

	CIRCULAR 2020-002		
	DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)		
	AMSA - Port State Control Regime Pre-Arrival Checklist for Vessels calling to Australian ports	<table border="1"> <tr> <td style="text-align: center;">Ref.</td> <td>Antigua and Barbuda Merchant Shipping Act (2006) AMSA Port State Control procedures (Navigation Act 2012)</td> </tr> </table>	Ref.
Ref.	Antigua and Barbuda Merchant Shipping Act (2006) AMSA Port State Control procedures (Navigation Act 2012)		

Addressees(s):

- *All Owners, Operators and Managers of ships under the flag of Antigua and Barbuda*
- *All vessels registered under the Flag of Antigua and Barbuda*

1. Scope

This Circular is to provide all ADOMS clients and relevant stakeholders with information in respect of AMSA Port State Control procedures and Regulatory Policies to implement the relevant measures in order to be more prepared.

The aim being to increase the performance of all clients, stakeholders, their vessels, and this administration, in order to prevent undue delays and detention.

2. Legal Basis

- Antigua and Barbuda Merchant Shipping Act (MSA) 2006 and related Regulations (Statutory Instruments, Directives and Circulars, as applicable)
- International Safety Management (ISM) Code (1998), as referred to by the International Convention on the Safety of Life at Sea (SOLAS) (1974), as amended
- AMSA Port State Control procedures (Navigation Act 2012)
- Further relevant International Regulations concerned, e.g. MARPOL, STCW, MLC (as applicable)

3. Summary / Excerpt

AMSA Marine surveyors may board a ship at any time to inspect and detain unseaworthy or substandard ships (under sections 257 and 248 of the Navigation Act 2012). Details can be obtained from: <https://www.amsa.gov.au/vessels-operators/port-state-control>

In order to enhance the performance of Antigua and Barbuda flagged vessels in respect of compliance with relevant provisions, when inspected by AMSA Port state control, ADOMS clients and stakeholders will be required to implement procedures as outlined in this Circular, prior to and when calling at any Australian port.

4. ADOMS Policy

1. It is the Shipowners primary responsibility to ensure compliance of their vessels registered under the flag of Antigua and Barbuda with all national and international requirements, as applicable. It is then the Master's responsibility to ensure the former on the vessel under his/her command.
2. Where the operation of a vessel has been delegated fully or partially to third parties, then they are considered responsible to ensure compliance to the extent of relevant requirements applicable to and within the scope of their mandate. It is again deemed the Master's responsibility to ensure the former being applied on the vessel under his/her command.
3. Reference is made to Section 115 of the Antigua and Barbuda MSA (2006), as amended.

5. Guidance for Masters, Officers, Shipowners and Ship Managers when calling to Australian Ports

A) In general:

1. Owners, Managers and Crews must be aware of the status of their Vessel, Shipping Company and Charterer as per the AMSA ship inspection database and rates. Information can be obtained from <https://www.amsa.gov.au/vessels-operators/port-state-control/ship-inspection-database-and-rates>
2. All Masters and operators need to be aware of the legal reporting requirements of sections 185 and 186 of the Navigation Act 2012. Information can be obtained from: <https://www.amsa.gov.au/forms/incident-report>
3. It should be ensured that all documentation is well kept, organized, available and presentable. A standard of tidiness shall also apply to the vessel, its equipment and crew. This begins at the gangway or embarkation ladder, where any visitors, e.g. boarding inspectors, shall be identified, issued a visitors' card, logged and then accompanied to the ship's or master's office, as required.
4. The checklist, as contained in the ANNEX to this Circular on pages 3 to 6, shall be completed by the vessels relevant management / officers, signed and confirmed by the master / chief officer and the responsible DPA / Deputy DPA, prior to any port call in Australia. It shall be filed and kept available by the company for at least one year.
5. Exemptions from this requirement may be requested for vessels calling to Australia more frequently than twice per month or every fourteen days. Such are evaluated by ADOMS Technical Division and approved on an individual basis, considering previous PSC performance of the subject vessel.
6. Note: All the above-mentioned links and related information made available by third parties are subject to change. ADOMS therefore bears no liability for comprehensiveness and correctness, hence interested parties shall keep track of any changes.

