

# OFFICER OF THE WATCH

PORT STATE CONTROL (PSC)  
MONTHLY REPORT



JULY 2013



# OFFICER OF THE WATCH

## PORT STATE CONTROL (PSC) MONTHLY REPORT FOR JULY 2013

### INTRODUCTORY NOTES

During May 2012 the Officer of the Watch blog begun to publish a monthly report on Port State Control (PSC) inspections that have taken place in the major PSC MoU areas as well as in areas under the responsibility of some of the most known Coast Guard agencies (USCG, AMSA, UK MCA and CCG).

The aim of these reports is to highlight information regarding the number of inspections that are being conducted each month, the number of deficiencies that are being issued in each inspection and other relevant factors such as the average age of the detained vessel, their GRT etc. 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. By taking a quick look to previously published monthly PSC reports (these reports can be found in [officerofthewatch.com](http://officerofthewatch.com) under [TOOLS](#) → [MONTHLY PSC REPORT](#)) it is obvious that the number of inspections and detentions do not change considerably each month. Something that is worth giving attention to is the type of vessels that are being inspected by each MoU. The information contained within this report is based in data available in the Black Sea MoU, the Mediterranean MoU, the Indian Ocean MoU, the Paris MoU and Tokyo MoU websites.

Each month's PSC report contains also information from the USCG, the MCA, the AMSA and Canadian Coast Guard, these information are presented in order to highlight the type of deficiencies that are being raised in the PSC inspections conducted by the abovementioned coast guard agencies.

The present publication is an electronic version in .pdf format of the Officer of the Watch blog PSC monthly 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](mailto:info@officerofthewatch.com).

This publication was written, developed and prepared by Stavros Kairis, developer of the OOW blog, Mechanical Engineer and Maritime HSSEQ Specialist. Special thanks, for her assistance to Maria Papadopoulou undergraduate student of Maritime Studies. More information on the [officerofthewatch.com](http://officerofthewatch.com) initiative can be found at the end of this document.





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## MONTHLY PSC INSPECTION OVERVIEW IN THE MAJOR PSC MOU AREAS

OOW PSC Monthly Report July 2013	Black Sea	Mediterranean	Indian Ocean	Paris	Tokyo
Total Inspections	579	365	651	1522	3437
With Deficiencies	416	192	411	1045	2442
Without Deficiencies	163	173	240	477	995
<b>Total Detentions</b>	<b>15</b>	<b>18</b>	<b>37</b>	<b>38</b>	<b>130</b>

## TOTAL INSPECTIONS & INSPECTIONS ENDED WITH DEFICIENCIES PER TYPE OF VESSEL IN THE MAJOR PSC MOU AREAS

OOW PSC Monthly Report July 2013	 BLACK SEA MEMORANDUM OF UNDERSTANDING on Port State Control <b>BS MOU</b>		 <b>MEDMOU</b>		 <b>INDIAN OCEAN</b>		 Paris MoU on Port State Control		 ASIA-PACIFIC PSC <b>TOKYO MOU</b>	
	Vessel Type	TTL Insp.	With Defs	TTL Insp.	With Defs	TTL Insp.	With Defs	TTL Insp.	With Defs	TTL Insp.
Bulk Carrier	150	88	89	33	302	192	280	188	1122	758
General Cargo Ship	269	228	153	111	85	66	450	359	924	803
Chemical Tanker	38	26	4	2	39	25	139	77	231	143
Oil Tanker	53	22	5	3	39	20	105	52	228	135
Container Ship	17	11	41	16	99	30	164	113	489	316



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### BRIEF ANALYSIS OF VESSELS' DETENTIONS IN THE MAJOR MOU AREAS

Vessel Type	BS MOU BLACK SEA MEMORANDUM OF UNDERSTANDING on Port State Control			MEDMOU			INDIAN OCEAN			Paris MoU on Port State Control			TOKYO MOU ASIA-PACIFIC PSC		
	No. of Vessels	Defcs / Vessel	Avg. Age	No. of Vessels	Defcs / Vessel	Avg. Age	No. of Vessels	Defcs / Vessel	Avg. Age	No. of Vessels	Defcs / Vessel	Avg. Age	No. of Vessels	Defcs / Vessel	Avg. Age
Bulk Carrier	1	30	13	4	15.3	21.5	17	8.5	11.7	6	11.5	17.8	38	10.3	13.3
General Cargo Ship	1	18.3	27.5	14	11.3	24.6	6	9.2	11.7	24	11.9	21.2	44	11.7	17.7
Chemical Tanker	-	-	-	-	-	-	-	-	-	-	-	-	3	13	17.7
Oil Tanker	-	-	-	-	-	-	2	13.5	12.5	1	13	14	6	6.2	9.8
Container Ship	-	-	-	-	-	-	6	7.8	15.7	1	14	18	7	8.9	11.4

**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:

1. Bulk Carriers
2. General Cargo Ships
3. Chemical Tankers
4. Oil Tankers
5. Containerships



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## USCG VESSELS' DETENTION INFORMATION

