

OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) QUARTERLY REPORT



Q1 2015



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PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

INTRODUCTORY NOTES

The aim of this report is to highlight trends and information regarding the number of inspections that are being conducted each quarter, the number of deficiencies that are being issued in each inspection that resulted to the detention of a vessel as well as to identify the various ports where more than 3 detentions have been recorded during each quarter. Such information may serve as supportive material or as mere reference to professionals or individuals involved in the maritime industry who would like to have a quick view to the subject of PSC inspections worldwide.

The tables contained in this report summarize the number Total Inspections, Inspections With Deficiencies and Inspections Without Deficiencies that have been conducted in the major PSC MoUs areas. Moreover they highlight the number of detentions per specific type of vessel per PSC MoU. The information contained within this report is based in data available in the Black Sea MoU, the Mediterranean MoU, the Paris MoU, the Tokyo MoU and USCG website.

The present publication is an electronic version in .pdf format of the Officer of the Watch blog PSC quarterly report and may be used as reference when access to the internet is not available.

Definition to the various ship types that are being mentioned within this report is given at the end of this publication.

For any queries, suggestions or feedback regarding the present publication please contact us by sending a direct message to info@officerofthewatch.com.

This publication was developed and prepared by Stavros Kairis, founder of the OOW blog, Mechanical Engineer working in the Maritime Industry. More information on the officerofthewatch.com initiative can be found at the end of this document.







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PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

MONTHLY PSC INSPECTION OVERVIEW IN THE MAJOR PSC MOU AREAS

OOW PSC Monthly Report July 2013	Black Sea	Mediterranean	Paris	Tokyo
Total Inspections	1763	1461	4673	10258
With Deficiencies	1200	703	2548	7489
Without Deficiencies	563	758	2125	2769
Total Detentions	62	51	164	308

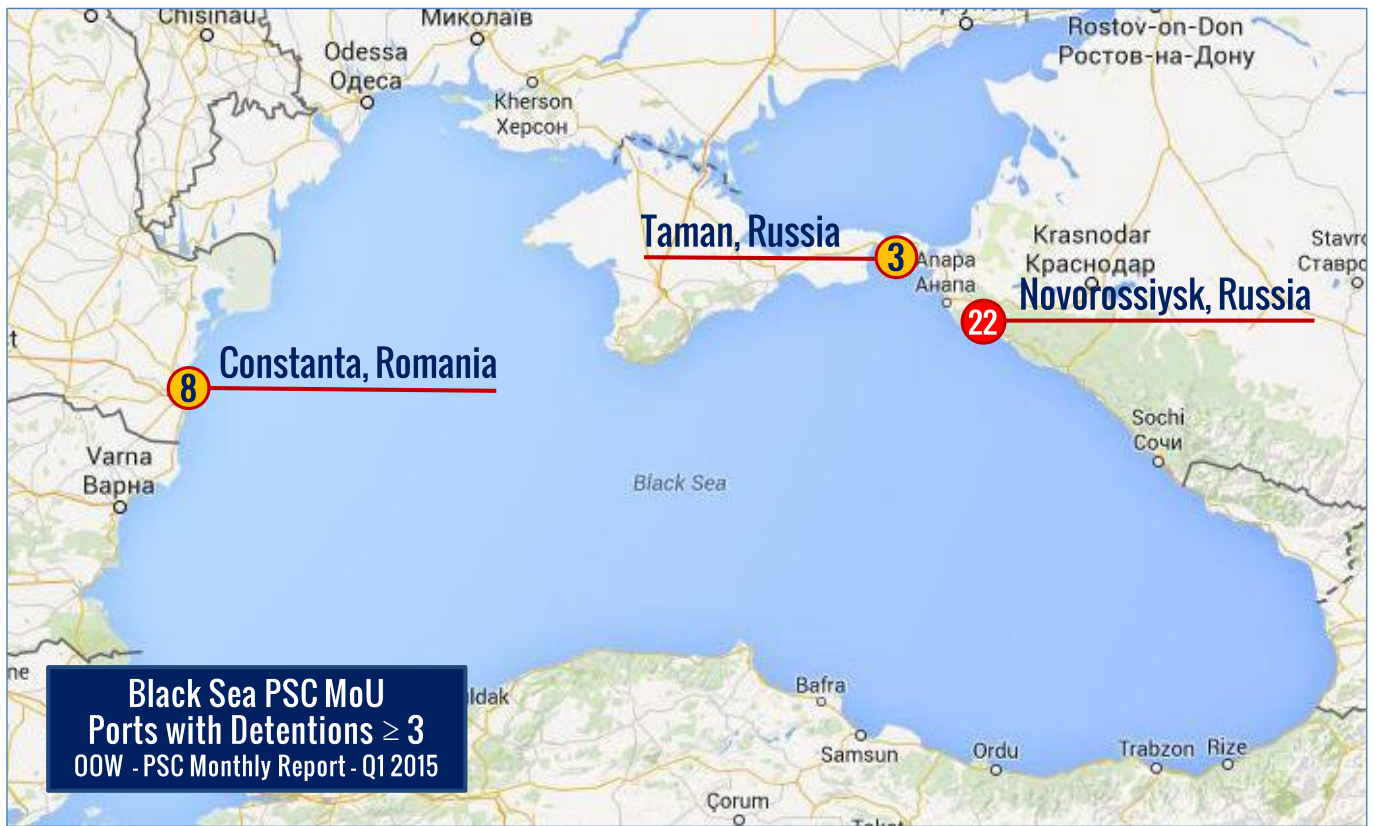
BRIEF ANALYSIS OF VESSELS' DETENTIONS IN THE MAJOR MOU AREAS

OOW PSC Monthly Report July 2013	 BLACK SEA MEMORANDUM OF UNDERSTANDING on Port State Control		 MEDMOU		 Paris MoU on Port State Control		 ASIA-PACIFIC PSC TOKYO MOU	
	Vessel Type	No. of Vessels	Defcs / Vessel	No. of Vessels	Defcs / Vessel	No. of Vessels	Defcs / Vessel	No. of Vessels
Bulk Carrier	19	15,3	9	8,0	40	10,9	98	9,6
General Cargo Ship	25	17,4	36	10,3	82	14,5	116	12,1
Chemical Tanker	2	17,0	-	-	8	8,3	8	8,9
Oil Tanker	-	-	-	-	3	9,0	17	9,8
Container Ship	1	12	3	12,3	5	9,4	41	12,7

Note: Regarding the number of detentions and the Total Inspections & Inspections Ended with Deficiencies tables 5 types of vessels have been chosen for the analysis: Bulk Carriers, General Cargo Ships, Chemical Tankers, Oil Tankers, Containerships. These types of vessels are the ones that are used for the PSC analysis of this report.



