

SESSION I: PORT STATE CONTROL (PSC) AND THE BENEFICIAL COORDINATION WITH FLAG STATE

Moderated by: Theo Xenakoudis
Worldwide Business Operations Officer



International Registries, Inc.
in affiliation with the Marshall Islands Maritime & Corporate Administrators

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AGENDA

- Overview
- PSC Detentions and Deficiencies
- PSC in the Far East/Australia
- PSC in Europe/Africa/Middle East/Indian Subcontinent
- PSC in North/South America
- Q&A / Audience Participation



AN OVERVIEW OF THE MARSHALL ISLANDS REGISTRY

Presented by: Theodore Lalas
Fleet Operations Manager



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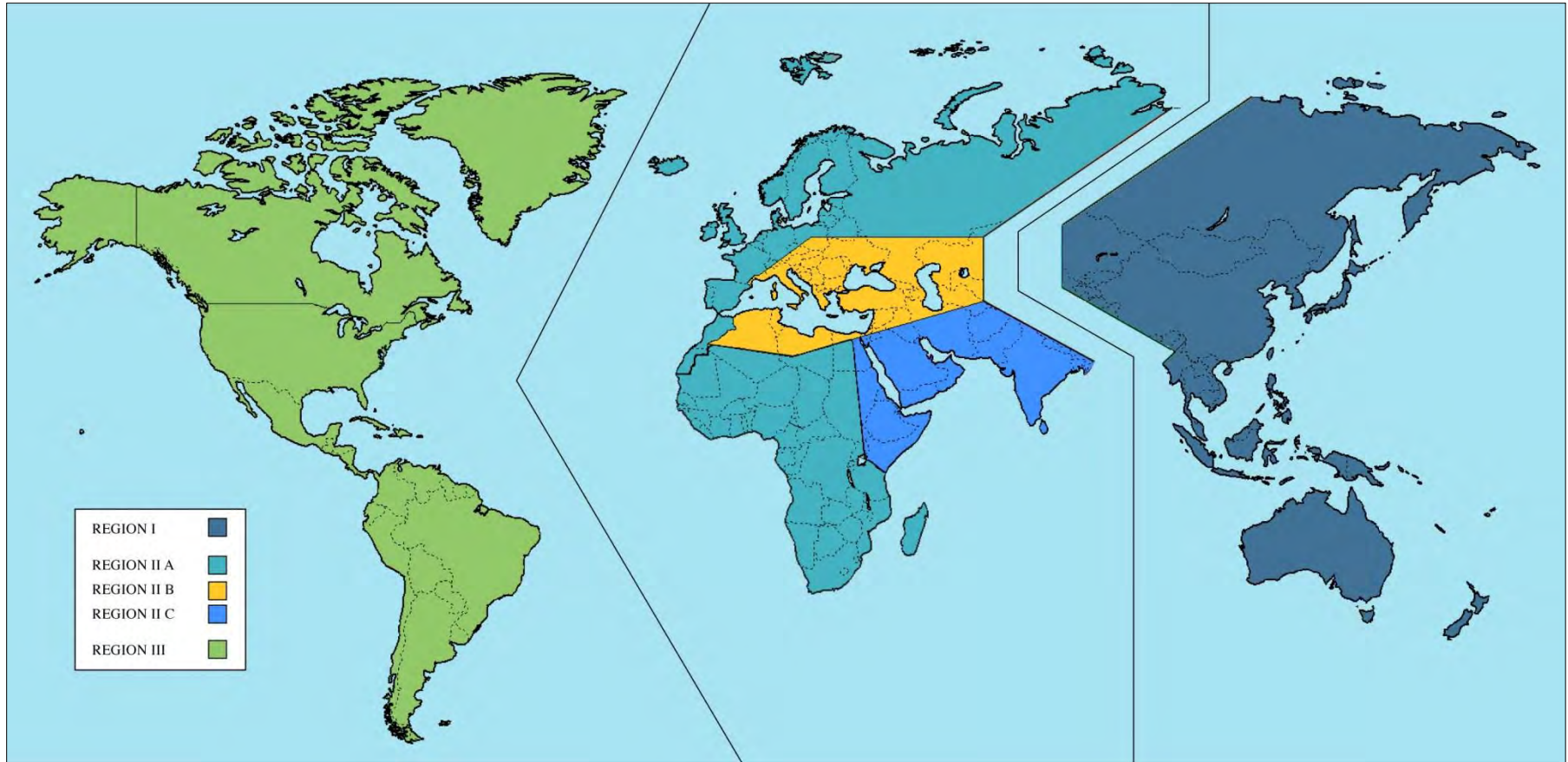
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DECENTRALIZATION



REGIONS



PORT STATE CONTROL

- Paris MoU
- USCG
- Tokyo MoU
- Mediterranean MoU
- Caribbean MoU
- Indian Ocean MoU
- Black Sea MoU
- Viña del Mar
- Riyadh MoU
- Abuja MoU



PARIS MOU

White list

Flag	Inspec- tions 2008-2010	Deten- tions 2008-2010	Black to Grey limit	Grey to White limit	Excess Factor
White list					
Kazakhstan	30	0	5	0	0.00
Qatar	30	0	5	0	0.00
Philippines	231	8	23	9	-0.24
Panama	8,385	476	626	548	-0.30
Korea, Republic of	201	6	21	8	-0.35
India	Marshall Islands		2,260		
Japan					
Turkey	2,294	108	181	140	-0.50
Lithuania	227	6	23	9	-0.57
Spain	278	8	27	12	-0.59
Russian Federation	1,965	80	157	118	-0.70
Barbados	527	15	47	27	-0.87
Cayman Islands, UK	286	6	28	12	-0.93
Antigua and Barbuda	5,235	195	397	336	-0.94
Luxembourg	196	3	20	7	-0.96
Malta	5,569	200	422	358	-0.99
Poland	202	3	21	8	-1.00
Portugal	542	13	48	28	-1.05
Croatia	178	2	19	6	-1.10
Liberia	4,461	132	341	284	-1.20
Cyprus	2,694	76	211	166	-1.20

Flag	Inspec- tions 2008-2010	Deten- tions 2008-2010	Black to Grey limit	Grey to White limit	Excess Factor
White list					
Estonia	104	0	12	2	-1.25
Gibraltar, UK	1,301	29	107	75	-1.33
Belgium	231	2	23	9	-1.41
Norway	2,323	51	183	142	-1.42
Marshall Islands	2,260	49	179	138	-1.42
		49	179	138	-1.42
Singapore	1,375	24	112	80	-1.52
Hong Kong, China	1,422	22	116	83	-1.61
Italy	1,487	22	121	87	-1.64
Man, Isle of, UK	883	11	75	49	-1.65
China	250	1	25	10	-1.68
Greece	1,475	21	120	87	-1.66
Finland	624	6	55	33	-1.71
Denmark	1,385	17	113	81	-1.73
France	355	2	33	16	-1.73
Netherlands	3,860	54	297	244	-1.75
United Kingdom	2,007	25	160	121	-1.76
Sweden	984	9	83	55	-1.80
Germany	1,388	14	113	81	-1.81
Bermuda, UK	270	0	26	12	-1.91

From Paris MoU 2010 Annual Report



TOKYO MOU WHITE LIST

Flag	Inspections 2008-2010	Detentions 2008-2010	Black to Grey Limit	Grey to White Limit	Excess Factor
WHITE LIST					
Kuwait	36	0		0	0
Cyprus	1,411	72		83	-0.27
Isle of Man (UK)	315	12		14	-0.27
Panama	22,441	1,261		1,507	-0.37
Antigua and Barbuda	1,287	58		75	-0.47
Russian Federation	946	39		53	-0.54
Netherlands	381	12		18	-0.63
Marshall Islands	2,201	94		134	-0.65
Philippines	622	21		33	-0.71
United States of America	108	1		3	-0.76
Sweden	76	0		1	-0.81
Vanuatu	278	6		12	-0.89
Liberia	4,276	159		271	-0.92
Greece	753	22		41	-0.94
France	123	1		3	-0.94
Norway	625	17		33	-0.97
Cayman Islands (UK)	242	4		10	-1.03
Bahamas	1,731	53		103	-1.05
Bermuda (UK)	183	2		7	-1.14
Japan	341	6		16	-1.16
Denmark	351	6		16	-1.20
Singapore	3,618	101		228	-1.24
United Kingdom (UK)	555	10		28	-1.32
Germany	663	10		35	-1.49
Korea, Republic of	3,428	60		215	-1.62
Hong Kong, China	4,602	80		293	-1.64
China	2,064	26		125	-1.76

From 2010 Tokyo MoU Annual Report

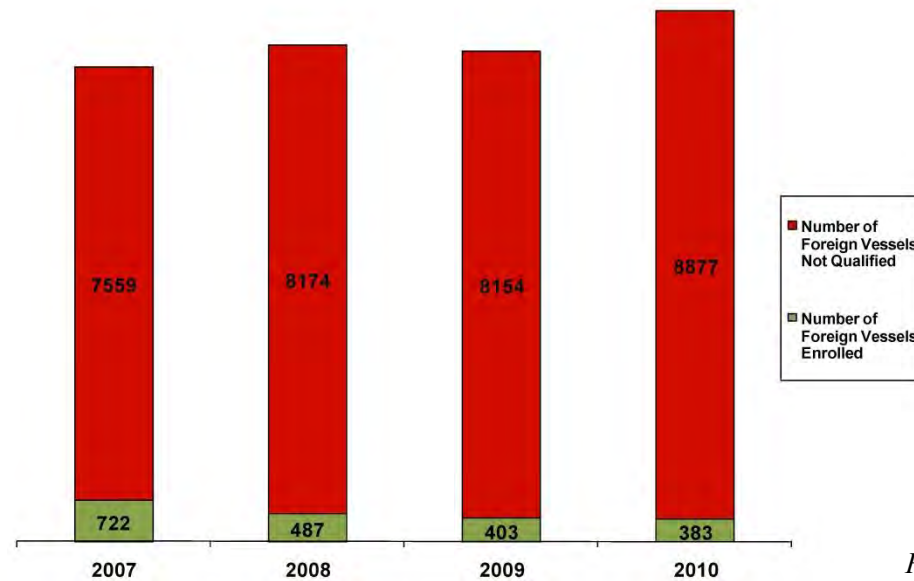


USCG QUALSHIP 21

* Require submission of the SAF to be fully qualified.

Barbados	Hong Kong	Russian Federation *
Canada	Isle of Man	Sweden
Cayman Islands	Japan *	Switzerland
Denmark	Liberia	Thailand
France	Malaysia *	United Kingdom
Germany	Marshall Islands	Vanuatu
Greece	Norway	

YEARLY QUALSHIP 21 ENROLLMENT (2007-2011)

