



Lloyd's
Register

Working together
for a safer world

Port state inspections pocket checklist Revision 4

港口国检查检验清单 修订版 4

In conjunction with: **UK P&I CLUB** 



Introduction 介绍

In conjunction with an industry partner, the UK P&I Club, we have compiled this checklist following analysis of deficiencies found by port state control (PSC) officers on ships classed by Lloyd's Register (LR).

我们与行业合作伙伴英国保赔协会合作，在分析了港口国控制 (PSC) 官员在劳氏船级社 (LR) 入级的船舶上发现的缺陷后编制了这份清单。

To help reduce the risk of your ship being detained we strongly recommend that you include, as a minimum, the items on page 4 as part of your final checks before voyage and port entry. These checks will help to ensure that the items continue to conform to international convention requirements. It is strongly advised that all other items in this checklist are checked on an ongoing basis.

为帮助降低您的船舶被滞留的风险，我们强烈建议您至少将第 4 页中的项目纳入在船舶开航和入港前的最终检查内容中。这些检查将有助于确保项目继续符合国际公约要求。强烈建议对本清单中的所有其他项目进行持续检查。

For convenience, the deficiencies have been listed by distinct areas on a ship. This means that each crew member can take responsibility for their own area. The checklist is re-usable.

为方便起见，缺陷已按船上的不同区域列出。这意味着每个船员都可以对自己的区域负责。清单是可重复使用的。

This is the first in our series of pocket checklists to help you comply with international convention requirements. For information about the other checklists in the series please visit www.lr.org/psc or www.ukpandi.com

这是我们帮助您符合国际公约要求的袖珍检验清单系列中的第一个。有关该系列中其他检验清单的信息，请访问 www.lr.org/psc 或 www.ukpandi.com。

Latest news on classification and regulatory matters which affect you, including port state control, is published in our Class News bulletins. To subscribe to this service go to www.lr.org/classnews

有关影响您的船舶入级及法规的最新消息，包括港口国控制，颁布在我们的船级社新闻公告中。要订阅此服务，请访问 www.lr.org/classnews。

Lloyd's Register Group Limited, its affiliates and subsidiaries and their respective officers, employees or agents are, individually and collectively, referred to in this clause as 'Lloyd's Register'. Lloyd's Register assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant Lloyd's Register entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.

Are you prepared for a port state control inspection?

您准备好接受港口国监督检查了吗？

PSC Officers always commence their inspection in the Master's office. It is essential that certification is up-to-date, original and valid. All other necessary documents and manuals should, where required, be approved and on board.

PSC 官员总是在船长办公室开始他们的检查。证书必须是当前最新的、原件，并在有效期内。所有其他必要的文件和手册应该在有相关要求的情况下获得认可并存放在船上。

If equipment is broken or missing, or the ship has suffered damage en-route, the Master must notify the port authorities prior to port entry. If the port authorities are informed of the problem and of any permanent or temporary remedies agreed with the flag administration, the vessel should not be detained. However, if notice is not given before entry, the port state has clear grounds for inspection, possibly leading to a detention.

如果设备损坏或丢失或船舶在途中遭受损坏，船长必须在进港前通知港口当局。如果港口当局被告知问题同时与船旗国政府商定了任何永久或临时补救措施，则不应扣留船舶。但是，如果在入港前没有通知港口当局，港口国有明确的检查理由，可能会导致滞留。

If your ship is detained, or appears to be in the process of being detained, you should contact the nearest Lloyd's Register office immediately for assistance.

如果您的船舶被扣留或似乎正在被扣留，您应立即联系最近的劳氏船级社办事处寻求帮助。

The major PSC organizations publish their criteria for targeting a ship on their web sites. Ship owners and operators should use these criteria to calculate the risk profile of their ships.

主要的港口国组织在其网站上公布其针对船舶的标准。船东和经营者应使用这些标准来计算船舶的风险状况。

Paris MOU – www.parismou.org

Tokyo MOU – www.tokyo-mou.org

USCG – <http://homeport.uscg.mil/mycg/portal/ep/home.do>

Other MOUs include Abuja, Black Sea, Caribbean, Indian Ocean, Mediterranean, Riyadh and Vina del Mar.

