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DETAINABLE DEFICIENCIES FREQUENTLY FOUND BY THE GABONESE PORT - STATE CONTROL OFFICERS DURING PSC INSPECTIONS

Purpose: This support has been specially designed to make it easier for ships to clear our parts. The objective is that all ships before arriving in our different ports have this support and check each item to facilitate the inspection during the stopover of the ship. We are call the defects mentioned are grounds for detention, our objective being only to guarantee the safety of the ships by ensuring the application of the conventions laid down by the OMI. The consignees and representatives of the ship-owners will have the responsibility to send this document to any ship or ship-owners one week before the arrival of the ship in Gabonese territorial water. Also, we remind you that this list is not exhaustive.

1) Ship's Certificates & Documents

1.1) We verify

- Statutory certificates, All in Original from, except the document of compliances -The following products are mandatory to be approved type.
 - Prime Mover
 - Reduction gears
 - Flexible hoses
 - Electronic Gears units / Governor
 - Life saving appliances
 - Crank case safety valve
 - Oil mist detector
 - Air vent valve
 - Bridge navigational system alarm

Question: Does type approval of a product need to be renewed?

According MSC. 1/Circ 1221, yes, the validity of type approval certificate is generally five years, after which the certification needs to be renewed, but the marine product not expired.

2) Certification and Watch keeping for Seafarers

2.1) We verify:

- Certificate of competence
- Flag endorsement
- National endorsement according Manila amendment.

2.2) Officers do not hold the required endorsement on their certificates of competency.

2.3) The number of officers/ratings working on board is less than the manning scale specified in its Minimum Safe Manning Certificate.

3) Life saving Appliances

- 3.1) Lifeboat on-load release gear is defective, e.g. hydrostatic interlock in open position and partially seized, boat hooks are not fully reset, boat hooks are in unlocked position, on-load release gear is not set as per manufacturer's instructions, etc.
- 3.2) Lifeboat fittings and accessories are defective, e.g. defective bilge pump, broken grip lines, wasted keel bolts and nuts of the foundation of boat hooks, pitting is found on stern plate, seat belts are broken etc.
- 3.3) Lifeboat engine or rescue boat engine cannot be started or the lifeboat engine is not capable of operating for not less than 5 minutes after starting from cold with the lifeboat out of water.
- 3.4) Lifeboat inventories are not placed on lifeboat or not maintained as required, e.g. insufficient quantity of drinking water, magnetic compass has a bubble, etc.
- 3.5) Rescue boat and launching arrangements are not properly maintained, e.g. davit is inoperative.
- 3.6) Personal lifesaving appliances are not properly maintained, e.g. lifejackets are not provided with lights and whistles.

4) Fire Safety Measures

- 4.1) Fire pumps including emergency fire pump and main fire pump are inoperative or with insufficient discharge pressure.
- 4.2) Water supply system including fire lines, fire hydrants, fire hoses and nozzles are found defective, e.g. fire line is temporarily repaired, fire hydrant seized, fire hose is found with leakage, etc.
- 4.3) Fire fighting equipment is not properly maintained, e.g. portable foam fire extinguishers are defective, fireman's outfits rotted, cylinder of EEBD is empty, etc.
- 4.4) Fire detection system is defective.
- 4.5) Engine room fixed fire fighting system is not properly maintained, e.g. pressure testing of CO₂ cylinders is not carried out, engine room sprinkler system is inoperative, etc.
- 4.6) Fire doors of engine room and crew accommodation are not closed or locked open.
- 4.7) Engine room ventilation fan fire damper is inoperative, holed or wasted.
- 4.8) Funnel flap is inoperative, holed or wasted.
- 4.9) Fuel oil tank quick closing valve is inoperative.
- 4.10) Fire pumps, fire mains, water service pipes, hydrant, hoses, nozzles, coupling and international shore connections (MSC.1/CIRC 1388, FSS CODE CHAPTER 12. PARAGRAPH 2.2.1.3 FOR THE SHIPS CONSTRUCTED ON OR AFTER 1 JANUARY 2012).
- 4.11) In engine room, 1 EEBD empty or missing.
- 4.12) Dry power portable fire extinguisher annual and pressure test expired.
- 4.13) Co₂ portable fire extinguisher annual inspection expired.