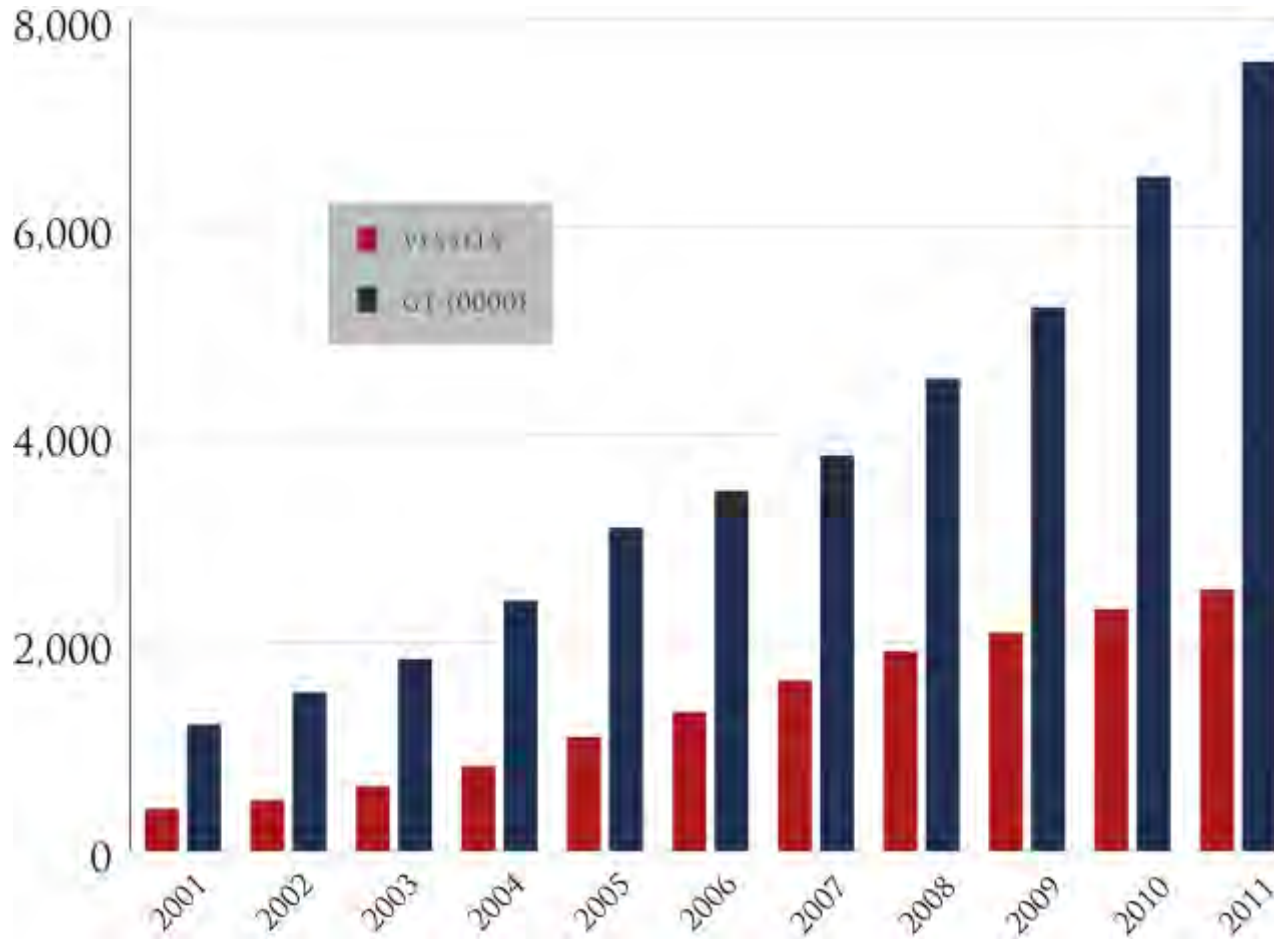


133 Marshall Islands flagged vessels qualified for Qualship 21 certification

From USCG 2010 Report to the IMO's Subcommittee on Flag State Implementation



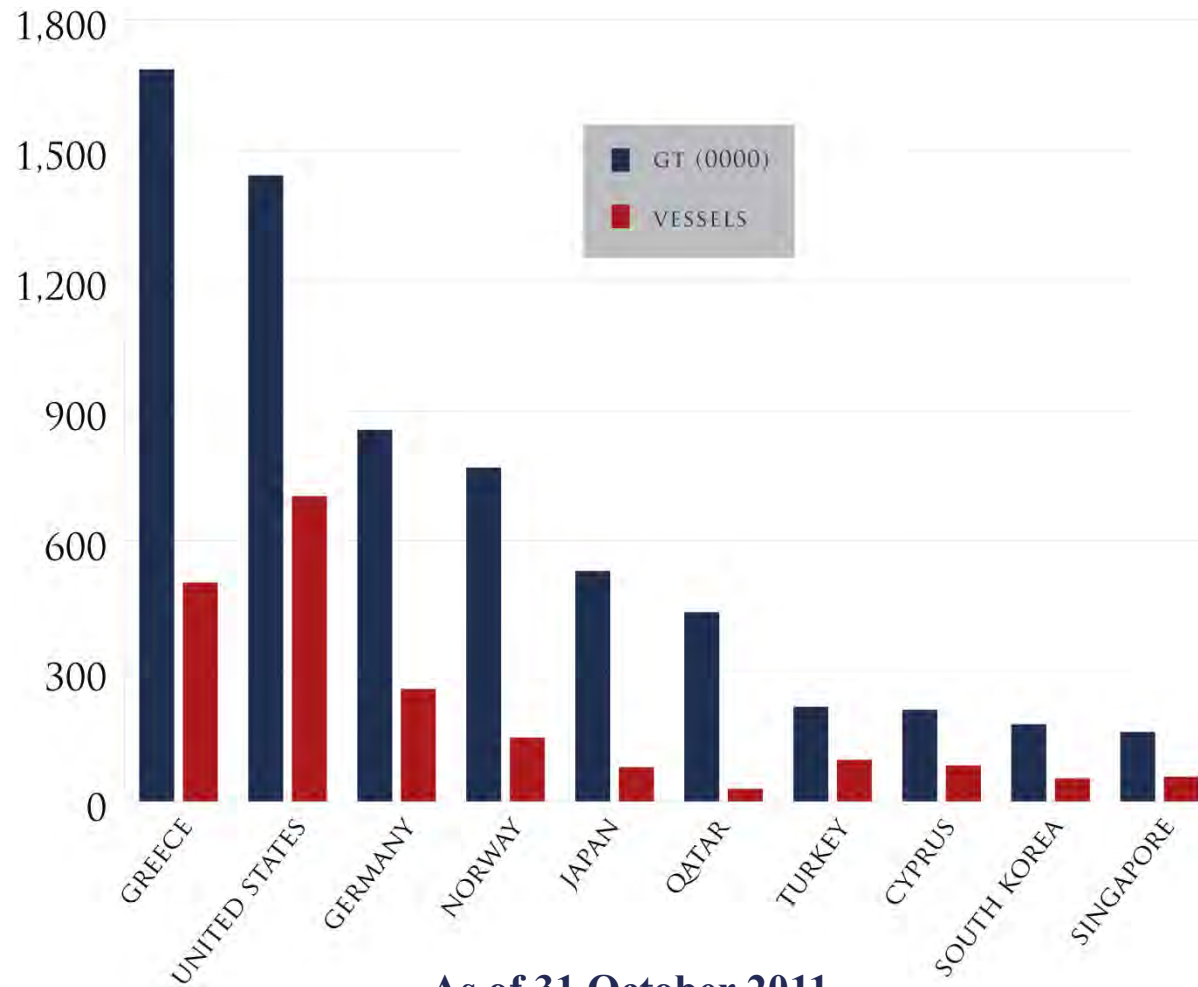
FLEET GROWTH



As of 31 October 2011



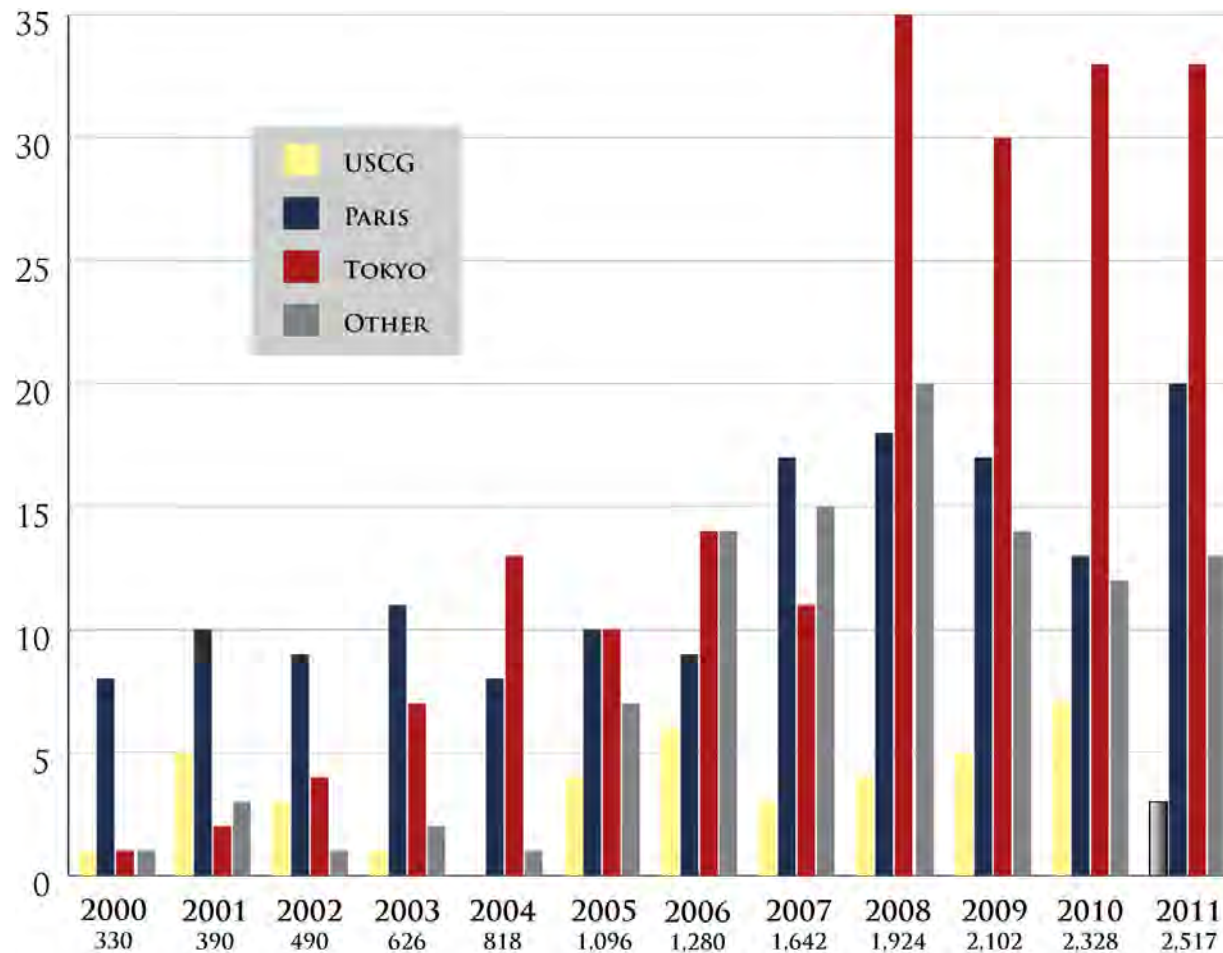
VESSELS REGISTERED BY NATIONALITY



As of 31 October 2011



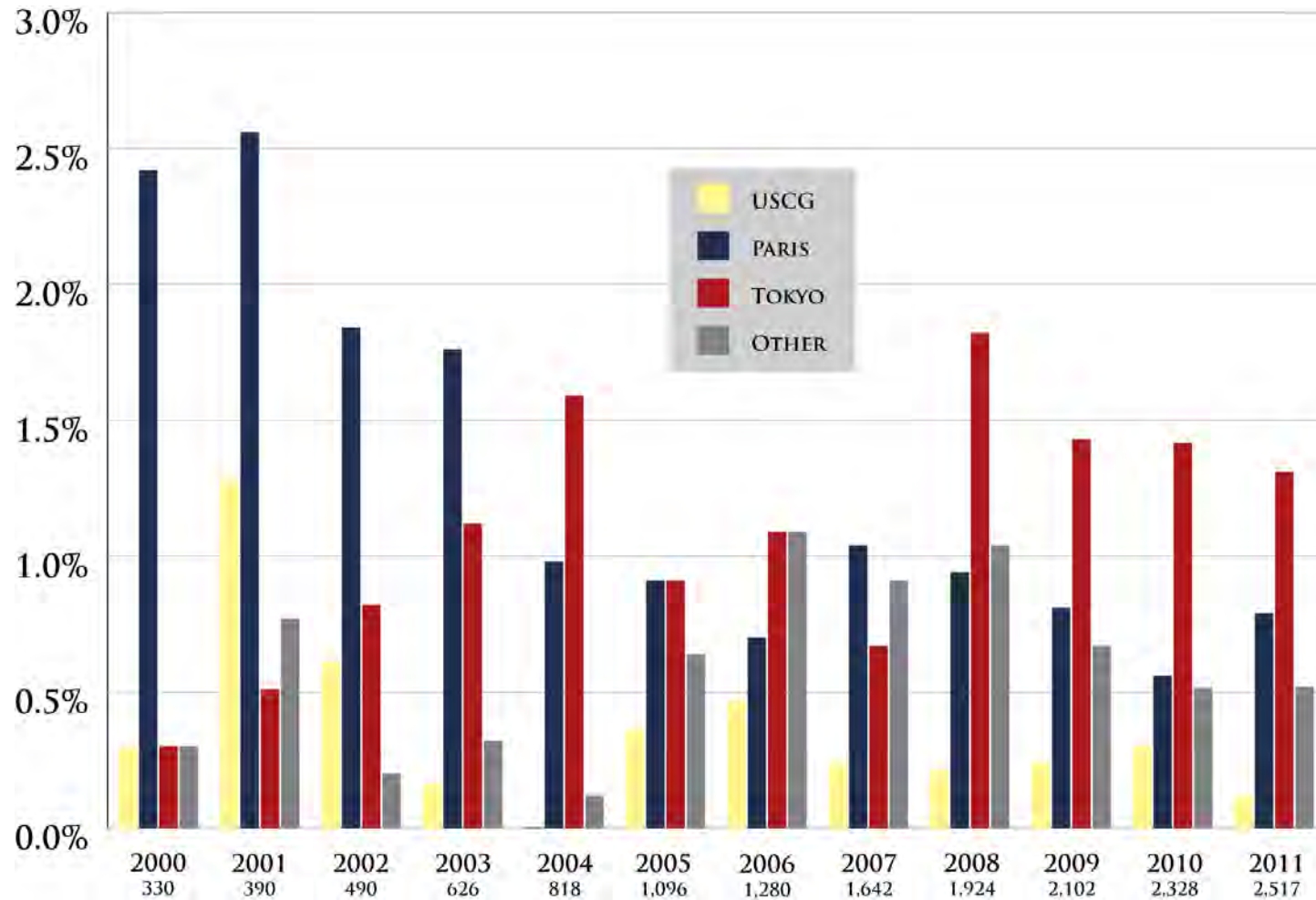
DETENTION TRENDS BY NUMBERS



As of 31 October 2011



DETENTION TRENDS NORMALIZED



As of 31 October 2011



PORT STATE CONTROL (PSC) DETENTIONS AND DEFICIENCIES



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2010 & 2011 FLEET TYPES

VESSEL TYPE	NO. OF VESSELS	% OF FLEET*	GROSS TONS	% OF FLEET GROSS TONS*
BULK CARRIER	455	20%	17,738,102	27%
CONTAINER	226	10%	5,973,245	9%
GAS CARRIER	88	4%	7,552,717	12%
GENERAL CARGO	79	3%	1,118,085	2%
MISCELLANEOUS	57	2%	607,738	1%
OSV	136	6%	252,889	0.39%
PASSENGER	7	0.30%	161,448	0.25%
TANKER	604	26%	27,591,333	43%
FLEET SUBJECT TO PSC		1,652	60,995,557	

VESSEL TYPE	NO. OF VESSELS	% OF FLEET*	GROSS TONS	% OF FLEET GROSS TONS*
BULK CARRIER	559	22%	22,231,739	29%
CONTAINER	247	10%	7,484,553	10%
GAS CARRIER	96	4%	8,294,783	11%
GENERAL CARGO	78	3%	1,396,694	2%
MISCELLANEOUS	60	2%	681,436	1%
OSV	130	5%	219,268	0.29%
PASSENGER	8	0.32%	215,951	0.28%
TANKER	667	26%	30,953,389	41%
FLEET SUBJECT TO PSC		1,845	71,477,813	

VESSEL TYPE	NO. OF VESSELS	% OF FLEET*	GROSS TONS	% OF FLEET GROSS TONS*
MODU	124	5%	2,375,612	4%
MOU	22	1%	1,448,132	2%
YACHT	530	23%	89,852	0.14%
TOTAL FLEET		2,328	64,909,153	

VESSEL TYPE	NO. OF VESSELS	% OF FLEET*	GROSS TONS	% OF FLEET GROSS TONS*
MODU	132	5%	2,801,165	4%
MOU	24	1%	1,594,055	2%
YACHT	516	21%	91,347	0.12%
TOTAL FLEET		2,517	75,964,380	

