

PSC: - Semi-annual report from FMA & Looking ahead

Ref. to Operational Circular No. 06/2013.

As stated in our circular No. 06, Fire Safety has *for years* been reported in the top 5 of the most frequently encountered categories of deficiencies in the Paris MoU. Obviously, last year's campaign with concentration on fire safety was launched to address this situation.

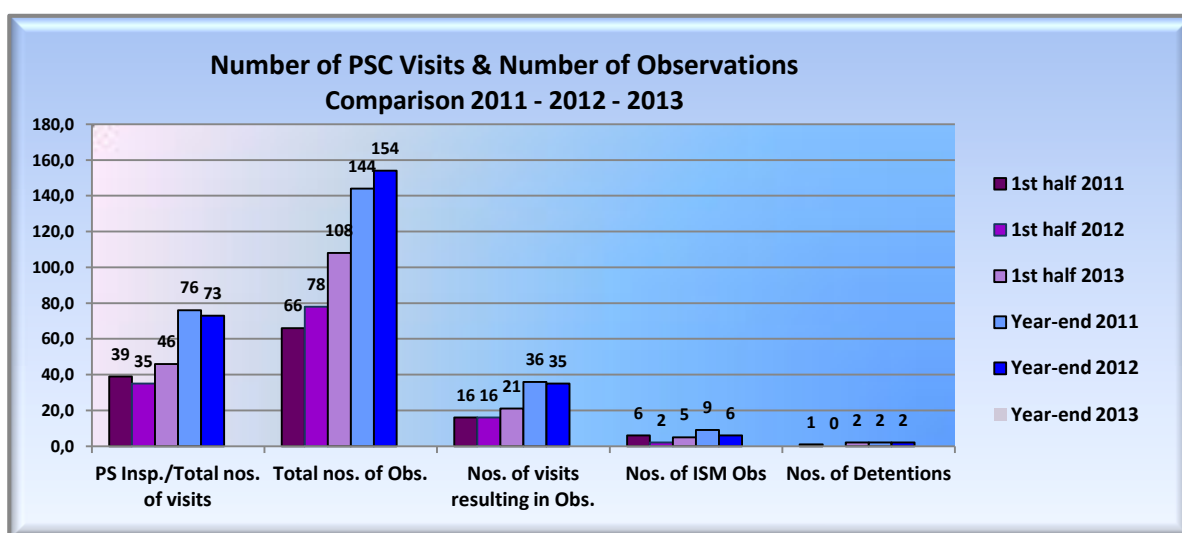
As a consequence, the FMA attempted to put focus on Fire Safety during this campaign, with several reminders to shipowners and masters to conduct additional fire safety self-inspections on board. Yet, much to our dismay, we had two ships detained in the autumn of 2012 due to exactly fire safety issues.

Still discomfoting, a closer look at the 108 deficiencies reported on Faroese flagged ships since 1 January 2013 shows that *fire safety items are still an issue* on board some Faroese flagged ships – with 17 fire safety related items recorded.

Next to Documents & Certificate (25) and Navigational issues (18), the Fire Safety is the third most frequently recurrent category. The fact that LSA and other safety-related items (14) actually come *in addition to* the fire safety deficiencies shows that some ships still have some way to go with respect to proper self-inspection, followed by adequate and timely follow-up work.

This viewpoint is further supported by the fact that the Document deficiencies include items such as false and missing rest hour records, deficient or missing garbage management logs, CSR missing, deficient logs in ORB, missing documentation in SOPEP, etc., which all might have been easily caught and dealt with by master's and chief engineer's regular inspections and also random spot checks.

In quantities compared with the two previous years, the inspections since 1st January 2013 may be presented as in the following diagram:



It is seen that number of inspections dropped slightly during the first six month in 2012 compared to 2011, but that they have increased again in 2013, ending on **46** inspections so far. Deficiencies noted are on a steadily rising curve, from 66 in 2011 to 78 in 2012, and reaching **108** this year. The average number of deficiencies during each inspection is also on a slightly rising curve; from 1.8 in 2011, to 2.2 in 2012 and **2.3** during the first six months of 2013.

From these numbers we understand that the Paris MoU NIR has no intention of resting their intensified inspection regime.

Excess Factor (EF)

The Excess Factor, as calculated by Paris MoU, is based on number of inspections, number and detentions and overall inspection results seen over *the three recent years*.

With 0.00 being the limit between the grey and the white flags, and our EF changing from +0.07 in 2010 to –0.48 in 2011, the Faroese flag moved from the grey list to the white list that year. As will be remembered, our EF ended on –0.69 in 2012.

As for 2012, the goal for 2013 has again been identified to moving upwards in the white list. With the **present EF at –0.50**, this goal may still be within reach.

However, with two detentions already in 2013, the achievement of this goal will definitely require

- dedicated efforts in respect of the vessels' self-inspection, *and*
- also during the companies' own audits and technical inspections on board.

At the FMA we take the challenge very seriously. Further efforts include a strengthening of our surveillance routines. This includes i.a. an overview of ships that represent or may represent a potential threat to our goal. Their records in the Class database are scrutinized at regular intervals, and this along with other information, which may trigger our attention, may lead to the ship receiving an unplanned flag state visit or inspection. As we further survey the situation, other means of reactions against shipowning or management companies' lenient or unsatisfactory management of their ships will also be considered.

In summary

Looking ahead the conclusion is crystal clear: If we are to reach our goal to move upwards in the white list, we shall be

- Anticipating no detentions in the 2nd half of 2013,
- Awaiting more inspections with zero deficiencies, and
- Expecting deficiencies – when noted – to be of a less serious nature!

Conclusion

On this basis we impose on shipowners/managers and the shipboard managements to:

- Improve ship–shore **reporting routines**,
- Intensify and cultivate onboard **self-inspections** and **random spot checks** of ships documentation;
- Review and improve **follow-up routines** from the onboard self-inspections;
- Re-evaluate and update **inspection checklists** used by shore-based and shipboard personnel;
- Reassess **PMS follow-up**, and
 - Attack overdue items and address false entries;
- Encourage on board **non-conformity reporting** (near miss reporting).

Clearly, our goal to move upwards in the Paris MoU white list of flags is of common interest. It is to the common benefit of the flag as *a service provider*, and of the shipowners and ships *as customers*.

Hence, we once again invite and anticipate your co-operation and dedicated efforts to improve inspection results.

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