BLACK SEA PSC MOU DETENTIONS FOR Q1 2015



Black Sea PSC MoU Ports	Vessels Detained	Average Deficiencies of Detained Vessels
Batumi, Georgia	2	21
Bilgorod-Dnistrovskyy, Ukraine	1	14
Bourgas, Bulgaria	2	13
Constanta, Romania	8	16,75
Izmail, Ukraine	1	4
Kherson, Ukraine	1	18
Novorossiisk, Russia	22	18,41
Odessa, Ukraine	1	10
Poti, Georgia	1	26
Taman, Russian Federation	3	9
Tuapse, Russian Federation	2	17
Tulcea, Romania	1	14
Varna, Bulgaria	2	8,5



OFFICER OF THE WATCH PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

BLACK SEA PSC MOU DETENTIONS FOR Q1 2015



Mediterranean PSC MoU Ports	Vessels Detained	Average Deficiencies of Detained Vessels
Abu Qir, Egypt	1	13
Alexandria, Egypt	9	11,89
Alger, Algeria	1	7
Aliaga, Turkey	6	6,33
Annaba, Algeria	1	13
Antalya, Turkey	4	7
Aqaba, Jordan	1	5
Ashdod, Israel	1	28
Canakkale, Turkey	1	9
Damietta, Egypt	5	7,8
Gemlik, Turkey	5	10,8
Haifa, Israel	3	12,33
Iskenderun, Turkey	2	18
Izmir, Turkey	2	7,5
Izmit, Turkey	2	11,5



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

Mediterranean PSC MoU Ports	Vessels Detained	Average Deficiencies of Detained Vessels
Larnaca, Cyprus	2	8
Mersin, Turkey	3	10,66
Suez, Egypt	1	19
Tekirdag, Turkey	1	4
Vassiliko, Cyprus	1	5



PARIS PSC MOU DETENTIONS FOR Q1 2015





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PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

Paris PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs	Paris PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs
Belgium Antwerpen	3	14,33	Italy Chioggia	2	11
Bulgaria Burgas	2	13	Italy Crotone	1	12
Bulgaria Varna	1	9	Italy Genoa	1	4
Canada Becancour	2	8,5	Italy Marina di carrara	1	15
Canada Port Cartier	1	2	Italy Ravenna	3	15,66
Canada Prince Rupert	1	4	Italy Roma	1	4
Canada Quebec City	3	5	Italy Savona	1	2
Canada Relance	1	4	Italy Taranto	2	14,5
Canada Sept Iles	1	5	Italy Venice	4	12
Canada Vancouver	1	3	Lithuania Klaipeda	1	3
Croatia Split	2	8	Netherlands Amsterdam	1	5
Cyprus Larnaca	2	8	Netherlands Rotterdam	5	12
Cyprus Limassol	1	11	Norway Husoy Karmoy	1	5
Cyprus Vasiliko	1	5	Poland Gdynia	3	17
France La Pallice (GPM)	1	6	Poland Police	1	17
France Le Havre (GPM)	2	6,5	Poland Szczecin	4	10,5
France Marseille (GPM)	1	10	Portugal Aveiro	1	5
France Sete	1	13	Portugal Faro	1	19
Germany Brake	2	16	Portugal Leixoes	1	10
Germany Bremen	4	15	Portugal Lisbon	3	21



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

Paris PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs	Paris PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs
Germany Brunsbüttel	2	12	Romania Constanta	8	16,125
Germany Cuxhaven	1	11	Romania Midia	1	28
Germany Hamburg	4	20	Romania Tulcea	1	14
Germany Lubeck	1	8	Russia Azov	1	15
Germany Wismar	1	23	Russia Rostov/Don	4	10,25
Greece Agios Nikolaos	1	9	Russia Taganrog	1	12
Greece Drepanon	2	9,5	Slovenia Koper	2	16,5
Greece Kalamata	1	39	Spain Almeria	1	3
Greece Kalilimenes	1	35	Spain Aviles	1	7
Greece Nea Karvali	1	26	Spain Bilbao	1	18
Greece Piraeus	3	8,33	Spain Gijon	2	12,5
Greece Souda	1	22	Spain Huelva	1	10
Greece Thessaloniki	3	23,33	Spain Pasaia	1	8
Greece Volos	1	12	Spain Sevilla	2	7,5
Iceland Grundartangi	1	7	United Kingdom Heysham	1	29
Ireland Aughinish	1	13	United Kingdom Immingham	1	20
Ireland Foynes	1	9	United Kingdom Invergordon	1	6
Italy Ancona	1	7	United Kingdom Ipswich	1	11
Italy Bari	1	13	United Kingdom Mistley	1	14
Italy Barletta	1	15	United Kingdom Portland	1	13



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

Paris PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs	Paris PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs
Italy Brindisi	1	11	United Kingdom Scalloway	1	12
Italy Catania	1	21	United Kingdom Teesport	2	15



TOKYO PSC MOU DETENTIONS FOR Q1 2015





OFFICER OF THE WATCH PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015



Tokyo PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs	Tokyo PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs
Abbot Point, QLD, Australia	3	2	Port Alma, QLD, Australia	1	18
Beihai, China	1	7	Port Botany, NSW, Australia	1	3
Boryeong, Korea,	1	10	Port Hedland, WA, Australia	3	6,33
Brisbane, QLD, Australia	9	8,44	Port Kembla, NSW, Australia	1	17
Bunbury, WA, Australia	1	7	Port Walcott, WA, Australia	1	5
Busan, Korea,	7	14,14	Prince Rupert, Canada	1	3
Caofeidian, China	2	12,5	Puerto Princesa, Philippines	1	2
Changshu, China	1	17	Pyeongtaek, Korea,	2	6
Changzhou, China	1	6	Qingdao, China	7	10,14
Dampier, WA, Australia	3	13,33	Qinhuangdao, China	3	6,33