5) Stability, Structure and Related Equipment

- 5.1) Hull structure and deck fittings are not properly maintained or in poor condition, e.g. a crack is found on main deck plating, bulwark structure detached from deck plating at various locations, etc.
- 5.2) Sea chest, pipe and valve are not properly maintained or in poor condition, e.g. heavy corrosion is found on sea chest.
- 5.3) Steering gear is defective, e.g. steering gear is inoperative, steering gear is not capable of putting the rudder over from 35 degrees on either side to 30 degrees on the other side in not more than 28 seconds, under the same conditions.
- 5.4) Emergency generator is inoperative, e.g. starting arrangement is inoperative, diesel engine jacket cooling water is frozen.
- 5.5) Emergency air compressor is inoperative.
- 5.6) Cargoes are not properly secured, e.g. many containers are not secured correctly in accordance with the ship's cargo securing manual.

6) Alarm Signals

- 6.1) Bilge level alarms in engine room, bow thruster room and cofferdams are defective.
- 6.2) Level alarms of fuel oil settling and service tanks are defective, e.g. low-level alarm of fuel oil service tank is defective.

7) Load Lines

- 7.1) Cargo hold hatch coamings, hatch covers and securing devices are not properly maintained. e.g. cargo hold hatch covers are badly wasted in way of rubber gasket channels, cargo hold hatch securing cleats and bolts are unsecured, etc.
- 7.2) Weathertight door is defective including corrosion on panels, stiffeners, securing devices, rubber gaskets and channels, door frames, and weather door is unable to be closed properly.
- 7.3) Air vents/air pipes are defective, e.g. fuel oil tank air vents wasted and wire meshes are missing, air pipe closing appliances are rusty, etc.
- 7.4) Sounding pipes in engine room are not properly maintained, e.g. sounding pipes of double bottom tanks are maintained in opening position, self-closing devices are missing, etc.
- 7.5) Air ventilators such as window type and mushroom type, are not properly maintained. 7.6) The ship is overloaded.

8) Propulsion & Auxiliary Machinery

- 8.1) Main and auxiliary machinery were defective, e.g. water leakage from main engine cylinder head, fuel oil leakage from diesel generator engine cylinder head, etc.
- 8.2) Main engine and diesel generator engine high pressure jacketed fuel oil pipes are defective, e.g. holed or broken.
- 8.3) Main engine and diesel generator engine exhaust gas pipes are found with leakage.
- 8.4) Insulation of fuel oil pipe in engine room is wetted through with fuel oil, missing or worn out.
- 8.5) Engine room is not maintained in clean and tidy conditions, e.g. machinery is oily, purifier room is oily, bilge tank tops are oily, large quantity of garbage in engine room, etc.

9) Radiocommunications

- 9.1) GMDSS radio installation is defective, e.g. MF/HF radio is not working, NBDP (Narrow Band Direct Printing) equipment is defective.
- 9.2) GMDSS radio installation reserve power supply is defective.
- 9.3) GMDSS BATTERIES EXPIRATION

10) MARPOL

Annex I

- 10.1) Oil filtering equipment and/or 15 ppm oil content discharge monitor are inoperative.
- 10.2) Unauthorized by-pass discharge connection is found in the system of oil filtering equipment.

Annex VI

- 10.3) Fuel oil sulphur content exceeds the limits.
- 10.4) Incinerator is defective.

11) Safety of Navigation

- 11.1) Radar is inoperative.
- 11.2) Rudder angle indicator is inoperative.
- 11.3) Magnetic compass is not readable at helmsman position.
- 11.4) Nautical publications expired or not available, e.g. Notice to Mariners, List of lights and Fog Signals, etc.
- 11.5) Charts for the intended voyage are not updated, corrected or available.
- 11.6) Navigation bridge visibility is obstructed, e.g. Navigation Bridge is obstructed by containers.
- 11.7) PLEASE CHECK IF THE VDR RECEIVE SIGNALS FROM AIS OR RADAR AND ALSO, THE DECK OFFICERS WILL HAVE A PERFECT FAMILIARITY WITH ALL TEST RELATED TO THE VDR AND ECDIS.

12) SOLAS Related Operational Deficiencies

- 12.1) Crew members are not familiar with fire and abandon ship drills.

13) ISM Related Deficiencies

- 13.1) Officers are not familiar with operation of GMDSS radio installation.
- 13.2) The ship and equipment are not maintained according to Safety Management System.