2010

As of 31 October 2011

*Percentage against entire fleet

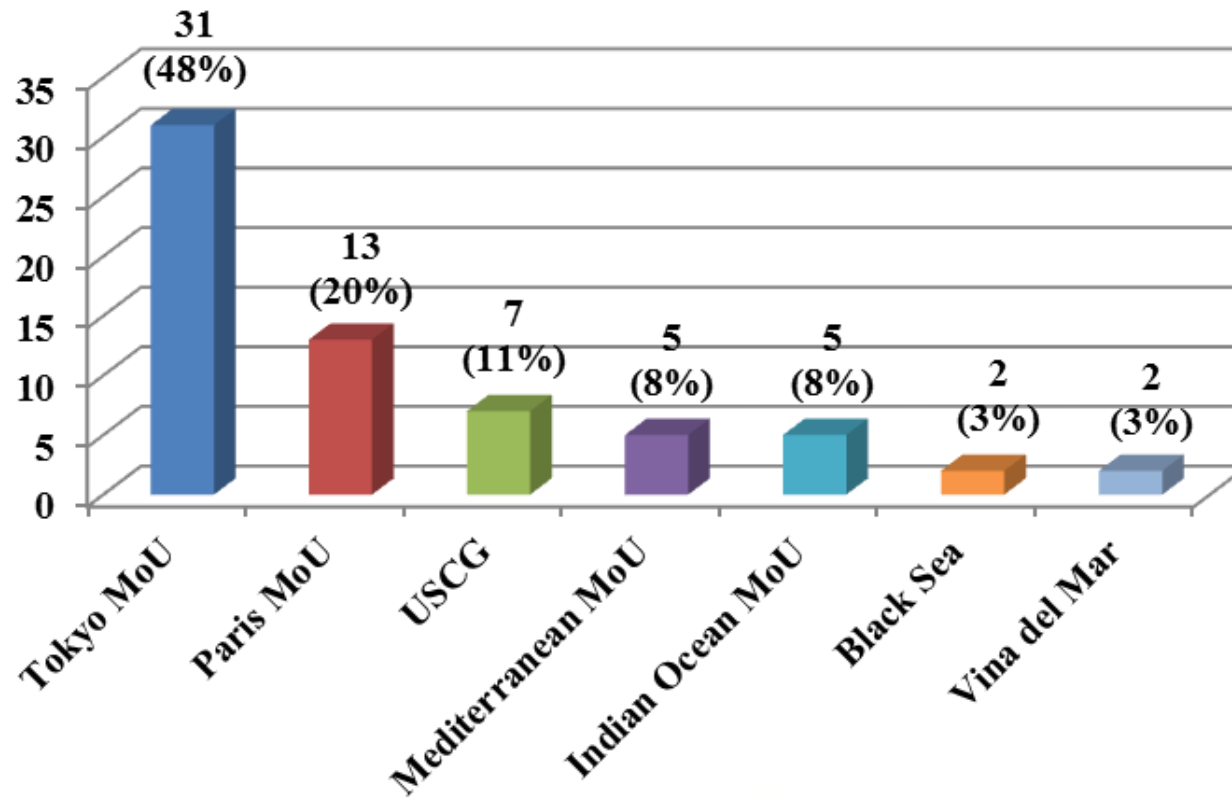


PSC DETENTIONS PER MOU 2010

Total detentions: 65

**Total ships
subject to PSC: 1,652***

Detention ratio: 3.93%



**Excludes MODUS, MOUs and yachts*

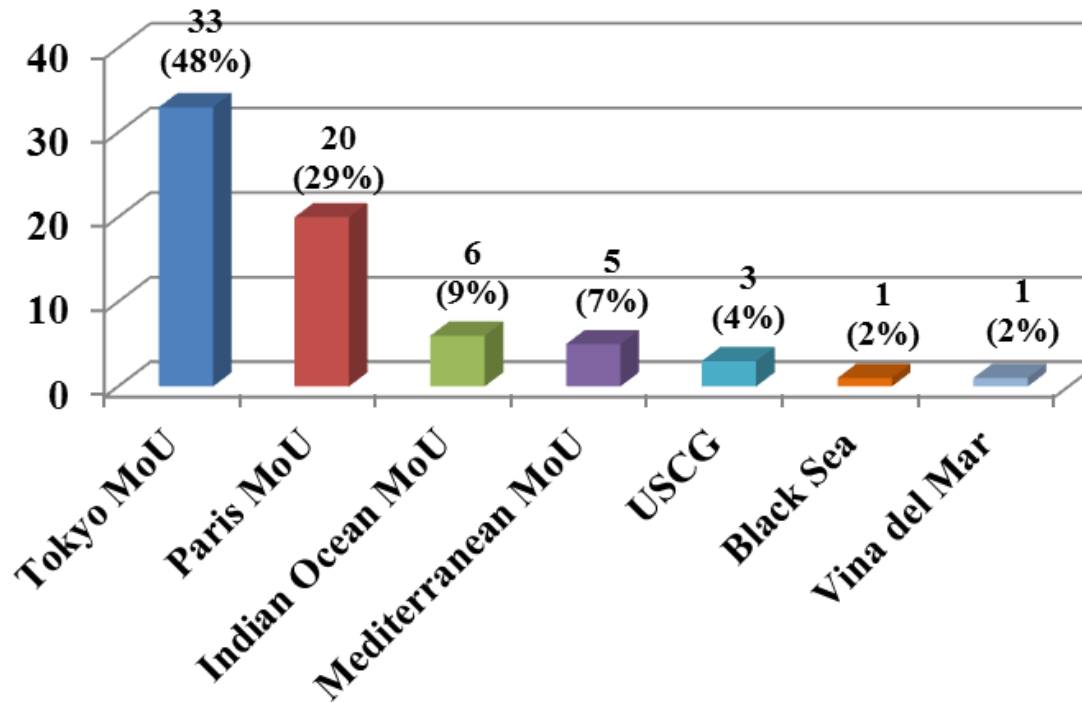


PSC DETENTIONS PER MOU 2011

Total detentions: 69

**Total ships
subject to PSC: 1,845***

Detention ratio: 3.74%

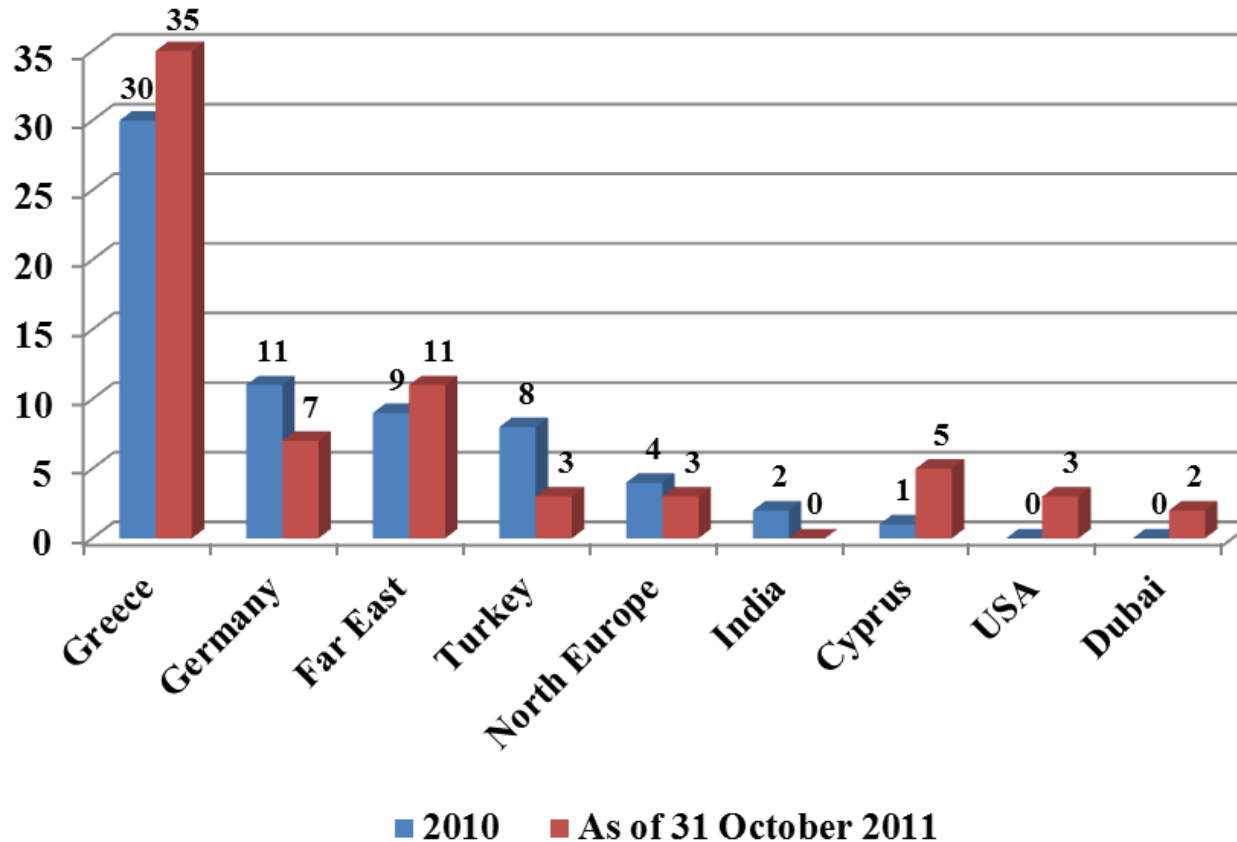


**Excludes MODUS, MOUs and yachts*

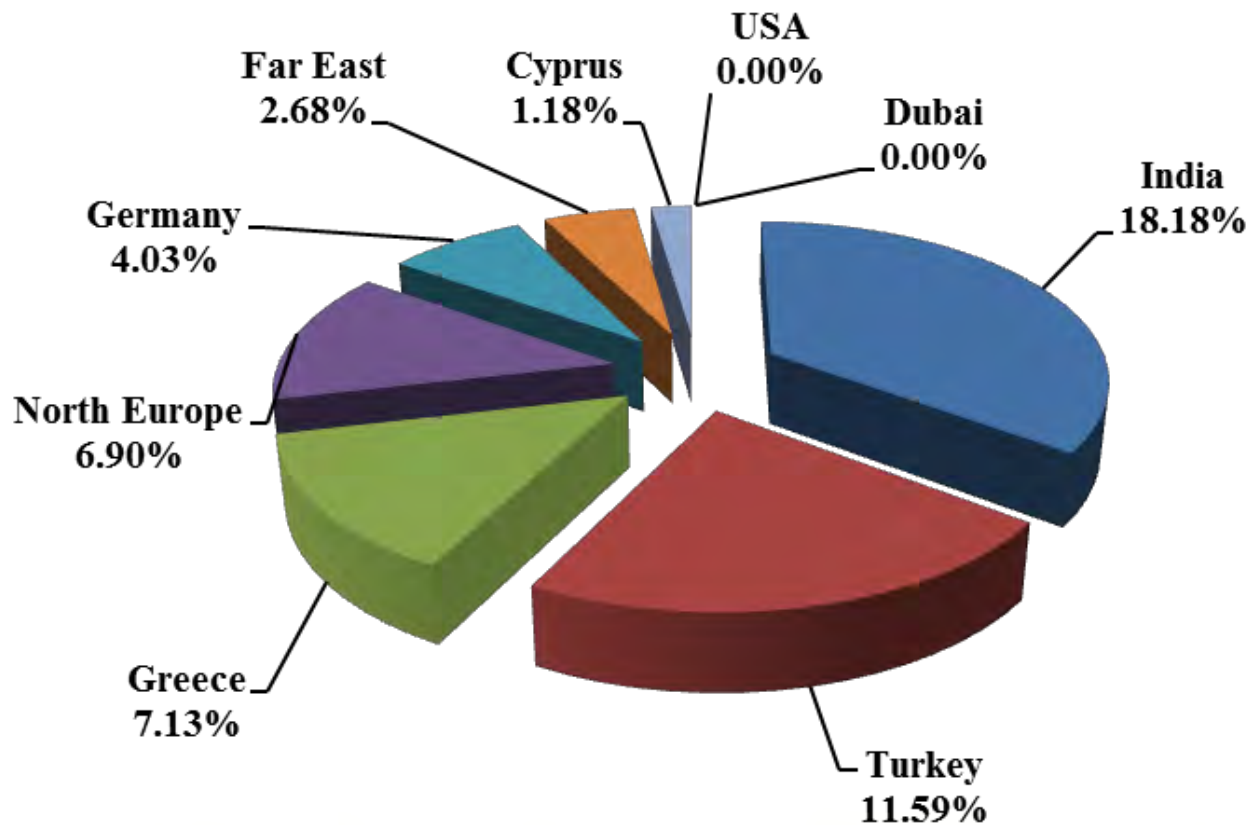
As of 31 October 2011



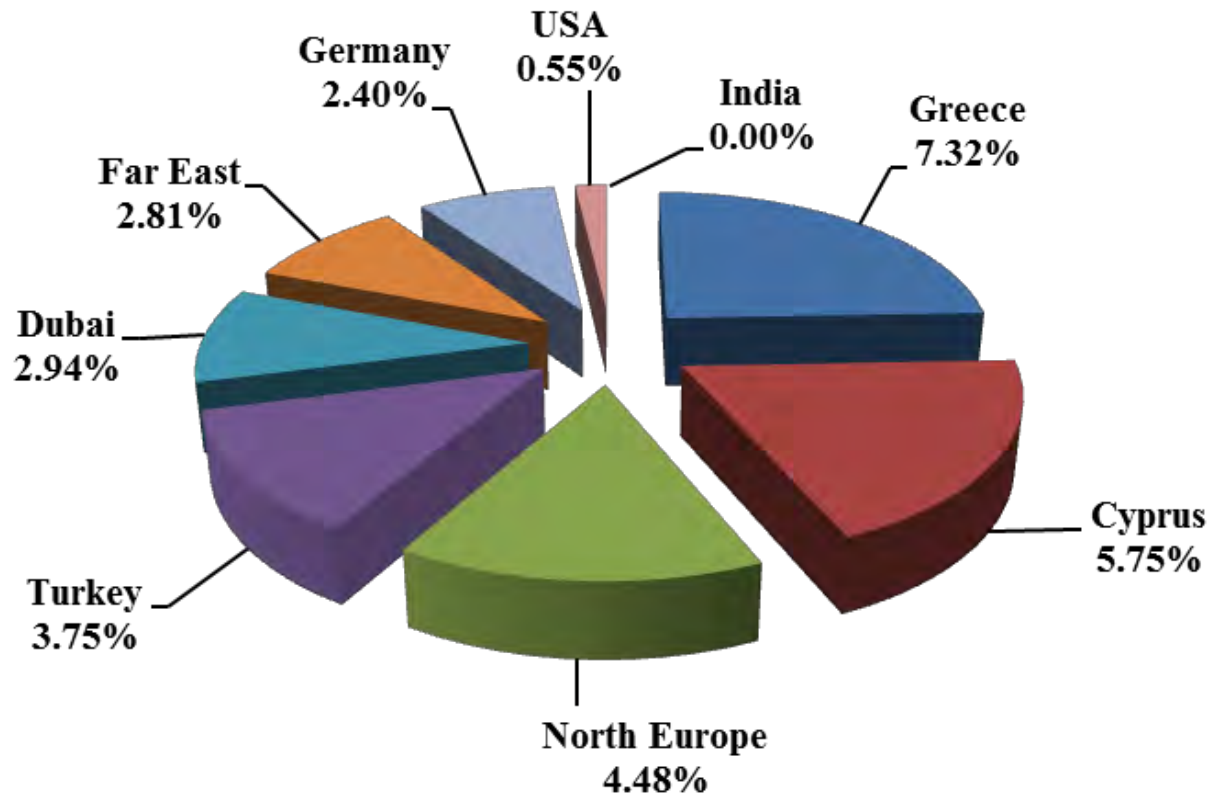
PSC DETENTIONS PER OPERATOR COUNTRY/REGION 2010 – 2011



