspection of machinery spaces of all ships and inspection of single hull tankers, which have to comply with the CAS.

1.4. Relevant documentation

The following ship documents are relevant for this inspection:

- IOPP Certificate and its Supplement (FORM A of FORM B)
- Oil Record Book
- Statement of Compliance issued under the provision of the Condition Assessment Scheme (CAS) adopted by the Organization

1.5. Definitions and abbreviations

The PSCC Instruction containing "Definitions and Abbreviations" serves as general document and is to be used in conjunction with this Paris MoU document.

2. INSPECTION OF SHIP

2.1 Pre-boarding preparation

Check if outstanding deficiencies have been found during the previous inspections.

All necessary information for the inspection can be found in the following documents:

- IOPP certificate and the supplement to it (FORM A or FORM B)
- Oil Record Book

PSCO should consider consulting the data base of the classification society in order to review possible class conditions.

2.2 Initial Inspection

Check, when appropriate, whether outstanding deficiencies found during the previous inspections have been rectified.

2.2.1

Inspection of ma

Check that the overall condition, i.e. cleanliness, of the machinery spaces is satisfactory.

Compliance with Annex I to the MARPOL Convention can be done by checking the IOPP

certificate and the Supplement to it.

2.2.1.1 Inspection of construction requirements

Check that the ship is provided with a tank or tanks of adequate capacity to receive the oil residues (sludge) which cannot be dealt with otherwise, see section 3.1 of FORM A or B.

Other means of disposal of oil residues retained in sludge tanks are: Incinerator for oil residues (see section 3.2.1 of FORM A or B) and auxiliary boiler suitable for burning oil residues (see section 3.2.2 of FORM A or B).

Check that ships delivered on or after 1 August 2010 comply with regulation 12A, see sections 2A.1 and 2A.2 of FORM A or B.

Check that the ship is provided with a pipeline for the discharge of residues from machinery bilges and sludge tanks to reception facilities, fitted with a standard discharge connection, see section 4.1 of FORM A or B.

With regarding to the capacity of the sludge tanks, Unified Interpretation for MARPOL Annex I, UI 16.1.5 should be taken into consideration. This means that the reduction of sludge tanks' capacity is not allowed even though incinerators, homogenizers or other means of recognized means onboard for the control of sludge is installed on the ship.

2.2.1.2 Inspection of oil filtering equipment

Information on the OFE can be found in paragraph 2.2.1 or 2.2.2 of FORM A or FORM B of the IOPP Certificate of the ship.

All ships of 400 gross tonnage and above, regardless of age, must be fitted with 15 ppm oil filtering equipment (OFE). The OFE system of all ships discharging processed bilge water into the sea in Special areas must also have an automatic stopping device and an oil content meter, see section 2.3.3 of FORM A or B. For more details, see section 2.4.1.2.

However, the OFE system is not compulsory for ships which are engaged exclusively on the voyages within Special Areas of Annex I to the MARPOL Convention. If the vessel does not have an OFE system on board, the vessel should be waived of regulation 14.1 or 14.2, see paragraph 2.5 of the FORM A or B. The waiver should be documented in FORM A or B and the vessel should have enough holding tank capacity for storage of all bilge water.

2.2.2 Inspection of the Condition Assessment Scheme of a single hull oil tanker

During an initial inspection it will need to be determined if there is an application of regulation 20.4 of Annex I of the MARPOL Convention, with an assigned date (phase-out date) by which the tanker needs to comply with the double hull requirements of regulation 19. This information should be available on the IOPP Certificate – Supplement (Form B). If there is no application of regulation 20.4, there is no application of CAS.

If the PSCO cannot verify from the IOPP Certificate – Supplement (Form B) if there is an application of regulation 20, queries need to be raised as to:

- (i) the Category of oil tanker being inspected (Category 1, 2 or 3),
- (ii) the age of the vessel (date of delivery) and the applicable date of

compliance with the requirements of regulation 20

(iii)

the application or otherwise of the CAS

(iv)

the Enhanced Survey of Inspection (ESP) schedule with due respect to the first CAS survey to be aligned with the first intermediate or renewal survey after 05 April 2005, or after the date when the ship reaches 15 years of age, whichever occurs later.

