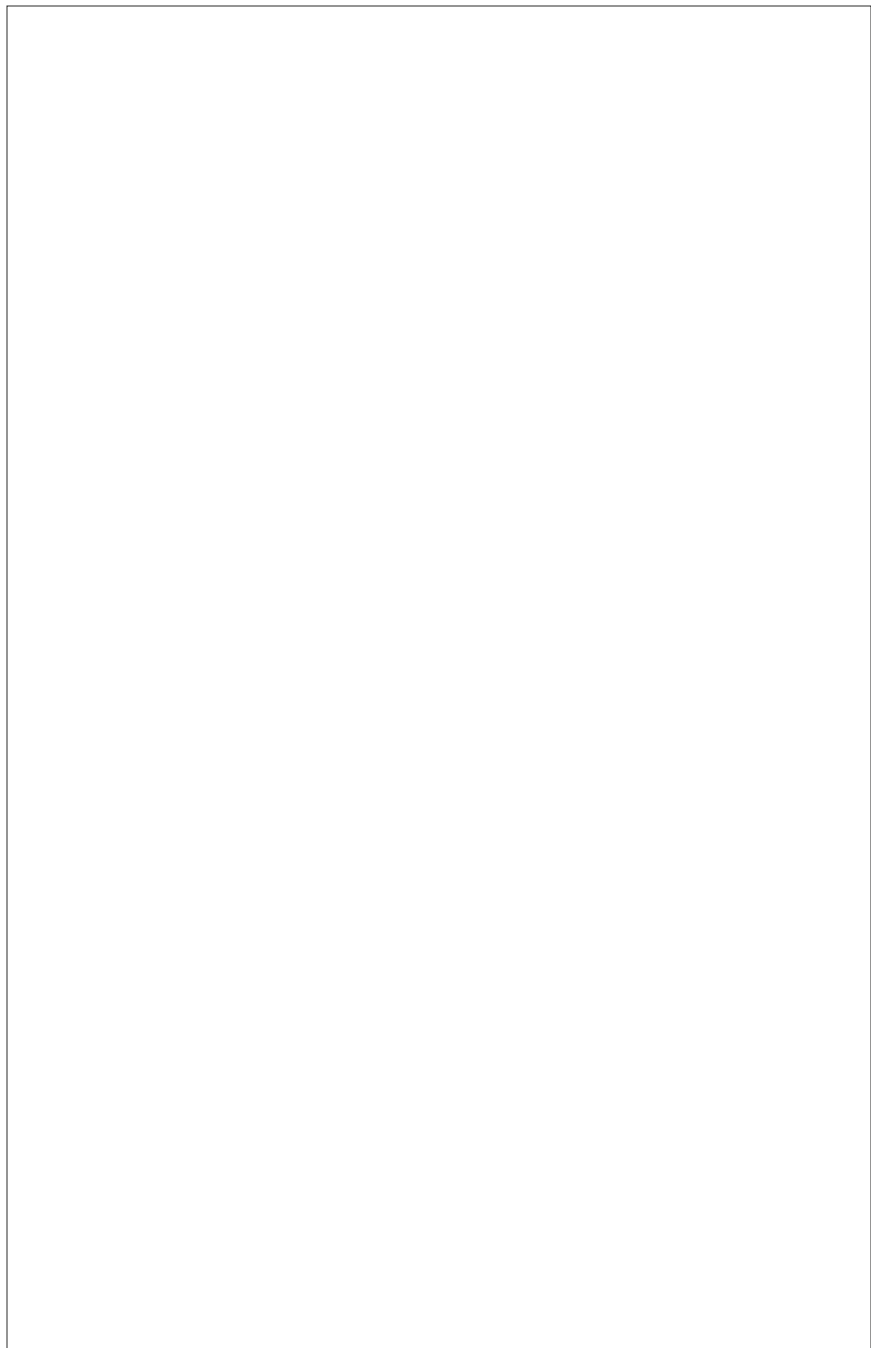




***Indian Ocean MOU, Secretariat
Guidance on Port State Control Inspection***



***“Our ultimate goal is to identify and eliminate substandard ships from
the region”***





INDIAN OCEAN MEMORANDUM OF UNDERSTANDING

GUIDANCE ON PORT STATE CONTROL INSPECTION

This booklet provides information based on the relevant IMO Instruments, ILO Instruments, IOMOU PSC Manual and the PSC inspections carried out by the various member Authorities of the IOMOU and this booklet may be used by the PSCOs for their quick reference. Picture/examples used in this booklet are collected from the Member Authorities of the IOMOU regime.

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1. Objective of the IOMOU on Port State Control

The main objective of Port State Control organization is to identify and eliminate substandard ships from the region

2. Salient Areas to Inspect:

- Ensure correct and polite cooperation given to the Master and his crew while they accompany PSC officer, to answer or clarify any questions on the spot, open locked doors as requested etc.;
- Access control onboard;
- Cleanliness on deck (first impression);
- Crew certification according to STCW 2010 and Flag requirements;
- Regular check of the certificates' validity and due surveys;
- Regular training of the crew for emergency situations;
- Maintenance onboard.



3. The PSC inspection process

3.1 Selection of ships

- Ships reported by pilots, port authorities;
- Ships reported by another PSC authority;
- Operational concerns about the ship;
 - Collision, grounding on the way to the port
 - Alleged pollution violation
 - Erratic or unsafe maneuvering
- Ships suspended/withdrawn from class;
- Target factor taking into account the ship's owner, character, flag, type, age, class society and history of PSC inspections;
- Select ships for inspection in order of priority based on the New Inspection Regime (NIR) details as available in the Annex 13 of the Memorandum of Understanding (MoU).

3.2 Initial inspection

- PSC Officer's first impression;
- Documentation check;
- Walk around.

3.3 Clear grounds for more detailed inspection

- It is evident that the ship, its equipment or its crew do not comply with relevant conventions;
- Master or crew members not familiar with essential shipboard operational procedures.



3.4 More detailed inspections

- In-depth inspection covering the ship's construction, equipment, manning, living and working conditions.