OOW - PSC Monthly Report July 2013	USCG Vessels' Detention Information Overview		
Vessel Type	No. of Vessels	Defs / Vessel	Average Age
Bulk Carrier	5	5	9.8
Chemical Tanker	1	1	4
Containership	1	2	5
General Cargo Ship	2	8.5	41.5
Offshore Support Vessel	1	1	11
Oil Tanker	1	2	9





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#	INFORMATION OF VESSELS DETAINED BY THE USCG	DEFICIENCIES SUMMARY
1.	<b>Vessel Type: Bulk Carrier</b> Flag: Malta Classification Society: ABS GRT: 22400 <b>Year of Build: 2012</b> Port: New Orleans, Louisiana	<ol style="list-style-type: none"> <li><b>Fixed fire extinguishing installation.</b> The stop valve on the hypermist fixed firefighting system was found in the closed position rendering the system unavailable for immediate use in the event of a fire. The engineering crew also did not know when the system was last tested nor could they produce any records documenting the last test.</li> <li><b>Detection.</b> The engineering crew could not produce records or procedures for testing the heat detectors in the engine room.</li> <li><b>Auxiliary Engines.</b> The PSCO observed the manual cranking inertia starter inoperable.</li> </ol>
2.	<b>Vessel Type: Chemical Tanker</b> Flag: Hong Kong Classification Society: KRS GRT: 23342 <b>Year of Build: 2009</b> Port: San Francisco, California	<ol style="list-style-type: none"> <li><b>Fire drills.</b> Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew was unable to demonstrate proficiency in performing a satisfactory fire drill as evidenced by two consecutive failed fire drills. During the fire drills, the crew did not establish proper fire boundaries as per their SOLAS training manual, did not carry the appropriate key to access the space simulated on fire, and did not properly don personal protective equipment prior to entering the space.</li> </ol>
3.	<b>Vessel Type: Bulk Carrier</b> Flag: Panama Classification Society: BV GRT: 36958 Year of Build: 1984 Port: New Orleans, Louisiana	<ol style="list-style-type: none"> <li><b>Garbage.</b> Crew failed to follow essential shipboard procedures as outlined in the Garbage Management Plan relating to the prevention of pollution by garbage. The vessel is equipped with a comminuter, but the vessel's comminuter is not used. PSCO noted that 7 entries were made into the garbage record book showing the vessel discharged 0.20 cubic meters of food waste directly overboard into the Wider Caribbean Region.</li> <li><b>Reports/analysis of non conformities.</b> The vessel's company provided corrective actions to take for the same garbage pollution prevention deficiencies from a Coast Guard Port State Control exam on June 10, 2013. The master/crew did not implement these corrective actions. The Master stated that he did not conduct training to implement the corrective actions and continued to discharge food waster directly overboard into the Wider Caribbean Region.</li> <li><b>Fire Fighting.</b> PSCO Observed a 1 inch hole in the fire main at the number 3 cargo hold spraying water. In addition, PSCO also observed some leakage from the fire main near cargo hold number 5.</li> </ol>



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#	INFORMATION OF VESSELS DETAINED BY THE USCG	DEFICIENCIES SUMMARY
		<ol style="list-style-type: none"> <li>4. <b>Other(machinery).</b> PSCO observed flexible hoses coming off of the piston lubricator vent directed to the telescopic fresh water oil separator tank.</li> <li>5. <b>Other(safety).</b> PSCO observed a leaking soft patch on the discharge side of the number two ballast pump piping near the pump. See narrative for details</li> </ol>
4.	<p><b>Vessel Type: Offshore Support Vessel</b>            Flag: Vanuatu            Classification Society: ABS            GRT: 4023            Year of Build: 2002            Port: Lake Charles, Louisiana</p>	<ol style="list-style-type: none"> <li>1. <b>Certificates of competency.</b> The Chief Engineer, 2nd Officer, 3rd Officer and 3rd Engineer could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration.</li> </ol>
5.	<p><b>Vessel Type: Bulk Carrier</b>            Flag: Hong Kong            Classification Society: DNV            GRT: 27172            Year of Build: 1998            Port: Portland, Oregon</p>	<ol style="list-style-type: none"> <li>1. <b>Fire prevention.</b> Excessive fuel oil leaks, accumulation of oil in the bilge and oil soaked lagging were observed throughout the engine room creating an unsafe condition and posing a significant fire hazard.</li> <li>2. <b>Fire prevention.</b> The emergency fire pump was not in proper working order and ready for immediate use. During the PSC exam, the emergency fire pump when energized was leaking water excessively into the space. Crew had to secure the emergency fire pump to avoid flooding the pumps compartment.</li> <li>3. <b>Lifesaving Launching Appliances.</b> The starboard and port lifeboat remote release wires were not installed as per manufacturers specifications.</li> <li>4. <b>Means of escape.</b> The purifier "A" class fire boundary door becomes jammed and cannot be opened by one person.</li> <li>5. <b>Lubricating Oil Service System.</b> Lagging throughout the engine room was oil soaked.</li> <li>6. <b>Accommodation/Occupational Safety.</b> All generators and the air handler fan have had guards removed.</li> <li>7. <b>Bilge System Management.</b> Vessel did not have adequate tank capacity on board to keep up with oil waste generation.</li> <li>8. <b>Pollution prevention equipment.</b> The oily water separator was inoperative.</li> <li>9. <b>Pollution prevention equipment.</b> The incinerator had excessive oil on the insulation causing a hazard to personnel.</li> <li>10. <b>Lifeboat.</b> The starboard lifeboat had cracks in the hull near the port quarter rub rail.</li> </ol>



