

# ZANZIBAR MARITIME AUTHORITY

## PROCEDURES ON PORT STATE CONTROL (PSC) INSPECTION OF FOREIGN SHIPS VISITING ZANZIBAR PORTS

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### 1. TITLE:

Procedures on Port State Control (PSC) Inspection of Foreign Ships Visiting Zanzibar Ports

### 2. PURPOSE

To Provides guidance on how to conduct port state control (PSC) inspection to foreign vessels visiting Zanzibar port, anchorages and off-shore installations.

### 3.0 AUTHORITY:

- (a) This procedure is based on the authorities granted in the *Maritime Transport Act, 2006*,
- (b) This procedure was authorized by the ZMA

### 4.0 BACKGROUND

4.1 The United Nations Convention on the Law of the Sea (UNCLOS) 1982 under Articles 73, 218, 219 and 226 empowers port and coastal states to carry out inspection of foreign vessels visiting their ports, anchorages, and offshore installations to verify if such ships are in compliance with applicable international standards and rules, and to take appropriate administrative measures, including detention of vessels as per law of respective coastal and port state.

4.2 Similarly several IMO Conventions provides for control measures to be followed by Party to relevant convention regarding foreign ships visiting their ports. Such conventions include SOLAS, Chapt.1 Reg.19, Chapt.IX-Reg. 6.2, Chapt.XI-Reg.4, Chapt.XI-2 Reg.9 as modified by SOLAS Protocol 1988; Load Line Art. 2; MARPOL Annex 1-Reg. II, Annex II Reg. 16.9, Annex III Reg. 8, Annex IV-Reg. 13, Annex V, Reg. 8, and Annex V Reg. 10; STCW Art.X, Tonnage 1969 Art.12 and AFS Article II.

4.3 Sect. **324, 325, 326, 327 and 328** of Maritime Transport Act, No. 5 of 2006 as amended provides for inspection of ships flying foreign flags while in Zanzibar PORT

4.4 Port State Control (PSC) is a measure of inspection of foreign ships while in Zanzibar Port, implemented worldwide through Memorandum of Understanding

(MoUs), for purpose of verifying the conditions of ships and its equipments comply with requirements of the referred International Conventions and that ship is manned and operated in accordance to international law.

4.5 IMO has developed a number of resolutions to provide basic guidance and uniform standards of conduct for port state control and afford consistency on conduct of these inspections, recognitions of deficiencies of ships, its equipment, or its crew and the application of its control procedures, and its latest being Resolution A. 1052(27).

4.6 Indian Ocean Memorandum of Understanding to which Tanzania is a party is among regional MoU which has promulgated its detailed procedures for implementation of Port State Control inspection.

#### **5.0 SCOPE:**

This procedures applies to foreign ships visiting ports, anchorages, off-shores installations in Zanzibar and include ships of non-convention size belonging to non Parties to conventions referred Step 4.1 & 4.2,subject to extent application as mentioned in IMO Resolution A 1052(27).

#### **6.0 RESPONSIBILITY**

**6.1.**The Directorate of Maritime Safety and Security is accountable to ensure the application, implementation, development and improvement of this Procedure.

**6.2.** The Chief Inspector, Directorate of Maritime Safety and Security is responsible to supervise all follow up arrangements of detained ships, make review of ships performance and issue authorization for follow up inspection.

**6.3.** The Port State Control Officer is responsible for the handling of detentions, including the investigation, reporting, analysis and determination of deficiencies root-cause, recommendations including, preventive, corrective and follow up actions to avoid future occurrence of major detentions within their geographical area. The PSCO is a properly qualified person, authorized to carry out Port State Control inspections in accordance with MOU and regulations by the maritime authority of the port State and acts under its responsibility

## **7.0PROCEDURE**

### **7.1 Port State Inspections**

8.1.1 The ZMA conducts port state inspection to foreign ships visiting ports, anchorages and offshore installations in Zanzibar. All inspections under this Procedure are carried out in accordance to IMO Resolution A 1052(27) and procedures of IOMoU.

### **7.2. Port State Control Officer (PSCO)**

8.2.1 The PSCO is a properly qualified person, authorized to carry out Port State Control inspections in accordance with MOU or regulations by the Maritime Administration of the Port State and acts under its responsibility. He is appointed under Sect.325 with qualifications as provided in minimum criteria for inspectors ( Annex VI).

