



**THE MARSHALL
ISLANDS REGISTRY**

PORT STATE CONTROL (PSC) UPDATE SEMINAR

27 APRIL 2023 | PIRAEUS



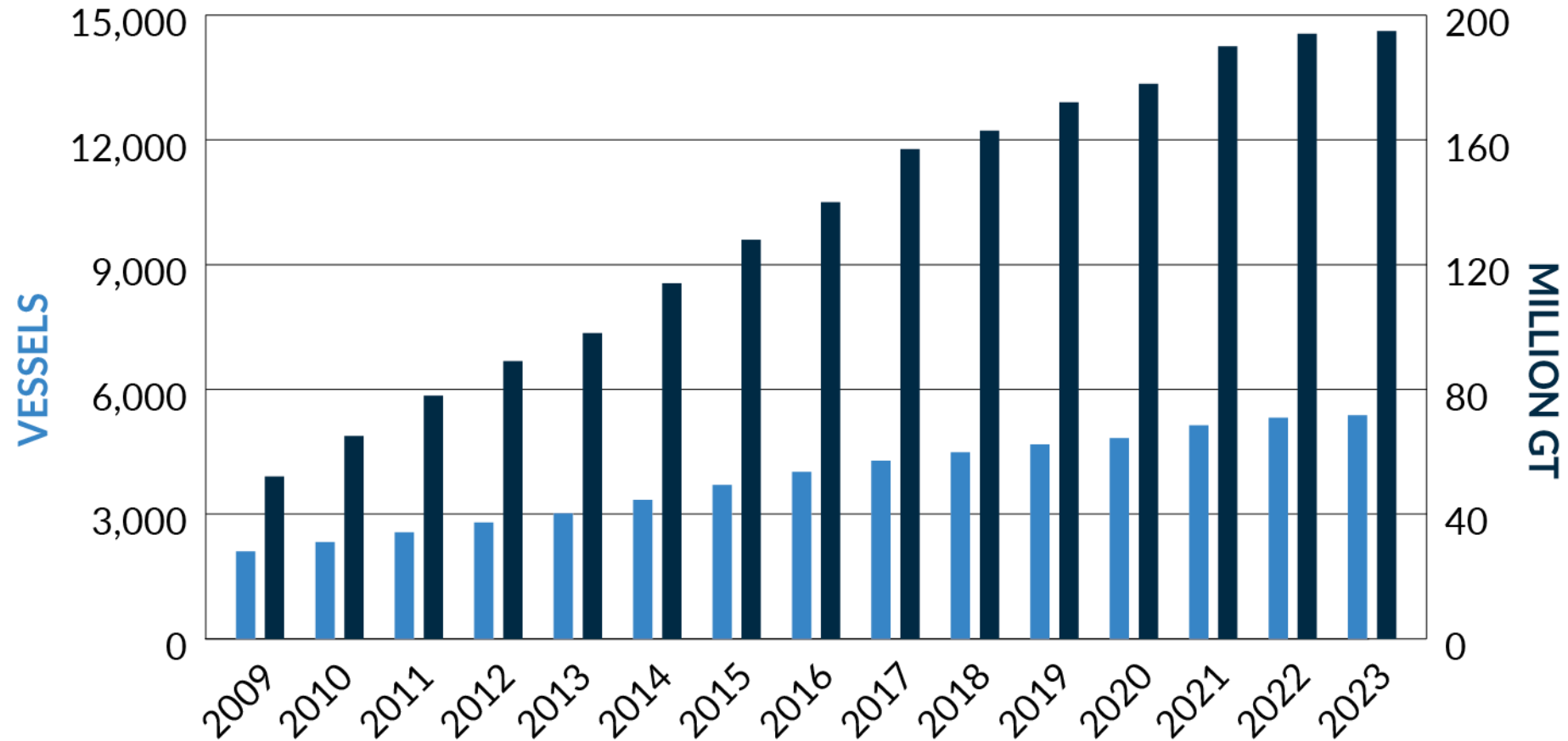
WELCOME, INTRODUCTIONS, AND REGISTRY UPDATE

Presented by:

Theo Xenakoudis

Chief Commercial Officer and Managing Director, Piraeus Office (Piraeus)

FLEET GROWTH



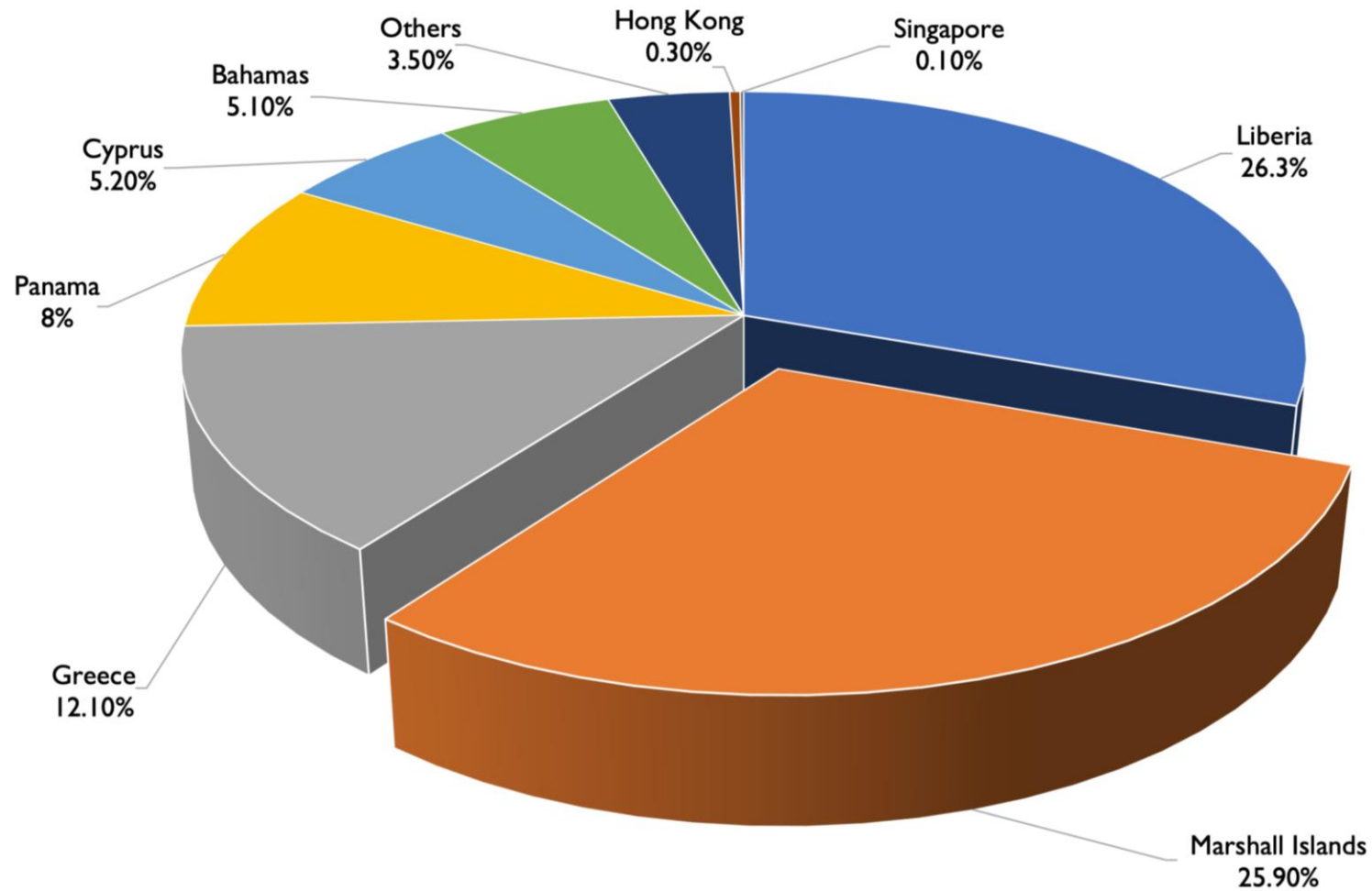
As of 31 March 2023

FLEET TYPES

VESSEL TYPE	NO. OF VESSELS	% OF FLEET	GROSS TONS	% OF FLEET GROSS TONS
BULK CARRIER	1,882	35%	81,402,315	42%
CONTAINER	325	6%	13,707,244	7%
GAS CARRIER	225	4%	17,750,295	9%
GENERAL CARGO	234	4%	6,458,927	3%
MISCELLANEOUS	81	2%	477,126	0.24%
MOU	151	3%	6,842,792	4%
OSV	266	5%	557,745	0.29%
PASSENGER	18	0.33%	662,195	0.34%
TANKER	1,409	26%	66,853,109	34%
YACHT	784	15%	216,184	0.11%
TOTAL FLEET (NO. OF VESSELS)			TOTAL FLEET (GROSS TONS)	
5,375			194,927,932	

