

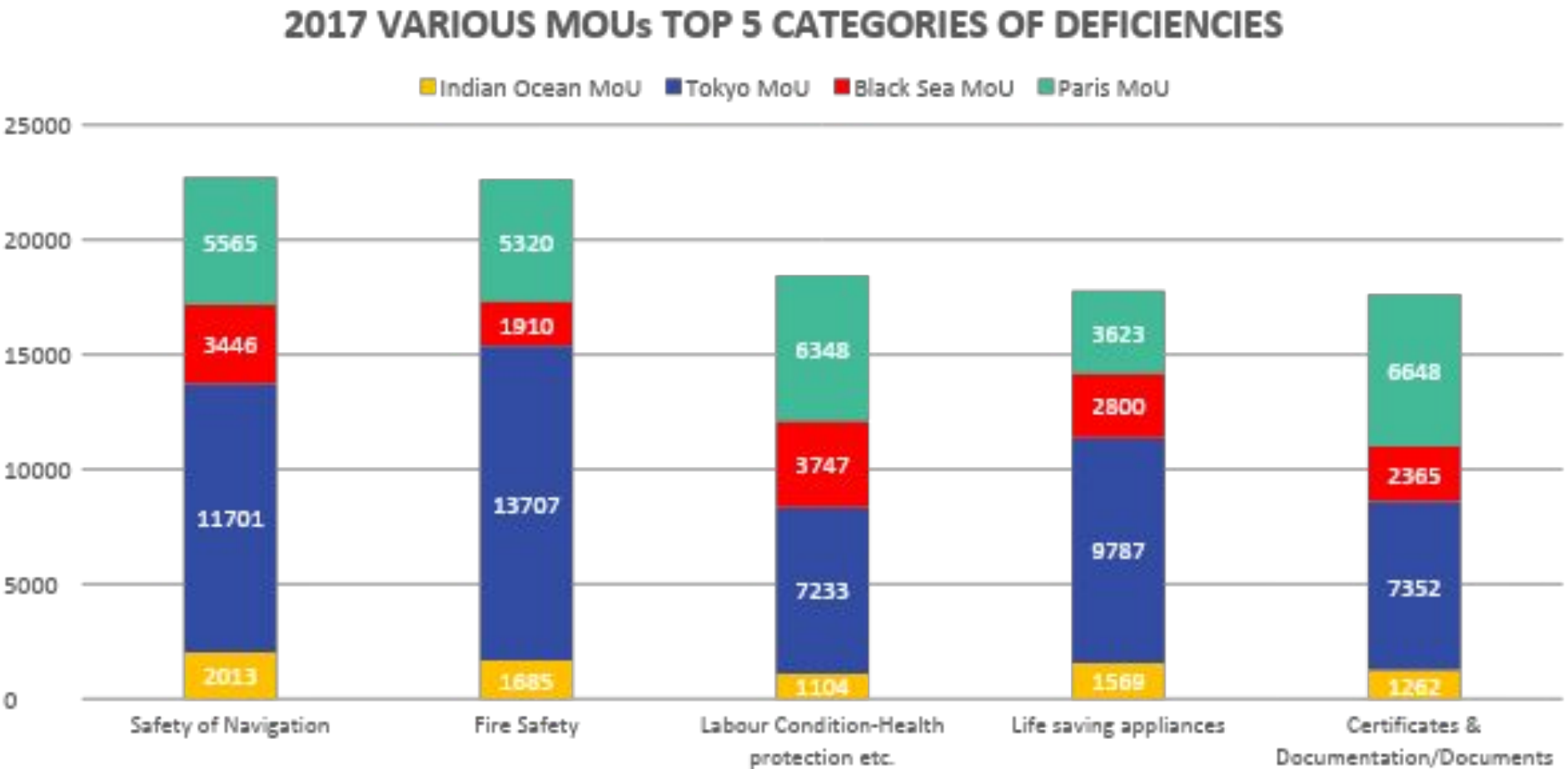
VARIOUS MOUs ANNUAL REPORT

TOP 5 CATEGORIES OF DEFICIENCIES



VARIOUS MOUs ANNUAL REPORT

TOP 5 CATEGORIES OF DEFICIENCIES



VARIOUS MOUs ANNUAL REPORT

