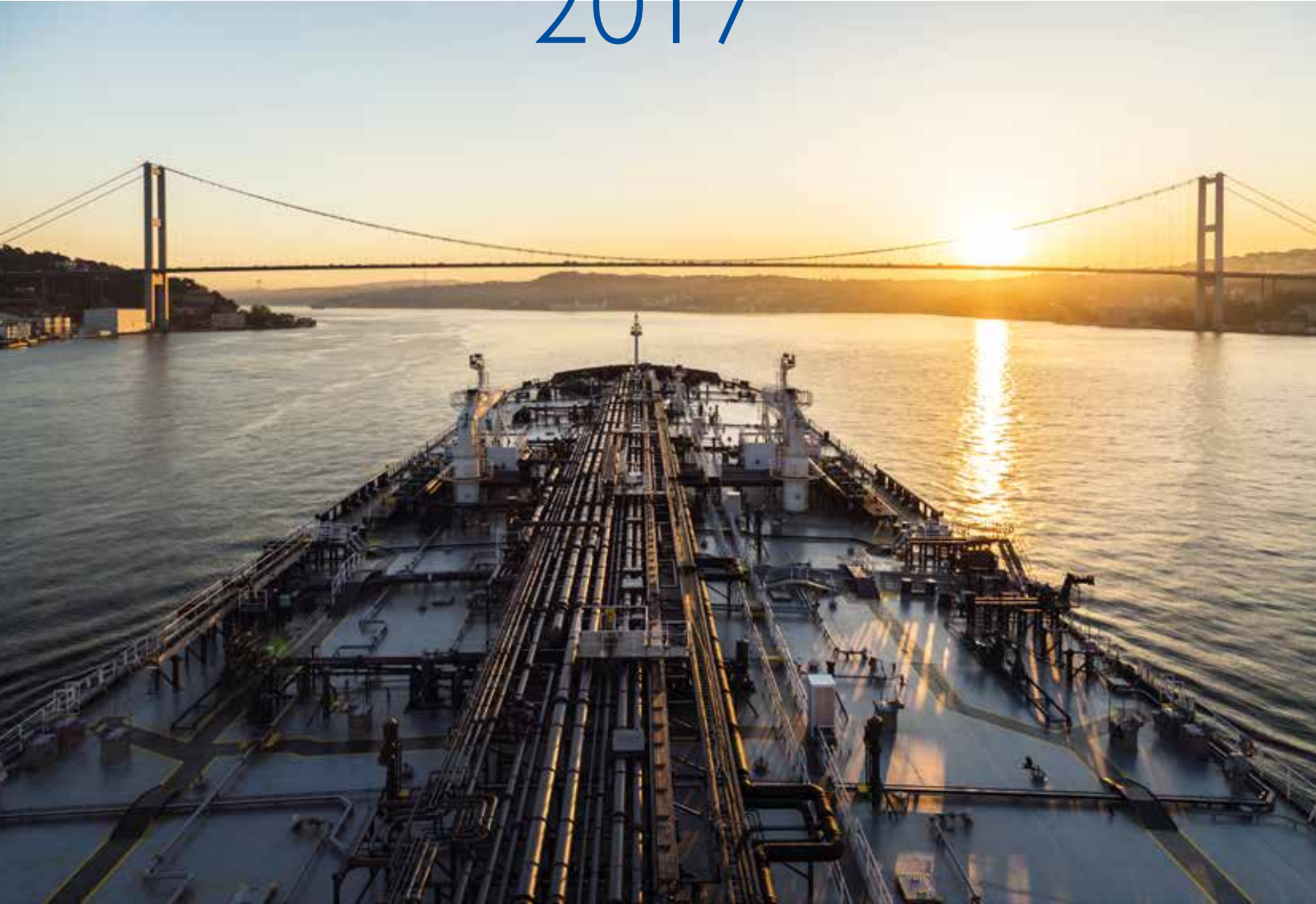




# TÜRK LOYDU

## P S C ANNUAL REPORT 2017



[www.turkloydu.org](http://www.turkloydu.org)

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# PORT STATE CONTROL

## INTRODUCTION

Port State Controls are inspection of foreign ships at the ports in order to control whether the situation of the ship and equipment is in accordance with international regulations and the ship visiting the port is operated according to these regulations.

Port state control inspections cover the subjects such as hull, machinery, safety of life, security, environmental protection, etc. regarding that the ships are sailing in seaworthy condition. Port state controls have an important role in eliminating sub-standard ships in terms of safety, security and environmental protection. Port state control constitutes an important role for international application in order to determine and eliminate sub-standard ships. The aim in Port State Control is to ensure that the practices according to international regulations are followed by determining the sub-standard operating ships, being raised to standard level or providing that these ships are banned from shipping. Port State Control regimes are international agreements, but these agreements form as a memorandum of understanding, MoU, which does not bear qualification of international agreement, and signed by states which are member in terms of regional. States have signed Port State Regional Agreements by gathering with the aim of providing information exchange and work coordinately. It became compulsory to standardize the Port State Control practices applied in countries which are in the same territory in order to eliminate the unsafe conditions and the risk in that area, because a state alone would be insufficient to prevent its sub-standard ships in its own right.

The aim of this report is to prevent unwanted events such as detention and to improve awareness, continuing maintenances, improving the quality of the surveys and the performance of the ships in the Port State Controls. The report has been compiled for this aim in the following four main sections.

- **Section 1:** Preparations to be made before Port State Controls
- **Section 2:** Statistical Analysis for 2015-2017 of Ships Detained as a Result of Port State Controls
- **Section 3:** Most Frequent Deficiencies, Detainable Deficiencies and Statistical Analyzes
- **Section 4:** Assessment of Port State Control Results and Other Developments

Port State Control Inspection procedures are not only regulated for the improvement to the documentation, equipment and systems of the ship but also include the planned maintenance practices under the requirements of international maritime conventions and International Safety Management Code.

Parallel to the developments in the world economy and trade, the maritime trade volume is increasing day by day. In parallel with these developments, there is an increase in Port State Controls for reasons such as changes in international conventions, new rules, maritime accidents, increase in sea and air pollution, and improvement of working standards of crew working on board along with developing technology.

## Section 1 Preparations to be made before Port State Control Inspections

### I.1 Preparation to be made before arriving in the port

Port State Authorities carry out the control in order to ensure that the qualification of the crew, the general condition of the ship, the engine room, the accommodation and recreational spaces the validity of certificates and documents, hygienic conditions are met in accordance with internationally accepted rules and standards.



Both the company and the ship must always be ready for Port State Controls. The criteria set for targetting ships specified by the Memorandum, where the ships' arrival port is included, should be examined. In the request of the port, the notification messages requested before the arrival should be sent in time. Reports to Ship Traffic Services (VTS) should be made accordingly.

It is imperative to inform the port authority about the corrective, preventive actions and details related to any accident that might happen during the navigation. In case of failure to provide the report; the result of the control may lead to the consequences up to the detention of the ship.

In addition, a seaman before participating in the ship should receive trainings that include the company's ISM system, company policies, safety culture, fire safety, maritime safety, ship safety, environmental pollution prevention and pollution prevention as well as his/her job descriptions. In particular, it should be ensured that the crew has necessary level of English language.

As soon as seaman joins the ship, he/she should be familiarized about the location and use of safety equipment with different quantities and qualities on each ship, read the training manuals on board, and those trainings given by the responsible officer must be recorded properly.

It is necessary to make sure that the records of maintenance, repair and modifications are kept on a regular basis. Records must be prepared for drills, especially for abandon ship, emergency steering gear and fire drills.

Masters should be prepared for a possible Port State Control, by using the checklist "Turk Loydu Port State Inspection Checklist" i which may be



found on the Turk Loydu Web site.

<http://www.turkloydu.org/pdf-files/liman-devleti-kontroller/turk-loydu-port-state-control-checklist.pdf>

If there is a deficiency that has been recorded under the previous port state control and is not rectified, it must be rectified before arrival to the port.

## 1.2 Access of Port State Officer to the Ship



are compatible, on the deck from the moment officer entered the ship.



It is very important to record all the deficiencies detected during the inspection, and especially the detainable deficiencies, by taking evidence photos during and after the inspection.

The first impression in Port State Control is very important, it may affect the course of the entire inspection. When the Port State officer is on board; if officer come across with an unsafe gangway ladder or access point to the ship, unreadable draft and loading marks, worn or unsafe mooring ropes, extremely corrosive and neglected shell platings, a careless gangway watchman, scattered / dirty decks, uncollected or uncategorized garbages, a bad start to the control has been made.

Port State Control considers the general condition of the ship, whether the necessary equipment is available, the conditions of the equipment, the familiarity of the ship's crew to use these equipment, the safety management system and safety procedures are functioning effectively, and the checklists and the safety management system

## Section 2 Statistical Analysis of the Ships Detained Between 2015 - 2017 at Port State Controls

### Summary Tables

This Section summarizes the deficiencies of Turk Loydu classed ships in the Port State Controls over the past three years. The data for the deficiencies identified and causing to detention in connection with the Port State Controls in this section are taken from the following sources

(1) Notifications made by Port States in accordance with IMO Resolution A.787 (19).

(2) Data published by Paris Mou, Black Sea Mou, Mediterranean Mou and Tokyo Mou.

(3) Notifications made by the shipowner or management company to the Turk Loydu.

The categories of deficiencies which are recorded mostly in TL Classed Ships in 2017 can be seen in the following tables.