其他谅解备忘录包括阿布贾、黑海、加勒比海、印度洋、地中海、利雅得和比尼亚德尔马。

A ship operator may disagree with the findings of the PSC authority and the majority of the regional PSC organizations have guidelines on how to appeal against a detention. These can also be found on the above websites.

船舶经营人可能不认同 PSC 当局的调查结果，并且大多数区域 PSC 组织都有关于如何对滞留提出上诉的指南。这些也可以在上述网站上找到。

The 2012 edition of IMO Procedures for Port State Control also provides guidelines on detentions. [ISBN: 978-92-801-1550-5] 2012 年版的 IMO 港口国控制程序也提供了滞留指南。 [国际标准书号： 978-92-801-1550-5]

Most common deficiencies

最常见的缺陷

Below are the most common deficiencies (by number) found by PSC officers on LR classed ships during the period 2014 – 2016.

以下是 2014 年至 2016 年期间 PSC 官员在 LR 级船舶上发现的最常见缺陷 (按数量)

Fire safety (503) 消防安全

Safety of navigation (387) 航行安全

Life-saving appliances (372) 救生设备

Propulsion and auxiliary machinery (251) 主辅机

Working and living conditions - working conditions (240)

工作和生活条件 - 工作条件

ISM (175)

Emergency systems (169) 应急系统

Certificates and documentation – ship certificate (165) 证书和文件 - 船舶证书

Water/weathertight condition (159) 水密/风雨密的状态

Certificates and documentation – document (135) 证书和文件 - 文件

1. Master's office/responsibilities 船长办公室/责任









- 1. Certificates, documents and records 证书、文件和记录**
 - all trading certificates, documents and records available, in date, appropriately completed and approved, as required
所有船舶使用的证书、文件和记录必须齐全，有效，皆根据需求适当地完成和批准。
- 2. Standards of Training, Certification and Watchkeeping (STCW) 培训、认证和值班标准 (STCW)**
 - all personnel appropriately certificated with documents available
所有人员均获适任证书，文件随时可提供。
- 3. Records of rest hours 休息时间记录**
 - all available and up to date 所有皆及时更新，文件可随时提供。
- 4. Minimum Safe Manning Document 最低安全配员文件**
 - up to date and original copy available 皆及时更新，原件可随时提供。
- 5. International Safety Management (ISM) emergency preparedness 国际安全管理 (ISM) 应急准备**
 - drills to be carried out regularly and effectively with documented evidence 演习定期有效地进行，并有书面证据证明。
- 6. International Ship and Port Facility Security (ISPS) 国际船舶和港口设施安全 (ISPS)**
 - records and arrangements in accordance with requirements
根据要求进行记录和安排
- 7. Shipboard Oil Pollution Emergency Plan (SOPEP) 船上油污应急计划 (SOPEP)**
 - approved and up to date with contact details included
已获批准且是最新更新的，包括联系方式。

1. Master's office/responsibilities 船长办公室/责任

Notes:注意:

1. Photographic records, with dates, provide good evidence of drills being regularly held. 带有日期的照片记录，提供了定期举行演习的良好证据。
2. IMO MSC.1/Circ.1206 provides guidance on 'Measures To Prevent Accidents With Lifeboats'. IMO MSC.1/Circ.1206 提供了关于“防止救生艇事故的措施”的指南

2. Bridge area 驾驶台区域

-  **Charts 海图**
 - valid, up to date and as required for the voyage
有效、及时更新、且符合航程要求。
-  **Nautical publications 航海刊物**
 - all available, appropriately completed and approved, as required
根据需要，所有适用的、皆适当完备并获得批准。
-  **Magnetic compass 磁罗经**
 - easily readable and correctly adjusted (deviation card)
易于读取和正确调整（偏差卡）。
-  **Lights, shapes, sound-signals 灯光、信号球、声音信号**
 - in working order 工作正常。
-  **Echosounder 测深仪**
 - in working order 工作正常。
-  **Global Maritime Distress and Safety System (GMDSS) .
全球海上遇险和安全系统 (GMDSS)**
 - in working order and reserve sources of power fully charged
处于正常工作状态，储备电源完全充电。
-  **Emergency Position Indicating Radio Beacon (EPIRB)
紧急无线电示位标 (EPIRB)**
 - in working order; updated maintenance records available
处于工作状态；可提供及时更新维护记录。
-  **Fire detection cabinet 火灾探测系统**
 - alarms in working order 警报正常工作。