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

Tokyo PSC MoU Ports	Vessels Detained	Avg Defs of Detained Vsls	Tokyo PSC MoU Ports	Vessels Detained	Avg Defs of Detained Vsls
Fremantle, WA, Australia	1	14	Qinzhou, China	1	9
Fushiki, Japan	2	11	Quintero, Chile	1	3
Geelong, VIC, Australia	2	13	Quynhon, Vietnam	1	6
Geraldton, WA, Australia	2	8,5	Rabaul, Papua New Guinea	1	12
Gladstone, QLD, Australia	5	14,2	Rizhao, China	6	14
Guangzhou, China	5	9,6	San Antonio, Chile	1	16
Gunsan, Korea,	2	13	San Fernando, Philippines	1	1
Gwangyang, Korea,	2	6,5	Sendaishiogama, Japan	1	6
Haiphong, Vietnam	1	12	Shanghai, China	3	6,66
Hakata/Fukuoka, Japan	2	12,5	Shenzhen, China	14	18,42
Hay Point, QLD, Australia	2	14	Shimizu, Japan	1	10
Himeji, Japan	1	12	Singapore, Singapore	7	10,42
Hiroshima, Japan	1	16	Taizhou, Jiangsu, China	1	3
Hong Kong, Hong Kong, China	15	15,13	Taizhou, Zhejiang, China	5	6,2
Huanghua, China	2	5,5	Takamatsu, Japan	1	13
Incheon, Korea,	1	6	Tangshan, China	7	13,42
Kashima, Ibaraki, Japan	1	14	Tanjung Priok, Indonesia	7	9,42
Kobe, Japan	3	24,33	Tauranga, New Zealand	1	3
Kochi, Japan	1	3	Tianjin, China	10	14,9
Kure, Hiroshima, Japan	1	19	Tokyo, Japan	4	13,25



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

Tokyo PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs	Tokyo PSC MoU Ports	Vessels Detained	Avg Defs of Detained VsIs
Kwinana, WA, Australia	11	9,90	Tomakomai, Japan	1	23
Lae, Papua New Guinea	1	7	Townsville, QLD, Australia	1	10
Legaspi, Philippines	1	1	Ulsan, Korea,	2	7
Lianyungang, China	4	12	Vancouver, Canada	1	3
Melbourne, VIC, Australia	5	9,8	Vladivostok, Russia	1	4
Moji/Kitakyushu, Japan	1	18	Wakayama, Japan	1	17
Muroran, Japan	1	10	Weihai, China	2	13
Nagoya, Aichi, Japan	12	11,25	Weipa, QLD, Australia	1	3
Nantong, China	1	14	Xiamen, China	2	12
Newcastle, NSW, Australia	6	7	Yantai, China	13	12,92
Niigata, Japan	2	11	Yingkou, China	3	12,33
Ningbo, China	11	8,63	Yokkaichi, Japan	1	9
Onslow, WA, Australia	1	10	Yokohama, Japan	1	16
Osaka, Japan	1	2	Zhangjiagang, China	3	13
Penang, Malaysia	1	14	Zhanjiang, China	2	6,5
Port Adelaide, SA, Australia	4	4,75	Zhenjiang, China	1	4
			Zhoushan, China	5	8,4