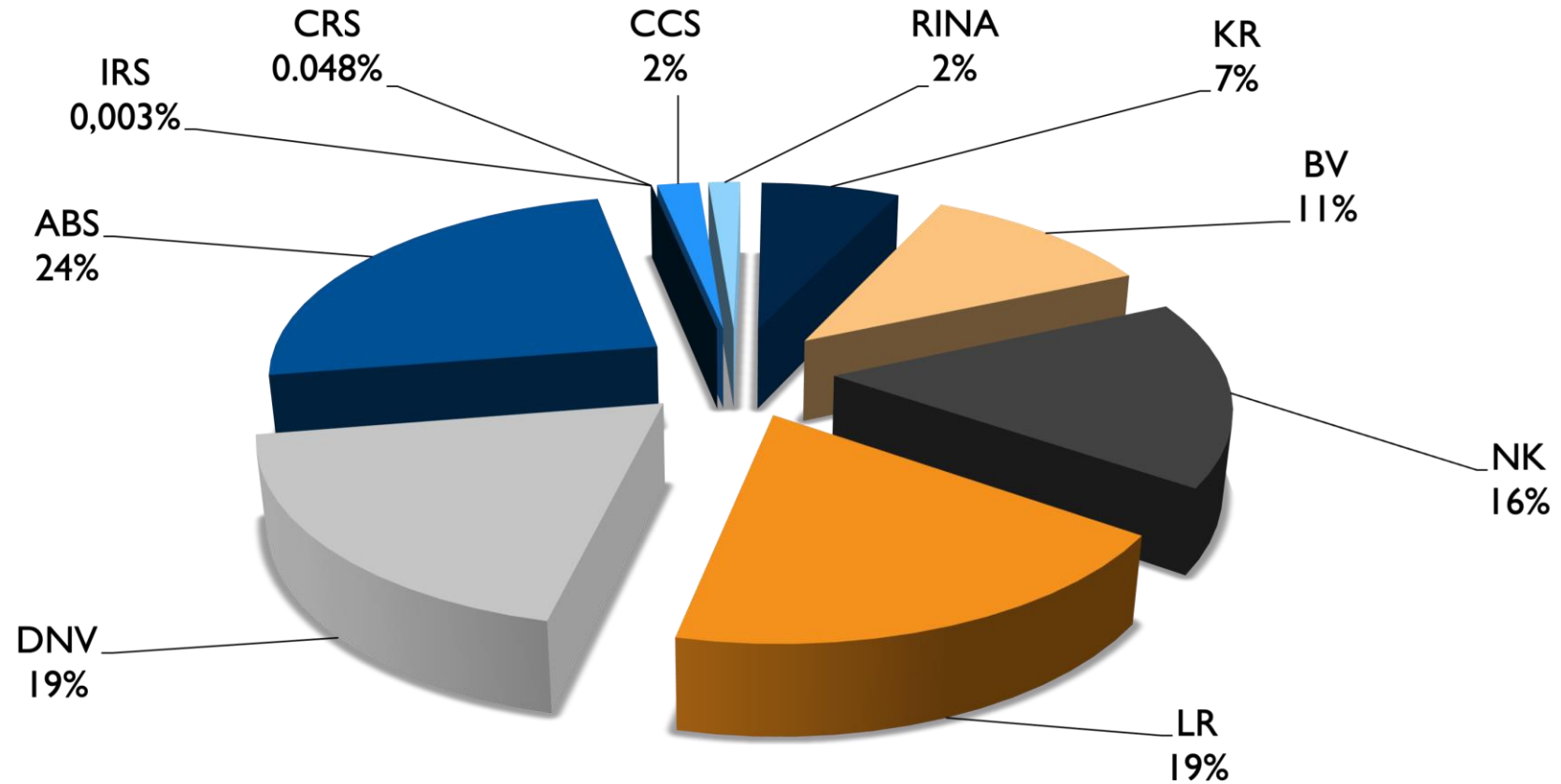
As of 31 March 2023

MAIN REGISTRIES OF GREEK CONTROLLED SHIPS



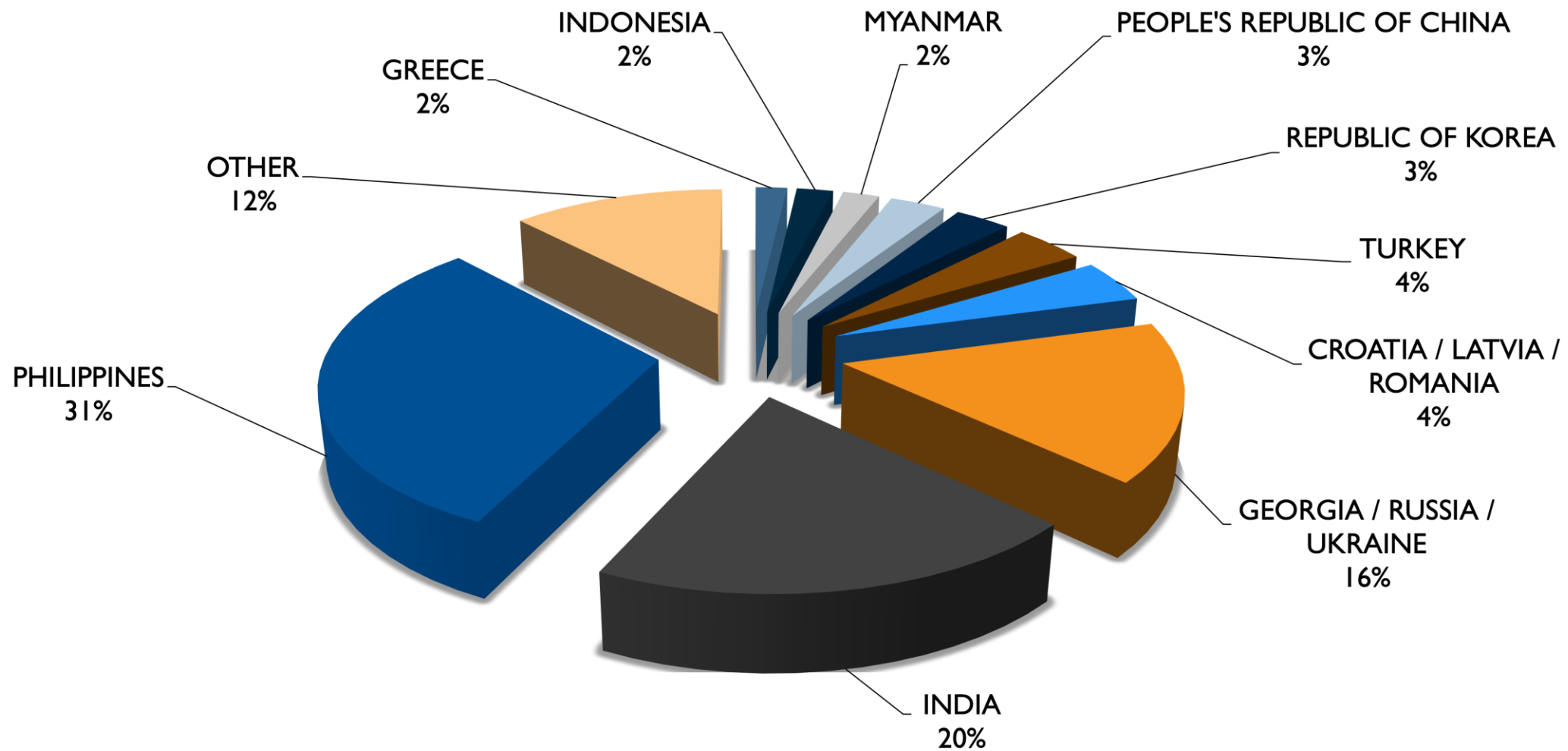
Source: Greek Shipping Cooperation Committee Report

REGISTERED TONNAGE BY INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (CLASS)



As of 31 March 2023

OFFICER CERTIFICATES BY NATIONALITY



As of 31 March 2023



MARITIME SERVICES GROUP (MSG)

Presented by:

Simon Bonnett

Chief Maritime Officer (London)

- Fleet Operations
- Maritime Security
- Management Systems Certification
- Radio
- Regulatory Administration
- Regulatory Affairs
- Seafarers' Documentation
- Technical
- Yachts
- Investigations
- Vessel Registration and Documentation





PSC UPDATE SEMINAR

Presented by:

Brian Poskaitis

Senior Vice President, Fleet Operations (Baltimore / Annapolis)

Thomas Bremer

Vice President, Fleet Quality and Compliance (Baltimore / Annapolis)

GLOBAL FLEET OPERATIONS



Thomas Bremer

Vice President, Fleet Quality and Compliance

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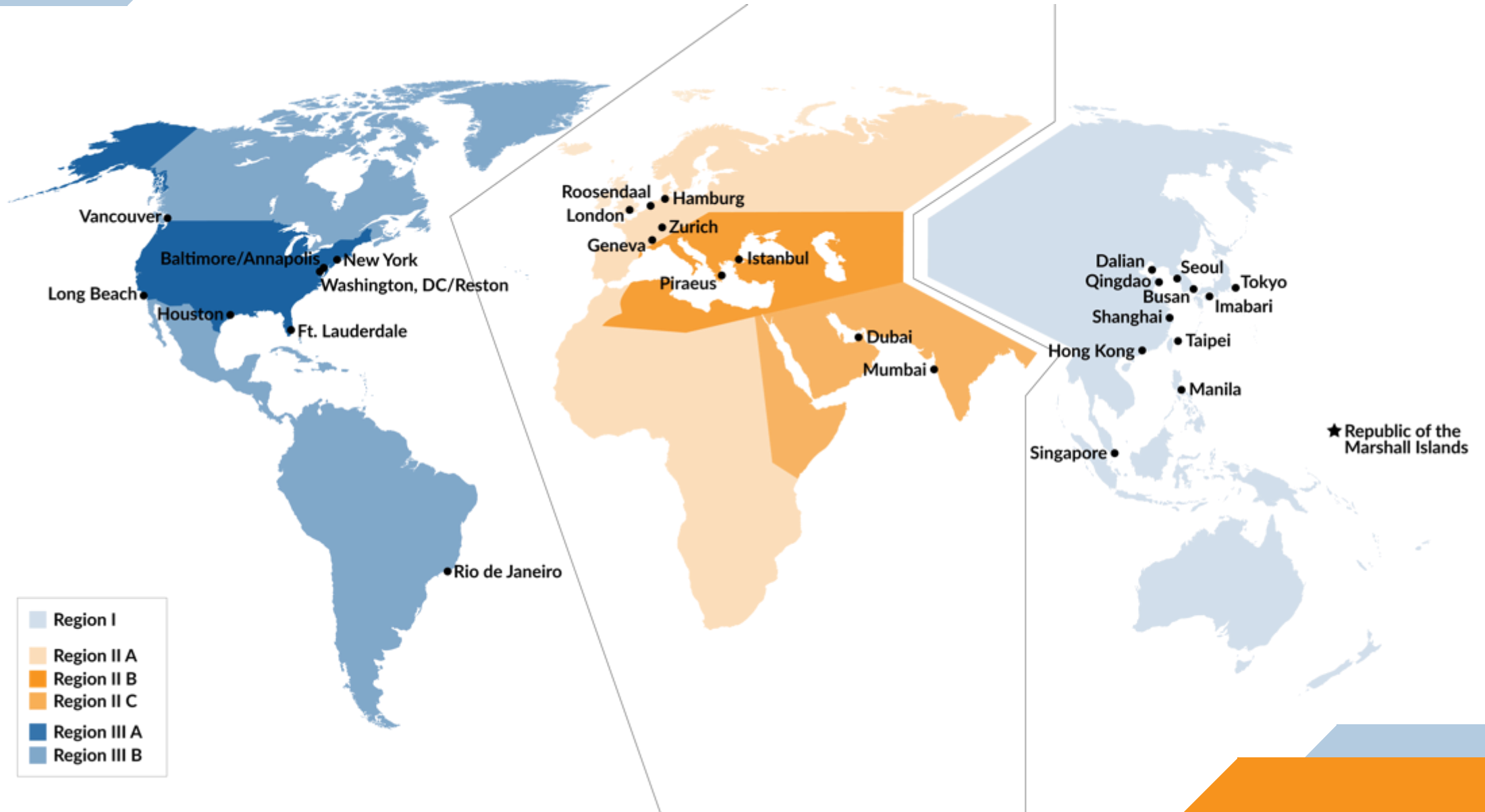
Brian Poskaitis

