

PSC: Report from 3rd quarter 2014

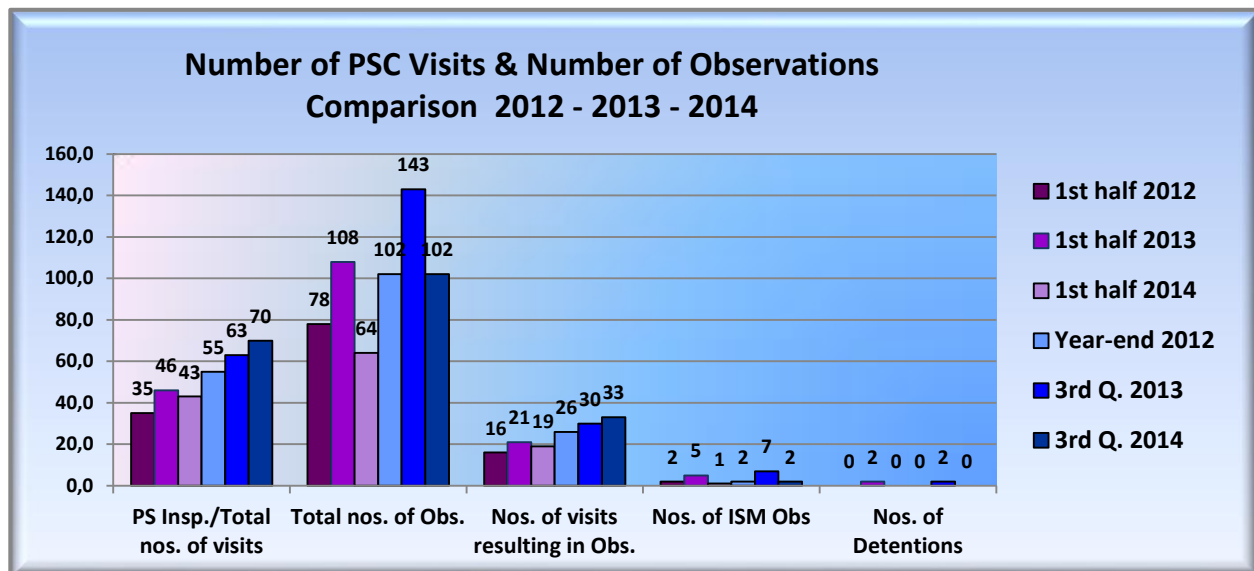
Reference is made to Operational Circular Nos. 01 and 06/2014.

As stated, previously, the results from previous year triggered extraordinary inspections on board low performing ships and related follow-up by FMA surveyors. This strategy that seemed to turn the development in a favourable direction seems still to be paying off.

Comparisons previous periods:

The below graph shows that the total number of inspections by end September 2013 was **63**, compared to **70** for the same period in 2014. In this same period, however, the number of deficiencies has dropped from **143** to **102**.

No doubt, this significant drop in deficiencies is an indication of improvement in performance. The columns to the extreme right, displaying number of detentions, support this picture, as they signal an equally clear improvement: **0** detentions during the first three quarters of 2014, compared to 2 detentions in the same period of 2013.



