

## Paris MoU detainable deficiencies /

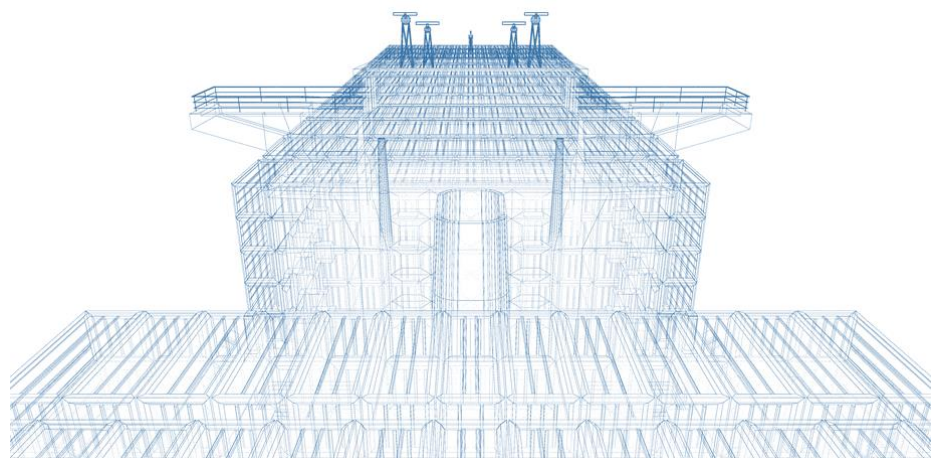
DBS Port and Flag State Inspection Department wishes to draw attention on the detainable deficiencies of Paris MoU.

The list can be found attached to this #PSC\_Notification prepared in accordance with Paris MoU "Guidance on Detention and Action Taken". The list is established to assist the PSCO what is considered to be a detainable deficiency and is not considered exhaustive but is intended to give an exemplification of relevant items. However, the detainable deficiencies in the area of STCW, are the only grounds for detention under this Convention. Regarding ships below convention size refer to Paris Memorandum Annex 1, Section 2.

Ship Owners / Managers / Operators must give attention to the list and note that:

- in case a deficiency is recorded, similar to the one listed overleaf during scheduled maintenance on board the ship by the crew to notify DBS Head Office prior calling a Paris MoU port. DBS Head Office shall coordinate with the flag the ship is flying for an agreed corrective action plan prior calling a Paris MoU port;
- in case a deficiency is recorded - at the time of a survey - similar to the ones listed overleaf, these shall be rectified before the ship's departure from port of survey. In case the detainable deficiency cannot be rectified before the ship's departure from the port of survey DBS Head Office must be contacted. DBS will coordinate with the flag the ship is flying and request an authorization for the issuance of Conditional Statutory Certificate. Ship Owners / Managers / Operators must submit to DBS Head Office an explanation and evidence into why the detainable deficiency cannot be rectified before the ships' departure from port of survey.

002-16 / 10 June 2016



## Paris MoU "Guidance on Detention and Action Taken"

### 1. Areas under SOLAS

- 1.1 failure of proper operation of propulsion and other essential machinery, as well as electrical installations;
- 1.2 insufficient cleanliness of engine room, excess amount of oily-water mixtures in bilges, insulation of piping including exhaust pipes in engine room contaminated by oil, improper operation of bilge pumping arrangements;
- 1.3 failure of the proper operation of emergency generator, lighting, batteries and switches;
- 1.4 failure of the proper operation of the main and auxiliary steering gear;
- 1.5 absence, insufficient capacity or serious deterioration of personal lifesaving appliances, survival craft and launching arrangements;
- 1.6 absence, non-compliance or substantial deterioration to the extent that it cannot comply with its intended use of fire detection system, fire alarms, fire fighting equipment, fixed fire extinguishing installation, ventilation valves, fire dampers, quick closing devices;
- 1.7 absence, substantial deterioration or failure of proper operation of the cargo deck area fire protection on tankers;
- 1.8 absence, non-compliance or serious deterioration of lights, shapes or sound signals;
- 1.9 absence or failure of the proper operation of the radio equipment for distress and safety communication;
- 1.10 absence or failure of the proper operation of navigation equipment, taking the provisions of SOLAS into account;
- 1.11 absence of corrected navigational charts, and/or all other relevant nautical publications necessary for the intended voyage, taking into account that type-approved electronic chart display and information system (ECDIS) operating on official data may be used as a substitute for the charts;
- 1.12 absence of non-sparking exhaust ventilation for cargo pump rooms;
- 1.13 serious deficiencies in the operational requirements .

### 2. Areas under the IBC Code

- 2.1 transport of a substance not mentioned in the Certificate of Fitness or missing cargo information;
- 2.2 missing or damaged high-pressure safety devices;
- 2.3 electrical installations not intrinsically safe or corresponding to code requirements;
- 2.4 sources of ignition in hazardous locations;
- 2.5 contraventions of special requirements;
- 2.6 exceeding of maximum allowable cargo quantity per tank;
- 2.7 insufficient heat protection for sensitive products.