Senior Vice President, Fleet Operations

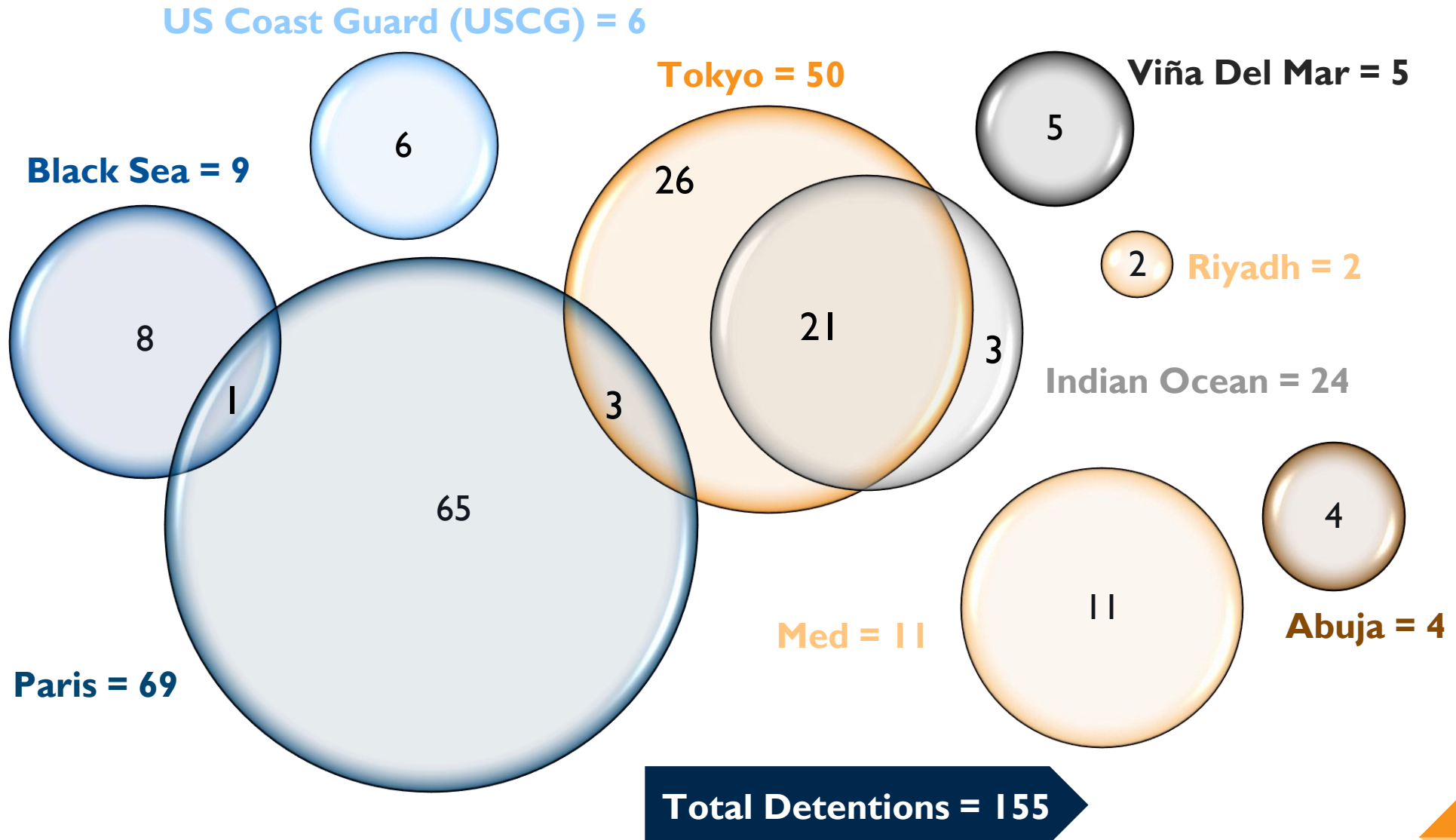
+1 703 286 9490

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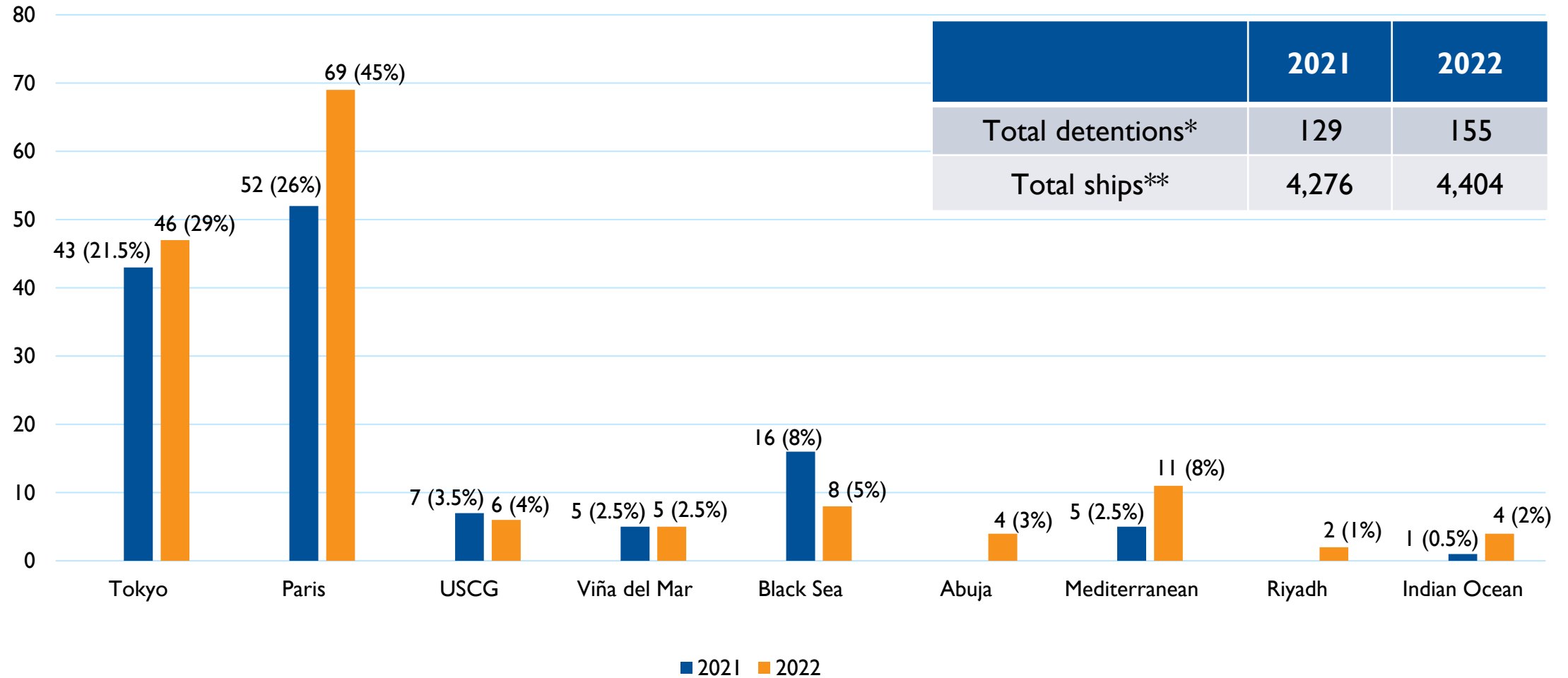
GLOBAL FLEET OPERATIONS TEAM



2022 PSC DETENTIONS BY MEMORANDUM OF UNDERSTANDING (MoU)



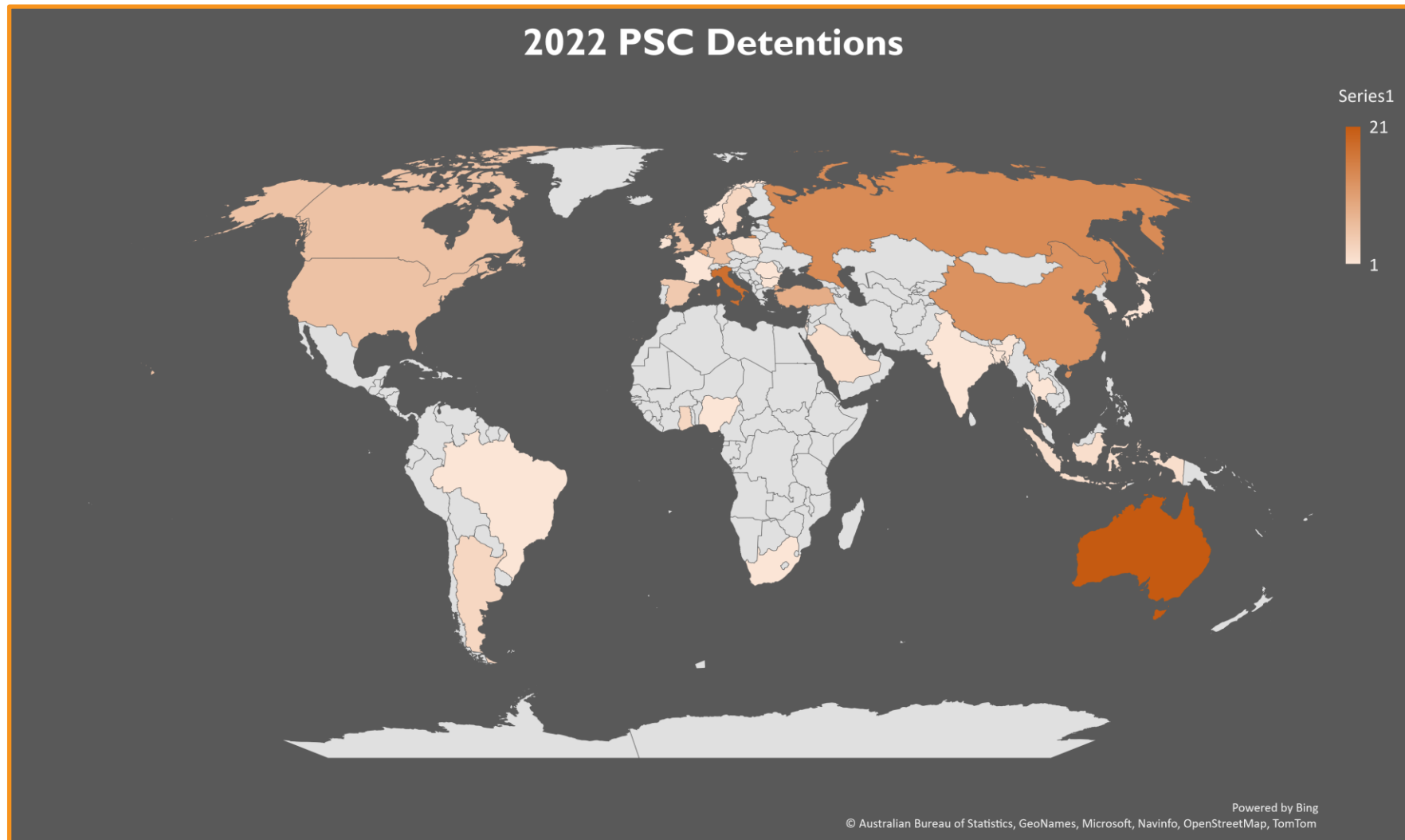
PSC DETENTIONS PER MoU 2021 – 2022



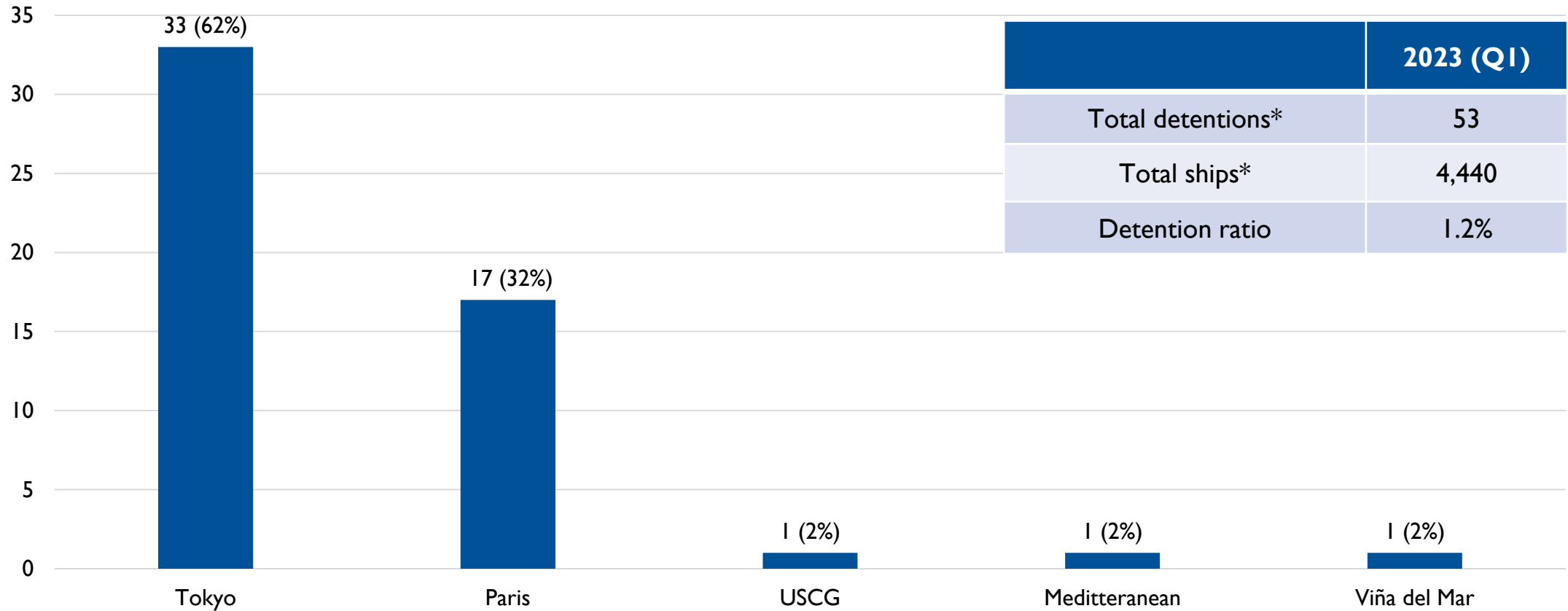
*Total Appeals Achieved: 2021: 5; 2022: 10

**Excluding Mobile Offshore Units (MOUs), Mobile Offshore Drilling Units (MODUs), and Yachts

DETENTIONS HEAT MAP



PSC DETENTIONS PER MoU 2023 (Q1)



*Excluding MOUs, MODUs, and Yachts

GLOBAL BEST PRACTICES FOR BUILDING TRUST AND COOPERATION



BEST PRACTICES

- ✓ Be transparent
- ✓ Carry out real-time compliance checks prior to arrival
- ✓ Give your full attention to any PSC official
- ✓ Be in communication with the flag, prior to arrival, on any known or perceived issues of non-compliance
- ✓ Request assistance from the local Class / Recognized Organization (RO) office





STRATEGIES TO ASSIST IN FLEET QUALITY AND COMPLIANCE

- Provide personalized service to clients promoting the consistent achievement of quality shipboard operations
- Expand assistance when arriving in ports and when due for PSC inspection
- Flag inspectors to respect and influence the positive behavior of the crew
- Regional managers and deputies work with clients in their areas to promote positive actions in support of shipboard operations
- Improve competencies of inspectors worldwide to meet the future challenges



MEDITERRANEAN; BLACK SEA; AND NORTH AFRICA (REGION II B)

Presented by:

Captain Theodore Lalas

Fleet Operations Manager (Piraeus)