7.2.2 The PSCO may be assisted by other surveyors or inspectors, but responsibility for conduct of inspection and deficiencies found therein remains to the PSCO. The PSCOs are encouraged to carry out inspection in team in order to build transparency and professionalism in inspection.

7.2.3 The PSCOs are advised that ships which have already inspected by any IOMoU member countries should not subjected to further inspection within six months of such inspection unless the PSCOs have clear grounds for detailed inspection or there are other specific complaints or other reasons to undertake such inspection.

7.2.4 All PSCOs obtains their approval from Register in consultation with , DMSS before ordering the detention or release of the ships, and such approval may be made over telephone but it should be formalized at the earliest.

### **7.3 Notification of Ship Arrival**

7.3.1 The ship owner/company or master reports to The PSCO the ship's scheduled time of arrival in a Zanzibar port or anchorage via email [info@zma.go.tz](mailto:info@zma.go.tz) or facsimile not later than three days before the expected time of arrival. If the voyage is expected to take less than three days, the notification on

expected time of arrival shall be recorded not later than 1 day before the ship leaves the port or anchorage. The notification required shall contain:

- a) ship identification (name, call sign, IMO identification number or MMSI number);
- b) port of destination;
- c) expected time of arrival and expected time of departure (ETA, ETD);
- d) information on whether the ship plans anchoring (anchorage or mooring arrangements);
- e) total number of persons on board;
- f) planned operations (loading, unloading, other); ROs'.

8.3.2 The company or master, not later than 1 hour after arrival, submits a notification to the PSCO the ship's actual time of arrival. Time of arrival means time when the ship is moored or anchored. Similarly the company or master, not later than 1 hour after the ship has left the port or anchorage submits a notification in of the ship's actual time of departure.

### **7.3. Selection of visiting ships for inspection**

8.3.1 Each day the PSCO selects a number of ships to be inspected at a particular time based on expected ships arrivals, their particulars and previous ship inspections. In addition, the PSCO makes a selection priority if he finds there are a large number of ships at a time, and that selection is considered based on ships reported by pilots to have deficiencies, ships carrying dangerous or polluting good, ships reported by another Authority, ships involved in a collision, grounding, stranding, on the way to port, etc.

### **7.4. Inspection procedure**

8.4.1 The PSCO proceeds to the ship and before boarding, gains, from its appearance in the water, an impression of its standard of maintenance from such items as the condition of its paintwork, corrosion or pitting or unrepaired damage.

7.4.2 On boarding and introducing to the master or the responsible officer, the PSCO conducts initial inspection by verifying the ship's relevant certificates and documents as listed in Annex I. In addition, the PSCO conducts a general inspection of several areas on board to verify that the conditions of the ship

comply with those required by the various certificates. The inspection may be confined to reported or observed deficiencies, if any.

7.4.3 If the ship is found to comply, the PSCO issues a “*clean inspection report*” (Form A) to the master of the ship. He then records the data of the ship and the inspection result on the central computer database.

7.4.4 If the PSCO finds that certificates or documents on board are not valid, or if there are “*clear grounds*” to believe that a ship, its equipment or its crew does not substantially meet the requirements of relevant conventions, he will pursue a “*more detailed inspection*” and re-inspect to determine whether work or action to rectify any deficiency has been carried out or taken. The clear grounds for more expanded inspection are listed in Annex II. The PSCO observes the relevant procedures and guidelines for the control of ships specified in the Annex III.

## **7.5 Expanded inspection**

7.4.1 The PSCO carries out expanded inspection if there are more grounds for more detailed inspection for ship belonging to category A of Annex IV. This inspection takes into account the guidelines provided in Annex V.

7.4.2 The expanded inspection is not carried out to any ship that was subjected to that inspection by any member state of IoMoU during the immediately preceding period of 12 months. The PSCO carries out expanded inspection to a passenger ship operating on a regular schedule in or out of a Zanzibar port before the ship starts operating, and every 12 months thereafter subject to consultation with the competent authority of a member State, where the ship operates to ports in that member State.