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#	INFORMATION OF VESSELS DETAINED BY THE USCG	DEFICIENCIES SUMMARY
		<p>11. <b>Safety Management System.</b> Taking into consideration the general condition of the ship found while PSCO's were onboard, an external audit was recommended.</p>
6.	<p><b>Vessel Type: Containership</b>            Flag: Liberia            Classification Society: GL            GRT: 32901  <b>Year of Build: 2008</b>            Port: New York</p>	<p>1. <b>Fire prevention.</b> Excessive oil leaks found throughout engine room and multiple seals leaking near hot surfaces in the purifier room. Oil-soaked lagging and oil-sprayed bulkheads were also present excessively throughout engine room. Fuel oil day tank valve stem was leaking excessive fuel oil into its containment and the fuel oil valve in line before the duplex filter to the main engine was leaking into a plastic jug. The leaks and the presence of fuel/oil throughout the engine room pose a serious risk of fire to the vessel and its crew.</p> <p>2. <b>Maintenance of ship and equipment.</b> Vessel was not following its Safety Management System in regards to engineering equipment and machinery maintenance as evidenced by excessive oil leaks throughout the engine room. Multiple maintenance tasks were found overdue, some for months, and were not deferred. Vessel's crew was also not notifying the company of the lack of maintenance on board as required by the SMS. Vessel has been recommended for ISM Audit.</p>
7.	<p><b>Vessel Type: Oil Tanker</b>            Flag: Marshall Islands            Classification Society: LR            GRT: 42469            Year of Build: 2004            Port: New Orleans, Louisiana</p>	<p>1. <b>Fire prevention.</b> PSCO observed the air supply line to the quick closing fuel shutoff valve on the HFO settling and Service tank for the main engine was disconnected, rendering the valves incapable of being remotely closed from outside the space in the event of a fire. Vessel was at the time on Low Sulfur fuel, however the valve for the HFO Settling tank was open. The second engineer provided documentation and confirmed that the previous test of remote valves was conducted on June 12, 2013 and the air supply line has been disconnected ever since.</p> <p>2. <b>Inert Gas System.</b> PSCO observed the high velocity pressure valve for the number 1 starboard cargo tank not seated properly, resulting in inert gas free flowing into the atmosphere.</p>
8.	<p><b>Vessel Type: General Cargo Ship</b>            Flag: Panama            Classification Society: LR            GRT: 1913  <b>Year of Build: 1978</b>            Port: Miami, Florida</p>	<p>1. <b>Bulkheads, corrosion.</b> The PSCO discovered excessive wastage on aft bulkhead of engine room allowing free communication through between compartments. In addition, the PSCO discovered the wastage on the port side engine room overhead allowing the ingress of water from the deck above.</p>





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#	INFORMATION OF VESSELS DETAINED BY THE USCG	DEFICIENCIES SUMMARY
		<ol style="list-style-type: none"> <li>2. <b>MARPOL related deficiency.</b> During an operational test of the OWS, the crew could not prove proper operation/calibration of the oil content meter.</li> <li>3. <b>Detection.</b> The PSCO discovered all existing smoke detectors installed in the engine room to be inoperable.</li> <li>4. <b>Certificates of competency.</b> The Chief Mate could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration.</li> <li>5. <b>Fixed fire extinguishing installation.</b> The PSCO discovered the fixed fire extinguishing system in the engine room was inoperable and not ready for immediate use.</li> </ol>
9.	<p><b>Vessel Type: Bulk Carrier</b>            Flag: Panama            Classification Society: GL            GRT: 33042  <b>Year of Build: 2010</b>            Port: New Orleans, Louisiana</p>	<ol style="list-style-type: none"> <li>1. <b>Fire prevention.</b> PSCO found the quick closing fuel shutoff valve on the No. 1 heavy fuel oil service tank for the main engine and ships service generators blocked in the open position with a bolt. Valve was not capable of being remotely close from outside the space in the event of a fire.</li> <li>2. <b>Pollution prevention equipment.</b> PSCO noted that the date on the oil content meter was off by 4 days. When asked, Chief Engineer could not provide instruction manual for Oil Content Meter.</li> </ol>
10.	<p><b>Vessel Type: General Cargo Ship</b>            Flag: Bolivia            Classification Society: Compania Nacional de Registro y Inspecciones de Naves            GRT: 637  <b>Year of Build: 1965</b>            Port: Miami, Florida</p>	<ol style="list-style-type: none"> <li>1. <b>Certificates of competency.</b> The Chief Engineer and Chief Mate could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide documentary proof that an application for an endorsement had been submitted to the Administration.</li> <li>2. <b>Overloading.</b> The summer load line as applicable in Miami, Florida was found submerged by approximately six inches when vessel was departing for sea</li> <li>3. <b>Ballast Water Management.</b> Vessel discharged ballast without making a notification to the Coast Guard or the National Ballast Information Clearinghouse.</li> <li>4. <b>Cargo Stowage.</b> PSCO found drums of oil, paint, propane on the port side rail amongst food items, refrigeration items, and other miscellaneous cargo.</li> <li>5. <b>Cargo Stowage.</b> Oxygen and acetylene bottles were stowed secured to port side rail.</li> <li>6. <b>Collision/Grounding Avoidance.</b> No portable battery for signalling lamp was found onboard.</li> <li>7. <b>Piloting/Steering.</b> No spare magnetic compass.</li> <li>8. <b>Collision/Grounding Avoidance.</b> Bridge visibility not</li> </ol>