REGION II B SUPPORT

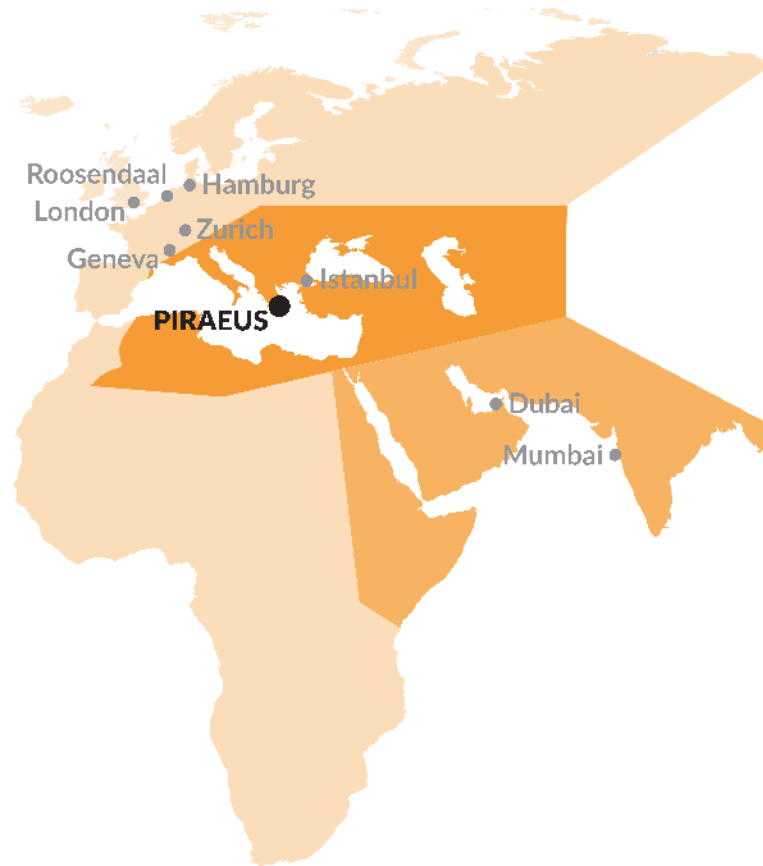


Captain Theodore Lalas

Fleet Operations Manager

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Captain John Sideris

Deputy Fleet Operations Manager

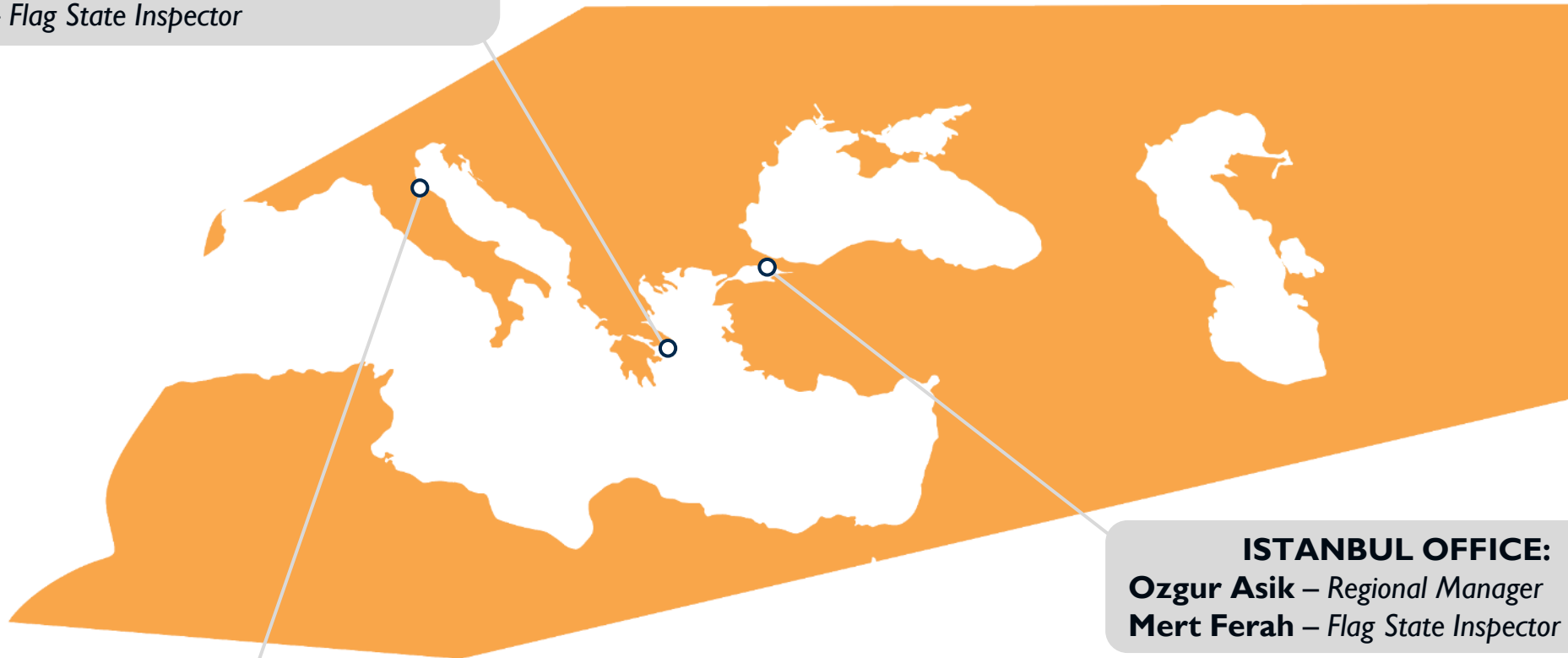
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FLEET OPERATIONS TEAM – REGION II B

PIRAEUS OFFICE:

Captain Theodore Lalas – *Fleet Operations Manager*
Captain John Sideris – *Deputy Fleet Operations Manager*
Dimitris Roussos – *Flag State Inspector*



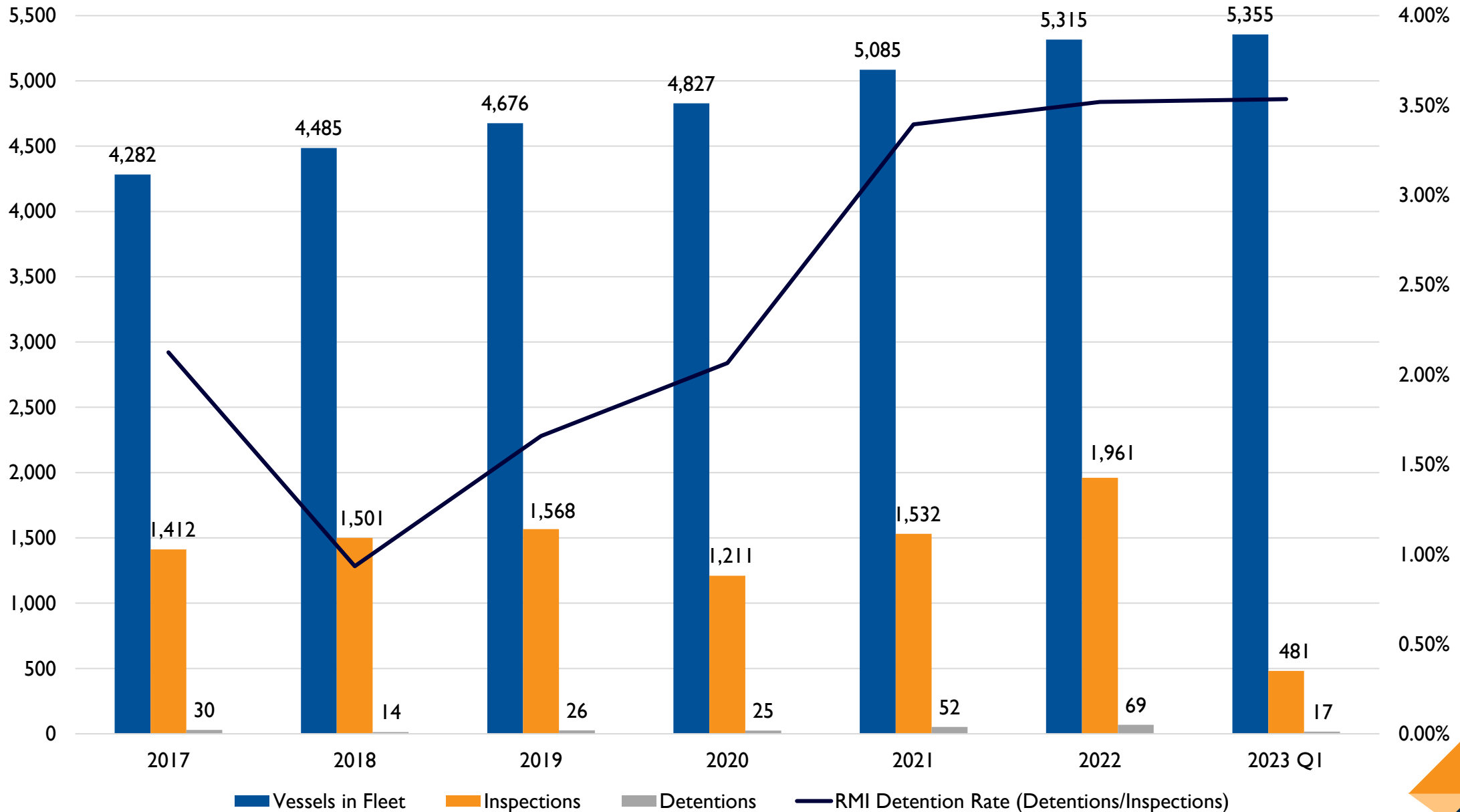
ISTANBUL OFFICE:

Ozgur Asik – *Regional Manager*
Mert Ferah – *Flag State Inspector*

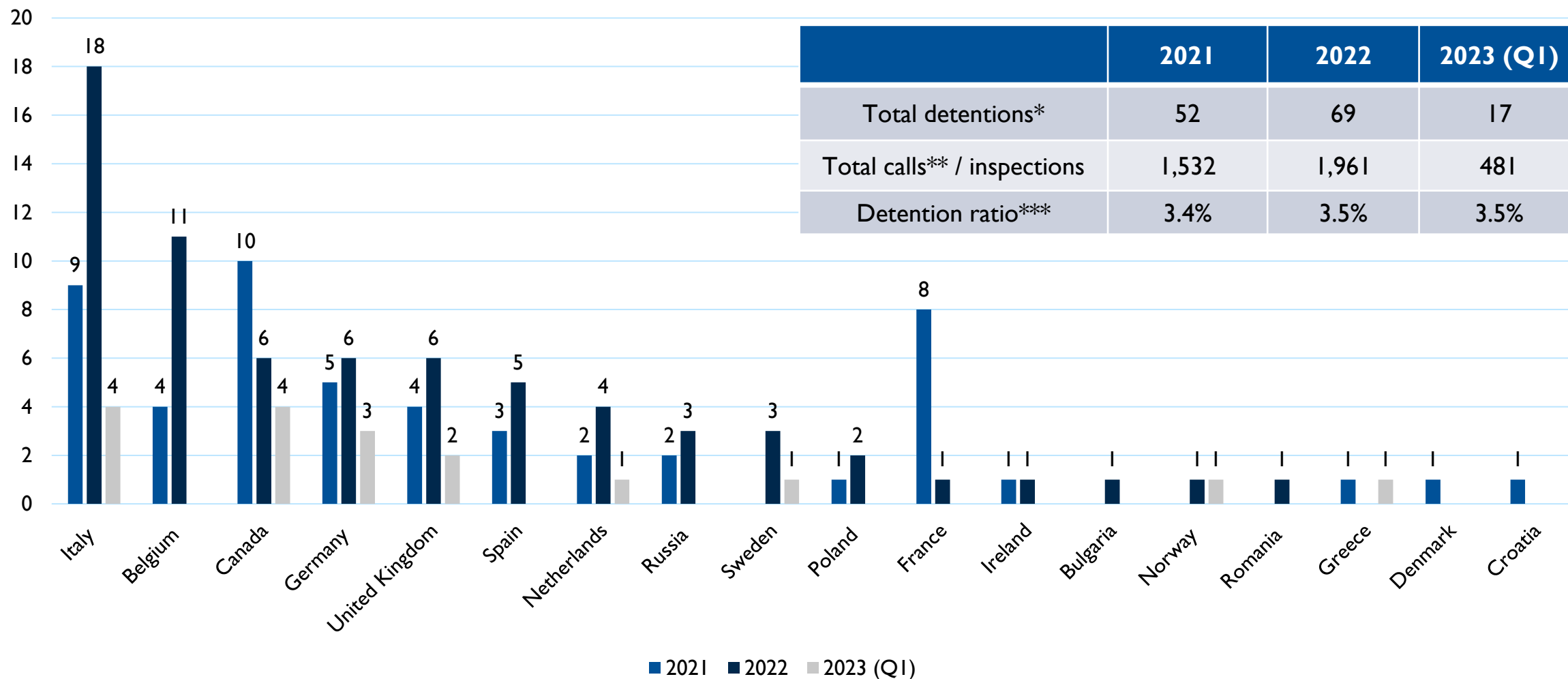
RAVENNA:

Captain Enzo Bellalba – *Nautical Inspector*

PARIS MoU 2022 RMI FLEET DETENTION RATE



PSC DETENTIONS PARIS MoU 2021 – 2023 (Q1)

