

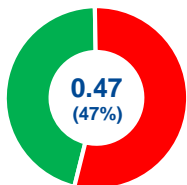
## Performance

### PARIS MoU – GERMAN FLAG May – August 2025

- Number of inspections: 49
  - With zero deficiencies 23
  - Detentions: 0
- Deficiencies total: 95
  - ISM deficiencies: 5
  - Poorest performer: 13 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	4	17	0.25	4.25 ●
Container	12	13	0.50	1.08 ●
Pax / Ro-Ro Pax	9	26	0.44	2.89 ●
GC / Multipurpose	16	31	0.38	1.94 ●
Tug	2	6	0.50	3.00 ●
Other/Special	6	2	0.83	0.33 ●

Deficiencies count excludes deficiencies marked as  
Accidental Damage

## Focus

### DEMANDING STEERING GEAR

A functional steering gear system is essential for safe navigation and manoeuvrability. Make sure you are familiar with the existing rules. This is not only necessary for safe operation, but also for PSC inspections. This issue focusses on condition, functionality and knowledge.

Be aware that the technical and visual condition must not give rise to any concern about the functionality. Good appearances and record keeping of regular maintenance & testing activities and mandatory pre-departure checks are of advantage during PSC inspections.

But don't just pay attention to the gear itself. Also include related equipment: Does the communication unit to the bridge work? How about the operating instructions – are they permanently displayed on the bridge and in the steering gear room? Does the visual and audible bridge alarm work if the

power supply fails or likewise the bridge and engine alarm for low oil and leaks in hydraulic systems? How is the condition of handrails, gratings or other non-slip floor coverage required by SOLAS? Does it take a maximum of 28 secs to turn the rudder from 35° on one side to 30° on the other? Do the rudder angle indicators work? Are crew members aware which steering gear pump is supplied from the emergency switchboard?

PSCOs also pay particular attention to the presented familiarity. They may require an emergency steering drill to confirm crew members are familiar with a procedure. They may single out nautical or technical officers for conversation to have the system explained to them in detail. Take a look at the [IMO Procedures for Port State Control, 2023](#) and search for "steering".

## PSC Pointers

### DEFINITIONS AND ABBREVIATIONS

Record and documentation keeping is tedious work and it needs to be done quickly. However, for the reader, documentation and reports can sometimes be confusing. Especially when they contain abbreviations or if a definition is unclear. To make matters worse, in a global environment such as maritime shipping, they might vary depending on the topic or the document. Consider also: Not everyone who reads the reports is necessarily familiar with all the nautical

and technical aspects as the job profiles in the maritime industry are very different.

Because using consistent language is key for mutual understanding, we suggest using [Port State Control Committee Instruction 58/2025/17 - Definitions and Abbreviations](#) as guidance. This document contains all definitions and abbreviations used in Paris MoU reports and other documents.



## Paris MoU



### NEWS

#### PARIS MOU 58<sup>TH</sup> COMMITTEE

The Paris MoU successfully concluded its 58<sup>th</sup> Committee meeting from 26 to 30 May 2025, and covered the following, among others:

The review of the CIC on Crew Wages/SEA under the MLC, held Sep/Nov 2024, indicates a good overall compliance but also the critical need for the industry to pay greater attention to strictly observing MLC requirements when drafting seafarers' employment agreements (SEA).

The upcoming joint CICs with the Tokyo MoU on Ballast Water Management in 2025 and on Cargo Securing in 2026 were reconfirmed.

It was decided to continue trials of focus inspection campaign, which are intended to enhance inspection campaign methodologies within the Paris MoU.

The statistics for the 2024 Annual Report were confirmed, noting an increase in the detention rate recorded during 2024 (4.03%) compared to that of 2023 (3.81%), underscoring the necessity for port State control as safety net.

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 were included as a relevant instrument for the Paris MoU as of 1 July 2025.

### LATEST REMARKABLE DEFICIENCIES

At the time of inspection, the presented Cargo Ship Safety Equipment Certificate was not endorsed for annual survey

Several sounding pipes found with contra weight changed, forcing sounding pipe to be open instead of closed at all times

Ventilation in CO2 room was not working during inspection

Petrol for lifeboat stored in AC-room inside accommodation

Drain valve on MGO service tank was not self-closing

STB Lifebuoy for quick release: Line from lifebuoy to smoke/light signal is tangled around/tied to the railing support. If released, the lifebuoy will not release the smoke/light signal and will not fall in the water

Firefighter's outfit: safety lamp not of explosion-proof type

Oil leakage alarm piping (coupling) was found leaking

Not all required information as per Res. A.893(21) was shown in Voyage Plan on board

## 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!

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Do you need ...

... advice?

... a dispensation?

... a statement?

... to inform the Flag State?

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