Initial inspections (For more details refer IOMOU PSC Manual Part 3, Section 3.3 (3.3.2))

The initial inspection will include:

- To check certificates and documents;
- To verify the overall condition of the ship, including the engine room and accommodation and including hygienic conditions, in general meets the accepted international rules and standards;
- To ensure that the crew on board meets accepted international rules and standards;
- To control on compliance with onboard operational requirements;
- To investigate any complaints regarding conditions on board.

The important points while carrying out detailed PSC inspection based on operational requirements on ships:

- Crew are aware of their duties in the muster list;
- Key crew members are able to communicate;
- Emergency training and drills done on regular basis;
- Fire drill done on regular basis;
- Abandon ship drill done on regular basis;
- Approved Search and rescue plan (passenger Ships);
- Crew familiar with their duties contained within the



- SOPEP/SMPEP manual;
- Crew familiar with information on fire control plan;
 - Crew familiar with bridge control and bridge equipment;
 - Crew familiar with their duties during cargo operations;
 - Crew familiar with their duties in operating essential machineries (steering gear, emergency generator, bilge pumps etc.);
 - Crew able to understand manuals and instructions;
 - Crew familiar with their duties of handling oil and oily mixtures from machinery spaces;
 - Crew familiar with their duties during loading, unloading and cleaning procedures for cargo spaces of tankers;
 - Crew familiar with documentation related to dangerous goods and harmful substances in packaged form;
 - Crew familiar with garbage plan.

Examples of some clear grounds (For more details refer IOMOU PSC Manual Part 3, section 3.3 (3.3.4))

- The ship has been identified as a priority case for inspection;
- While verifying the certificates and documents, inaccuracies noticed and the documents found not been updated/filed properly;
- Clear Indications of crew members not able to communicate properly with each other, or with any other persons on board, or that the ship is unable to communicate with the shore-based authorities either in a common language or in the language of those 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 follow the



procedure 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 the ship;
- The emission of false distress alerts not followed by proper cancellation procedures;
- The absence of principal equipment or arrangements required by the conventions;
- Evidence from the PSC Officer's general impressions and observations that serious hull or structural deterioration or deficiencies exist, that may place at risk the structural, watertight or weather tight integrity of the ship;
- Excessively unsanitary conditions on board the ship;
- Information or evidence that the master or crew not familiar with the essential shipboard operations relating to the safety of ships or the prevention of pollution or those operations have not been carried out;
- The absence of a table of shipboard working arrangements or records of hours of work or rest of seafarers (see ILO 180);
- The flag State does not respond to a PSC request for the issue of safe manning certificate.

More detailed inspections(For more details refer IOMOU PSC Manual Part 3, section 3.3 (3.3.5))

A “more detailed inspection” to be carried out:

- In absence of valid certificates or documents onboard;
or
- If there are “Clear Grounds” for believing that the condition of the ship or of its equipment, or its crew does not substantially meet the requirements of a relevant instrument;



In absence of valid certificates or documents onboard or after clear ground is established, the PSCO has to:

- Conduct a more detailed inspection in the areas where clear grounds were established ;
- Carry out a more detailed inspection in other areas at random;
- Include further checking of compliance with on-board operational requirements.

“More detailed inspections” subject to detailed PSC procedures as follows:

- Inspection ship structure and equipment;
- Control of operational requirements;
- Assessment of the ability of the seafarers of the ship to maintain watch keeping.

4. Critical areas

The majority of PSC deficiencies are found within the areas of safety, pollution prevention equipment and machinery.

- Machineries;
- Maintenance of the ship and its equipment;
- Auxiliary engines (Leakages, jacketed HP fuel pipes, cleanliness);
- Main propulsion (leakages);
- Lifeboats (on-load release gear, engines, inventory), life rafts, survival craft launching and embarkation arrangements;



- Charts and nautical publications;
- Cleanliness of engine room;
- Safety in general e.g. lifebuoys, smoke floats, EPIRB;
- Firefighting equipment (fire pumps, fixed and portable extinguishing systems) and personal protection (PPE);
- Oil Record Book;
- Oil Filtering Equipment and 15 ppm alarm and automatic stopping device;
- Ventilators, air pipes, quick closing valves, fire doors, fire dampers, and watertight doors.

5. Legal background*

The right to inspect ships by Port State Control is laid down in the following codes and conventions:

- SOLAS Convention 74/78;
- MARPOL Convention 74/78;
- Load Line Convention 1966;
- STCW Convention 1995;

**Regulations of these conventions are checked by the PSC for compliance as applicable to the Member Authority individually based on their status for ratification of the IMO adopted legal instruments*



- International Tonnage Convention 1969;
- Collision Prevention Regulation 1972;
- ILO Convention n 147 (Crew Accommodation);
- ILO Maritime Labour Convention 2006;
- International Safety Management (ISM) Code;
- International Ship and Port Facility Security (ISPS) Code.

6. Action Taken codes used by PSC(For more details refer IOMOU PSC Manual Part 9, section 9.7)

During Port State Control inspections, the PSCO may identify deficiencies on board the ship. These deficiencies are listed in the PSC report with a code identifying the action taken or requested by the PSCO. The PSC” Action Taken” codes are listed below:

DEFICIENCY ACTION CODES	PSC INSPECTION ACTION CODES
10: Deficiency rectified	26: Competent security authority informed
15: Rectify deficiency at next port	27: Ship expelled on security grounds
16: rectify deficiency within 14 days	40: next port informed



17: rectify deficiency before departure	50: flag State/consul informed
18: rectify deficiency within 3 months	55: flag State consulted
21: corrective action taken on the ISM system by the Company is required within 3 months	70: recognized organization informed
30: detainable deficiency	85: investigation of contravention of discharge provisions (MARPOL)
46: rectify detainable deficiency at agreed repair port	151: ILO informed
48: as in the agreed flag State condition	152: Seafarers organization informed
49:As in the agreed rectification action plan	155: Ship owners representative informed
99: other (specify)	-