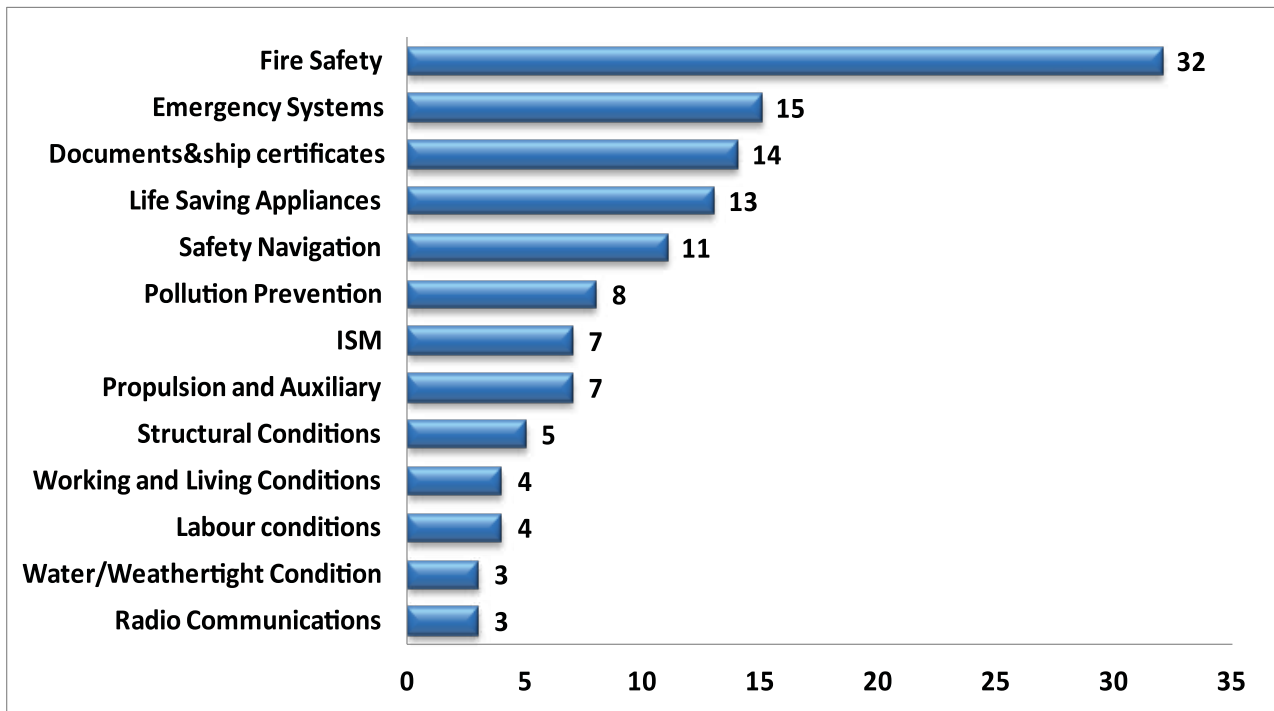


Table-I 2017 Categories of the most frequent detainable deficiencies in 2017

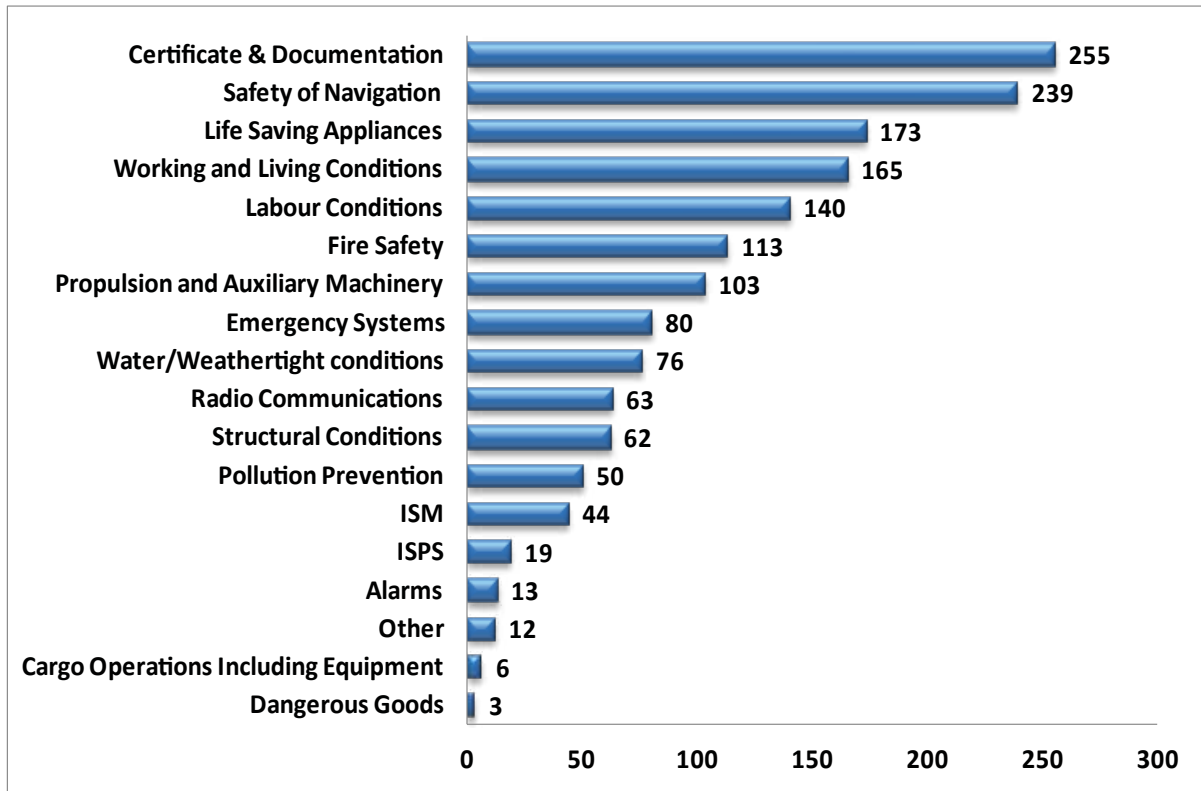


Table-2: Categories of most frequent deficiencies recorded in TL Classed Ships in 2017

## 2.1 Data for Total Inspections and Detentions

Year	Total Inspections	Detentions	TL Responsible	DetentionRatio
2015	411	30	0	%7,2
2016	317	31	0	%10,1
2017	306	20	0	%6,5

Table-3 Inspections and Detentions for TL Classed Ships 2015-2017

Year	Total Inspections	Detentions	TL Responsible	Detention Ratio
2015	511	40	0	%7,8
2016	443	39	0	%8,8
2017	371	17	0	%4,6

Table-4 Inspections and Detentions of TL as Recognised Organisation 2015-2017

## 2.2 Categories of the most frequent detainable deficiencies between 2015 and 2017

The status and age distribution of the categories of the most frequent detainable deficiencies of TL classed ships between 2015 and 2017 are shown in the graphs below. 10 out of 11 ships detained in Paris Mou are over 20 years of age.

There are 144 ships which are classed by TL and trading internationally and which are included in this report. There are 100 ships in 2017 that were inspected by the Paris Mou and 122 inspections were carried out on these ships, 11 ships were being detained in these inspections. The total number of recorded deficiencies is 444, of which 88 are detainable items. The analysis study on these inspections is shown in the following table.

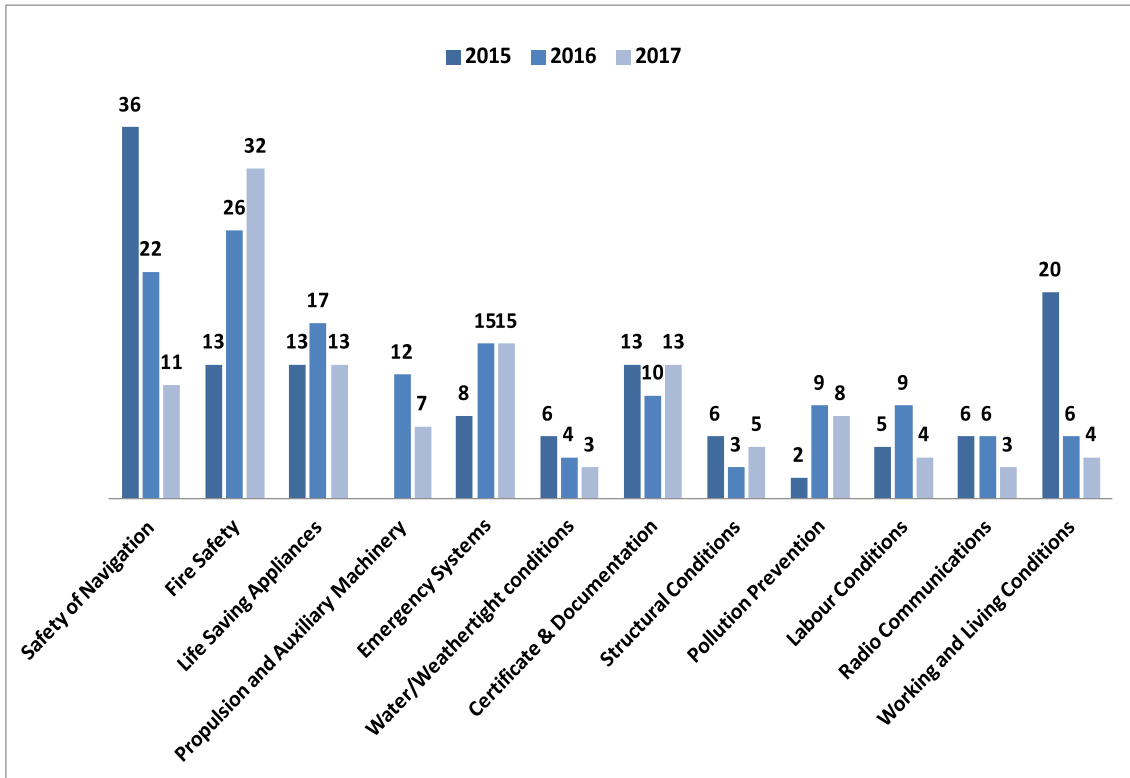


Table-5 Categories of Detainable deficiencies in 2015-2016-2017

Nature of Deficiencies / Detainable Deficiencies	Deficiencies	Detainable Deficiencies
Certificate & Documentation (Ship Certificates)	23	4
Certificate & Documentation (Crew Certificates)	21	5
Certificate & Documentation (Documents)	54	6
Structural Conditions	13	3
Water/Weathertight Conditions	21	1
Emergency Systems	27	6
Radio Communications	10	2
Fire Safety	48	11
Living and Working Conditions (Working Conditions)	7	2
Safety of Navigation	68	8
Life Saving Appliances	31	7
Propulsion and Auxiliary Machinery	19	5
Pollution Prevention (Marpol Annex I)	4	2
Pollution Prevention (Marpol Annex VI)	2	2
ISM	23	10
Labour Conditions (Minimum requirements for seafarers)	2	1
Labour Conditions (Accommodation, recreational facilities, food and catering)	32	6
Labour Conditions (Health protection, medical care, social security)	37	5
Other	2	2

Table-6 Deficiency and Detainable Deficiency Categories

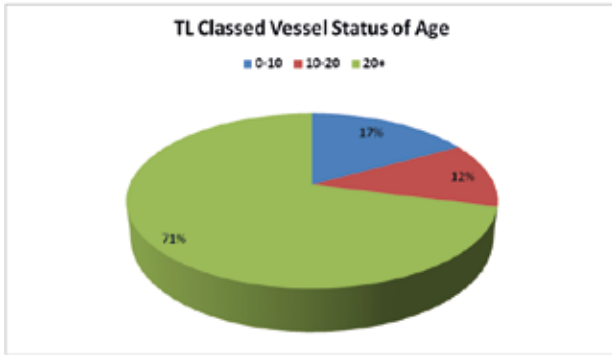


Table-7 Distribution of TL Classed Ships by Age Status

## High Performance Recognised Organisation Türk Loydu

Türk Loydu has strengthened its “High Performance” position in the “Recognised Organisations Performance Table” prepared in accordance with the results of the PSC inspections covering the years 2014 - 2016 published on Paris MOU web site, which is considered as the most important among the Port State Control Regimes. Türk Loydu, which was on the 12th place of the Performance Table last year, has risen to 9th place this year, has performed better than many IACS Member Classification Societies Türk Loydu has also achieved its goal of maintaining High Performance status.

Valid 1 July 2017							
Recognized Organization performance table 2014-2016							
Recognized Organization		Inspections 2014-2016	Detentions 2014-2016	Low/Medium limit	Medium/High limit	Excess Factor	Performance level
American Bureau of Shipping	ABS	5703	1	132	96,17	-1,97	High
Lloyd's Register	LR	12500	4	276	223,75	-1,96	
DNV GL AS	DNVGL	11600	10	257	206,70	-1,89	
Bureau Veritas	BV	11453	23	254	203,91	-1,76	
Korean Register of Shipping	KRS	1091	1	30	13,71	-1,73	
Registro Italiano Navale	RINA	3743	9	89	60,27	-1,65	
China Classification Society	CCS	818	1	23	9,27	-1,57	
Nippon Kaiji Kyokai	NKK	7965	28	180	138,25	-1,56	
<b>Türk Loydu</b>	<b>TL</b>	<b>591</b>	<b>1</b>	<b>18</b>	<b>5,72</b>	<b>-1,22</b>	
Russian Maritime Register of Shipping	RMRS	3368	24	81	53,49	-0,99	Medium
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	454	4	14	3,67	0,03	
Croatian Register of Shipping	CRS	147	0	6	0,00	0,05	
International Naval Surveys Bureau	INSB	589	7	18	5,69	0,11	
Indian Register of Shipping	IRS	79	0	4	0,00	0,19	
Phoenix Register of Shipping	PHRS	241	3	9	0,74	0,28	

Table-8 Paris Mou Performance Table



According to the Paris Mou data, the performance of the TL Classed Ships for each year are as follows.