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#	INFORMATION OF VESSELS DETAINED BY THE USCG	DEFICIENCIES SUMMARY
		<p>according to international regulations.</p> <p>9. <b>Lifebuoy.</b> Lifebuoy (one on each side of the vessel) did not have self-igniting lights in working order.</p> <p>10. <b>Inflatable Liferrafts.</b> Starboard side liferaft was expired.</p> <p>11. <b>Emergency Steering.</b> Emergency steering not tested onboard on a regular basis.</p> <p>12. <b>Inflatable Liferrafts.</b> Hydrostatic release unit on port side liferaft expired.</p>
11.	<p><b>Vessel Type: Bulk Carrier</b>            Flag: Bahamas            Classification Society: BV            GRT: 33044  <b>Year of Build: 2012</b>            Port: New Orleans, Louisiana</p>	<p>1. <b>Fixed fire extinguishing installation.</b> PSCO noted both freshwater supply valves for the engine room's water mist firefighting system were in the closed position rendering the system inoperable and not ready for immediate use. Vessel was certificated to operate as a periodically unattended machinery space. The Fourth Engineer stated the valves were closed to prevent the filling and draining of the fresh water tanks into each other. The PSCO noticed posted instructions which state "Water mist pump's suction and discharge valves &amp; system's delivery ball valves to be always opened."</p> <p>2. <b>Fire Extinguishing System.</b> Ship's master and crew could not provide PSCO with maintenance records for the ship's water mist fire-fighting system in accordance with manufacturer's manual. Provide corrective action plan from company with concurrence form administration with regards to conduct and records of local water mist maintenance.</p> <p>3. <b>Piloting/Steering.</b> PSCO noted during bridge exam that vessel proceeded 115 miles up Mississippi River without proper charts. Vessel relied on ECDIS which was not listed on SOLAS Safety Equipment Cert Form E, and received charts upon arrival at anchorage.</p> <p>4. <b>Piloting/Steering.</b> PSCO noted vessel's voyage plan listed charts for the Mississippi River when the vessel did not have them on board or available for passage. Provide corrective action plan form company with concurrence form the administration with regards to proper planning of a ship's voyage.</p>



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## AMSA VESSELS' DETENTION INFORMATION

OOW - PSC Monthly Report July 2013	AMSA Vessels' Detention Information Overview		
Vessel Type	No. of Vessels	Def's / Vessel	Average Age
Bulk Carrier	15	8.6	11.9
Containership	4	7	12.8
Gas Carrier	1	1	14
General Cargo Ship	3	7.7	12.7
Heavy Load Carrier	1	10	5
NLS Tanker	1	5	8
Oil Tanker	1	6	9
Refrigerated Vargo Vessel	1	12	23
Vehicle Carrier	1	9.5	7





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#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
1.	<p><b>Vessel Type: General Cargo Ship</b>  Flag: Panama  Classification Society: NKK  GRT: 9589  Year of Build: 2007  Port: Darwin, NT</p>	<ol style="list-style-type: none"> <li>1. Reserve source of energy</li> <li>2. Records of rest</li> <li>3. Garbage record book</li> <li>4. Fire pumps and its pipes</li> <li>5. Mooring</li> <li>6. Accident prevention</li> </ol>
2.	<p><b>Vessel Type: Bulk Carrier</b>  Flag: Panama  Classification Society: NKK  GRT: 93006  Year of Build: 2004  Port: Dampier, WA</p>	<ol style="list-style-type: none"> <li>1. Emergency fire pump and its pipes</li> <li>2. Emergency source of power – Emergency generator</li> </ol>