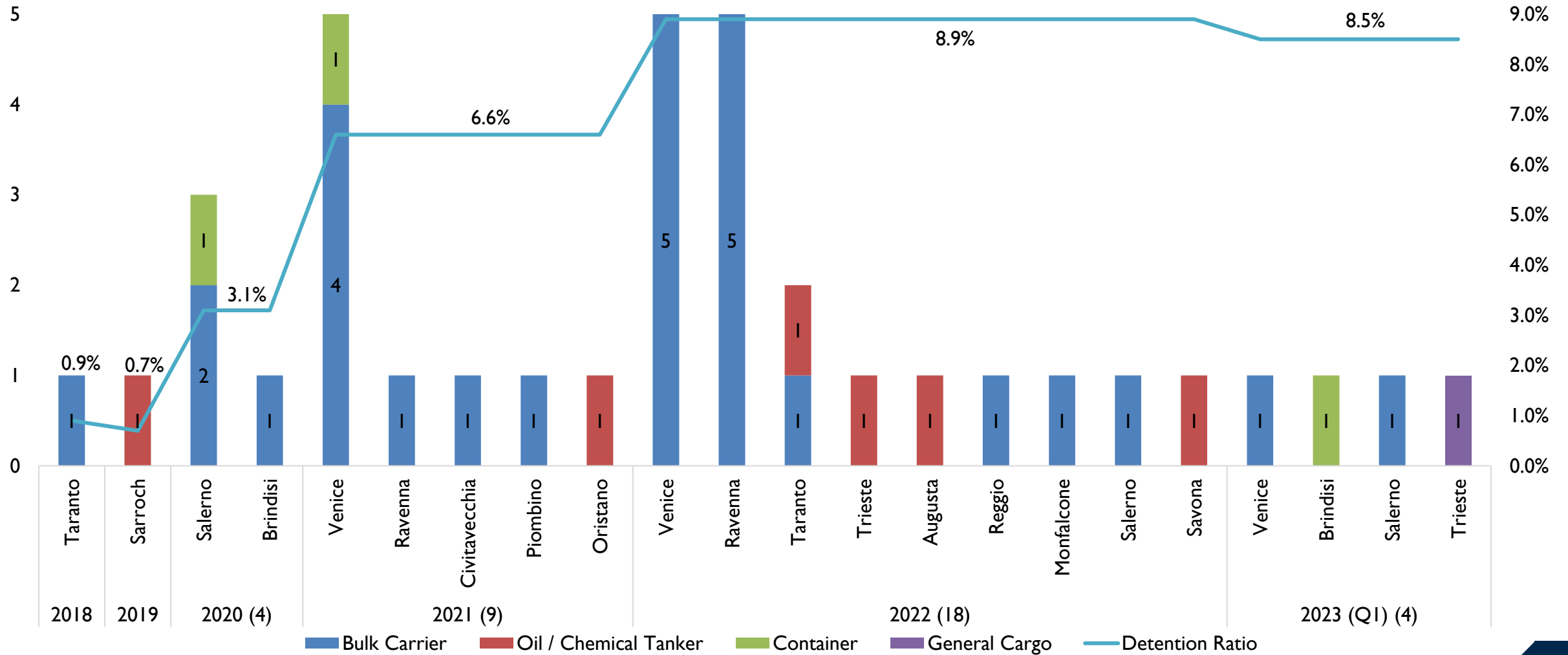


*Total appeals achieved: 2021: 0; 2022: 3; 2023: 0

**Excluding MOUs, MODUs, and Yachts

***Detention ratio previous years: 2018: 0.9%; 2019: 1.6%; 2020: 2.0%

ITALIAN DETENTIONS 2018 – 2023 (Q1)



ITALIAN PSC – SPECIFIC FOCUS AREAS

- Fire Safety
 - Fire flaps, doors, and fire fighting equipment
 - Quick Closing Valves (QCVs) (engine QCVs often fail the first attempt)
- Crew Competence
 - Lifeboat and fire drill performance
- Reporting Requirements
 - PSC Officers (PSCOs) “require” prior notification for all existing defects and/or flag or Class documentation of defects (dispensation letters, short-term certificates, Condition of Class, etc.)
 - The documentation issued by the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) has a “statement” that local authorities must be notified prior to entering port

ITALIAN PSC – SPECIFIC FOCUS AREAS (continued)

- Maritime Labour Convention, 2006 (MLC, 2006):
 - Seafarer Employment Agreements (SEAs) (shipowner – MLC, 2006 owner)
 - Cadet SEA (see MSA 34-20, *Cadet Working Hours and Training Records*)
 - Work and rest hours
 - Provision stores and handling (cultural differences)
 - Payment delays
- Less important, but still creates issues and trends:
 - Minimum Safe Manning Certificate (MSMC) – Cook is missing (mixing of different conventions)
 - Various manuals (Stability, Shipboard Oil Pollution Emergency Plan (SOPEP) flag approval request)

ITALIAN PSC – SPECIFIC FOCUS AREAS (continued)

- International Safety Management (ISM):
 - Maintenance issues in general
 - A large number of ISM-related deficiencies lead to a detention and an additional audit by the Administrator / RO



BUT THE MOST IMPORTANT:

- **Transparency and Reporting Requirements:**
 - **PSCOs require prior notification for all existing defects and/or flag or Class documentation of defects (dispensation letters, short-term certificates, Condition of Class, etc.)**
 - **The documentation issued by the Administrator has a “statement” that local authorities must be notified prior to entering port**

REGIONAL ACTIONS REGARDING ITALIAN PSC ACTIVITIES

- Consecutive visits to Rome headquarters (HQ) and to local PSCOs at ports facing problems (visited Rome HQ, Venice, Ravenna, Trieste, Naples, Salerno, Taranto, and Brindisi).
- Continuously try to build a level of trust with Italian PSCOs toward the RMI flag and develop better / direct communication channels for effective coordination.
- Increase the nautical inspector (NI) network in Italy. Hired / contracted three additional NIs in 2023 to ensure effective coverage. Currently, Italy is covered by four local NIs, plus five from nearby countries ready to attend nearby ports if needed.
- Intense monitoring and conducting of risk assessments on vessel traffic to Italian ports. Providing explicit guidance to minimize chances of deficiencies being found by PSC in case of an inspection.
 - Q1 2023: **232 vessels** received PSC preparation messages from the Administrator.

REGIONAL ACTIONS REGARDING ITALIAN PSC ACTIVITIES (continued)

- Ensure all NIs are familiar with Italian PSC findings and priorities to better assist operators calling at Italian ports.
- Review PSC deficiencies to ensure better focus of NI activities.
- Advise operators of prudent actions before calling Italian ports.
- Successful actions have been taken so far regarding:
 - MSMC format
 - RMI review procedure for various ship manuals (Class related)
 - Reporting procedure for incidents / accidents / defects

REGIONAL ACTIONS REGARDING ITALIAN PSC ACTIVITIES (continued)

- Continue:
 - Visiting Italian PSCOs (two areas left for visiting, Northwestern and Southern Italian ports before the end of 2023 with a follow-up visit to Rome HQ)
 - Building a high level of trust between the Administrator and PSCOs
 - Ensuring all NIs are familiar with Italian PSC findings and priorities
 - Monitoring of vessels calling Italian ports to better manage PSC risk and alert vessels and crew
- Increase the number of Quality Control Boardings (QCBs) in Italy



MEDITERRANEAN AND BLACK SEA MoU PSC ACTIVITY

- Although there is no specific trend or increase in detentions in this area (for the last 3-4 years the number of RMI vessels being detained is steady, i.e., 18-20 vessels per year).
- The Administrator encourages you to fill in the Corruption Reporting Form MI-360, especially in Black Sea Ports, and submit it as you deem necessary.

Locations of Relevant Reports Received

	2019 – 2020	2021	2022	2023 (1 Q)	Total / %	Countries (<u>Underlined: 22-23 Reports</u>)
Africa North	5	1	1	4	11 (7%)	Algeria, Egypt, Mauritania, Tunisia
Africa South	1	-	-	-	1 (<1%)	Mozambique
Africa West	19	14	15	2	50 (32%)	Angola, Benin *, Cameroon, Congo Rep of *, Cote d'Ivoire *, Gabon *, Ghana *, Guinea *, Nigeria *, Senegal *, Sierra Leone * (* - Abuja MoU member)
Asia	4	-	-	1	5 (3%)	China
Asia South	18	6	3	-	27 (17%)	Indonesia, Malaysia, Philippines, Thailand, Vietnam
Central America	2	-	-	-	2 (1%)	Mexico
Europe East	15	13	-	1	29 (19%)	Bulgaria, Romania, Russia, Ukraine
Europe South	1	-	-	-	1 (<1%)	Turkey
Indian Sub-Continent	20	2	1	3	26 (17%)	Bangladesh, India
Middle East	2	-	-	1	3 (2%)	Jordan, Saudi Arabia
TOTAL	87	36	20	12	155	



NORTHERN AND EASTERN EUROPE; WESTERN RUSSIA; WEST, CENTRAL, AND SOUTHERN AFRICA; AND MADAGASCAR (REGION II A)

Presented by:

Chris van Tiel, *Fleet Operations Manager (Roosendaal)*

Gerald Annuss, *Deputy Fleet Operations Manager (Hamburg)*

REGION II A SUPPORT



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FLEET OPERATIONS TEAM – REGION II A

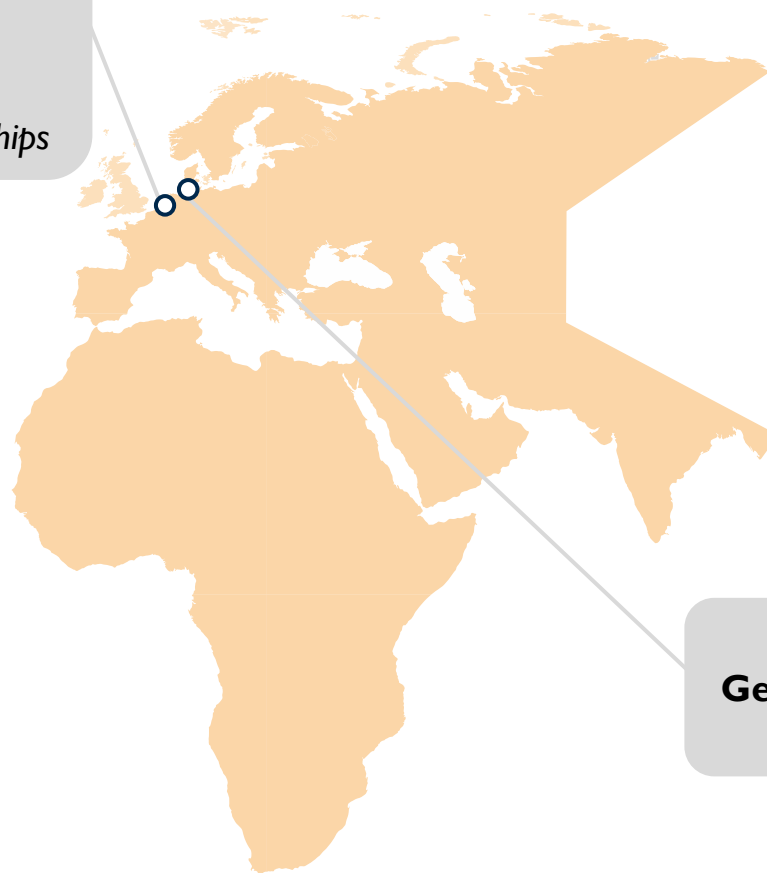
ROOSENDAAL OFFICE:

Chris van Tiel – *Fleet Operations Manager*

Jan-Rinze Haveman – *Flag State Inspector*

Mark van der Graaff – *Flag State Inspector*

Pierre-Jean Person – *Senior Technical Specialist, Gas Ships*



HAMBURG OFFICE:

Gerald Annuss – *Deputy Fleet Operations Manager*

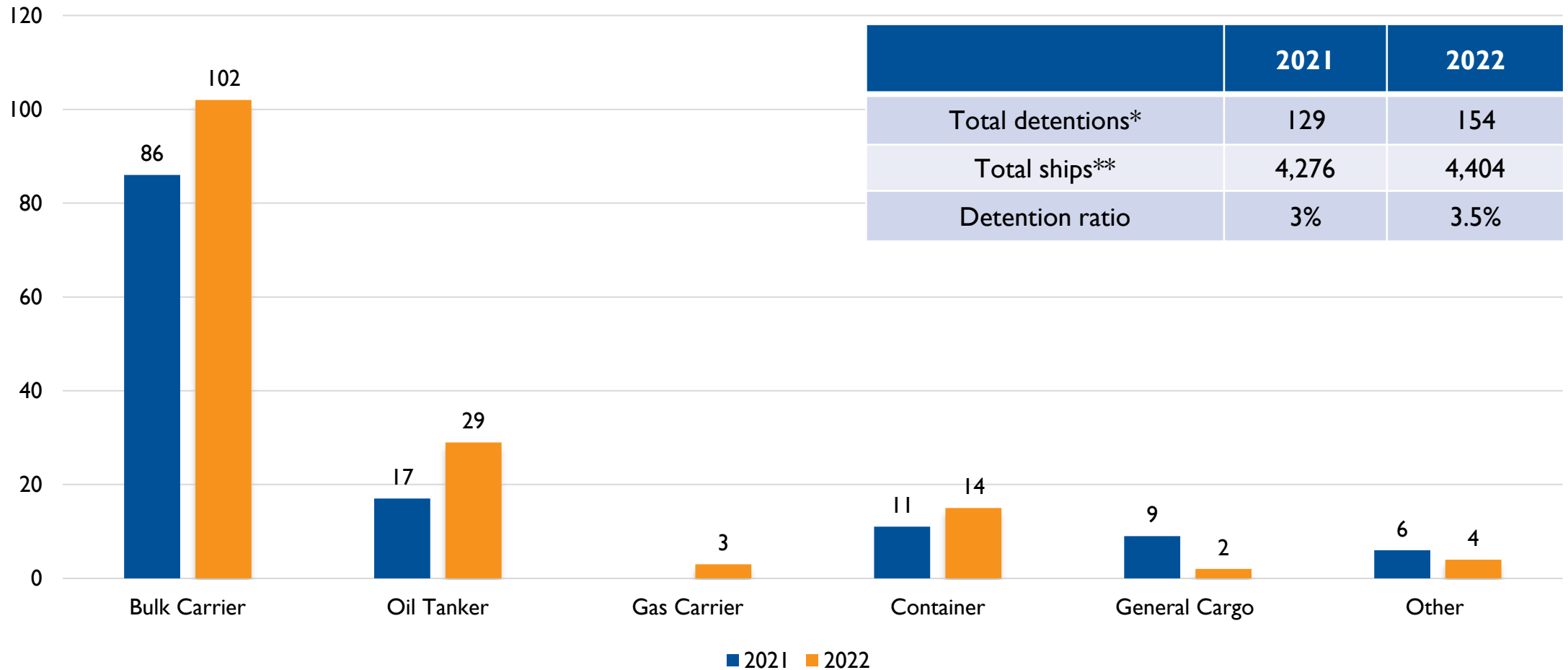
Corinna Engel – *Flag State Inspector*

PARIS MoU 2022 KEY RMI FLEET FIGURES

- 1,961 inspections resulting in 69 detentions
- 29 out of 69 detentions in Italy and Belgium (focus areas)
- 45 bulk carriers, 8 tankers, and 16 others (bulk carriers, focus type)
- Average 13 years of age



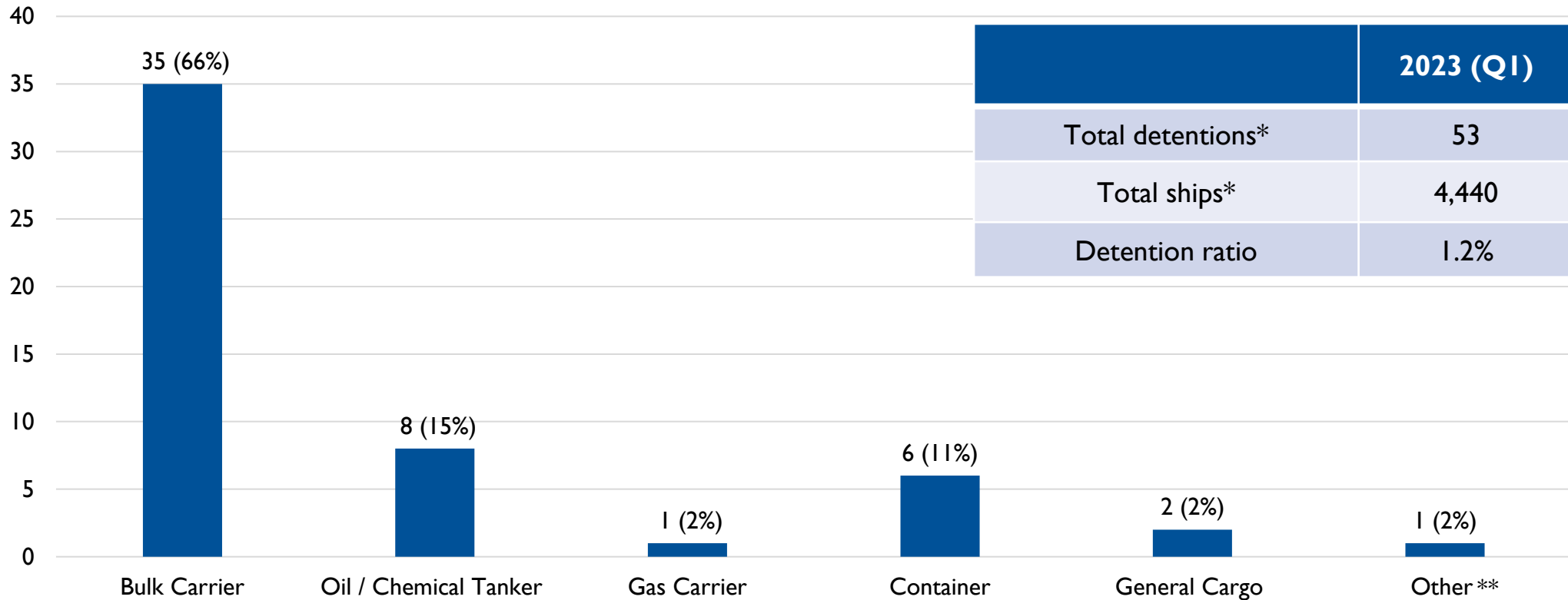
PSC DETENTIONS PER TYPE 2021 – 2022



*Total Appeals Achieved: 2021: 5; 2022: 10

**Excluding MOUs, MODUs, and Yachts

PSC DETENTIONS PER TYPE 2023 (Q1)



*Excluding MOUs, MODUs, and Yachts

**Other includes Multipurpose and Anchor Handling

PARIS MoU PSC – FOCUS AREAS OF MOST MEMBER COUNTRIES

- **MLC, 2006**

- SEAs (ship owner – MLC, 2006 owner)
- Cadet SEA (see MSA 34-20, *Cadet Working Hours and Training Records*)
- Work and rest hours
- Provision stores and handling (cultural differences)
- Crew familiarization overall

- **Fire Safety**

- Fire flaps, doors, and fire fighting equipment
- QCV (engine QCVs often fail the first attempt)
- Fire drill performance (familiarization and port clearance)

- **ISM**

- Maintenance issues
- A large number of ISM-related deficiencies lead to a detention and an additional audit by the Administrator / RO

BELGIUM PSC – SPECIFIC AREAS

- Firefighter outfits (International Convention for the Safety of Life at Sea (SOLAS) or MLC, 2006)
- Shipboard working arrangements
- Electronic documents and certificates (see Marine Notice (MN) I-109-I on how to check validity)
- Ballast water record book
- Cargo hold hatch covers not resting on resting patches
- Priming vacuum units of fire pumps
- Pilot ladders secured by shackles (load on steps, not ropes)
- Inventory of Hazardous Materials (IHM) and Asbestos Management Plan (if applicable)
- Extension of Renewal Survey not properly documented

GERMAN PSC – SPECIFIC AREAS

- Continuous Synopsis Records (CSRs)
- Garbage handling
- Lights and emergency illumination
- Sewage treatment plant
(marine sanitary device)



An aerial photograph of a large port area with numerous ships, including cargo ships and tankers, scattered across the water. The water is a deep blue, and the sky is a lighter blue. The ships are of various sizes and colors, some with white hulls and others with darker ones. The port area is visible in the background, with some land and structures. The overall scene is a busy maritime hub.

QUESTIONS



MIDDLE EAST INCLUDING RED SEA AREA AND GULF OF ADEN; INDIA; BANGLADESH; SRI LANKA; AND PAKISTAN (REGION II C)

Presented by:

Hans Krijger, *General Manager (Roosendaal)* on behalf of
R. Vinod Kumar, *Fleet Operations Manager (Mumbai)*

REGION II C SUPPORT



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Anil Jain
Safety & Technical Manager

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FLEET OPERATIONS TEAM – REGION II C



- **45 Major Ports**
- **47 Inspectors**

DUBAI OFFICE:

Anil Jain – *Safety and Technical Manager*

MUMBAI OFFICE:

R. Vinod Kumar – *Fleet Operations Manager*

Indian Ocean and Riyadh MoUs



REGION II C – BEST PRACTICES AND REGIONAL INITIATIVES

- Identify – Record – Report
- Proactively address issues prior to arrival
- Notify any incidents (to the Administrator and PSC) of allision / collision before vessels arrive at the port (non-reporting will definitely lead to detention)
- Involve the Administrator in the close-out of deficiencies (instead of the ship agents)
- Regional PSC findings (which is an evolving document) are shared before the vessel arrives at the port
- Administrator's outreach with PSC in the region

REGION II C – REGIONAL MoUs KEY FACTS

- Riyadh MoU
 - Inspections have doubled in 2022 (599 as compared to 382 in 2021).
 - Has expanded its inspections to as many ships as possible.
 - Appeal procedure for detention is not the best. Administrator discussions have had a positive impact and the appeal procedure is under review.
- Kingdom of Saudi Arabia (KSA)
 - Two detentions (both involved fines).
 - All violations are eligible for fines, though not always levied. Vessels levied with heavy fines (≥50,000SAR) for violations in KSA; Dammam – black smoke and Yanbu – non-compliant fuel use.
 - Inspections controlled by the Government which reports all detentions through the Embassy or International Maritime Organization (IMO) representatives only (need to ensure ships are well prepared for inspections and do not get detained).

REGION II C – OPERATIONAL TEMPO

- Load line markings: Ship with multiple load lines displayed / load lines not clear
- Statutory certificates invalid (including short-term certificate) – Detention and fine
- International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI – Black smoke (detention and fine)
- MARPOL Annex I, International Oil Prevention Pollution (IOPP) Supplement – Form A not accurate, Bunker Delivery Note (BDN)
- Lifesaving Appliance (LSA): Rescue boat drills / Engine non-operational
- Emergency Systems
- MLC, 2006 (non-follow-up of deficiencies issued during the previous audit)
- Certificates and Documents
 - MSMC
 - Statutory Certificates
 - Crew Documentation
- Propulsion / Auxiliary Machinery Leakages



QUESTIONS



CHINA; THE FAR EAST; SOUTHEAST ASIA; AUSTRALIA; AND NEW ZEALAND (REGION I)

Presented by:

Captain Sascha Dyker

Fleet Operations Manager (Hong Kong)

REGION I SUPPORT

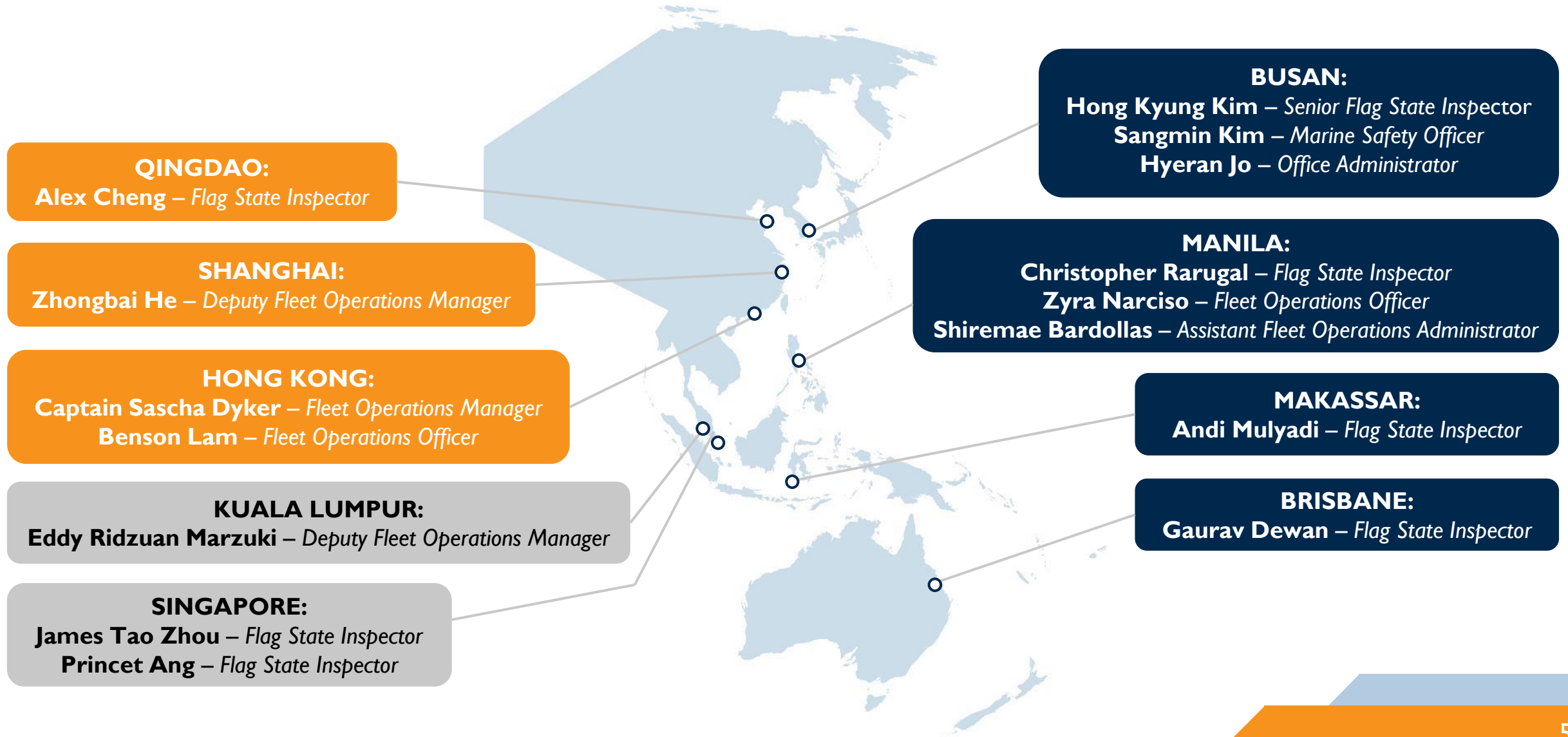


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FLEET OPERATIONS TEAM – REGION I



