



The Australian Maritime Safety Authority (AMSA) is the national agency responsible for maritime safety, protection of the marine environment and maritime aviation search and rescue. Vessels operating in Australia for commercial, governmental or research activities must be compliant with Australian standards and regulations.

International conventions and the United Nations Convention of the Law of the Sea (UNCLOS) give responsibilities to Australia (and other flag States) to check and control ships in our waters so that they do not pose threats to ship and crew safety or to the marine environment.

To the Master MV

Australia takes Port State control (PSC) very seriously and considers it to be an essential tool in ensuring the safety and welfare of seafarers and protection of the marine environment.

Thank you for your time and support in this process. PSC Officers are committed to acting with professionalism, integrity and courtesy whilst on board your ship. PSC Officers are open to your view and requests if they are within legislative requirements.

AMSA takes your feedback seriously. If at any time you think the PSC Officer has not acted appropriately, please tell them. You can also provide your views to PSC@amsa.gov.au

During this inspection please ensure a responsible member of the crew is available to accompany the PSC Officer at all times around the ship.

Please be aware that it is illegal to offer any inducements (bribes) to PSC Officers. If such offers are made, PSC Officers are under strict instructions not to accept them and will report them to AMSA management and the Australian Federal Police for further action. AMSA acknowledges the generous spirit in which gifts are sometimes offered, but AMSA PSC Officers cannot accept gifts. Please do not be insulted by this.

Date of inspection

PSC Officer Name

PSC Officer Signature

Documentation

To expedite the PSC inspection process please refer to the below list of documentation and other items that may be inspected. Please note that the items listed are not exhaustive. If possible, the PSC Officer will advise if a particular item is not required.

Please assemble the following documentation together in one location for inspection:

- Ship's Certificates
- IMO Crew List
- Last PSC Inspection Report
- Official Log Book
- P&I Certificate of Entry
- Officer and Crew Certificates of Competency with STCW endorsements and Certificates of Recognition
- Approved Stability Information
- Record of Drills
- Garbage Management Plan and Record Book
- Oil Record Book
- Gas Detector Calibration Certificate (Bulk Carriers and Oil Tankers)
- SOPEP Manual / SMPEP / SEEMP
- Master's Review of ISM
- Class Survey Report (Including Enhanced Survey Documentation if Applicable)
- Cargo Gear Record Book
- SOLAS Training Manual
- Shipper's Declaration / Cargo MSDS
- Cargo Loading / Discharge Plan
- P & A Manual (Chemical Tankers)
- Document of Compliance (i.e., Dangerous Goods, Grain Loading, IMSBC Code)
- Ship / Shore Safety Check List
- Continuous Synopsis Record
- Annual Test Reports; EPIRB, AIS, VDR
- LRIT Conformance Test Report
- International Civil Liability Insurance Certificate (Bunker/Oil Pollution)
- Cargo Securing Manual
- Shore Based Maintenance Agreement (Radio Equipment)
- Watch Schedule and Hours of Rest Records



Equipment

PSC Officers will operationally test the following items of equipment as a minimum:

- Funnel Flaps and Engine Room Fan Dampers (PLEASE UNLOCK FUNNEL ACCESS DOOR)
- Emergency Fire Pump (ARRANGE 1 FIRE HOSE FWD AND 1 FIRE HOSE AFT)
- Oily Water Separator (No Discharge Overboard)
- Fire control station / CO2 Room
- SART / EPIRB
- Lifeboat Engines (PLEASE SEE LASHING PHOTO'S)
- Emergency Generator (No Blackout) - SEQUENCE TESTING
- GMDSS Radio
- Radar
- ECDIS

AMSA inspectors entering lifeboats

PSC Officers will require access to the lifeboats. AMSA PSC Officers will not rely on the boat harbour pins and gripes as sufficient to enter a lifeboat, unless it can be demonstrated to the PSC Officer that lifeboat release arrangements are correctly set. This requirement has been implemented to reduce risk exposure to AMSA staff.

Additional restraints are to be fitted to the lifeboats between the davits and the lifting gear to ensure safety while inside the boats. PSC Officers will discuss this requirement with the master early in an inspection to avoid unnecessary delays.

It is the Master's responsibility to determine the supplementary restraint arrangement, NOT the responsibility of PSC Officers. The PSC Officer will however assess the arrangements provided prior to entry into the lifeboats and must be satisfied with the method used.

It is the Master's responsibility to ensure that the arrangements are removed after the inspection. The additional restraints are for entry into the lifeboat when fully housed ONLY. The arrangement is to be removed immediately upon completion of the lifeboat inspection and under NO circumstances is the lifeboat to be swung out with the supplementary restraint fitted.

Body Worn Cameras

AMSA has instructed its PSC Officers to use Body Worn Cameras. Cameras will be worn openly. When a camera starts recording it will beep, and the LED lights on the front of the camera will turn red. While recording, the camera will continue to make an intermittent beeping noise every 2 minutes, and the LED lights will continue to flash red.

PSC Officers will notify anyone directly involved with an interaction that the inspection is being recorded and obtain their consent. However, AMSA PSC Officers have legislative powers to make recordings that do not require consent – these powers include recording of vessels, premises and things on vessels and premises, and extend to people where a person is not the subject of the recording. Additionally, consent is not required if its unable to be gained in time to record:

- an observed breach of AMSA administered legislation.
- non-compliant behaviour that will lead to compliance or enforcement action being taken.
- an incident that is about to or has occurred.
- aggressive, abusive or obstructive behaviour being directed at the PSC Officer that hinders them in the performance of their duty.

Please note: *It is a serious Commonwealth offence to obstruct, hinder, intimidate, provide inducements (bribes) or provide false or misleading information to a Commonwealth Public official, including AMSA PSC officers. Penalties including imprisonment of up to 2 years per offence may apply - see Commonwealth CriminalCode Act 1995.*

Further information

For more information about Port State control inspections in Australia, visit the AMSA website:

www.amsa.gov.au/vessels-operators/port-state-control