



Circular

China Classification Society
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To: All CCS Branches and Relevant Shipping Companies

Ship Survey_Audit_Inspection Requirements of CCS and Relevant Flag States after PSC Inspection

When surveyors/auditors/inspectors carry out survey/audit/inspection after a ship is detained by PSC (Port State Control), CCS procedural requirements, Instructions to Surveyors/Auditors and special requirements of the flag states should all be met. This circular is a summary of survey/audit/inspection requirements of CCS, Belize, Comoros, Cyprus, Jamaica, Malta, Marshall Islands, St. Vincent and Grenadines, Bahamas, Vanuatu, St. Kitts & Nevis, Palau, Barbados, Niue, Sierra Leone, Greece and Panama after detention by PSC, which should be followed by surveyors/auditors/inspectors during survey/audit/inspection. Unless otherwise stated the text clarifies CCS unified requirements, and special requirements of flag states are listed in the appendix pages. This circular is applicable to associated ship companies and ships.

During survey/audit/inspection, in principle if the flag state has no requirements or requirements of the flag state are lower than CCS requirements, the CCS requirements must be met. And if requirements of the flag state are higher than CCS requirements, the requirements of the flag state must be met. For the special requirements of the flag state, please refer to the appendix of this circular.

In this circular *ship* means a ship classed with CCS and/or a ship whose ISM/ISPS audit and certification are carried out by CCS, and a ship whose maritime labour certificate/declaration of maritime labour compliance is issued by CCS.

Requirements in this circular have covered all survey/audit/inspection requirements after detention by PSC in the previous relevant circulars and Instructions to Surveyors issued by CCS. If the previous requirements disaccord with those in this circular, the requirements in this circular should be met.

1. In-time notification after ship's detention

1.1 Where the ship is detained, the ship company is to inform CCS in time, send PSC inspection report to CCS and apply for survey/audit/inspection in accordance with CCS requirements. If the ship company does not inform CCS in time and detention deficiencies are related to the validity of Class Certificate, the Certificate may be suspended.

1.2 Once the PSC detention of ship is known, the survey unit is to report it to the Classed Ship In-service Department of the Headquarters in time and contact the ship company actively to urge the ship company to apply for survey/audit/inspection to CCS in written form.

2. Survey/audit/inspection requirements after first detention of ships within 2 years (calculated since ahead from the latest detention)

2.1 Refer to "Instructions for Investigation and Analysis of Ship Service Quality" (PICD1005) of the Society.

2.2 When the ship classed by the CCS is detained by PSC and the ship company is required to apply for survey/audit/inspection to the CCS, surveyor/auditor/inspector is to carry out survey/audit/inspection on board in time.

2.2.1 Surveyor is to check SSMIS information before embarkation to inspect whether there are some due or overdue survey items or outstanding recommendations: the due or overdue survey items or outstanding recommendations are to be eliminated at the detention port. SAMIS information should also be checked to confirm whether there are last audit findings related to detained deficiencies.

2.2.2 Deficiencies raised by PSCO are to be verified one by one. If the deficiencies raised by PSCO are considered not correct, explanation is to be made to PSC inspection unit in appropriate ways to obtain understanding of PSC inspection unit and try to solve the detention or reduce detention deficiency items.

2.2.3 After embarkation, surveyor is to withdraw Classification Certificate and/or statutory certificates issued by the CCS and related to detention deficiency, and carry out surveys in accordance with special requirements of CCS and the flag State. Deficiencies listed in PSC deficiency list, deficiencies found in survey and due or overdue outstanding recommendations are to be eliminated in time. The survey scope is not to be limited in items listed by PSC but to comply with following:

(1) If ship detention occurs at ± 3 months time window of annual/intermediate/periodical statutory survey and the relevant statutory surveys have not been completed, the relevant statutory surveys must be completed before departure. If ship detention occurs at 3 months time window before the renewal survey and relevant statutory surveys have not been completed, it is to complete the relevant survey items as much as possible basing on the actual situations, but the related survey of equipment safety, radio safety must be completed before departure. The owner is to prepare for the schedule of the completion of all renewal surveys in next convenient port and the date of completion is not to exceed the time window mentioned above. After completing all the mentioned above statutory surveys, the statutory certificates are to be issued.

(2) Unless otherwise specified by the flag States (refer to Appendix Pages), if the statutory survey mentioned in (1) cannot be completed due to lack of survey conditions of detention port, the ship can be permitted to complete all statutory surveys in next convenient port with a particular agreement from headquarters of the Society at the request of ship company. At this time, before departure, the ship company is to submit a schedule of all the statutory survey items to be completed in next convenient port to the Society in writing and the date of completion is not to exceed the time window mentioned above, and specify the reason that the relevant statutory survey items cannot be completed in the detention port.

(3) Where ship detention does not occur at the time window defined in (1) above, or though the detention occurs at the time window defined in (1) relevant surveys have been completed, or in the situation described in (2), surveyor is not only to eliminate PSC deficiencies during survey but also to carry out survey within scope of annual survey for related statutory certificates

of all deficiency items, including survey to cargo hold or ballast tank if necessary. If deficiency items do not involve service items provided by supplier, such as annual servicing of lifeboat on-load release gear and radio, the supplier may not be required for corresponding service in annual survey. If the survey cannot be completed, report must be submitted to Classed Ship In-service Department. According to the authorization of the flag states, decision should be made whether the ship can be permitted to complete relevant statutory survey in next convenient port with a particular agreement from headquarters of the Society at the request of the ship company. At this time, before departure, the ship company is to submit a schedule of the statutory survey items to be completed in next convenient port to the Society in writing and specify the reason that the relevant statutory survey items cannot be completed in the detention port.

(4) Ship detention is usually related to inadequacy of ship's SMS system operation. Survey after ship detention is to be carried out in accordance with requirements in IACS PR17 strictly, PR17 report is to be filled carefully and input to SSMIS (no matter whether the deficiencies have been solved, refer to 2.2.5(5)).

(5) Besides above requirements, surveyor is to decide whether to carry out a thorough survey in accordance with founding in the survey (Typical situation for a thorough survey is to include but not limited to: overall condition of ship is not good, structures, equipment and deficiencies on management or maintenance which affect ship safety exist, the ship is not in good management).

When surveyor deems it necessary to carry out a thorough survey, the survey scope is at least to be equipment safety renewal survey, annual/periodical survey of all other statutory certificates (except (2) above).

2.2.4 On completion of survey, site surveyor is to fill in ship class corresponding to survey scope and statutory survey report, and other survey report forms required by the Headquarters. Necessary photos are to be taken regarding deficiency and improvement condition and survey progress report is to be filled with details. Certificates of ship are to be returned or issued only upon satisfactory survey. If survey is not carried out to the ship in detention port, survey unit is to agree to implement above requirements in first survey

after ship detention. Besides, RA report is to be filled in accordance with specific condition of PSC deficiency survey.

2.2.5 At least following documents are to be issued after survey:

(1) Form GSS, category of survey is additional survey (ADS/AS, ADS/IS, ADS/PS or ADS/RS), including attached outstanding recommendation report, if any;

(2) Conditional certificate (if any);

(3) Form RA, contents of the report are as follows:

Verification condition of deficiencies listed by PSC inspection, corrective measures and survey scope; items not related to survey by the Society are to be indicated in the report;

(4) Ship classification and statutory survey report (annual/intermediate/periodical/renewal), including flag state additional survey report (if applicable);

(5) Form PR17 (In terms of the PR17 footnote, if PR17 need not to be issued, the related situation shall be described in the RA and submitted with related evidence.);

(6) Other reports related to surveys to eliminate deficiencies (such as repair report, product certificate of renewed equipment, test report of life-saving appliances, if applicable);

(7) Investigation table required by procedure document PICD1005 of the Society.

2.2.6 Among above reports, RA may be provided to PSCO to eliminate detention; other reports cannot be provided to PSCO without agreement by the Headquarters. Investigation table required by PICD1005 are not to be provided to the external in any case.

2.2.7 In special cases, for deficiencies could not be eliminated at ship detention port, necessary provisional measures are to be taken with the consent of PSC inspection unit, flag State Administration and the Headquarters of the CCS in accordance with IIB-A4 of the Instructions to Surveyors. But the special requirements of the flag State (Refer to I-C of the Instructions to Surveyors) are to be noticed. Deficiencies not eliminated are to be raised as outstanding recommendations and corresponding conditional certificate is to

be issued.

After follow-up repair and elimination of deficiencies, the survey unit is to check and verify ship deficiency elimination situation carefully and to expand survey scope if necessary to ensure that certificates and reports are issued when the ship returns to normal and satisfactory condition prior to departure. Deficiency elimination condition is to be described in details while filling RA report and other survey and investigation reports are to be finished at the same time.

2.2.8 Surveyor is to communicate with port state inspection unit to maintain the reputation of CCS actively and report major issues to the Classed Ship In-service Department of the Headquarters in time.

3. Survey/audit/inspection after second detention of ships within two years (calculated ahead from the latest detention)

3.1 Requirements should be carried out in accordance with requirements in section 1 “In-time notification after ship’s detention” and section 2 “Survey/audit/inspection requirements after first detention of ships within 2 years” of this circular.

3.2 Where a ship has been detained following a Port State Control inspection on two occasions in one year, with serious deficiencies found, then the class will be liable to be suspended or canceled, at the discretion of CCS. For the aforementioned situation, the survey/audit/inspection requirements shall refer to the associated headquarter departments and take action as requested.

4. Survey/audit/inspection after third detention of ships within two years (calculated ahead from the latest detention) or banned by PSC

4.1 Requirements should be carried out in accordance with requirements in section 1 “In-time notification after ship’s detention” and section 2 “Survey/audit/inspection requirements after first detention of ships within 2 years” of this circular.

4.2 Where a ship has been detained following a Port State Control inspection on three occasions in two years, with serious deficiencies found, then the class will be liable to be suspended or canceled, at the discretion of CCS. For the aforementioned situation, the survey/audit/inspection requirements shall refer to the associated headquarter departments and take action as requested.

5. Deficiencies are found in PSC inspection but the ship is not detained

Where PSC or flag State requires classification society to carry out survey on

board to correct deficiencies, the surveyor is to carry out survey in accordance with statutory additional survey to eliminate PSC deficiencies. The surveyor has responsibility to expand the survey scope in accordance with deficiency survey situation. In the case the flag state is Panama or Greece or Marshall Islands or Palau or St.Kitts & Nevis, etc., RO is required to inform of the flag state when the ship's deficiencies information is received regardless of detained or not.

6. Requirements for ISM/ISPS audit/MLC inspection after PSC inspection

6.1 After PSC inspection, the PSCO or flag state administration requires an additional ISM/ISPS audit or MLC inspection shall be carried out.

6.1.1 Where detention deficiencies only involve several clauses and elements of ISM/ISPS/MLC, the scope of additional audit/inspection is to focus on ISM/ISPS/MLC clauses and elements involved, but not limited to detention deficiencies, the auditor/inspector may expand audit/inspection scope according to audit/inspection findings after embarkation.

6.1.2 During the Additional Audit, all deficiencies raised by PSCO shall be treated as non-conformities, attention shall be paid to that the elimination of technical deficiencies do not mean correction of non-conformities; generally major non-conformities/failures/deficiencies shall be given to detainable deficiencies relevant to ISM/ISSC/MLC according to the elements; all correction of PSC deficiencies shall be reported individually, for example, Officers were not familiar with their duties, measures taken should be described as "the Chief mate and second mate took a duty training, etc. "

6.1.3 Where plenty of detention deficiencies exist and the deficiencies involve many ISM/ISPS/MLC elements, additional audit/inspection within scope of at least intermediate audit is to be carried out.

6.1.4 Where the flag State Administration has special requirements for audit/inspection after ship detention, it is to be noticed to implement the special requirements of the flag State.

6.2. During an additional audit/inspection on board, if the auditor/inspector considers that the PSC detention involves the issues on the implementation of shore-side SMS, it is to be notified to the Classed Ship in Service Department of the Headquarters. The Headquarters may request CCS branch office to carry out an additional audit or visit the company and the company shall take

appropriate actions to correct and prevent recurrence. CCS branch office shall follow up the implementation of those corrective and preventative measures.