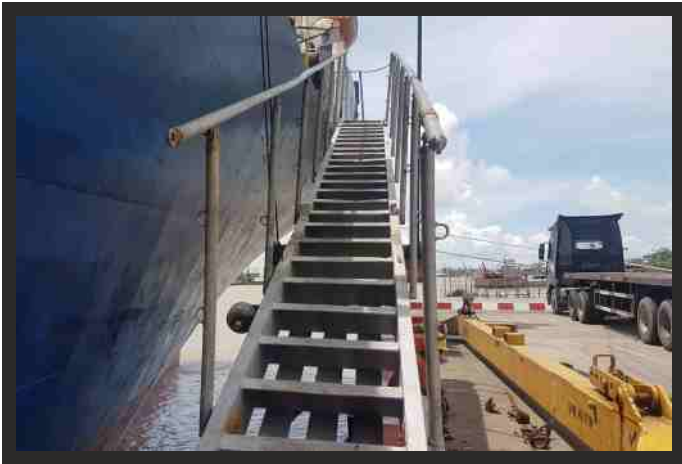
7. Areas subject to inspection

The main areas subject to inspection and responsible for the greater number of deficiencies and detentions are:

- .1 Life-Savings Appliances
- .2 Fire Safety Measures
- .3 Safety of Navigation
- .4 Load Line Fittings
- .5 Propulsion and Auxiliaries
- .6 Pollution Prevention Equipment

REMEMBER

The inspection starts... **From the gangway!**



PSC Officers will always visit the Masters office after boarding the vessel.

It is essential that the ships certificates and documents are up to date, valid and organized



7.1 Life-saving appliances



- .1 Lifeboats / Rescue boats
- .2 On-load release mechanism
- .3 Lifebuoys
- .4 Inflatable life-rafts
- .5 Miscellaneous LSA

Deficiencies related to life-saving appliances are responsible for 20% of all detentions!



.1 Lifeboats / Rescue boats

- Poor maintenance
- Retro-reflective tapes missing or damaged
- Engine deficiencies
- Launching appliances corroded/wasted or inoperative
- Missing equipment



.2 On-load release mechanism

- No records of maintenance
- Levers and cams incorrectly set
- Crew members not familiar with correct operation



.3 Lifebuoys

- Not stowed according to the LSA plan

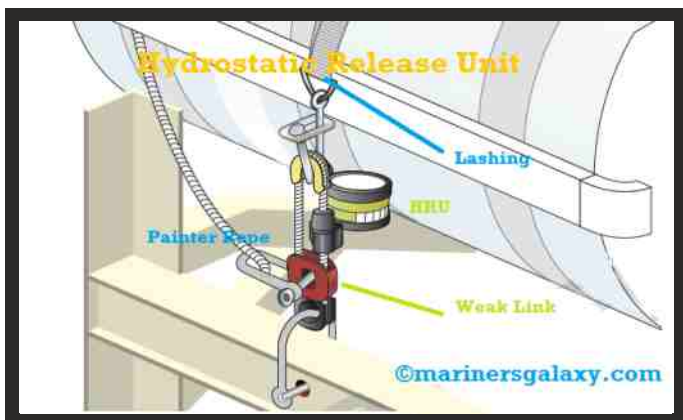


- Poor maintenance
 - Cracked
 - Marking
 - Missing lines or missing lights
 - Retro-reflective tape



.4 Inflatable Life-rafts

- Marking (ID card not filled in or missing)
- Hydrostatic release system expired
- Life-raft secured with extra ropes
- Life-raft missing or not correctly stowed



.5 Miscellaneous LSA

- Housekeeping



7.2 Fire safety measures

- .1 Emergency fire pumps
- .2 Fire dampers
- .3 Firefighting equipment and appliances
- .4 Doors within main vertical zones
- .5 Fire detection
- .6 Jacketed piping system for diesel engines high pressure fuel line
- .7 Fire prevention
- .8 Fire extinguish equipment
- .9 Means of control

Fire doors equipped with automatic closing devices should not be held open with wedges not with ropes nor wires



IMO signs indicating emergency exit routes and other safety equipment in the accommodation are checked by PSC Officer on his way to the Master's office



.1 Emergency fire pumps

- Insufficient pressure
- Leakage:
 - Priming lines
 - Discharge pipes
 - Suction pipes
 - Gauge pipes
 - Glands



- Missing pressure gauges
- Remote control of valves
- Exhaust pipe insulation
- Exhaust pipe leakage in the compartment



.2 Fire dampers

- Flap closing arrangement damaged
- Damper unable to close
- Closing lever corroded or stuck
- Lever no longer connected to the flap



.3 Firefighting equipment and appliances

- Fire hose maintenance
 - Material
 - Leakage
 - Connection



.4 Doors within main vertical Zones

- Doors not closing properly
 - Closing device missing
 - Closing mechanism inoperative
- Doors kept opened with self-made device
 - Clip
 - Cable
 - Other devices
- Latching mechanism defective



.5 Fire detection

- Emergency power supply
 - Operating on battery supply
 - Alarm when shifting from main to emergency supply
- Fire/smoke detectors
 - Missing Spares
 - Not functioning
 - Painted over



.6 Jacketed piping system for diesel engines high pressure fuel line

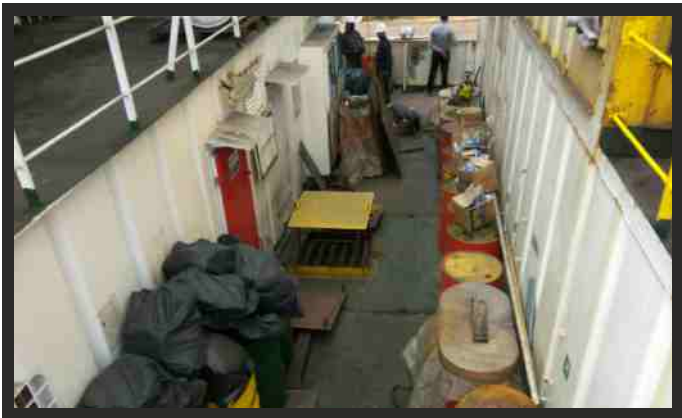
- Leakage alarm container missing
- Leakage alarm disconnected
- Protection missing for small engines (over 375 KW)



