

Subject :

**Recent Status of PSC
conducted by AMSA**

NKTECHNICAL INFORMATION

No. : 397

Date : 26 March 2001

To Ship Owners and Ship Management Companies concerned

Please be kindly informed of the followings in relation to the recent status of the Port State Control (PSC) undertaken by the Australian Maritime Safety Authority (AMSA). The ship owners and ship management companies managing ships entering Australian ports are requested to pay due attention especially to routine maintenance and operation of the relevant equipment.

1. AMSA has published "PORT STATE CONTROL REPORT 2000". According to the report, although the detention percentage was relatively low, 42 ships classed with NK were detained in 2000 because a great number of ships classed with NK entered Australian ports. The below-mentioned items are found as the detainable deficiencies with the highest and the second highest frequency.
 - (1) Malfunction of fire-dampers, remote control of shut-off devices for flammable oil tanks and remote control stop of pumps/fans
 - (2) Frozen closing devices and wastage of ventilators, air pipes and casings
2. As informed in NK Technical Information No. 388 of 25 December 2000, the focused inspection regime has been implemented in addition to their usual PSC activities. According to the Marine Notice attached hereto, the areas at the second stage, which will start on 1 April 2001 and run to 31 July 2001, are operational aspects of the GMDSS.

(Note) "PORT STATE CONTROL REPORT" web site: <http://www.amsa.gov.au/psc/>
AMSA Marine Notice web site: http://www.amsa.gov.au/amsa/mn/mn_index.htm

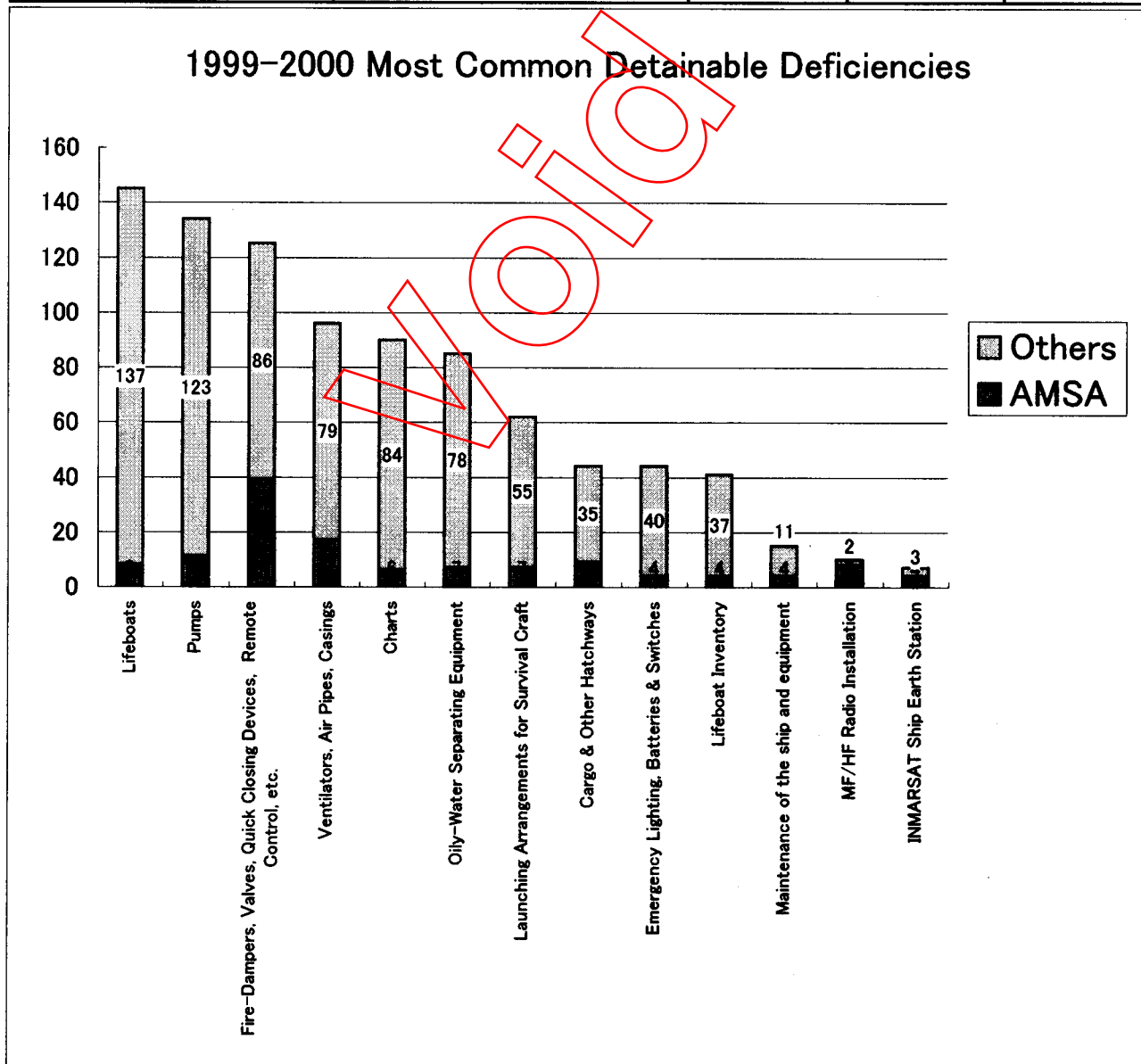
Attachments:

1. Most Common Detainable Deficiencies pointed out under PSC 1999-2000
2. AMSA Marine Notice 6/2001

ClassNK NIPPON KAIJI KYOKAI
4-7, KIOI-CHO, CHIYODA-KU,
TOKYO 102-8567, JAPAN.

Attachment 1 Most Common Detainable Deficiencies pointed out under PSC 1999-2000

Convention	Item	Deficiencies by AMSA	Deficiencies by other PSC	Total No. of deficiencies
SC/SE	Fire-Dampers, Valves, Quick Closing Devices, Remote Control, etc.	39	86	125
LL	Ventilators, Air Pipes, Casings	17	79	96
SC/SE	Pumps	11	123	134
LL	Cargo & Other Hatchways	9	35	44
SE	Lifeboats	8	137	145
SR	MF/HF Radio Installation	8	2	10
OP	Oily-Water Separating Equipment	7	78	85
SE	Launching Arrangements for Survival Craft	7	55	62
SE	Charts	6	84	90
SC/SE	Emergency Lighting, Batteries & Switches	4	40	44
SE	Lifeboat Inventory	4	37	41
ISM	Maintenance of the ship and equipment	4	11	15
SR	INMARSAT Ship Earth Station	4	3	7



Note: This data is regarding the detainable deficiencies pointed out in 1999 and 2000 during the PSC inspections of the ships classed with NK.

MARINE NOTICE

6/2001

PORT STATE CONTROL — FOCUSED INSPECTION REGIME

The purpose of this notice is to draw attention to the implementation of an enhanced inspection regime both within the current Port State Control frame work and during unscheduled visits. The purpose of this program is to focus on six specific areas of the subject vessels operation, which have been identified by AMSA as requiring special attention.

It is planned that this program will run for two years commencing in December 2000. The focus of this enhanced inspection program will change every four months allowing the six areas to be addressed over a two year period. It should be noted that this focus on specific areas will not detract from the normal coverage of AMSA's Port State Control activities.

In order to ensure adequate coverage it is also planned that inspections concentrating on the selected area of interest alone will be conducted in addition to AMSA's programmed Port State Control inspections. These will take the form of unscheduled visits at a time to be determined by the local AMSA offices.

Due to problems identified during routine PSC inspections and concerns expressed internationally over the high number of false alerts, the second area to be addressed by the focused inspection program will be Global Maritime Distress and Safety Systems (GMDSS). This focused inspection will examine operations aspects of the GMDSS related to:

- i. Appropriate provisions onboard to support operation of the system;
- ii. Understanding of operating procedures particularly in relation to the initiation of a distress alert and the actions to be taken on receiving a distress alert;
- iii. The ability of 'qualified' members of the crew to use the equipment; and
- iv. The qualifications of the operators.

Where deficiencies are noted during the focused inspection the ship will be required to take appropriate rectification action, as is the case with normal Port State Controls activities. As such should a deficiency be found which warrants detention the vessel will be detained until such stage as rectification action has been completed. This second part of the program will start on 01 April 2001 and run to 31 July 2001.



C. Davidson
Chief Executive Officer
March 2001

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Term of Validity: Temporary