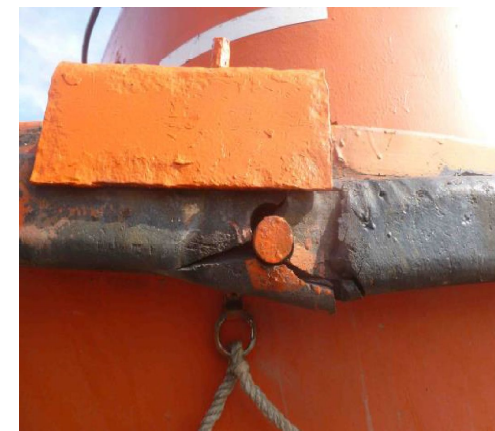
EXAMPLES OF DEFICIENCIES



Leaking fire line



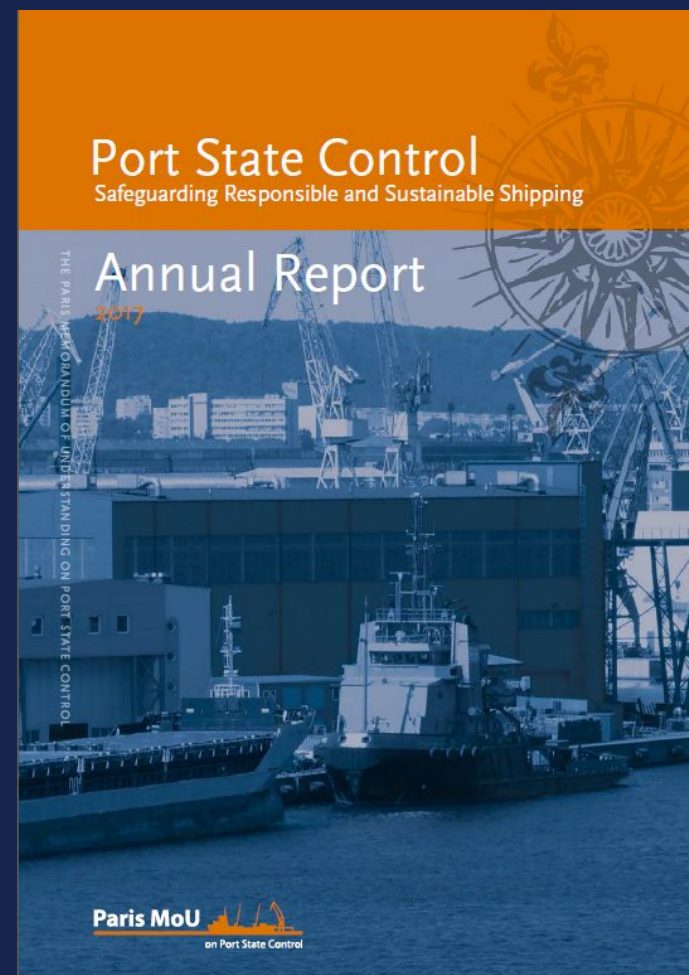
Signal lights not properly secured



Fractured fender for life boat.