B) When being inspected by Port State Control:

1. Both an opening and closing meeting shall be required, where all key staff shall be present unless special duty, leave or rest requires otherwise, in which case this must be explained. All parties shall be given an opportunity to properly introduce themselves. The intended schedule and procedures of the inspection shall be outlined and noted, in advance.
2. On occasion of the opening meeting the inspectors shall be informed on any deficiencies, shortcomings, malfunctions, ongoing maintenance, exemptions, and temporary permissions etc. in advance. This should be recorded. During the inspection the escorting officers should take notes on any mentioned or recorded deficiencies and report these at once to the Master. Any shortcomings should be addressed immediately and, if possible, corrected on the spot. On the closing meeting the results should be discussed, and any ambiguities should be clarified. It shall become clear what the specific deficiencies (if any) are and if the vessel will be detained or not.
3. Report the inspection to the company's DPA/Management and ADOMS reporting@adomsiid.org, if required. The checklist contained in the Annex shall be included. Reference is made to **ADOMS Circular 2014-004** and **Directive 001-2014**.

Please refer to:

<http://www.abregistry.ag/wp-content/uploads/2014/12/2014-004-PSC-Reporting.pdf>

and

<http://www.abregistry.ag/wp-content/uploads/2014/08/PSC-Dir-001-2014.pdf>

ANNEX – PSC Pre-Arrival Checklist for Vessels calling to Australian ports

Inspection Item	Potential Deficiency	Check / Result	Comment(s)
Last AMSA Port State Control Inspection	Last Port State Control Inspection in Australia (Place & Date):		
Ship's Statutory Certification and Inspections	Next ASI Due:		
	Next Class Survey Due:		
Temporary Permissions	TP in place and in date?		
	If reissued risk assessment or corrective action plan available ?		
EPIRB & SART	Battery Expiry Date / Last testing:		
Certification for officers	All Officers holding either an Antiguan and Barbudan CoC, Endorsement or Confirmation of Application?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Certification for Crew	All Ratings required by the MSMC hold an Antiguan and Barbudan Seafarers Book and their valid national CoC?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Manning	Vessel is manned in compliance with the Minimum Safe Manning Certificate?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Insufficient hours of rest and possible fatigue	Rest periods comply with STCW requirements? Note: The period is over any 7 days and not one calendar week.	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Provisions	Provisions adequate for the intended voyage?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Allotments	Records on board indicate allotments are made out to all crew up to the end of last month?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Seafarers Employment agreements	Do all seafarers have signed SEAs onboard ?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Wages	All ship's crew been paid their wages in full up to the last month?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Crew Complaints	Does the Crew have any complaints under MLC outstanding or pending?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Last drills carried out	Fire Drill:		
	Abandon Ship Drill:		
	Enclosed Space Entry Drill:		
Lifeboat and Rescue boat	Date lifeboat and Rescue boat lowered/maneuvered in the water. All attempts, even unsuccessful, recorded in log book?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Equipment inside the lifeboat(s), rescue boat complete, no expired equipment inside the lifeboat(s) and rescue boat?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Last LB Engine Run / Steering Test :		
	Last RB Engine Run / Steering Test :		