6.3. After PSC inspection, no additional audit/inspection required by PSCO or Flag State, but the surveyor raised a PR17 report, the Classed Ship in Service Department of the Headquarters shall deal with the PR17 according relevant requirements.

6.4. If a ship with SMC/ISSC/MLC issued by CCS is detained second time within one-year and ISM/ISSC/MLC detainable deficiency exist, an additional audit/inspection with scope as initial audit/inspection shall be carried out to the ship. If a ship is detained twice within one-year or two ships managed by the company were detained within one-year and the auditor considers that the PSC detention involves the issues of implementation of shore-side SMS, in the case of the company's DOC is issued by the Society, an additional DOC audit with scope of at least annual audit shall be carried out. If the company DOC is not issued by the Society, the Headquarters will request branch office to carry out a visit to the company and the company shall take appropriate actions to correct and prevent recurrence. CCS branch office shall follow up the implementation of those corrective and preventative measures.

6.5. Additional audit/inspection to ships and company due to ISM/ISPS/MLC detention and the audit/inspection results are to be informed to the Administration by the Classed Ship in Service Department of the Headquarters.

7. Others (leave empty)

Appendix Pages A1-A16: Additional requirements of Belize, Comoros, Cyprus, Jamaica, Malta, Marshall Islands, St. Vincent and Grenadines, Bahamas, Vanuatu, St. Kitts & Nevis, Palau, Barbados, Niue, Sierra Leone, Greece and Panama.

This Circular is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to relevant shipping companies in relevance to their business area.

<p>Please contact Classed Ship in Service Department of CCS Headquarters for any inquiry by e-mail to psc@ccs.org.cn</p>
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Revision Introduction:

Revision	Revised paragraphs	Content	Reason
Rev.0 (Dec.2016)	/	/	Replace the Circular Total No.553
Rev.1 (Sep.2017)	2.1,2.2.5(8), 2.2.6, Reference	Revised: WISS801 to PICD805	Procedural Document revised
	2.2.3(3),2.2.5(5)	Delete the issue of SFC(ILO)	Not applicable
	Appendix A12	Add: Additional requirements of Barbados.	Document of additional requirements: Information Bulletin No.270
Rev.2 (April.2018)	Appendix A13	Add: Additional requirements of Niue.	Document of additional requirements: Circular NMC4.2017(rev0)
	Appendix A14	Add: Additional requirements of Sierra Leone.	Document of additional requirements: Maritime Circular No.9
	Appendix A1	Revise: Additional requirements of Belize.	Document of additional requirements: Merchant Shipping Notice No.0010
	Appendix A5	Revise: Additional requirements of Malta.	Malta & CCS RO agreement(2015) Annex3
	2.2.3(3)	Revise 2.2.3(3) and add new item 2.2.3(4)	Requirement revised and divided
	2.2.3(4)	Revise item No. as 2.2.3(5)	Item No. updated
	3.2	Add	Requirement revised
	4.1	Revise	Requirement revised
	4.2	Add	Requirement revised
	5,6	Delete	Not applicable
	7,8	Revise item No.s as 5 and 6	Item No. updated
	7	Add	For appendix use
Rev. 3 (June.2018)	2.1,2.2.5(7), 2.2.6, Reference	Revised: PICD805 to PICD1005	Management Document revised
Rev.4	Appendix A14	Revise: Additional	Document of

(December, 2018)		requirements of Sierra Leone.	additional requirements: Maritime Circular No.9 (Rev.1)
Rev.5	Appendix A1	Revise: Additional requirements of Belize	IMM/GOB001/17 circular
Rev.6	Appendix A15, Appendix A11	Revise: Additional requirements of Greece and Palau	GREECE:PROT. No 2311.1_14_20001_2020 PALAU: Marine Notice 241.1
<u>Rev.7</u>	<u>Appendix A16</u> <u>6</u>	<u>Add:</u> <u>Additional requirements of Panama</u> <u>Revise:</u> <u>Requirements for ISM/ISPS audit/MLC inspection after PSC inspection</u>	<u>Panama Resolution No. 106-183-DGMM</u> <u>Requirements for ISM/ISPS audit/MLC inspection</u>

Appendix

A1: Belize

provisions in this circular	additional requirements
2	<p>SURVEYS AFTER A PSC DETENTION</p> <p>1.1. When a Belizean flag ship is detained and the RO is called to attend either by IMMARBE or PSC, the surveyor of the RO shall not limit the inspection to the deficiencies noted by the Port State Control.</p> <p>1.2. If the date of the detention falls within the \pm 3 months window for statutory surveys other than the renewal surveys, they shall be completed before the ship sails.</p> <p>1.3. If the date of the detention falls within the 3 months prior to the due date of the renewal surveys, they shall be conducted to the extent possible before the ship sails, except for safety equipment and radio, which shall be completed. A time schedule for the completion of surveys at the next convenient port shall be set and their completion shall not be delayed until the end of the window.</p> <p>1.4. If the date of the detention does not fall within the \pm 3 months' window for statutory surveys, the RO surveyor, after clearing the PSC deficiencies, shall carry out a general examination of the vessel including the items listed in Appendix 1 and shall complete the questions listed in Appendix</p> <p>2. Then using professional judgment the surveyor shall decide if any in-depth survey is required.</p> <p>1.5. In cases where the surveyor deems that in-depth surveys are required, a safety equipment renewal survey and annual surveys for the other statutory certifications are to be carried out. The RO shall send to the Belize Administration copies of the reports on such cases.</p> <p>Requirements in 2.2.3(1) should be carried out.</p> <p>The PR17 report should be superseded by PR17(BIZ) report.</p> <p>For a thorough survey, the survey unit shall send one survey report to the Headquarters after the completion. The Headquarters shall mail the survey report (including ILO checklist) to IMMARBE.</p> <p>Reports mentioned in provision 2.2.5 in this circular should be sent to the Headquarters so that the Headquarters can forward the reports to INMARBE. Classed Ship In-service Department should forward the reports sent by branches to INMARBE after satisfactory check.</p>
7	<p>If the Headquarters deems, upon receipt of PSC inspection report, that the defects are serious and deserve concern, the Headquarters is to promptly inform the flag State of such defects for its attention. The Administration will decide whether further investigation is to be carried out. The Administration will decide on further actions to be taken according to the results of the investigation and upon consulting CCS.</p> <p>Based on PSC inspections and defects found of relevant vessels, the Administration will decide whether further investigation is to be carried out. If the Administration requires CCS to carry out further investigation aboard, the Headquarters will instruct surveyors to</p>

	<p>attend on board. If there is an explicit investigation requirement of the flag state, surveys should be conducted following the requirement. After the investigation the Headquarters should submit the result report to the flag state.</p> <p>Based on main PSC MOU inspections and defects found of Belizean ships, the Administration will assess the PSC results weekly, perform risk analysis, and decide whether further investigation is to be carried out.</p> <p>According to the result of risk analysis, when the Administration requires CCS to carry out further investigation, the Headquarters will instruct surveyors to attend on aboard. Surveys should be conducted following the requirements of provision 2 in this circular.</p> <p>The rectification to the defects found by the Administration or PSC</p> <p>If the Administration finds defects on board the vessel or the Administration receives PSC detention report including defects, the Administration will inform CCS. The Headquarters will instruct surveyors to attend on aboard and check whether defects have been rectified according to the plan. If defects have not been rectified, CCS should connect the Administration to determine further measure.</p>
6	<p>Where a major non-compliance is found within 12 months after the date of initial/renewal audit, or within 6 months before the date of renewal audit, the scope of audit is to be equal to that of an initial audit of the ship.</p> <p>Where a major non-compliance is found more than 12 months after the date of initial/renewal audit, or more than 6 months before the date of renewal audit, the scope of audit is to be equal to that of an intermediate audit of the ship.</p> <p>The Classed Ship in Service Department of the Headquarters is to inform the Administration of the additional audit of ships or companies and the audit results</p> <p>Where a ship is detained for twice within one year, an additional company audit is to be carried out in a scope equal to that of an annual audit.</p> <p>Where the proportion of PSC-detained ships in the fleet of the company is large, the marine Administration of the flag State will decide the scope and extent of the additional audit of the ship and the company.</p>
2	<p>Occasional Survey Program for detained vessels operating in the Paris MOU area</p> <p>On March 1, 2017, IMMARBE Technical Department issued IMM/GOB001/17 circular, released the Paris MOU Policy and required that all vessels detained by Pars MOU should enter into Occasional Survey Program.</p> <p>All registered vessel regardless of age detained in the Paris MOU in the past 12 months will immediately enter into Occasional Survey Program for a period of 24 months starting from the date of detention with the intention to minimize the risk of further detentions.</p>

Requirements of occasional survey are as followings:

1. This occasional survey will be performed by the RO that issued the statutory certificates; in the case that the vessel is holding statutory certificates issued by a different RO, the occasional survey shall be carried out by the RO that issued the Cargo Ship Construction Certificate, Load Line Certificate, Safety Equipment Certificate, or the Passenger Ship Safety Certificate. After completion of the survey, the RP shall issue a statement and shall communicate to IMMARBÉ's Technical Department, prior to the vessel's departure to a port located within a country member of the Paris MOU. The statement together with the Survey Report shall be submitted directly to IMMARBÉ Technical Department (three mail boxes):

technicalofficer@immarbe.com; technicalofficer2@immarbe.com;
techsupport@immarbe.com.

2. The scope of such occasional survey must cover all conditions as far as practicable relating to construction, security, pollution prevention, maritime safety, maritime labor and compliance with all national and international regulations applicable to the vessel; in other words, the scope will be equivalent to Annual Survey. If deficiencies are found at the time of the occasional survey, they need to be rectified as soon as possible and prior to entry any Paris MOU Port. According to the IMMARBÉ authorization, Scopes of occasional survey by CCS should at least include statutory certificates annual surveys ((SC/LL/SE/IOPP/IAPP/BWM/CBC-AS), periodical survey(SR-PS), renewal surveys (ISPP-RS/PSS-RS)), SMC and ISSC intermediate audits, MLC intermediate inspection, etc., regardless of any statutory certificate issued by other RO.)

3. This occasional survey will be valid for six (6) months and can be advanced with the purpose to make it concurrent with the annual, intermediate, or renewal survey, but it may not be delayed for same reasons. This means that, if the vessel is still trading to ports within the Paris MOU, and the occasional survey was carried out more than six months ago, a new occasional survey shall be carried out.

4. The operators and owners are under the obligation to request such survey ahead the time to the RO. It is obligation of the RO, which certifies the vessel, to notify the operators and owners the need to conduct such survey under the conditions established by this IMM/GOB001/17 circular. When this survey is requested by the operators or owners for any reason, the RO cannot avoid the responsibility to carry out this survey.

5. In the case that Belize Administration identifies a vessel to be included in the Occasional Survey Program, which are operating within the ports of country members of the Paris MOU, the occasional survey must be performed before the vessel departs the port where it

may be at the time this IMM/GOB001/17 circular is implemented.

6. In the case that the RO had issued the vessels statutory certificates within a thirty (30) days' time frame, the Technical Department of IMMARBE can accept the submission of a Statement from the RO stating that the vessel is found in compliance with this IMM/GOB001/17 circular, which will have a validity of six (6) months.

7. The Technical Department of IMMARBE will recommend disciplinary actions against RO if a vessel is detained within the Paris MOU jurisdiction immediately after an occasional survey as described above has been carried out.

8. Those vessels subject to the requirements established in this IMM/GOB001/17 circular, which do not perform the obligatory occasional survey or that are detained two (2) times within a six (6) months period by a Maritime Authority member of the Paris MOU, will be fined and cancelled from the registry.