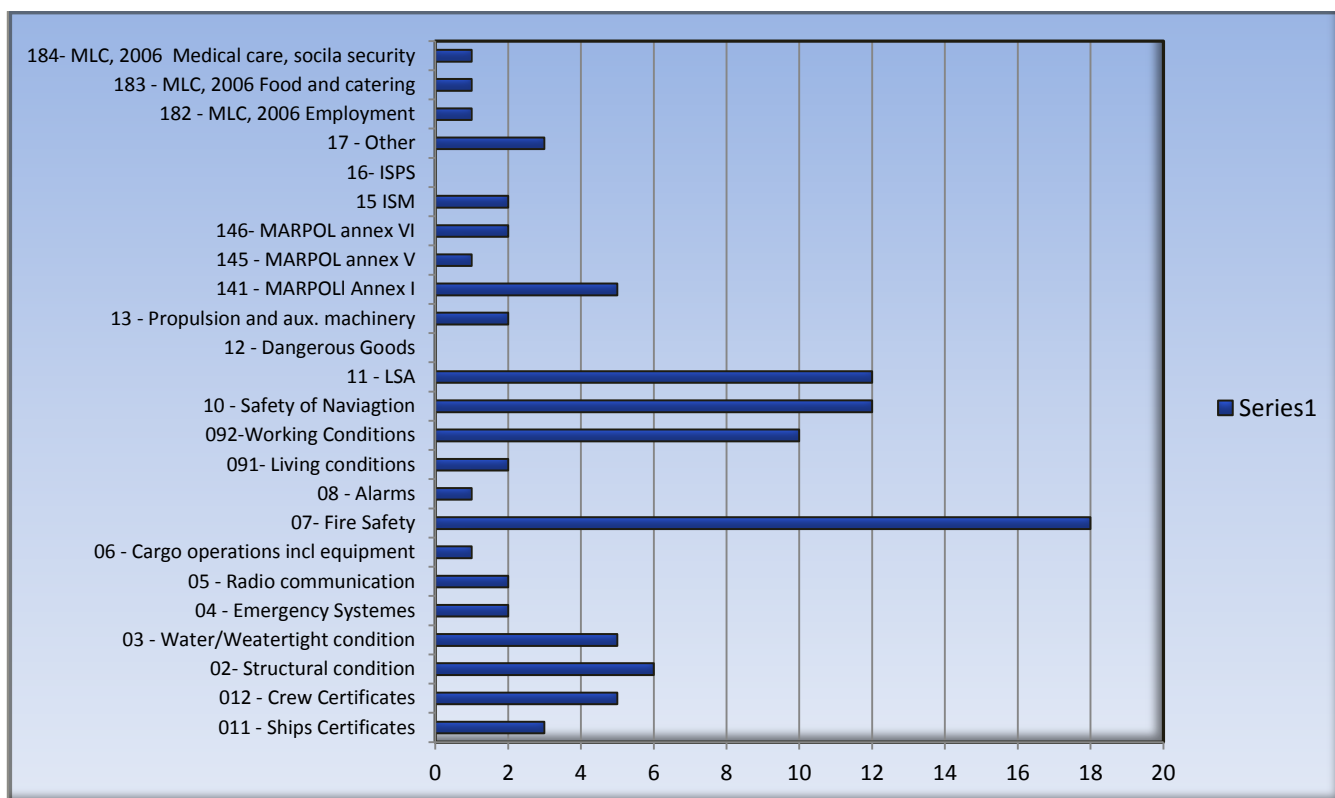
Naturally, both of the above conditions have a bearing on our performance indicators:

	Set to:	Actual 30/9:
- Detentions	0.0	0.0
- Other observations:	≤ 1.5	= 1.5
- ISM observations (Code 15150)	≤ 2.0%	= 2.0%
-		

For the first time since our close monitoring started early in 2011, when the Paris MoU *New Inspection Regime* was introduced, the Key Point Indicators are within reach and even being achieved. And as for the semi-annual report this year, the average number of deficiencies remains down at 1.5 per inspection. Furthermore, as for the 2nd quarter, this number has occasionally even been below our KPI of 1.5.

Where are we challenged? ...

The next graph shows which areas seem to be the most vulnerable. The picture should give indications of where the shipboard managements and DPAs should concentrate efforts in order to prevent deterioration:



We see that fire safety is the area with the highest number of deficiencies, 18 altogether. Second we have LSA and safety of navigation, each with 12 deficiencies. This should trigger improved self-inspections, as the safety of the crew as well as the ship should be our primary concern.

For the time being Paris MoU addresses rest hour records. Hence, in addition to that particular area, the FMA takes this opportunity to encourage focus on the mentioned:

- Fire safety
- LSA as a whole
- Safety of navigation, i.e. complete passage planning, updated charts, latest publications, etc.

Conclusion

Nevertheless, with the numbers in the first graph above – and hence the bright prospects for 2014 – shipowners and seafarers on ships under the Faroese flag should be encouraged to contribute to maintaining the good results throughout the year. By that their ship may take the “Ship of the Year” prize. And by that our common goal may be achieved:

– to move upwards on the Paris MoU White List of flags –