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## CIRCULAR

# Guinea-Bissau Annual Safety Inspection Scheme

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Notice to: Ship Owners/ Managers/ Operators / Surveyors/ Auditors:

The International Ships Registry of Guinea-Bissau (G-B I.S.R.) has issued Marine Circular [Nr. 01/2024](#) detailing their “Annual Safety Inspection” scheme.

This scheme applies to all G-B I.S.R. flagged vessels except:

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

Annual Safety Inspections (A.S.I.) performed by a Flag State Inspector are to be carried out each year, within 3 months before or after the anniversary date of the vessel’s registration. The schedule for each vessel’s inspection is at the discretion of the G-B I.S.R.

The first Annual Safety Inspection for newly registered vessels is to be completed within ninety (90) days of the date of registration.

A vessel may also be required to undergo a special or unscheduled safety inspection at any time, at the discretion of the General Ships Registrar, or an appropriate official authorized to act for and on behalf of the General Ships Registrar.

All parties responsible for the operation of vessels, including Agents and Representatives are obliged to:

- admit the 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 safe access is provided to areas of the ship to be inspected.

Inspections are to be carried out in a suitable, convenient, and safe port. In case of justifiable force majeure, the G-B I.S.R may postpone the ship's inspection, depending on the ship's schedule and the availability of the Flag State Inspector.

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](mailto:ops@gbi-lb.org) advising:

- the vessel's next available port;
- Estimated Time of Arrival (E.T.A.),
- Agent information; and
- any other information.

Following the inspection, the Master will receive a copy of the [Inspection Report](#), including a list of deficiencies. The Master must sign the "Flag State Inspection Report".

The Master is required to provide evidence for the rectification of the deficiencies:

- **Minor Deficiencies:** necessary corrections are to be made either before leaving the port or within the given time frame. The Master is requested to sign the surveyor's copy.
- **Deficiencies that would not justify or endanger the vessel not being grounded for any detention, its crew, and the environment:** necessary corrections are to be made and certified to the Surveyor that all of the shortcomings have been rectified, before the departure of the vessel. The Flag State Surveyor may board the vessel before departure to verify the proper rectification of such deficiencies.
- **Major Deficiencies - serious deficiencies that may lead to the ship's detention by Port State Control, or endanger the ship, affecting its structural integrity or safe operation, its crew, and environment:** a periodic survey to address the defects may be requested by the Registry. 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 by the Registry upon completion of the RO survey.

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.

### Act now

Ship Owners/Managers/Operators should take note of the above and be guided accordingly, ensuring that requests for Inspection are made on time.