9. When an occasional survey as required by IMM/GOB001/17 circular completed first time, a statutory memorandum with a validity of six (6) months from the date of the occasional survey completed should be issued: According to the requirement of the Belize Flag State circular IMM/GOB001/17, the "Occasional Survey Program" should be conducted within a period of 24 months from xxx (the date of first time occasional survey completed). For more details of the "Occasional Survey Program", please refer to the IMM/GOB001/17 circular on website: www.immarbe.com. The next "Occasional Survey" should be carried out within 6 months without delay and can be concurrent with annual/intermediate/renewal survey. When following occasional survey completed, this statutory memorandum should be postponed with a validity of six (6) months from the date of this occasional survey completed.

10. When each occasional survey as required by IMM/GOB001/17 circular completed, a statement of facts including following contents should be issued with blank certificate papers containing CCS logo.

JOB No.:

STATEMENT OF FACTS

NAME OF SHIP	IMO NUMBER	FLAG	GROSS TONNAGE	TYPE OF SHIP	KEEL LAID

THIS IS TO CERTIFY THAT:

That the undersigned surveyor, on behalf Belize flag Administration (IMMARBE) and to Circular IMM/GOB001/17 dated March 1st, 2017 has performed the required

occasional survey with scope of Annual Survey for ships trading in the PARIS MOU region.

After the general condition inspection, covering as far as practicable items related to construction, security, pollution prevention, fire-extinguishing arrangements, LSA appliances, quality systems, maritime labor and others, the undersigned surveyor confirms hereby the ship is seaworthy and fit for operations.

This Statement will be valid for **6 (six)** months from issuance date below.

Issued at: _____ Issued on _____

Issued by: _____ (Name and Signature)

Surveyor of CHINA CLASSIFICATION SOCIETY

A2: Comoros

provisions in this circular	additional requirements
1	The detention of a vessel should be informed to the Administration. The survey units of CCS need to liaise with the Administration through the Headquarters. In emergency cases after authorized by the Headquarters survey units can liaise with the Administration and the relevant documents is to be CC to the Headquarters.

A3: Cyprus

provisions in this circular	additional requirements
1	<p>1 When a ship flying the Cyprus Flag is detained, the master of the ship and or the company managing the ship are obliged immediately to:</p> <p>1.1. Notify and request the Ros which have issued the affected statutory certificates to perform surveys/ audits/ verifications/ inspections required by the present Circular, and</p> <p>1.2. Notify the DMS communicating the following information: Full copy of the PSC report (Form A and B); Copy of the detention notice; and Confirmation that the involved Ros have been notified. The schedule for the completion of surveys (if applicable)</p> <p>2 In case a ship flying the Cyprus Flag sails without complying with the above, then upon arrival at the next port of call, a prohibition of sail will be issued until all required surveys/ audits/verifications/ inspections are completed.</p> <p>3 Furthermore an additional company audit in the scope of an annual one may be requested depending on the safety record of the company in question and the nature of the deficiencies recorded.</p> <p>4 When a ship flying the Cyprus Flag has been released from detention, the master of the ship and or the company managing the ship must immediately to notify the DMS communicating a copy of the release notice and any restrictions imposed to the ship (if any).</p>
2	<p>Actions after the 1st detention in a 24 month period:</p> <p>If a ship is detained once within a period of 24 months the following surveys/ audits/verifications/ inspections should be performed as appropriate:</p> <p>1. If the date of the detention falls within the ± 3 month's window for annual surveys, they must be conducted before the ship sails; and</p> <p>2. If the date of the detention falls within the window for renewal / periodical /intermediate surveys, they must be conducted to the extent possible, except for safety equipment, radio and I.O.P.P, which must be completed. A time schedule for the completion of surveys at the next convenient port must be set and they shall not be delayed until the end of the window; or</p> <p>3. If all the detainable deficiencies concern the implementation of the Maritime Labour Convention, 2006 (MLC), an additional intermediate inspection should be conducted by the RO responsible for the issue of the Maritime Labour Certificate, or</p> <p>4. If all detainable deficiencies concern the implementation of the Code for the Security of Ships and of Port Facilities (ISPS Code), an</p>

	<p>additional intermediate verification should be conducted by the RO responsible for the issue of the International Ship Security Certificate (ISSC).</p> <p>Actions after the 1st detention in a 24 month period: In case the RO clearing the deficiencies and the RO responsible for the issue of the Safety Management Certificate (SMC) are different entities and during the survey/ inspection/verification it becomes apparent that the Safety Management System (SMS) on board is not properly implemented then the surveyor should notify the ship's RO responsible for the issue of the SMC and the DMS of the findings. In case RO responsible for the issue of the SMC, having assessed the findings, deems that an additional audit is necessary, it shall notify the DMS and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform the DMS and the RO clearing the deficiencies of the results.</p>
2	<p>Reports mentioned in provision 2.2.5 in this circular should be sent to the Headquarters so that the Headquarters can forward the reports to the Administration. Classed Ships In-service Department should forward the reports sent by branches to the Administration after satisfactory check.</p>
3	<p>Actions after the 2nd detention in a 24 month period: In addition to the surveys/ audits/verifications/ inspections required in case a ship has been detained once within a period of 24 months (as from the date of the last detention counting backwards), additional audit requirement see below.</p>
4	<p>Actions after the 3rd detention in a 24 month period: If a ship has been detained three times within a period of 24 months (as from the date of the last detention counting backwards), all statutory certificates will be suspended. In order to reinstate the certificates, renewal surveys shall be carried out with no outstanding items or recommendations to the extent possible, and an additional audit to the extent of an initial one shall be performed. Furthermore an additional shore based audit to the extent of an initial one should be performed, not later than 30 days from the date of the detention.</p>
4	<p>Actions after the 4th detention in a 24 month period: In case a ship is detained for the fourth time within a period of 24 months (as from the date of the last detention counting backwards), then the vessel will be deleted from the Cyprus Registry.</p>
5	<p>The rectification to the defects found by the Administration or PSC If the Administration finds defects on board the vessel or the Administration receives PSC detention report including defects, the Administration will inform CCS. The Headquarters will instruct surveyors to attend on board and check whether defects have been rectified according to the plan. If defects have not been rectified, CCS should connect the Administration to determine further measure.</p>
6	<p>The Classed Ship in Service Department of the Headquarters is to</p>

	<p>inform the Administration of the additional audit of ships or companies and the audit results.</p> <p>If a Cyprus flag ship is detained twice within a period of 24 months, an additional company audit in the scope of an annual audit should be performed not later than 30 days from the date of the detention, and an additional shipboard audit to the extent of an initial one should be performed before the ship sails.</p> <p>If a Cyprus flag ship is detained three times within a period of 24 months, an additional company audit in the scope of an initial audit should be performed not later than 30 days from the date of the detention, and an additional audit to the extent of an initial one shall be performed.</p> <p>If a Cyprus flag ship is detained four times within a period of 24 months, the DoC of the Company issued on behalf of the Republic will be re-examined if this company also manages other Cyprus flag ships.</p> <p>If a ship has been detained and the detention order contains explicit reference to the ISM non-conformities, ISM auditors should follow the requirements of CD circular032“Relevant Requirements about PSC of DMS”.</p> <p>The circulars such as Circular No.26/2016, issued by DMS, should be kept on board vessels,</p>
Others	<p>It should be noted that the DMS may amend any of the above instructions depending on the number and the nature of the identified deficiencies. Additionally, the DMS may participate to any of the above surveys/ audits/ verifications/ inspections or may request for an occasional Flag State survey /audit /inspection/ verification, at owners' expenses.</p> <p>Applications for postponement or waiving of surveys/ audits/ verifications/ inspections related to detentions will be considered by the DMS only in cases where special circumstances warrant them.</p>

A4: Jamaica

provisions in this circular	additional requirements
1	<p>After the detention of the ship, the shipping company or the master shall apply the ship's classification society for survey/audit as requested in the Circular from the Maritime Authority of Jamaica dated 1 February 2008 immediately and shall notify the Maritime Authority of Jamaica within two days after the detention, and confirm that it shall be in compliance with the requirements provided in the Circular from the Maritime Authority of Jamaica on 1 February 2008. In case the ship sailed without compliance with the above-mentioned requirements, the Maritime Authority of Jamaica will issue a Prohibition of Sail after the ship's arrival at next port, till all the required surveys/ audits are completed. Furthermore, the DOC issuing organization shall conduct an additional audit, with the scope as same as that of an annual audit.</p>
2	<p>If the date of the detention falls within the ± 3 month's window for annual surveys and relevant statutory surveys have not been completed, they must be conducted before the ship sails. If the date of the detention falls within the window for renewal/periodical/intermediate surveys and relevant statutory surveys have not been completed, they must be conducted to the extent possible, except for safety equipment, radio and I.O.P.P, which must be completed. A time schedule for the completion of surveys at the next convenient port must be set and they shall not be delayed until the end of the window</p> <p>If the RO classing the ship and its auditing organization are different entities and during the surveys it becomes apparent that the SMS on board is not properly implemented then the surveyor should notify the ship's auditing organization and the Administration of the findings. In case the auditing organization, having assessed the findings, deems that an additional audit is necessary, it shall notify the Administration and proceed as soon as possible to conduct the additional audit of the SMS of the ship and inform the Administration and the RO classing the ship of the results.</p> <p>In cases where the surveyor deems that a more thorough survey is needed, the extent of the surveys will be in the scope of annual with the addition of basic ILO items. For a thorough survey, the survey unit shall send one survey report to the Headquarters after the completion. The Headquarters shall mail the survey report (including ILO checklist) to the Administration.</p> <p>Reports mentioned in provision 2.2.5 in this circular should be sent to the Headquarters so that the Headquarters can forward the reports to the Administration. Classed Ships In-service Department should forward the reports sent by branches to the Administration after satisfactory check.</p>
3	<p>If a ship has been detained twice within a period of 24 months(irrespective of the detaining authority/MOU), additional</p>

	<p>requirements should be:</p> <p>3.1 An additional shipboard audit to the extent of an initial audit should be performed.</p> <p>3.2 Furthermore an additional shore based audit to the extent of an annual audit should be performed not later than 30 days from the date of the detention.</p> <p>3.3 The Administration may participate to any of the above surveys/audits or may request for an occasional Flag State survey/audit, at owners expenses. It is again emphasized that the ship's Master should inform the Administration and the Society about the detention in time.</p>
4	<p>If a ship has been detained three times within a period of 24 months(irrespective of the detaining authority/MOU), the following requirements should be met:</p> <p>4.1 All statutory certificates will be suspended from the date of the detention;</p> <p>4.2 In order to re instate the certificates, renewal surveys should be carried out with no outstanding items or recommendations to the extent possible. And an additional audit to the extent of an initial should be performed and the audit report has been sent to the Flag State. Furthermore an additional shore based audit to the extent of an initial should be performed, not later than 30 days from the date of the detention. And the audit report should be sent to the flag state.</p> <p>4.3 The Administration has the rights to participate to any of the above surveys/audits, at owners expenses.</p>
4	<p>If a ship is detained for a fourth time within a period of 24 months(irrespective of the detaining authority/MOU), the following requirements should be met:</p> <p>6.1.1 The vessel will be deleted from the Jamaica Registry;</p> <p>6.1.2The DoC of the Company issued on behalf of Jamaica will be re-examined if this company also manages other Jamaica flag ships.</p>
5	<p>If the Headquarters deems, upon receipt of PSC inspection report, that the defects are serious and deserve concern, the Headquarters is to promptly inform the flag State of such defects for its attention. The Administration will decide whether further investigation is to be carried out. The Administration will decide on further actions to be taken according to the results of the investigation and upon consulting CCS.</p> <p>Based on PSC inspections and defects found of relevant vessels, the Administration will decide whether further investigation is to be carried out. If the Administration requires CCS to carry out further investigation aboard, the Headquarters will instruct surveyors to attend on aboard. If there is an explicit investigation requirement of the flag state, surveys should be conducted following the requirement. After the investigation the Headquarters should submit the result report to the flag state.</p> <p>The rectification to the defects found by the Administration or PSC</p> <p>If the Administration finds defects on board the vessel or the</p>