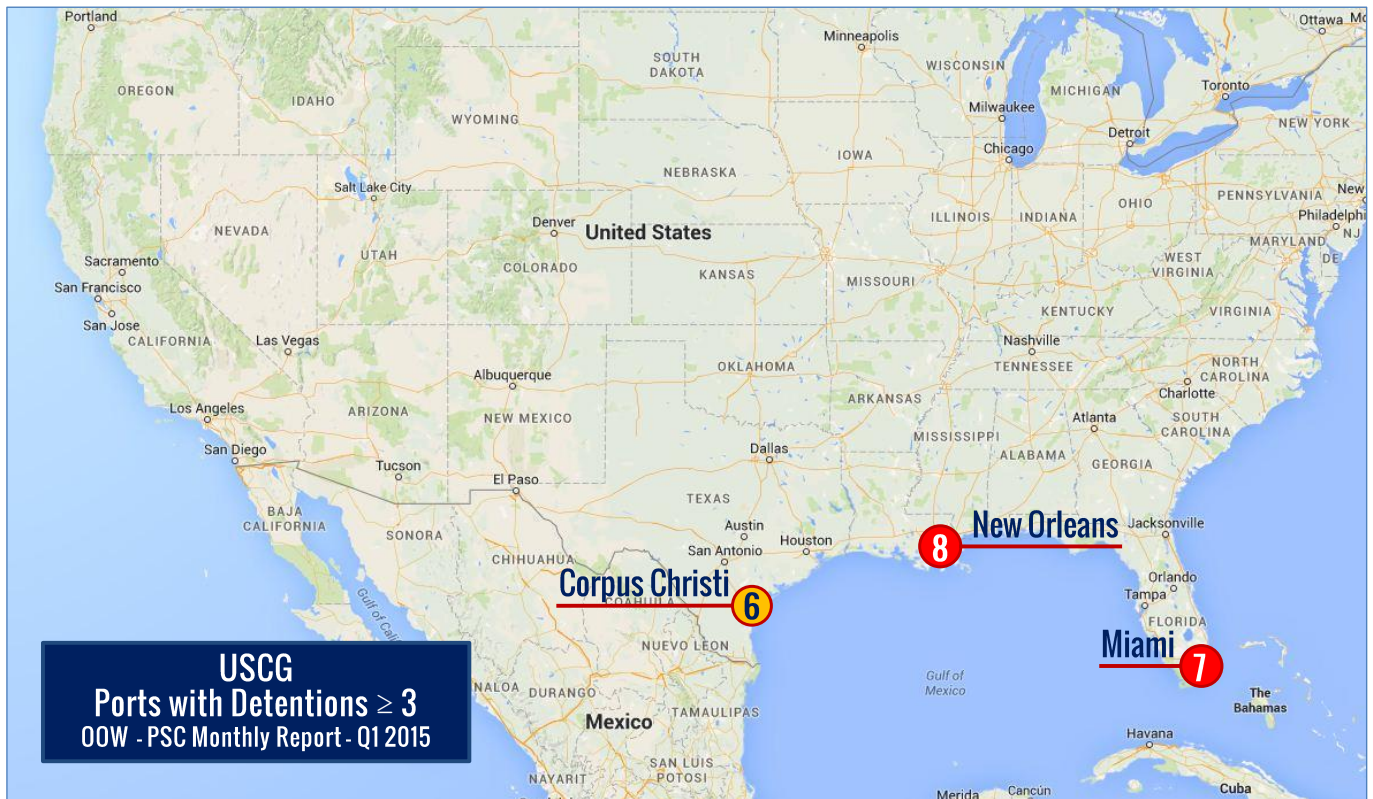


USCG VESSELS' DETENTION INFORMATION

OOW - PSC Monthly Report
 July 2013

USCG Vessels' Detention Information Overview

Vessel Type	No. of Vessels	Defs / Vessel
Bulk Carrier	13	1,69
General Cargo Ship	3	4,00
Chemical Tanker	1	5,00
Oil Tanker	7	1,43
Container Ship	8	3,00





OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

USCG Ports	Vessels Detained	Average Deficiencies of Detained Vessels
Alameda, California	2	1,5
Baltimore, Maryland	2	1,5
Corpus Christi, Texas	3	1,66
Dutch Harbor, Alaska	1	1
Houston, Texas	1	2
Jacksonville, Florida	1	5
Miami, Florida	7	3,71
Mobile, Alabama	2	3
New Orleans, Louisiana	8	1,75
San Francisco, California	1	2
San Juan, Puerto Rico	1	2
Savannah, Georgia	1	2
Seattle, Washington	1	1
Tampa, Florida	1	1

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
1.	Containership Cyprus GL Jacksonville, Florida	<ul style="list-style-type: none"> • 1470 - Insulation wetted through (oil). Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces. The vessel's duplex fuel oil filter on main engine was found to be leaking excessively while operating. The main engine was found with excessive amounts of fuel soaked rags underneath/in way of scavenge air box. The rags were used to soak up leaking fuel from main engine cylinders creating a substantial fire hazard. • 0799 - Other (Fire Fighting Equipment). The fire resistance of doors shall as far as practicable be equivalent to that of the division in which they are fitted. Door and door frames in "A" class divisions shall be constructed of steel. Emergency escape trunk "A-60" door frame in engine room was found severely wasted and partially repaired with wood, negating its fire and smoke protection. • 1420 - Cleanliness of engine room. The basic principles of Chapter II-2 restrict the use of combustible materials in order to minimize the possibility of ignition and reduce potential fire hazards on board. PSCO witnessed excessive oily waste in the engine room bilges and numerous oil saturate rags/lagging throughout the engine room around piping. These combustibles increases the potential of fire making the vessel unfit to safely proceed to sea. • 2550 - Maintenance of ship. Objective evidence discovered during an expanded ISM equipment exam revealed the following non-conformities; The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies; A fault was discovered on fire detection panel, there was excessive oil waste throughout machinery spaces including saturated rags and lagging, the vessel was not



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
		<p>maintaining proper fire and watertight boundaries, and the GMDSS radio required testing, was not being performed. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and /or company are not meeting the SMS requirements. An external audit is recommended.</p> <ul style="list-style-type: none"> 2515 - Company responsibility. The company is responsible for ensuring the adequate authority resource and shore-based support are provided to enable the designated person or person to carry out their functions. Vessel's master provided PSCO with a requisition for portable GMDSS radio batteries date 18 Aug 14. However, no documentary proof was onboard attesting to the companies acknowledgment . The company was not able to provide documentation showing communications were being conducted to get parts critical to lifesaving equipment to the vessel.
2.	Containership Bolivia Compania Nacional de Registro y Inspecciones de Naves Miami, Florida	<ul style="list-style-type: none"> 2550 - Maintenance of ship. Objective evidence discovered during an expanded ISM equipment Exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These identified deficiencies taken with the remaining material deficiencies discovered during the exam are evidence that the ship and/or company are not meeting the SMS requirements. An external audit is recommended. <ul style="list-style-type: none"> No. 1 The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the lack of proper maintenance, the vessel has an inoperative main diesel engine and two generators. The vessel's weekly checks indicated all equipment is operational. ISM Code 10. No. 2 The Company should ensure that the policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. SMS requires requisition forms to be filled out and submitted. Last completed requisition form was dated August 2014. ISM Code 2.2. No. 3 The Company should ensure that inspections are held at appropriate intervals. The vessel's SMS requires weekly inspections of critical equipment which encompasses navigational equipment. Vessel has no records of inspection for navigational equipment. The PSCO discovered the radar and the GPS were inoperable. ISM Code 10.2.1 1282 - Manholes flush scuttles. Scuttles shall be close by substantial covers, capable of being made watertight. The forward starboard cargo hold's access scuttle's hatch cover is severely wasted and missing a gasket making it not watertight. 1510 - Navigational equipment. All ships of 300 gross tons and upwards shall be fitted with a 9GHz radar, or other means to determine and display the range and bearings of other surface craft, obstructions, buoys, shorelines, and navigational marks. The vessel's radar is inoperable. 1510 - Navigational equipment. All ships shall have a receiver for global navigational satellite system for use at all times through out the intended voyage. The vessel's GPS is inoperable.
3.	Bulk Carrier Greece NKK New Orleans, Louisiana	<ul style="list-style-type: none"> 0725 - Fixed Fire Extinguishing Installation. Fire-fighting installation systems and appliances shall be kept in working order and available at all times. The supply valve to the hypermist system was found closed rendering system inoperable in the event of a fire. 0725 - Fixed fire extinguishing installation. There are clear grounds for believing that the crew is not familiar with essential shipboard procedures relating to the safety of ships. The C/E had no records of testing or maintenance of the system as required by the NOVENCO local protection of the water mist system.