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#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
3.	<b>Vessel Type: Vehicle Carrier</b> Flag: Norway Classification Society: DNV GRT: 68871 Year of Build: 2007 Port: Melbourne, VIC	<ol style="list-style-type: none"> <li>Monitoring of voyage or passage plan</li> <li>SOLAS operational item</li> <li>Navigation</li> <li>Records of rest</li> <li>Provisions quantity</li> <li>Masters responsibility and authority</li> </ol>
4.	<b>Vessel Type: Vehicle Carrier</b> Flag: Panama Classification Society: NKK GRT: 43810 Year of Build: 2005 Port: Melbourne, VIC	<ol style="list-style-type: none"> <li>Records of rest</li> <li>Electrical</li> <li>Navigation</li> <li>Working space (ILO)</li> <li>Jacketed high pressure lines and oil leakage alarm</li> <li>Fire safety</li> <li>15 PPM Alarm arrangements</li> <li>Fire detection and alarm system</li> <li>Facilities for reception of marine safety information</li> <li>Magnetic compass</li> <li>On board training and instructions</li> <li>Masters responsibility and authority</li> <li>Maintenance of the ship and equipment</li> </ol>
5.	<b>Vessel Type: Oil Tanker</b> Flag: Panama Classification Society: NKK GRT: 28063 Year of Build: 2004 Port: Cairns, QLD	<ol style="list-style-type: none"> <li>On board training and instructions</li> <li>Safe means of access</li> <li>Pilot ladders and hoist/pilot transfer arrangements</li> <li>Ventilators, air pipes, casings</li> <li>Launching arrangements for rescue boats</li> <li>Operational readiness of lifesaving appliances</li> </ol>
6.	<b>Vessel Type: Bulk Carrier</b> Flag: Bahamas Classification Society: DNV GRT: 82306 Year of Build: 1996 Port: Newcastle, NSW	<ol style="list-style-type: none"> <li>Lifeboats</li> <li>Certificates for master and officers</li> <li>Electrical</li> <li>Gas instruments</li> </ol>
7.	<b>Vessel Type: Bulk Carrier</b> Flag: Panama Classification Society: NKK GRT: 38881 Year of Build: 1998 Port: Newcastle, NSW	<ol style="list-style-type: none"> <li>Freeboard marks</li> <li>Radar</li> <li>Revolution counter</li> <li>Speed and distance indicator</li> <li>Ventilators, air pipes, casings</li> <li>Water level indicator</li> <li>Steam pipes and pressure pipes</li> <li>Fire fighting equipment and appliances</li> <li>Electrical</li> <li>Accident prevention</li> <li>Fixed fire extinguishing installation</li> </ol>



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#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
		12. Maintenance of Fire protection systems 13. Fire-dampers 14. Launching arrangements for survival craft 15. Cargo 16. Maintenance of the ship and equipment
8.	<b>Vessel Type: Containership</b> Flag: Italy Classification Society: RINA GRT: 36483 Year of Build: 2007 Port: Melbourne, VIC	1. Monitoring of voyage or passage plan 2. Voyage or passage plan 3. Facilities for reception of marine safety inform. 4. Navigation bridge visibility 5. Navigation 6. Shipboard operations
9.	<b>Vessel Type: Bulk Carrier</b> Flag: Panama Classification Society: NKK GRT: 20398 Year of Build: 1996 Port: Geelong, VIC	1. Charts 2. Magnetic compass 3. Monitoring of voyage or passage plan 4. Winches & capstans 5. SOLAS operational item 6. Ventilators, air pipes, casings 7. Cargo & other hatchways 8. Jacketed high pressure lines and oil leakage alarm 9. Fire safety 10. MARPOL operational 11. ISM
10.	<b>Vessel Type: Containership</b> Flag: Hong Kong Classification Society: ABS GRT: 66046 Year of Build: 1994 Port: Port Botany, NSW	1. Sewage treatment plant 2. INMARSAT ship earth station
11.	<b>Vessel Type: NLS Tanker</b> Flag: Cyprus Classification Society: BV GRT: 6292 Year of Build: 2005 Port: Newcastle, NSW	1. Fire-dampers 2. Ready availability of fire fighting equipment 3. Fixed fire extinguishing installation 4. Sewage treatment plant 5. Emergency preparedness
12.	<b>Vessel Type: Heavy Load Carrier</b> Flag: Antigua and Barbuda Classification Society: GL GRT: 17341 <b>Year of Build: 2008</b> Port: Kwinana, WA	1. Automatic Identification System (AIS) 2. Satellite EPIRB 406MHz/1.6GHz 3. Endorsement by Flag State 4. Abandon ship drills 5. Record of drills and test steering gear 6. Voyage or passage plan 7. Lifebuoys incl. provision and disposition