	<p>Administration receives PSC detention report including defects, the Administration will inform CCS. The Headquarters will instruct surveyors to attend on board and check whether defects have been rectified according to the plan. If defects have not been rectified, CCS should connect the Administration to determine further measure.</p>
6	<p>If a ship is detained twice within a period of 24 months, an additional company audit in the scope of an annual audit should be performed not later than 30 days from the date of the detention.</p> <p>If a ship is detained three times within a period of 24 months, an additional company audit in the scope of an initial audit should be performed not later than 30 days from the date of the detention.</p> <p>If a flag ship is detained four times within a period of 24 months, the DoC of the Company issued on behalf of the Administration will be re-examined if this company also manages other Jamaican ships.</p> <p>The circulars such as Circular No.01-02-2008, issued by Jamaica Administration, should be kept on board vessels.</p>

A5: Malta

provisions in this circular	additional requirements
1	<p>Any recommendations imposed by the Competent Authority or PSC detention reports received by the Competent Authority, shall be communicated to CCS classing the ship, who shall ensure that rectification has been effected according to the set schedule. Otherwise, CCS shall consult the Competent Authority on the course of action to be taken.</p> <p>When a Maltese ship is detained and CCS is called to attend on board, the surveyor of CCS shall not limit the inspection to the deficiencies noted by Port State Control (PSC).</p>
2,3,4	<p>If the date of the detention falls within the ± 3 months' window for statutory surveys, the surveys shall be conducted before the ship sails. In the case of renewal surveys, they shall be conducted to the extent possible, except for safety equipment and safety radio, which shall be completed. A time schedule for the completion of surveys at the next convenient port shall be set and the surveys shall not be delayed until the end of the window.</p> <p>If the date of the detention does not fall within the ± 3 months' window the surveyor of CCS surveyor, after clearing the PSC deficiencies, shall carry out a general examination of the vessel. Then, using professional judgment the surveyor shall decide whether additional surveys are warranted.</p> <p>In cases where CCS surveyor concludes that more thorough surveys are required, CCS surveyor shall proceed as agreed for the change of flag when accompanied by a change of the Company (see Paragraph 2.4). CCS shall provide the Competent Authority with copies of the reports on such cases.</p>

6	<p>(1) ISM</p> <p>Where a ship has been detained and the PSC inspection report explicitly references an ISM major non-conformity(deficiency related to ISM detention), CCS Auditor shall board the vessel and perform an additional shipboard audit. The extent of this additional audit shall be equivalent to the mandatory initial audit.</p> <p>In cases where the ship is operating under interim certification and an additional audit in the scope of initial audit cannot be carried out, CCS auditor shall formally request the Competent Authority to provision an audit covering to the maximum extent possible all elements of the Code.</p> <p>When the findings of the shipboard audit reveal that the Company Safety Management System is not being fully implemented, an additional audit to the extent of the initial audit shall be performed for the Company.</p> <p>The Competent Authority shall be notified immediately of any additional shipboard audit or additional Company audit intended to be carried out. The audit report of these additional audits is to be forwarded to the Competent Authority.</p> <p>(2) ISPS</p> <p>Where a ship has been detained and the PSC inspection report explicitly references an ISPS major non-conformity(deficiency related to ISPS detention), CCS Auditor shall board the vessel and perform an additional shipboard verification. The extent of this additional verification shall be equivalent to the mandatory initial verification.</p> <p>In cases where the ship is operating under interim certification and an additional verification in the scope of initial verification cannot be carried out, CCS auditor shall formally request the Competent Authority to authorize a verification covering to the maximum extent possible all elements of the Code.</p> <p>The Competent Authority shall be notified immediately of any additional shipboard verification or additional Company audit intended to be carried out. The reports of these additional audit/verifications are to be forwarded to the Competent Authority.</p> <p>The ISSC shall be endorsed with the additional verification only after the ship has successfully applied a corrective action plan, certifying that the ship is in compliance to the Code.</p>
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A6: Marshall Islands

provisions in this circular	additional requirements
1	In case of ship detention, the Ship Company or Master has the responsibility to immediately notify the Administration.
2	The surveyor is to consult with the Administration via management departments of the Headquarters on the scope of survey before starting the survey on board.
	If the date of the detention falls within the ± 3 month's window for the statutory surveys, they shall be conducted before the ship sails. In the case of renewal surveys, they shall be conducted to the extent possible, except for safety equipment and radio, which shall be completed. In the event the above action cannot be completed, the Administration shall be consulted. A time schedule for the completion of survey at the next convenient port shall be set, and they shall not be delayed until the end of the window.
	The surveyor is required, after clearing the Port State Control deficiencies, to carry out a general examination of the vessel jointly with the flag inspector in consultation with the Administration via management departments of the Headquarters. Depending on the number and nature of deficiencies, the organization issuing SMC or ISSC may conduct an additional audit of the Safety Management System (SMS) or Ship Security Plan (SSP), as the case may be, equivalent to an Intermediate Audit.
	In cases where the Society surveyor deems that a more thorough survey is needed, the surveyor shall proceed as required for a change of flag when accompanied by a change of the Company. The Society shall send to the Administration copies of the reports of such cases.
	Where an Additional audit of the ship SMS is found to be necessary, its scope shall be equivalent to a Renewal audit, taking into account the number and nature of the deficiencies.
3	<p>Special requirements for ships being detained for the second time within two years (irrespective of the detaining authority/MOU):</p> <p>3.1 The Administration authorized CCS to suspend all statutory certificates from the date of the detention and the Master and/or Ship Company is to be notified in writing by CCS that the statutory certificates are invalidated or withdrawn as of the date of written notice. Upon such notice, the statutory certificates are to be surrendered to CCS. If statutory certificates have been withdrawn, they are not to be reinstated until CCS has conducted renewal surveys, there are no outstanding items or recommendations, and both the Administration and port State authorities are satisfied.</p> <p>3.2 An Initial Audit of the shore-based Safety Management System carried out by the organization issuing DOC may be required, the extent of which is to take into account the number and nature of the deficiencies.</p> <p>3.3 An Additional Audit of ship's Safety Management System,</p>

	equivalent to a Renewal Audit and inspection of the ship may be conducted jointly by the organization issuing SMC and Administration.
4	Special requirements for ships being detained for the third time within two years(irrespective of the detaining authority/MOU): 4.1 CCS issuing DOC is to check and assess the effectiveness of DOC of management company resulting in its possible withdrawal. 4.2 Administration may withdraw the ship's registration certificate.
4	Special requirements for ships prohibited from entering port (ships to which an order of no entry has been issued). 5.1 CCS issuing DOC is to check and assess the effectiveness of DOC of management company resulting in its possible withdrawal. 5.2 The Administration may withdraw the ship's registration certificate.
3,4	When a vessel is detained two or more times within a two year period, or if a vessel is banned by a specific MOU, in addition to the requirements above, the Administration shall provide instruction to the Society regarding additional statutory surveys, audits or inspections.
5	When PSCO has found defects on ship and notified CCS, the Headquarters' management departments are to report to the Administration irrespective of they are detainable defects or not.
	ISM Code In the event of a ship being detained for a perceived failure of the Safety Management System, an Additional audit of the implementation of the ship SMS shall be conducted, equivalent in scope to a Renewal audit, taking into account the severity of the failure. If necessary, an additional audit of the Company DoC equivalent in scope to a Renewal audit shall be conducted, taking into account the severity of the failure. ISPS Code In the event of a ship being detained on maritime security grounds, a shipboard Additional audit of the implementation of the Ship Security Plan (SSP) shall be conducted, equivalent in scope to a Renewal audit, taking into account the severity of the security failure. If necessary, an Additional audit of the Company DoC equivalent in scope to a Renewal audit shall be conducted, taking into account the severity of the security failure.
8	MLC, 2006 In the event of a ship being detained for a serious breach of the MLC, 2006 requirements that represent a violation of seafarer rights, or poses a significant danger to seafarer's safety, health or security, the Society inspector shall conduct an inspection taking into account the number and severity of the breaches which may lead to an additional inspection in the scope of a Renewal Inspection. Based on professional judgment and in consultation with the Administration and PSCO, the Society inspector shall have confirmation either that all deficiencies noted during the inspection have been rectified or that a rectification action plan has been provided by the owner and agreed by the inspector, PSCO and Administration. If necessary, an

	<p>additional audit of the Company DoC, equivalent in scope to a Renewal audit shall be conducted, taking into account the severity of the breach.</p>
Others	<p>Requirements for detention of the flag State :</p> <p>10.1 If no rectifications have been taken on board, and after the survey of classification the conclusion is that the ship is not in substantial compliance with required standards and conventions, and is deemed unfit to sail, CCS is authorized to invalidate or withdraw a statutory certificate, in consultation with the Administration.</p> <p>10.2 In the situations above, CCS is required to provide written notice to the Master and/or owner and request that the statutory certificates be surrendered by the Master.</p> <p>10.3 Accordingly the Administration will take flag state detention measures and inform the Master and/or owner by written notice.</p> <p>10.4 Statutory certificate(s) is not to be reinstated until the required corrective action, which may be equivalent to those required to remove a FSC detention, has been accomplished to the satisfaction of both the Administration and CCS.</p>

A7: St. Vincent and the Grenadines

provisions in this circular	additional requirements
1	<p>When a St Vincent and the Grenadines flagged ship is first detained during a 2 year period, the Company managing the ship or the ship's Master should inform immediately the Flag Administration and request the RO surveyors to attend the vessel immediately.</p> <p>Failure to comply will result in the following:</p> <ul style="list-style-type: none"> ● An additional audit of the Company by RO (equivalent to the initial audit) due to failure to comply with National requirements shall take place within a reasonable delay, but not later than one (1) month from the date of the detention. ● Upon arrival at the next port of call, the Statutory Certificates will cease to be valid until all required surveys are satisfactorily completed and an additional shipboard audit carried out by RO and/or Flag Administration. <p>Where a ship has been detained and the PSC Inspection Report explicitly references an ISM major non-conformity, requirements above should be met.</p>
2	<p>The PR17 report should be superseded by PR17(SVG) report.</p> <p>When the Surveyor deems that a thorough survey is necessary, the scope of the survey is to be equal to that of the survey related to change of flag together with change of the Owner. Please refer to Instructions to Surveyors IC-V3.</p> <p>Upon completion of the thorough survey, an additional copy of the survey report is to be sent by the survey unit to the Headquarters and sent (together ILO checklist) by the Classed Ship In-service Department of the Headquarters to the Administration.</p> <p>Reports mentioned in provision 2.2.5 in this circular should be sent to the Headquarters so that the Headquarters can forward the reports to the Administration. Classed Ship In-service Department should forward the reports sent by branches to the Administration after satisfactory check.。</p>
3	<p>When a St Vincent and the Grenadines flagged ship is detained twice within two years (irrespective of the detaining authority/MOU), the following will be applied: :</p> <p>3.1 Additional audit of the shore based Safety Management System (SMS) will be carried out by RO to the extent of an initial audit, due to failure to comply with National/International requirements.</p> <p>3.2 The scope of survey and audit required by the Administration is not to be limited to the items listed by PSCO and may be extended, if deemed necessary by Surveyors and Auditors.</p> <p>3.3 This Administration reserves the right to attend the ship on the occasion of the above mentioned audit and inspection. All expenses will be charged to the Owners' or Managers' account.</p>
4,6	<p>When a St Vincent and the Grenadines flagged ship is detained three times within two years (irrespective of the detaining authority/</p>