7.4.3 If the ship is subjected to an expanded inspection, the company or master ensures sufficient time is available to allow that inspection to be carried out, and therefore the ship remains in the port until the inspection is completed.

## **7.5 Report of inspection to the master**

7.5.1 On completion of an initial inspection, a more detailed inspection or an expanded inspection, the PSCO issues a report in accordance with Annex IX to the master of ship, giving the results of the inspection and any decisions taken, and corrective actions (if any) to be taken. A copy of the PSCO report is also sent to Memorandum of Understanding and flag state.

7.5.2 If the identified deficiencies warranting the detention of a ship, the document to be given to the master includes information regarding future publication that detention in accordance with this procedure.

7.4.3 The PSCO may allow proceeding to another port if the identified deficiencies cannot be remedied at the port of inspection, and subsequently notify the competent authority of the next port of call and the flag State.

## **7.5 Rectification and detention**

7.4.1 The PSCO must ensure that the owner or company rectifies all identified deficiencies in accordance with the Conventions.

7.5.2 When the identified deficiencies are clearly hazardous to safety, health or the environment, the PSCO will detain the ship, or order the stoppage of the operation. A detention notice may order the ship to remain or move in a particular place (anchorage or berth) and specify circumstances when the ship may be moved from a specified place for reasons of safety or prevention of pollution.

7.5.3 A detention notice or stoppage of an operation cannot be lifted unless PSCO establishes ship can proceed to sea or the operation be resumed without risk to the safety and health of passengers or crew, or risk to other ships, or causing an unreasonable threat to or harm to the marine environment.

7.5.4 Where an inspection reveals that a copy of the document of compliance or the safety management certificate required by ISM Code are not on board a vessel to which the ISM Code is applicable at the date of inspection, the PSCO will detain the ship.

7.5.5 Where the ship is detained under preceding step while no other deficiencies warranting detention of a ship has been revealed, the PSCO will lift the detention order for the purpose of avoiding port congestion and immediately inform the Authority of flag state.

7.5.6 A ship released from detention under preceding Step cannot be allowed to *enter* any port in Zanzibar until the owner provides evidence to the satisfaction of the competent authority of the member State where the ship was detained that the ship fully complies with the requirements of the ISM Code.

7.5.7 On event of ship detention, the PSCO immediately informs, in writing, the flag administration or the Consul or, in his absence, the nearest diplomatic mission of the State of the flag administration, of all the circumstances in which intervention was deemed necessary. In addition, nominated surveyors or RO responsible for the issue of the ship's certificates are also notified where relevant.

#### **7.6. Follow up to inspections and detentions**

7.6.1 The PSCO may, subject to agreed conditions between parties, allow the detained ship to proceed to the nearest appropriate repair yard available if deficiencies which caused a detention cannot be remedied in the port of inspection. Such conditions include safety and security precautions while ship sailing to agreed port and a confirmation of flag state that remedial action has been taken.

7.6.2 When the PSCO allows the inspected or detained ship to rectify deficiencies to nearest port of call, he will notify the relevant authority of the state where the repair yard is situated, and other parties concerned. The notification will be also sent to the IoMoU in format shown in Annex.

7.6.3 Where the ship fails to comply with conditions in Step 8.6.1 or fails to comply with the applicable requirements of the Conventions by not calling into the indicated repair yard; will not be allowed to enter any port within Zanzibar until the owner provides evidence that the ship fully complies with all applicable requirements of the Conventions.

7.6.4 Where a ship proceeds to sea from a port in Zanzibar without complying with the conditions referred under Step 8.6.1, the PSCO will immediately alert the competent authorities of all the other member states.

7.6.5 Where a ship to which applies is to proceed to a repair yard in Zanzibar but fails to call into the repair yard indicated, the PSCO will immediately alert the competent authorities of all other member States.

#### **7.7 Suspension of Inspection**

7.7.1 Where, as a result of a more detailed inspection, the overall condition of a ship and its equipment, as well as the crew conditions, are found to be obviously substandard, the PSCO may suspend an inspection. Suspension order cannot be issued unless the PSCO has recorded detainable deficiencies. Such suspension

must continue until the responsible parties have taken the steps necessary to ensure that the ship complies with the requirements of the relevant instruments.