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#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
		<ul style="list-style-type: none"> <li>8. Oil record book</li> <li>9. Alarms</li> <li>10. Remote Means of control (opening,pumps,ventilation,etc.) Machinery spaces</li> </ul>
13.	<p><b>Vessel Type: Bulk Carrier</b>            Flag: Singapore            Classification Society: NKK            GRT: 19885            Year of Build: 2002            Port: Brisbane, QLD</p>	<ul style="list-style-type: none"> <li>1. Charts</li> <li>2. Other safety in general</li> <li>3. Lifeboats</li> <li>4. Launching arrangements for survival craft</li> <li>5. Safe means of access</li> </ul>
14.	<p><b>Vessel Type: Bulk Carrier</b>            Flag: Panama            Classification Society: NKK            GRT: 18462  <b>Year of Build: 2011</b>            Port: Newcastle, NSW</p>	<ul style="list-style-type: none"> <li>1. Log-books/compulsory entries</li> <li>2. Facilities for reception of marine safety inform.</li> <li>3. Bulk carrier related item</li> <li>4. Launching arrangements for survival craft</li> <li>5. Fixed fire extinguishing installation</li> <li>6. Cargo</li> </ul>
15.	<p><b>Vessel Type: Containership</b>            Flag: Germany            Classification Society: GL            GRT: 53324            Year of Build: 1996            Port: Melbourne, VIC</p>	<ul style="list-style-type: none"> <li>1. MF/HF Radio installation</li> <li>2. Operation of GMDSS equipment</li> <li>3. Means of escape</li> <li>4. SOPEP</li> <li>5. Magnetic compass</li> <li>6. Embarkation arrangement survival craft</li> <li>7. Pilot ladders and hoist/pilot transfer arrangements</li> <li>8. Electrical</li> <li>9. Fire safety</li> </ul>
16.	<p><b>Vessel Type: Gas Carrier</b>            Flag: Marshall Islands            Classification Society: BV            GRT: 6738            Year of Build: 1999            Port: Newcastle, NSW</p>	<ul style="list-style-type: none"> <li>1. Sewage treatment plant</li> </ul>
17.	<p><b>Vessel Type: Bulk Carrier</b>            Flag: Singapore            Classification Society: NKK            GRT: 25554            Year of Build: 2002            Port: Newcastle, NSW</p>	<ul style="list-style-type: none"> <li>2. Garbage record book</li> <li>3. Shipboard operations</li> <li>4. Abandon ship drills</li> <li>5. Reserve source of energy</li> <li>6. Emergency, lighting,batteries and switches</li> <li>7. Electrical installations in general</li> <li>8. Operation of Fire protection systems</li> <li>9. Lifeboats</li> <li>10. Fire doors/openings in fire-resisting divisions</li> <li>11. MF/HF Radio installation</li> </ul>



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## PORT STATE CONTROL (PSC) MONTHLY REPORT FOR JULY 2013

#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
18.	<b>Vessel Type: Bulk Carrier</b> Flag: Hong Kong Classification Society: NKK GRT: 17431 Year of Build: 2001 Port: Townsville, QLD	<ol style="list-style-type: none"> <li>Operational readiness of lifesaving appliances</li> <li>Stowage and provision of Lifeboats</li> <li>Ventilators, air pipes, casings</li> <li>Machinery</li> <li>Muster list</li> <li>Machinery space openings</li> </ol>
19.	<b>Vessel Type: Bulk Carrier</b> Flag: Marshall Islands Classification Society: NKK GRT: 19738 Year of Build: 2003 Port: Geelong, VIC	<ol style="list-style-type: none"> <li>Voyage or passage plan</li> <li>Monitoring of voyage or passage plan</li> <li>Operation/maintenance</li> <li>SOLAS operational item</li> <li>Fixed fire extinguishing installation</li> <li>Fire safety</li> <li>Provisions quality</li> <li>Food</li> <li>Protection machinery</li> <li>Working space (ILO)</li> <li>Charts</li> <li>ISM</li> <li>Ventilators, air pipes, casings</li> </ol>
20.	<b>Vessel Type: General Cargo Ship</b> Flag: Antigua and Barbuda Classification Society: GL GRT: 9625 Year of Build: 2004 Port: Gladstone, QLD	<ol style="list-style-type: none"> <li>Voyage or passage plan</li> <li>Charts</li> <li>Monitoring of voyage or passage plan</li> <li>Compass correction log</li> <li>Alarms</li> <li>Facilities for reception of marine safety inform</li> <li>Ropes and wires</li> <li>Fire fighting equipment and appliances</li> <li>Cargo &amp; other hatchways</li> <li>Document of Compliance (DoC/ ISM)</li> <li>Charts</li> <li>Shipboard operations</li> </ol>
21.	<b>Vessel Type: General Cargo Ship</b> Flag: Indonesia Classification Society: LR GRT: 2826 Year of Build: 1990 Port: Cairns, QLD	<ol style="list-style-type: none"> <li>Fire pumps and its pipes</li> <li>Bulkheads – cracking</li> <li>Stowage of rescue boats</li> <li>Safe means of access Deck – hold/tank, etc.</li> <li>Machinery</li> </ol>
22.	<b>Vessel Type: Bulk Carrier</b> Flag: Malta Classification Society: NKK GRT: 29369 Year of Build: 2002	<ol style="list-style-type: none"> <li>Operational readiness of lifesaving appliances</li> <li>Lifeboats</li> </ol>