Where there is a query on the carriage of heavy grade oil, the Bill of Lading may be checked when in doubt of type of cargo.

If the PSCO cannot verify from the IOPP Certificate – Supplement (Form B) if there is an application of regulation 20, queries need to be raised as to:

The above information should clarify if a tanker is in contravention of the CAS and/or phase out requirements.

In tankers where the CAS survey requirements have been completed satisfactorily, the original of the Statement of Compliance should be on board as a supplement to the ship's International Oil Pollution Prevention Certificate, together with a copy of the CAS Final Report reviewed by the Administration. The Statement of Compliance should be verified that it is valid.

In order to allow an Administration sufficient time to review the CAS Final Report submitted by the Recognized Organization (RO) prior to the issue of a Full term Statement of Compliance, there is a facility for the RO which carried out the CAS survey to issue an Interim Statement of Compliance upon satisfactory completion of the CAS survey, for a validity period not exceeding 5 months. It shall remain valid until its expiry date, or the date of issue of the Full Term Statement of Compliance, whichever is the earlier date, and shall be accepted by other Parties to MARPOL.

The validity of the Full Term Statement of Compliance shall not exceed 5 years and 6 months from the date of completion of the CAS survey.

A ship without a Statement of Compliance, or in case the Statement has been suspended or withdrawn, should be detained. Flag and responsible Recognized Organization should be informed according to PMOU procedures.

The PSCO may also verify that the correct note is made in the supplement (form B) of the IOPP certificate.

IMO's website (www.imo.org/cas) may be consulted to see if SoC is issued, and if it has been suspended or withdrawn.

2.3 Clear grounds

According to Annex 9, Section 6 of the Memorandum the following are examples for clear grounds for a more detailed inspection in relation to MARPOL Annex I issues:

1. during examination of the certificates and documents referred to in Annex 10 of the Memorandum, inaccuracies have been revealed or the documents have not been properly kept or updated;
2. failure of the master of an oil tanker to produce the record of the oil discharge monitoring and control system for the last ballast voyage;
3. the absence of principal equipment or arrangements required by the conventions;

4. excessively unclean condition of the machinery spaces of the ship; and
5. information or evidence that the master or crew is not familiar with essential shipboard operations relating to the prevention of pollution, or that such operations have not been carried out;

2.4 More Detailed Inspection

In the exercise of a more detailed inspection the PSCO will take into account:

1. the provisions of the PSCC Instruction Guidance on Type of Inspection;
2. the provisions of Annex I to the MARPOL Convention;
3. the provisions of the PSCC Instructions for PSCO's and Annex 9 of the Memorandum, as appropriate.

Guidance on areas not covered by specific PSCC Instructions:

2.4.1 Inspection of construction requirements related to machinery spaces

2.4.1.1 Inspection of the sludge pipeline and the standard discharge connection

According to regulation 12.3 piping to and from sludge tanks shall have no direct connection overboard, other than the standard discharge connection referred to in regulation 13. This can be verified by inspecting the drawings of the sludge piping systems, or by visual inspection in the machinery room of the vessel, if such drawings are not available for inspection.

The standard discharge connection shall be in accordance with regulation 13 of Annex I to the MARPOL Convention.

Illegal by-passes in the OFE system

Illegal by-passes in the OFE system can be detected by visual inspection of the connections and pipelines in the machinery room of the vessel. No connections are permitted to pass the separator, the 15 ppm alarm, the 3-way-valve or the automatic stopping device, allowing bilges to be discharged directly overboard.

Bilge line from engine room spaces is permitted directly overboard in case of an emergency e.g. flooding of engine room.

If suspecting illegal discharge – check flanges/bolts/connections, on line connectors, to OFE (if bearing sign of being opened/bypassed).

If strong suspicion of illegal discharge, disconnect overboard line from OFE for inspection of inner oil film/sediments.

If illegal by-passes are found, the ship should be considered for detention and action should be taken to rectify the deficiency.