7.7.2 Where the ship is detained and an inspection is suspended, the PSCO will immediately notify the responsible parties without delay, and such notification includes information regarding the detention, and state that the inspection is suspended until that DMSS has been informed that the ship complies with all relevant requirements.

### **7.8 Port state action in Response to Alleged Substandard Ships**

7.8.1 On receiving information about an alleged substandard ship or alleged pollution risk from interested stakeholders, the PSCO will immediately investigate the matter and take the action required by the circumstances in accordance with the preceding sections. The interested stakeholders may include authorities of the port State by a member of the crew, a professional body, an association, a trade union or any other individual with an interest in the safety of the ship, its crew and passengers,

7.8.2 Where the PSCO determines that a ship can be regarded as substandard, he will immediately ensure that corrective actions are taken to safeguard the safety of the ship, passengers and/or crew and eliminate any threat of harm to the marine environment before permitting the ship to sail.

### **7.9 Reports from pilots and port authorities**

7.9.1 A pilot, engaged in the berthing or unberthing in any port in Zanzibar is required to inform the PSCO whenever he finds, in the course of their normal duties, the ships bound to member state have deficiencies which may prejudice the safe navigation of the ship, or which may pose a threat of harm to the marine environment.

7.9.2 Where a port authority, when exercising its normal duties, learns that such a ship within its port has deficiencies which may prejudice the safety of the ship or poses an unreasonable threat of harm to the marine environment, that port authority shall immediately inform the PSCO.

## **7.10 Publication of detentions**

7.10.1 DMSS publishes on a quarterly basis information regarding the ship detained during the previous 3-month period and those detained more than once during the past 24 months. The information includes the following—

- (a) the name of the ship;
- (b) the name of the ship owner or the operator of the ship;
- (c) the International Maritime Organization number;
- (d) the flag state;
- (e) the classification society, where relevant;
- (f) where applicable, any other Party which has issued certificates to such ship in accordance with the Conventions on behalf of the flag State;
- (g) the reason for detention; and
- (h) port and date of detention.

## **7.12. Observations of General Procedural Guidelines**

7.12.1 The PSCO are advised to observe the Code of Good Practice for PSCOs, such that he uses professional judgment in carrying out his duties and consults others as deemed necessary. He does not disclose source of information if inspection is based on a report or claimant, and he takes all possible efforts to avoid a ship being unduly detained or delayed.

7.12.2 Similarly the PSCO should focus to main purpose of port state control to prevent a ship proceeding to sea if it is unsafe or presents an unreasonable threat of harm to the marine environment. The PSCO exercises professional judgment to determine whether to detain a ship until the deficiencies are corrected or to allow it to sail with certain deficiencies. However the PSCO are advised not to issue detention order if the grounds for detention are the result of accidental damage suffered on the ship's voyage to a port.

## **7.13 Owner's right of appeal**

8.13.1 On receiving of detention notice, the owner or operator of a ship, or his or her representative in Zanzibar, may appeal against a detention decision taken by the PSCO but such detention will not be suspended. The appeal will be submitted to a single arbitrator if made within 7 days of the commencement of the detention. The arbitrator, on hearing of appeal may confirm or vary the detention and his decision will be final.

## 8.0 DEFINITIONS.

8.1. **Deficiency:** Non-compliance, discrepancy or deviation from the requirements of the relevant instruments conventions.

8.2 **Detainable deficiency:** Deficiency that presents an immediate threat to the ship, its personnel or the environment which renders the ship unsafe to proceed to sea

8.3 **Detention:** Intervention action taken by the Port State when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not proceed to sea while presenting danger to a ship, persons on board or presenting an unreasonable threat of harm to the marine environment.

8.4 **Inspection:** A visit on board a ship to check the validity of the relevant Certificates, documents, overall condition of the ship, her equipments and her crew.

8.5 **More detailed inspection:** An inspection conducted when there are clear grounds for believing that the condition of the ship, her equipment or her crew does not comply with the relevant conventions

8.6 Port **State Control Officer (PSCO):** A person duly authorized by the Zanzibar Maritime Authority in accordance to Port State regulation Authority in to carry out PSC inspections.