PSC INSPECTIONS

PARIS MOU



PSC INSPECTIONS

PARIS MOU

Paris MoU 2017

THREE YEAR TREND DETENTION %

3,82%	3,84%	3,42%
2017	2016	2015

INSPECTION RESULTS

			
17.916 Inspections	9.287 Inspections with deficiencies	685 Detentions	33 Bannings

NUMBER OF WHITE, GREY & BLACK FLAGS

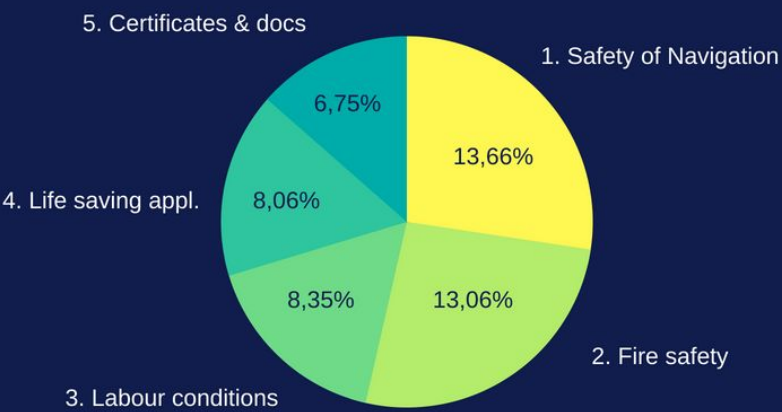


Platte tekst toevoegen

PERFORMANCE IN NUMBER OF RO'S



Top 5 Category of Deficiencies

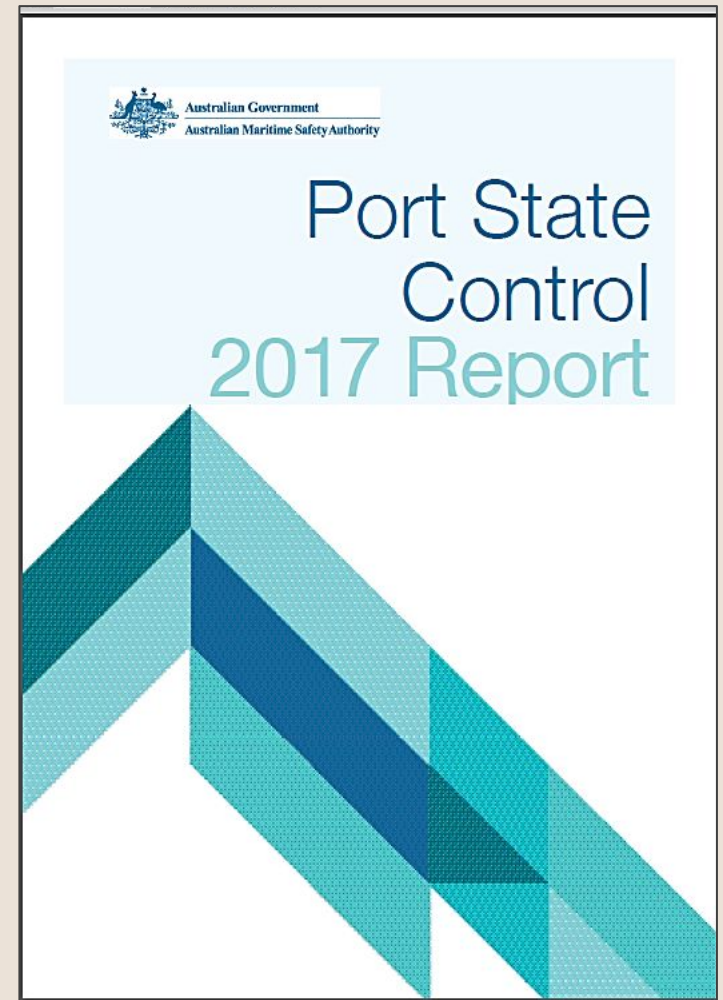


Please read the Paris MoU Annual Report 2017 for further details



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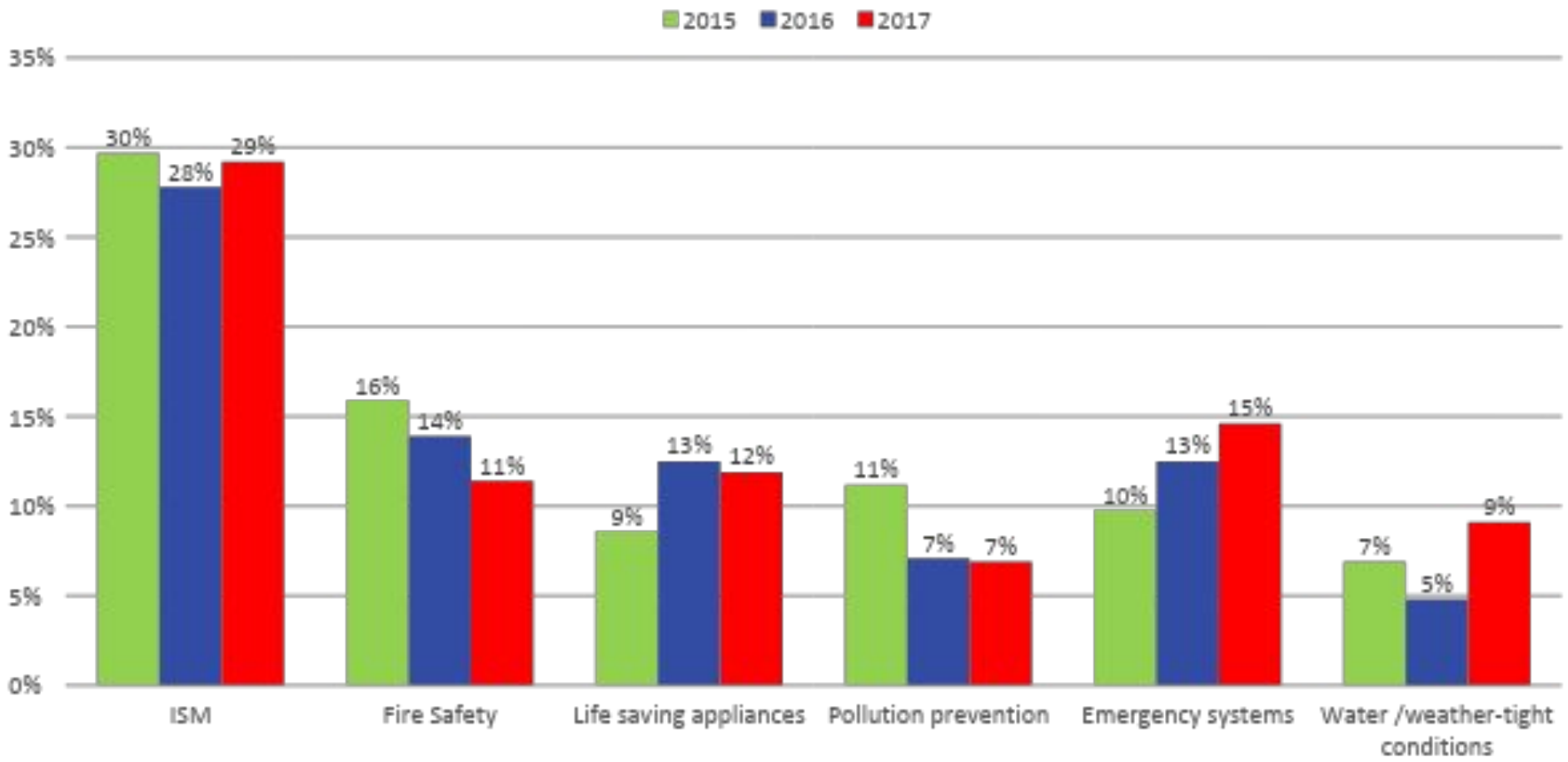
