

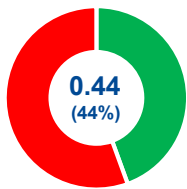


## Performance

### PARIS MoU – GERMAN FLAG January – April 2025

- Number of inspections: 45
  - With zero deficiencies 20
  - Detentions: 1
- Deficiencies total: 102
  - ISM deficiencies: 4
  - Poorest performer: 15 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	14	0,00	7,00	●
Container	7	11	0,43	1,57	●
Pax / Ro-Ro Pax	10	42	0,40	4,20	●
GC / Multipurpose	15	25	0,53	1,67	●
Tug	2	3	0,00	1,50	●
Other/Special	9	7	0,56	0,78	●

*Deficiencies count excludes deficiencies marked as  
Accidental Damage*



## Focus

### FIRE DETECTION AND ALARM SYSTEM

There is no doubt that the fire alarm and detection system is particularly important. It alerts the crew at an early stage. It initiates fire-fighting or, if necessary, evacuation. It is vital for damage prevention and survival. And yet, PSCOs regularly find defects in the systems on board. Obviously, the system was not fully operational. Was the crew at all bothered by this message? Would this be an issue for the insurance or cargo owner(s)?

**Erroneous messages must not become routine & thus ignored.**

The system must be ready to respond to a fire and alert the crew, maintenance of the system should be a major task on board. No leeway should be given for errors.

Despite all efforts, defects may occur that cannot be rectified immediately. In such a case, the crew must document the fault and report it to the shipping company in order to restore operational capability as quickly as possible.

**Watch out!** A system that is not fully operational affects the safety certificate. The flag State must be informed and an exemption must be organized. This is what SOLAS requires. Be aware of the potential for a vessel to get detained.

**Documentation, reporting and the exemption may avert a detention during a PSC inspection.** This is course of action required by the Paris MoU inspection guidelines. Alongside all the formalities, carry out fire rounds and other measures as necessary in the meantime. Document this to avoid a detention for subsequent reasons.

## PSC Pointers

### ISM Deficiency

If a technical and/or operational deficiency is found and the PSCO concludes objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code, an ISM deficiency may be reported by deficiency code 15150 without addressing relevant paragraphs of the ISM Code. The related technical and/or operational deficiency is indicated in the report by checking the box "ISM related". Whilst code 15150 can only be raised once during an inspection, there can be one or more "ISM related" boxes checked. Depending on how serious

the noted issue is, either of two consequences are possible: 1) Corrective actions in the company's ISM system are required within 3 months. After which, another PSC inspection verifies that corrective actions have been completed by the company and that they are effective for each area previously checked as having "ISM related" technical/operational deficiencies. 2) Detention: Safety management audit by the Administration is required before departure of the ship. A re-inspection verifies completed rectification and will subsequently require action No.1) "CA ISM 3 months".

## Paris MoU

### NEWS

#### Reminder of CIC pre-announcement

The Paris MoU Committee has agreed the CIC for 2025 will run from 1 September until 30 November 2025 and focus on **Ballast Water Management**. The topic for 2026 has also already been decided: **Cargo Securing**. No details and checklists are available yet. Find more [details on the Paris MoU website](#).

#### KPI 2024 January to June

During the first half of the year 2024, the Paris MoU members conducted 8609 inspections. 3622 times no deficiencies were detected. Another 331 led to a detention of a vessel. In total 25.420 deficiencies were recorded, 2248 of them were detainable ones, another 1186 were ISM related.

#### Figures of the German Flag:

77 inspections, 33 without deficiencies.  
2 detentions.  
205 deficiencies in total, 17 of them detainable, 8 ISM related

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

### LATEST REMARKABLE DEFICIENCIES

- Found CO2 system for the engine room not operational. Nozzles are clogged with dirt and debris.
- The magnetic compass has a considerable air bubble.
- It took 10 minutes before the emergency fire pump started to deliver the required discharge pressure.
- The company is not providing food free of charge.
- Fire fighter has a leaking BA set during drill, not familiar with the mask. Fire team was not able to demonstrate procedures for BA pressure control.
- The quick closing fuel valve from PS and SB main engine failed.
- Self-closing control cock on two different sounding pipes on fuel tanks were found permanently forced open.
- Extensive fuel oil leaks from fuel injector pumps on DG 1, 2 and 4.
- No voyage plan available for the previous and the next voyage.
- The cook is not familiar with the galley's fire-fighting equipment.
- During the fire drill the affected area was not electrically isolated.
- Abandon ship/fire not conducted within 24h of the ship leaving a port after more than 25% of the crew had changed.

## 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](http://www.deutsche-flagge.de) Central service number 24/7 ☎ +49 40 3190-7777

#### Ship Safety Division:

Do you need ...

- ... advice?
- ... a dispensation?
- ... a statement?
- ... to inform the Flag State?

- Standby service ☎ +49 40 361 37-100 ✉ [psc-germany@bg-verkehr.de](mailto:psc-germany@bg-verkehr.de)
- Ship Certificates ☎ +49 40 361 37-296 ✉ [certificates@bg-verkehr.de](mailto:certificates@bg-verkehr.de)
- Machine department ☎ +49 40 361 37-217 ✉ [maschine@bg-verkehr.de](mailto:maschine@bg-verkehr.de)
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