PSC DETENTIONS PER OPERATOR COUNTRY/REGION NORMALIZED 2010



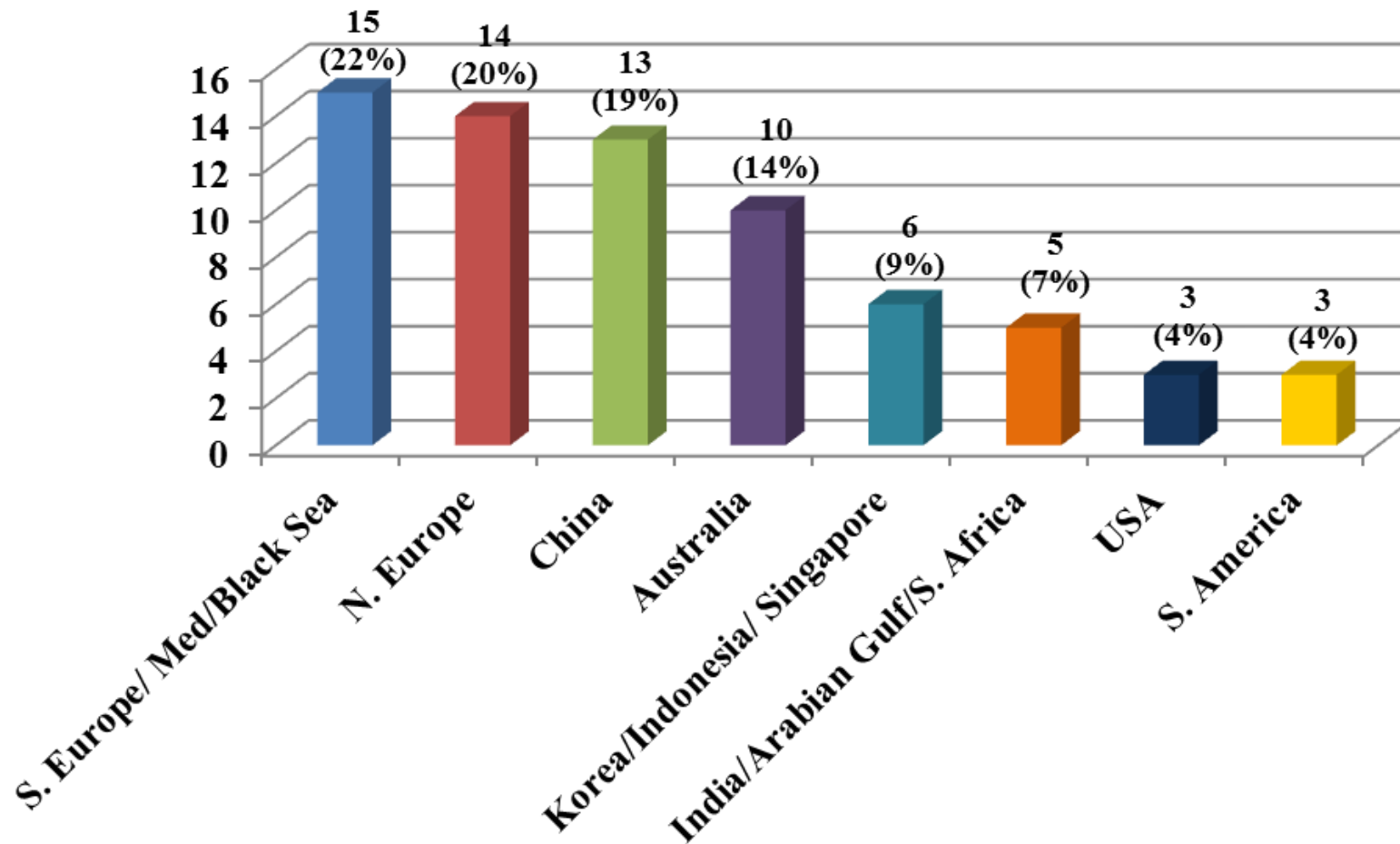
PSC DETENTIONS PER OPERATOR COUNTRY/REGION NORMALIZED 2011



As of 31 October 2011



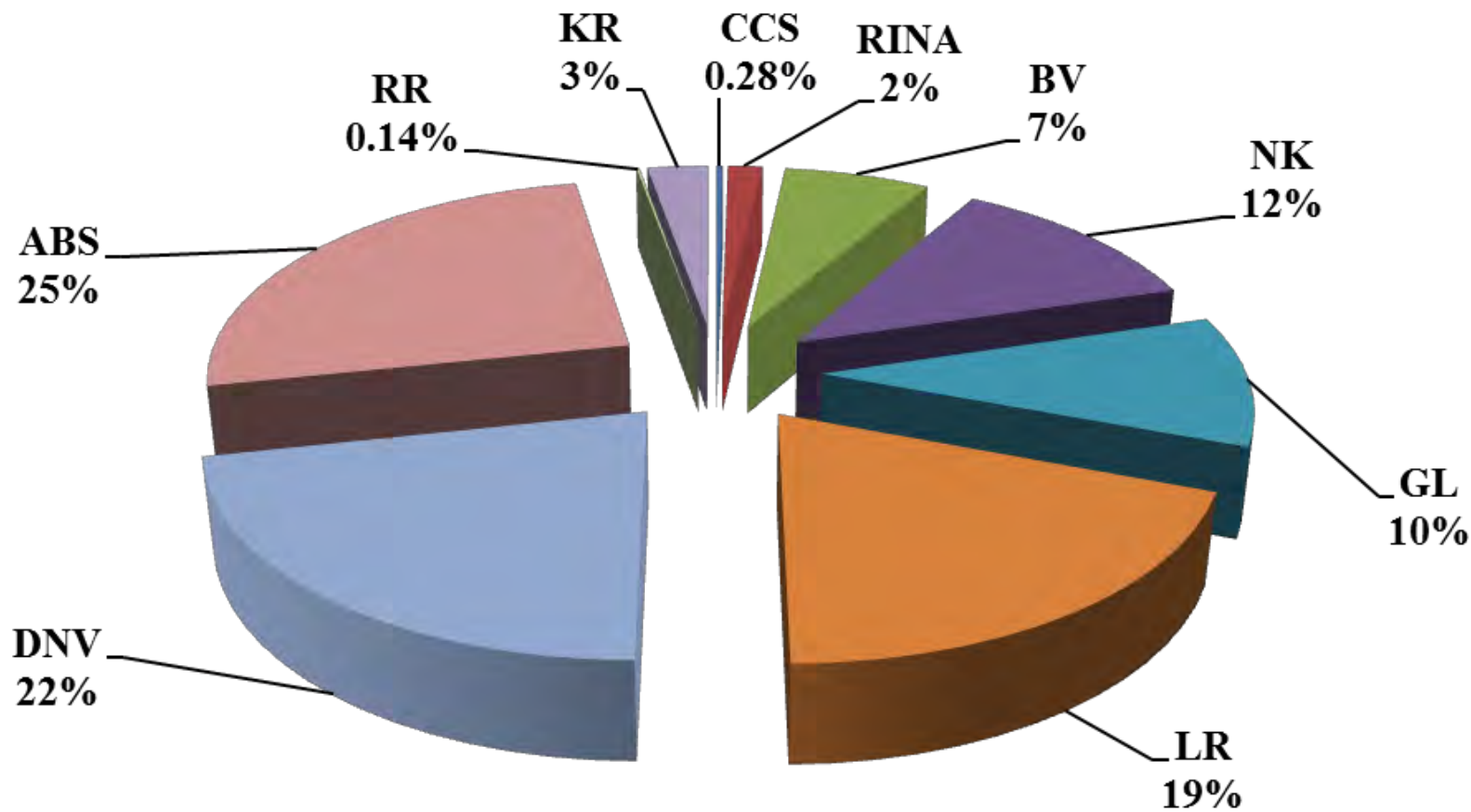
DETENTIONS PER PSC COUNTRY/REGION 2011



As of 31 October 2011



REGISTERED TONNAGE BY CLASS SOCIETY



As of 31 October 2011

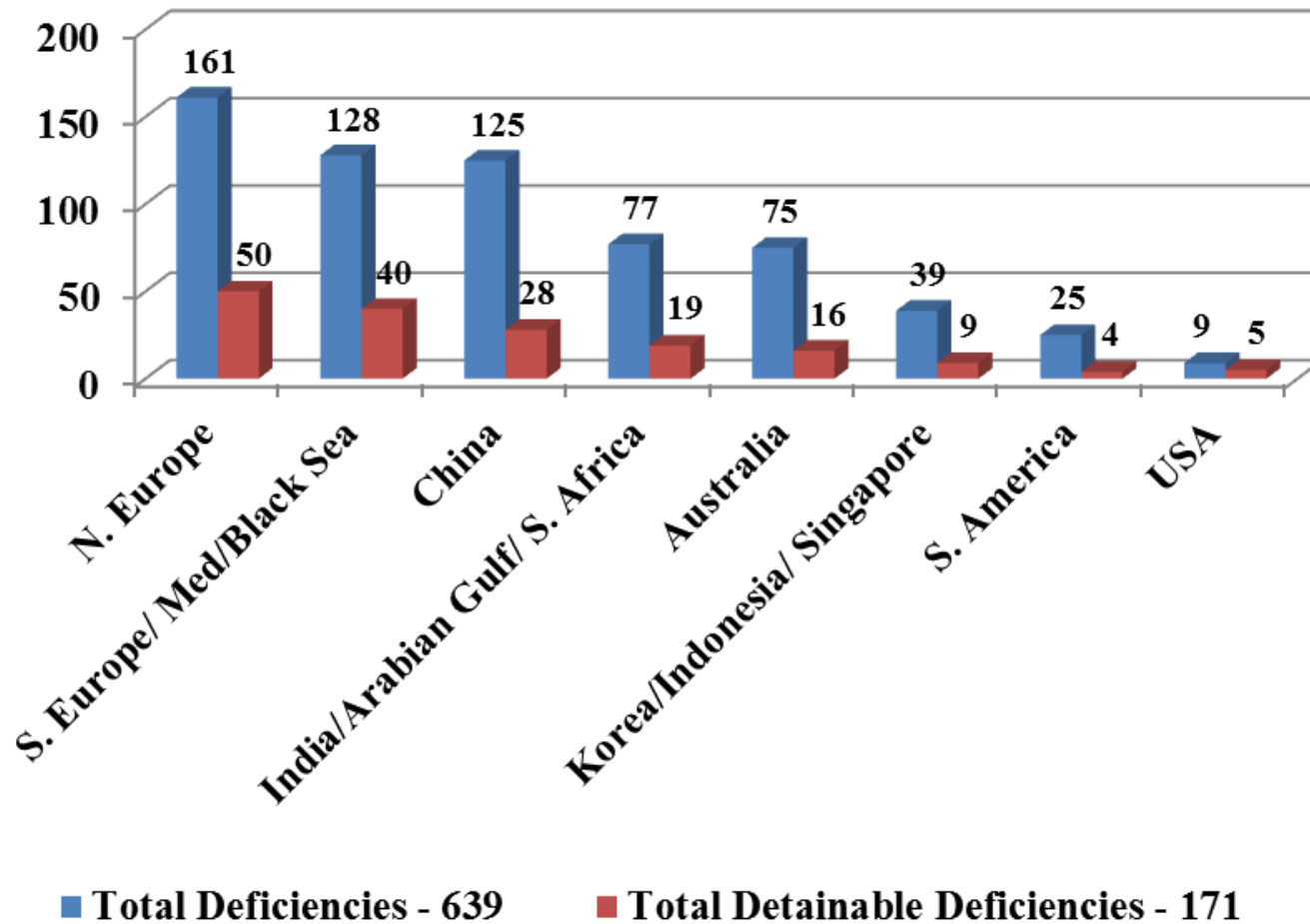


CLASS REGISTERED VESSELS AND PSC DETENTIONS 2010 - 2011

Class	2010 Vessels	2010 Detentions	2011 Vessels	2011 Detentions
CCS	12	2	13	1
RR	14	2	13	0
BV	172	14	204	11
RINA	43	3	40	5
NK	211	14	256	17
GL	252	12	263	7
LR	224	6	272	9
KR	50	1	59	2
DNV	309	6	299	6
ABS	378	5	427	11



