

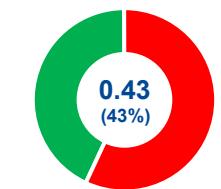
Performance

PARIS MoU – GERMAN FLAG

September – December 2025

- Number of inspections: 47
 - With zero deficiencies: 20
 - Detentions: 3
- Deficiencies total: 112
 - ISM deficiencies: 3
 - Poorest performer: 17 def.

Flawless PSC KPI



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

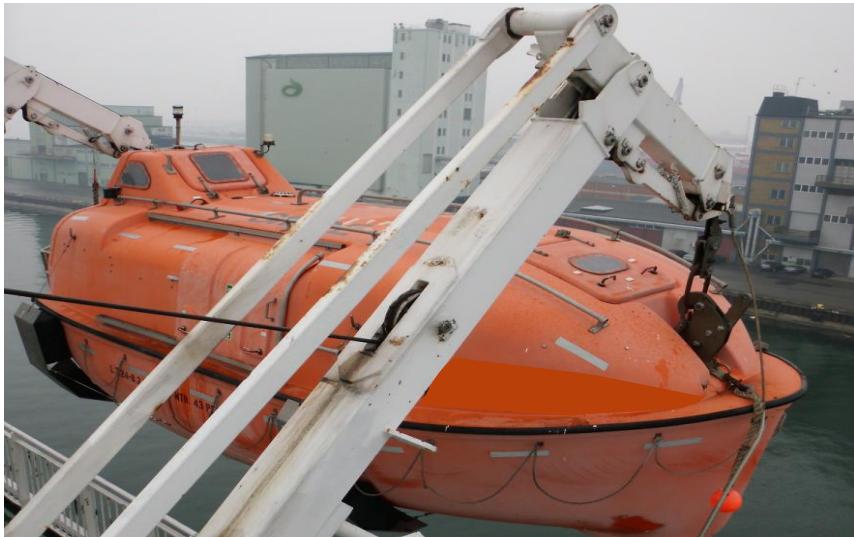
Deficiency Ratio



No. of deficiencies
Total No. of inspections

	No. Insp.	No. Def.	Flawl.	Ratio	
Tanker	7	32	0,43	4,57	●
Container	5	7	0,20	1,40	●
Pax / Ro-Ro Pax	5	7	0,60	1,40	●
GC / Multipurpose	17	46	0,41	2,71	●
Tug	4	9	0,50	2,25	●
Other / Special	9	11	0,44	1,22	●

Deficiencies count excludes deficiencies marked as Accidental Damage



FOCUS

DAVIT-LAUNCHED LIFE- AND RESCUE BOATS – DRILLS

Each davit-launched lifeboat shall be launched with its assigned operating crew aboard and manoeuvred in the water at least once every three months during an abandon ship drill.

Rescue boats other than lifeboats which are also rescue boats, shall be launched once a month if that is reasonable and practicable, but at least once every three months. Be compliant when planning the drill: The intention to launch only every three months may not be compliant.

Adverse weather conditions, tight schedules or port restrictions may impede the timely planned launching. Take such circumstances into account when planning. If in exceptional cases unfavourable factors lead to the three-month window being exceeded, this must be managed accordingly to avoid a PSC detention. Managing may include:

- Entry in the ship's logbook stating the circumstances together with keeping objective evidence and appropriate documentation available (see also SOLAS III/19.5).

- Carrying out the drill as an additional drill or training without launching.

- Ensuring that the required drill and manoeuvring of the boat in the water is done at the earliest opportunity.

- Maintaining the original 3-month interval (do not recalculate from the delayed drill adding three months).

Tip for PSC inspections:

In general, on cargo ships, two crew members shall be able to launch the lifeboat within 5 mins time. If launching is demonstrated during a PSC, it is more important that the process is controlled and safe as well as based on expertise, rather than it taking exactly 5 mins.

PSC Pointers

MUSTER LIST AND FAMILIARITY

A PSCO may determine if the crew members are

- aware of their duties indicated in the muster list,
- familiar with the duties assigned to them, and
- aware of the locations where they should perform their duties.

Such determination is usually done by asking the crew relevant questions either prior to or during a drill. It is particularly important to respond appropriately to PSCO questions.

In order to determine whether the muster list is up to date, a crew list is often requested by a PSCO. Make sure these align. Usually the content details of the muster list are also checked against relevant requirements, for example: familiarity of substitutes for key persons, the officers assigned for maintenance and readiness of LSA and FFE, and any special duties of crew members on board of passenger ships.

PSC Awareness

Paris MoU



NEWS

GUIDELINES FOR PSCOs

Paris MoU launched guidelines for port state control officers on the implementation of port state controls. Interested parties can find out how PSCOs can become active in these areas.

Guidelines on the ISM Code:

[Port State Control Committee Instruction 58/2025/15](#)

Guidelines on ILO MLC, 2006:

[Port State Control Committee Instruction 58/2025/08](#)

Guidelines on Security Aspects:

[Port State Control Committee Instruction 58/2025/11](#)

Guidelines on Load Lines:

[Port State Control Committee Instruction 58/2025/12](#)

Guidelines on ECDIS:

[Port State Control Committee Instruction 58/2025/06](#)

Guidelines on GMDSS:

[Port State Control Committee Instruction 58/2025/02](#)

Guidelines on MARPOL Annex VI:

[Port State Control Committee Instruction 58/2025/16](#)

Guidelines on IMO Polar Code:

[Port State Control Committee Instruction 58/2025/05](#)

LATEST REMARKABLE DEFICIENCIES

Seafarers' employment agreement (SEA) expired

- SEA not available in English

Rescue boat out of order - dispensation letter was issued by flag, but vessel did not inform Port State prior to arrival

- Guards around dangerous machinery parts: Drive shaft between diesel engine and thruster unit is partly exposed

BWTS has active alarm low UV-light intensity

- NWO was injured and hospitalized – vessel could not provide exemption for minimum safe manning doc

BWTS malfunction – dispensation letter was issued by flag but not followed up, as the vessel did not inform Port State prior to arrival

There was no ISPS access control when the PSCOs came on board the ship

- Poor housekeeping in steering gear room

Escape hatch from engine room blocked by cargo

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.



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... a statement?
... to inform the Flag State?

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