2. Bridge area 驾驶台区域

Note:注意

If the echosounder is not functioning, ensure that a flag administration exemption has been received and is on board.

如果测深仪不在工作状态，请确保已收到船旗国政府豁免并放在船上。

3. Life-saving appliances 救生设备

-  **Lifeboats 救生艇**
 - structure sound 结构完好。
-  **Lifeboat engines 救生艇发动机**
 - can start without difficulty 可以毫无困难地启动。
-  **Lifeboat inventory 救生艇备品**
 - all as required and in date 一切按要求配备并在有效期内。
-  **Lifeboat davits 救生艇艇架**
 - well maintained and in good working order 维护良好且工作正常。
-  **Emergency lighting and batteries 应急照明和电池**
 - in place and functioning correctly 就位且功能正常。
-  **Lifejackets 救生衣**
 - correct number, correct location, with appropriate marking and in good condition
正确的数量、正确的位置、带有适当标记且状况良好。
-  **Lifebuoys 救生圈**
 - correct number, correct location, with appropriate marking and in good condition
正确的数量、正确的位置、带有适当标记且状况良好
-  **Inflatable liferafts 充气救生筏**
 - clear of obstructions 布置无障碍物。
 - weak link correctly positioned 释放索正确布置。
 - hydrostatic release in date 静水力释放器在有效期内。
-  **Embarkation arrangements for survival craft 救生艇筏登乘布置**
 - all in order as per requirements 一切都符合要求

Notes:注意

1. Engine must be able to start without 'magic spray' (engine spray).
发动机必须能够在没有“发动机喷雾”的情况下启动。
2. It is recommended that decks at embarkation areas have a non-skid coating
建议登艇区域的甲板有防滑涂料。

3. Life-saving appliances – continued

救生设备——续篇



A correctly mounted Hydrostatic Release Unit (HRU) on an inflatable liferaft
充气救生筏上正确安装的静水力释放装置 (HRU)



An incorrectly mounted HRU on an inflatable liferaft. The painter should be attached to the HRU
充气救生筏 HRU 安装不正确举例。缆绳应系于 HRU 上。

4. Accommodation 居住舱室

1. **Fire doors 防火门**
 - able to close tight and in good condition 能够紧密关闭并处于良好状态。
2. **Fire fighting equipment 消防设备**
 - available, in place and in good working order 已提供、到位、并处于良好的工作状态。
3. **Fire control plan 防火控制图**
 - in place and up to date 就位并保持最新更新。
4. **Signs, indications 标志、指示**
(weathertight doors, fire detectors, fire dampers, ventilation) 风雨密门、火灾探测器、防火风闸、通风)
 - all in place and as required 根据要求全部就位。
5. **Emergency lighting and batteries 应急照明和电池**
 - functioning correctly and in place 功能正常并就位
6. **Sanitary facilities 卫生设施**
 - equipment in place, clean and functioning correctly 设备到位、清洁并正常运行。



