

## 1. INTRODUCTION

### 1.1 General

The purpose of this instruction is to provide guidance on ship's eligible for inspection while laid up or only calls for dry-dock.

Such cases do not "exempt" the ship from being inspected before leaving port or anchorage.

Port State Control is a complement to Flag State obligations and is concerned with the compliance for the forthcoming voyage. A ship whilst laid up or in dry dock will be unlikely to suitably demonstrate this and the inspection should only be carried out after re-commissioning by the company/flag/RO and after suitable seagoing certification has been issued.

Therefore, the port State should take necessary steps to get more detailed information about the current situation and especially when the ship will be put back into service in order to arrange and prepare an inspection.

The port State should inform the company or Master or agent that a PSC inspection has to be carried out before the ship will leave the port or anchorage. The company should be requested to notify the port State about the re-activation of the ship, with sufficient notice to allow the inspection.

## 2. INSPECTION

### 2.1 Ships that are laid-up

Depending on the length of the lay-up, some flag States may require an inspection by a Recognized Organization before the ship is put back into service. After completion, the flag State or RO will ensure that the ship is fully certificated and satisfies national and international regulations. Port States are advised to seek contact with the responsible flag State or RO to gather more detailed information in order to ensure that the ship is correctly certificated before departure<sup>1</sup>.

If crew complaints are received whilst a vessel is laid up, the Port State should still endeavour to inspect the areas of the complaint and provide assistance if needed, but it is not required to complete the full scope of inspection at that attendance if the vessel is not ready.

### 2.2 Ships which only call for dry-docking

The inspection of a ship in dry-dock requires careful consideration and professional judgment bearing in mind that the ship may be undergoing maintenance, repairs and/or statutory surveys. Many of the functional and operational tests on equipment and crew, such as lowering of lifeboats, testing of fire pumps, emergency generator and steering cannot usually be done. This could mean that the inspection can only be completed at the end of the dry-docking period after convention certificates are issued.

In such cases the port State should endeavour to establish, in advance, the extent of the dry-docking and to arrange a time when certain items could be inspected, by contacting the ship in advance. This means that the inspection might be completed in more than one visit.

At the end of the dry-dock the crew should make their own tests on emergency systems and trials and tests may be carried out directly from the dry-dock and the ship does not return alongside. All possible efforts should be made to avoid unduly delaying the ship to carry out the inspection.

There may be cases where the port State considers that an inspection in the dry-dock would create a risk to the safety of inspectors, the ship, crew or the port. However, there may be an opportunity to inspect after the dry-docking.

If part of the inspection is carried out while the ship is in the dry-dock close cooperation with the ship and the dry-dock facility is required to determine which items can be safely and practically inspected, taking into account any limitations imposed by the dry-dock facility.

---

<sup>1</sup> See MSC-MEPC.7/Circ.9 Guidelines for the Reactivation of the Safety Management Certificate following an operational interruption of the Safety Management System due to Lay-up over a certain period.