

GUIDANCE ON SHIPS WHICH CALL ONLY FOR DRY-DOCKING

This Guideline is solely drafted for the purpose of providing guidance to the PSCO in performing a PSC inspection on the subject matter. The Guideline does not restrict the PSCO in the scope of inspection or in using his/her professional judgement while performing the PSC inspection. Third parties cannot claim any rights based on this guideline with regard to the PSC inspection as performed by the PSCO.

1. The following guidance provides a framework for consideration of ships, which call in a port only for dry-docking. The PSC inspection of a ship in dry-docks requires careful consideration and professional judgment bearing in mind that the ship may be undergoing statutory surveys. This could mean that the inspection can only be completed at the end of the dry-docking period after convention certificates are issued.
2. If a ship calls at a port only for dry-docking and a PSC inspection is not mandatory it could be decided not to select the ship due to the safety and practical limitations. However, if the inspection is mandatory the ship is not "exempted" from inspection. In this case the port State should endeavour to establish, in advance, the extent of the dry-docking.
3. A ship cannot be inspected fully while in the dry-dock, especially for an expanded inspection, because 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 means they would have to be done either before or after the dry-docking. On the other hand, other items such as tanks and holds might be more easily inspected during the dry-dock.
4. PSC inspections are mostly unannounced. However, in this case it would be appropriate to contact the ship in advance to arrange a time when certain items could be inspected (a ship due for an expanded inspection is required to give notice of its arrival). It is not usual to divide a PSC inspection into more than one visit (except for detention) but in this case it would be appropriate.
5. At the end of the dry-dock the crew should make their own tests on emergency systems and provide familiarisation training, as appropriate, before going to sea. This period might provide an opportunity to witness the tests although it could be limited if, for example, trials and tests are 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.
6. 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, as mentioned above, there may be an opportunity to inspect before or after the dry-docking.
7. 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.
8. If a PSCO boards a ship, which is due for a mandatory expanded inspection, prior to the ship's readiness for an inspection, only a partial expanded inspection can be carried out. The date and time of the partial inspection as well as the scope of the partial inspection shall be agreed with the Master only. This inspection shall be completed when vessel is afloat at earliest possibility.