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#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
	Port: Brisbane, QLD	
23.	<b>Vessel Type: Containership</b> Flag: Liberia Classification Society: GL GRT: 9981 Year of Build: 2004 Port: Port Botany, NSW	<ol style="list-style-type: none"> <li>1. Rescue boats</li> <li>2. Cold room</li> <li>3. Ventilation (Working spaces)</li> <li>4. Voyage or passage plan</li> <li>5. Operation of GMDSS equipment</li> <li>6. Fire doors/openings in fire-resisting divisions</li> <li>7. Fire safety</li> <li>8. Fixed fire extinguishing installation</li> <li>9. Maintenance of the ship and equipment</li> </ol>
24.	<b>Vessel Type: Bulk Carrier</b> Flag: Hong Kong Classification Society: BV GRT: 22458 <b>Year of Build: 2008</b> Port: Dampier, WA	<ol style="list-style-type: none"> <li>1. Abandon ship drills</li> <li>2. SOPEP</li> <li>3. Facilities for reception of marine safety inform.</li> <li>4. Fire doors/openings in fire-resisting divisions</li> <li>5. Lifeboats</li> <li>6. Lights, shapes, sound-signals</li> <li>7. Winches &amp; capstans</li> <li>8. Mooring</li> <li>9. Cargo &amp; other hatchways</li> <li>10. Doors</li> <li>11. Openings to cargo area, doors, ... scuttles</li> <li>12. Machinery</li> <li>13. Obstruction/slipping, etc.</li> <li>14. MARPOL Annex I</li> <li>15. Cargo &amp; other hatchways</li> <li>16. Ready availability of fire fighting equipment</li> <li>17. Anchoring devices</li> <li>18. Ventilators, air pipes, casings</li> <li>19. Maintenance of the ship and equipment</li> </ol>
25.	<b>Vessel Type: Bulk Carrier</b> Flag: China Classification Society: CCS GRT: 35886 Year of Build: 1994 Port: Gladstone, QLD	<ol style="list-style-type: none"> <li>1. Operational readiness of lifesaving appliances</li> <li>2. Personal equipment</li> <li>3. Electrical</li> </ol>
26.	<b>Vessel Type: Refrigerated Cargo Vessel</b> Flag: Panama Classification Society: NKK GRT: 1176 Year of Build: 1990 Port: Port Lincoln, SA	<ol style="list-style-type: none"> <li>1. Garbage management plan</li> <li>2. Sewage treatment plant</li> <li>3. Voyage or passage plan</li> <li>4. Records of rest</li> <li>5. Monitoring of voyage or passage plan</li> <li>6. Signs, indications</li> <li>7. Operation of GMDSS equipment</li> </ol>



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#	INFORMATION OF VESSELS DETAINED BY THE AMSA	DEFICIENCIES SUMMARY
		8. Safe means of access Deck – hold/tank, etc. 9. Insulation wetted through (oil) 10. Placards 11. Shipboard operations
27.	<b>Vessel Type: Bulk Carrier</b> Flag: Italy Classification Society: RINA GRT: 39385 Year of Build: 1995 Port: Melbourne, VIC	1. Charts 2. Monitoring of voyage or passage plan 3. Nautical publications 4. Lights, shapes, sound-signals 5. Magnetic compass 6. Fire-dampers 7. Ventilators, air pipes, casings 8. Shipboard operations
28.	<b>Vessel Type: Bulk Carrier</b> Flag: Liberia Classification Society: LR GRT: 38513 Year of Build: 1994 Port: Brisbane, QLD	1. Fire-dampers 2. Lifeboats 3. Fire pumps and its pipes 4. Bulk carrier related items
29.	<b>Vessel Type: Bulk Carrier</b> Flag: India Classification Society: IRS GRT: 33032 <b>Year of Build: 2010</b> Port: Newcastle, NSW	1. Certificates for master and officers 2. Facilities for reception of marine safety inform. 3. Lights, shapes, sound-signals 4. MF/HF Radio installation 5. Compass correction log 6. Radar 7. Launching arrangements for rescue boats 8. Resources and personnel



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## PORT STATE CONTROL (PSC) MONTHLY REPORT FOR JULY 2013

### UK MCA VESSELS' DETENTION INFORMATION

The Maritime and Coastguard Agency (MCA) announced that three foreign flagged ships were under detention in UK ports for July 2013. Although there were no new detentions during July 2013, three vessels remained under detention from previous months. Moreover, there has been a decrease of 3% in detentions since June 2012. Two of the detained vessels were registered with a flag state listed on the Paris MOU white list.