Table-9 Performance of TL Classed Ships by Years

The position of Turk Loydu for the last 3 years under Paris Mou, Mediteranean Mou the Black Sea Mou is given below.

PORT STATE CONTROLS OF TL CLASSED SHIPS						
	PARIS MOU		MEDITERRANEAN MOU		BLACK SEA MOU	
YEAR	INSPECTION	DETENTION	INSPECTION	DETENTION	INSPECTION	DETENTION
2015	126	9	76	5	209	16
2016	124	11	47	3	146	17
2017	122	11	47	2	137	7

Table-10 Port State Controls of TL Classed Ships

Evaluation of the PSC inspections of ships that Turk Loydu acting as recognized organisation, is below for Paris Mou, Mediteranean Mou the Black Sea Mou for 2015-2017

PORT STATE CONTROLS OF TL RECOGNISED ORGANISATION SHIPS						
	PARIS MOU		MEDITERRANEAN MOU		BLACK SEA MOU	
YEAR	INSPECTION	DETENTION	INSPECTION	DETENTION	INSPECTION	DETENTION
2015	182	14	76	5	253	21
2016	191	15	47	3	205	21
2017	146	8	47	2	178	7

Table-11 Port State Controls of TL Classed Ships

## 2.3 Countries with the Most Detention Rates

Particularly, the ports of Russia and Italy are the countries with the most detention rates under Paris Mou, Mediteranean Mou ve the Black Sea Mou in the ships that Port State Control is carried within 2017.

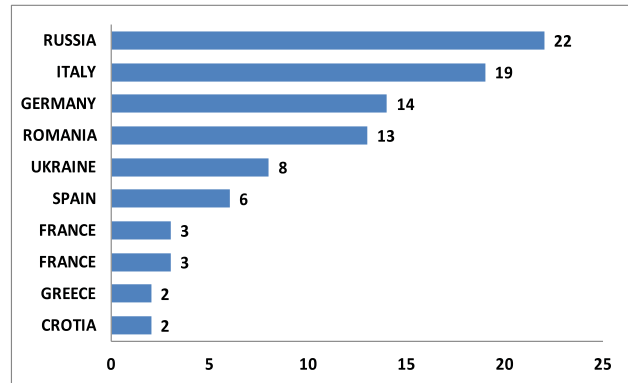


Table-12 Countries with Most Detention

When the reports of ships detained in Italy are examined, it is understood that most of the deficiencies are recorded under "fire safety and ISM Code". Fire safety is one of the detainable items leading to most detentions all over the world. In addition, for the year 2017 Italy is the country recorded the most detention in Europe.

Detailed inspections of anchorage and mooring equipments are carried out in every autumn and winter months in the framework of port state control in the port of Novorossiysk, located in Russian Federation. The port state control authorities checks the status of the equipment in these inspections they carry out every year.



The purpose of these inspections is to prevent accidents at the Novorossiysk port's anchorage and piers particularly due to very strong winds and the failure of the anchorage equipment during the autumn and winter months in Novorossiysk.

Ships visiting Novorossiysk port have been found to have a number of deficiencies related to the maintenance of mooring and anchorage equipment in the inspections carried out in the past years.



Detailed inspection means that, in practice, the situation of mooring and anchorage equipment during each port state inspection of Novorossiysk will be investigated in more detail in compliance with the relevant rules.

### Section 3 - Examination of Most Common Deficiencies and Statistical Analysis of Detainable Deficiencies

#### 3.1 Controls under the category “Certificate and Documentation” and Analysis of the Most Common Deficiencies

The Port State Control authorities start their inspection by examining the ship's and crew's certificates. Certificates issued to ships in accordance with the International Conventions must be on board. In exceptional cases, the copies certified by the authorities instead of the original ones may be found on board. In addition, electronic certificates are being used onboard in the recent years, if allowed by the flag state.

The checking of the validity dates of the certificates is performed and ensured that the incomplete or inconsistent certificates are determined. Therefore, if there are differences between the information on the documents, or if the situation on the ship with the document does not match, the port authority should be informed that the defect will be rectified before the arrival of the port. Otherwise, even if the new document comes on board, it is likely that the ship will be detained.

The annexes to the SOPEP - Maritime Pollution Prevention Emergency Manual contact points (SOPEP Annex) which are required to be on board in accordance with the MARPOL Convention must be up –to- date.

These annexes must be under the supervision of the management company and should be sent by



the ship without any request when there is an update. SOPEP and all other Manuals must be complete and in compliance with the latest revisions requested.

Deck and Engine Log Books, GMDSS Record Book, Master's Night Orders, Visitor Record Book, Garbage Management Book, Oil Record Book, Ballast Record Book, SMPEP, Shipboard Oil Pollution Emergency Prevention (SOPEP), CSR, Cargo Securing Manual, Emergency Towing Procedures, Damage Control Plan, Medical Log Book, ODS Log Book (Ozone Depleting Substance), Fire Training Manual, the Low Sulfur Record Book are among the most important manuals and records that should be on board; the fact that the presence on board, whether it has been implemented, the necessary revisions have been made and that the duties are known by the crew, shall be controlled.

Minimum Safe Manning Certificate of the ship; the fact that the existence of adequate number of crew on board, the validity of the certificates and qualifications of crew and officers, the existence of STCW certificates in accordance with the work and the validity of health and police visas must be checked.

Crew work/rest times should be kept as regular and accurate. The ILO Maritime Labor Convention states that the hours of rest at the ship should be as follows:

Minimum rest hour, according to the ILO Maritime Labor Convention;

- At least 10 hours in any 24 hours period
- At least 77 hours in any 7-days period

## Deficiencies

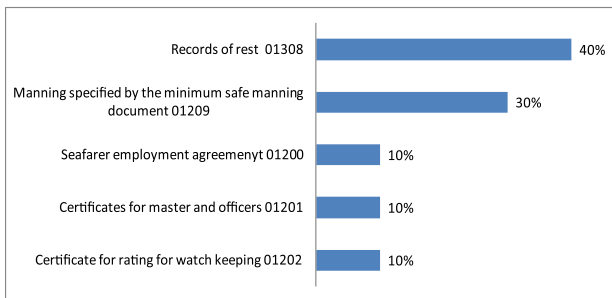
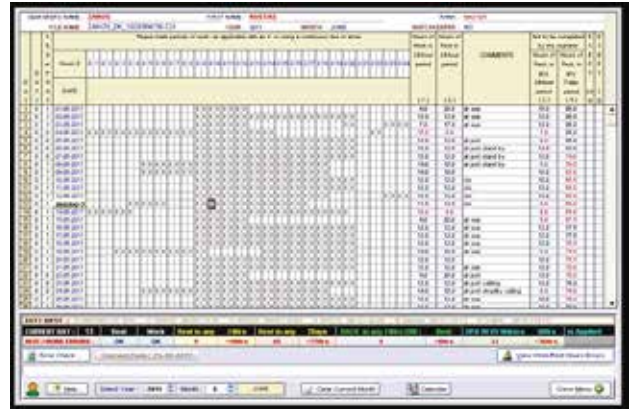


Table-13 Most Common Deficiencies Under the Category "Certification and Documentation"

The most common deficiencies in this group concern records of study and rest periods.



It is a common deficiency that rest hours are not up-to-date and that crew is not allowed to rest properly. Particularly, the hours of the working and resting hours should be observed during bunkering time, drill time, and strait or canal passages, watchkeeping time, berthing or departure times, Port State Control inspections, Class and Flag Controls. These issues are the most deficient areas observed during the recording of rest hours.



The most frequent deficiencies recorded in scope of documentation are caused from the lack of manuals and record books; its content is filled with



missing or incorrect information. Particularly fire training manuals should be specific to the ship, all fire equipment must be addressed and information must be given related to it. In When oil record book, garbage record book, ozone-depleting substances are not found onboard, they are considered as detainable deficiency.

Other defects recorded are related to the competence of the crew and officers. Noncompliance of qualification for the competence of the crew and officers is a detainable deficiency. They must be controlled certainly before sailing from port.

### 3.2 Controls under the category “ISM (Safety Management System)” and Analysis of the Most Common Deficiencies

International Safety Management Code is an important element for ship management and environmental protection. Obtaining this certificate in stages according to the type and age of the ships operating in international waters is required by IMO. The main purpose of this code is to establish international safety standards in ship operation and to protect the environment from pollution from sea accidents. It is also important to define, function and enforce ISM documents such as the safety management system manual, planned maintenance manual, ship operation and emergency procedures.



Safety Management System (ISM) is a vital point in maritime considering that all operations are

carried out on the company and onboard the ship within a certain procedure and performed works and activities are recorded and importance given on training activities.

As per ISM Code Planned Maintenance System, regular inspections of equipment must be carried out and if deficiencies are identified nonconformity case must be opened and corrective and preventive activities must be implemented.

ISPS (Ship Security Plan) should be checked, security drills must be recorded. All visitors entering and leaving the ship must be fully recorded. The Ship Security Plan must be up to date and approved. Testing of SSAS (Ship Security Alarm System) should be made and recorded. Information such as the ship security officer, continuous synopsis record (CSR), list of the last 10 ports the ship is called must be up-to-date and available.



### Deficiencies

The deficiencies recorded with the ISM indicate that the ship's safety management system is not functioning properly. If the deficiencies recorded in the previous port state controls are not rectified and this is noticed in the last port state controls, the ship may be detained. Corrective and preventive actions related to recorded deficiencies shall be notified by the company within 3 months in accordance with the ISM system. Deficiencies



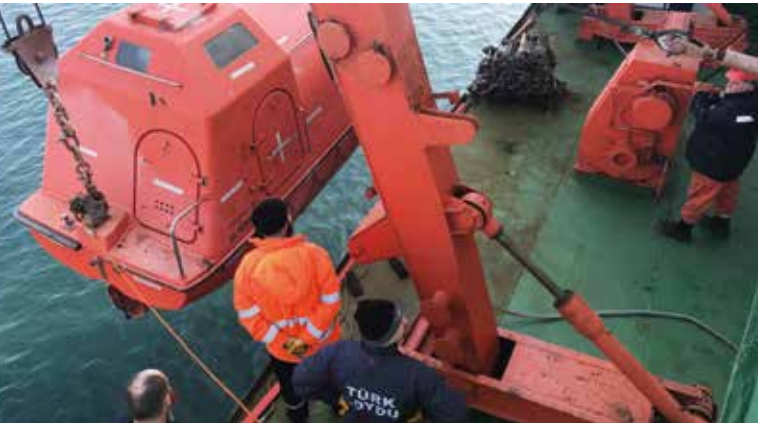
recorded after the Port State Controls should be rectified.

Internal and external audit records should be made available as required, and if it is determined that the audit records are not available, it is a possible detainable item.

### 3.3 Controls under the category “Life Saving Appliances” and “Drills” and Analysis of the Most Common Deficiencies

The name, type, serial number, date of the last survey and the name of the manufacturer will be marked on each life raft. The lifeboat rolls will be in working condition and greased and so that freezing from cold will be prevented.

It will be examined whether wear and tear occurred at the points of contact with the place where life boat's davits are placed. The brackets and construction that is built will be inspected and the worn parts will be repaired. Documents that include the certificate of the slip of lifeboat, the date of last change or expiration date will be reviewed. It will be checked whether the ropes of lifeboat and life buoys are obsolete. Those that begin to harden and become brittle will be replaced. Lifeboats and ship abandon stations must be available.



The launching and lifting equipment must always be in working condition and ship crew should be trained in the usage of equipment. Limit switches, brakes and launching appliances must always be in

operational condition. The abandon ship instruction procedures must be under full and emergency illumination. Expiration dates of food, fire-extinguishing equipment and pyrotechnical materials in lifeboats should be checked.