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
4.	Bulk Carrier Panama NKK Alameda, California	<ul style="list-style-type: none"> 0615 - Rescue boats. Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The rescue boat is not ready for immediate use due to the boat motor not operating properly. The motor is not able to shift to neutral, the throttle control is significantly corroded, and no cooling water is discharging from the water check discharge port. 0715 - Fire Detection. A fixed fire detection and fire alarm system shall be provided. The function of fixed fire detection and alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air, or smoke or aerosol or other phenomena to which the detector is designed to respond. Smoke detectors in the F/O purifier room were not operating when the crew attempted to test them. The C/E was unaware the vessel was equipped with flame detectors and has no recollection of testing them. The crew appeared unfamiliar with testing methods for all types of detectors on-board. Maintenance records indicate all smoke, heat, and flame detectors on-board are tested monthly. There are clear grounds to believe that fire detectors may not be operating and the crew is not conducting tests as recorded in the inspection log. Additionally, vessel does not have adequate testing gear for the flame detectors.
5.	Bulk Carrier Hong Kong NKK Houston, Texas	<ul style="list-style-type: none"> 0110 - Cargo ship safety equipment. All cargo shall be loaded, stowed and secured throughout the voyage in accordance with the cargo securing manual approved by the Administration. Cargo shall be loaded or stowed in a way that it will not present a hazard to the ship or persons onboard. The ship has steel pipes loaded on the port and starboard side between the cargo hold and guard rails. These pipes are blocking access to the life saving appliances forward of the pilot house. The pipes are held in place by steel beams welded to the deck and the Master and Chief Officer were unable to show the proper procedures for stowage in Cargo Securing Manual 0699 - Other (Life Saving Appliances). Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. The ship has steel pipes loaded on the port and starboard side between the cargo hold and guard rails. These pipes are blocking access to the life saving appliances forward of the pilot house.
6.	Bulk Carrier Panama NKK San Francisco, California	<ul style="list-style-type: none"> 2020 - Fire drills. The master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship. Crew members failed two consecutive fire drills. During the first fire drill, crew members were not knowledgeable in how to don protective equipment or the use of firefighting equipment. One fire team member entered the space alone without gear properly donned while other crew members were in the passageway directly outside of the space with no protective gear. The vessel master was given time to train the crew on correct procedures in accordance with their Fire Safety Training Manual. The crew showed no improvement and after the training and failed the second drill 0620 - Inflatable liferafts. Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be ready for immediate use. The condition of the ship and equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons onboard. The vessel was issued a 3 month extension by the Flag State (Panama) for required maintenance on essential life saving and firefighting equipment. The Flag extension expired 10 JAN 2015 and the extension contained a special note that no further extensions would be granted. Essential life saving and fire fighting equipment has not been service and is not ready for immediate use.
7.	Oil Tanker	<ul style="list-style-type: none"> 0615 - Rescue boats. Before a ship leaves port and at all times during the voyage,



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
	Panama ABS Corpus Christi, Texas	<p>all lifesaving appliances shall be in working order and ready for immediate use. The vessel's rescue boat failed to start.</p> <ul style="list-style-type: none"> 0630 - Launch arrangements for the survival craft. Before a ship leaves port and at all times during voyage, all lifesaving appliances shall be in working order and ready for immediate use. The falls shall be arranged to wind off the drums at the same rate during the lowering of the lifeboat. The crew was unable to safely lower the lifeboat due to the cables not being arranged to wind off the drum at the same rate. The lifeboat was not in working order and was not ready for immediate use.
8.	Bulk Carrier Singapore LR Baltimore, Maryland	<ul style="list-style-type: none"> 1730 - Oily-water separating equipment. Any ship of 10,000 GT and above shall be fitted with oil filtering equipment complying with designs approved by the Administration. The Oily Water Separator (OWS) is not capable of processing bilge water to less than 15 ppm. While running the OWS, the sample line to the Oil Content Meter (OCM) was secured falsely indicating 0 ppm. When the sample line was opened to the OCM the reading would immediately exceed 15 ppm and close the 3 way valve. The overboard pipe was disconnected for visual inspection of effluent which was found to be extremely dirty and clearly over 15 ppm. Crew could not produce maintenance records for the system. Additionally, crew did not know how to retrieve historical data from MEPC 107.49 OCM. 1710 - Oil record book. The Oil Record Book (ORB) Part 1 shall be completed on each occasion whenever the vessel discharges overboard or disposes of bilge water which has accumulated in the machinery spaces. The ORB presented to PSCOs does not correlate with entries found in daily sounding logs maintained by ship's engineers and MEPC 107.49 OCM data. The following disparities were discovered: 1) OWS operations found in OCM log on 8JAN15 and throughout December 2014 were not recorded in ORB; several soundings in daily sounding log indicated OWS operation. 2) 3JAN15: Bilge Water Tank 5.8m3 in ORB; 6.27 in daily sounding log. The C/E could not explain differences in log books.
9.	Bulk Carrier Isle of Man ABS New Orleans, Louisiana	<ul style="list-style-type: none"> 0720 - Fire fighting equipment. A ship in the port of another contracting government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO observed the engine room's primary fixed fire-fighting hyper-mist system's main water supply valve was in the closed position contrary to the operating instructions and rendered the system inoperable. The system was last inspected on 26 Dec 2014 and the Chief Engineer stated the system was tested on 09 Jan 2015 prior to arrival at port. System operating instruction posted in the vicinity of the system state that the valve shall remain open at all times. Also, PSCO observed the manual/automatic selector switch on main panel located in the fire control room in the manual mode position. This provided clear grounds showing the crew is not familiar essential shipboard procedures. 0720 - Fire fighting equipment. The fire protection systems and appliances shall be maintained ready for use. The water mist system's main supply valve was in the closed position and the automatic/manual selector switch on the main control panel located in the Fire Control Room was in the manual mode position. This is contrary to the manufacture's instruction and renders the system incapable of the automatically operating in the event of an engine room fire. The vessel is certificated as an Unmanned Machinery Space (UMS) and has operated under the UMS procedure for 184 hours since the last documented water-mist inspection on 26 Dec 2014.
10.	Bulk Carrier Singapore	<ul style="list-style-type: none"> 0610 – Lifeboats. Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use.