2.4.1.2 Inspection of Oil Filtering Equipment

Type approval of the OFE

The separating/filtering equipment and the oil content meter installed on ships, the keels of which were laid or which were at a similar stage of construction before 1 January 2005, should comply (see paragraph 1.3.3 of Resolution MEPC.107(49)):

.1 with the Recommendation on International Performance and Test Specifications for Oily water Separating Equipment and Oil Content Meters adopted under resolution A.393 (X) for equipment installed onboard on or after 14 Nov. 1978, as applicable; or

.2 with the Guidelines and specification adopted under resolution MEPC.60(33), for pollution prevention equipment installed onboard on or after 30 April 1994, as applicable; or – this is to be continued by the next paragraph in this document.

The separating/filtering equipment and the oil content meter installed on ships, the keels of which were laid or which were at a similar stage of construction after 1 January 2005, shall be approved in accordance with resolution MEPC.107(49). This also applies to new installations fitted on or after 1 January 2005 to ships, the keels of which were laid or which were at a similar stage of construction before 1 January 2005 in so far as is reasonable and practicable.

Resolution MEPC.205(62) - 2011 Guidelines and Specification for Add-on equipments for upgrading resolution MEPC.60(33) - compliant oil filtering equipment is not mandatory under MARPOL Annex I. But if it is installed, the type approval standard should be in compliance with this resolution.

Inspection of the alarm and an automatic stopping device

Information of the alarm and the automatic stopping device can be found in paragraph 2.2.2 of FORM A or FORM B of the IOPP Certificate of the vessel.

According to regulation 14.2 all ships of 10 000 GT and above must be fitted with an alarm and automatic stopping device. According to regulation 15.3 of Annex I processed bilge water from machinery spaces is only allowed to be discharged into the sea through any vessel's OFE system in a Special Area of Annex I to the MARPOL Convention, if the system has an alarm and automatic stopping device. For example, the *Baltic Sea area* and the *North-West European waters* are Special Areas of Annex I. A complete list of Special Areas is included in regulation 1.11 of Annex I to MARPOL Convention.

However, since this is not a requirement of regulation 14.1, ships less than 10 000 gross tonnage need not be equipped with such an alarm and stopping device, if no effluent from machinery space bilges is discharged within special areas. Conversely, the discharge of effluent within special areas from ships without an automatic stopping device is a contravention of the Convention, even if the oil content of the effluent is below 15 ppm.

If the gross tonnage of the vessel is less than 10 000, and the vessel does not have an alarm and automatic stopping device, and the vessel has been sailing in special areas, a holding tank must have been identified in the IOPP Certificate for the retention of oily bilge water on board while sailing in a special area. However, if the vessel has used its OFE system in a Special Area of Annex I, action should be taken to rectify the deficiency. Use of the OFE system is recorded in the Oil Record Book with Code letter D, Item number 15.1 or with Code letter E.

2.4.2 Inspection of construction requirements related to CAS

When an expanded inspection is carried out at least one ballast tank shall be examined from tank manhole/deck access. Or if the inspector establishes clear grounds based on observation and the ESP records, the tank may be internally examined, if needed,

provided safe access is guaranteed, taking into account the precautionary measures in Annex 1.

2.4.3 Inspection of control of discharge of oil

Discharge of sludge and/or bilge water into port reception facilities

Disposal of sludge in port reception facilities can be verified by inspecting the Oil Record Book (Code letter C, Item number 12.1, if sludge is discharged or Code letter D, item number 15.2, if bilge water is discharged). The Master of the vessel may also have obtained receipts or certificates of sludge disposal from the operators of the port reception facilities, but this is not compulsory according to the MARPOL Convention.

However, if sludge has not been discharged into port reception facilities, the incinerator or the auxiliary boiler may have been used for burning sludge on board. This can be verified by inspecting the Oil Record Book (Code letter C, Item number 12.3.).

If the ship has not discharged sludge into port reception facilities, the reason for this should be investigated. If the vessel uses HFO, sludge should have been generated on board the vessel, and if sludge has neither been discharged into port reception facilities nor burnt in the vessel's incinerator or in the auxiliary boiler for a long period of time, there are sufficient reasons to believe that illegal discharges into the sea may have taken place. At least an inspection at the next port should be done in this case.

However, if the vessel uses high quality oil, like gas oil, as fuel oil, it is likely that no illegal discharges of sludge have taken place.

