



TECHNICAL CIRCULAR No. 075 of 19th August 2012

To: All Surveyors/Auditor

Applicable to flag: All Flags

Subject: **Port State Interventions- Surveyor's actions**

Reference: Conarina Procedures

Port State Interventions

This circular provides guidance for consistency in the implementation of CONARINA policies and procedures covering situations of port state interventions.

Ensure, on a world-wide basis within CONARINA, consistent application of instructions on how to handle situations regarding port state interventions.

It is the responsibility of the CONARINA Technical Office to select the best available Surveyor when assigning these types of surveys. Consideration should be given to the highly stressful situations that can occur during some of the above surveys.

At times, concerns are raised as to whether or not a vessel is still in compliance with the Rules and Regulations. These concerns are of the following nature:

1. Poor Maintenance
2. Ship Sales
3. Off Hire/On Hire
4. Casualties
5. Product Cautions
6. Recurring Problems
7. Surveys Overdue
8. Port State Control
9. Flag State Inspections

Extra surveillance or follow up surveys are deemed essential when the level of concern cannot be handled by an outstanding recommendation. The vessel shall be either satisfactory or placed in a satisfactory condition prior to proceeding on its current voyage.

Sources of information regarding these levels of concern include but are not limited to the following: Field surveyors, engineers, government surveyors (port state inspections), salvage association, port authority, underwriters, vessel's crew.

If during the course of a survey, a Surveyor notices a damage, defect or deficiency within the scope of

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classification/statutory requirements, whether or not it is within the scope of the specific survey underway, the Surveyor shall immediately bring it to the attention of the Master/Owner's Representative for corrective action.

Port State Control Actions

Whenever a PSC notification of a detention or of findings that affect certificates (Class or Statutory) issued by CONARINA is received (verbally, by fax or via email), this notification shall be communicated to the flag State through the CONARINA Head Office, even in cases where CONARINA has not been requested to attend the vessel. In cases where CONARINA is requested to attend, the attending Surveyor shall fully cooperate with the port state in the rectification of any safety or pollution prevention related matters of either a classification or statutory nature commensurate with the statutory authority delegated to CONARINA by the flag state.

The surveyor assigned to attend the vessel is to prepare the report called "Port State Control Survey". The assigned surveyor should review, prior to attendance, the vessel's Flag Administration's specific instructions to confirm the Flag specific requirements for surveys and forms to be completed for Port State Detentions. The Surveyor, when attending, should verify with the Master if there have been any previous Port State detentions within the past 2 years. If there have been, in addition the Surveyor should determine what the deficiencies were, take them into consideration when carrying out the survey and is authorized to expand the scope of the survey, to identify and rectify these and other deficient conditions. The vessel's owner representative and/or Captain are to be advised that the surveys are being expanded and will be reported upon as part the Port State Control report. The extent of the expansion of the survey should be on a case-by-case basis equivalent to an Annual Survey depending on the severity of the conditions noted. Surveyors may also become aware of evidence of possible failures of the Shipboard Safety Management System through a situation observed during attendance on board following a port state control detention arising from purely technical deficiencies or notification of a port state control detention where possible safety management system failures are cited in the Port State Control report as having led, wholly or in part, to the detention.

As a means to evaluate and further implement procedures for continuous improvement as necessary, the attending surveyors should take a minimum of ten pictures of the major discrepancies related to the Class/Statutory issues which caused the detention. If the scope of the survey is expanded, further pictures should be taken and forwarded to CONARINA Head Office.

It is expected that the Surveyor to use good judgment on this type of survey. If the item is alleged to be faulty and the Surveyor feels it is satisfactory, the Surveyor should so advise the owner. If there are items that are clearly deficient and affect the vessel's class or CONARINA issued statutory certificates, the Surveyor should recommend repairs. Surveyors should also confine their surveys to items clearly related to class or statutory certificates that CONARINA has issued.

CONARINA is generally called in to attend immediately by either the Master or the owner's agents, as they recognize that without our assistance, the vessel could be unduly delayed by the port state authorities. However, even if CONARINA is not asked to attend by the owner or owner's agents, the Surveyor is to attend when so requested by a Port State. Immediately upon arrival onboard, the Master shall be advised of the reason for attendance and that CONARINA assistance has been requested by the Port State to help resolve the problems with the intervention/detention.

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REFERENCES: CONARINA Procedures
ATTACHMENTS: NO

Kindest Regards,
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