Sanitary facilities
not fit for use

卫生设施不适合使用

5. Deck area 甲板区域

- 1. Decks 甲板**
 - well-maintained and not corroded, holed or wasted 维护良好，没有腐蚀、穿孔或锈蚀。
-  **2. Railings and cat walks 栏杆和猫步道**
 - well-maintained and not corroded, holed or wasted 维护良好，没有腐蚀、穿孔或锈蚀。
-  **3. Cargo and other hatchways 货舱和其他舱口**
 - weathertight 风雨密正常。
 - covers are in good condition 舱口盖状况良好。
 - securing devices are in place and adequate 锁紧装置就位且充足。
-  **4. Weathertight doors 风雨密门**
 - in good condition and securing correctly 状况良好并正确锁紧。
-  **5. Ventilators, air pipes and casings 风机、空气管和围井**
 - clearly marked and in good working condition 标记清晰且工作状况良好。
-  **6. Winches, capstans and anchoring devices 缆绳绞车、起锚机及锚定装置**
 - clearly marked and in good working condition 标记清晰且工作状况良好。
-  **7. Fire dampers, quick-closing devices and means of control 防火风闸、速闭装置和控制方式**
 - clearly marked, easy to operate and corrosion-free 标记清晰、易于操作且无腐蚀。
-  **8. Fire fighting equipment and appliances 消防设备及器具**
 - available, in place and in good working order with valid recharge date marked where appropriate 提供到位并处于良好的工作状态，并在适当的地方标明有效的再填充日期。
-  **9. Fixed fire extinguishing installation 固定式灭火装置**
 - bottles correctly serviced and dated; release mechanisms in good

5. Deck area 甲板区域

condition and in place

钢瓶正确专业维护并注明日期；释放机制状况良好且就位。

10.



Rescue boats 救助艇

– all in order as per requirements 一切都状态良好符合要求

5. Deck area – continued 甲板区——续篇



A wasted engine room fire damper
锈蚀的机舱防火风闸







A hole in a main deck
– found masked with tape painted red
主甲板上锈蚀穿孔
– 发现胶带遮盖，并涂上红色油漆

Notes:注意

1. Corroded or non-operable fire dampers are one of the most common detaining items. 腐蚀或无法操作的防火风闸是最常见的滞留项目。
2. The condition of the hatchway covers and their closing devices are always checked during PSC inspections.

在 PSC 检查中，总会检查舱口轨道、舱口盖、及其关闭装置的状况。

6. Working spaces 工作空间

1.  **Emergency fire pump 应急消防泵**
 - starts easily 轻松启动。
 - delivers sufficient pressure at hoses 能为消防匹龙提供足够的压力。
2.  **Emergency generator 应急发电机**
 - can be operated easily and connected to the switchboard 可以轻松启动运行并接入到配电盘。
3.  **Lighting 照明**
 - is adequate 照明足够
4.  **Safe means of access 安全的通道方式**
 - is adequate 空间足够

7. Engine room 机舱 – continued 续篇

- 1. Cleanliness 清洁度**
 - clean, no oil leaks, clean bilges and tank tops and no oily rags
清洁、无漏油、舱底及底层甲板清洁，且无油抹布。
- 2. Retention of oil on board 船上存留油**
 - correct tanks are being used and are emptied at port facilities
使用正确的油舱并在通过港口设施清空。
- 3. Jacketed piping system for high pressure fuel lines 高压燃油管路的夹套双壁管道系统**
 - approved system in place 批准认可的系统就位。
 - leak tank alarm in working order 漏油舱报警工作正常。
- 4. Oil filtering equipment (oily water separator) 滤油设备（油水分离器）**
 - working correctly, no illegal pipes 正常正确工作，没有非法排油管道。
- 5. 15 ppm alarm arrangements 15 ppm 警报布置**
 - functioning as required 功能正常符合要求。
- 6. Propulsion main engine 推进主机**
 - all components functioning correctly 所有组件正常运行。
- 7. Auxiliary engines 船舶辅机**
 - all in working order 一切功能正常。
- 8. Oil record book 油类记录簿**
 - data correctly entered and entries up-to-date 数据正确录入，且录入更新到位。
- 9. Fire pumps 消防泵**
 - in working order with adequate pressure 正常工作，并提供足够压头。
- 10. Steering gear 舵机**
 - functioning correctly 功能正常运行。