AUSTRALIAN MARITIME SAFETY AGENCY (AMSA)



PSC INSPECTIONS

AUSTRALIAN MARITIME SAFETY AGENCY (AMSA)

AMSA TOP CATEGORIES OF DEFICIENCIES



PSC INSPECTIONS

AUSTRALIAN MARITIME SAFETY AGENCY (AMSA)

ISM-RELATED

No.1 Cause of Detention by AMSA

The most frequent cause of detention since 2010 relates to effective implementation of the safety management system required by the ISM Code.

Since 2015, issues to do with passage planning and conduct of voyages have continued to contribute significantly to the number of ISM detentions and remain a major concern for AMSA.



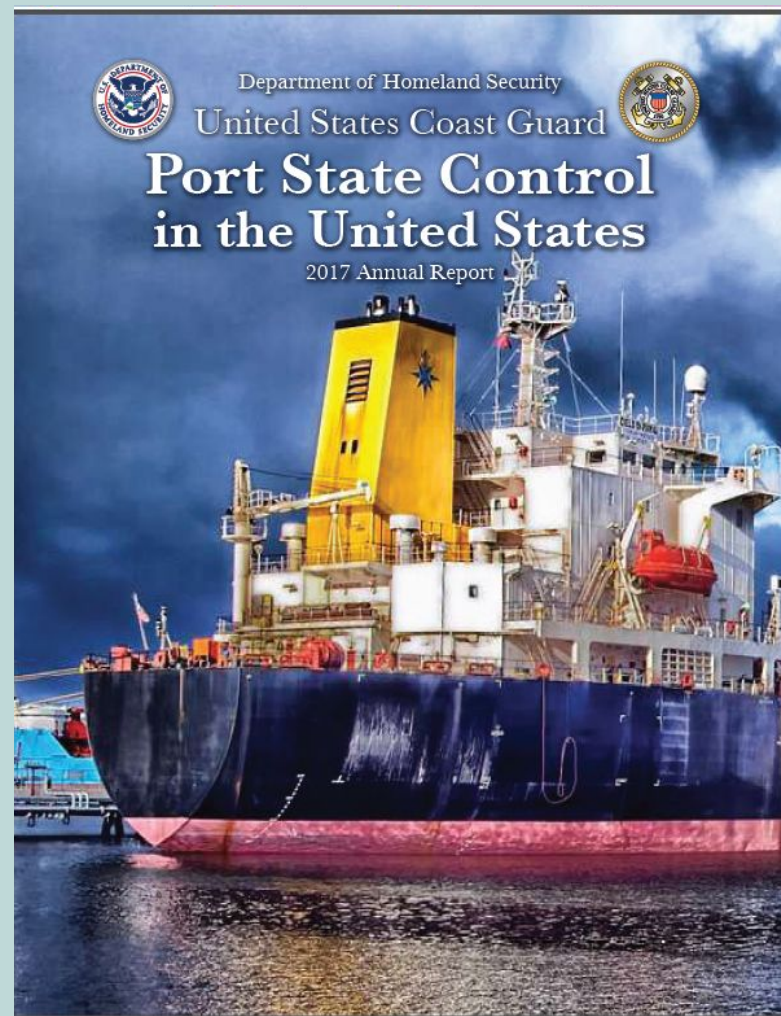
Inoperable smoke detectors.