REGION I – OPERATIONAL TEMPO (BEST PRACTICES)

- Take pre-arrival warning emails for vessels calling Australian ports **seriously**. Crews need to **physically** check each item on the *Critical Items Checklist (Australia – China)* (MSD 340 A-C) and Australian Maritime Safety Authority (AMSA) 36.
- Around 80% of AMSA’s detentions occur on vessels where crews used the pre-arrival checklists as a paper exercise.




**REPUBLIC OF THE MARSHALL ISLANDS
MARITIME ADMINISTRATOR**

CRITICAL ITEMS CHECKLIST (AUSTRALIA – CHINA)

For all merchant vessels – the below Checklist, is to be completed, signed and submitted to the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) prior to arrival at an Australian or Chinese port. Failure to follow these requirements could lead to a possible detention by the Administrator or PSC authorities. Send to: INSPECTIONS-HK@REGISTER-IRL.COM. Place a check mark for either “Yes,” “No,” or “N/A” (not applicable) as shown below.

VESSEL:	AGE:	BOUND FOR:	OFFICIAL NO.:
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Yes	No	N/A	REQUIREMENTS FOR ALL VESSELS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No overdue Conditions of Class. Arrangements made for Class attendance / assistance at first port of call following receipt of flag acknowledgements or seafarers’ dispensations-UMS. All PSC defects have been closed by PSC MOU.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All ships equipped with MEPC.107(49) Oil Content Meters (OCM) must ensure that the Engineering Department staff can retrieve the “historical data” upon request by PSC authorities. Ensure OWS piping systems are in accordance with ship’s approved drawings. Crew able to test and fully understand / operate all parts of the system as per instructions. Seals in place and intact. Timing is accurate.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No description of oil or hydraulic leaks on operating machinery and no “oil soaked” lagging. No fire hazards in the machinery spaces. Save-alls and tank tops clean and dry (e.g., paints, paper, wood, plastics, rags, waste, and oil).
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bilge high level alarm system fully operational. No excessive bilge water in the machinery spaces. No soft patches on machinery including below bottom plate levels. No cement boxes other than Class approved.



**SHIP INITIAL INSPECTION
CHECKLIST**

Port State Control

Ship name:

Port of Inspection:

Date: / /

Inspector:

Signature:

REGION I – OPERATIONAL TEMPO (BEST PRACTICES) (continued)

- MSD 340 A-C contains the most common Code 30 deficiencies noted by AMSA and the China Maritime Safety Administration (MSA). However, this checklist can assist crews to prepare for possible PSC inspections all across the Far East and Australia.
- While at sea before arriving at the next port, report any defects to the Administrator.
- Further, especially for China, Singapore, Australia, and New Zealand but not limited to, report all defects to the local PSC authorities in the upcoming port of call using their own reporting forms.



REGION I – OPERATIONAL TEMPO (BEST PRACTICES) (continued)

- Report defects to Class as well and involve **local** Class at the port of arrival.
- TRANSPARENCY builds trust with PSC.
- Any reported defect may result in a Code 17, but because it has been reported it is highly unlikely to receive a Code 30.
- Exhaust all efforts to repair critical item defects at the first port of arrival including verification survey by local Class.

REGION I – OPERATIONAL TEMPO (BEST PRACTICES) (continued)



PSC is very familiar with local service technicians and spare part suppliers. PSC does verify locally if they are being told “no technician available” or “no local spare parts available.”

REGION I – OPERATIONAL TEMPO (BEST PRACTICES) (continued)



- **China MSA**
 - Resumed physical PSC inspection in January 2023.
 - Requests Masters to inform them when repair works in a shipyard have been completed and the relevant certificates have been issued or endorsed by Class.
 - Then they will conduct a PSC inspection in the shipyard.
 - If they received the declaration of completion and all Class certificates are endorsed, they also issue a PSC detention if they find detainable items as the vessel had been declared ready for departure.
- MSA-06-23, *Detentions in China Due to Maneuverability Issues*.

REGION I – OPERATIONAL TEMPO (BEST PRACTICES) (continued)



MPA
SINGAPORE

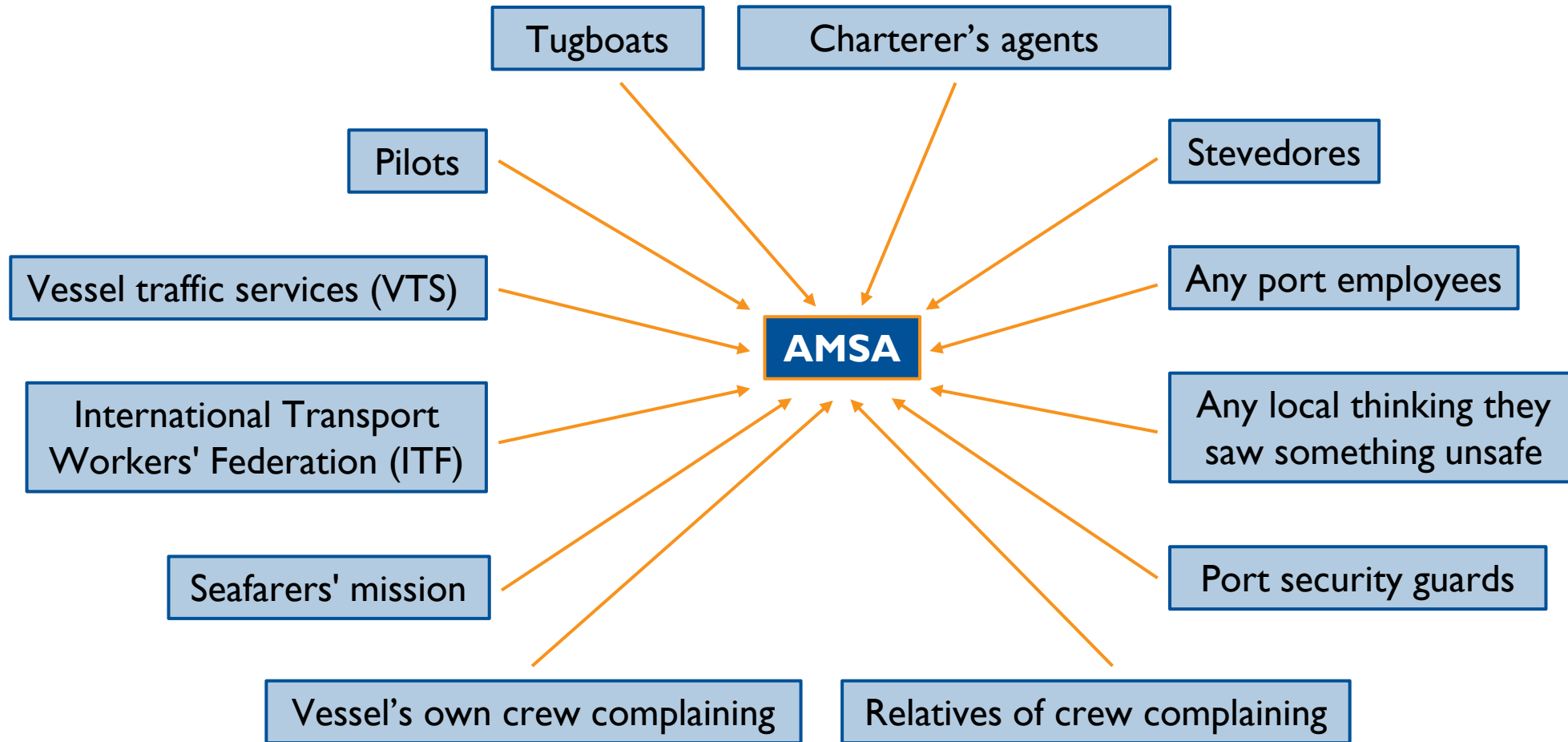
- **Maritime and Port Authority of Singapore**
 - Started detaining vessels.
 - Heavily focused now on any bunker spills and boarding arrangements that most likely result in a PSC detention.

REGION I – OPERATIONAL TEMPO (BEST PRACTICES) (continued)

- Coastal State authorities, such as but not limited to Australia, China, and Singapore are issuing their own notices and advisories.
- Third-parties do communicate with PSC authorities; as an example, please see the next slide.



INFORMATION FLOW TO AMSA





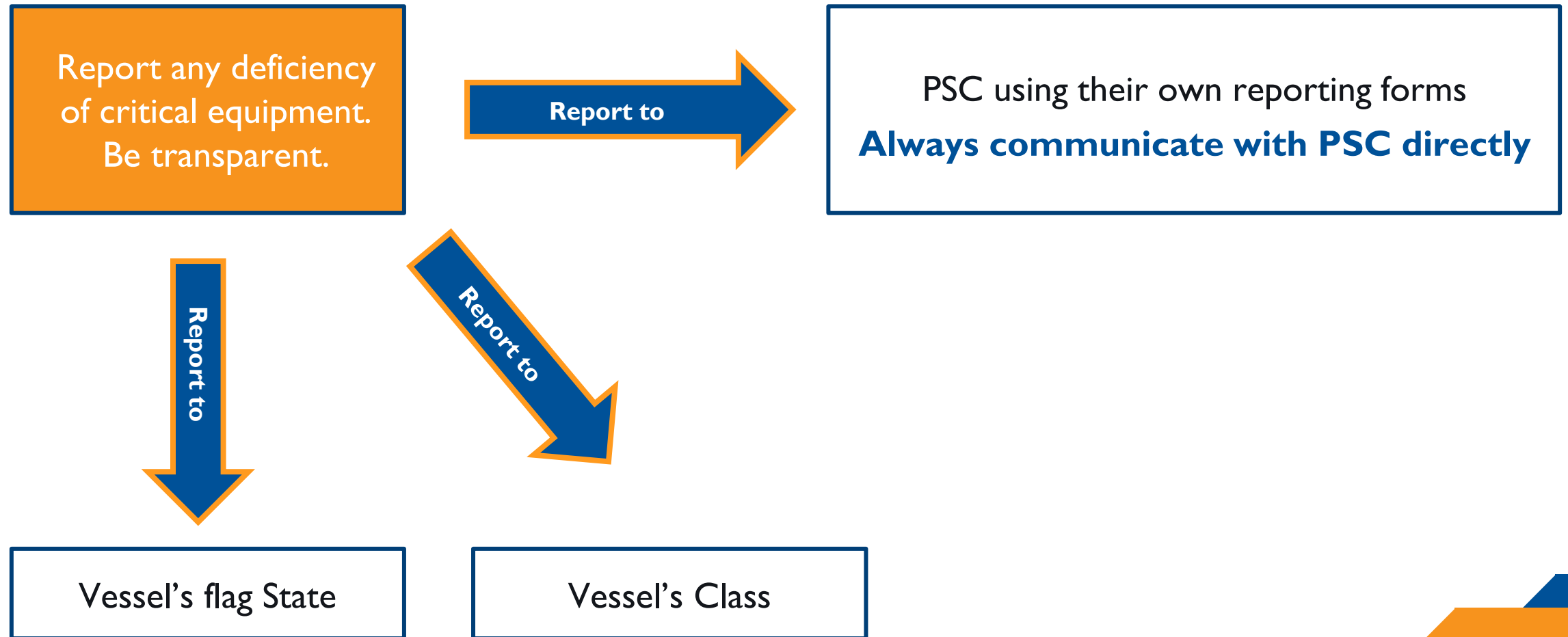
REGION I – BEST PRACTICES

Around 80% of PSC detentions could be avoided if the following single practice is followed:

TRANSPARENCY!!