Be aware, that there are also other alternatives e.g. mixing with fuel for burning in large steam boilers or mixing with the slop in crude oil tankers.

Capacity of the sludge and/or bilge water tank(s) for the next voyage

It can be estimated that the amount of sludge generated during the voyage is about 0.7 % - 1.2 % of the daily fuel oil consumption for ships using HFO, and about 0.5 % of the daily fuel oil consumption for ships using MDO.

If the capacity of the sludge and/or bilge water tanks is insufficient for the next voyage, the ship should be considered for detention and a sufficient amount of sludge should be discharged into port reception facilities before the vessel leaves the port.

Bilge water quantities cannot be estimated accurately. However there must be evidence for appropriate handling of oily bilge water in the Oil Record Book. (Code letter D, Item number 13 and also Code E for automatic bilge pumping systems).

2.5 Expanded Inspection

2.5.1 Test of oil filtering equipment

Check that the 15 ppm alarm is correctly adjusted and operable: The crew is invited to demonstrate the operability of the 15 ppm alarm according to the instruction manual of the equipment.

Check that the 3-way-valve or stopping device is functioning: The crew is invited to demonstrate the operability of the 3-way-valve or stopping device according to the

instruction manual of the equipment.

In accordance with Resolution MEPC.107 (49), paragraph 4.2.11, equipment type approval by this Resolution requires the 15 ppm bilge alarm accuracy to be checked at IOPP Certificate renewal surveys. Verify this record.

3. FOLLOW-UP ACTION

3.1 Possible deficiencies

Examples of deficiencies relating to MARPOL Annex I (With THETIS base code 04010 = MARPOL Annex I.)

THETIS Code	Defective item	Delay action taken	Nature of Defect	Detainable
01117	International Oil Pollution Prevention (IOPP)	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Missing, Invalid, Entries missing, Not properly filled, Expired, Withdrawn, Incomplete, Survey out of window	Yes
01120	Statement of Compliance CAS	At the next port, Before departure, Rectified, Within 14 days, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Incorrect Language, Entries missing, Incomplete, Invalid, Missing	Yes
01121	Interim Statement of Compliance CAS	At the next port, Before departure, Rectified, Within 14 days, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Incorrect Language, Entries missing, Incomplete, Invalid, Missing	Yes
01314	SOPEP	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Incorrect, missing, not approved, not updated, Entries missing	Yes
01315	Oil record book	Rectified, At the next port, Within 14 days, Before departure, As in the agreed flag State condition, Master instructed to ...	Incorrect, missing, not properly filled, not as required, Entries missing	Yes
02103	Stability/strenght/loading information and instruments	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Missing, incomplete, not as required, insufficient, not available, Documentation missing	Yes
02134	Loading/Ballast condition (Tanker)	Rectified, At the next port, Within 14 days, Before departure, As in the agreed Class condition, As in the agreed flag State condition, Master instructed to ...	Not as required, Insufficient stability	Yes
04112	Shipboard Marine Pollution emergency operations	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Inadequate, not as required	No
06106	Cargo transfer - Tankers	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required, improperly used, leaking, damaged, missing	Yes
14101	Control of discharge	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class	Not as required	Yes

		condition, As in the agreed flag State condition, Master instructed to ...		
14102	Retention of oil on board	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Missing, full, overboard connection, connected to bilge, inoperative, not as required	Yes
14103	Segregation of oil and water ballast	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Wrong information, Entries missing, not as required	Yes
14104	Oil filtering equipment	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Inoperative, not properly maintained, not as required, missing, Documentation missing	Yes
14105	Pumping, piping and discharge arrangements	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Inoperative, not properly maintained, damaged, not as required, missing	Yes
14106	Pump room bottom Protection	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required	Yes
14107	Oil disch. Monitoring and control system	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Inoperative, not properly maintained, not as required, missing, damaged	Yes
14108	15 PPM Alarm arrangmts.	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Inoperative, not properly maintained, not as required, missing, damaged, not properly tested, Inoperative	Yes
14109	Oil/water interface detector	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Inoperative, not properly maintained, not as required, missing, damaged	Yes
14110	Standard disch. conn.	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Missing, not as required	Yes
14111	SBT, CBT, COW	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required, inoperative, not properly maintained, wrong information,	Yes