8.7 **stoppage of an operation:** means a formal prohibition of a ship to continue an operation due to the established deficiency

## 10.0 Date of Review

This procedure shall be reviewed every twelve (12) months after its approval by Board of Director.

**Approved by the Board on this .....day of .....2019**

**Signature.....  
Chairman  
Zanzibar Maritime Authority**

**Signature.....  
Director General  
Zanzibar Maritime Authority**

**ANNEX 1**  
**LIST OF CERTIFICATES AND DOCUMENTS**

- 1.** International Tonnage Certificate (1969).
- 2.** Passenger Ship Safety Certificate.
- 3.** Cargo Ship Safety Construction Certificate.
- 4.** Cargo Ship Safety Equipment Certificate.
- 5.** Cargo Ship Safety Radiotelegraphy Certificate.
- 6.** Cargo Ship Safety Radio Certificate.
- 7.** Exemption Certificate.
- 8.** Cargo Ship Safety Certificate.
- 9.** Document of Compliance (SOLAS 74, regulation 11-2/54).
- 10.** International Certificate of Fitness for Carriage of Liquefied Gases in Bulk.
- 11.** International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.
- 12.** International Oil Pollution Prevention Certificate.
- 13.** International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk.
- 14.** International Load Line Certificate (1966).
- 15.** International Load Line Exemption Certificate.
- 16.** Oil Record Book, Parts I and II.
- 17.** Shipboard Oil Pollution Emergency Plan.
- 18.** Cargo Record Book.
- 19.** Minimum Safe Manning Document.
- 20.** Certificates of Competency including dangerous goods endorsement.
- 21.** Medical Certificates, (see, Maritime Labour Convention, 2006, Appendix A5 concerning Medical Examination of Seafarers).
- 22.** Stability information including grain loading information and document of authorization.
- 23.** Safety Management Certificate and Document of Compliance issued in accordance with the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Maritime Organization Resolution A.741 (18)).
- 24.** Certificates as to the ship's hull strength and machinery installations issued by the

classification society in question, only to be required where the ship maintains its class with a classification society.

**25.** Survey report files (in case of bulk carriers or oil tankers in accordance with resolution

A. 744 (18)).

**26.** For ro-ro passenger ships, information on the A/A max ratio.

**27.** Document of authorization for the carriage of grain.

**28.** Special Purpose Ship Safety Certificate.

**29.** High-Speed Craft Safety Certificate and permit to operate High-speed Craft.

**30.** Mobile offshore Drilling Unit Safety Certificate.

**31.** For oil tankers, the record of the oil discharge monitoring and control system for the last ballast voyage.

**32.** The muster list, fire control plan, and, for passenger ships, a damage control plan.

**33.** Ship's log-book with respect to the records of tests and drills and the log for records

of inspection and maintenance of life-saving appliances and arrangements.

**34.** Procedures and Arrangements Manual (chemical tankers).

**35.** Cargo Securing Manual.

**36.** Certificate of Registry or other document of nationality.

**37.** Garbage Management Plan.

**38.** Garbage Record Book.

**39.** Bulk Carrier Booklet (SOLAS Chapter VI, regulation 7).

**40.** Reports of previous port state control inspection.

**41.** Maritime Labour Certificate; and

**42.** Declaration of Maritime Labour Compliance

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## ANNEX II

### **“CLEAR GROUNDS” FOR A MORE DETAILED INSPECTION**

- Vessels whose statutory certificates on the vessel’s construction or equipment, issued in accordance with the conventions, and the classification certificates have been issued by an organization which is not recognized by the authority;
- Ships that have deficiencies to be rectified in the next port;
- Ships that have deficiencies to be rectified within 14 days;
- Ships flying the flag of a non-Party to a relevant instrument;
- Ships that are in a category for which “*expanded inspection*” has been decided, i.e.: oil tankers older than 20 years, bulk carriers older than 12 years, gas and chemical carriers older than 10 years, and passenger ships;
- During examination of the certificates and documents inaccuracies have been revealed or the documents have not been properly kept updated;
- Indications that the crew members are unable to communicate with each other, or that the ship is unable to communicate with shore- based authorities;
- Evidence of cargo and other operations not being conducted safely or in accordance with IMO guidelines;
- 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;
- Absence of an up to date muster list, or crew members not aware of their duties in the event of fire or an order to abandon ship;
- The emissions of false alerts not followed by proper cancellation procedures;
- The absence of principal equipment or arrangements required by the conventions;