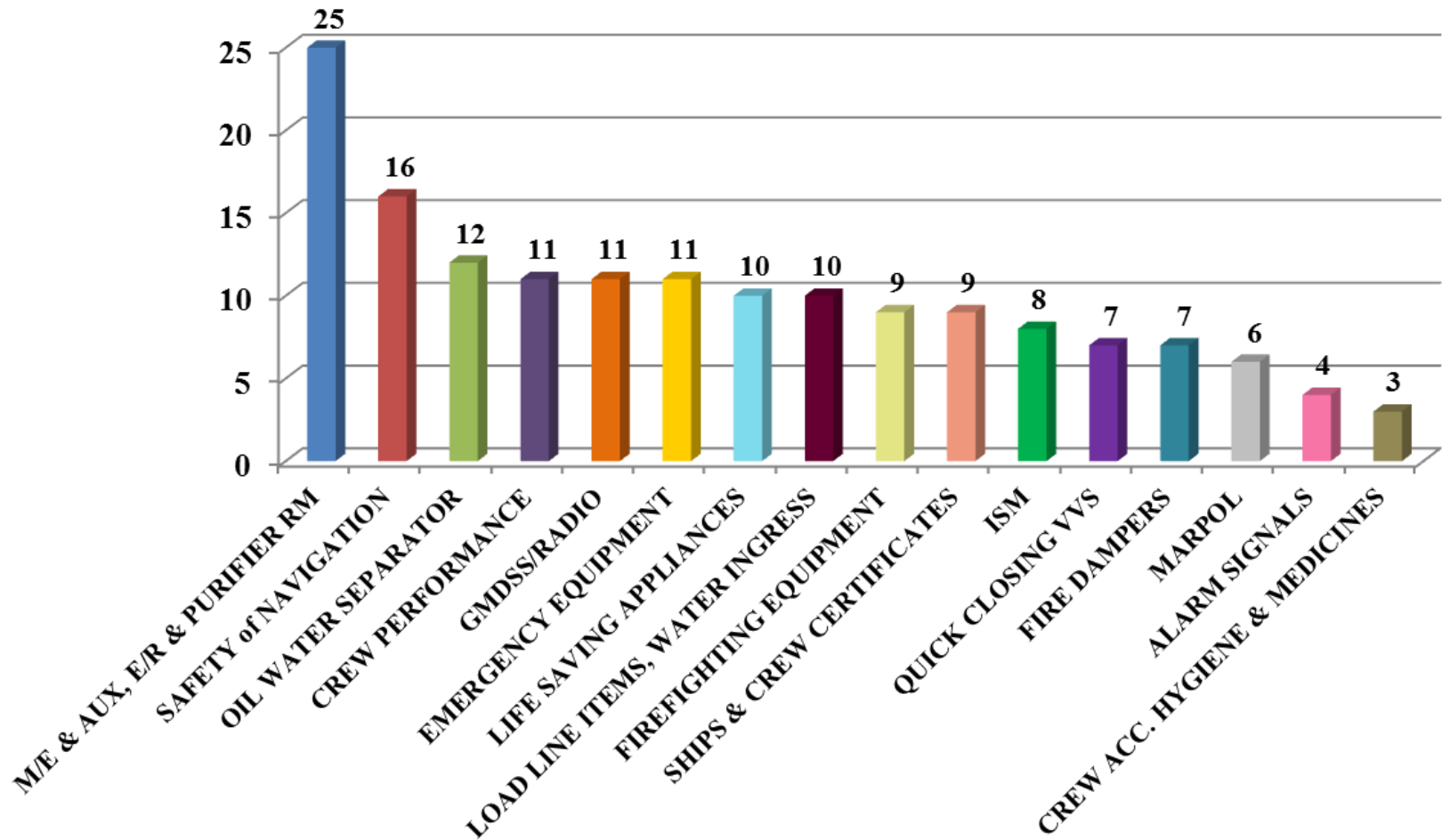
DEFICIENCIES BY PSC REGION 2011



As of 31 October 2011



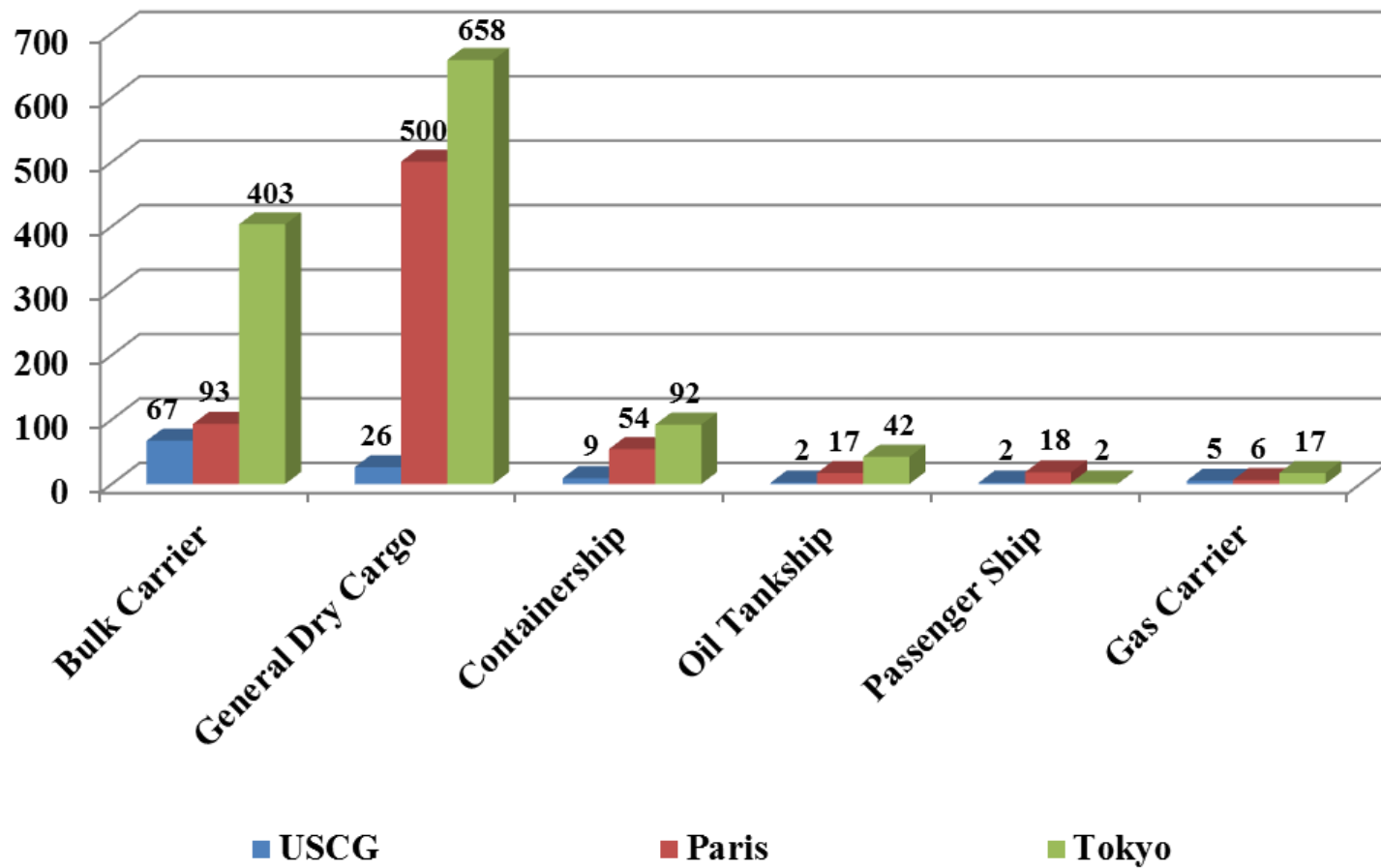
TOP PSC DETAINABLE DEFICIENCIES 2011 - 171



As of 31 October 2011



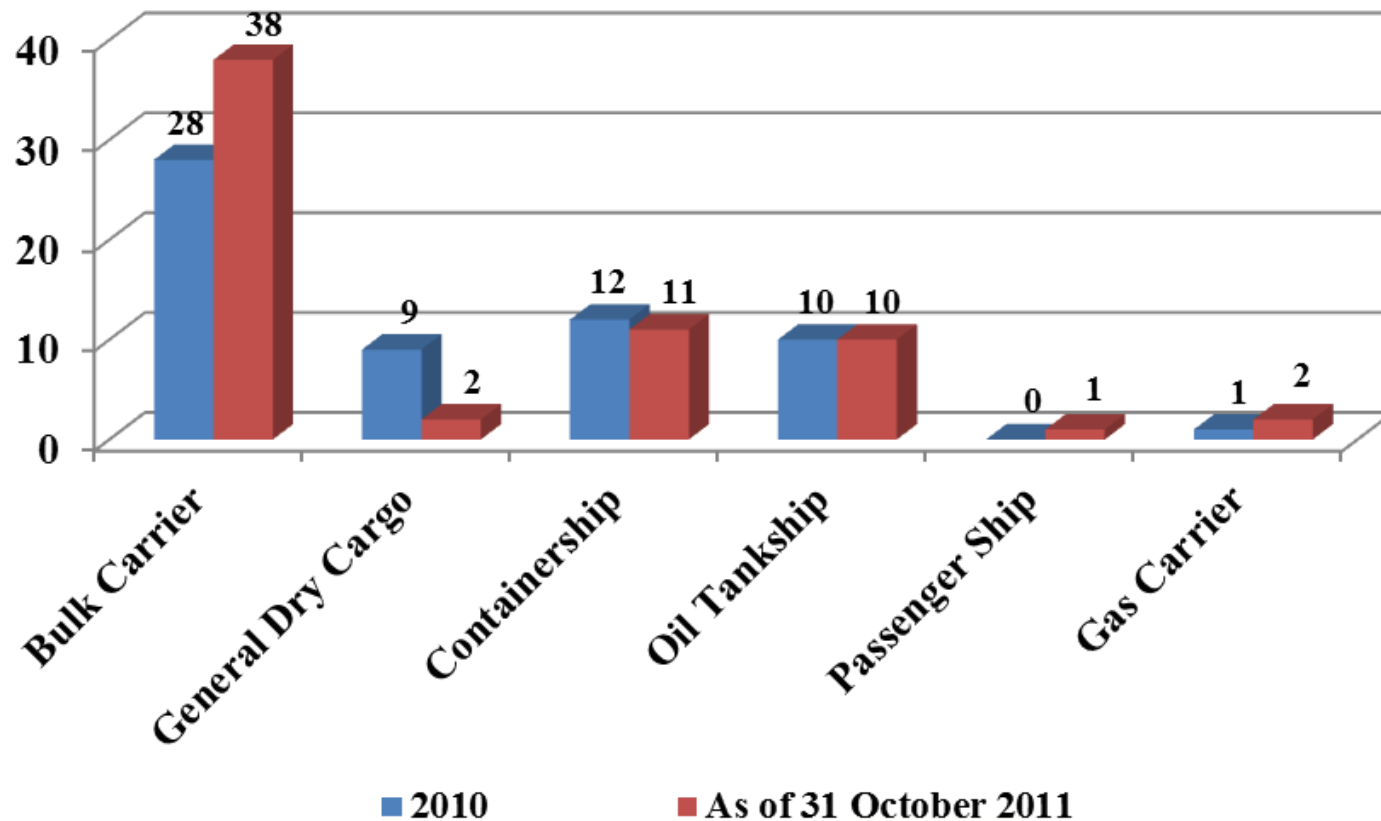
PSC DETENTIONS PER VESSEL TYPE 2010



From 2010 Tokyo MoU Annual Report, Paris MoU 2010 Annual Report, and USCG 2010 Report to the IMO's Subcommittee on Flag State Implementation



DETENTIONS PER MARSHALL ISLANDS VESSEL TYPE 2010-2011



MN 02-11-26 & TEC-02



REPUBLIC OF
THE MARSHALL ISLANDS

OFFICE OF THE
MARITIME ADMINISTRATOR

Marine Notice
No. 2-011-26
Rev. 11/08

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Application for Service Extensions / Dispensations.

References: (a) SOLAS Consolidated Edition 2004
(b) MARPOL 73/78 Consolidated Edition 2006
(c) MODU Code Consolidated Edition 2001
(d) Marine Notice 2-011-4
(e) Technical Circular #4, Rev. 1

PURPOSE:

This Notice clarifies terminology used to describe allowances issued by the Administration in accordance with statutory provisions, and establishes the Administration's policy for their issuance and use. This Notice supersedes the original issue of 1/08.

APPLICABILITY:

This Notice applies to all ships, MODUs and mobile offshore units (MOUs)

REQUIREMENTS:

1.0 Terminology

It has been noted while assessing certain technical issues, there is an occasional lack of consistency when referring to various allowances or authorizations that can be issued by the Administration. Due to differences associated with the handling of these actions, providing a clear definition for each is of merit. Therefore, the Administration is establishing the following basic definitions for reference when addressing such issues:

1.1 Exemption

An Exemption is a permanent release from compliance with a Statutory Convention requirement due to the existence of specific circumstances as sanctioned by the provisions of that Convention. The 'Exemption Certificate' is linked to, and retained with, its associated statutory certificate, and is issued by the Recognized Organization (RO) issuing that certificate under authorization from the Administration, which shall be in accordance with reference (e). Authorization for issuance of an Exemption Certificate is considered on a case

1 of 4

Inquiries concerning the subject of this Notice should be directed to the Office of the Maritime Administrator, Republic of the Marshall Islands, c/o Marshall Islands Maritime and Corporate Administrators, Inc., 11495 Commerce Park Drive, Reston, VA 20191-1507 USA.
M011, 010



REPUBLIC OF THE MARSHALL ISLANDS

APPLICATION FOR SERVICE EXTENSION / DISPENSATION
from
Marshall Islands Maritime Authority
on behalf of Owner

1. Name of Vessel:	2. Official Number:	3. IMO Number:
4. Name & Title of Person submitting application:	5. Contact Numbers:	6. Date submitted:
7. Description of service extension/dispensation requested (details of equipment involved, proposal, etc.):		
8. Reason for service extension/dispensation requested (circumstances necessitating the extension/dispensation):		
9. Corrective Action Plan (anticipated location/date for completion of repairs or servicing, itinerary of vessel, etc.):		
10. Is Class informed? Yes <input type="checkbox"/> No <input type="checkbox"/>	11. Is Class attendance arranged? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, date of survey:	
12. Comments/recommendation from Class, if applicable:		
FOR MARITIME ADMINISTRATOR USE ONLY		
Comments by Maritime Authority:		
Name & Title of Officer of Maritime Authority:	Approved: <input type="checkbox"/> Rejected: <input type="checkbox"/> Need more information: <input type="checkbox"/>	Date reviewed: Dispensation valid until:

1/08

TEC-02



MN 02-11-29



REPUBLIC OF
THE MARSHALL ISLANDS

OFFICE OF THE
MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-29

Rev 2/09

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: The Role of Recognized Organizations (ROs) in Ensuring Compliance with
IMO Mandatory Instruments and National Regulations.

PURPOSE:

The Republic of the Marshall Islands' Maritime Administration has delegated authority to certain ROs to perform ship statutory survey and certification services. The purpose of this notice is to provide vessel owners/operators with greater clarity on the RO's role, as authorized by the Administration, in ensuring compliance with mandatory requirements of international conventions and Marshall Islands regulations and to outline the potential consequences of non-compliance to vessel owners/operators. This Notice supersedes the original issue of 1/09 and reflects a change in section 3.2 regarding the window for surveys.

APPLICABILITY:

This notice applies to all Marshall Islands-flagged vessels subject to survey and certification for statutory compliance, where applicable.

REQUIREMENTS:

1.0 General

- 1.1 While it is ultimately the responsibility of the Administration to ensure compliance of owners/operators and vessels with the mandatory requirements of the international conventions, protocols and related codes to which the Marshall Islands is a signatory, the ROs are authorized by the Administration to perform the requisite surveys, inspections, audits and assessments to verify compliance, and to issue the relevant statutory certification as evidence of compliance, where applicable.
- 1.2 Furthermore, in consultation with the Administration, the ROs are also authorized to withdraw, cancel or invalidate Marshall Islands statutory certificates in accordance with the results of such surveys, inspections, audits and assessments. Where there is a failure by the vessel or owner/operator to correct a serious deficiency, ROs are authorized to suspend the relevant statutory certificates until all such deficiencies are remedied.