The crew's life jacket will be checked to be in good condition and the expiration date of the batteries on the life jacket will be checked.

Life-saving equipment that work correctly and properly are crucial for the safety of crew. As soon as seaman joins the ship, seaman must receive familiarization training for the usage of equipments which have different numbers and qualities on each ship. All life-saving equipment must be checked for readiness before and during the navigation which will be used at any time in the event of an emergency. Non-ready life-saving equipment are one of the most common deficiencies. Regular checking and proper maintenance of qualified and experienced crew is very important in terms of preliminary detection of possible problems and failures.



#### Deficiencies

One of the two nonconformities found in relation to life-saving equipment is related to the lifeboats. The connections of the lifeboat engine and the status of launching-landing equipment, the hull of the lifeboat, portholes and other parts open to the exposure of water will be a good indication in relation to the overall appearance of the lifeboat, whether maintenance is carried out correctly and will trigger the inspector to conduct a more detailed review.

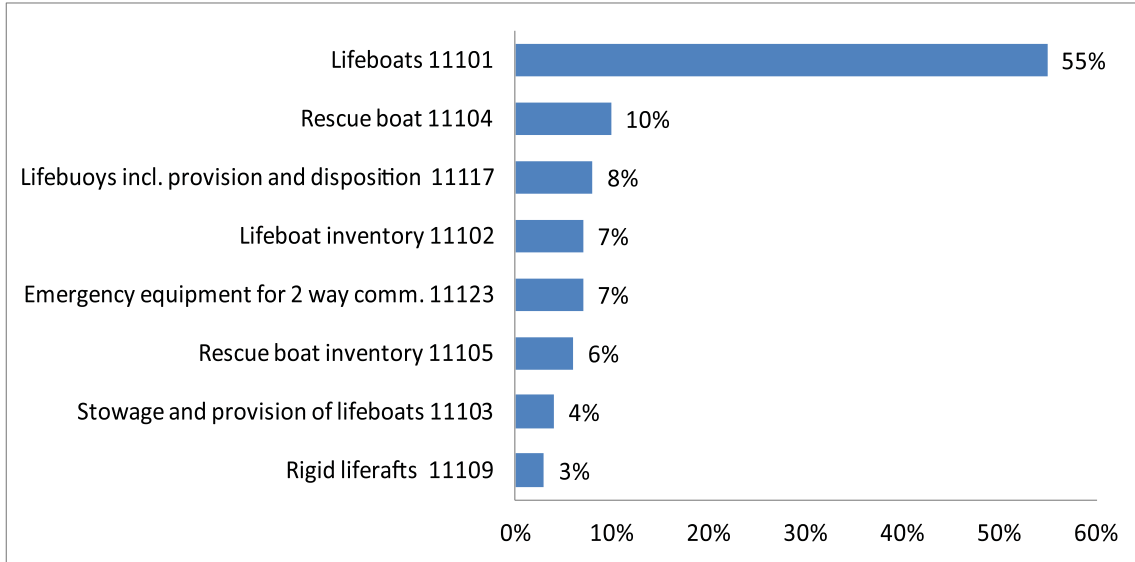


Table-14 Most Common Deficiencies Under the Category "Life Saving Equipment and Drills"

Excessive corroding of the lifeboat and rescue boat and formation of holes is one of the detainable items. Therefore, maintenance should be carried out regularly. The hull and portholes of the lifeboat must be leakproof; the matter of watertightness is a detainable deficiency. The ventilation of the lifeboat must be completely unclosed and maintained, and the poor ventilation of the lifeboat is the detainable item.

The fact that the ship's crew fail to test the lifeboat and rescue boat in water in a timely manner is an effect that increases the risk of detention the ship. Records of timely carried out tests should be processed with robust evidence in the log book.

### Drills and Trainings

Training and drills must be conducted at the intervals described in the SOLAS and MARPOL Conventions in order to be ready for emergency cases, to prevent unexpected losses at sea and to be ready for the harsh conditions of emergencies. These drills should be carried out in accordance with the real conditions and nearest to the emergency situations.



Appointment of crew in drills, usage of emergency equipment is the most important step. There are three main points in the training and drills in the ships; organization and communication, the correct usage of the equipment and the checking that the relevant equipment under maintenance is ready for use.

If more than 25% ship's crew were not present in the previous drill, the drill should be repeated within the next 24 hours after the ship left the port.

Muster lists, muster cards must be up to date with sufficient number on board. The fact that the muster drill and training records that have been completely arranged and that the realisation of the trainings have been kept regularly if they have photographs, will provide a positive view that the trainings are actually done.

### Deficiencies

The fact that rescue boat, lifeboat and other life-saving equipment are not maintained and that the authorized personnel are unable to operate or use lifesaving equipment for the required period of time are the items causing the detention of ship.

Where cold weather conditions are particularly effective, such as at Russian ports, it is recommended that lifeboat/rescue boats' engines are operated on arrival to the port.

If there is a lack of communication and uncontrolled behavior between crew and officers during the drills. This situation leads to incomplete, incorrect or long-term drills.

The deficiencies related to entrance to the closed spaces are among the most recently recorded deficiencies. An increase in ship detention has been observed due to unsafe access to enclosed spaces. Emergency safety procedures and in particular entry into enclosed space procedures should be readily available and up-to-date on both the ship's muster certificates and muster cards, as well as in the safe management system documentation. The entered drill records should be processed in the log book and the drill photographs should be stored. The crew should know the technique of rescuing the man from the enclosed area well. Every crew member should be familiar with the tasks of the indoor fire drill and should prevent possible confusion. Team leaders should know their tasks well and direct crew.

Life-saving and fire equipment must be readily available on site and at any time.

When the length of the stairs between the lifeboat and the deck is not long enough, it is as detainable deficiency in some inspections.

### 3.4 Controls under the category "Fire Safety" and Analysis of the Most Common Deficiencies

Instruction will be made available for fixed fire extinguishing systems in the fire fighting station. There should be no leakage in the fire fighting system. It is an indication that there may be a problem entirely with a leaking system formed in a part of the fire system. The rubber seals of fire hydrants and fire hoses become harder over time and cause leakage. All fire valves must be easily opened and closed by hand. Those which are old, worn out, oiled on fire hoses should be renewed. Attention should be paid to the connections between the fire hoses and the connectors. Fire Safety Plans should be legible and in the language used by crew and in English. If the suction of the emergency fire pump is higher than the water





level for the test of main and emergency fire pumps, the suction system of the pump must be operational and there should be no leakage in the circuit. Emergency fire pump operating instructions will be hanged to be visible.



The locations of emergency exits must be known by the crew and officers. No obstacles should be in emergency escape routes. Care must be taken to ensure that these places are particularly lighted.



During the inspection expire dates of all portable and stationary fire extinguishers will be reviewed. It will be seen that the operation controls of the fixed fire extinguishers are carried out regularly. All lights in the engine room will be protected by flameproof enclosures.

It will be investigated whether or not the crew knows how to use respiratory devices. It will be assumed that all the equipment is in the place where it should be, and the last refilled date for the oxygen tubes will be reviewed. All oxygen cylinders can be replaced and spare tubes will be ready.

Regular control of the fire dampers in the ship will be marked open-close to indicate the position of the damper cover, should not be in condition of deleted or worn. Dampers, ventilation and other fire equipment on the fire control plan must be correctly processed and up-to-date.

### Deficiencies

According to the statistics obtained from port state controls, fire safety on board is the first matter causing the most detention. One out of five detentions arise from the deficiencies in scope of fire safety and fire prevention.

According to observations, fire dampers and ventilations are the main causes of detentions. Sea conditions and inadequate maintenance can cause this equipment to quickly corrode, not properly close, and the flapper in the canal to become unusable.

The insufficient emergency fire pump is the second most common deficiency in this group. Also, leakages in the fire system and inadequate suction of pumps are the most common deficiencies. Engine failures and low level oil in diesel pumps also causing detention of ships.

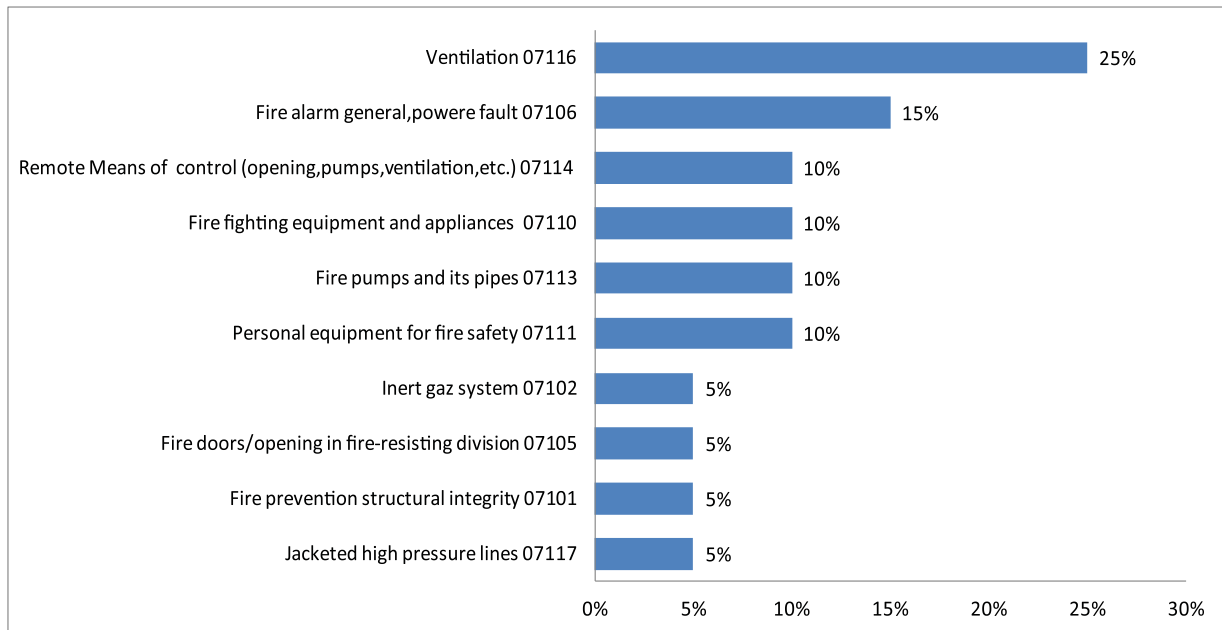


Table-15 Most Common Deficiencies Under the Category "Fire Safety"

Deficiencies observed in fire fighting equipment are the third detention reasons encountered most in this group. The maintenance of the equipment must be regularly done, tested regularly, made available to be used anytime and anywhere according to the fire control and safety plan.

Fire hoses with missing holes and nozzles, fire boxes with broken or missing stalk and hinges, unused breathing apparatus or empty fire cylinders, incomplete fire fighting clothing equipment, neglected or empty fire extinguishers may cause the detention of the ship.

Oil leaks in the engine room or in the paint room and improper accumulation of flammable materials, oils accumulated in oily bilge or oils accumulated in overflow platform are the items causing the most detention in this subgroup.

In galley; ventilation, accumulated oil residues in flame holders or incomplete flame holders create a fire hazard. Cloths and work clothes left on bulwarks of engine room or in unsuitable places will not be disregarded by PSC officer.

All these deficiencies will also point to the



shortcomings in safety management system onboard. Defective fire detectors or fire control and alarm systems, detached detectors for maintenance shall be deemed a serious fault by the port state control officers.

The facts that all fire doors are not in good condition, and that the self-closing device is not in operation are the major detainable items. The hooks, cloths, etc. should not be connected to keep the fire doors in the open position.



Regular testing and maintenance of the drenchers system is required. If the drencher does not work, the ship can be detained.

