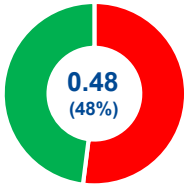


Performance

PARIS MoU – GERMAN FLAG September – December 2024

- Number of inspections: 50
 - With zero deficiencies 24
 - Detentions: 2
- Deficiencies total: 133
 - ISM deficiencies: 6
 - Poorest performer: 12 def.

Flawless PSC KPI



No. of inspections
with zero deficiencies
Total No.
of inspections

Deficiency Ratio



No. of
deficiencies
Total No.
of inspections

	No. Insp.	No. Def.	Flawl.	Ratio	
Tanker	2	1	0.50	0.50	●
Container	13	29	0.62	2.23	●
Pax / Ro-Ro Pax	5	8	0.60	1,60	●
GC / Multipurpose	11	29	0.42	2.42	●
Tug	5	16	0.20	4.20	●
Other/Special	13	45	0.46	3.46	●

Deficiencies count excludes deficiencies marked as Accidental Damage



Focus

CLEANLINESS OF ENGINE ROOM

Lack of engine room cleanliness has been the most frequently identified MLC deficiency of the past years. This is nothing new. The condition of the ER has dominated the statistics and preventive information for years! Statistically, this occurs more often in older vessels. However, the same statistics also show that many older vessels are not conspicuous at all.

A dirty ER is dangerous for various reasons: e.g. oily surfaces and waste increase the risk of fire, slippery surfaces promote accidents, hazardous substances jeopardise health.

Rectify safety-relevant defects immediately and avoid preventively. As a shipping company or vessel

subject to ISM, you can use your SMS to exert influence.

Contamination may be unavoidable during machine operation. Accidental damage may also happen. It is important to deal with such incidents safely – and to demonstrate and record that risks are managed and mitigated by both the crew and the shipping company.

There is something else to bear in mind: Personal condition assessments can differ significantly from one another. A tidy ER with safe and bright lighting as well as an active incident management help to avoid discussions and deficiencies during a PSC inspection. Most importantly though: They are the best type of hazard prevention.

PSC Pointers

INCIDENTS AND THEIR ECONOMIC RISK

Incidents involve many economic risks: They are the potential damage that needs to be averted. The anticipated consequences are delays in cargo handling, repairs and legal repercussions. The risks of a potential PSC inspection following the incident are often not considered. Since a risk is defined by the probability and severity of the event, it should be borne in mind that the probability of a PSC inspection may be high and the consequences severe, as the vessel could be detained or further delayed. This would

be another potential impact on ship operation which may lead to enormous economic losses. For large ships, they can quickly reach US \$ 50,000 per day. Don't lose sight of this aspect. Preventing economic damage in its entirety means accepting that the PSC will come on board after an incident. And it means preparing for it in the best possible way. This also includes documentation and the reporting procedure to the class, flag State and port State as necessary. It is undisputed that not all incidents allow sufficient space and time for preparation. Important: prepare as well as circumstances allow.

NEWS

Concerning results found on the Paris MoU focused inspection campaign on fire doors

As consequence of the CIC on Fire Safety of 2023 and ongoing investigations, member Authorities of the Paris MoU held an unannounced Focused Inspection Campaign (FIC) on fire doors from 1 to 28 July 2024. The findings of this FIC raise concerns, as 13.9% of non-compliance was recorded. Of this 13.9%, 30% was considered to be a lack of implementation of the ISM Code.

Find more [details on the Paris MoU website](#).

RO performance Annual Report 2023

Paris MoU has not identified deviating trends regarding the performance of ROs and has positively noted that the number of ROs in the lowest performance category remains limited. More details and the RO performance table are available in the Annual Report 2023 and the associated webpage of the Paris MoU.

Find the [figures on the Paris MoU website](#).

LATEST REMARKABLE DEFICIENCIES

The cleanliness of the engine room is substandard. Excessive amount of oil under the main engine and gear and in bilges, and cans, buckets and racks observed in the engine room to collect oil and water spills from leakages

•
During night-time there was no look-out on the bridge

•
Hazardous substances and waste are stored unprotected in the engine room together with spare parts and other rubbish.

•
Functioning of the emergency fire-fighting pump could not be demonstrated

•
Hydraulic oil leakage at steering gear room.

•
Master could not show a voyage plan from previous voyage

•
Numerous E/R pipe insulations found completely soaked with oil

•
No position checks/course lines in paper chart. Electronic chart used as primary navigation tool but no approved ECDIS installed

•
Oil residues, oily rags and oily absorbent material found on tank top and numerous places and floors in the engine room

•
Not all Seafarers Employment Contracts on board of all crewmembers

Discovered during PSC



AVOID DETENTIONS

- Make sure that any deficiencies of previous PSC inspections have been rectified before the due date.
- Remember to report defects & inoperable equipment/systems to PSC and Flag, Class, Company before entering port.



Get in contact!

www.deutsche-flagge.de

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Ship Safety Division:

Do you need ...

... advice?

... a dispensation?

... a statement?

... to inform the Flag State?

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Machine department ☎ +49 40 361 37-217

Nautical department ☎ +49 40 361 37-239

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