	<p>MOU) the following will be applied:</p> <p>4.1 All Statutory Certificates will be suspended as from the date of the detention.</p> <p>4.2 All Statutory Certificates will be reinstated provided that:</p> <p>4.2.1 The RO has carried out Statutory Certificates renewal surveys and there are no outstanding items or recommendations to the extent possible.</p> <p>4.2.2 The RO has carried out initial shipboard audit. Audit Report shall be submitted to the Flag Administration.</p> <p>4.2.3 An initial audit of the Company, to be carried out by RO, will be required. Audit Report shall be submitted to the Flag Administration</p> <p>4.3 This Administration reserves the right to attend the ship on the occasion of the above mentioned audit and inspection. All expenses will be charged to the Owners' or Managers' account.</p>
4,6	<p>When a St Vincent and the Grenadines flagged ship is banned (Refusal of Access Order) by a specific MOU the following will be applied:</p> <p>5.1 All Statutory Certificates will be suspended as soon as the ship calls at the first port after the detention port.</p> <p>5.2 An initial audit of the Company will be required.</p> <p>5.3 All statutory certificates will be reinstated provided that:</p> <p>5.3.1 The RO has carried out statutory certificates renewal surveys and there are no outstanding items or recommendations to the extent possible.</p> <p>5.3.2 The RO has carried out initial shipboard audit.</p> <p>5.3.3 Attestation issued by the RO confirming that the ship fully complies with all provisions of the applicable International Conventions (including ILO and STCW) and subsequently by the Flag Administration.</p> <p>5.3.4 The PSC authority which has banned the vessel has re-inspected it in order to lift the ban.</p>
4,6	<p>If the vessel is detained four times within two years (irrespective of the detaining authority/MOU) or is banned for the second time by a specific MOU, the following will be applied:</p> <p>6.1 The vessel will be deleted from the St Vincent and the Grenadines Registry.</p> <p>6.2 The DoC of the Company issued on behalf of this Administration will be re-examined (if the Company manages other St Vincent and the Grenadines flagged vessels).</p>
1,5	<p>Company or Master obligation to inform the Flag Administration: provide the Port State Control inspection report and detailed/technically justified comments. Failure to do so might lead to an additional shore based audit by RO.</p> <p>If the Headquarters deems, upon receipt of PSC inspection report, that the defects are serious and deserve concern, the Headquarters is to promptly inform the flag State of such defects for its attention. The Administration will decide whether further investigation is to be carried out. The Administration will decide on further actions to be taken according to the results of the investigation and upon consulting CCS.</p>

	<p>Based on PSC inspections and defects found of relevant vessels, the Administration will decide whether further investigation is to be carried out. If the Administration requires CCS to carry out further investigation aboard, the Headquarters will instruct surveyors to attend on board. If there is an explicit investigation requirement of the flag state, surveys should be conducted following the requirement. After the investigation the Headquarters should submit the result report to the flag state.</p> <p>CCS Auditors are requested to send an audit report within one week after completion of the DOC/SMC audit as required above to the Classed Ship in Service Department of the Headquarters, and the report will be forwarded to the Administration.</p> <p>The rectification to the defects found by the Administration or PSC</p> <p>The Administration will inform CCS of the outstanding recommendations given by it to the ship or the outstanding recommendations given in the PSC detention report received by it. The Headquarters will assign surveyors to the ship for checking whether such recommendations have been completed. Where any uncompleted outstanding recommendation is found, CCS is to contact the Administration for determining next actions to be taken.</p>
2,3,4,6	<p>Requirements regarding defects leading to detention of ships “suspect of violating discharge provisions of Annex I of MARPOL” (take effect from May 1, 2007)</p> <p>Where defects of a ship suspect of violating discharge provisions of Annex I of MARPOL are determined by PSCO and the ship is detained, the validity of its IOPP certificate will be terminated, the Administration of SVG will carry out an investigation and give relevant requirements to CCS authorized by it to carry out ship surveys and the recognized organization issuing ISM certificate:</p> <p>1.1. Requirements for statutory surveys by CCS:</p> <p>1.1.1 The surveyor is to board the ship in the port, in which the ship is detained, to carry out a survey in a scope equal to that for renewal of IOPP certificate and so far as possible, report the results of the survey and investigation and make relevant comments on how to handle the defects to the Administration of the flag State.</p> <p>1.1.2 Upon satisfactory completion of such survey, the validity of the original IOPP certificate will be restored and no outstanding recommendation relating to IOPP is to be endorsed.</p> <p>1.2. Within 15 days from the date on which the suspected violation is detected:</p> <p>1.2.1 Where the ship holds SMC issued by CCS, an ISM auditor will board the ship to carry out an additional SMC audit. The Auditor is to carefully verify the handling of slop and sludge (dirty oil) within 12 months before the suspected violation being reported, describe the relevant details in the audit report in accordance with CCS documented procedures and relevant requirements of the flag State for the Headquarters to address the matter appropriately.</p> <p>1.2.2 Where the management company of the ship holds DOC issued by CCS, an ISM auditor will carry out an audit to the DOC</p>

	<p>supplement of the company, carefully verify the instructions/procedures/correspondence related to the handling of slop and sludge (dirty oil) within 12 months before the suspected violation being reported, and describe the relevant details in the audit report.</p>
6	<p>In case the major non-conformity is identified within twelve months or less from the date of the initial/renewal audit or less than six months prior to the renewal audit, the extent of the additional audit should be equivalent to the mandatory initial audit of the shipboard part of the SMS.</p> <p>In case the major non conformity is identified twelve months or more from the date of the initial/renewal audit or more than six months prior to the renewal audit, the extent of this additional audit should be equivalent to the mandatory intermediate audit of the shipboard part of the SMS.</p> <p>The Classed Ship in Service Department of the Headquarters is to inform the Administration of the additional audit carried out due to the detention and the audit results.</p> <p>Where certificates of competency endorsed by the flag Administration within their period of validity as required by STCW 95 are not available, or a letter of the Administration for confirming receipt of request for such endorsement is not available on board any ship flying the flag of SVG, this will be deemed as a noncompliance with paragraph 6 of ISM Code and a major noncompliance. The Administration will request an additional audit in respect to ISM of the ship and DOC of the company.</p> <p>Where the proportion of PSC-detained ships in the fleet of the company is large, the marine Administration of the flag State will decide the scope and extent of the additional audit of the ship and the company.</p> <p>For monitoring the implementation of its circulars No. PSC001 Rev.3, No. PSC016 and No. PSC018, the Administration of SVG requires prompt transmission of the information on detention or defects found in PSC inspection (not detention) of any ship flying the flag of SVG to the following e-mailboxes:</p> <ul style="list-style-type: none"> ● Monaco@svg-marad.com ● qualtech@svg-marad.com ● technical@svg-marad.com <p>The circulars No. PSC001, No. PSC016 and No. PSC018 of the Administration together with relevant circulars entering into force thereafter are to be kept on board all ships flying the flag of SVG. These circulars are available on the website of the Administration. (http://www.svg-marad.com/download.asp)</p>

A8: Bahamas

provisions in this circular	additional requirements
1	<p>The company is required to immediately notify the BMA of any detention of a Bahamian registered vessel. In addition, the Company is required to invite the Classification Society on board to assist in clearing up the deficiencies.</p> <p>The initial report to the BMA must include:</p> <ul style="list-style-type: none"> A full copy of the PSC report (Form A and B); A copy of the detention notice; Confirmation of notification to Classification Society as appropriate; Advice of actions taken or planned to rectify all deficiencies at the earliest opportunity. <p>After the BMA receive the initial report promptly an assessment of the detention can be made. Subsequent action may be modified according to the result of BMA's review of the initial report, particularly in cases where the detention may not be justified in the opinion of the BMA.</p>
2,6	<p>Reports and correspondence related to the vessel's PSC and Bahamas inspection performance in the previous 24 months will be reviewed by the BMA.</p> <p>The Company shall perform a Root Cause Analysis (RCA) within 30 days of the date of detention and take the appropriate corrective actions to prevent similar deficiencies arising in future. The final report of this analysis and details of corrective actions is to cover all of the deficiencies raised at the detention and should also include comments from the Master or Chief Engineer on the deficiencies, as applicable.</p> <p>Further additional surveys, Bahamas inspections, ISM audits (DOC and/or SMC), ISPS audits and/or MLC inspections may be required depending on the nature of the detainable deficiencies and the ship's inspection history.</p>
2	<p>First detention in a 24 month period:</p> <p>One or more of the following may be required by the BMA prior to departure from the port of detention:</p> <ol style="list-style-type: none"> 1. Additional Bahamas Inspection; and/or 2. Additional external audit of the ISM Safety Management Certificate (SMC). At the discretion of the BMA, this requirement may be waived or relaxed to an additional internal audit depending on the number and nature of the deficiencies found; and/or 3. Additional Maritime Labour Convention (MLC) inspection; and/or 4. Additional ISPS audit. <p>PSC authorities often require additional external audits before releasing the ship from detention. The BMA cannot waive this requirement.</p> <p>If the detention occurs within the survey window for a related annual survey, the survey must be completed prior to the vessel sailing.</p>

	<p>If the detention occurs within the survey window for a related renewal, periodical or intermediate survey, that survey must be conducted to the extent possible, except for Safety Equipment, Safety Radio and IOPP, which must be completed. Where a survey is incomplete, a schedule for completion of surveys at the next convenient port must be set and confirmed by CCS, and may not be delayed until the end of the window.</p>
	<p>If the detention does not occur within any related survey window, the Surveyor, after clearing the deficiencies, will carry out a general examination of the vessel and may decide, using professional judgment, whether an additional survey is necessary. The extent of such additional survey will be at least to the extent of annual survey.</p>
3	<p>If a ship has been justifiably detained twice within a period of 24 months, an immediate additional SMC audit to the extent of initial audit will be required to ascertain the effectiveness of the SMS on board. An additional DOC audit to the extent of annual audit will be required not later than 30 days from the date of detention.</p>
4	<p>If a ship has been justifiably detained 3 times within a period of 24 months, all statutory certificates will be suspended. In order to reinstate these, renewal surveys should be carried out with no outstanding items or recommendations to the maximum extent possible, and an additional SMC audit to the extent of initial audit will be required. An additional DOC audit to the extent of initial audit will be required not later than 30 days from the date of the detention.</p>
4	<p>If a ship is justifiably detained for a fourth time within a period of 24 months, the vessel will be deleted from the Bahamas Register. The DOC of the Company will be re-examined and further surveys, inspections and audits of the Company and/or its ships may be required.</p>
Others	<p>The imposition of a Flag State Detention will have the same effect as a Port State Detention.</p>
	<p>The BMA will decide the scope and extent of additional inspection or survey or additional audits of shipboard and shore based SMS of a Company, when a significant proportion of the company fleet is justifiably detained by PSC.</p>
	<p>The BMA may appoint approved inspectors, auditors and observers as considered to be appropriate, to participate in any of the above surveys, audits or inspections at owners' expense.</p>
	<p>When conducting ISM audits, Surveyors should take into account all deficiencies found in the course of the PSC inspection leading to detention. The audit should identify any specific failure of the SMS which may be attributed as a causal factor to the deficiencies arising. The audit should also ensure that an appropriate corrective action plan is in place, which is to be implemented and verified within the shortest practicable time frame.</p>
	<p>Any ship which has been justifiably detained on more than once occasion in a 24 month period, either by PSC or Flag State, will automatically be placed on the Enhanced Monitoring Programme of Bahamas Administration. In addition to the increased frequency of Bahamas inspections,</p>

	<p>ships on the Enhanced Monitoring Programme may, according to findings, be required to:</p> <ol style="list-style-type: none"> 2. Undergo additional, unscheduled or occasional statutory surveys, ii. Carry out additional ISM shipboard audits (internal and/or external). <p>For more details, please refer to BMA Information Bulletin 136.</p>
	<p>Reporting of PSC inspections</p> <p>In order to assist the BMA in identifying those vessels which may be at increased risk of detention, the Company is required to send copies of every PSC inspection report (Form A and, if deficiencies are identified, Form B) to the BMA as soon as possible after the inspection. Persistent failure to provide PSC inspection reports may be regarded as objective evidence of a failure in the Safety Management System and lead to non-conformities being raised at external ISM audits.</p>
	<p>Unacceptable Causes of detention</p> <p>There are some causes for detention which are easily identified and are not acceptable to the BMA. In general terms, such items include those where:</p> <ol style="list-style-type: none"> 2) Valid statutory certificates are not on board the ship, including seafarer's documents/certificates; ii) Deficiencies/failures have not been reported to the BMA or Classification Society (RO) for agreed acceptance pending temporary arrangements in place; iii) Equipment has been poorly maintained and/or maintenance has been inappropriately documented or not documented within the shipboard maintenance system; iv) Equipment which requires Flag State/Classification Society/Recognised Organisation approval has been fitted, modified or removed, or structural changes have been made without proper consultation with the Flag State/Classification Society/Recognised Organisation; v) Critical equipment has not been subject to regular testing as required (e.g. emergency equipment such as fan dampers and emergency fire pump); vi) Log books, record books, hours of rest records and other documents are incomplete or inaccurate. It should be noted that PSC authorities may in some cases instigate criminal proceedings for alleged falsification of records where records are incomplete or inaccurate (in particular for hours of rest records and Oil Record Books).