REGION I – BEST PRACTICES (continued)





REGION I – BEST PRACTICES (continued)

Do not postpone repairs to another port on the basis that the repair costs are cheaper in one of the upcoming ports.

PSC never accepts any postponement of repairs due to commercial reasons.



SAFETY FIRST !!




An aerial photograph of a large port area with numerous ships, including cargo ships and tankers, scattered across the water. The water is a deep blue, and the sky is a lighter blue. The ships are of various sizes and colors, some with white hulls and others with darker ones. The port area is visible in the background, with some land and structures. The overall scene is a busy maritime hub.

QUESTIONS

BREAK





**NORTH AMERICA; GUAM; AND THE HAWAIIAN
ISLANDS (REGION III A)**

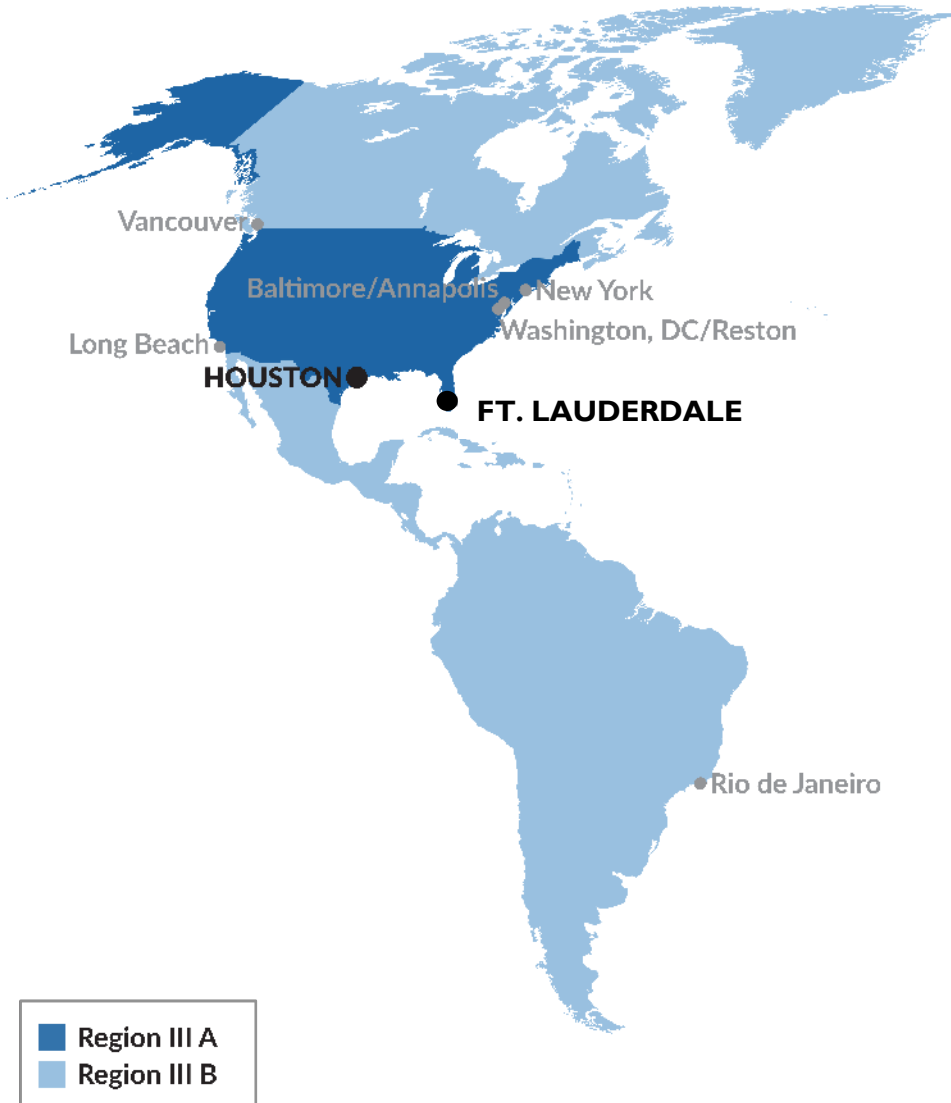
**CANADA; CENTRAL AND SOUTH AMERICA;
THE CARIBBEAN; AND GREENLAND
(REGION III B)**

Presented by:

Davis Kong, *Vice President, Fleet Operations (Ft. Lauderdale)*

James Maupin, *Fleet Operations Manager (Houston)*

REGION III A AND III B SUPPORT



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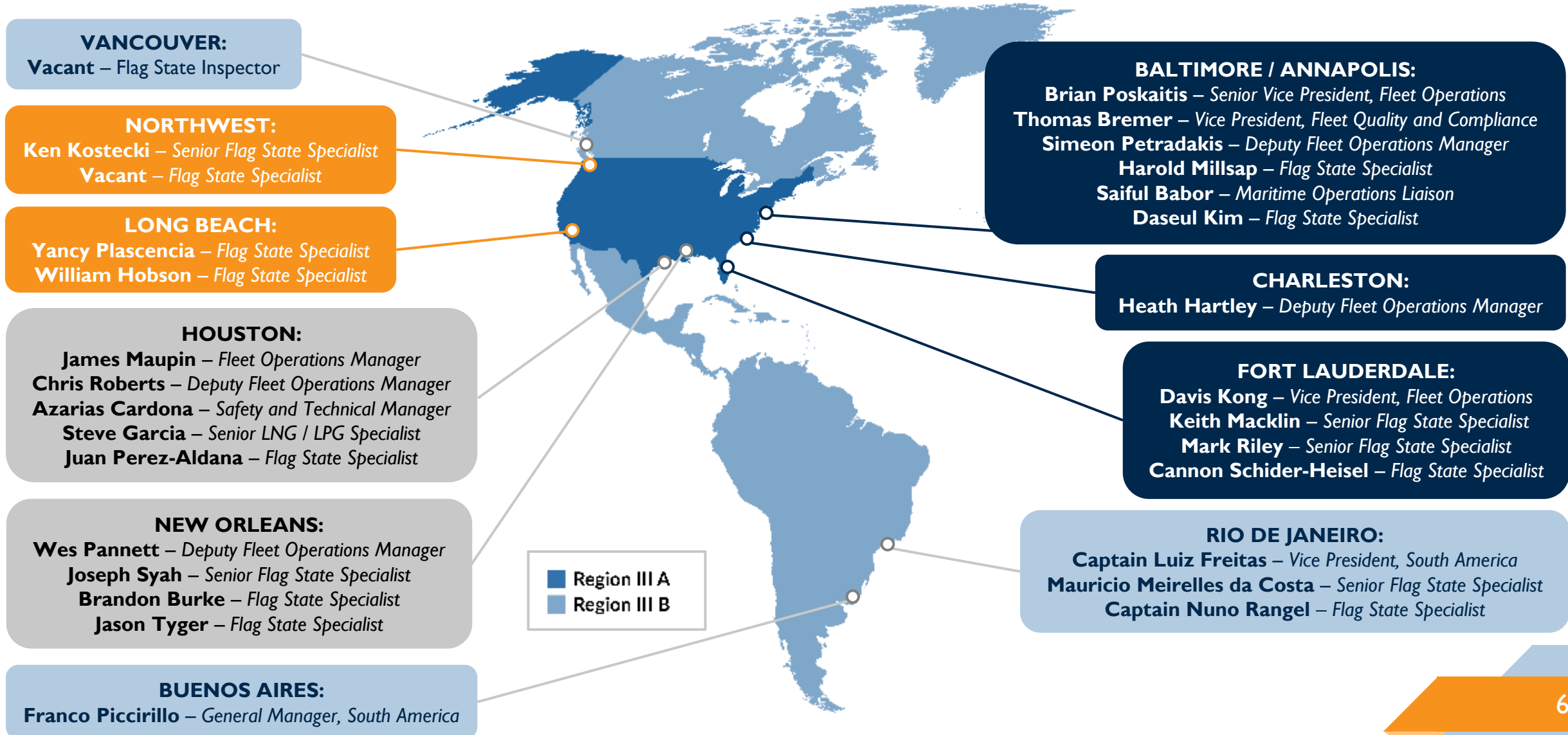
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FLEET OPERATIONS TEAM – REGIONS III A AND III B



REGION III A – OPERATIONAL TEMPO (BEST PRACTICES)

- MN 5-034-5 – Measures to Improve Compliance in United States Ports
- Notice of Arrival
 - Ensure accurate submittal to noa@register-iri.com
 - Ensure non-operational equipment (if any) is submitted prior to arrival
- MSD 340 Critical Items Checklist
 - Ensure the crew thoroughly reviews each item prior to arrival
 - Notify the Administrator in writing if any inoperable equipment is observed



REGION III A – OPERATIONAL TEMPO (BEST PRACTICES) (continued)

- Failing to report defects will lead to ISM-related deficiencies and/or vessel detention.
- Effective risk mitigation must be implemented on board.
- Ensure requisitions for spares and supporting documentation is readily available on board.
- Ensure all efforts to rectify the defective equipment are exhausted at the current port.
- **Goal – Display adequate implementation of the Safety Management System to the USCG.**





WHAT IS A DETAINABLE DEFICIENCY?

- Detainable deficiencies are those that, in the opinion of the PSC authority, would present a danger to the ship or persons on board (or threaten to harm the marine environment) if the ship proceeds to sea without rectification.
- IMO Resolution A.1138(31) – Procedures for Port State Control, 2019
- Great variation across the world as to when an IMO detention is necessary / warranted.
- What does this mean?



All defects and potential deficiencies must be properly addressed prior to arrival and PSC attendance.



HANDLING DEFECTS AND INOPERABLE EQUIPMENT

- Sometimes, despite everyone's best efforts, defects and equipment failures occur
- Be transparent with the PSCOs
- Have a repair plan readily available
- Seek guidance from the Administrator or coastal State when in doubt
- Remember – The USCG is a reasonable organization if you display intent to do the “right thing” and be “transparent!”



HANDLING DEFECTS AND INOPERABLE EQUIPMENT (continued)

- Detentions caused by deteriorated immersion suits are preventable (see Immersion Suits Found Unserviceable (MSA 09-21))
- Masters and Chief Engineers must embrace “Management by Walking Around” (see Preparation for USCG PSC Exams (MSA 05-22))



James Maupin (IRI Houston), Captain Maria Kristina Javellana, and Christopher Roberts (IRI Houston).

REGION III B – OPERATIONAL TEMPO (BEST PRACTICES)

- Transport Canada
 - All vessels must report defects to the applicable VTS in accordance with the Canadian Shipping Act. Non-reported inoperable equipment has led to PSC detentions. Multiple Code 17 deficiencies have been issued per ship.
 - During winter operations, all vessels must prepare far in advance when transiting the Saint Lawrence Seaway in accordance with MSA 05-19 and be aware of the dangers of the “frazil ice” phenomena.
 - Past detentions in the Saint Lawrence Seaway have included: frozen fire mains, inoperable rescue boats, and emergency generators due to a lack of winterization and preparation.
 - Has close ties with the ITF and there have been many MLC, 2006 complaints reported directly to the ITF via email which in turn are reported to Transport Canada before the ship’s arrival.
 - Many deficiencies are MLC, 2006 related including not repatriating crew after 11 months of sea time. Ship managers should have proof of repatriation prior to arrival such as plane tickets, itinerary, etc.
 - Our Vancouver office should have an in-house inspector soon.



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REGION III B – OPERATIONAL TEMPO (BEST PRACTICES) (continued)



AVM ACUERDO DE
VIÑA DEL MAR
1992



- Argentina has been detaining ships with “stowaways” upon arrival without compunction.
- For 2022, PSC detentions have occurred in Canada (six), Argentina (four), and Brazil (one).
- In previous years, detentions have also occurred in Chile, Columbia, and Panama.
- Appeals have not been successful.
- Recently South American NI coverage has improved:
 - Northern Brazilian ports now include: Ponta da Madeira, Itaqui, Alumar, Recife, and Suape.
 - Guyana is now covered via a contract NI.

An aerial photograph of a vast body of water, likely a shipping lane, filled with numerous large cargo ships. The ships are scattered across the frame, some moving in different directions, leaving white wakes behind them. The water is a deep blue, and the sky is a lighter blue. In the top left corner, there is a blue and white geometric graphic element. In the bottom right corner, there is an orange and white geometric graphic element.

QUESTIONS



THANK YOU

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