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
	DNVGL New Orleans, Louisiana	The vessel's lifeboat failed to start during PSC inspection.
11.	Oil Tanker Marshall Islands KRS Corpus Christi, Texas	<ul style="list-style-type: none"> 0799 - Other (Fire Fighting Equipment). Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space. The PSCO discovered a bolt was being used to hold open the fuel oil quick closing valve on the main engine fuel oil line in the purifier room.
12.	Oil Tanker Marshall Islands ABS New Orleans, Louisiana	<ul style="list-style-type: none"> 0725 - Fixed fire extinguishing installation. A ship when in a port of another Contracting Government is subject to control by officers when there is clear grounds for the PSCO to believe the Master and crew are not familiar with essential shipboard procedures relating to the safety of ships. Fire-fighting systems shall be kept in good working order and readily available for immediate use. The vessel is certificated as an unmanned machinery space. The PSCO noted that crew had turned off the water mist system during maintenance on January 10 and never placed the system back on line rendering the system incapable of automatically operating in the event of an engine room fire.
13.	Containership Panama Intermaritime Certification Services Miami, Florida	<ul style="list-style-type: none"> 0710 - Fire prevention. Automatic release of a fire-extinguishing medium shall not be permitted. The piping to the vessel's time delay bottle on the CO2 System was found disconnected allowing for the automatic release of CO2 into a manned space. 1220 - Freeboard marks. The ring, lines and letters shall be painted in white or yellow on a dark background or in black on a light background. They shall be permanently marked on the sides of the ship to the satisfaction of the administration. The vessel's load line markings do not match the markings shown on the International Load Lines Certificate and are the markings are not paint in contrasting colors.
14.	Oil Tanker Liberia LR Corpus Christi, Texas	<ul style="list-style-type: none"> 1795 - Other (Suspected Of Discharge Violation). Subject to the provisions of regulation 4 of this annex and paragraph 2,3, and 6 of this regulation any discharge into the sea of oil or oily mixtures shall be prohibited. The vessel was discharging oily mixtures into the sea by bypassing the oil content meter to recorded the effluent being under 15ppm. 1710 - Oil record book. The oil record book part 1 shall be completed on each occasion whenever any machinery space operation takes place on the ship. PSCO's discovered during an expanded MARPOL exam that the sounding of the tanks listed in the IOPP Form B were different than what was recorded in the oil record book. After further review PSCO's discovered that the weekly sounding log had different measurements than the oil record book for the past six months.
15.	Bulk Carrier Cyprus DNVGL New Orleans, Louisiana	<ul style="list-style-type: none"> 1430 - Auxiliary engines. When the emergency source of electrical power is a generator, it shall start automatically upon failure of the main power source. Electrical installations shall be such that all electrical auxiliary services are maintained without recourse to emergency power. Stored energy of starting arrangements shall be maintained at all times and used for no other purpose than operating the emergency generator. PSCO found the emergency generator incapable of an automatic start due to no power source supplied to the starter. The battery source selector switch was in the #1 battery bank position; however, the #1 battery bank was wired by the crew to the 24 volt electrical distribution panel on the bridge to power navigational equipment because the power inverter on the panel was inoperable. The # 2 battery bank was also tested and did not have sufficient power to start the emergency generator. 2550 - Maintenance of ship and equipment. A ship is subject to control by officers



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
		in respect to safety of ships, when there are clear grounds for believing the master/crew are not familiar w/ essential shipboard safety procedures relating to the safety of ships. The bridge navigational equipment's 24 volt power inverter failed. The crew then rigged the #1 emergency generator starting battery bank to supply power to the navigation equipment on the bridge. Due to the excessive load on the #1 battery bank supplying 24 volt power to the bridge, various fuses were removed to reduce the load to the battery bank. Those fuses removed powered the fire detection system, public address system, and MF/HF radios.
16.	Containership Bolivia Compania Nacional de Registro y Inspecciones de Naves Miami, Florida	<ul style="list-style-type: none"> • 2545 - Reports/analysis of non-conformities. Objective evidence discovered during an expanded ISM, etc. exam revealed the following non-conformities. These deficiencies are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit. (1) The company failed to acknowledge or provide adequate support and resources allowing the vessel to sail for two voyages without critical safety equipment; including SCBA mask and pyrotechnic (ISM Code 3.3). (2) The vessel submitted requisitions for pyrotechnics and SCBAs on 24Nov2014. The vessel has not received required equipment (ISM Code 6.1.3). (3) The Second Engineer Officer does not hold a valid license or endorsement (ISM Code 6.2). (4) The ship's maintenance checklist does not include pyrotechnics and quick-closing valves which are included in the Company critical equipment list (ISM Code 7). • 0220 - Certificates of competency. All seafarers serving on board shall provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The Second Engineer did not have a valid Bolivian flag state endorsement or proof of an application. • 0220 - Certificates of competency. All seafarers serving on board who are required to be certificated in accordance with the Convention shall hold an appropriate certificate. The Second Engineer does not hold a valid national STCW certificate. • 0220 - Certificates of competency. The vessel failed to comply with the applicable safe manning requirements of the Administration. The vessel's only engineering officer required by the Minimum Safe Manning Certificate does not hold a valid certificate of a license.
17.	Bulk Carrier Liberia NKK New Orleans, Louisiana	<ul style="list-style-type: none"> • 0635 - Launch arrangements for rescue boats. Before a ship leaves port and at all times, all life-saving appliances shall be ready for immediate use. The rescue boat is incapable of being launched due to the rescue boat's hydraulic pump being inoperable, rendering the davit incapable of slewing left or right for launching. • 2550 - Maintenance of ship and equipment. There are clear grounds for believing the crew is unfamiliar with procedures relating to the safety of ships. The PSCO observed that both port side inflatable life raft painters were permanently attached to the ship and not attached using the weak links. The crew stated they were installed OCT 2014 & had not been changed since. Maintenance logs were reviewed and showed the painter/weak links were checked good during every inspection since OCT 2014.
18.	Oil Tanker Greece ABS New Orleans, Louisiana	<ul style="list-style-type: none"> • 0750 - Fire prevention. The fire protection systems and fire-fighting systems and appliances shall be maintained and ready for use. PSCO observed a quick closing fuel supply valve on the HSFO settling tank blocked open, rendering the valve inoperable. • 2550 - Maintenance of ship and equipment. A ship is subject to control by officers concerning operational requirements in respect to safety of ships when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO observed a quick closing fuel supply valve on the HSFO settling tank blocked open, rendering the valve inoperable. Second Engineer stated it was probably blocked open after