### 3.5 Controls under the category “Safety of Navigation” and Analysis of the Most Common Deficiencies

Bridge controls generally covers operational equipment, navigational equipment, charts, voyage plan, GMDSS equipment, nautical publications.

The charts of the navigation area must be available in the ship and the corrections on the weekly edition to notice to mariners must be processed to the charts. Required auxiliary books should be made available according to the navigation and the latest edition dates of nautical publications should be up-to-date.



The GMDSS equipment must be ready for testing and the responsible radio or GOC officer is required to carry out the tests. Navigational warnings from devices such as Navtex, Inm-C, VHF should be processed in the relevant places. The VDR is in operational condition and test records must be available. Gyro / Miyar compass and control of the repeaters and correction of the mistakes, deviation table should be up to date.

The general condition of the bridge navigational

equipments should be in good condition and the records of the routine tests should be kept.

It will be checked whether the means of communication between the bridge and the steering gear room is working. The steering gear control transfer procedures in emergency situations will be displayed in steering gear room and on the bridge.

Procedures for navigation with a pilot on board must be published in the right places. The pilot ladder should not be oily, neglected, in bad condition.

### Deficiencies

The deficiencies that cause the most detention in this group are navigation lights, signs and shapes. No obstacle should be in front of lights, should be visible, well protected against corrosion and cracks.

Secondly, the deficiencies causing the most detention are not up to date, not corrected, incomplete and inadequate nautical publications and charts in terms of navigation. The corrections of the charts of the previous and next navigation and whether they are up-to-date can be checked by the port state controllers.

Out-of-date publications are the most common encountered deficiencies. These publications should be removed on time and should not be kept with current publications.

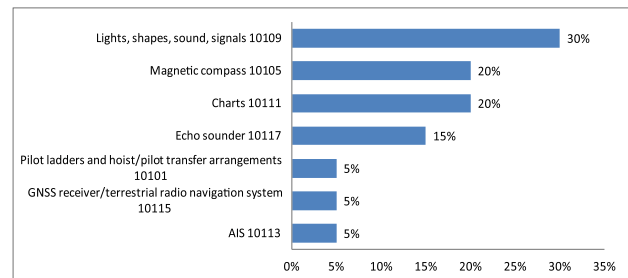


Table-16 Most Common Deficiencies Under the Category “Safety of Navigation”

All navigational equipments must be in operational situation. The ship will be detained if a navigation device which requires SOLAS requirement such as especially a Gyro compass fault, a magnetic compass with no calibration or with air bubbles, a route indicator not visible from the front of the steering gear, is not working or there is a part that does not work. Defective Echo sounder, non-functioning or deactivated VDR may be considered as the reason for being detention by port state controllers.



The ship's whistle must be in operation and should be tested at appropriate times. Failure to keep Epirb, SART test records and failure to make ready for test are the detainable items. Persons with a GOC qualification must be able to use the radio and other GMDSS devices to send test messages to the shore or other facilities. Emergency lightings on the consoles where the GMDSS is located are often controlled items.

Care must be taken to ensure that the voyage plans are up-to-date and accurate, which recorded recent deficiencies.

Fire detection and alarm system on the bridge should work properly. During the testing of smoke detectors in the engine room and accommodation area, the ship was kept due to only the presence of visual fire signals on the bridge control panel, absence of an audible alarm. The ship may be detained if navigational officers do not know how to use the bridge equipments.

### 3.6 Controls under the category “Main and Auxiliary Engines” and Analysis of the Most Common Deficiencies

It is focused on fire, personnel fault, electricity and environmental damage in the controls of machinery areas. Port State Control officers can focus on the awareness and compliance of the safety management system procedures, the responsible personnel may wish to check the use of the bilge separator, the use of fire pumps.

An operation test of emergency generators will be conducted in uploade condition and it will be checked whether all the emergency lights are working. It will be seen that the instruction for starting the emergency generator is hung.



Port State Control officers may require that the bilge separator be tested. In the test made, it is important that the equipment is good condition and that the person responsible is using the equipment. All crew responsible for the use of the equipment must be able to test the equipment. (15 ppm alarm must be tested by all engine officers.) The level of the tank can be checked by comparing it with the oil log book.

The places in the engine room should be clean and not slippery. Exhaust insulations must be appropriate. It is essential that the enclosures of the moving parts of the main and auxiliary engines are complete, quantities in bilge/sludge /waste water tanks are controlled, disposal of sewage water must be in closed position, the valves must be in operation and the fuel/oil infiltration pan must always be kept clean.

### Deficiencies

According to the Port State Control statistics, one of every six detention is related to the propulsion systems and auxiliary engine. If the engines that are not working or are defective may not be reported on time or if not registered by the classification society, it may be detained.

The issue causing the most detentions in this group is the oil-fuel leaks in the main engine. Another issue is bypassing or preventing the safety systems of the machines and boilers.

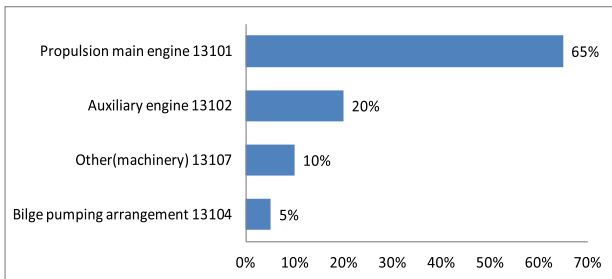


Table-17 Most Common Deficiencies Under the Category “Main and Auxiliary Engine”

Insufficient cleaning of the engine room, excessive oil in the bilges, contamination of the pipes and exhaust pipe insulations with oil, improper operation of the bilge pump assemblies are significant deficiencies.

Some ships were detained because of missing or dismantled important parts in main engine equipment. The lack of insulation on the main engine exhaust line is also a detainable item. The main engine's oil mist detector must be operational.

It is known that some ships were detained due to the absence of insulation mats in front of the high voltage panel in the engine room. Maintenance of the boilers should be performed; the holes formed due to excessive corrosion are detainable items. The ships are detained due to leaks, in the generators due to high amount of corrosion in the exhaust circuit.

The presence of leaky pipes in any pipeline of the ship is an important detainable item.

It is required to know that the tube ensuring air or hydraulic oil to the quick closing valve is full. This item is the recorded as detainable item.

### 3.7 Controls under the category “Emergency Systems” and Analysis of the Most Common Deficiencies



### Deficiencies

Deficiencies which cause to be detained in this category are generally gathered in 4 sub groups. The most common deficiencies in the Port State Controls are the general situation of the battery



systems. Emergency power supplies, emergency steering gear, emergency lights, backup battery, battery charge-switches, battery capacity tests and suitable storage of the battery form more than 50% of deficiencies that cause detention.

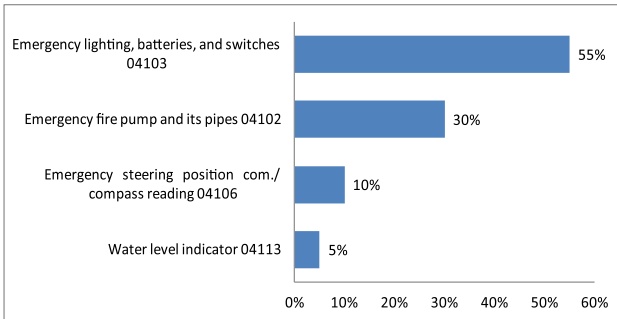


Table-18 Most Common Deficiencies Under the Category "Emergency Systems"

Simple operating instructions that schematically show the process of replacing the remote control systems and steering equipment power units for the emergency steering equipment will always be made available on the bridge and steering gear room.

Officers should be aware of the use of this system. Emergency telephone failure communicating with bridge and steering gear room is amongst the detainable items. Therefore, emergency phone tests should definitely be done.

The control of the power supply, the layout of the battery, the capacity, the voltage, the discharge

current and the automatic charging arrangements must be checked. The actuating battery of the motors should be placed as close as possible to the motors. Enough cooling to prevent the battery chamber from overheating and ventilation should be done to discharge the gases it formed. The emergency lighting from the battery and the emergency generator must be checked. All emergency lighting must be controlled.

In the second line, there are deficiencies related to the emergency pump and the fire fighting systems, and these deficiencies are recorded as one of every three deficiencies detected in the Port State Controls regarding emergency systems. Other deficiencies include steering system, hydraulic system leaks and defective equipment, indicators and alarms (local and remote control systems). Care should be taken that the GMDSS system works when the ship is black out.

### 3.8 General Analysis of MLC Deficiencies

With the enforcement of the Maritime Labor Convention (MLC 2006), adopted by the International Labor Organization (ILO) in 2006, the ships are required to rectified the deficiencies promptly in order to minimize the risk of being detention on PSC to be carried out on arrival at the port of the Contracting Party and fully compatible with MLC.



The main deficiencies of MLC 2006 in port state controls are as follows: the wage of the seaman

has not been paid in full on the regular and contractual basis, a monthly statement of wage not provided to the seaman are an important MLC deficiencies. The fact that period of seaman's agreements have been expired and have not been updated are the recorded deficiencies. The fact that the working arrangements are not hung and not including the necessary information, working arrangements are not in English and in the ship's operating language, the position and conditions of the cabins on board are in accordance with MLC 2006, heating, lighting, ventilation are insufficient or not operating properly are amongst the important deficiencies.

clean and sound, cabinets should not be used for other purposes, must be clean and tidy.

Applying medicine to accommodation area and taking measures against pests, ventilation of the accommodation area, heating and illumination must be sufficient. It is absolutely necessary not to drill holes in the accommodation area for cable transit etc. Checking the tightness of the hoods is important. All of these are subject to non-compliance considered in Port State Controls.

In cold regions, the lack of heating equipment on board, the fact that the accommodation area and corridors are clogged to make it difficult to pass by cargo, garbage, and equipment, is an important aspect of MLC and should be taken very seriously.



The crew's accommodation area will be checked. This is not a matter of class, but it affects the port authorities' impressions about the ship. The fact that the crew's accommodation area is in a bad condition makes the port authority to control more tightly.

Food and drinking water for the seamen in the ship not being of appropriate quality, nutritional value and quantity is significant deficiencies. The complaints procedure should be hung and known by all crew. It is necessary to have food and drinking water at the proper level for the next port. Provision must be sufficient, lazaret must be clean and orderly, cold room alarm must be controlled. Care should be taken in the galley, common areas, cabinets, furniture, beds must be



## Section 4 Evaluation of Port State Control Results

After the Port State Control; detailed analysis of the most common and recurrent deficiencies and other inspection findings should be performed by the manager and the ship.

If it is decided that the ship should be detained as a result of the inspection, root cause analysis should be performed by the operator for each deficiency and preparation of corrective and preventive action reports should be prepared, the deficiencies must be rectified until the time given by the port state control. If the detention of the ship is evident, the relevant department of the Flag State and the classification society of the ship should be informed.

If the identified deficiencies can not be eliminated at the port, the port control officer may allow the ship to sail to the nearest repair shipyard selected by the management company, provided that the conditions are determined by the competent authority of the flag state and comply with the conditions stipulated.

If the ships which have been given time to eliminate the deficiencies after the Port State Control arrive at a port after the end of this period, completion check is done. During the control of these ships, it is only checked whether the deficiencies that have not been rectified and extended deficiencies have been rectified, unless there is a clear justification and if any deficiencies are still not rectified, the ship is inspected again in detail. Completion checks made in line with the previous port report are not considered new

unless it is not resulted with new detention.

The operating company may appeal in the direction of reasons justified. The relevant memorandum website can be visited for appeal procedures.