- Evidence from the PSCO's general impression and observations that there are serious hull and structural deteriorations or deficiencies that may jeopardize the structural, watertight or weather tight integrity of the vessel;
  - Excessively unsanitary conditions on board the vessel;
  - Information or evidence that the master or crew is not familiar with essential shipboard operation relating to the safety of the vessel or the prevention of pollution, or that such operations have not been carried out.
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**ANNEX III:  
PROCEDURES FOR THE CONTROL OF SHIPS**

- 1.** Procedures for Port State Control (International Maritime Organization Resolution A.787(19), as amended).
- 2.** Principles of Safe Manning (International Maritime Organization Resolution A.481(X11)) and Annexes which are Contents of Minimum Safe Manning Document (Annex 1) and Guidelines for the Application of Principles of Safe Manning (Annex 2).
- 3.** Procedures for the Control of Ships and Discharges under Annex 11 to MARPOL 73/78 (International Maritime Organization Resolution MEPC 26 (23)).
- 4.** The Provisions of the International Maritime Dangerous Goods Code.
- 5.** International Labour Organization (ILO) publication "Inspection of Labour Conditions on Board Ship: Guidelines for Procedure".
- 6.** Annex 1 to the IOMOU Guidelines for Surveyors.

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## **ANNEX IV**

### **A. CATEGORIES OF SHIPS SUBJECT TO EXPANDED INSPECTION**

- 1.** Oil tankers, 5 years or less from the date of phasing out in accordance with MARPOL 73/78, Annex 1, regulation 13G, i.e.—
  - (a) a crude oil tanker of 20,000 tonnes deadweight and above or a product carrier of 30,000 tonnes deadweight and above, not meeting the requirements of a new oil tanker as defined in regulation 1(26) of Annex I to MARPOL 73/78, will be subject to expanded inspection 20 years after its date of delivery as indicated on the Supplement, Form B, to the IOPP Certificate, or 25 years that date, if the ship's wing tanks or double-bottom spaces not used for the carriage of oil meet the requirements of regulation 13G(4) of the Annex, unless it has been reconstructed to comply with regulation 13F of the same Annex;
  - (b) an oil tanker as mentioned above meeting the requirements of a new oil tanker as defined in regulation 1(26) of Annex I to MARPOL 73/78 will be subject to expanded inspection 25 years after its date of delivery as indicated on the Supplement, Form B, to the IOPP Certificate, unless it complies with or has been reconstructed to comply with Regulation 13F of that Annex.
- 2.** Bulk carriers, of over 12 years of age, as determined on the basis of the date of construction indicated in the ship's safety certificates.
- 3.** Passenger ships.

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## ANNEX V

### B. NON-MANDATORY GUIDELINES FOR EXPANDED INSPECTION OF CERTAIN CATEGORIES OF SHIPS

To the extent applicable the following items may be considered as part of an expanded inspection, Inspectors must be aware that it may jeopardize the safe execution of certain onboard operations, e.g. cargo operation, if tests having a direct effect thereon, are required to be carried out during such operations.

#### 1. SHIPS IN GENERAL (CATEGORIES IN SECTION A)—

- black-out and start of emergency generator;
- inspection of emergency lighting;
- operation of emergency fire-pump with two fire hoses connected to the fire main-line;
- operation of bilge pumps;
- closing of watertight doors;
- lowering of one seaside lifeboat to the water;
- test of remote emergency stop for e.g. boilers, ventilation and fuel pumps;
- test of steering gear including auxiliary steering gear;
- inspection of emergency source of power to radio installations;
- inspection and, to the extent possible, test of engine-room separator.

#### 2. OIL TANKERS

In addition to the items listed under section B(1), the following items may also be considered as part of the expanded inspection for oil tankers—

- fixed-deck foam system;
- fire-fighting equipment in general;
- inspection of fire dampers to engine room, pump room and accommodation;
- control of pressure of inert gas and oxygen content thereof;
- check of the Survey Report to identify possible suspect areas requiring inspection.