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
		<p>maintenance. Maintenance records indicate maintenance was last conducted on October 23, 2014.</p>
19.	Containership Antigua and Barbuda NKK San Juan, Puerto Rico	<ul style="list-style-type: none"> • 1430 - Auxiliary engines. The main source of electrical power shall consist of at least two generator sets. Vessel did not have two operational generator sets. PSCO found one of the two generators not inoperable due a broken starter assembly. • 1623 - MF/HF radio installation. Every ship while at sea shall be capable of transmitting by at least two separate and independent means, each using a different radio communication service of receiving ship to ship distress alerts. Vessel GMDSS was not operational and antenna was missing top section.
20.	Oil Tanker Marshall Islands ABS Alameda, California	<ul style="list-style-type: none"> • 0925 - Musters and drills Master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship and personnel. During both fire drills crew failed to demonstrate an understanding of setting and inspecting fire boundaries. In addition crew members including the Chief Officer entered the spaces simulated on fire without proper personnel protection. Crew failed to follow Sip Training Manual Sections 4.2 and 4.4. Captain failed to fill out ship's Fire Emergency Checklist NO-1-03.
21.	Chemical Tanker Antigua and Barbuda GL Mobile, Alabama	<ul style="list-style-type: none"> • 0720 - Fire fighting equipment. Fire detection and alarm systems shall be kept in good working order so as to ensure their required performance if a fire occurs. During examination of engine room, crew was unable to demonstrate operation of fire detection system after numerous attempts. • 0699 - Other (Life Saving Appliances). Each vessel shall have at least two lifebuoys provided with self-activating smoke signals complying with the requirements of the LSA Code in good working order and ready for immediate use. PSCO noted that both self-activating smoke signals were expired. • 0690 - Line throwing apparatus. A line throwing appliance complying with the requirements of the LSA Code shall be provided in good working order and ready for immediate use. PSCO noted all four appliances were expired. • 1740 - Oil discharge mon/contr system. The oil and discharge monitoring and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by regulation 34 of Marpol Annex I. During operational test of ODME, PSCO noted overboard discharge valve did not open or close when rate of discharge of oil exceeded 30 liters per nautical miles. • 1840 - Instrumentation. Provisions shall be made to guard against liquid rising in the venting system to a height which would exceed the design head of cargo tanks. This shall be accomplished by high level alarms or overflow control systems. PSCO was unable to verify proper operation of tank high level alarms. PSCO noted inoperable No 2 starboard cargo tank & starboard slop tank alarms.
22.	General Cargo Ship Bahamas ABS Miami, Florida	<ul style="list-style-type: none"> • 2550 - Maintenance of ship and equipment. Objective evidence discovered during an expanded ISM equipment exam revealed the follow non-conformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit. No. 1-- The safety management system, should include procedures ensuring non-conformities, accidents, and hazardous situations are reported to the company. The port main engine turbocharger seal misaligned leaking excessively and the starboard main engine exhaust manifold is cracked; both causing several exhaust leaks within the engine room since December 2014. The vessel did not document the hazardous conditions in a onconformity report as required by their SMS



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
		<p>procedure.</p> <p>No. 2- The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations, codes and guidelines. The company has not provided guidance or adequate procedures for the ship to conduct the steering gear test in accordance with SOLAS.</p> <p>No. 3- The company should establish procedures including checklists as appropriate for key shipboard operations concerning safety of personnel. The tasks should be defined and assigned to qualified personnel. Vessel provided completed checklists indicating satisfactory checks for the port turbo charger exhaust and steering gear, however, the exhaust system has been leaking since December 2014 and the steering gear system is not fully functional.</p> <ul style="list-style-type: none"> • 1410 - Propulsion main engine. The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The starboard side main diesel engine has a crack in its exhaust manifold allowing excessive exhaust to escape into the engine room creating a hazardous atmosphere within a manned space. • 1410 - Propulsion main engine. The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The port main diesel engine turbo seal is misaligned and leaking exhaust excessively into the engine room creating a hazardous atmosphere within a manned space. • 1460 - Guards and fencing. The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The lagging on both the port and starboard main diesel exhaust lines are severely deteriorated exposing extremely hot surfaces. • 0936 - Steering gear. The main steering gear and rudder shall be capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side. The rudder angle indicators on the bridge and at the steering gear indicated movement that could not exceed 24 degrees port and 29 degrees starboard.
23.	general Cargo Ship Tanzania Compania Nacional de Registro y Inspecciones de Naves Miami, Florida	<ul style="list-style-type: none"> • 0120 - Load lines. Vessel's load line marks does not match issued Load Line Certificate
24.	Containership Liberia DNVGL Savannah, Georgia	<ul style="list-style-type: none"> • 2515 - Company responsibility and authority. Every company should develop, implement and maintain a Safety Management System to include procedures for reporting accidents and non-conformities with the provisions of the ISM Code. The vessel and company failed to report failure of critical shipboard equipment to the designated person ashore to ensure the monitoring of the safety and pollution aspects of the ship's operation (ISM Code Part A, 1.4.4). Evidence as follows: (1) Two electronic cards failed which caused the engine room to be without 47 critical alarms.(2) The quick closing fuel valve for boiler supply was locked open by an installed bolt. An external audit of the SMS is recommended. • 1499 - Other (Prop. & Aux. Machinery). Oil fuel pipes shall be fitted with a cock or valve directly on the tank capable of being closed from a safe place outside the engine room in the event of a fire. The fuel oil quick closing valve for boiler supply