### 3. Areas under the IGC Code

- 3.1 transport of a substance not mentioned in the Certificate of Fitness or missing cargo information;
- 3.2 missing closing devices for accommodations or service spaces;
- 3.3 bulkhead not gastight;
- 3.4 defective air locks;
- 3.5 missing or defective quick closing valves;
- 3.6 missing or defective safety valves;
- 3.7 electrical installations not intrinsically safe or not corresponding to code requirements;
- 3.8 ventilators in cargo area not operable;
- 3.9 pressure alarms for cargo tanks not operable;
- 3.10 gas detection plant and/or toxic gas detection plant defective;
- 3.11 transport of substances to be inhibited without valid inhibitor certificate.

### 4. Areas under LOADLINES

- 4.1 significant areas of damage or corrosion, or pitting of plating and associated stiffening in decks and hull effecting seaworthiness or strength to take local loads, unless proper temporary repairs for a voyage to a port for permanent repairs have been carried out;
- 4.2 a recognized case of insufficient stability;
- 4.3 absence of sufficient and reliable information, in an approved form, which by rapid and simple means enables the master to arrange for the loading and ballasting of his ship in such a way that a safe margin of stability is maintained at all stages and at varying conditions of the voyage, and that the creation of any unacceptable stresses in the ship's structure are avoided;

- 4.4 absence, substantial deterioration or defective closing devices, hatch closing arrangements and water tight doors;
- 4.5 overloading;
- 4.6 absence of or impossibility to read draught mark.

## 5. Areas under Annex I to MARPOL

- 5.1 absence, serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system or the 15 ppm alarm arrangements;
- 5.2 remaining capacity of slop and/or sludge tank insufficient for the intended voyage;
- 5.3 oil record book not available;
- 5.4 unauthorized discharge bypass fitted;
- 5.5 survey report file missing or not in conformity with the double hull and double bottom requirements.

## 6. Areas under Annex II to MARPOL

- 6.1 absence of the P&A Manual;
- 6.2 cargo is not categorized;
- 6.3 no cargo record book available;
- 6.4 transport of oil-like substances without satisfying the requirements;
- 6.5 unauthorized discharge by-pass fitted.

## 7. Areas under Annex III to MARPOL

- 7.1 absence of a valid Document of Compliance for carriage of dangerous goods (if required);
- 7.2 absence of a Dangerous Cargo manifest or detailed stowage plan before departure of the ship;
- 7.3 stowage and segregation provisions of the IMDG Code Chapter 7.1 and 7.2 are not met;
- 7.4 ship is carrying dangerous goods not in compliance with the Document of Compliance for carriage of dangerous goods of the ship;
- 7.5 ship is carrying damaged or leaking dangerous goods packages;
- 7.6 ship's personnel assigned to specific duties related to the cargo are not familiar with those duties, any dangers posed by the cargo and with the measures to be taken in such a context.

## 8. Areas under Annex IV to MARPOL

- 8.1 absence of a Sewage treatment system;
- 8.2 not functioning Sewage comminuting and disinfecting system;
- 8.3 absence of a Sewage discharge connection.

## 9. Areas under Annex V to MARPOL

- 9.1 absence of the garbage management plan;
- 9.2 no garbage record book available;
- 9.3 ship's personnel not familiar with disposal/discharge requirements of garbage management plan.

## 10. Areas under Annex VI to MARPOL

- 10.1 per Guidelines for port State control inspections for compliance with Annex VI of MARPOL regulations for the prevention of air pollutions from ships.

## 11. Areas under STCW

- 11.1 failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the flag State Administration;
- 11.2 absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radio communications or the prevention of marine pollution;
- 11.3 inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches persons who are sufficiently rested and otherwise fit for duty.

## 12. Areas under ILO Conventions

- 12.1 Under ILO147:
  - 12.1.1 insufficient food for voyage to next port;
  - 12.1.2 insufficient potable water for voyage to next port;
  - 12.1.3 excessively unsanitary conditions on board;

- 12.1.4 no heating in accommodation of a ship operating in areas where temperatures may be excessively low;
- 12.1.5 excessive garbage, blockage by equipment or cargo or otherwise unsafe conditions in passageways / accommodations;
- 12.1.6 per Guideline for the Port State Control Officer on the inspection of hours of work/rest and fitness for duty and Guidance for inspection on working and living conditions.
- 12.2 Under MLC, 2006:
  - 12.2.1 per Guidance for inspection on Maritime Labour Convention, 2006 and Guideline for the Port State Control Officer on the inspection of hours of work/rest and fitness for duty
  
- 13. **Areas under AFS Convention**
  - 13.1 per Guidelines for port State control officers on control of Anti-Fouling Systems (AFS) on ships.