A non programmed inspection may be carried out by the flag state and classification society in accordance with their rules. If ISM code is found to be deficient, additional ISM SMC audit and/or additional ISM DOC audit may be conducted by flag state and/or recognized organization in accordance with their rules.

### 4.1 Other Developments

#### 4.1.1 Factors that Increase the Port State Control, First of all, some of the Criteria of the Ship Inspection Criteria

- Regardless of the target factor, ships reported by pilots or other Port State Administration.
- Ships carrying dangerous goods do not report as required to vessel traffic system.
- If the ship is reported to have a failure to operate safely, that life and working conditions on board or marine pollution prevention activities are insufficient.
- If the ship had an accident while approaching the port.
- If the ship's class is suspended for the safety reasons within the last 6 months or it is removed from ship class within this period.
- If the ship has not undergone Port State

control in the last 6 months.

- If the certificates of the ships is not issued by an organization not recognized by the memorandum parties countries.
- If the ship is carrying the flag of a country listed on the black list in the annual report of ship's memorandum.
- When ship arrives to a port with the note that, "defects will be rectified in immediate destination" from the port where the ship is detained.
- When ship arrives to a port with the note that, "defects will be rectified within 14 days" from the port where the ship is detained.
- Too many deficiencies are found in the previous control.
- If ship is detained at the previous port.
- Ships carrying the flag of a country not being party to the one of the conventions used.
- If the class' deficiencies rate is over the average.
- Other ships over thirteen years of age.

*In addition in Paris Mou;*

Ship inspection frequencies are determined by the risk profile specified for each ship. More control is planned for low-performance ships with the new targeting system. Ship risk assessment criteria are as follows: Type, age, flag performance, performance of the classification society, performance of the company in charge of operating the ISM system, number of deficiencies detected in the last 3 years, number of detention experienced in the last 3 years are.

The control time period determined according to the ship risk profiles is as follows: High risk ships can be controlled within within 5 to 6 months after the last control, standard risk ships can be controlled within 10 to 12 months after the last inspection, low risk ships can be inspected within 24 to 36 months after the last inspection.

Company performance is the criteria to be used when calculating ship risk profile. Paris MOU has created a formula for this and according to the IMO Company Number, the deficiencies detected in the last 36 months of the ships in the fleet of the companies which are followed up and the

encountered detention are considered and the performance of the company is determined compared to the average of all ships inspected in the Paris Mou region.

Within this scope, the ship subjecting to the extended control; tankers larger than 3000 GT and older 15 years old, bulk carriers over 12 years old, passenger ships over 15 years old except for ro-ro ships making regular navigation and high speed passenger ships, gas and chemical tankers over the age of 10 are priority ships to be inspected.

In addition, you can access from the below link for Inspection results of any ship within Paris Mou.

<https://www.parismou.org/inspection-search/inspection-search>

For more detailed information about Port State Controls;

Paris Mou : [www.parismou.org](http://www.parismou.org)

Mediterranean Mou : [www.medmou.org](http://www.medmou.org)

Blacksea Mou : [www.bsmou.org](http://www.bsmou.org)

Tokyo Mou : [www.tokyo-mou.org](http://www.tokyo-mou.org)

You can contact "Turk Loydu Marine Sector" by e-mail address and contact information to get detailed information from Turk Loydu in relation to the PSC related matters.

Email address: [psc@turkloydu.org](mailto:psc@turkloydu.org)

Phone Number: +90-216-5813700

Fax Number: +90-216-5813810



## **ANNEX:**

PORT  
STATE  
CONTROL  
PREPARATION  
CHECKLIST

## PSC PREPERATION CHECKLIST

CONTROL RESULT :                      Y: Satisfactory      N: Unsatisfactory      N/A : Not-applicable

		ITEM	CONTROL RESULT	REMARK
I		<b>CERTIFICATION AND DOCUMENTATION</b>		
	1	Certificate of Registry		
	2	International Tonnage Certificate (1969)		
	3	Cargo Ship Safety Construction Certificate and Exemption Certificate if any		
	4	Cargo Ship Safety Equipment Certificate and Exemption Certificate if any -Record of Equipment (Form E)		
	5	Cargo Ship Safety Radio Certificate and Exemption Certificate if any -Record of Equipment (Form R)		
	6	Document of Compliance for the Carriage of Dangerous Goods		
	7	IMSBC Code Certificates (Group B; A, C)		
	8	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk		
	9	Certificate of Fitness for Carriage of Dangerous Chemicals in Bulk		
	10	International Oil Pollution Prevention Certification -Record of Construction and Equipment (Form A or Form B)		
	11	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk		
	12	International Sewage Pollution Prevention Certificate -Approved Rate of Sewage Discharge (Applicable for sewage holding tanks only) -Type Approval Certificate of Sewage Treatment Plant		
	13	International Air Pollution Prevention Certificate -Record of Construction and Equipment		
	14	Engine Air Pollution Prevention Certificate -Records of Construction -Approved Technical Files		
	15	International Load Line Certificate (1966) and Exemption Certificate if any -Record of Conditions Assignment of Load Lines		
	16	AFS Certificate		
	17	Bunker Convention Certificate		
	18	Certificate of Class -Classification Survey Status		
	19	Survey Report File (ESP Ship's) -Reports of structural surveys -Condition evaluation report -Thickness measurement reports -Survey planning document -Main structural plans of holds and ballast tanks -Previous repair history -Inspection of ship's personnel		
	20	Copy of valid Document of Compliance (DOC)		
	21	Valid Safety Management Certification (SMC)		

22	Valid International Ship Security Certificate		
23	Approved Ship Security Plan		
24	Continuous Synopsis Record (CSR) Form A, B and C		
25	Last 10 port of call MARSEC security level records		
26	Certificate of SSO		
27	Maritime Labour Certificate or Voluntary Maritime Labour Certificate		
28	Approved DMLC I and/or DMLC II		
29	Working Arrangements Table		
30	Oil Record Book Part I and Part II filled out properly using letter codes		
31	Cargo Record Book		
32	Garbage Management Plan, Placards and Garbage Record Book		
33	Approved Intact Stability Booklet		
34	Approved Damage Stability Booklet (For the vessels; more than 100 m length built after February 1992, more than 80 m length July 1998)		
35	Cargo Securing Manual		
36	Crude Oil Washing Manual		
37	Document of Authorization for the carriage of Grain		
38	Grain Loading Manual		
39	Approved "Shipboard Oil Pollution Emergency Plan (SOPEP)" is available and annexes are updated.		
40	Approved "Shipboard Marine Pollution Emergency Plan (SMPEP)" is available and annexes are updated.		
41	Procedures and Arrangements Manual (Dangerous Chemicals)		
42	Operation Manual for LNG/LPG Carriers		
43	Emergency Towing Procedures		
44	Reports of previous Port State Control Inspections		
45	Manifest of Stowage Plan for Dangerous Goods		
46	Damage Control Plans (the vessels built after 01.02.1992)		
47	Official Deck Log Book. Following entries should be verified on Log Book; -Onboard Training and Instruction -Lifeboat falls -Steering Gear Test before departure -Communication system bridge to steering gear test -Full movement of rudder test -Safety Drills -Weekly/Monthly/Three Monthly/Six Monthly/Annual safety equipment checks -Lifeboat Engine test		
48	Engine Log Book		
49	Radio Log Book		
50	Radio Stations License		
51	Medical Certificate		
52	ODS Record Book		
53	Lifeboat/Rescue Boat Launching Devices Servicing Certificates (annually /five yearly load tests)		
54	Lifeboat On Load Release Gear Servicing Certificate		
55	Liferaft Servicing Certificates		



56	Liferaft Hydrostatic Release Certificates		
57	Lifejacket Certificate		
58	Fire Control Plans		
59	Fire Training Manual, Fire Operational and Maintenance Booklet		
60	Cargo Gear Booklet and Endorsements of Periodic Surveys -Cargo Gear Quinquennial Load Test Certificate		
61	Approved rigging plan for cargo gear		
62	Ship Sanitation Control Certificate (Ex. Deratting Certificate)		
63	AIS Annual Test Report by Approved/Authorized Radio Surveying Company -AIS Testing Company "Authorization Letter" from Class Society or Manufacturer		
64	LRIT Conformance Test Report		
65	VDR / S-VDR Type Approval Certificate		
66	Annual Test Report of EPIRB		
67	Approved Bilge and Sludge Piping Plan		
68	Approved Sewage Piping Plan Available		
69	Capacity Plan (Compare Information on Stability Booklet)		
70	Pilot Ladder Type Approval Certificate (Pilot Ladders on or after 01.07.2012)		
71	Accommodation Ladders Load Test Report		
72	Portable Gangway Load Test Report		
73	ECDIS Type Approval Certificate		
74	Ship Energy Efficiency Management Plan (SEEMP)		
	<b>Nautical Publications</b>		
75	Charts up-to date with latest corrections		
76	ECDIS up-to date with latest corrections		
77	Sailing Directions up-to date with latest corrections		
78	List of Lights up-to date with latest corrections		
79	List of Radio Signals		
80	ITU Publications		
81	Nautical Almanac		
82	Notice to Mariners up-to date with latest corrections		
83	Cumulative list of notice to mariners (January or June Edition)		
84	Chart Catalogue (yearly updated)		
85	Tide Tables up-to date with latest corrections		
86	International Code of Signals up-to date with latest corrections		
87	IAMSAR Manual Volume III		
88	<ul style="list-style-type: none"> <li>- SOLAS</li> <li>- MARPOL</li> <li>- STCW</li> <li>- COLREG</li> <li>- Load Line</li> <li>- IMSBC Code</li> <li>- IMDG Code</li> <li>- Grain Code</li> <li>- BLU Code (for bulk carriers)</li> <li>- FSS Code</li> </ul>		

		- LSA Code - ISM Code - ISPS Code		
	89	ILO Publications - MLC, 2006		
	90	Flag Administration Circulars up-to date with latest corrections		
	91	Medical Guide latest edition		

II		NAVIGATION		
		The following navigation equipment should be checked to be in order;		
	1	Magnetic compasses (bubble in? foundation intact, lighting), Deviation Table and Error Log book		
	2	Communication system with main steering room working properly		
	3	Gyro compass (including repeaters) and error log book (Difference between master gyro and repeaters should be max. 0.5 degrees)		
	4	9 GHz Radar (a second 9 GHz radar or 3 GHz radar for GT>3000) (Effective diameter of screen min. 180 mm. for marine radars)		
	5	ARPA (for ships GT>10000) (GPS, Gyro-compass and speed log connected)		
	6	Course Recorder if fitted, spare papers for printers		
	7	Echo sounder working properly with operating times, ports recorded and available with spare paper and ink		
	8	Speed and distance indicator with input from heading device and Propeller revolution counter		
	9	Rate of turn indicator (for ships GT>50000)		
	10	Displays for rudder angle, propeller revolutions, thrust, pitch and other indicators visible at main steering station		
	11	Auto-pilot with change over instructions		
	12	Sound signals (whistle, gong, bell) and shapes (2 black balls, 1 diamond shape at bridge, 1 block ball at fore-castle) in good condition		
	13	Daylight signalling lamp independent from ship's power supply and working satisfactorily		
	14	NUC (Not Under Command) lights correctly positioned?		
	15	Top red light separate from NUC lights (for dangerous cargo)		
	16	Navigation lights. Tested on main and emergency supply. Checked correct bulbs fitted; lenses clean; arc screens fitted, spares available with certificates, sidelight inboard screens painted matt black; securing brackets and mountings in good condition		
	17	Navigation light failure warning on bridge tested		
	18	Current edition of International Code of Signals available		
	19	Chart correction log being kept		
	20	Charts in use appropriate for the ships current voyage plan		
	21	Mechanical docks (2 pcs.) for LMT and GMT		
	22	Signal Flags (complete set)		
	23	Country Flags		
	24	ECDIS updated also back-up paper charts provided		
	25	GPS working properly		
	26	Passage Plan from berth to berth for current voyage available and undersigned by all navigating officers		