A9: Vanuatu

provisions in this circular	additional requirements
1,2,5	<p>Reporting of PSC Inspections and Detentions:</p> <ol style="list-style-type: none">1. In order to improve the exchange of information regarding PSC inspections to Vanuatu Flagged Vessels, the Administration requires to all Masters, Owners/Operators and RO to report immediately to Port State Control Section, all PSC inspections reports. This procedure shall be included in the ISM manual of the vessels.2. The actions taken by the operators/owners to correct the deficiencies found during PSC inspections must be sent, duly documented, as soon as possible to Port State Control Section. The form can be downloaded from this website: http://www.vanuatumaritimships.com/Documents/PSC%20Inspection.pdf3. CCS shall send the survey report to the Safety Department Section in cases where the PSC officers require CCS to attend.4. If a vessel is detained, all Vanuatu vessel owners should also forward the PSC form provided by the PSC inspectors in addition to the name and contact details of PSC office.5. The contact details of the Administration are as follows: Phone: (212)425-9600 Fax: (212)4259652 Email: email@vanuatuships.com

A10: St. Kitts & Nevis

provisions in this circular	additional requirements
1, 6	<p>1.3 In-time notification after ship's detention</p> <p>1.4 When a St. Kitts & Nevis ship is detained, the Company managing the ship (the Managers) are obliged to inform Administrator. Failure to inform Administrator and/or call in the CCS may generate the following:</p> <p>1.4.1 An additional audit of the company's shore-based operations within 30 days of the date of the detention. The audit shall address all elements of the ISM Code and all aspects of the management system and its effectiveness in meeting the requirements of the ISM Code (CCS carry out the audit in scope of Annual Audit, unless further requirement given by administrator).</p> <p>1.4.2 Administrator may ask the RO/RSO (Recognized Organization/Recognized Security Organization) to withdraw Statutory Certificates from arrival at the next port until all required surveys are completed and an additional shipboard audit is carried out. The audit shall address all elements of the ISM Code and all aspects of the management system's implementation on board (CCS carry out the audit in scope of Intermediate Audit, unless further requirement given by administrator). When CCS receives the relevant order from administrator, the Classed Ship in Service Department/ Classed Ship In-service Department of the Headquarters is to assign a surveyor/ISM auditor to embark on board to carry out survey/additional audit.</p> <p>1.4.3 A penalty charge to the owners.</p>
2,6	<p>2 Surveys/audit after detention</p> <p>2.3 If the date of the detention falls within the ±3 month's window for statutory surveys, they shall be conducted before the ship sails. In the case of renewal surveys, they shall be conducted to the extent possible, except for safety equipment and radio, which shall be completed. In the event that following rectification of the deficiencies</p>

	<p>and lifting of the detention, port operations do not permit completion of the surveys, a time schedule for the completion of surveys at the next convenient port shall be set between the Managers and the attending surveyor and they shall not be delayed until the end of the window. Then attending surveyor shall give corresponding statutory memoranda for completion of surveys in stated time schedule.</p> <p>2.4 As well as the surveys/audit by RO/RSO, Administrator may instruct a Flag State Inspector (FSI) to also inspect the ship. All Expenses will be to the owners account.</p>
3,6	<p>3 Survey/audit after second detention of ships within one years In addition to above article 1&2, the following will be applied:</p> <p>3.3 Administrator may instruct the RO that issued the DOC to carry out additional audits of DOC. The audit will address all elements of the ISM Code and all aspects of the management system and its effectiveness in meeting the requirements of the ISM Code (CCS carry out the audit in scope of Initial Audit, unless further requirement given by administrator).</p>
4,6	<p>4 Survey/audit after third detention of ships within two years</p> <p>4.3 When a ship is detained three times within two years, depending on the corrective actions taken by the Managers the following may be applied:</p> <p>4.3.1 The ships registration will be terminated.</p> <p>4.3.2 The DOC of the Company issued on behalf of St. Kitts & Nevis will be re-evaluated.</p>
4,6	<p>5 Banned Ships A ship is banned by a specific MOU the following will be applied:</p> <p>5.3 All statutory certificates may be suspended from the date of the banning. When CCS decide to suspend the statutory certificates, Classed Ship In-service Department of Headquarter will notify manager in writing and the captain/manager to be asked to mail the statutory certificates suspended to CCS.</p> <p>5.4 An additional audit of DOC may be carried out. The audit shall address all elements of the ISM Code and all aspects of the management</p>

	<p>system and its effectiveness in meeting the requirements of the ISM Code. When CCS decide to carry out an additional audit of DOC which is issued by CCS, the Classed Ship in Service Department of Headquarter will notify the manager in writing and assign auditor to conduct the additional audit of DOC ASAP in scope of Annual Audit, unless further requirement given by administrator.</p> <p>5.5 Statutory certificates will be reinstated provided that:</p> <p>5.5.1 RO/RSO has carried out renewal surveys and there are no outstanding items or recommendations to the extent possible. The Classed Ship In-service Department of Headquarter will give the scope of survey according to individual cases.</p> <p>5.5.2 RO/RSO has carried out an additional shipboard audit. The audit shall address all elements of the ISM Code and all aspects of the management system's implementation on board (CCS carry out audit in scope of Intermediate Audit, unless further requirement given by administrator).</p> <p>5.5.3 Flag State Inspector (FSI) has attended the ship and confirmed, in writing, to Administrator that the ship complies with Statutory Provisions & Conventions. If the FSI imposes any recommendations, a further inspection may be required.</p> <p>5.5.4 The PSC authority which has banned the ship has re-inspected it and the ban has been lifted.</p> <p>5.5.5 If the Managers do not arrange for the PSC authority re-inspection within 3 months, the ships registration will be terminated.</p>
5	<p>6 PSC inspection with deficiencies identified, which did not warrant detention</p> <p>6.3 Managers are obliged to inform Administrator of PSC inspections with deficiencies identified, even if they do not warrant detention.</p> <p>6.4 RO/RSO should also inform Administrator of such cases which are brought to their attention in first time. All branch/office of CCS shall inform the Classed Ship In-service Department of Headquarter of such cases which are brought to their attention in first time. Then the Classed Ship In-service Department of Headquarter notifies</p>

	<p>Administrator ASAP.</p> <p>6.5 Administrator will decide whether the case warrants further investigation. On the basis of the results of this investigation, Administrator in consultation with RO/RSO will decide on any future action.</p> <p>6.6 In the case of ship having 10 or more deficiencies identified by a PSCO, the owners are to inform Administrator immediately for action as deemed necessary.</p> <p>6.7 Failure to inform Administrator in the instance described at 6.4, above – may result in a penalty charge.</p>
6	<p>7 Requirements for survey/audit when PSC detention of ship is related to ISM deficiency</p> <p>7.3(A) The Classed Ship in Service Department of Headquarter shall notify the Administrator of audit schedule in time according to requirement of Administrator.</p> <p>7.4(A) The audit shall address all elements of the ISM Code and all aspects of the management system's implementation on board (CCS carry out audit in scope of Intermediate Audit, unless further requirement given by administrator).</p> <p>7.5(A) If CCS classes the ship but does not issue the ISM certification, the Classed Ship in Service Department of Headquarter shall notify the ship's auditing organization and Administrator of the findings.</p> <p>7.6(A) Administrator, in conjunction with RO/RSO, shall decide the extent and scope of additional shipboard audits and shore based audits of a Company if a large proportion of a Company's fleet is detained by PSC.</p>
Others	<p>8 Outstanding Recommendations</p> <p>In case a ship has had recommendations/'conditions of class' imposed either by Administrator or PSC, these shall be communicated by the Managers to CCS and the latter shall ensure that they are rectified according to the set schedule. Otherwise The Classed Ship In-service of Headquarter shall contact Administrator for a decision on the action to be taken.</p>

A11: Palau

provisions in this circular	additional requirements
2,3	<p>All vessels that have been detained one or two times during a 12 month period will be subject to:</p> <p>2. Unscheduled survey arranged by Palau Flag Administration and done by an approved Flag Inspector. Survey shall be carried out within 30 days from the date of the detention. Survey will include general examination of the vessel including a seaworthiness survey and if required by the Administration, an ISM audit; verification of Flag Documentation on board the vessel; and any other survey considered necessary in order to insure acceptable condition of the vessel.</p> <p>Palau International Ship Registry will charge usd.1000.00 for the unscheduled survey. Flag Inspector traveling expenses will be collected by the surveyor directly from the vessel or managing company at the time or prior to the survey.</p> <p>2. If the vessel is due for annuals or intermediate surveys at the time of detention, the vessel should carried out said surveys within the next three ports of arrival or within 15 days whichever occurs first.</p>
3	<p>Vessels that have 2 detentions within 12 or 24 months are requested to carry out Continuous Flag Inspection Scheme, if the vessel do not carry out the inspection within 5 days from the last detention the vessel will be suspended from the Registry.</p>
4,6	<p>All vessels with 3 or more detentions in a 24 month period will be also subject to suspension from the Palau Registry.</p> <p>Vessels registered with the Palau Flag that have more than 3 detentions within 12 months will be immediately Suspended from the Registry.</p> <p>The owner will be provided with 15 days in order to carry out the change of Flag and a Cancellation letter or a Deletion Certificate will be issued to the vessel confirming that the vessel is being removed from the Registry.</p>
1-6	<p>Marine Notice 241.1, Nov. 2019 ,Rev. 11/2019(PSC part quoted)</p> <p>4. Port State Control</p> <p>4.1 .The ROs are authorized to cooperate with PSC officers on behalf of the Administration to facilitate rectification of reported deficiencies and defects on vessels for which the RO has issued statutory certification. In cases where the ROs are made aware of deficiencies identified by PSC authorities, they are required to report to the</p>

Administration all such deficiencies, whether or not the deficiencies lead to detention.

5. PSC Detentions

5.1 The relevant RO, in consultation with the Administration, may attend any ship that is detained by PSC authorities. It is the responsibility of the ship manager or master to immediately notify the Administration.

5.2 The attending RO surveyor shall address, but not limit an inspection to, the deficiencies identified by PSC. Instead:

5.2.1 If the date of detention falls within the ± 3 (three) month window for annual statutory surveys or the -3 (three) month window prior to the renewal surveys, the RO shall conduct the surveys prior to the ship sailing. In the case of renewal surveys, the

RO shall conduct the surveys to the maximum extent possible, except for safety equipment and safety radio which must be completed prior to the ship sailing. A time schedule for the completion of surveys at the next convenient port shall be set

and may not be delayed until the end of the window.

5.2.2 If the date of detention does not fall within the ± 3 (three) month window for annual statutory surveys or the -3 (three) month window prior to the renewal surveys, the attending RO surveyor is required, after clearing the port State control deficiencies, to carry out a general examination of the vessel in consultation with the Administration. Additional surveys may be required based upon the professional judgment of the attending RO surveyor.

5.2.3 Depending on the number and nature of deficiencies, the RO may conduct an additional audit of the Safety Management System (SMS) or Ship Security Plan (SSP), as the case may be, equivalent to an Intermediate Audit.

6. Potential Consequences of Subsequent PSC Detentions

6.1 In the case of a vessel detained twice in three (3) years by PSC:

6.1.1 All statutory certificates may be suspended from the date of the detention and the Master and/or vessel owner/operator shall be notified in writing by the RO that the statutory certificates are invalidated or withdrawn as of the date of written notice. Upon such notice, the statutory certificates must be surrendered to the RO.

6.1.2 An Initial Audit of the Company may be required, the extent of which shall take into account the number and nature of the deficiencies.

6.1.3 An Additional Audit equivalent to a Renewal Audit and inspection of the ship may be conducted jointly by the RO and Administration.