.7 Fire prevention



- Fire doors missing
- Not closing properly
- Kept open by self-made devices



- Garbage drum full of flammable material
- Oil tank level gauges self-closing devices blocked



.8 Fire extinguishing equipment

- Breathing apparatus cylinders
- Missing equipment
- Extinguishers
- Piping corrosion:
 - Fire main (Leakages, Valves)
 - Co2



.9 Means of control

- Fuel tank quick closing valves:
 - Missing
 - Leaking (hydraulic type)
 - Broken/blocked cable (mechanical type)
 - Locked in open position

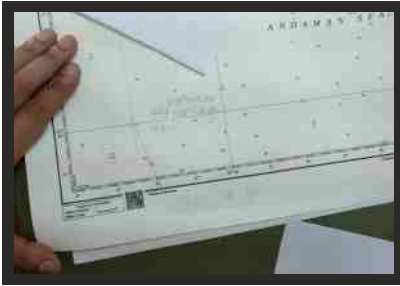


7.3 Safety of Navigation

- .1 Nautical Publications
- .2 Magnetic compass
- .3 Lights, shapes and sound signals
- .4 Steering gear

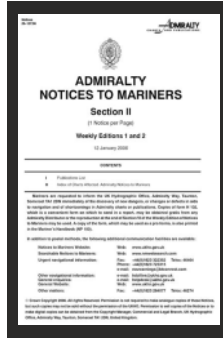
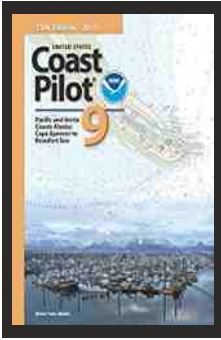


.1 Nautical publications



Charts

- Not updated
- Expired
- Missing



Missing documentation

- Pilot book
- Notices to mariners



Expired publication

- IAMSAR volume III (2006 edition)
- ISGOTT



.2 Magnetic compass



Not readable from steering position

- Reflector
- Lighting
- Emergency steering position



.3 Lights, shapes & sound signals

- Day marks missing
- Navigation lights malfunction or poor conditions
- Flags in poor condition



.4 Steering gear

- No grating or non-slip surface in the steering gear compartment



- Oily floors and general cleanliness:
 - Oil leaks from various areas
 - Housekeeping of stores and ropes kept in the steering gear compartment

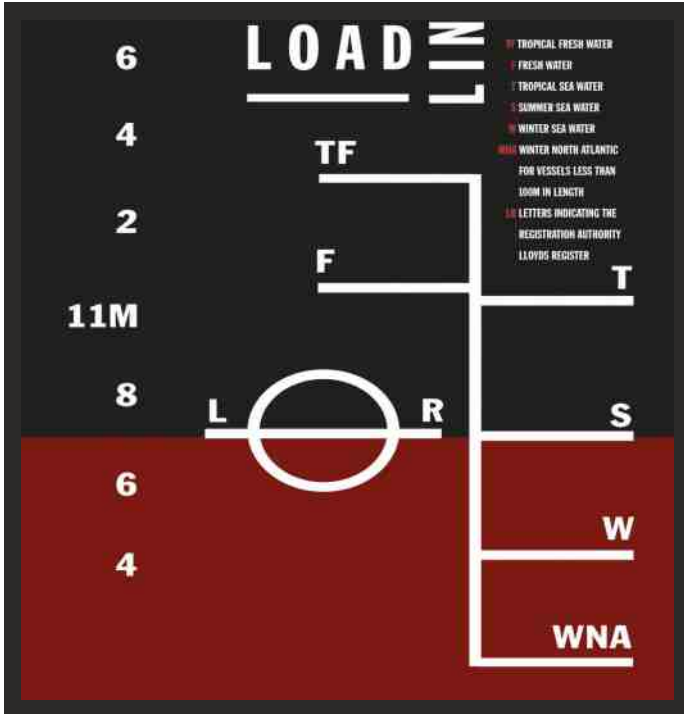


Communication between the bridge and the steering gear room, and rudder indicator tests are frequently checked by PSC



7.4 Load Line fittings

- .1 Doors
- .2 Ventilators, air pipes and casing
- .3 Hatch covers



Load line marks obscured by corrosion are considered as a deficiency by PSC!



.1 Doors

- Lack of maintenance
- Manmade holes
- Not watertight
- Missing rubber seals



.2 Ventilators, air pipes and casing

- Lack of maintenance
- Defective closing appliances
- Holes
- Corrosion



.3 Hatch covers

- Lack of maintenance
- Corrosion and holes
- Defective closing appliances
- Hydraulic oil leakage



7.5 Propulsion and auxiliaries

- .1 Engine room
- .2 Main engines
- .3 Auxiliary engines
- .4 Electrical equipment

If machinery or equipment is damaged or not operating correctly, make a note of it. Also make a note of the corrective action taken.

This will demonstrate to the PSC officer that you are aware of the problem and have procedures in place to report and rectify deficiencies.



.1 Engine room

- Cleanliness and housekeeping
- Fire hazards

Cleanliness of engine room will give PSC officer a general perception of the ships maintenance.

It is one of the most recurrent causes of detentions.