	27	GMDSS equipment (Antennas, VHF installations, MF and HF Radio Installations, INMARSAT Ship earth stations, Navtex receiver, INMARSAT EGC receiver) in good condition, spare papers for printers is available		
	28	GMDSS batteries have been checked and found in good condition		
	29	Crew capable of operating NAVTEX and safety messages available for review		
	30	Satellite EPIRB clearly marked, able to float free, manual release fitted, Hydrostatic Release Unit within service. Can be manually activated.		
	31	Search and rescue locating devices are capable of operating with batteries in date (SART/AIS SART) min. 2 pcs > 500 GT, 300 GT < 1 pcs < 500 GT		
	32	Line-throwing appliances have been checked for validity and quantity		
	33	Rocket parachute flares have been checked for validity and quantity		
	34	VDR fitted and annual performance test certificate on board		
	35	Radio Log properly filled (Ship particulars, routine tests or records available)		
	36	GMDSS personnel have valid certificates and required number of operators on board		
	37	AIS fitted and updated for current voyage		
	38	Pilot ladder and embarkation arrangements in good condition		
	39	Pre-arrival and pre-departure tests been carried out and recorded to log books		
	40	Chronometer error log-book has been checked and found satisfactory		
	41	Bridge Navigation and Watchkeeping Alarm System (BNWAS) checked and found satisfactory		
	42	Compass bearing device (Pelorus or Azimuth ring)		
	43	Automatic Tracking Aid (ATA) checked and found satisfactory (Ships above 500 grt, build later 01.07.2002)		

<b>III</b>		<b>LIFE SAVING APPLIANCES</b>		
	1	Muster Lists in working language of crew posted throughout ship showing duties of all crew members		
	2	Emergency instructions provided for each person onboard		
	3	Training Manuals available in crew mess rooms or cabins (SOLAS, Fire Training Manuals, Fire Maintenance/Operational Booklet)		
	4	Life Saving Appliances on-board maintenance instructions available		
	5	All pyrotechnics, smoke signals and line throwing appliances within manufacturer expire dates (12 parachute pyrotechnics at bridge, 4 pcs. line throwing apparatus)		
	6	Minimum 3 VHF Radiotelephone apparatus working satisfactorily, clip, case and antenna in good condition (2 min. < 500gt) (together with spare batteries and separate charges for each radio with valid date)		
	7	Ship-specific plan and procedure for recovery of persons from the water, taking into account MSC.1/Circ.1447.		
		<b>Lifeboats, Rescue Boats and Launching Arrangements</b>		
	8	Lifting hooks checked for condition		
	9	Boat structure visually checked for condition		
	10	Mechanical propulsion tested and operative		
	11	Portable exposure covers, supports and securing arrangements checked for condition		
	12	Number of persons approved to carry, name of the ship, number of lifeboat and port of registry clearly marked		
	13	Each seating position is clearly indicated		
	14	Totally enclosed lifeboat canopy and closing appliances checked for condition		

15	The instructions for the hook release clearly posted in the working language for the crew.		
16	Lifeboats fitted with retro-reflective material in good condition		
17	All lifeboat equipment checked in accordance with LSA Code and found in accordance with the Record of Approved Cargo Ship Safety Equipment (Form E)		
18	Lifeboat attachment brackets checked (thinned? or intact?)		
19	Oars visually checked for condition		
20	Position of drain valves clearly marked		
21	Drain plugs fitted with chains one for each drain valve and 1 spare		
22	Rudder, tiller and steering arrangements checked for condition		
23	Bilge pumps tested and found satisfactory		
24	Food rations all within expire date		
25	Lifeboat pyrotechnics all within expire date and approved type		
26	Free-fall lifeboats Release and Recovery Arrangements in good condition		
27	Free-fall lifeboats Closing Appliances in good condition, loose gear stowed		
28	Free-fall lifeboats seats, anchorages and seat belts in good condition		
29	Lifeboat engine starts readily		
30	Lifeboat engine any starting aids provided		
31	Lifeboat engine gearbox engages forward and astern		
32	Lifeboat engine exhaust system found free of fuel, cooling system free of leaks and hot surfaces properly insulated, fire retardent cover exist for engine and protection covers for moving parts of engine and shaft exists.		
33	Lifeboat engine properly serviced		
34	Portable fire extinguisher suitable for oil fires within service period		
35	Propeller guard checked for condition		
36	Batteries and charging arrangement checked and found satisfactory		
37	Water resistant instructions for starting and operating the engine clearly posted and in working language of crew		
38	Survival craft launching instructions using IMO symbols posted		
39	Lighting at muster stations adequate and supplied by emergency power source		
40	Embarkation ladders Annual survey of satisfactory condition of embarkation ladder 5-yearly survey of load test of embarkation ladder		
41	Lifeboat davits in good working condition		
42	All blocks greased and rotating freely		
43	Limit switches on davits tested and found satisfactorily		
44	Davit winches tested, brakes working satisfactory		
45	Free-fall lifeboat ramp and recovery arrangements where fitted in good working order, all moving parts correctly lubricated		
46	Lifeboat is lowered to the embarkation deck and launching appliances and their connections are checked for proper operation		
47	Skates and fenders fitted on lifeboat's body in satisfactory condition.		
48	Tricing gear fixed between davit and boat and bowing tackle readily available		



		<b>Liferafts</b>		
	49	Liferafts serviced intervals not exceeding 12 months at an approved service station		
	50	Containers free of cracks, marked with ships name, maker's name, serial no, last service date, number of persons and launching instructions		
	51	Liferaft painter permanently attached through weak link to the ship		
	52	The positions of liferafts are correct.		
	53	Hydrostatic connections are checked and found appropriate.		
	54	Each liferaft lashing (other than the forward liferaft) fitted with a hydrostatic release unit (HRU)		
	55	If fitted with HRU, serviced at intervals not exceeding 12 months at a service station competent to service		
	56	Launching davits for davit launched liferafts, where fitted, in good working order with off-release hook of approved type		
		<b>Rescue Boat</b>		
	57	Rescue boat equipment checked in accordance with LSA Code and found complete as per Record of Approved Cargo Ship SAFEQ Form E)		
	58	Rescue boat properly marked and fitted with retro-reflective material		
	59	Rescue boat, if inflatable type, serviced in accordance with the manufacturer's instructions and kept fully inflated ready for use		
	60	Lifeboat engine starts readily		
	61	Propeller guard checked for condition		
	62	Rescue boat launching appliance in good working order, including on-load, off-load release hook of approved type		
		<b>Personal Life Saving Equipment and Safety Equipment</b>		
	63	Lifebuoys fitted with retro-reflective material, correctly stowed, ships name correctly marked		
	64	Lifebuoys with self-igniting lights (at least half of the total lifebuoys carried) lights working		
	65	Lifebuoys with self igniting lights and self activating smoke signals (at least 2 lifebuoys) capable of quick release from the navigating bridge, smoke signals within expire date, has sufficient weight to release signals and correctly placed for proper use		
	66	Lifejackets whistle and light, fitted with retro-reflective material, batteries within expire date		
	67	Lifejackets stowed in accessible and clearly marked places		
	68	Additional lifejackets positioned for persons on watch (Bridge & ECR) and for use at remotely located survival craft stations		
	69	Immersion Suits fitted with retro-reflecting material, inspected for condition, lights checked and found satisfactory		
	70	Immersion suits provided for every person on board (number stated on Safety Eq. Certificate) plus additional suits in remote working stations		
	71	Thermal protective aids in all survival craft inspected for condition (where applicable) (for passenger ships)		
	72	Fireman's outfit with axe, safety harness, fireproof life line, gastight torch and safety harness complete, all air cylinders charged, safety lamp batteries tested and found satisfactory		
	73	Two spare bottles for each SCBA available		
	74	Infant life jackets (for passenger ships) (at least 2,5% on voyages less than 24h, for each infant on voyages 24h or greater)		
	75	Lifejacket accessories for 140kg persons		
	76	Chemical tanker protective suits and breathing apparatus checked for number, location and condition		

	77	Atmospheric test meters and alarms (oxygen, hydrocarbons etc.) calibrated and these records available.		
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IV		FIRE PROTECTION, DETECTION AND EXTINCTION		
	1	Fire control plans permanently displayed in good condition and up-to-date with amendments		
	2	Duplicate set of plans permanently stored outside the deckhouse with recent crew list		
	3	Instructions for all fire fighting equipment available in working lang.of crew		
	4	Main fire pump is tested with 2 hoses in connection		
	5	Emergency fire pump associated ship's side valves operating freely and fitted with spindles		
	6	Emergency fire pump starting system checked and instructions clearly displayed in working language of crew		
	7	Fire Main/Foam Line with expansion couplings checked for condition, inspected under pressure and found free from leaks		
	8	Isolating valves clearly marked and operational		
	9	Hydrants with handwheels in good condition		
	10	Fire hoses, nozzles, tools and fire boxes found in good condition with no leaks, all correctly stowed		
	11	Sand boxes full and scoop in place		
	12	International Shore Con. readily available and location clearly marked		
	13	Fixed fire extinguishing arrangements for machinery and cargo spaces control rooms clearly marked and readily accessible.		
	14	Gas release alarm operating satisfactory. Clear instructions for operation posted in working language of crew. (All CO2 systems shall to be provided with two separate releasing controls)		
	15	Servicing records for fixed systems available including date of last recharge/sample test of foam (2 yearly)		
	16	Portable and non-portable fire extinguishers fully charged, properly stowed and within service dates. Servicing/inspection records available (yearly)		
	17	Paint locker fire extinguishing system checked and found satisfactory		
	18	Galley exhaust grease traps clean and dampers operational		
	19	Remote stops for ventilation fans, galley exhaust, boiler fans, oil fuel pumps and other pumps that discharge flammable liquids, operational and clearly marked		
	20	Quick closing valves on the tanks for oil fuel, lubricating oil and other flammable liquids, operational and wires in good condition		
	21	Ventilation and funnel dampers, operational and clearly marked		
	22	Ventilation and funnel dampers easily accessible?		
	23	Fixed detection and alarm systems; all detectors operational		
	24	Inert Gas system generator, scrubber, valves, pipe work, blowers, control system, deck seal, oxygen analyzer, alarms and overboard discharge in good condition and operating satisfactory		
	25	Self-closing doors satisfactory and no holdback hooks fitted		
	26	Remote release doors all operating satisfactorily		
	27	EEBDs positioned as required by Flag State and shown on the Fire Control Plans and serviced with manufacturer's recommendation		
	28	Emergency exits from accommodation, machinery and other spaces unobstructed with ladders and hatches in good condition. Emergency lighting checked and found satisfactory		

	29	Acetylene and Oxygen cylinders stored in approved permanent stowage facilities clearly marked outside of machinery spaces		
	30	Empty cylinders stored like full cylinders in storage spaces clearly marked		

