



Bundesrepublik Deutschland
Federal Republic of Germany

Berufsgenossenschaft für Transport und Verkehrswirtschaft
Dienststelle Schiffssicherheit



Circular 06/2014 (ISM)

Subject: Port State Controls and detentions

Anlagen/Attachments: -

Datum/Date: 12.06.2014

This circular contains some statistical information and guidance on PSC inspections and has to be read supplementary to our [circular 04/2009](#).

Since 1st January 2014, in the whole region of Paris MoU 279 ships (all flags) were detained, in the region of Tokyo MoU 570 ships (all flags) were detained, thereof 266 detentions in China.

The PSCOs have to note the convention references for the detainable deficiencies (sea form B of the PSC report, column header 5 footnote 2: "Convention Ref² = to be completed for detainable items"). To avoid misunderstandings the master should ask the PSCO for detailed explanation for the (detainable) deficiencies. If there are no convention references for detainable items noted in the PSC report, the master should ask for them and insist on completion of the PSC report. In addition, pictures relating to the detainable deficiencies should be taken and the time schedule of the inspection should be documented.

Hereinafter, we would like to provide those deficiencies most frequently mentioned as detainable deficiencies. We ask you to pay attention and to initiate preventive actions.

CERTIFICATE AND DOCUMENTATION

- Ship and crew certificates missing, expired, withdrawn, entries missing, survey out of time window, not revalidated

WATER/WEATHERTIGHT CONDITIONS

- Covers (hatchway-, portable-, tarpaulins, etc.), doors or windows, ventilators, air pipes, casings, closing devices for tanks (air vents), ventilation flap of hatch covers, sealing rubber of hatch covers or hatch cover cleats or ventilation openings damaged, corroded, cracked, missing, not properly closing or not watertight
- Overloading,
- Main seawater and ballast pump leaking

EMERGENCY SYSTEMS

- Emergency fire pump and its pipes inoperative, not properly maintained, insufficient pressure
- Emergency source of power inoperative, not properly maintained, damaged
- Emergency generator defective or unable to be started by second source
- Crew not familiar with the emergency generator
- Several emergency lights not working

FIRE SAFETY

- Fire detection and alarm system, fixed fire extinguishing installation, (emergency) fire pumps and its pipes, remote means of control (opening, pumps, ventilation, etc.), machinery spaces, fire dampers, jacketed high pressure lines and oil leakage alarm, CO2 system or alarm, quick closing valves for fuel oil tanks or ventilation inoperative, not properly maintained, insufficient pressure
- Amount of oil found on the floor
- Fire protection material or insulation soaked with fuel oil
- Crew not familiar with use of fire fighting equipment (i.e. emergency fire pump)
- Found breathing apparatus with empty air bottles or with less pressure than required
- Fire box blocked by cargo
- Flaps for ventilation not properly working or closing (manually or remotely)
- Several jacked pipes for main engine high pressure line broken
- Fire line on main deck with several holes
- Main engine or generator fuel oil leakage alarm out of order

SAFETY OF NAVIGATION

- Charts and nautical publications missing, expired, not updated
- Navigational lights damaged
- Magnetic compass not readable (air bubble)
- Rudder angle indicator not ready for use

LIFE SAVING APPLIANCES

- Lifeboat, rescue boat or free fall boat damaged, cracked, not properly maintained, not properly marked, not ready for use, seized, missing equipment,
- Lifeboat not lowered into water for 3 months and no circumstances documented,
- Lifeboat's, rescue boat's or free fall boat's battery set malfunction, engine can not start

POLLUTION PREVENTION - MARPOL ANNEX I, IV, VI

- Sewage plant not as required
- Air compressor of sewage plant not running
- Wrong chemical used
- Hatch cover hydraulic jacks or hydraulic motors are leaking oil
- Sounding pipe, pumping, piping or discharge arrangements inoperative, not properly maintained or damaged
- Oily water separator, incinerator or 15 ppm alarm defective
- Sample pipe of oil content meter found blocked

ISM

- Maintenance of the ship and equipment
- Crew is not familiar with essential shipboard operational procedures relating to VDR
- Crew is not familiar with emergency drills

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You can find this circular attached and on our homepage:

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