

**Annex 9 Inspection Type and Clear Grounds**

1 The type of inspection to be carried out under Section 3.2 is determined by Table 4 below:

Table 4

Category of Inspection	Ship Risk Profile	Inspection Type		
		Initial	More detailed	Expanded
Periodic	HRS	NO	NO	YES
	SRS	YES	If clear grounds are found	If the ship is of a risk ship type <sup>1</sup> and more than 12 years old
	LRS			
Additional due to overriding or unexpected factor	All	NO	YES	According to the professional judgement of the PSCO if HRS or SRS/LRS of a risk ship type <sup>1</sup> and more than 12 years old

<sup>1</sup> risk ship types are chemical tanker, gas carrier, oil tanker, bulk carrier and passenger ship

2 An initial inspection will consist of a visit on board the ship in order to:

- check the certificates and documents listed in Annex 10;
- check that the overall condition and hygiene of the ship including:
  - navigation bridge
  - accommodation and galley
  - decks including forecastle
  - cargo holds/area
  - engine room
 meets generally accepted international rules and standards;
- verify, if it has not previously been done, whether any deficiencies found by an Authority at a previous inspection have been rectified in accordance with the time specified in the inspection report.

3 A more detailed inspection will be carried out whenever there are clear grounds for believing, during an initial inspection, that the condition of the ship or of its equipment or crew or the working and living conditions of seafarers does not substantially meet the relevant requirements of a relevant instrument. Clear grounds exist when a Port State Control Officer finds evidence, which in his professional judgement warrants a more detailed inspection of the ship, its equipment or its crew. The absence of valid certificates or documents is considered a clear ground. Other examples of clear grounds are set out in paragraph 6.

4 A more detailed inspection will include an in-depth examination in:

- the areas where clear grounds are established
- the areas relevant to any overriding or unexpected factors
- other areas at random from the following risk areas:
  1. Documentation
  2. Structural condition
  3. Water/Weathertight condition
  4. Emergency systems
  5. Radio communication
  6. Cargo operations

7. Fire safety
  8. Alarms
  9. Living and working condition
  10. Navigation equipment
  11. Life saving appliances
  12. Dangerous Goods
  13. Propulsion and auxiliary machinery
  14. Pollution prevention
- 5 The more detailed inspection will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.

#### Clear Grounds

- 6 In applying Table 4 above, examples of "clear grounds" for a more detailed inspection include the following:
- .1 ships with overriding or unexpected factors as listed in Annex 8;
  - .2 during examination of the certificates and documents referred to in Annex 10 of the Memorandum, inaccuracies have been revealed or the documents have not been properly kept, updated, or they have been falsely maintained;
  - .3 indications that the relevant crew members are unable to communicate appropriately with each other, or with 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;
  - .4 a certificate has been fraudulently obtained or the holder of a certificate is not the person to whom that certificate was originally issued;
  - .5 the ship has a master, officer or rating holding a certificate issued by a country which has not ratified the STCW Convention;
  - .6 evidence of cargo and other operations not being conducted safely or in accordance with the IMO guidelines;
  - .7 failure of the master of an oil tanker to produce the record of the oil discharge monitoring and control system for the last ballast voyage;
  - .8 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;
  - .9 the emission of false distress alerts not followed by proper cancellation procedures;
  - .10 the absence of principal equipment or arrangements required by the conventions;
  - .11 evidence from the Port State Control 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;
  - .12 information or evidence that the master or crew is not familiar with essential shipboard operations relating to the safety of ships or the prevention of pollution, or that such operations have not been carried out;
  - .13 the absence of a table of shipboard working arrangements or records of hours of work or rest of seafarers;
  - .14 the ship has changed flag for the purpose of avoiding compliance with the MLC or the ship flies the flag of a State that has not ratified the MLC, 2006;
  - .15 there is a complaint alleging that specific working and living conditions on the ship do not conform to the requirements of the MLC, 2006 or following investigation of an on shore complaint;
  - .16 the working and living conditions on the ship do not conform to the requirements of the MLC.
- 7 An expanded inspection will include a check of the overall condition, including the human element where relevant, in the following risk areas:

1. Documentation
2. Structural condition
3. Water/Weathertight condition
4. Emergency systems
5. Radio communication
6. Cargo operations including equipment
7. Fire safety
8. Alarms
9. Living and working conditions
10. Navigation equipment
11. Life saving appliances
12. Dangerous Goods
13. Propulsion and auxiliary machinery
14. Pollution prevention

and subject to their practical feasibility or any constraints relating to the safety of persons, the ship or the port, verification of the specific items in these risk areas listed for each ship type in a PSC Instruction must be part of an expanded inspection. The inspector must use professional judgement to determine the appropriate depth of examination or testing of each specific item.

- 8** Inspectors must be aware that the safe execution of certain on-board operations, e.g. cargo handling, could be jeopardised by tests carried out during such operation.
- 9** The expanded inspection will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.