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
		has failed and is held open with an installed bolt.
25.	Containership Liberia GL Dutch Harbor, Alaska	<ul style="list-style-type: none"> 1730 - Oily-water separating equipment. Oil filtering equipment shall be such as will ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. The oil content meter (OCM) effluent sample line is not allowing flow to the meter without sample flow. The OCM is unable to verify the processed water discharged overboard is below 15 PPM. The 3 way valve does not completely close and still allows approximately 30% flow of effluent through the overboard discharge line when content meter (OCM) is in alarm state or when showing greater than 15 PPM on OCM.
26.	Bulk Carrier Liberia Baltimore, Maryland	<ul style="list-style-type: none"> 1730 - Oily-water separating equipment. OWS was inoperable.
27.	General Cargo Ship Bolivia Compania Nacional de Registro y Inspecciones de Naves Miami, Florida	<ul style="list-style-type: none"> 2550 - Maintenance of ship and equipment. Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; The vessel failed to fully implements of the ISM code through their SMS procedures as evidence by the following identified deficiencies: (1) The company should ensure that the master is fully conversant with the company's safety management system (ISM Code 6). In accordance with the company's SMS, the vessel is required to conduct monthly fire drills; the master failed to conduct a fire drill for the month of December. Additionally, the crew failed to complete a satisfactory drill in the presence of Port State Control Examiners. (2) The company should ensure that each ship is manned with qualified, certificated and medically-fit seafarers in accordance with national and international requirements; the Chief Mate is operating in a capacity which exceeds the limits of his license. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit. 0230 - Number/composition (manning). The vessel failed to comply with the applicable safe manning requirements of the Administration; the Chief Mate's license is limited to 1600 GT; the vessel's ITC is 1865. 0735 - Personal equipment – fire fighting. A fireman's outfit shall consist of a self-contained breathing apparatus which shall be capable of functioning for a period of time to be determined by the Administration; the firefighter's mask was severely damaged and the regulator was incapable of properly regulating the flow of oxygen. 0720 - Fire fighting equipment. A ship of 1,000 gross tonnage and upwards shall be provided with at least one international shore connection the flange of which shall have one side that will fit the ship's hydrant and hose; the vessel's international shore connection is not adaptable to the vessel's fire fighting system. 0615 - Rescue boats Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use; the safety latch on the rescue boat's launching gear is missing making the apparatus inoperable. 0720 - Fire fighting equipment. Hoses shall be kept ready for using an in conspicuous positions near the water service hydrants or connections; the hoses in the forward part of the vessel are kept in a locked cabinet away from the water service hydrants/connections.
28.	Containership Panama Intermaritime Certification Services	<ul style="list-style-type: none"> 1499 - Other (Prop. & Aux. Machinery) .After any survey of the ship under regulation 10 has been completed, no change shall be made in the machinery covered by the survey. The number one generator is overheating and spraying steaming water and the number two generator has an exhaust leak creating an



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

#	VESSEL INFO (Vsl type/Flag/RO/Port)	USCG DEFICIENCIES SUMMARY
	Miami, Florida	<p>unsafe atmosphere in the engine room. Additionally, generator two is unable to fully support the ship's power.</p> <ul style="list-style-type: none"> 0360 - Pipes wires (insulation). All electrical apparatus shall be installed that danger of injury shall not exist. Air conditioning power cables run from the bridge through the superstructure ladder well into the engine room, penetrating multiple bulkheads and decks. The cables are insulated by a stitched fire hose which presents a fire and electrical hazard. 0615 - Rescue boats. Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The on load release on the rescue boat's launching gear is missing making the apparatus inoperable. 1099 - Other (alarm - signals). After any survey of the ship under regulation 10 has been completed, no change shall be made in machinery covered by the survey. Vessel is fitted with bilge alarms that are inoperable.
29.	Oil Tanker Marshall Islands LR Seattle, Washington	<ul style="list-style-type: none"> 1671 - Satellite EPIRB. Every ship shall be provided with a satellite Emergency Position-Indicating Radio Beacon (satellite EPIRB) which shall be capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band. The EPIRB did not function properly during the test.
30.	Bulk Carrier Gibraltar DNVGL Mobile, Alabama	<ul style="list-style-type: none"> 1730 - Oily-water separating equipment. Any ship of 400 gross tons and above shall be fitted with oil filtering equipment that will ensure any oily mixture discharged into the sea has an oil content not exceeding 15PPM. The vessel's crew was unable to demonstrate proper operation of system. The oil filtering equipment automatic stopping device failed to operate and did not stop overboard discharge of effluent during test. PSCO allowed crew several attempts with negative results.
31.	Bulk Carrier Portugal NKK Tampa, Florida	<ul style="list-style-type: none"> 0910 - Closing devices watertight proper The number of openings in watertight subdivisions is to doors be kept to a minimum compatible with design and working of the ship. Where penetrations of watertight bulkheads are necessary, arrangements are to be made to maintain watertight integrity. Watertight doors in the conveyor tunnel were found to not be watertight and not operating properly
32.	Bulk Carrier Liberia BV New Orleans, Louisiana	<ul style="list-style-type: none"> 2099 - Other (SOLAS Operational Def.). Related A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there is clear grounds for believing that the master or crew are not familiar with shipboard procedures relating to the safety of ships. PSCO observed the quick closing fuel shutoff valve on the No. 1 HFO settling tank for the main engine blocked in the open position with four blocked of wood rendering the valve incapable of being remotely closed from outside the space in the event of a fire. The Chief engineer stated the quick closing valve was blocked open to prevent a ship blackout. 0710 - Fire prevention. Fire-fighting systems and appliances shall kept in good working order and readily available for immediate use. The PSCO discovered the quick closing fuel shutoff valve on the No.1 HFO settling tank for the main engine was blocked in the open position with four blocks of wood rendering the valve incapable of being remotely closed from outside the space in the event of a fire.



OFFICER OF THE WATCH

PORT STATE CONTROL (PSC) MONTHLY REPORT FOR Q1 2015

ABOUT THE OFFICER OF THE WATCH

Officer of the Watch (OOW) is a blog focusing on a variety of themes that are related directly or indirectly to merchant vessels and offshore operations.

OOW was initially developed, during 2011, as a self-learning tool for maritime issues, but slowly took the form of an informative blog. In the process more young professionals willing to participate to the blog's contents and features got involved and thus the OOW Team was formed. For more information about the officerofthewatch.com blog please refer to the following web pages:

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