.2 Main engines



.3 Auxiliary engines



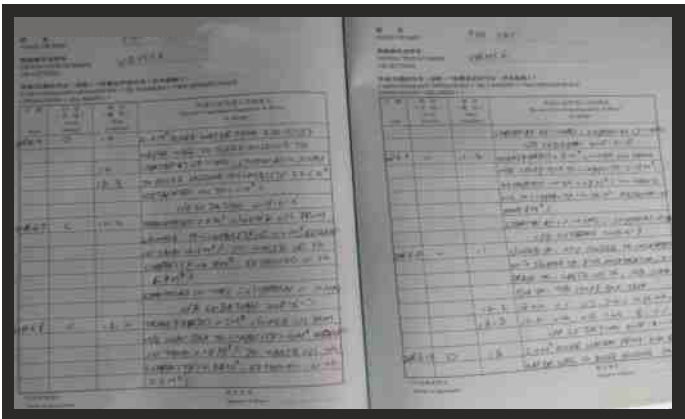
.4 Electrical equipment

- Loose and flying cables
- Switchboard buttons missing
- Electrical boxes in poor condition
- Defective lighting (main and emergency):
 - Inside
 - Outside
 - Corrosion



7.6 Pollution prevention equipment

- 1 Oil filtering equipment
- 2 Oil record book



.1 Oil filtering equipment

- Inoperative
- Filter:
 - Corroded
 - Missing spares



.2 Oil record book

- Records kept on board for 3 years
- Oil record book not properly filled in:
 - Bunkering
 - Quantity of residues in tanks
 - Coherence between log entries and maximum throughput of the system
 - Master's signature
 - Weekly sounding of sludge tanks



Organization of Port States

Other than Indian Ocean MoU, there are other organization Port States, they are:

- One national organization
 - U.S. Coast Guard
- Regional Memorandum of Understanding (MOU)
 - Paris MOU
 - Tokyo MOU
 - Vina del Mar MOU
 - Caribbean MOU
 - Mediterranean MOU
 - Abuja MOU
 - Black Sea MOU
 - Riyadh MOU (GCC MOU)

Under Inter-regional Co-operation and harmonization, above organization of Port States carries:

- Uniform training of PSC officers
- Monitoring substandard ships
- Exchange of information



Organization of Port States

United States Port State Control



Website: <https://www.uscg.mil/>

Email: PortStateControl@uscg.mil



Organization of Port States

Paris MOU



Website: <https://www.parismou.org/>

Email: secretariat@parismou.org

The organization consists of 27 participating maritime Administrations and covers the waters of the European coastal States and the North Atlantic basin from North America to Europe.

The current member States of the Paris MoU are:

Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, the Russian Federation, Slovenia, Spain, Sweden and the United Kingdom.



Organization of Port States

Tokyo MOU



Website: <http://www.tokyo-mou.org/>

Email: secretariat@tokyo-mou.org

The Tokyo MOU consists of 21 member Authorities: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Panama, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam.



Organization of Port States

Vina Del Mar MOU



Website: www.acuerdolatino.int.ar
Email: ciala@prefectura naval.gov.ar/
avm.encargado@gmail.com

The Vina Del Mar consists of 15 member Authorities:
Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia,
Cuba, Dominican Republic, Ecuador, Guatemala, Honduras,
Mexico, Panama, Peru, Uruguay and Venezuela.



Organization of Port States

Caribbean MOU



Website: <http://www.caribbeanmou.org/>

Email: secretariat@caribbeanmou.org

The Caribbean MOU consists of 18 member Authorities: Antigua & Barbuda, Aruba, The Bahamas, Barbados, Belize, Bermuda, The Cayman Islands, Cuba, Curacao (formerly the Netherlands Antilles), France, Grenada, Guyana, Jamaica, The Netherlands, St. Kitts and Nevis, St. Lucia, Suriname and Trinidad and Tobago.



Organization of Port States

Mediterranean MOU



Website: <http://www.medmou.org/>

Email: secretariat@medmou.org

The Mediterranean MOU consist of 10 member Authorities:
Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta,
Morocco, Tunisia and Turkey.



Organization of Port States

Abuja MOU



Website: <http://www.abujamou.org/index.php>

Email: secretariat@abujamou.org

The Abuja MOU consists of 17 Members Authorities: Angola, Benin, Cape Verde, Congo, Cote D'ivoire, Gabon, Ghana, Guinea, Guinea Bissau, Liberia, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, The Gambia, Togo, and South Africa.



Organization of Port States

Black Sea MOU



Website: <http://www.bsmou.org/>

Email: secretariat@bsmou.org

The Black Sea MOU consists of 6 Member Authorities:
Bulgaria, Georgia, Romania, Russian Federation, Turkey,
Ukraine.



Organization of Port States

Riyadh MOU



Website: <https://www.riyadhmu.org/>

Email: dsecretariat@riyadhmu.org

The Riyadh MOU consists of 6 Member Authorities:
United Arab Emirates, The Kingdom of Bahrain, The kingdom of Saudi Arabia, The sultanate of Oman, State of Qatar, and State of Kuwait.



Part II

INTRODUCTION

Non-compliance with the requirements of the ILO Maritime Labour Convention (ILO MLC, 2006) is an increasingly common reason for port State control (PSC) detentions, in addition to identified other reasons for detention for some time.

Based on the available reported type of deficiencies, IOMOUS has compiled this checklist following an analysis of the ILO MLC requirements. The non-compliance with the requirements covered in the checklist are more likely to lead to a vessel being detained by PSC officers when the Convention has come into force in 2013.

.1 Documentation

The following documentation must be carried on board:

1. **Maritime Labour Certificate**
2. **Declaration of Maritime Labour Compliance**

This is in two (2) parts:

Part I is completed by the flag State and refers to the relevant national requirements that are to be met and which may be inspected to ensure compliance, including any exemptions granted.

Part II is completed by the ship-owner and outlines the measures that the ship-owner has put in place to ensure ongoing compliance on the ship with these flag State requirements.



These two documents and also the conditions that they certify may be the subject of an inspection. The master copies of both documents, accompanied by an English translation if necessary, shall be held by the Master. Additional copies should be posted where seafarers can access them.

3. Two (2) copies of the report of the most recent inspection carried out by the flag State or a recognized organization, acting on behalf of the flag State, are to be kept on board the ship

One copy of the report, in the working language of the ship (and in an English translation if necessary) shall be held by the Master. An additional copy should be posted where it is readily accessible to the seafarers.