#### 3. BULK CARRIERS

In addition to the items listed under section B(1), the following items may also be considered as part of the expanded inspection for bulk carriers—

- possible corrosion of deck machinery foundations;
- possible deformation or corrosion of hatch covers;
- possible cracks or local corrosion in transverse bulkheads;
- access to cargo holds;
- check of the Survey Report File to identify possible suspect areas requiring inspection.

#### **4. GAS AND CHEMICAL TANKERS**

In addition to the items listed under section B(1), the following items may also be considered as part of the expanded inspection for gas and chemical tankers—

- cargo tank monitoring and safety devices relating to temperature, pressure and hullage;
- oxygen analysing and explosimeter devices, including their calibration; availability of chemical detection equipment (bellows) with an appropriate number of suitable gas detection tubes for the specific cargo being carried;
- cabin escape sets giving suitable respiratory and eye protection, for every person on board (if required by the products listed on the International Certificate of Fitness or Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or Liquefied Gases in Bulk as applicable);
- check that the product being carried is listed in the International Certificate of Fitness or Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or Liquefied Gases in Bulk as applicable;
- the fixed fire-fighting installations on deck, whether they be foam or dry chemical or other as required by the product carried.

#### **5. PASSENGER SHIPS**

In addition to the items listed under section B(1), the following items may also be considered as part of the expanded inspection for passenger ships—

- testing of fire detection and alarm system;
- testing of proper closing of fire doors;
- test of public address system;

- fire drill where, as a minimum, all sets of fireman’s outfits must be demonstrated and part of the catering crew take part;
- demonstration that key crew members are acquainted with the damage control plan.

Where deemed appropriate the inspection may be continued while the ship is on passage

to or from the port in Kenya, with the consent of the shipmaster or the operator.

Inspectors must not obstruct the operation of the ship, nor must they induce situations

that, in the master’s judgment could endanger the safety of the passengers, the crews and

the Oil record book, part 1 and 2 (if relevant);

- Record of construction and equipment;
- International tonnage certificate (1969);
- Minimum safe manning document;
- Certificates of competency;
- International certificates of fitness for the carriage of liquefied gas in bulk or dangerous chemical in bulk (if relevant)
- Medical certificates (see ILO Convention 73);
- Stability information;
- Cargo record book (if relevant);
- Safety management certificate and copy of the document of compliance (issued in accordance with ISM Code);
- High speed craft safety certificate and permit to operate;
- If appropriate, class certificates as to the ship’s hull strength and machinery installations;
- Survey reports files in case of bulk carriers or oil tankers;
- Muster list, fire control plan, and for passenger ships, a damage control plan, a decision support system for the master;

- Ship's log book with respect to the records of tests and drills and the log for records of inspection and maintenance of life-saving appliances;
  - Reports of previous PSC inspections;
  - Cargo securing manual (if relevant)
  - Loading and unloading plan for bulk carriers;
  - Garbage record book.
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## ANNEX VI MINIMUM CRITERIA FOR INSPECTORS

- 1.** The inspector shall be authorised to carry out port state control by the Authority.
- 3.** A person shall be qualified to be an inspector if the person has completed a minimum experience of one year's service as flag State inspector dealing with surveys and certification in accordance with the Conventions and—
  - (a) holds—
    - (i) a certificate of competency as a master, enabling that person to take command of a ship of 1,600 GT or more;
    - (ii) a certificate of competency as chief engineer, enabling him to take up that task on board a ship whose main power plant has a power equal or superior to 3,000 KW;
  - (b) has passed an examination as a naval architect, mechanical engineer or an engineer to any maritime fields and worked in that capacity for at least five years;
  - (c) has served for a period of not less than five years at sea as officer in the deck or engine-department respectively; or
  - (d) holds a relevant university degree or an equivalent training, and—
    - (i) has been trained and qualified at a school for ship safety inspectors;
  - (e) where the class or classes of ship are specified, has successfully completed an approved course for ship safety and port state control inspectors; and
  - (f) is able to communicate orally and in writing with seafarers in the language most commonly spoken at sea; and
  - (g) has appropriate knowledge of the provisions of the international conventions, Memorandum of Understanding, national legislation and of the relevant procedures on port state control