6.1.4 If statutory certificates have been withdrawn, they shall not be reinstated until the RO has conducted renewal surveys, there are no outstanding items or recommendations, and both the Administration

and port State authorities are satisfied.

6.2 A vessel detained three (3) times in three (3) years or banned by port State control or by a specific Memorandum of Understanding (MoU) authority may:

6.2.1 Cause the Document of Compliance (DoC) to be re-examined by the RO, resulting in its possible withdrawal.

6.2.2 Be subject to proceedings by the Administration to delete the vessel from the Registry.

Contact:

Any inquiries concerning the subject for this Marine Circular should be directed to the Palau Ship Registry Administrator at technical@palaureg.com

A12: Barbados

provisions in this circular	additional requirements
1	<p>In order to assist the BMSR in identifying those vessels which may be at increased risk of detention, the Company is required to send copies of every PSC inspection report (Form A and, if deficiencies are identified, Form B) to the BMSR as soon as possible after the inspection.</p> <p>The BMSR will examine the PSC reports to determine if any further action is appropriate. This may include an additional ISM audit or BMSR inspection. The BMSR will contact the Company if any further action is deemed appropriate.</p> <p>The Classification Society and/or Recognised Organisation issuing the affected certificates may have their own reporting requirements which the Company and Master should follow.</p> <p>Persistent failure to provide PSC inspection reports may be regarded as objective evidence of a failure in the Safety Management System and lead to non-conformities being raised at external ISM audits.</p>
	<p>The Company is required to inform the BMSR the RO, Classification Society and the ISM issuing body if a ship is detained. The BMSR should also be informed of actions taken or planned to rectify all deficiencies as soon as practicable.</p> <p>The Company shall undertake a Root Cause Analysis (RCA) within 30 days of the date of detention and take corrective actions to prevent a reoccurrence.</p> <p>When the RCA is received, BMSR will review it and the ships history to determine what additional inspections of shipboard and or office Safety Management systems is required.</p>
3	<p>If a ship is detained twice within a 12 month period it will be deleted from the Register.</p>
1	<p>If a Company wishes to dispute a detention, they should inform BMSR and we shall try to assist as far as we can. The onus is on the Company to make the appeal against the detention, within the time-scale permitted by the MOU.</p>

A13: Niue

provisions in this circular	additional requirements
Others	<p>MANDATORY FSI</p> <p>In the event of a PSC detention, a mandatory FSI by a FSI surveyor shall be arranged no later than 3 months from the date of vessel's PSC detention.</p> <p>All fees relating to the mandatory FSI shall be borne by the ship owner.</p>
3	<p>CLOSURE OF REGISTRATION</p> <p>The registration of a vessel that incurs two (2) PSC detentions within a 12 months period shall be closed within the notice period given by the Administration.</p> <p>However, if a vessel stays free of PSC detention for more than 12 months after incurring a first PSC detention, then the previous PSC detention count shall be expunged and the count shall start from zero.</p>

A14: Sierra Leone

provisions in this circular	additional requirements
1.2	<p>Recognized Organizations are required to fully read and understand this policy, their actions, decisions, authorities and obligations upon the detention of a Sierra Leonean vessel. The ROs are also free, to perform any (additional, annual or renewal) surveys and report to SLMARAD upon completion. The Flag Administration will fully support the ROs in the event of a non-compliance of the requirements of this circular, in any of their decisions, even suspension or cancellation against the vessel. ROs are requested to have all the records of inspections/detentions available in any upcoming Sierra Leone Audits to the RO as per IMO.</p>
1.2	<p>If a vessel is detained following a PSC inspection the Recognized Organization (RO) must inform immediately the Flag Administration. This procedure is mandatory to all ROs and they will be considered partly liable for any ISM detention of the ship.</p> <p>The RO shall perform an Occasional Attendance Survey, immediately after the PSC detention to ensure rectification of the deficiencies. A report shall be submitted by the RO to the Administration, no later than ten days after the detention.</p> <p>Even if the detention is not related to any RO matters, a survey as mentioned above, must be performed.</p> <p>If the detention occurs within the annual/renewal window, the RO shall give first priority to the annual/renewal survey and inform the Flag Administration of the imminent arranged survey. In this case the annual/renewal shall be completed within the next three (3) ports of call after the vessel is released from detention. Failure to comply with this will result to suspension of the vessel until annual/renewal survey is carried out and confirmed by the RO.</p>
2, 3, others	<p>(1) The below actions will be taken by SLMARAD in case a Sierra Leonean Vessel is detained in Paris MOU, and/or Med MOU and/or Black Sea MOU.</p> <p>If it is the first detention within one year while the vessel is registered under Sierra Leone Flag:</p> <ul style="list-style-type: none"> i. SLMARAD will contact all relevant parties informing them about the specific detention of their vessel. This will be considered as a warning letter . ii. Additionally, a Special Flag State Inspection must be carried out within 2 months after the detention of the vessel, at owner's cost. The owners/managers are responsible to present their vessels for the Special Flag State Inspection. More information on the applicable surcharges and Special FSI fees can be found in SLMARAD Maritime Circular No.11.

iii. Points 2a, 2b, 2c and 2d above, will take place if applicable. The Flag Administration will update the records accordingly.

If it is the second detention within a period of three (3) years while the vessel is registered under Sierra Leone Flag:

i. Special Flag State Inspection must be carried out within 2 months after the detention of the vessel, at owner's cost. The owners/managers are responsible to present their vessels for the Special Flag State Inspection. More information on the applicable surcharges and Special FSI fees can be found in SLMARAD Maritime Circular No.11.

ii. Vessel will be Ex-Officio Cancelled if found in an unsatisfactory condition, following FSI. Vessel shall apply for deletion within 1 month from the issuance of the cancellation letter. Ex Officio Cancellation will be also circulated to PSC Authorities will also be informed of this decision.

(2) The below actions will be taken by SLMARAD in case a Sierra Leonean Vessel is detained in any PSC MOU other than Paris MOU, Med MOU and Black Sea MOU.

If it is the first detention within one year while the vessel is registered under Sierra Leone Flag:

i. SLMARAD will contact all relevant parties informing them about the specific detention of their vessel. This will be considered as a warning letter and will also increase the annual taxes by 10% which will be taken into account at the time of the vessel's next schedule payment for annual taxes.

ii. Additionally, a Special Flag State Inspection may be carried out within 2 months after the detention of the vessel, at owner's cost, if deemed necessary. The owners/managers are responsible to present their vessels for the Special Flag State Inspection when it is requested by SMLARAD.

iii. Points 2a, 2b, 2c and 2d above, will take place if applicable. The Flag Administration will update the records accordingly.

If a second detention within a period of three (3) years occurs while the vessel is registered under Sierra Leone Flag:

i. SLMARAD will contact all relevant parties informing them about the specific detention of their vessel. This will be considered as a warning letter and will also increase the annual taxes by 15% which will be taken into account at the time of the vessel's next schedule payment for annual taxes.

ii. Additionally, a Special Flag State Inspection may be carried out within 2 months after the detention of the vessel, at owner's cost, if deemed necessary. The owners/managers are responsible to present their vessels for the Special Flag State Inspection when it is

	<p>requested by SMLARAD.</p> <p>iii. Points 2a, 2b, 2c and 2d above will take place if applicable. The Flag Administration will update the records accordingly.</p> <p>If a second detention within a period of twelve (12) months occurs while the vessel is registered under Sierra Leone Flag:</p> <p>i. SLMARAD will contact all relevant parties informing them about the specific detention of their vessel. This will be considered as a warning letter and will also increase the annual taxes by 35% plus a penalty of US\$3,500 which will be taken into account at the time of the vessel's next schedule payment for annual taxes.</p> <p>ii. Additionally, a Special Flag State Inspection may be carried out within 2 months after the detention of the vessel, at owner's cost, if deemed necessary. The owners/managers are responsible to present their vessels for the Special Flag State Inspection when it is requested by SMLARAD.</p> <p>iii. Points 2a, 2b, 2c and 2d above, will take place if applicable. The Flag Administration will update the records accordingly.</p> <p>If a third detention within twelve (12) months occurs while the vessel is registered under Sierra Leone Flag:</p> <p>i. Vessel will be Ex-Officio Cancelled by the Administration, and owners will be required to apply for deletion within 1 month from the issuance of the cancellation letter. PSC Authorities will also be informed of this decision.</p>
6	<p>If the detention occurs out of the annual/renewal window the RO must request an additional ISM audit to the vessel, taking into consideration the importance and number of the deficiencies. The additional ISM audit shall be fully reported upon completion by the RO to the Flag Administration (schedule and results).</p> <p>Managing companies which hold DOC on behalf of Sierra Leone and are in charge of the management of a Sierra Leonean vessel are expected upon the receipt of this circular to read it and confirm the understanding and familiarisation with it. The Flag Administration abide in the full cooperation and communication of the managing companies.</p>

A15: Greece

provisions in this circular	additional requirements
1-6 and others	<p>URGENT:</p> <p>OBLIGATIONS OF AUTHORIZED ORGANIZATIONS IN THE CONTEXT OF GREEK FLAG VESSELS' DETENTIONS ABROAD"</p> <p>REF: MINISTERIAL DECISION 4113.311/01/2013 "STANDARD AGREEMENT BTW THE MARITIME MINISTRY AND THE RECOGNIZED-ACC. TO THE EU REGULATION 391/2009-ORGANIZATION, FOR THE PROVISION BY THE RO SERVICES PROVIDED BY THE EXISTING LEGISLATION TO VESSELS AND THEIR RESPECTIVE COMPANIES "(B'3049), AS VALID</p> <p>1. As it is known, the inspection results and the relative data analysis regarding incidents, in the context of PSC inspections conduct detentions have been imposed to Greek flag vessels abroad, being for the Flag Administration a basic clue of the relative process for the evaluation of its performance.</p> <p>2. In this context and taking under consideration the no. of the GR Flag vessels, which are certified by Authorized organizations acc. To the ISM CODE, pls be kindly reminded of your Organization's obligations, as these derive from the abovementioned MINISTERIAL DECISION in par. 5.11 (Ref.)</p> <p>3. More specifically, in case a GR Flag vessel, certified by your Organization acc. To the lsm code, gets detained abroad, pls take over any necessary actions, in order that:</p> <p>i. your surveyor gets on board the vessel, after a relative notification, to ascertain the deficiencies' rectification that were found on the detained vessel</p> <p>ii. the following Docs. Are submitted to the SHIP MONITORING DIVISION:</p> <ul style="list-style-type: none"> • A report of internal investigation of the incident by the vessel's managing company reg. the detention's reasons, which at least includes a root cause analysis of the deficiencies found on board • The acceptance or not by your Organization of the corrective and preventive measures adopted by the managing company and any additional measures the Organization would like to impose

iii. Your Organization conducts the additional, and necessary according to each case, surveys to the vessel/company for the detention cases a. detentions of the same vessel within 12 months b. 3 detentions within 24 months

4. Regardless of the above and for any GR Flag detention incident, it is conducted and submitted to the SHIP MONITORING DIVISION in collaboration with the managing company, the evaluation of the deficiencies that resulted to the detention. The evaluation consists of the Verification of the relative provision of the relevant international bodies that was violated acc. To the PSC Inspection. Apart from that, for the cases that the Organization/managing company believe that the nature and extend of the deficiency do not reason the detention being imposed, the relative argumentation is formulated.

5. Furthermore, in any detention case in which your Organization's surveyor gets on board the vessel, his report must be submitted to the SHIP MONITORING DIVISION.