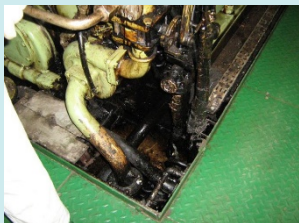
7. Engine room 机舱 – continued 续篇

11. **Signs, indications (weathertight doors, fire detectors, fire dampers, ventilation) 标志、指示 (风雨密门、火灾探测器、防火风闸、通风)**
 - all in place and as required 全部符合要求就位。
12. **Emergency lighting and batteries. 应急照明和电池**
 - functioning correctly and in place 功能正常运行, 并就位。
13. **Fire fighting equipment 消防设备**
 - available, in place, in good working order with valid recharge date marked where appropriate 提供到位、处于良好的工作状态、并在适当的地方标明有效的充填日期。
14. **Watertight doors 水密门**
 - in good condition, securing correctly and (where applicable) capable of being closed remotely 状况良好, 正确锁紧并且 (如适用) 能够远程关闭。



Illegal pipe – sludge pump to overboard

非法排油管道——油渣泵通岸



A leaking auxiliary engine

船舶辅机漏油

7. Appendix – port state control target criteria

附录 – 港口国控制目标标准

The targeting of a ship by PSC Officers is mostly determined by the questions listed below. If you answer “yes” to some or all of these questions the likelihood of your ship being inspected will increase.

PSC 官员对船舶的定位主要由下列问题决定。如果您对这些问题中的部分或全部回答“是”，那么您的船舶被检查的可能性就会增加。

- Is your ship registered with a flag on the MOU black list of flags?**
您的船舶是否在 MOU 船旗黑名单上登记了?
- Are your ship’s classification certificates issued by a ‘non-recognized organisation’?**
您的船舶船级社入级证书是否由“非认可组织”签发?
- Is your ship more than 10 years old? 您的船龄是否超过 10 年?**
- Has your ship’s flag administration NOT ratified all conventions?**
您的船舶船旗当局是否未批准所有公约?
- Is your recognized organisation’s class deficiency ratio above average?**
您船舶所在船级社的缺陷率是否高于平均水平?
- Has your ship NOT entered a port in the region during the last 12 months?**
您的船舶在过去 12 个月内没有进入该地区的港口吗?

7. **Has your ship NOT been inspected in the last 6 months?**
您的船舶在过去 6 个月内没有接受过检查吗？
8. **Have any deficiencies been found during port state control inspections of your ship within the last 12 months?**
过去 12 个月内对您的船舶进行港口国监督检查时是否发现任何缺陷？
9. **Has your ship been detained during the last 12 months (one or more detentions significantly increases the likelihood of an inspection)?**
您的船舶在过去 12 个月内是否被滞留（一次或多次滞留会显著增加检查的可能性）？
10. **Are there outstanding deficiencies from the last inspection of your ship?**
您的船舶是否存在上次检查的未处理缺陷？



Lloyd's Register (LR) is a global engineering, technical and business services organisation wholly owned by the Lloyd's Register Foundation, a UK charity dedicated to research and education in science and engineering. Founded in 1760 as a marine classification society, LR now operates across many industry sectors, with over 9,000 employees in 78 countries. LR has a long-standing reputation for integrity, impartiality and technical excellence. Our compliance, risk and technical consultancy services give clients confidence that their assets and businesses are safe, sustainable and dependable.

Lloyd's Register and variants of it are trading names of Lloyd's Register Group Limited, its subsidiaries and affiliates. Copyright © Lloyd's Register Group Limited. 2017. A member of the Lloyd's Register group.

To order additional copies of this pocket checklist and others in the series, please visit www.lr.org/psc

Lloyd's Register EMEA

T +44 20 7709 9166

E emea@lr.org

Lloyd's Register Asia

T +852 2287 9333

E asia@lr.org

Lloyd's Register Americas, Inc.

T +1 281 675 3100

E americas@lr.org

One of the world's largest P&I mutuals, the UK P&I Club currently insures around 225 million gross tons of owned and chartered ships in 60 countries.

The Club publishes loss prevention material through a wide range of media on topics such as hazardous cargo in containers, human error, personal injury and maritime security.

The full range of Club activities can be viewed at www.ukpandi.com

London

T +44 20 7283 4646

Hong Kong

T +852 2832 9301

New Jersey

T +1 201 557 7300

Piraeus

T +30 210 429 1200

Tokyo

T +81 3 5442 6110

E lossprevention.ukclub@thomasmiller.com