Water/Weather-tight doors not closing properly

PSC INSPECTIONS

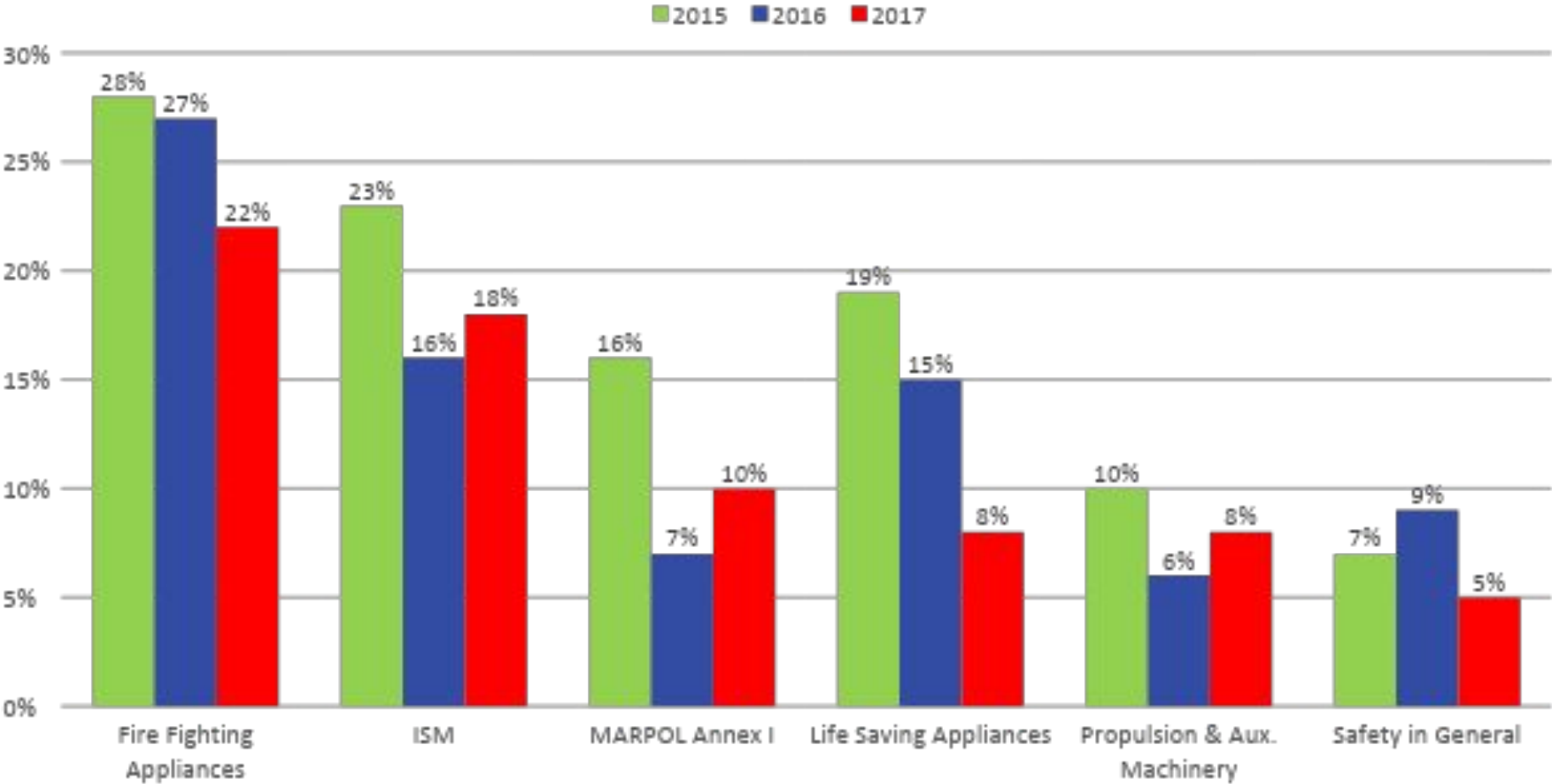
UNITED STATES COAST GUARD (USCG)