14) Additional Measures to Enhance Maritime Security

- 14.1) Ship security is breached, e.g. access control for visitors at gangway is not carried out, Verification of visitors' identities is not carried out, additional measures for checking stowaways before departure of ports are not properly carried out, visitor register is not maintained, etc.
- 14.2) LRIT compliance in the form of Conformance Test Report is not available.
- 14.3) Crew members are not familiar with security drill and their duties.
- 14.4) COMPULSORY FOR THE TANKERS SHIPS BEFORE START LOADING OPERATION AT DOCK TO HAVE ON BOARD: OIL TRANSFERT PROCEDURES APPROVED BY THE FLAG ADMINISTRATION OR BY THE R.O, THIS MANUAL DESCRIBE THE DUTIES OF EACH OFFICERS AND OTHERS CREWS DURING THE LOADIND OR UNLOADING OF THE PRODUCTS.

15) Additional measures to Enhance Maritime Safety

- 15.1) Continuous synopsis record documents, Form 1, Form 2, or Form 3 are not available or not originals, or not updated.

Other Deficiencies (Examples) Frequently Found by the Gabonese inspector during PSC inspections

1) Ship's Certificates & Documents

- 1.1) Inspection certificates or reports for equipment are not available.
- 1.2) Initial survey report for: cargo ship safety construction, equipment, Iopp, radio certificates are not available on board.

2) Certification and Watchkeeping for Seafarers

- 2.1) Certificate of medical care expired.

3) Crew and Accommodation

- 3.1) Sanitary facilities (toilets) are not properly maintained, e.g. dirty, no flush water, etc.

4) Lifesaving Appliances

- 4.1) Lifeboat is dirty.
- 4.2) Launching appliance and associated accessories including davits, floating blocks, suspension chains, shackles, rings, limit switches, embarkation platform, lashing gear, etc. are defective, rusty, or with heavy corrosion.
- 4.3) Lifeboat embarkation light is defective or wasted.
- 4.4) Liferaft ladder is defective – ropes rotten and boards split.
- 4.5) SOLAS training manual is not maintained as required, e.g. it is not available in mess rooms or not specific for the ship.

5) Fire Safety Measures

- 5.1) Emergency fire pump suction and discharge pressure gauges are not working.
- 5.2) Open and close directions of operation are not marked on numerous fire dampers.
- 5.3) Self-contained breathing apparatus for fireman's outfit is found with low air pressure.

6) Stability, Structure and Related Equipment

- 6.1) Fuel oil settling tanks and service tanks are found with excessive oil residue on walls of the tanks and in save alls.
- 6.2) Fuel oil or lube oil tank sight glass gauge is wired open or gapped open.
- 6.3) Water ingress alarm system is not properly maintained, e.g. the system is turned off at time of inspection, and sensors in cargo holds are defective.
- 6.4) Lights in various locations are inoperative or damaged, e.g. exposed decks, bosun store, paint locker, bow thruster room, emergency generator room, CO2 room, crew cabins, etc.
- 6.5) Emergency generator starting battery is unserviceable.
- 6.6) Cargo hold hatch cover operation hydraulic system is found with leakages.
- 6.7) Gangway is unsafe, e.g. without safety net, handrails are not properly fitted or partly missing, lower platform with stanchions, etc.
- 6.8) Enhanced survey programme documents are not available, e.g. condition evaluation records.
- 6.9) Thickness measurement report is not available.

7) Alarm Signals

- 7.1) Fire visual alarm indicator in engine room is inoperative.
- 7.2) BNWAS alarm is inoperative on the bridge and inside of officers cabins.

8) Load Lines

- 8.1) Load line marks, lines to be used with load line marks, deck line marks and draft marks are not readable.
- 8.2) Guardrails on weather decks are found defective at various locations, e.g. deformation, damage, etc.
- 8.3) Cargo hold hatch cover gasket is found defective, e.g. deterioration, etc.

9) Mooring Arrangements

- 9.1) Mooring ropes on forecastle deck and poop deck are found in poor condition.
- 9.2) Windlass and mooring winch are found with oil leakage at hydraulic motors, pipes and fittings.
- 9.3) Fairleaders on forecastle deck and poop deck are stuck.