6. The abovementioned submission is send to dkeo@hcg.gr & dedaple@hcg.gr.

A16: Panama

provisions in this circular	additional requirements
2, 6	<p style="text-align: center;"><u>Occasional Inspection and additional SMC/DOC audit requirements</u> <u>RESOLUTION No. 106-183-DGMM</u> <u>Panama, August 3, 2020</u></p> <p>Major requirements are as following:</p> <p><u>FIRST: TO ADOPT technical, registry and administrative measures of a permanent nature, in order to improve the performance of the Panama Merchant Marine and reduce the number of detentions by the United States Coast Guard (USCG) or the different Memorandums of Understanding (MOU).</u></p> <p><u>SECOND: The General Directorate of Merchant Marine may also require an occasional inspection that will be performed by a Recognized Organization, to those vessels that are at risk of being detained because their inspection history in the last twenty-four (24) months shows evidence of non-compliance with applicable international regulations, regardless of its year of construction or age. Occasional inspections will be performed by the Recognized Organization that issued the Cargo Ship Safety Construction Certificate, International Load Line Certificate, Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate.</u></p> <p><u>THIRD: The Recognized Organization must submit to the Navigation and Maritime Safety Department of the General Directorate of Merchant Marine, in a period not to exceed 15 days from the day of the inspection, the Report of the Occasional Inspection that will include the following specifications, but not will be limited to the following coverage:</u></p> <ul style="list-style-type: none"> ● <u>Ship's Particulars (name of the ship, IMO, call sign, type of vessel, navigation area, operator, owner, last dry dock survey "date and place", number of cargo holds if applicable, number of cargo tanks if applicable)</u> ● <u>Minimum Safe Manning;</u> ● <u>Technical Certification;</u> ● <u>Applicable plans and records;</u> ● <u>Hull Conditions (corrosion status; paint, Plimpsol disc, frame conditions);</u> ● <u>Deck Conditions (corrosion, paint, watertight doors, vents, lighting and pipes);</u> ● <u>Mooring and Anchorage Equipment (anchors, chains, winch, windlasses, ropes and bits);</u> ● <u>Cargo Holds and Hatch Cover Condition (if applicable);</u> ● <u>Engine Room (cleaning machine room, main machine, auxiliary machines, alarms, etc.);</u> ● <u>Navigation Bridge (Radio equipment, RADAR, EPIRP, Nautical Charts, Nautical Publications, Navigation Log Book, general alarm, etc.);</u> ● <u>Lifesaving Appliance and Firefighting Equipment (Life rafts,</u>

lifeboats, rescue boat, lifebuoys, life jackets, firefighter suit, ERA equipment, EEBD, Portable and Fixed Extinguishers, etc.);

- Accommodations (corridors, cabins and decks);
- Safety Management System (record of dumps, maintenance, internal audits, correction of NCR, policies and objectives, DPA company declarations, etc.);
- MLC (onboard signed contracts, wages payment, rest and work time, P&I);
- Annex: photos and supporting evidence of the inspection;
- Conclusions: (indicate your comments about the general conditions of the vessel and if it is advisable to keep it in the registry).

FOURTH: The General Director of Merchant Marine may take action against the Recognized Organization, if the ship is detained after performing the occasional inspection requested in the previous article.

FIFTH: TO WARN all Panama Registry vessels that are detained, at least (2) twice by the Port State Control of any of the Member States of the different Memorandum of Understanding (MOU) or by the United States of America Coast Guard (USCG) within a period of twelve (12) months, which they may be financially sanctioned or canceled ex officio from the Registry, complying with the formalities established by Law.

SIXTH: Vessels subject to the requirements established in articles four and five of this resolution and that wish to continue in the Panama Ship Registry, must comply with the following:

- They must show evidence of the adjustments made to the deficiencies indicated in the Port State Control report inspections, for the last twelve (12) months. Such corrections must be presented in the format established in Merchant Marine Circular 380.
- They must perform an additional audit of the ship's Safety Management System (SMC Certificate), with an initial scope. In case of non-conformities, they must be followed and if a follow-up audit is required, they must be done within a period of no more than (3) three months after the Additional audit and / or,
- If needed, an additional audit should be coordinated to the Company that operates the vessel with an initial scope. In case of non-conformities, they must be followed and if a follow-up audit is required, they must be done within a period of no more than (3) three months after the Additional audit and / or,
- A flag state survey must be carried out to verify the general conditions of the vessel, by a flag state surveyor assigned by the General Directorate of Merchant Marine.
- Any other measure that this Administration deems necessary depending on the case.
- The audits will be performed by the Recognized Organization that issued the Ship's Safety Management Certificate (SMC), and the company's Document of Compliance (DOC), based on the International Safety Management (ISM) Code and must be

coordinated in a term no longer than fifteen (15) days, from the date the instruction was generated.

- The audit reports must be delivered to the Navigation and Maritime Safety Department of the General Directorate of Merchant Marine, in a period no more than 15 days, after the survey has been completed, to be analyzed by a technical team from such department, which will be assigned by the Chief of the Department.
- All inspections, audits and expenses generated by these activities must be fully paid by the owner or operator of the vessel.

SEVENTH: When a Panama Flag vessel is detained in the United States of America jurisdictional waters, the Recognized Organization shall perform the corresponding audits and inspections along with a Flag State Surveyor, whom will be appointed by this General Directorate of Merchant Marine. A Recognized Organization duly approved by the United States of America Coast Guard (USCG) are exempt from this requirement.

EIGHT: In the case that a Panama Flag vessel is detained by a Port State Control from a Member State of the different Memorandum of Understanding (MOU), this General Directorate of Merchant Marine may assign a Flag State Surveyor for the audits done by the Recognized Organizations.

NINETH: TO INFORM all vessels that are subject to the provisions of this Resolution, that the following countries are members of the Paris MOU: Germany, Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Slovenia, Spain, Estonia, Russia, Finland, France, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Sweden and the United Kingdom, as well as the Member States of the Asia Pacific Memorandum of Understanding (Tokyo MOU) which are Australia, Canada, Chile, China, Russia, Fiji, Philippines, Hong Kong (China), Indonesia, Marshall Islands, Japan, Malaysia, New Zealand, Papua New Guinea, Peru, South Korea, Singapore, Thailand, Vanuatu, Vietnam. The United States of America is understood as the Continental United States and its overseas territories which are: Puerto Rico, the United States Virgin Islands, American Samoa, Guam and the Marianas Islands.

TENTH: The General Directorate of Merchant Marine may reject the registry of any vessel based on the following cases:

- If it has been expelled or the entry has been restricted by any of the Member States of the different Memorandum of Understanding (MOU) and / or by the United States Coast Guard (USCG).
- If it belongs to a high-risk list of vessels or sub-standard conditions of any of the Member States of the different Memorandum of Understanding (MOU) and / or by the United States Coast Guard (USCG).
- If the conditions, age, background or the activities carry out by the vessel, are acts may affect the national interests.

- If the vessel or the companies related to it are included in sanction lists of international organizations.

ELEVENTH: Vessels subject to the provisions of the tenth article of this Resolution and wishing to enter the Panama Registry, must comply with any measure that this Administration deems necessary depending on the case.

TWELFTH: TO ABOLISH in all of its parts Resolution No. 106-24-DGMM of March 24, 2011, Resolution No. 106-09-DGMM of October 17, 2017 and Resolution No. 106-51-DGMM of June 25, 2018.

THIRTEENTH: TO COMMUNICATE the content of this Resolution to all the General Directorate of Merchant Marine Departments, the international offices of the Panama Maritime Authority, the Permanent Mission of the Republic of Panama at the International Maritime Organization, the Consulates and users of the Panama Flag Registry.

FOURTEENTH: TO INFORM that this Resolution comes into force as of its publication in the Official Gazette.

CCS relevant requirements:

1. According to all requirements in the Resolution No. 106-183-DGMM, to ships holding valid CSC, CLL, CSE or PSSC issued by CCS, when receiving instructions from the Panama Maritime Authority or CCS Headquarters, or obtaining messages of the twice PSC detentions of one Panama flag ship within 12 months, CCS survey unit should contact with ship management company and carry out occasional inspection to the ship as early as possible, the scopes of the occasional inspections should meet all requirements of the Resolution No. 106-183-DGMM at least, if necessary, extend the scopes of inspections, developing special reports to state occasional inspections were carried out according to requirements of the Resolution No. 106-183-DGMM, to describe the inspection results and conclusions in details, and to deliver the occasional inspection reports including photos and relevant supporting documents to the Panama Maritime Authority within 15 days after completing the occasional inspection.

2. When receiving the instructions of SMC or DOC additional audit from the Administration of Panama or CCS headquarters, CCS survey unit should contact with ship management company and perform SMC or DOC additional audit with scope of initial audit within 15 days and deliver audit reports to the Administration of Panama within 15 days after completing the audit, all findings rectification and follow up audit (if required) should be performed within 3 months after completing SMC or DOC additional audit.

3. All reports including photos and relevant supporting documents should be delivered to the Panama Maritime Authority by e-mail boxes: mixila.rodriquez@amp.gob.pa; jlortega@amp.gob.pa; jmacias@amp.gob.pa; vlau@amp.gob.pa; dscisney@amp.gob.pa; psc@amp.gob.pa and Copied to CCS Headquarters: cdwork@ccs.org.cn; psc@ccs.org.cn.

References

- Relevant Rules, Conventions, Regulations
- CCS Procedural Document PICD1005 “Instructions for Investigation and Analysis of Ship Service Quality”
- Instructions to Surveyors:
 - IC “Relevant Requirements of Authorization Administrations”
 - IIB-I9 “Inspection Required by the Port State”
- Circulars
 - Circular (Total No.270) “Requirements by the SVG Administration to Improve Safety Standard of Ship”
 - Circular (Total No.109) “Notice of Audit/Survey Requirements by the SVG Administration After Detention”
 - Circular (Total No.308) “Requirements by the SVG Administration Regarding Defects Leading to Detention of Ships Which Are Suspect of Violating Discharge Provisions of Annex I of MARPOL”
 - Circular (Total No.295) “Requirements by International Merchant Marine Registry of Belize to Improve Safety Standard of Ship”
 - Circular (Total No.281) “Requirements by Malta Administration to Improve Safety Standard of Ship”
- Circulars and Notices of Flag States
 - SVG Circulars PSC.001(Rev.3),016,018 and 022
 - IMMARBE Technical Note MSN-0010(TN-0010) “Improvement of Safety Standards onboard Belizean Vessels” (CCS Circular CD295)
 - IMMARBE Merchant Shipping Notice MSN-0030 “Guidelines to Owners, Operators and Masters on Port State Control Inspections” (CCS Classification Notice 093)
 - Malta “INSTRUCTION TO THE RECOGNIZED ORGANIZATION” (The Agreement 2015)
 - Cyprus Administration Circular No.26/2016 “Measures to Enhance Safety Standards on board ships flying the Cyprus Flag”.
 - Maritime Authority of Jamaica Circular 01-02-2008 “Measures to

Enhance Flag State Control over Safety Standards of Jamaican Ships”

- BMA Information Bulletin No.120 Rev.3 “Action to Be Taken Concerning Port State or Flag State Detention”
- BMA Information Bulletin No.136 “Enhanced Monitoring Programme”
- BMA Information Bulletin No.85 “Port State Control Inspection Management”
- Marshall Islands Administration Marine Notice No.2-011-29“The Role of Recognized Organizations (ROs) in Ensuring Compliance with IMO Mandatory Instruments and National Regulations”
- Vanuatu Maritime Services Marine Bulletin No.114 “Reporting of PSC Inspections and Detentions”
- St.Kitts & Nevis maritime circular MC/59/14: Procedures for Dealing with Port State Control Detentions & Inspections of St. Kitts & Nevis Registered Ships
- Palau circular: MC12-009: DETENTION POLICY FOR PALAU VESSELS; MC16-024: SUSPENSIONS AND CANCELLATIONS UNDER THE PALAU FLAG
- Barbados Information Bulletin No.270: PORT STATE CONTROL INSPECTION MANAGEMENT, Guidance and Instructions for Barbados Recognised Organisations, Barbados Approved Nautical Inspectors, Ship Owners, Managers and Masters
- Niue Circular NMC4.2017 (rev0): PORT STATE CONTROL DETENTIONS
- Sierra Leone Maritime Circular No.9: Detention Policy (Rev.1)
- MMARBE Technical Department circular IMM/GOB001/17
- Greece PROT. No 2311.1_14_20001_2020
- Palau Marine Notice 241
- Panama Resolution No. 106-183-DGMM