PSC INSPECTIONS

UNITED STATES COAST GUARD (USCG)

USCG TOP CATEGORIES OF DEFICIENCIES



PSC INSPECTIONS

UNITED STATES COAST GUARD (USCG)

FIRE PROTECTION SYSTEM

No.1 Cause of Detention by USCG

Detentions related to fire detection continue to be a concern. Some examples are:



Inoperable smoke detectors



Disabled remote-operable shutoff valves on various fuel and lube oil tanks



Disconnected fixed CO2 system



Compromised fire doors, no water flow to deck spray nozzles and empty fire extinguishers.

ISM-RELATED

No.2 Cause of Detention by USCG

The number of ISM-related deficiencies continues to remain consistent over the last several years. Some examples are:



Failure to implement the ship's SMS.



Failure to report non-conformities in accordance with their approved SMS.



Inaccurate maintenance logs.

PSC INSPECTIONS

UNITED STATES COAST GUARD (USCG)



Inoperable fire damper. Wastage found after removing cover.



Deteriorated life jackets

PSC INSPECTIONS

GENERAL GUIDANCE



BE PREPARED FOR PSC INSPECTIONS.

Always observe the following:



When PSC inspectors board the vessel:

- a. Meet them at embarkation
- b. Ask for I.D.s (as per the ISPS code)
- c. Escort them to the Master's office.



Request for an opening meeting, even if not offered.



Introduce your Key Officers, and ask for the same courtesy in return. Identify their Lead Inspector. If they are on duty, this must be mentioned to the PSC inspectors.



The PSC inspectors must explain the inspection procedure. If not, ask for an explanation.



Identify each key officers who will escort the PSC inspectors in each areas of inspection.

Note 1: Key officers must be professional and knowledgeable in operating the ship's equipment; particularly the emergency fire pump, emergency generator and emergency steering gear.

Note 2: Key officers must keep note of the deficiencies identified by the PSC inspectors.

PSC INSPECTIONS

GENERAL GUIDANCE



BE PREPARED FOR PSC INSPECTIONS.
Always observe the following:



As soon as possible, request notification of irregularities in order to implement corrections on the spot.



In case of major deficiencies, contact the Company on the spot before the PSC inspectors finalize the report.



If the deficiencies or observations are crew-related and unjustified, contact Marlow **while the PSC inspectors are still onboard.**



Never intentionally misinterpret a condition to the PSC inspectors.



Request for a closing meeting and listen carefully. Compare it to what is written in the report, and ask clarification if needed. Ensure by directly inquiring:

"We see nothing here suggesting a detention."




Escort the PSC inspectors until disembarkation.

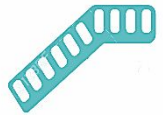
*If the vessel is **detained**, you must:*

Notify the Company ASAP as per company procedures.

PSC INSPECTIONS

GENERAL GUIDANCE

 **A good first impression of an orderly ship decreases the risk of an expanded detention.**



Starting from the Gangway leading to the Master's office, everything must be orderly, clear, tidy and presentable.



Records must be organized and readily available.



Have a high standard in personal appearance.



Vessel's topside and engine room must be clean and orderly.

PSC INSPECTIONS

GENERAL GUIDANCE



Even when there are defects, it is possible to prevent a detention.



Cultural awareness might help prevent possible detentions.



Act with diplomacy.



Understand your counterpart's concerns.



The Crew, Company, Recognized Organization, and Flag must be proactive and show that they have identified the defect and are taking appropriate corrective action.