Lifeboat launching appliances	Corrosion or wastage of lifeboat davit or of sheaves and hooks, etc.?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Lifeboat and rescue boat davit(s) incl. on load release gear operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	On load release gear operating normally?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	On load release gear properly set?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Life-Rafts	Hydrostatic Release Unit Expiry Date(s) o.k.?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Launching/Embarkation Instructions	All launching and embarkation instructions posted next to the lifeboats and life-rafts?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Charts/ Publications	All Charts / No. at largest scale available for desired Voyage?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	All required publications up to date?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If ECDIS listed in the Record of Ship's Equipment	ECDIS being used for Navigation?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	All required ECDIS charts and electronic publications available and updated?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Are the officers in charge of navigational watch appropriately trained and competent for ECDIS?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Maintenance and Safety Management	Is the ship clean and orderly and do the records reflect that the SMS is being followed?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Hull and weather-tight closures	Hull and structure in sound condition?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	All hatches, doors, air pipes, vents, deadlights etc. in good condition and sealing correctly?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Fire dampers, closing devices, remote controls, etc.	Handles and wires in good condition?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	All dampers and closing devices, incl. fire screen doors, and watertight doors closing correctly?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Fixed pressure / Water-spraying and Water-mist Fire- Extinguishing Systems	Water supply valve to automatic pump open and system charged?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Fixed pressure Water-spraying / Water-mist Fire-Extinguishing System operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
E/R fixed CO2 fire-fighting system	E/R fixed FF System operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Temporary safety pins used for installation and servicing removed and bottles connected?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Emergency Alarms	Smoke/Flame Detectors Main Engine Oil Mist Detector operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Fire Alarm Panel operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	

Fire doors	Fires doors self-closing as required, and locks fully engaged in door frames?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Fire Hoses and Nozzles	No leaking, wear and tear, corrosion?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Fire Pumps / Emergency fire pump	Pumps individually tested with 2 hoses supplying water to the extremities w. enough pressure?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Marking of lifesaving and emergency equipment storage, vents, air pipes, etc.	All equipment storage clearly marked and in proper condition?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Cleanliness of E/R	E/R clean? No oil leaks, clean bilges and tank tops, no oily rags, no buckets and/or storage containers below machinery or pipes?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	All bilge alarms in all engine and machinery spaces are operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Quick Closing Valves	Quick Closing valves operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Sewage treatment system	Sewage treatment system operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Use of compliant fuel	Vessel trading in Emission Control Area has compliant fuel on board and initiated changeover procedures? No HFO piping connected to MDO storage and vise-versa? (unless class approved)	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Garbage disposal (MARPOL Annex V) and record keeping	All waste disposal in accordance with requirements? Garbage record book accurately filled out?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Emergency generator or self-contained power source for emergencies	Last Testing and Operation:		
	Emergency generator properly connected to emergency switchboard?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Both means of starting in o.k.?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Self-contained power sources onboard (If any) are operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Low insulation alarm properly set, no alarms on main and emergency switchboard?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Oily water separator & 15 ppm alarm.	OWS operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Last operation	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Wasted discharge line?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Inside of discharge pipe oily and dirty?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	No by-pass line fitted to any oil filtering equipment?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	15 ppm alarm operable?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	Automatic stopping device operable? (3 Way valve/pump stop/dual valves).	YES <input type="checkbox"/> NO <input type="checkbox"/>	
	C/E and 2/E able to demonstrate the operation of the OWS?	YES <input type="checkbox"/> NO <input type="checkbox"/>	

	Electronic record in the monitor reflect recordings in the oil record	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Hydrostatic Testing	Bunker / Ballast / Cargo Line Hydrostatic Test Pressure & Date	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Emergency Lighting	All emergency lighting operational?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Emergency Exits	Emergency exits are free of any obstructions on the entire escape route?	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Existing dispensations/exemptions/ temporary permissions from the Administration, if any:			
Condition(s) of Class, if any:			
Outstanding deficiencies from last Port State Inspection, if any:			
Comments, if any:			
(e.g. regarding defective equipment, missing certificate, lack of provisions, missed servicing, testing or inspections)			

We herewith jointly certify that, prior to this port arrival, except as noted in the aforementioned, all above items and other systems and equipment are either:

- a. in full compliance with all applicable international and specific regulations
- or*
- b. all mentioned deficiencies have been reported to the company/shore-based management and authorities (if applicable, incl. ADOMS) and corrective action has been initiated.

Vessel Name and IMO No:

(Stamp)

Masters / Chief Officers signature _____ Date _____

DPA / Deputy / Alternate DPA signature _____ Date _____