1 of 3

Inquiries concerning the subject of this Notice should be directed to the Office of the Maritime Administrator, Republic of the Marshall Islands, c/o Marshall Islands Maritime and Corporate Administrators, Inc., 11498 Commerce Park Drive, Reston, VA 20191-1506 U.S.A.
March 2009



TOKYO MOU

Presented by: Richard Dias
Senior Safety & Technical Manager



International Registries, Inc.
in affiliation with the Marshall Islands Maritime & Corporate Administrators

The Marshall Islands Registry
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TOKYO MOU

Australia

Canada

Chile

China

Fiji

Hong Kong

Indonesia

Japan

Korea

Malaysia

New Zealand

Papua & New Guinea

Philippines

Russian Federation

Singapore

Thailand

Vanuatu

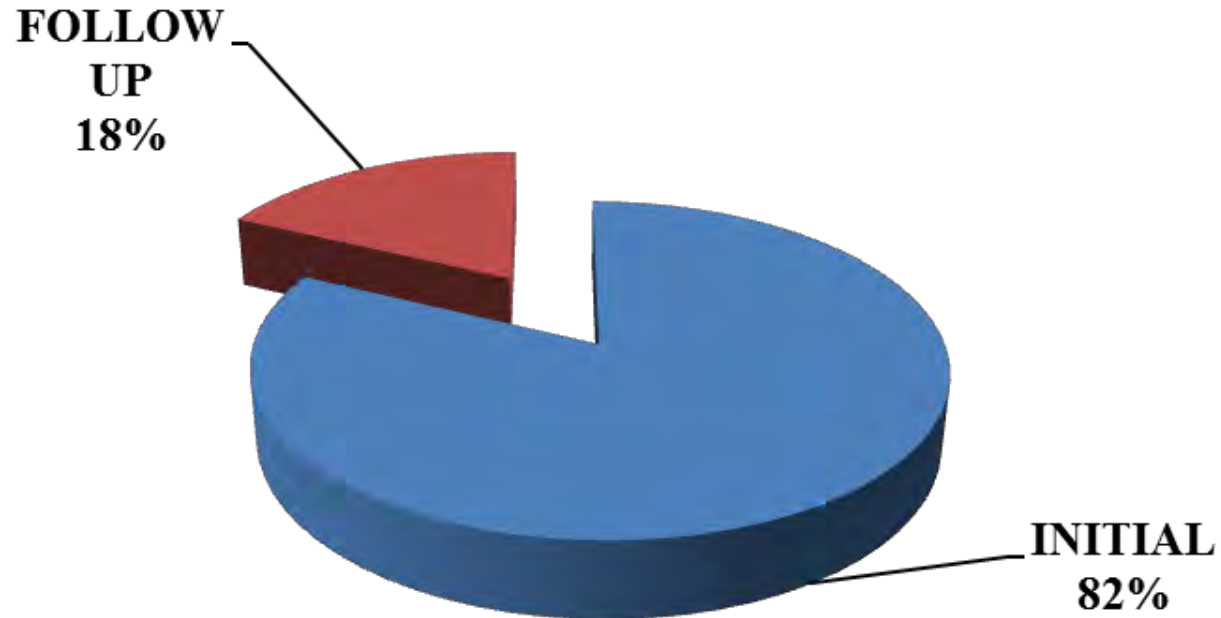
Vietnam

Since June 2010, the Marshall Islands has been a Cooperating Member Authority



INSPECTION TYPES 2011

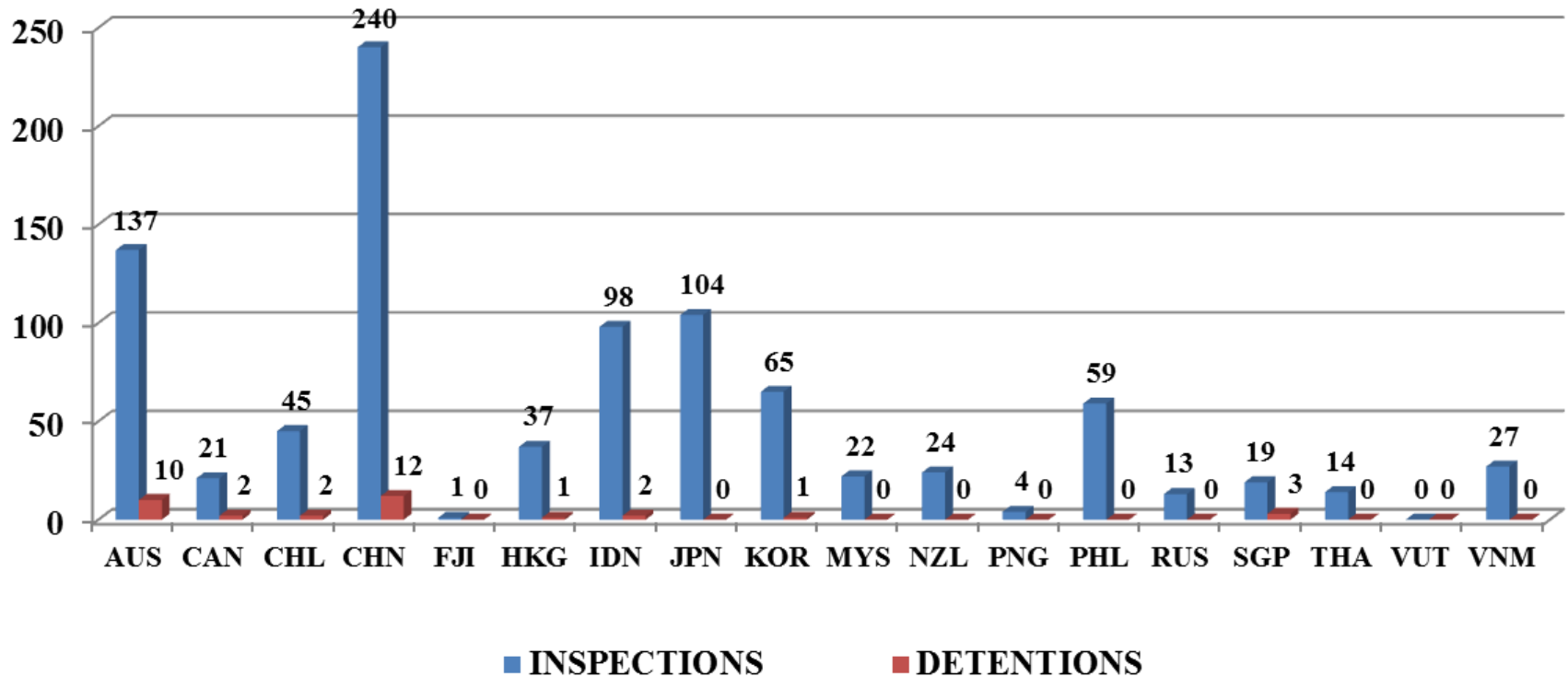
TOTAL 1132 - INITIAL 930 - FOLLOW UP 202