2. Requirements for seafarers to work on a ship

.1 All seafarers on board the ship must be aged 16 years or above

.2 Valid training and competency certificates are available for all seafarers: *

- Confirmation of their competency or that they are otherwise qualified to perform their duties in accordance with the flag State's requirements
- Records of training in personal safety are maintained on board

** Training and certification in accordance with Standards of Training, Certification and Watchkeeping (STCW), as amended, or the flag State's specific requirements are accepted as meeting these requirements*



- .3 Documentary evidence is available to indicate that the private seafarer recruitment and placement service (SRPS) or agency contracted by the operator to engage the crew members is operated in accordance with the MLC 2006.**

Requirements for seafarers under 18 years of age

- .4 Evidence that no night work is undertaken****
- .5 Evidence that no tasks that are likely to jeopardize their safety or health are undertaken, in accordance with the flag State’s national requirements for young seafarers**
- .6 Medical certificate valid for a maximum of one (1) year
Manning levels**
- .7 Must be at least in accordance with the Minimum Safe Manning Document**
- .8 Must be adequate, in terms of number and qualifications, to ensure the safety and security of the ship and its personnel under all operating conditions**

*** The term “night” depends on national law and practice, but it must be a period of at least nine (9) hours, starting no later than midnight and ending no earlier than 5:00 am*



3. Medical certification

Valid medical certificates must be available for all seafarers on board and must:

- .1 be issued by an appropriately qualified medical practitioner;
- .2 be valid for a period not exceeding the flag State's requirements or two years, whichever is the shortest;
- .3 be in English and in a format acceptable to the flag State (certificates issued to comply with the requirements of STCW shall be accepted);
- .4 provide details of hearing/sight/color vision;
- .5 have a validity period for color vision not exceeding the flag State's requirements or six years, whichever is shortest;
- .6 include a statement to say that the seafarer is fit for duties.



4. Seafarers' Employment Agreements (SEAs)

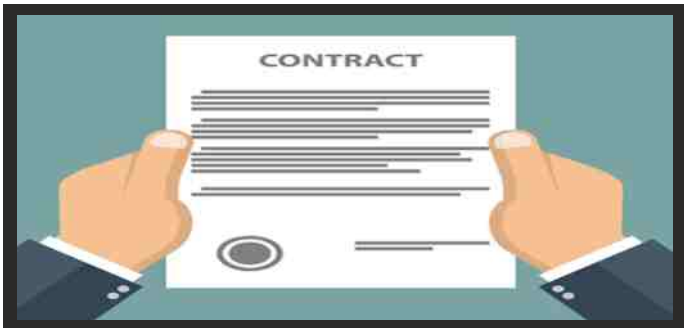
SEAs must be available for all seafarers on board and must meet the following requirements:

- .1 The SEA must be signed by the seafarer and the ship-owner, or his authorized representative;*
- .2 Copies of the SEA and Collective Bargaining Agreement (CBA) (if applicable) must be available on board;
- .3 English translations of the SEA and CBA must be available on board.

The SEA must contain the items required by MLC 2006 Regulation 2.1, Standard A2.1.4 and any other particulars that the flag State's law may require, including:

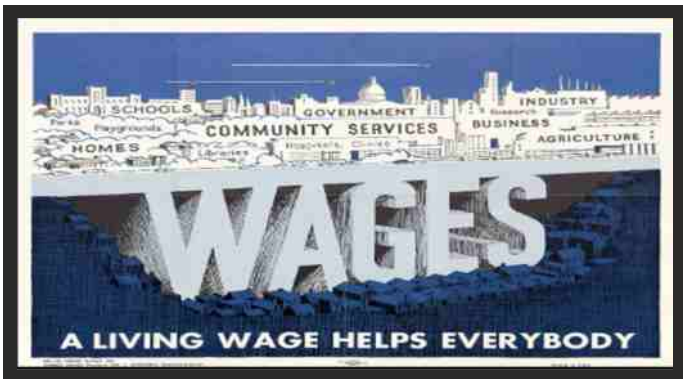
- .1 a notice period for early termination of the SEA of not less than seven days;
- .2 the right to terminate the contract for compassionate reasons.

* All seafarers must be given an original copy of the SEA



5. Wages

- .1 Wages are paid in accordance with the SEA (and CBA, if any);
- .2 An individual monthly statement of account is provided to all seafarers on board, indicating their monthly wage and any authorized deductions, such as allotments;
- .3 Seafarers have the right to make an allotment of all or part of their earnings;
- .4 Charges for the allotments and exchange rates are reasonable and in accordance with the flag State's requirements;
- .5 There are no unauthorized deductions, such as payments for travel to or from the ship.



6. Hours of work and hours of rest

- .1 A table of shipboard working arrangements for all positions on board is posted in an accessible place or places. An English translation is available;**
- .2 Accurate records of hours of work and rest are available for all seafarers, and are signed by the Master (or a person authorized by the Master) and the seafarers;**
- .3 Normal working hours are based on 8 hours per day, with a minimum one day of rest per week and rest on public holidays;**
- .4 Maximum work or minimum rest hours on board are:**
 - Maximum working hours
 - 14 hours in any 24-hour period
 - 72 hours in any 7-day period
 - Minimum rest hours
 - 10 hours in any 24-hour period
 - 77 hours in any 7-day period
- .5 The daily rest period is divided into two periods, one of which is of at least 6 hours duration;**
- .6 Muster and LSA/FFA drills are held at times to minimize disturbance to rest periods and not induce fatigue;**
- .7 Compensatory rest for call outs during normal rest periods is considered;**
- .8 Records of exemptions from the above (if any) permitted by the flag State are available;**



- .9 Arrangements are in place to allow for hours of work that may be required in cases of emergency.**

7. Leave and repatriation

The following arrangements are in place and all seafarers are aware of their rights:

- .1 All seafarers have minimum annual leave with pay based on 2.5 days per month of employment;**
- .2 The flag State's provisions regarding repatriation are available on board ;**
- .3 All seafarers are entitled to repatriation:**
 - After a maximum 12 months period
 - As stated in the SEA
 - In case of termination for justified reasons (by the ship-owner or seafarer)
 - When they are not able to carry out their duties on board due to illness, injury, etc.
- .4 Repatriation costs, including tickets, meals, accommodation, luggage and medical expenses are covered by the ship-owner except in cases of serious default of the employment terms by the seafarer.**



8. Accommodation and recreational facilities

The ship's accommodation and recreational facilities are compliant with the flag State and MLC 2006 requirements.