V		<b>HULL AND FITTINGS</b>		
		<b>Structure</b>		
	1	No cracks, buckling or defects in the decks, bulkheads, cargo holds, shell plating, top side tanks, tanktop plating		
	2	Chain lockers checked for wastage		
	3	Hatch cover mechanism checked for hydraulic leaks		
	4	Hold access ladders checked for damage and wastage		
	5	Embarkation and disembarkation arrangements (gangways and accommodation ladders) are inspected and maintained in accordance with SOLAS Ch II-I, Reg. 3-9		
		<b>Mooring Arrangements</b>		
	6	Anchors and chain cables in good condition, properly stowed, hawse pipe and chain pipe covers in place		
	7	Windlass and mooring winches checked with respect to brake linings, guards, wastage of foundations, operating controls, hydraulic leaks		
	8	Mooring ropes and wires in good condition		
	9	Fairleads in good condition and rollers free		
		<b>Cargo Gear</b>		
	10	Cargo gear surveys up-to-date		
	11	Derricks, cranes, masts and loose gear checked for condition		
	12	All ladders, walkways and handrails checked for condition		
	13	Winches used in association with lifting equipment in good condition		
	14	Safe working loads clearly marked		
		<b>Load Line items</b>		
	15	Load line marks including the deck line, and draught marks, all clearly visible and correctly marked (must be identical with the mark in the Load Line Certificate)		
	16	Ship with timber load line markings, timber fittings in good condition		
	17	Ventilators & air pipes checked for damage and wastage, including condition of closing devices and flame screens		
	18	Watertight doors checked for condition; e.g. corrosion, buckling of door and hinges, deterioration of gasket retaining channel, missing/frozen/corroded dogs/cleats/weather-water tightness		
	19	Main cargo hatch coamings and coaming stays checked for condition, e.g. corrosion and damage		
	20	Main hatch covers and access hatch covers checked for condition; e.g. corrosion and damage to retaining channels, missing/deteriorated gasket and missing/frozen/corroded dogs/cleats/weather-water tightness (Hatch cover side cleats, cross joint wedges intact and operational? Rubber seals and retaining channels intact? Corner drains provided with non-return devices? Compression bars not misaligned?)		
	21	Windows, sidescuttles and skylights checked for condition		
	22	Deadlights and storm covers, where fitted, checked for condition		
	23	Water level/ ingress alarms (audio & visual) operating properly and protected		
	24	Prevention of blockage of drain openings in vehicle, special category and ro-ro spaces		

VI		<b>MACHINERY AND ELECTRICAL</b>		
		<b>Machinery</b>		
	1	Machinery spaces including steering gear space, pump room, tank tops and bilges free from excess oil or other fire hazard including accumulations of oily waste material and rags		
	2	Main machinery and essential auxiliaries operating satisfactorily and with no excessive fuel, lubricating oil, or water leakages		
	3	Shielding of high pressure oil fuel lines in place, alarm is working		
	4	Exhaust pipes properly insulated and the insulation free of any oil contamination		
	5	Steam pipes properly insulated		
	6	No excessive steam leaks		
	7	Boiler safety valve operating		
	8	Boiler gauge glasses clean		
	9	Bilge pumping system operating satisfactorily		
	10	All sounding pipes in machinery spaces fitted with closing devices. If weighted lever cocks are used, the weights in place and levers not constrained in the open position		
	11	Cooling water piping systems examined for condition		
	12	Sea chests and sea valves in good condition		
	13	Remotely operated watertight doors, tested and found satisfactory		
	14	Communication between engine room/control room and bridge including telegraph satisfactory		
	15	Escape routes from machinery spaces not obstructed		
		<b>Alarms</b>		
	16	Engineer's alarm (audible in engineer's accommodation area)		
	17	Machinery alarms		
	18	Boiler alarm		
	19	General alarm to be audible throughout accommodation and normal crew working spaces (SOLAS III/B/I/6.4.3)		
		<b>Electrical</b>		
	20	Conduit for electric cabling on deck checked for condition		
	21	Main generators capable of being synchronized for condition (where applicable)		
	22	Electric cabling including junction boxes, throughout accommodation, machinery spaces and on deck to be checked for protection, insulation, support of cable runs, broken fittings or cables with bare ends, and found in satisfactory condition. Megger tests available.		
	23	Lighting and electrical installations in hazardous area e.g. battery rooms, paint lockers, acetylene and oxygen storage, verified to be of certified Safe Type and found in satisfactory condition		
	24	Ventilation of battery compartment satisfactory, natural ventilation fitted at ceiling.		
		<b>Main and Emergency Switchboards</b>		
	25	All protective devices (e.g. fuses, circuit breakers) present and in working order		
	26	Instrumentation and indicators correct and in working order		
	27	Equipped where necessary with non-conducting mats front and rear		
	28	No obstructions or equipment stored in or around switchboards		
		<b>Emergency source of power - generator</b>		
	29	Generator tested on load		



	30	Automatic start, if applicable, tested		
	31	Starting batteries and charging arrangements, where fitted, checked and charger operating correctly		
	32	Secondary means of starting tested		
		<b>Emergency source of power - batteries</b>		
	33	Charger checked and operating correctly		
	34	Charge indicators fitted and working		
	35	Batteries tested on load		
		<b>Emergency lighting</b>		
	36	Emergency lighting and services examined working and found satisfactory (machinery spaces; escape ways, muster stations etc.)		
		<b>Steering gear</b>		
	37	No hydraulic leaks		
	38	Rudder angle indicators reading the same as the bridge and clearly visible at emergency steering position		
	39	Emergency steering gear change over and operation instruction clearly displayed		
	40	Communication with bridge operating satisfactorily		
	41	Steering gear tested within 12 hours of departure, instructions available for change over for remote steering gear control		
	42	Officers know emergency steering procedures		

<b>VII</b>		<b>MARPOL</b>		
	1	Is the Oil Filtering Equipment on board type approved according to the IOPP Certificate?		
	2	Is the Oil Filtering Equipment system effectively inspected, tested and maintained in accordance with the planned maintenance system on board?		
	3	Is the 15 ppm oil content alarm correctly adjusted and operating properly?		
	4	Is the automatic 3-way valve or stopping device at the outlet of the Oil Filtering Equipment functioning?		
	5	A sampling point is provided in a vertical section of the water effluent piping as close as is practicable to the 15 ppm Bilge Separator outlet.		
	6	Is the Oil filtering Equipment system free of illegal bypasses or unauthorized modifications?		
	7	If the incinerator is designated for burning oil residues, has it been marked in the IOPP Certificate?		
	8	If the auxiliary boiler is designated for burning oil residues, has been marked on the IOPP Certificate?		
	9	Are the sludge tanks free of illegal direct connection overboard?		
	10	Is there a standard discharge connection to enable sludge to be discharged to shore reception facilities?		
	11	Is there evidence that sludge and/or bilge water has been discharged to port facilities?		
	12	If sludge has not been discharged into port facilities, has the incinerator or auxiliary boiler been used for burning sludge on board?		
	13	Is there sufficient capacity remaining in the sludge and/or bilge water tanks for the intended voyage?		

VIII		<b>Additional Items for Bulk Carriers</b>		
		L : Length in accordance with article 2(8) in Load Line Convention and Load Line Certificate		
	1	Is an approved loading manual available?		
	2	Is an approved loading & unloading sequence manual available? (For bulk carriers in accordance with SOLAS Chapter VI Part B Reg.7 & BLU Code)		
	3	Is an approved check condition pages of loading instrument available? (For ships L > 150 m)		
	4	Is loading instrument approval document available? (For ships L > 150 m)		
	5	Are class records indicating that the vessel is in compliance with SOLAS Chapter XII Reg.4.2 and Reg.6.1 (IACS URS 19,22 & 23) (For ships L > 150 m)		
	6	If the vessel is not compliance with item 5, a triangle plate is to be fitted on the vessel's outer shell plate as described by SOLAS Chapter XII Reg. 8.3 and restriction is to be inserted on approval pages of all loading manuals and stability booklets.		
	7	Is the vessel equipped with water level detectors in all cargo holds and forecastle spaces as stipulated by SOLAS Chapter XII Reg.12? Bridge monitors were checked and found operational?		
	8	Is the vessel equipped with dewatering system in forecastle spaces as stipulated by SOLAS Chapter XII Reg.13? Remote controls were checked and found operational? All valves on the overboard piping are provided with remote control?		
	9	Are class records indicating that the vessel is in compliance with MSC Res. 146(77) (IACS URS 26, 27, 30, 31)?		
	10	Are shear forces and bending moments calculated and filed at every voyage?		
IX		<b>ISM</b>		
	1	Is the Safety Management documentation on board? (Manuals)		
	2	Is relevant documentation regarding the SMS in a working language or languages understood by the ship's personnel?		
	3	Is there evidence that the Master has carried out the review of the SMS?		
	4	Can senior officers identify the "designated person" and the means to contact that person?		
	5	Have the procedures for establishing and maintaining contact with shore management in an emergency been tested?		
	6	Are programs for drills and exercises to prepare for emergency actions available on board and are records available?		
	7	Have the procedures to report non-conformities, accidents and hazardous occurrences been followed?		
	8	Does the ship's SMS have a maintenance routine which includes the testing of stand by equipment and critical equipment/system and are records available?		
	9	Is there evidence of an effective maintenance system?		
	10	Are introduction/familiarization procedures for crew members carried out in accordance with documented procedures?		
	11	Are the crew members able to communicate effectively in the execution of their duties related to the SMS?		
	12	Is there evidence of repetitive deficiencies from previous PSC Inspections?		
	13	Are Master's Standing Orders, Night Orders available?		
	14	Personnel protective equipment (PPE) such as safety shoes, helmets, overalls, gloves, goggles , safety harnesses etc. are available and in use		
	15	Are internal safety audits on board and ashore carried out at intervals not exceeding 12 months?		
	16	Is there evidence of assessment of all risks to ships, personnel and the environment and establishment of the appropriate safeguards?		

X		PSC		
	1	Have the last two PSC deficiencies been dealt with?		
	2	Is there recurrence in the history of PSC deficiencies?		
XI		MLC		
	1	Are all seafarers over 16 years of age?		
	2	No seafarers below 18 years of age carry out/ employed in night work or dangerous work		
	3	Is the cook over 18 years of age?		
	4	Is a fully qualified cook (with a valid certificate/document of compliance) employed for ships with prescribed manning $\geq 10$ Is the personnel trained and instructed in areas including food and personal hygiene, storage of food for ships with prescribed manning $< 10$		
	5	Do all seafarers have valid medical certificates to carry out their duties, and in English?		
	6	Have all seafarers completed personal safety onboard training?		
	7	Do all seafarers have valid Certificates of Competency including endorsements (Endorsement issued by Flag State not by Authorized Company)		
	8	Minimum Safe Manning Document (Is the ship manned accordingly?)		
	9	Do all seafarers have a copy of their employment agreement, signed and in English?		
	10	Are all seafarers paid regularly and in full in accordance with their SEA and CBA if exists? Are all seafarers given a monthly account of wage?		
	11	Do the records confirm that the maximum hours of work or minimum hours of rest is followed, and in English?		
	12	Is the food and drinking water served on the ship of appropriate quantity, nutritional value and quantity, in accord with national provisions, to cover the requirements of the ship and takes into account the differing cultural and religious backgrounds of seafarers working and living on board and free?		
	13	Are medical personnel with appropriate qualifications (medical doctor or seafarers trained to administer medical care or medical first aid) on board?		
	14	Is there an approved medical form in use and is kept confidential?		
	15	Is the medicine chest, medical equipment and medical guide in compliance with national legislation and with valid dates? Is the ship's hospital tidy and medical records up-to-date?		
	16	Has a proper risk assessment been carried out for onboard occupational safety and health management?		
	17	Does the ship have onboard procedures for the fair, effective and expeditious handling of seafarer complaints?		
	18	Is ILO 92/133 certificate available on board?		
	19	Are the lighting, hot and cold water supply, drainage, heating and ventilation arrangements in the accommodation satisfactory?		
	20	Is the furniture and equipment in the sleeping rooms in satisfactory condition?		
	21	Are the mess rooms, sanitary facilities, laundry, hospital, recreational, catering facilities and provision facilities clean, hygienic and in satisfactory condition?		
	22	Are the frequent inspection records for accommodation, food and water facilities available?		
	23	Records of frequent Ship Safety Committee Meetings available?		









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