As of 31 October 2011



TOKYO MOU PSC RECORD OF MARSHALL ISLANDS VESSELS 2011



As of 31 October 2011



INITIAL INSPECTION RESULTS 2011 - 930

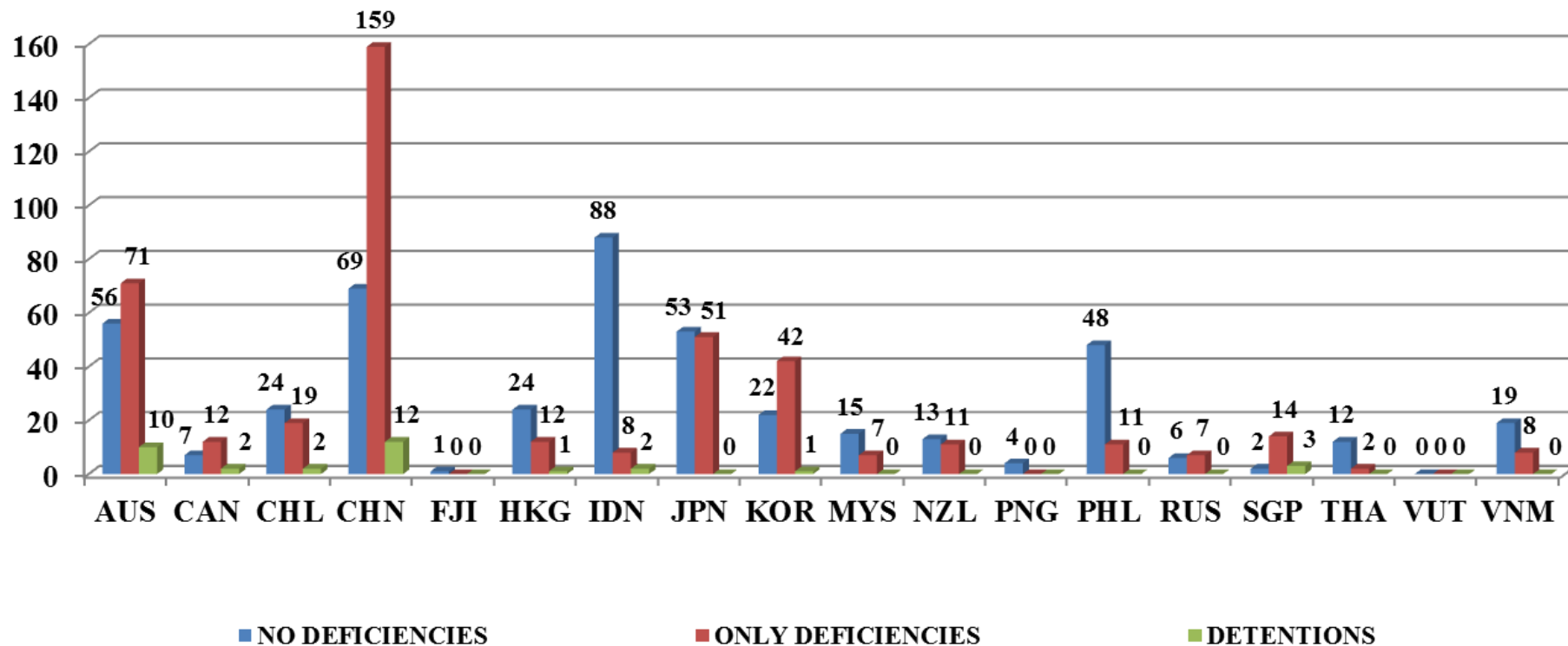


As of 31 October 2011



INITIAL INSPECTION RESULTS BY MEMBER STATE

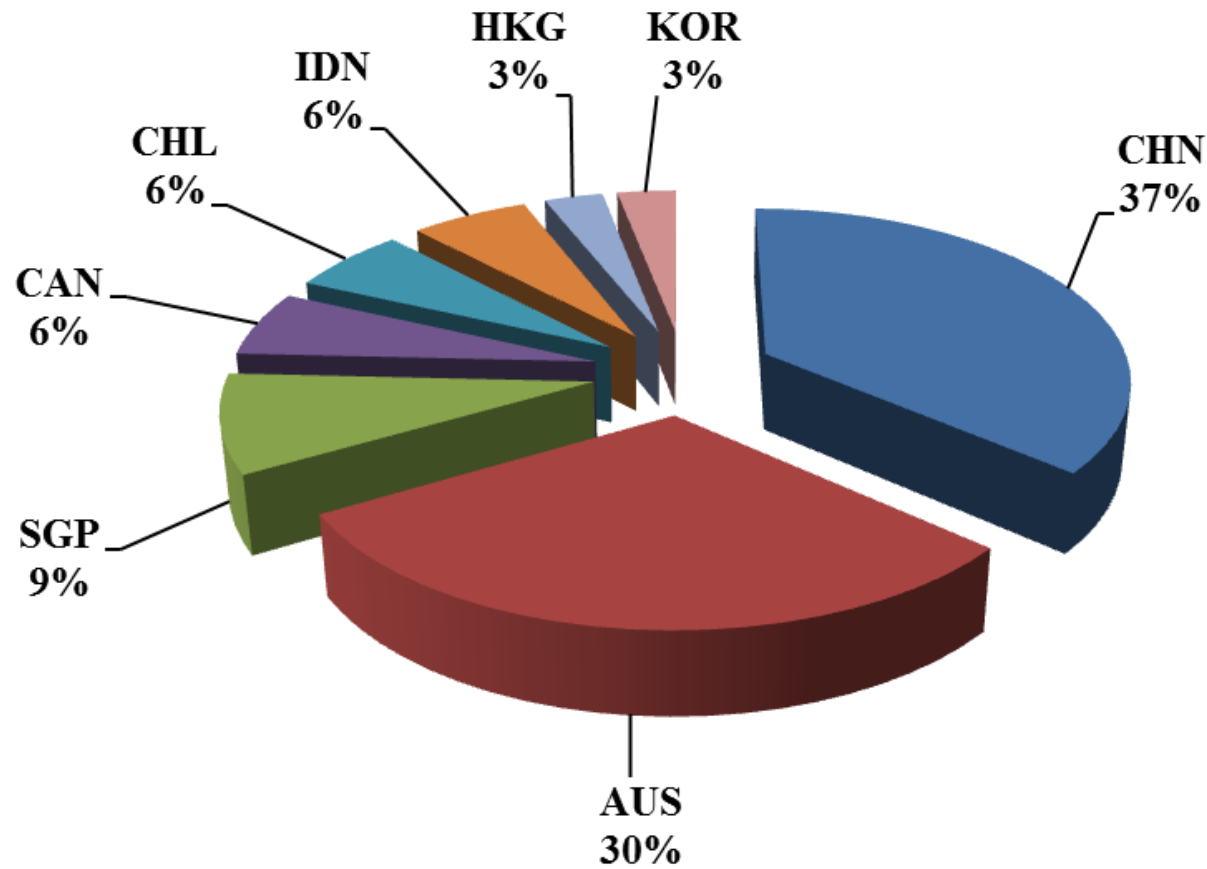
2011 - 930



As of 31 October 2011



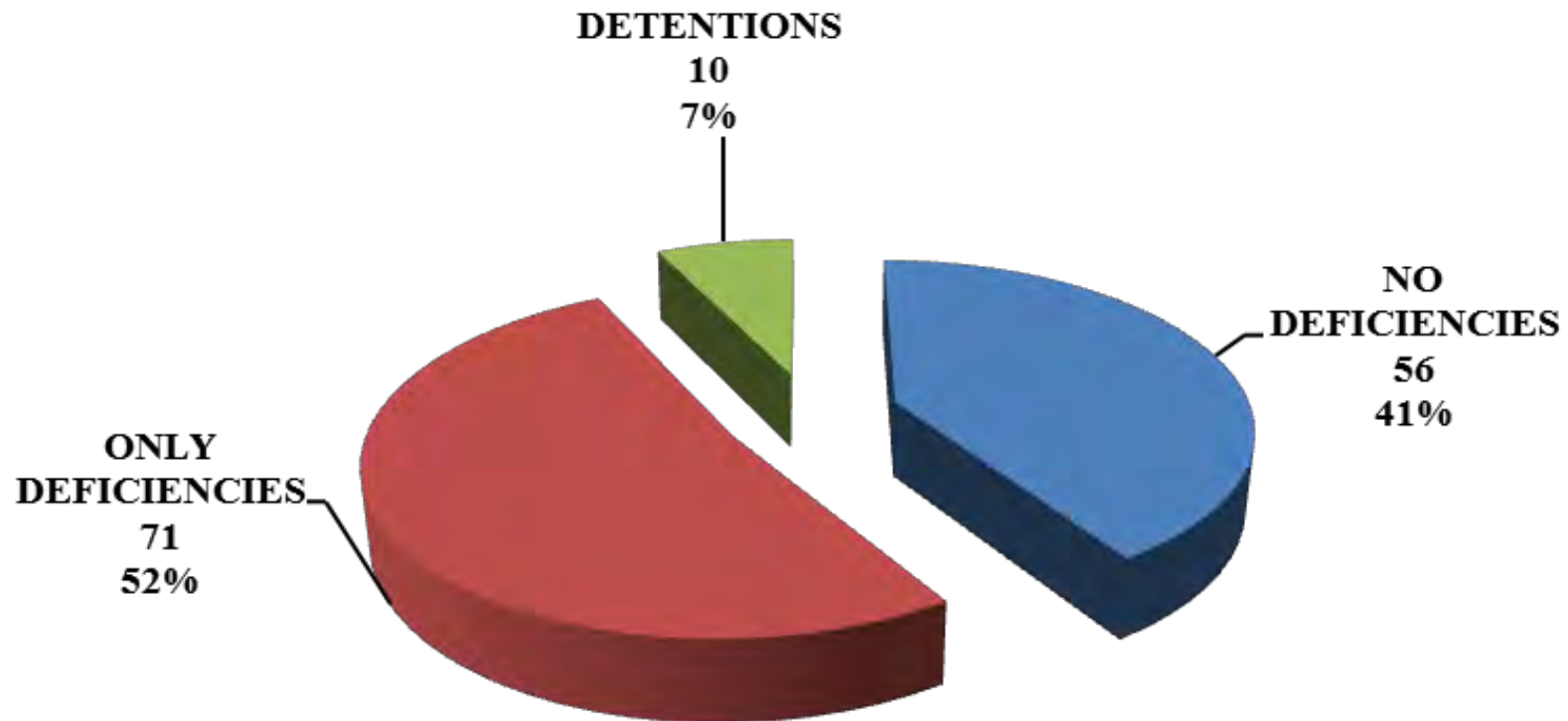
DETENTIONS BY MEMBER STATE 2011 - 33



As of 31 October 2011

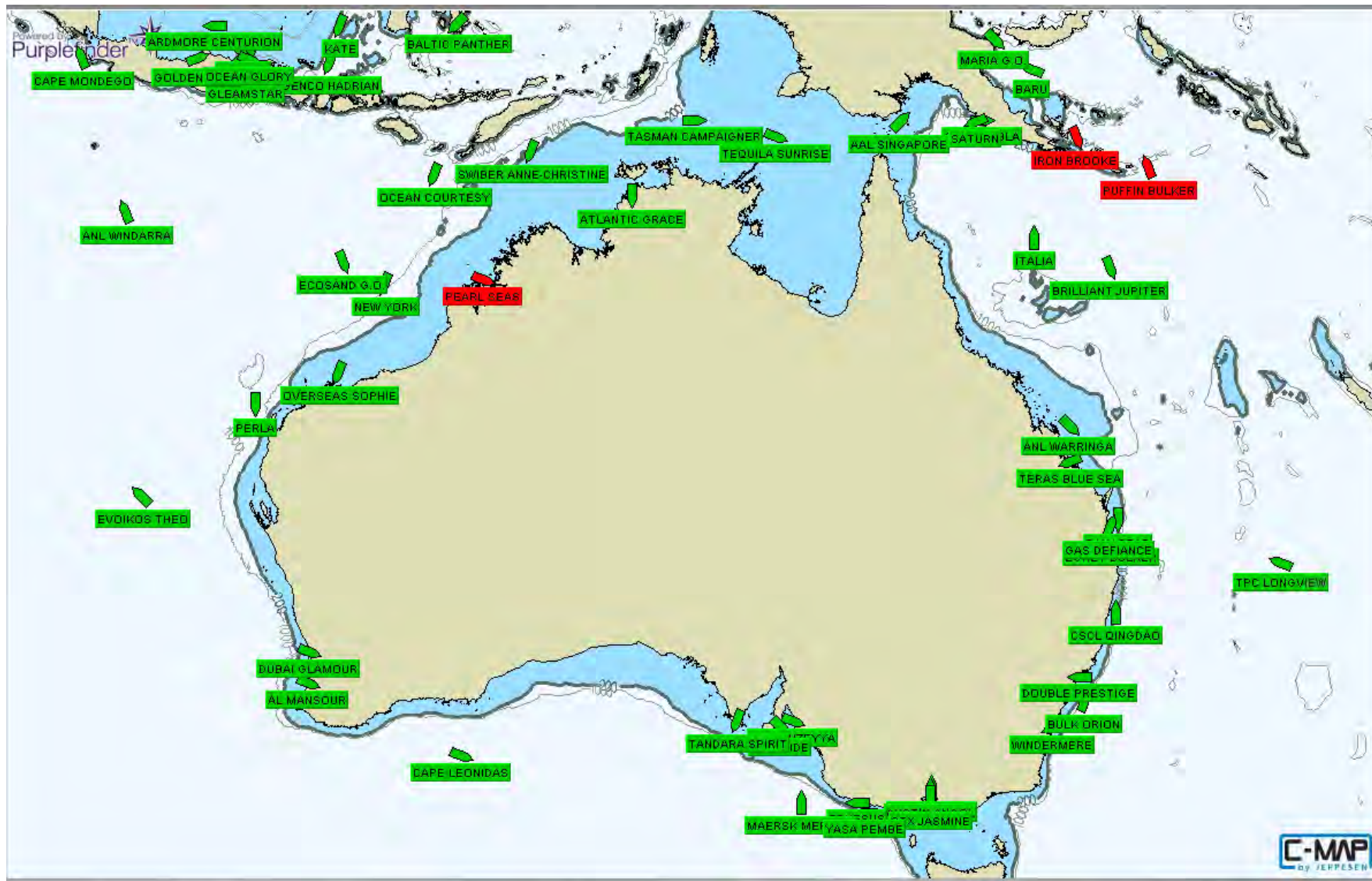


AUSTRALIA - 137



As of 31 October 2011





COMMON PROBLEMS REPORTED BY AMSA

- Compliance with IMSBC Code (Australian Marine Orders Part 34) especially the information required such as TML and moisture content for category A and B cargoes.
- All vessels carrying out loading/unloading operation in Australia must comply with Marine Orders Part 32.
- Ships detained as hours of rest requirement not in accordance with the STCW Convention. The records often found either incomplete or the records do not correspond with the actual hours of work/rest or have been falsified.
- Another major issue is the lack of charts and nautical publications. They find some vessels arriving at Australian ports with either photocopy of charts or with only one small scale chart, no Australian Charts.



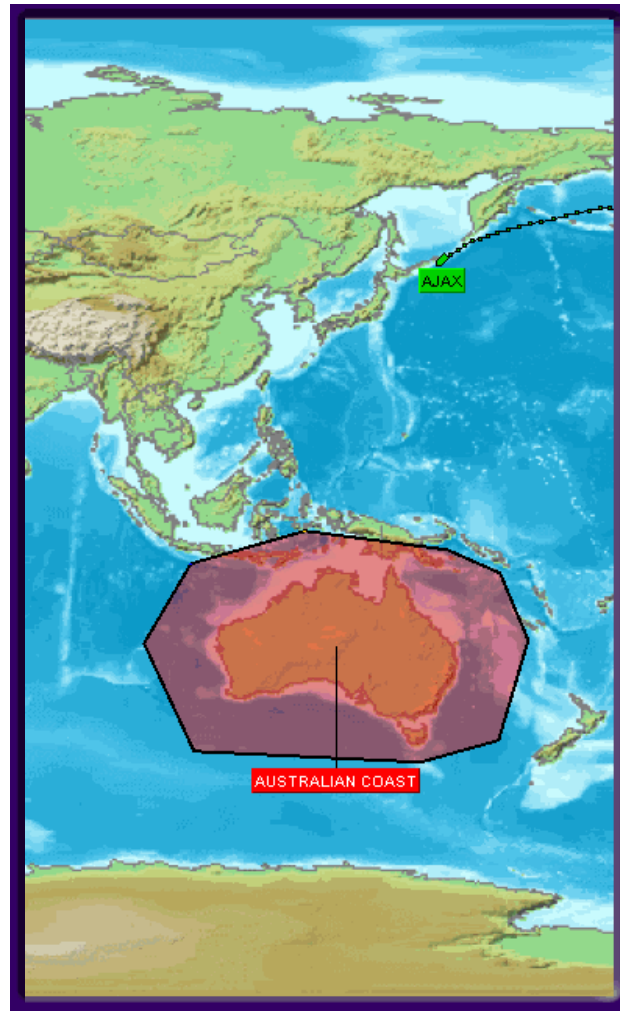
COMMON PROBLEMS REPORTED BY AMSA (continued)

- Continue to find problems with maintenance of Fire Dampers, Lifeboats on/off load release mechanisms, Emergency Fire P/Ps, H/Cover & Cleats, Generators, Oil leaks, OWS; this often leads to detentions on grounds of ISM failure, requiring an additional external audit.
- Australia requires any incident to be reported, in AMSA Forms 18 (incident alert) and 19 (incident report), to AMSA within 4 and 72 hours of the incident happening. Most vessels do not comply with this.

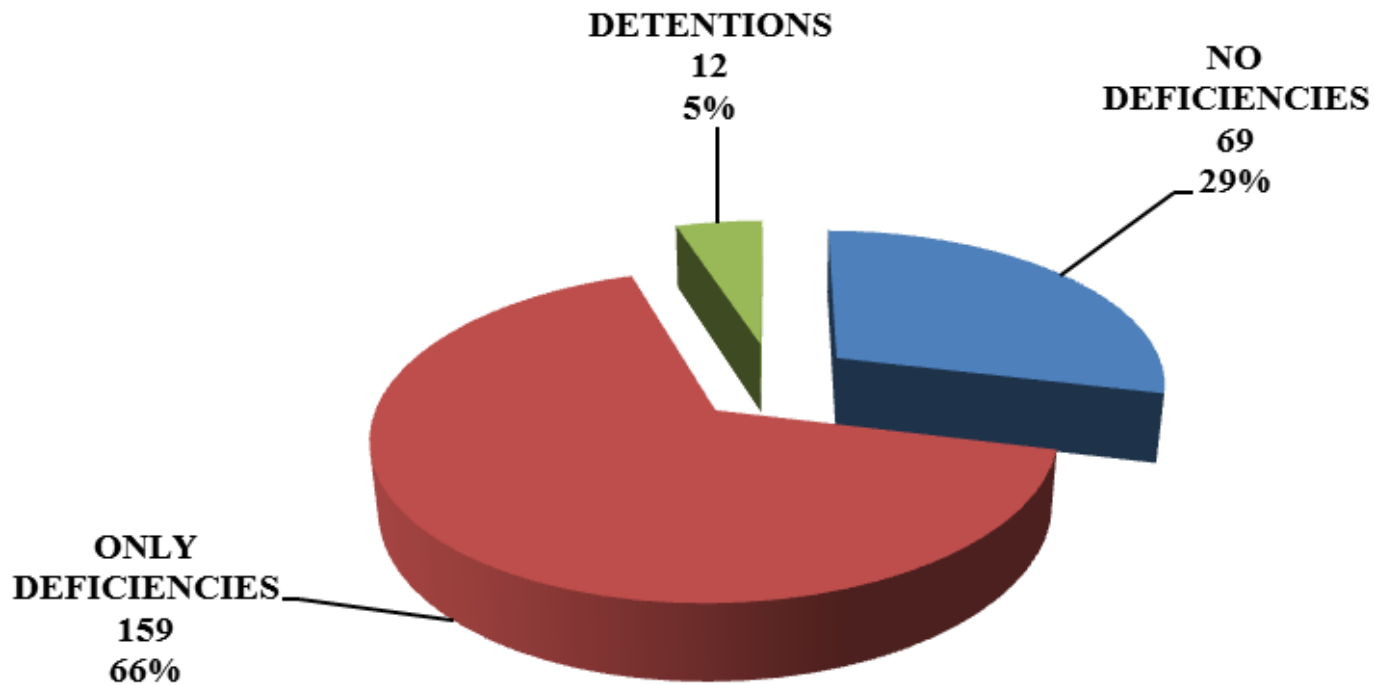
AMSA points out that ships failing to report under the SOLAS requirements may find themselves undergoing additional scrutiny and/or deficiencies being issued in a PSC inspection.



AUSTRALIAN COAST



CHINA - 240



As of 31 October 2011



PSC INSPECTIONS IN CHINA

- Detentions & their codes can vary depending on the port - there has been no real common trend. Sometimes a Code 17 is given and sometimes a Code 30 depending on the port or Inspector.
- There are more detentions in the northern ports, closer to Tianjin.
- Often there can be more than one Inspector, up to five at the most. If there is more than one Inspector it is more difficult to reason out a deficiency with them.
- The Inspectors may lack seagoing experience, but are well read, and well trained.
- They have studied all the regulations in detail and can pick on fine details, even design defects which are not running defects.



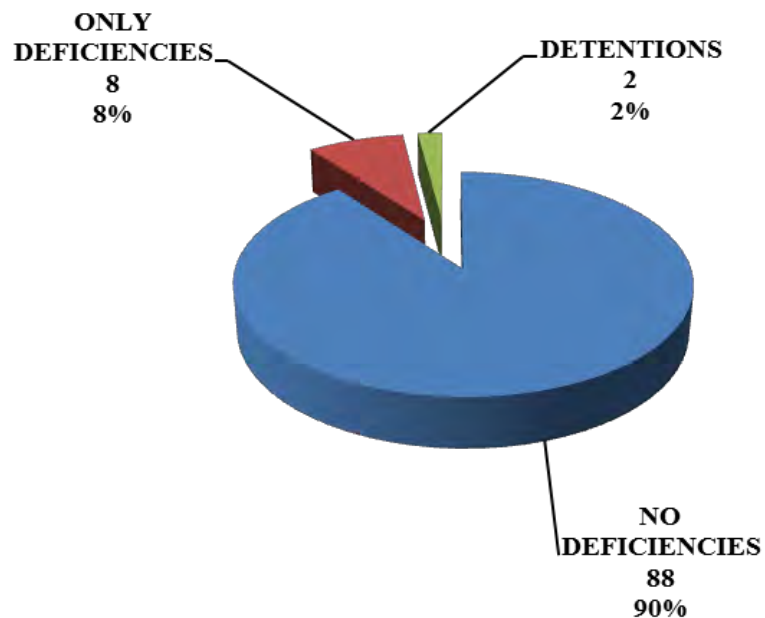
PSC INSPECTIONS IN CHINA (continued)

- For newbuildings, they also pick out deficiencies which Class has overlooked.
- Unlike Australia, there is not so much focus on the ISM aspect and rarely are audits requested.
- Once a report has been signed, it is difficult for them to overturn, hence we recommended not to sign the report if it appears there are grounds for a successful PSC appeal.
- We can assist with appeals if sufficient grounds but must be brought to our immediate attention.