10) Propulsion & Auxiliary Machinery

- 10.1) Engine room is not maintained in clean and tidy conditions, e.g. machinery and equipment are oily, purifier room is oily, bilge tank tops are oily, large quantity of garbage is found in engine room, numerous items of flammable or non-flammable materials are stowed on various flats of engine room, e.g. diesel oil and paint in buckets without covers, planks, rubber hoses, emptied oil drums, old spare parts, etc.
- 10.2) Pumping and piping system is defective, e.g. main engine seawater cooling pump shaft bearing collar detached from pump casing fixture, ballast pump suction and delivery valves are defective, excessive leakage is found at gland packing of pumps such as boiler feed water pumps.
- 10.3) Steam pipeline in engine room is found with leakage.
- 10.4) Insulations of diesel generator engine exhaust pipes are not provided as required, e.g. partly damaged, missing or insufficient.
- 10.5) Some pressure gauges and thermometers are missing, inoperative or not readable.
- 10.6) Main engine oil mist detector is not properly maintained, e.g. inoperative, additional pipe is connected to oil mist detector.

11) Radiocommunications

- 11.1) GMDSS radio installation is not tested as required.
- 11.2) Entries to GMDSS logbook are not carried out as required.
- 11.3) Shore-based maintenance agreement expired.

12) MARPOL – Annex I

- 12.1) List of national operation contact points of SOPEP is not updated.
- 12.2) Entries to oil record book are not properly carried out as required.

13) MARPOL – Annex V

- 13.1) Entries to garbage record book are not properly carried out as required.
- 13.2) Garbage is not stored in accordance with garbage management plan.

14) Safety of Navigation

- 14.1) Navigational equipment is defective, e.g. radar, gyro compass.
- 14.2) Compass errors are not taken and recorded every watch.
- 14.3) Navigation side light housing interior is not in matt black.
- 14.4) AIS navigational status is not updated.
- 14.5) Ship's bell is missing.
- 14.6) Passage plan is not properly prepared as required, e.g. not complied with SOLAS requirements, not updated, not berth to berth, no record of navigation activities or positions from pilot station to berth, etc.

15) ISM Related Deficiencies

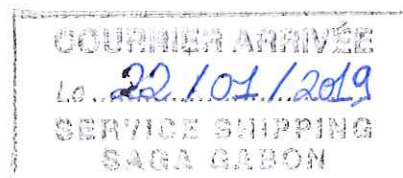
- 15.1) Obsolete certificates are not removed from main certificate file.
- 15.2) Multi-gas meter/detector or combined O₂/CH₄/H₂S meter/detector calibration certificates expired.

16) APPLICATION OF THE IMSBC CODE TO SHIPS AND TERMINALS

According to the code IMSBC in section 4.3.2 and 4.3.3, it is strictly recommended

1. That in case of the transport of a cargo of concentrate or a cargo which may be liquidated, the sender shall provide the master or his representative with a signed certificate of permissible moisture content for transportation and a certificate or certificate a signed declaration of moisture content, issued by an entity authorized by the competent maritime authority.
2. The code strictly recommends in section 4.3.3, concerning the sampling procedures, that these procedures must be approved and their application verified by the competent authority of the port of loading, the document issued by the competent authority attesting to the approval of the procedures must be provided to the master by the port state control officers representing the authority on board.
3. PLEASE PAY ATTENTION THAT THE DECK OFFICERS ARE PROPERLY FAMILIAR WITH THE VARIOUS RADAR TEST, INCLUDING THOSE AT THE TOP OF SHIP, RADAR X -BAND SCANNER AND S-BAND.
4. WE ALSO WANT TO REMIND YOU THAT: ALL ENGINE ROOMS CONSIST OF AT LEAST, TO CHECK MAIN ENGINES (propulsion), AUXILIARY ENGINES (power generation for the ship), COOLING WATER SYSTEM, LUBRICATING OIL SYSTEM, FUEL SYSTEM, COMPRESSED AIR SYSTEM (starting-, control- and working air), DRINKING WATER SYSTEM, SEWAGE SYSTEM, BILGE SYSTEM, BALLAST SYSTEM, BOILER(heating of tanks, accommodation etc.), REFRIGERATING SYSTEM, FIREFIGHTING SYSTEM, STORAGE TANKS FOR LUBRICATING OIL, HYDRAULIC OIL, FUEL OIL, THERMICAL OIL, SPARE PARTS STORE, CONTROL ROOM AND WORKSHOP.

BY THE GABONESE PORT STATE CONTROL OFFICERS



Received from PSC Inspector
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