OOW - PSC Monthly Report July 2013		UK MCA Vessels' Detention Information Overview		
Vessel Type	No. of Vessels	Defcs / Vessel	Average Age	
General Cargo Ship	2	6.5	9	
Bunkering Tanker	1	6	100	





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## PORT STATE CONTROL (PSC) MONTHLY REPORT FOR JULY 2013

#	INFORMATION OF VESSELS DETAINED BY THE UK MCA	DEFICIENCIES SUMMARY
1.	<p><b>Vessel Type: General Cargo Ship</b>  Flag: Antigua &amp; Barbuda  Classification Society: LR  GRT: 3660  Year of Build: 2002  Port: Liverpool</p>	<ol style="list-style-type: none"> <li>1. Serious failure or lack of effectiveness of implementation of the ISM code on board the vessel.</li> <li>2. The main engine was defective.</li> <li>3. The engine room was very oily in some areas.</li> <li>4. The five year service on the immersion suit in the engine room had expired.</li> <li>5. There was no evidence that the freefall lifeboat had been manoeuvred in the water within the last 3 months also there was no evidence that the freefall lifeboat had been freefall launched within the last 6 months.</li> <li>6. The deck officer was not familiar with launching the starboard life raft by davit.</li> </ol>
2.	<p><b>Vessel Type: General Cargo Ship</b>  Flag: Panama  Classification Society: RMRS  GRT: 1972  Year of Build: 2006  Port: Birkenhead</p>	<ol style="list-style-type: none"> <li>1. Fuel oil leaks and a major non conformity was identified with respect to the lack of maintenance of the ship and equipment.</li> <li>2. The crew/officers records of rest were not signed.</li> <li>3. The crew accommodation was no longer provided with steam heating.</li> <li>4. The galley needed cleaning.</li> <li>5. There was insufficient fruit and vegetables on board.</li> <li>6. The crew showers and toilets were dirty and the shower curtains missing and the laundry washing facilities were inadequate.</li> <li>7. The lifejacket lights were out of date; the aft deck was slippery underneath the deck generator and several fire doors were tied open.</li> </ol>
3.	<p><b>Vessel Type: Bunkering Tanker</b>  Flag: Unregistered  Classification Society: N/A  GRT: 106  <b>Year of Build: 1913</b>  Port: Lowestof</p>	<ol style="list-style-type: none"> <li>1. Main fire pump was inoperative and there was no alternative fire pump outside the machinery space.</li> <li>2. There were insufficient liferafts.</li> <li>3. The sanitary water system was inoperative and there was no fresh running water to the galley, pantry and shower room.</li> <li>4. There were no nautical publications and charts were incomplete for the operational area.</li> <li>5. Insufficient provisions for the intended voyage and medicines were out of date.</li> <li>6. The following items were found to be missing: distress flares; line throwing appliances; lifebuoys; life jackets with lights; immersion suits; satellite (Emergency Positioning Indicating Radio Beacon) (EPIRB); fire extinguishers and the fire hose nozzle.</li> </ol>





### CCG VESSELS' DETENTION INFORMATION

For July 2013 according to the database of Transport Canada there were no detentions in ports under the authority of the Canadian Coastguard. The Paris MoU database (Canada is member of the Paris MoU) shows also that there were no records of detention for the period under review.



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SHIP TYPES	DEFINITION
Bulk Carrier	A ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and primarily carries dry cargo in bulk.
Chemical Tanker	An oil tanker engaged in the trade of carrying oil other than crude oil.
Containership	A ship designed exclusively for the carriage of containers in holds and on deck.
General Cargo Ship	A Cargo Ship other than a tanker or a bulk carrier.
Heavy Load Carrier	Vessel designed specifically for the loading/discharge and transportation of very heavy cargoes.
NLS Tanker	Vessel designed to carry Noxious Liquid Substances in Bulk.
Offshore Support Vessel	A ship specially designed to supply offshore oil platforms. These ships range from 20 to 100 meters in length and accomplish a variety of tasks. The primary function for most of these vessels is transportation of goods and personnel to and from offshore oil platforms and other offshore structures.
Oil Tanker	An oil tanker engaged in the trade of carrying crude oil.
Reefer	A ship designed exclusively for the carriage of refrigerated cargoes in holds.
Refrigerated Cargo Vessel	A reefer ship is a refrigerated cargo ship; a type of ship typically used to transport perishable commodities which require temperature-controlled transportation, such as fruit, meat, fish, vegetables, dairy products and other foods.
Vehicle Carrier	Vessel designed to carry wheeled cargo, such as automobiles, trucks, semi-trailer trucks, trailers, and railroad cars, that are driven on and off the ship on their own wheels.



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## PORT STATE CONTROL (PSC) MONTHLY REPORT FOR JULY 2013

### 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. The aim of the Officer of the Watch is to highlight selected maritime and offshore news and articles in an alternative approach with a more practical and easy to read method, making the blog an important training tool to anyone who seeks knowledge or is involved in the maritime and offshore industry.

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:

1. [About OOW](#)
2. [Contact Us](#)
3. [Get Involved](#)
4. [OOW How To](#)
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For any queries or feedback regarding the present publication please contact us by sending a direct message to [info@officerofthewatch.com](mailto:info@officerofthewatch.com).

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