



PORTS and MARITIME AFFAIRS

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Directive No. STCW/19

PORT STATE CONTROL UNDER SCTW CONVENTION

Issued under the enabling power of the Ministerial Resolution 6/2001
and including STCW 2010 Manila Amendments

1. General

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended (STCW) under the article (X), Regulation I/4 of the Convention and Section A-I/4 of the Code requires each Party to exercise such control on ships while in the ports of a Party.

The Ports and Maritime Affairs (PMA) exercises port State control related STCW Convention in the Bahraini territorial waters pursuant to the right and obligation stipulated in the National legislations such as:

- Article 25 of legislative decree law no.14/1978 : Law for Registration of Ships and Determination of Safety Conditions thereof and
- Regulation 31 (Port state control) of ministerial resolution no. 6/2001: Bahrain Merchant Shipping (Manning, Training, Certification and related Seafarers matters) Regulations 2001,

This directive provides guidance on the conduct of port State control inspections regarding STCW Convention, it should be read in conjunction with the PMA Directive no. PSC/01 and any other documents relating port State control issue by the PMA.

2. Definitions:

For the purpose of this directive the following definitions are applied:



Flag administration: the administration of the State whose flag the ship is entitled to fly;

IMO: the International Maritime Organisation;

Port State Control (PSC): The inspection of foreign ships in the national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.

Port state control officer: the person duly authorised by the Undersecretary to carry out inspections required by this Directive;

Port authority: the harbour authority or if there is no such authority, the person having control of the operation of the port;

3. Application:

The directive applies to all foreign ships subject to port State control relating to the provisions of the STCW Convention.

4. Initial inspection:

Control exercised by the PMA duly authorized control officer shall be limited to check the following:

- .1 The ship has a Safe Manning Document and is manned in accordance with such document;
- .2 The seafarers employed on the ship are duly qualified; and
- .3 Watch schedules are posted and there is no evidence of seafarers having to work more hours than is safe in relation to safety of the ship except in an emergency situation.

5. Clear ground:

The seafarers may be required to demonstrate the related competency at the place of duty if it is reported or suspected that any of the following may have occurred:

- .1 The ship has been involved in a collision, grounding or stranding; or



- .2 There has been a discharge of substances from the ship when underway, at anchor or at berth which is illegal under any international convention; or
- .3 The ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the Organisation or safe navigational practices and procedures have not been followed; or
- .4 The ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment.

6. Detention of a Ship:

Any deficiencies found by port State control officer which may be deemed to pose a danger to persons, property or the environment, then the ship's master is obliged to rectify deficiency before departure or may detain a ship after approved by the PMA Undersecretary.

The detainable deficiencies that may warrant the detention of the ship involved, which are not intended to be exhaustive are:

- 1 Failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the Administration.
- 2 Failure to comply with the applicable safe manning requirements of the Administration.
- 3 Failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the Administration.
- 4 Absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radiocommunications or the prevention of marine pollution.
- 5 Inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches persons who are sufficiently rested and



otherwise fit for duty.

- 6 Failure to provide proof of professional proficiency for the duties assigned to seafarers for the safety of the ship and the prevention of pollution.

All cases of detention are promptly notified to all agencies such as the Port Authority, Flag Administration or their diplomatic representative in Bahrain and IMO.

7. Using illegal/fraudulent documents:

If the ports State control officer reveal the use of documents by persons other than the genuine holder, forged, fraudulent and/or tempered documents then:

- the ship shall be detained,
- the documents shall be immediately seized,
- the national Administration of the seafarer concerned shall be notified,
- the position held by the person using illegal documents shall be considered vacant until duly qualified seafarer is employed to meet the requirements of the Safe Manning Document
- The Undersecretary, at his discretion may take further legal action and
- a report covering all actions taken under this subject shall be forwarded to the IMO Secretary General

8. Revision history:

Revision No. 1 of the present Directive is the first revision.


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Undersecretary for Ports and Maritime Affairs

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