- .1 General Arrangement plans of the vessel's accommodation are available and up to date;
- .2 Records of the Master's inspections of the vessel's accommodation are maintained and available;
- .3 Accommodation spaces are clean and in a good state of repair, and fixtures and fittings are in place and in good working order;
- .4 Mess rooms are clean, hygienic and comfortable;
- .5 Cabins have hot and cold running water;
- .6 Bedding is clean and hygienic;
- .7 Heating and ventilation, including air conditioning, where fitted, is adequate and well-maintained;
- .8 Sanitary facilities are accessible, hygienic and working correctly;
- .9 The laundry facilities are in good working order;
- .10 Adequate natural and artificial light is available;



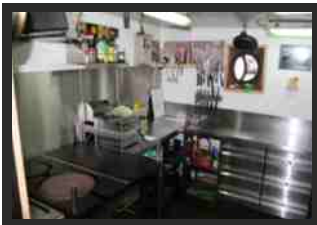
.11 Noise and vibration experienced within the accommodation are within limits established by the flag State;

.12 Recreational facilities are appropriate and in good working order, and may include TVs/DVDs and sports equipment, including exercise equipment and games.



9. Food and catering

- .1 The galley is clean, hygienic and in a good state of repair;
- .2 Spaces used for the storage of food are clean, hygienic and in a good state of repair;
- .3 Temperature of refrigerators and freezers are appropriate;
- .4 Food is of good quality and quantity and caters for different religious beliefs among the crew;
- .5 Food is provided free of charge on board the vessel;
- .6 Drinking water is of good quality and the quantity available is appropriate;
- .7 The cook is over 18 years of age and holds appropriate qualifications, in accordance with the flag State's laws and regulations;
- .8 All other catering staff are adequately trained (a training program, posters, etc., may be available).



Note: For ships with less than 10 crew no cook is required, but the crew handling food are to be trained in food hygiene

10. Medical care on board ship and ashore

- .1 Health protection and medical care, including essential dental care is available and free of charge to all seafarers;
- .2 Seafarers have the right to visit a qualified medical doctor or dentist without delay in ports of call, where practicable;
- .3 The ship's hospital is clean and hygienic and for medical use only – it is not used as a cabin or storage space;
- .4 Medical equipment and supplies are provided and certified as per the flag State's requirements;
- .5 Medical publications are available on board as per the flag State's requirements;
- .6 An up-to-date list of radio contacts where medical advice can be obtained is readily available;
- .7 The medical log and visit reports are kept up to date. A standard medical report form is used for both onshore and on-board medical personnel and the completed forms are kept confidential.

11. Social security

- .1 as a minimum, cover for medical care, sickness and injury benefit is provided.



12. Health and safety protection and accident prevention

- .1 The applicable Occupational Health and Safety (OHS) policy, procedures and programs are in place and meet the flag State's legal OHS requirements;
- .2 The people responsible for implementing OHS policies and procedures on board are clearly designated and documented;
- .3 Risk assessments are carried out and documented;
- .4 Accidents and incidents are investigated and reported, and records are available;
- .5 Safety committee meetings are held regularly, and minutes are available;
- .6 All seafarers are aware of their responsibilities, which are clearly documented;
- .7 On board training and familiarization is carried out and records are available;
- .8 Safe working practices are implemented;
- .9 Personal Protective Equipment (PPE) is readily available and used as appropriate for the task;
- .10 PPE items are in-date, where appropriate, and arrangements are in place to obtain replacement items when required;



- .11 Appropriate measures are in place to address OHS risks associated with fatigue, drug and alcohol use, smoking, and asbestos, high and low temperatures, noise and vibration, infections;
- .12 Health and safety inspections and surveillance are carried out regularly and documented;
- .13 OHS risks associated with sub-contractors working on board are addressed. All sub-contractors working on board are subject to documented control procedures.

13. Access to shore-based welfare facilities

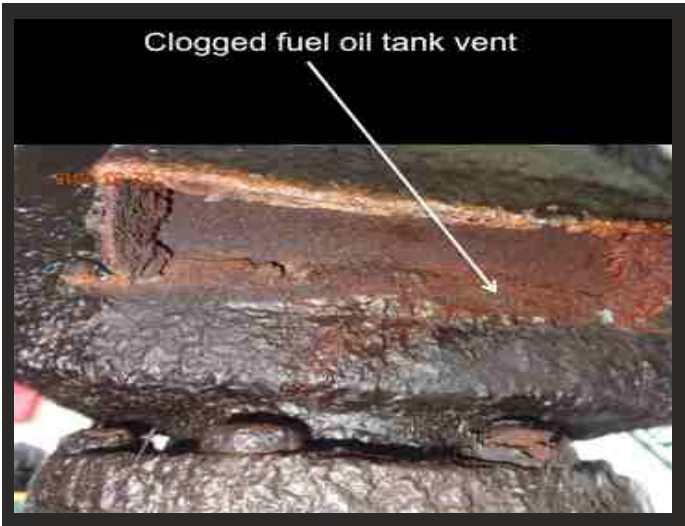
- .1 All seafarers have access to shore-based welfare facilities.

14. Seafarers' complaints

- .1 Is there a complaints procedure on board?
- .2 Does each seafarer have a copy of the procedure?
- .3 Is there a complaints log on board?
- .4 Are complaints handled in a timely, fair and effective manner?
- .5 Are contact details available for the flag State and the competent authority in the seafarer's country of residence?



