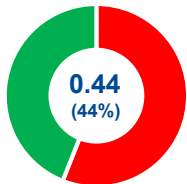


Performance

PARIS MoU – GERMAN FLAG January – April 2024

- Number of inspections: 54
 - With zero deficiencies 24
 - Detentions: 2
- Deficiencies total: 162
 - ISM deficiencies: 6
 - Poorest performer: 29 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	5	39	0.20	7.80	●
Container	8	7	0.63	0.88	●
Pax / Ro-Ro Pax	8	24	0.38	3.00	●
GC / Multipurpose	26	78	0.42	3.00	●
Tug	5	14	0.40	2.80	●
Other/Special	2	0	1.00	0.00	●

Deficiencies count exclude deficiencies marked as Accidental Damage



Focus

STARTING THE EMERGENCY GENERATOR

Ships flying the German flag have repeatedly attracted attention:

When demonstrating the starting process using alternative means, responsible crew members were unable to start the emergency generator.

Recently, this has led to two detentions.

In addition to possible economic damage and reputation impact, viewed as a whole, the detentions have a negative statistical effect on the German fleet.

Be aware:

- This is an essential appliance.
- Readiness for an emergency start must be ensured at any time.
- Responsible members of the crew must be familiar with the operation and be able to demonstrate this during a PSC inspection.
- In particular, this applies to starting with the alternative starting process.
- Verifying readiness of the emergency generator and its starting options as well as the familiarity of the crew will continue to be a focus of PSC inspections in the future.

PSC Pointers

PLEASE AVOID "SILENT ACCEPTANCE"



Deficiencies and possibly also detentions can result from a "silent acceptance" or "lack of reaction" by the Master, Officer or involved representatives of the owner

If a PSCO discovers a deficiency, crew and owner's representatives should take immediate corrective action to the extent possible and communicate it transparently.

Be proactive and avoid silent acceptance or non-reactive situations.

An on-site crew member noting any initial discovery by a PSCO should immediately involve Senior Officers or the Master. This measure is called "a kick into action".

This immediate response can help to mitigate consequences. A deficiency may not get recorded if it can be corrected on site. Moreover, a detention might be prevented, because an early and controlled mitigating process can be presented to the PSCO.

NEWS

Paris MoU Annual Report

The recently published 2023 Annual Report points out that the overall detention rate of 2023 (3.81%) is lower than that of 2022 (4.25%) but it is still above pre-pandemic figures such as 2.98% during 2019. Analysis of the deficiencies indicates that no specific convention or part of a convention stands out in terms of areas of non-compliance.

See also [press release 01 July 2024](https://parismou.org/publications)
<https://parismou.org/publications>

Concentrated Inspection Campaign (CIC)

At the 57th Committee meeting in Madrid in May 2024, the Paris MoU concluded that, overall, the result of the CIC on Fire Safety 2023 appeared to be satisfactory. The result was less favourable on two specific topics; maintenance of fire doors (9.3% non-compliance) and performing fire drills (9.2% non-compliance).

Future CICs will cover Crew Wages and Seafarer Employment Agreements under MLC (2024), Ballast Water Management (2025) and Cargo Securing (2026).

See also [press release 21 May 2024](https://parismou.org/publications)
<https://parismou.org/publications>

LATEST REMARKABLE DEFICIENCIES

The fire dampers (PS and SB in the funnel sides) of the ER outlet are unable to close.

The crew was not familiar with the right use of the rescue boat and liferaft hook. The liferaft hook was connected to the rescue boat.

There is a full (zero kΩ) earth fault on the 220 V gauge on the main ER switchboard.

The fire plan indicates a means of escape into the steering gear room. The steering gear room hatch is marked as an emergency escape, but the hatch is closed watertight by butterfly nuts which cannot be operated from inside.

The correct working of the OWS (oily water separator) three-way valve could not be demonstrated.

During fire drill the following was observed: Lack of instructions to crew. BA (breathing apparatus) sets not properly put on, straps not tightened, no proper radio communication with fire-fighters, none of the fire dampers closed, electricity not switched-off.

There is no voyage plan available for the last voyage. Paper charts are not used, no course line or positions plotted.

The vessel was not manned in accordance with the MSMD.

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.



Do you need ...
... advice?
... a dispensation?
... a statement?
... to inform the Flag State?

Get in contact!

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