		condition, Master instructed to ...	entries missing	
14112	Cow operations and equipment manual	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Missing, not as required, incorrect language	Yes
14113	Double hull construction	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required	Yes
14114	Hydrostatically balanced loading	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required	Yes
14115	Condition assesment scheme	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required	Yes
14116	Pollution report-MARPOL Annex I	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required	Yes
14117	Ship type designation	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not permitted cargo	Yes
14118	Other (MARPOL Annex I)	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Other	Yes
14119	Oil and oily mixtures from machinery spaces	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ..	Lack of familiarity	Yes
14120	Load, unload & clean proc. for cargo sp.(tankers)	Rectified, At the next port, Within 14 days, Before departure, At an agreed repair port, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Lack of familiarity	Yes
14121	Suspected of discharge violation	Rectified, At the next port, Within 14 days, Before departure, As in the agreed class condition, As in the agreed flag State condition, Master instructed to ...	Not as required	Yes

3.2 Deficiencies warranting detention

Examples of detainable deficiencies relating to MARPOL Annex I

1. Absence, serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system or the 15 ppm alarm arrangements;
2. Remaining capacity of slop and/or sludge tank insufficient for the intended voyage;
3. Oil record book not available;
4. Unauthorized discharge bypass fitted;
5. Survey report file missing or not in conformity with the double hull and double bottom requirements.
6. Suspected discharge violation

3.3 Actions to be considered

Deficiencies that may warrant a detention of the ship can be found in section 3.2 above. The PSCO should use professional judgement to decide whether the deficiencies reported are detainable or not and whether an ISM related deficiency should also be reported.

See Port State Committee Instruction Guidance on Taking Action when Deficiencies found .

4. REPORTING

Reporting on deficiencies takes place in the THETIS information system.

Clear evidence, like e.g. photographs and copies of the Oil Record Book, are always helpful in identifying and describing deficiencies.

Annex 1

Safety of personnel

When a visual examination via the manhole of at least one selected tank is required, the PSCO must receive proof that the selected tank is in a gas free condition for examination from tank manhole / deck access.

Clear grounds found could require a further visual examination and may require random tests with ultra sonic equipment inside selected tank(s).

When the tank needs to be entered the master and terminal must be informed together with Flag, classification society and or recognized organization. A complete inspection may take between 1-5 days that means it must be agreed on a suitable place for the inspection – at the terminal, at anchorage or at a ship yard.

Preparation

The ports/terminals may impose limitations on inspections on tanks before/during/after cargo operation.

A PSCO will need to obtain necessary information on the ship such as records on enhanced survey programme, Class and PSC records, maintenance records (ISM), procedures for the safe entry of (ballast) tanks (ISM), plan of all tanks, access to applicable drawings. A PSCO need also to be well informed of actual terminal rules for the control. Adequate insurance may be applicable for the PSCO depending on national legislation.

The loading condition must be considered before emptying any tanks. Any changes of ballast or cargo must not affect the ships stability and structural stress.

Clear ground

When clear ground is established the flag State and class should be informed. The flag State should take full responsibility for further actions which may include;

- An agreement with the PSCO, the captain and the harbour master and of the port/terminal on further action.

- Gas free condition in selected tank by authorised body.
- Continuous ventilation in tank during inspection
- Closed space entry permit is issued.
- Scaffolding to be rigged in tank to gain access to all parts and to be built and approved by authorised body.
- Adjacent areas are safe during the control – gas free and not inert.
- Tank to be clean – free from mud and other particles.
- ISGOTT-procedures are observed.

If a tank cannot be entered as required, the ship may be transferred to another port or shipyard.

Equipment

The PSCO should consider the following as a minimum of personal safety equipment and arrangements;

- Helmet and protective shoes
- Boiler suit and gloves
- Torch (ex-proof)

- Communication possibilities to deck, including a life line
- Oxygen meter (ex-proof)
- Guard at tank entry with breathing apparatus,
- EEBD (Emergency Escape Breathing Device)
- Safe and adequate fixed lighting

This list is not to be considered exhaustive and further requirements may be necessary.