



Marine Circular Nr. 01/ 2024, 28/02/2024

Subject: “Annual Safety Inspections (A.S.I.) Scheme for G-B I.S.R. Vessels”

To: All ship owners / Managers / Operators, Masters and Officers of Merchant Ships, Flag State Inspectors / Surveyors, Authorized Recognized Organizations, and Deputy Registrars.

Summary: The purpose of this Marine Circular is to inform all interested parties and stakeholders of the International Ships Registry on Guinea-Bissau’s applied policy, regarding the G-B I.S.R. “Annual Safety Inspection” (A.S.I.) scheme to be implemented with the overall objective to determine whether a vessel complies with the International Conventions & Regulations followed by G-B I.S.R.

1. Applicability

1.1. This Marine Circular applies to all G-B I.S.R. registered vessels, and vessels to be registered under the “Code of Operation of the International Ships Registry of the Republic of Guinea-Bissau”, except for :

- a. Unmanned Barges;
- b. Vessels not performing international voyages;
- c. Pleasure or Private Yachts;
- d. Cargo Vessels under 500 Gross Tonnage;
- e. Vessels less than 20 years old;
- f. Vessels under laid up status;
- g. Vessels under bareboat charter out status with G-B I.S.R..

2. Procedural Requirements and Arrangements of the G-B I.S.R – A.S.I. Anniversary Date

2.1. Under the requirements of G-B I.S.R Code of Operation “Part 2: Ships Registration” Chapter 9 “Conditions for Registration”, each ship sailing under the G-B I.S.R. falling under the applicability domain of the current MAR CIR shall be subject to Annual Safety Inspection (ASI), to determine whether it complies with the International Conventions and Regulations that Guinea-Bissau is a member of.

2.2. Annual Safety Inspections shall be carried out once a year, within a time window for the conduction of the inspection of a maximum of three (3) months before or after the designated anniversary date of the vessel's registration. Such Flag State inspection will be carried out by a duly appointed by this Administration Flag State Inspector / Surveyor. The A.S.I. schedule for each vessel remains at the discretion of the G-B I.S.R. subject to existing appropriate documentation.

3. Annual Safety Inspections Schedule

3.1. The first Annual Safety Inspection (A.S.I.) for newly registered vessels has to be completed within ninety (90) days of the date of registration, without any delay or having the applicable time frame for the inspection extended.

3.2. Existing ships to the G-B I.S.R. have to undergo the mandatory “Annual Safety Inspection” on an annual basis, with a window time opportunity (before or after the anniversary date) not exceeding three (3) months.



4. “Special Safety Inspections” (S.S.I.)

4.1. Without prejudice to the above, a vessel registered with the International Ships Registry of Guinea-Bissau may also be required to undergo a special or unscheduled safety inspection at any time, at the discretion of the General Ships Registrar or the appropriate official who is authorized to act for and on behalf of the General Ships Registrar.

5. Anniversary Date

5.1. The ship's registration date as stated in the “Certificate of Registry”, issued by the G-B I.S.R. is regarded for the current MAR. CIR. as the anniversary date.

6. Planning & Procedural Requirements for conducting the Annual Safety Inspection (A.S.I.)

6.1. The owner(s)/operator(s), charterers, and others responsible for the operation of G-B I.S.R. vessels, as well as their agents or representatives, and the Master of such vessels shall be under obligation to admit the G-B I.S.R. Flag State Inspectors on board, cooperate with them, assist them as appropriate i.e. providing local transportation to and from the vessel, and allow them to fully carry out the inspection, ensuring that an inspector is provided with safe access to areas of the ship that require to be inspected. Inspections shall be carried out in a suitable, convenient, and safe port, as per the vessel's technical characteristics. In case of justifiable force majeure, the G-B I.S.R. General Ships Registrar or the appropriate official who is authorized to act for and on behalf of the General Ships Registrar may postpone the ship's inspection, depending on the ship's schedule and the availability of the Flag State Inspector.

6.2. It is the responsibility of owners and Masters to present their vessels for timely inspection when the required inspection is due by contacting the G-B I.S.R. / Operation Department (E-mail: ops@gbi-lb.org). The competent services of the G-B I.S.R. should be advised as to the vessel's next available port, Estimated Time of Arrival (E.T.A.), and Agent information, as well as any other information, for facilitating the A.S.I. process.

7. Treatment of Deficiencies within the context of the A.S.I.

7.1. Following the inspection of the ship, the Flag Inspector/Surveyor will hand over to the master a copy of the Flag State Inspection Report, which may include a deficiency list. The Master of the vessel is required to sign the “Flag State Inspection Report”. To provide unambiguous proof of the Master's actions for any open deficiencies, the Master of the vessel shall provide evidence for the rectification of the deficiencies imposed by the appointed Flag Inspector/Surveyor.

7.2 Deficiencies Identified during the A.S.I. Framework:

- a. Minor Deficiencies: The Flag Surveyor will request that the Master makes the necessary corrections either before leaving the port or within the given time frame provided by the FS Inspector/Surveyor. The Master is requested to sign the surveyor's copy.
- b. Deficiencies that would not justify or endanger the vessel not being grounded for any detention, its crew, and the environment: The Master will be required to make the necessary corrections and to certify to the Surveyor that all of the shortcomings have been rectified, before the departure of the vessel. If necessary, the Flag State Surveyor may board the vessel once again before departure to verify the proper rectification of such deficiency (ies).
- c. Major Deficiencies - Serious deficiencies which may lead to the ship's detention by Port State Control or endanger the ship affecting her structural integrity or safe operation, its crew and environment: A periodic survey to address the imposed defects may be requested by the G-B I.S.R. from the vessel's Recognized Organization. Requests may be made for a more thorough inspection of the ship's hull, machinery, and required surveys as deemed necessary. The ship's statutory certificates may be suspended upon completion

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of the RO survey, and G-B I.S.R will receive the pertinent report. With the International Ships Registry of Guinea-Bissau written authorization, the RO must survey issuing and/or endorsing the suspended Statutory Certificates.

7.3 In cases of major deficiencies and if the RO surveyor is unavailable at the port of inspection, the Flag State Inspector may approve the vessel's departure (as long as he is satisfied that the major faults have been corrected) to the next port, where the RO surveyor will conduct the survey. If the Master does not comply with the above, the vessel's Registration Certificates may be suspended and a penalty to the Owners and/or the Master may be imposed by the General Ships Registrar or the appropriate official who is authorized to act for and on behalf of the General Ships Registrar.

8. Effective Date

8.1. The current Marine Circular has immediate effect as per the day of issuance.

9. Enquires

9.1. Any inquiries relating to this Marine Circular may be addressed to the G-B I.S.R – Operation Department (Email: ops@gbi-lb.org, Tel.: +30 210 4537950, +30 210 4537194).

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

Office of the General Ships Registrar



Attached

G-B I.S.R. Flag Survey Inspection Report (p.5)