Few more Pictures on detainable deficiencies





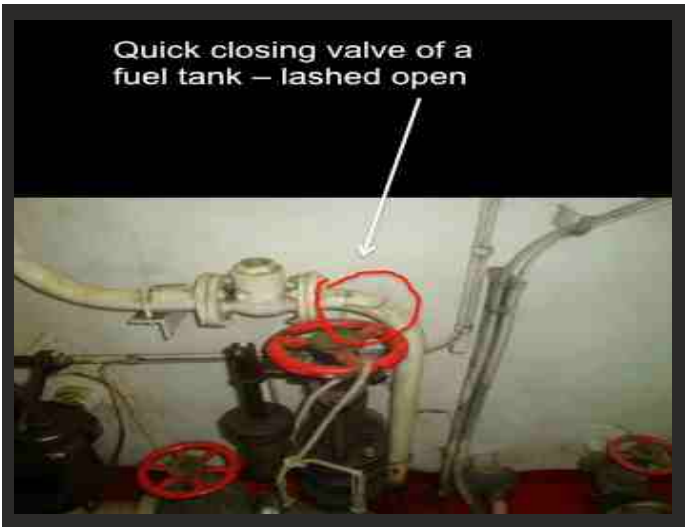
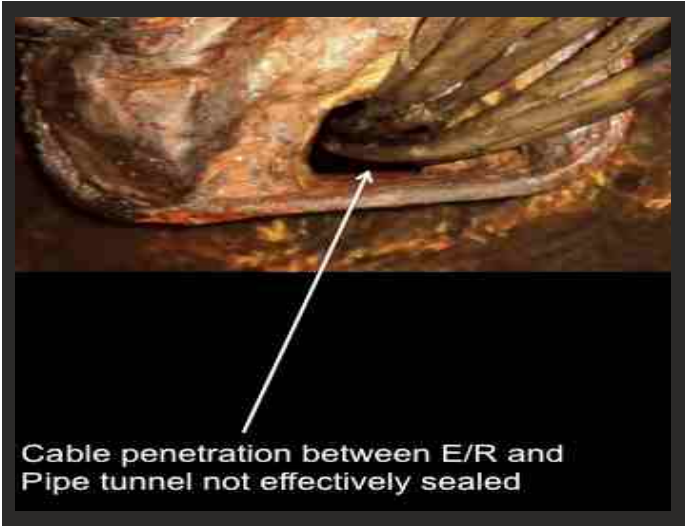


Vent of an incinerator
Waste oil tank left open

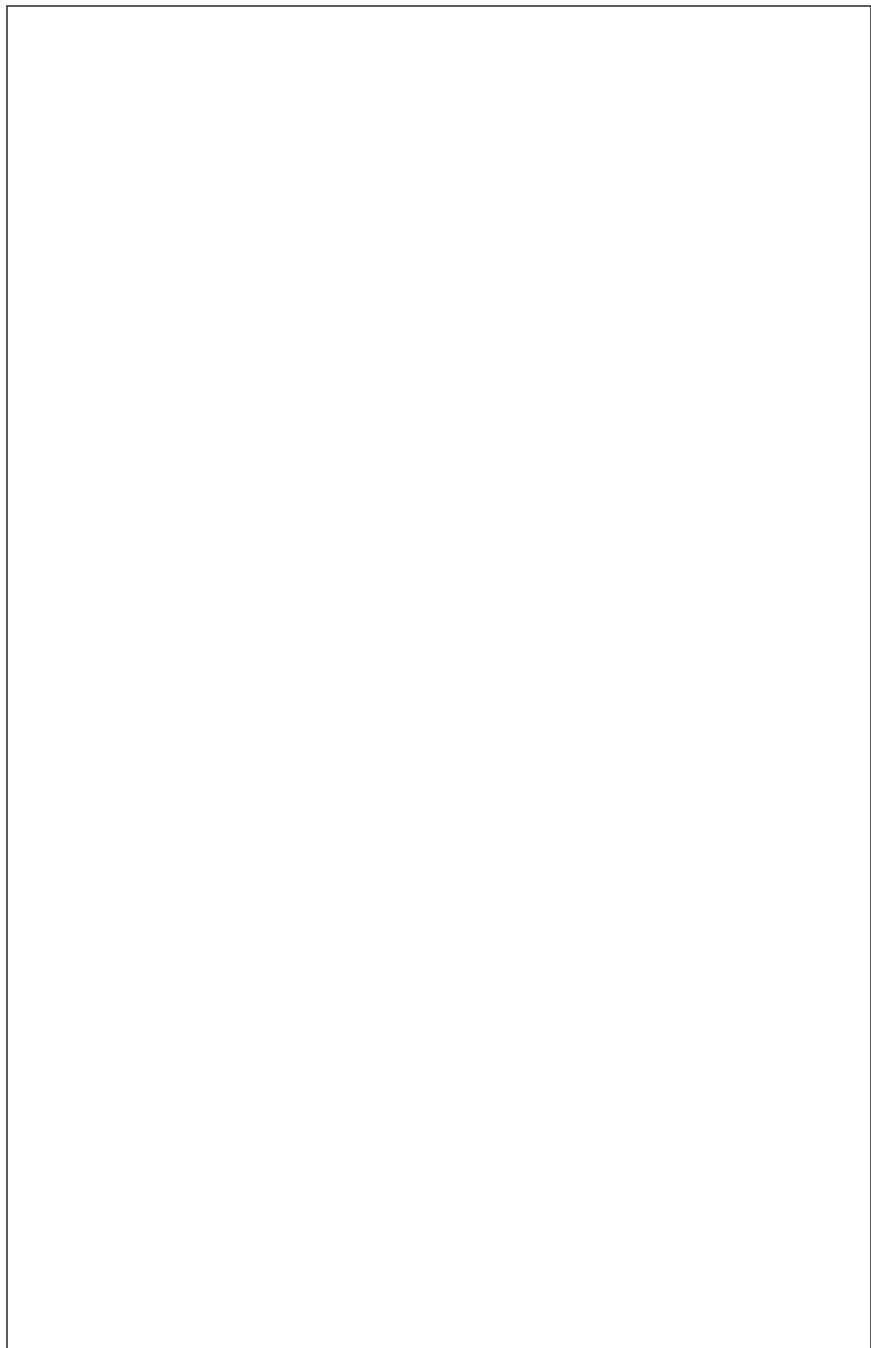


Self closing device – kept locked open











Port State Control: Inspections



**INDIAN OCEAN MEMORANDUM OF
UNDERSTANDING**

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