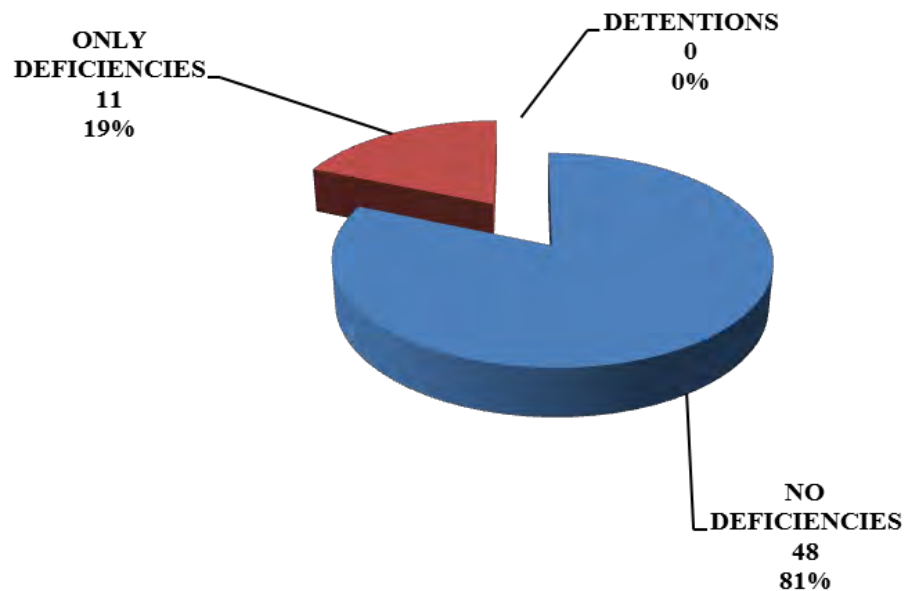


INDONESIA AND PHILIPPINES

INDONESIA - 98



PHILIPPINES - 59



As of 31 October 2011



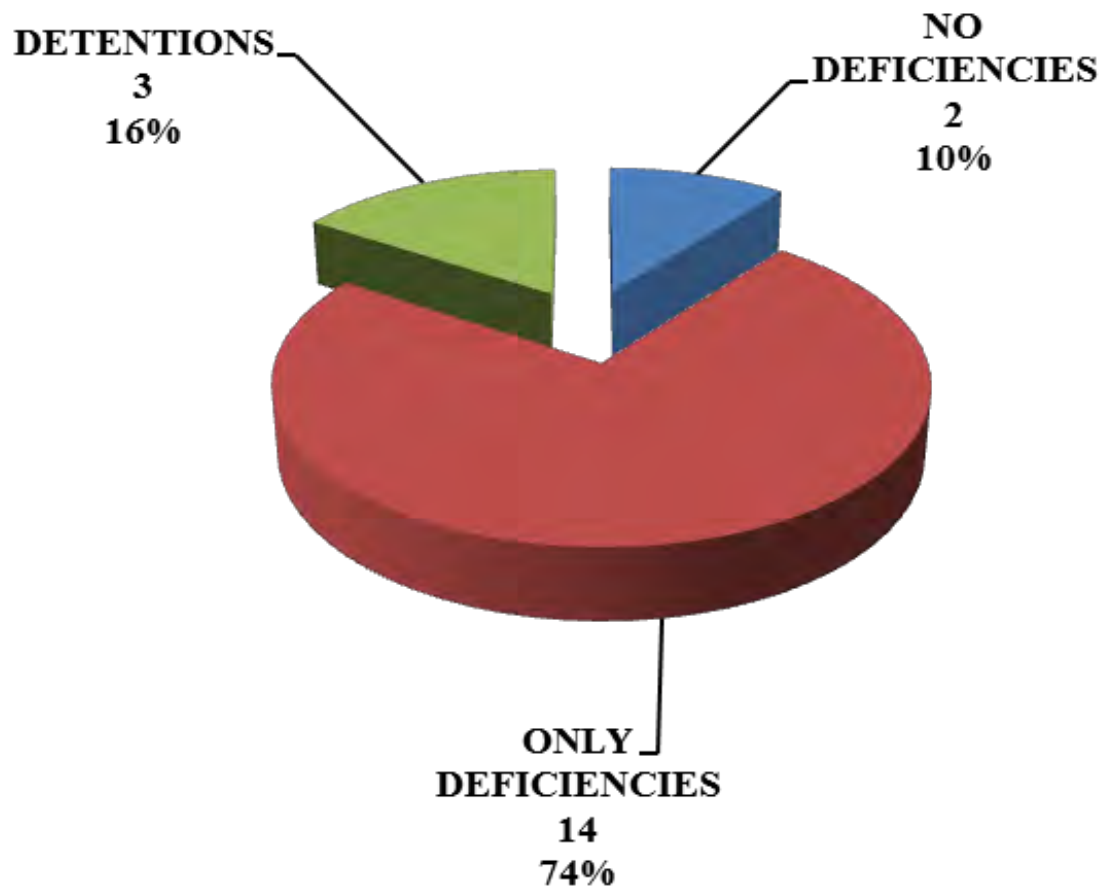
JAPAN - 104



As of 31 October 2011



SINGAPORE - 19



As of 31 October 2011

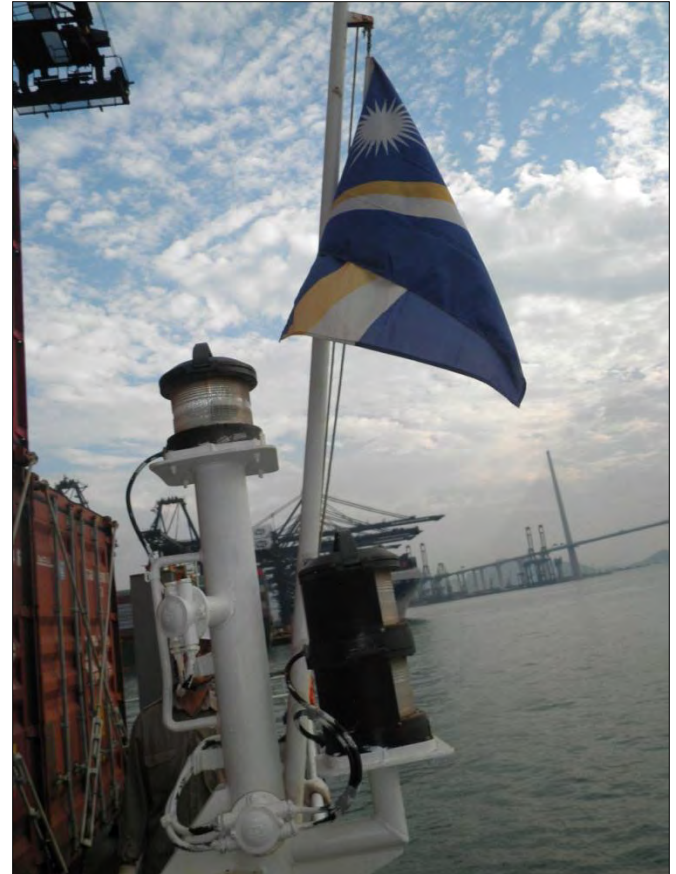


COLREG DEFICIENCIES

SIDE LIGHT



STERN LIGHT



COLREG DEFICIENCIES (continued)



WRONG STERN LIGHT



CORRECT STERN LIGHT



NEWBUILDING DEFICIENCIES



International Registries, Inc.
in affiliation with the Marshall Islands Maritime & Corporate Administrators

The Marshall Islands Registry
service and quality are within your reach



BUILT 2010

@ JIANGSU HANTONG SHIP HEAVY IND. CO



Detained by PSC in Japan for not complying with SOLAS II-2 Reg 10.2.1.4 (emergency fire pump seawater inlet isolating valve located inside the machinery space without remote operation)



BUILT 2010 @ YANGZHOU DAYANG SHIPBUILDING CO



SOLAS II-2/4.2.2.5.5 – F.O. isolating valves for multi engines to be located / operated from a position not rendered inaccessible by a fire on any of the engines, MSC.1/Circ 1321 recommends 5m or behind an obstruction. PSC China did not accept the partial bulkhead as an obstruction due to lightening holes and vessel was detained. Lightening holes were closed up.



BUILT 2010 @ YANGZHOU DAYANG SHIPBUILDING



There were 4 ER Vent Fans, the Pulley for 3 Fan covers acted as “stoppers.” The Port Aft Fan pulley position was not suitable for acting as a stopper, and as cover angle was beyond 90 degree, it did not close by gravity when activated. The vessel was detained by PSC in China. A new stopper was welded and vessel was released.



BUILT 2010 @ JIANGSU NEW YANGZIANG SHIPBUILDING

- During PSC Inspection on 15-08-11 at Shanghai it was determined that two smoke detectors in C Deck corridor had a distance in excess of 5.5m of the Port & Stbd Bulkhead, Code 99/70 days given.
- After carrying out a detailed technical evaluation on the Apollo Fire Detector 58000-600 alarm threshold values and the detector spacing in the C, D, E & F corridors, it was concluded that the corridors were sufficiently monitored by the installed smoke detectors due to the size of the monitored area and the sensitivity of the detectors.
- With reference to IMO Resolution MSC.98(73) (FSS-Code) Ch 9, item 2.4.2.2, based on the test data and characteristics of the detectors, the Maritime Administrator permitted the maximum distance between detector and bulkhead to exceed 5.5m by approximately 0.3m.



BUILT 2010 @ DAEWOO SHIPBUILDING & MAR ENG.

- During PSC Inspection on 09-11-11 at Tianjin, only one Foam Applicator was found in the Engine Room beside the Boiler, and PSC stated the vessel was not complying with the requirements set out in SOLAS II-2, Reg 10.5.
- SOLAS II-2, Reg 10.5 mentions in each case, if the engine and boiler rooms are not entirely separate, or if fuel oil can drain from the boiler room into the engine-room, the engine & boiler rooms can be considered as one compartment.
- Class (ABS) interpretation for SOLAS and classification requirements: since there was a combined engine & boiler room, one set of "Portable Foam Applicator(20L)" installation was acceptable.
- The Maritime Administrator agreed as this interpretation as is in line with IMO Circular MSC/Circ.1120 (Pages 12 & 36) and IACS UI SC 30, and has approached MSA Tianjin, in order to have this deficiency reversed. We believe the PSC Inspectors requirement for a second foam applicator should be treated as a recommendation but not as a deficiency. (Other Class recommend two sets)



PSC IN EUROPE / AFRICA / MIDDLE EAST / INDIAN SUBCONTINENT

Presented by: Marc Verburg
Safety & Technical Manager



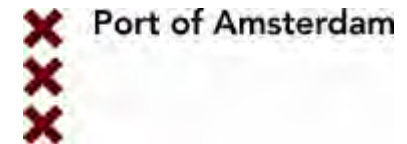
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MARSHALL ISLANDS VESSELS CALL AT LOCAL PORTS 2009 - 2010

- Total port calls in 2009: **1,489**
- Total port calls in 2010: **1,804**



PSC AND FLAG STATE DETENTIONS 2010 - 2011

	2010	2011
PSC Detentions	3/13	4/20
Percentage in Paris MoU	23%	20%
FS Detentions	2/3	1/2
Rectify Before Departure Letters Issued	4	3



LOW SULFUR REQUIREMENT FOR USE IN PORT

$S < 0,1 \%$

- 3 PSC detentions in Rotterdam / 1 Poland
- If no LSF on board or found unavailable of ports of call
 - Advise Administrator
 - Advise local authorities at the port
 - Most EU ports allow vessel to enter port / berth, but commence bunkering ASAP
 - Record log for Annex VI is required and to be available for inspection
 - PSC Rotterdam takes random samples of vessels to verify compliance
 - PSC Poland takes random samples or after indication (SMS / Annex VI)
- Release only after PSC verifies the LSF is in use



PARIS MOU

- Paris MoU Database Sirenac changed to Thetis as part of the New Inspection Regime (NIR) under Paris MoU
- Members since 1 January 2011
- Database transferred from Paris to Lisbon, where now it is in house with EMSA as Thetis
- Paris MoU secretariat remains The Hague
- The NIR is a risk based targeting mechanism, which will reward quality shipping with a reduced inspection burden and concentrate efforts on high-risk ships
- The NIR makes use of company performance and the Voluntary IMO Member State Audit Scheme (VIMSAS), among others, for identifying the risk profile of ships together with the performance of flag State and the RO
- Marshall Islands completed the VIMSAS as one of the first registries



MARSHALL ISLANDS POLICY ON SHIPS CALLING ON US PORTS

Presented by: Brian Poskaitis
Senior Vice President, Fleet Operations



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COMPLIANCE INITIATIVES

- **e-NOA** – Masters required to send copy of USCG electronic notice of arrival to flag at NOA@register-iri.com
- **Special Inspections** – Based on past performance and perceived level of risk of port State control boarding
- **Daily LRIT Monitoring** – Staff conducting daily assessment of LRIT picture and comparing against e-NOAs
- **Attendance at PSC Exams** – Marshall Islands Inspectors attend ships scheduled for PSC exam to assist crew



FLAG STATE DETENTIONS

- **Compliance Initiative** – A measure undertaken when the flag identifies serious deficiencies on a vessel that require immediate attention by the operator.
- **Flag's Responsibility** – Not only is it flag's responsibility under UNCLOS, but it demonstrates flag's commitment to others and is seen as a measure and commitment to safety and security by others. Not only of the flag, but also of the owners and operators under the flag.
- **Commitment** – Most PSC regimes, including the US, will honor the flag's handling of compliance problems and forego a PSC detention.



USCG'S COMMITMENT TO A QUALITY FLAG

- **USCG COMMANDANT - Admiral Robert Papp**
 - “This effort is essential to international coordination on matters involving the world’s seas and vessel operations.”
 - “International Cooperation is essential to ensuring US maritime safety and security.”
- **QUALSHIP 21 Program Manager**
 - “PSC efforts will not duplicate that of the Marshall Islands”
- **COTP New York**
 - “Flags that demonstrate a commitment to compliance and are transparent with COTPs will not be penalized.”



FLAG STATE'S RESPONSE

- **Is important** – The flag's handling of compliance issues in a port State's domain is an important Risk Mitigation measure for owners and operators
- **Has both short-term and long-term benefits:**
 - Minimizes delay and/or penalties that vessel may have been subject to
 - May not be included on PSC Report – Form B which means it will not show up on other reporting entities such as Rightship and Equasis

“My ship had a clean port State control inspection - Why is the flag treating us like this?”

- **Influences future targeting** – Often when PSC is informed by flag of attendance, they may choose to target another ship entering their port.



PORT STATE CONTROL ACTIONS



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PSC ACTIONS AND VESSEL DELAYS

- **Manage Compliance** – Class and Recognized Organization (RO) Statutory Surveys, ISM & ISPS audits, Flag Annual Safety Inspections
- **Crew Resource Management** – Hiring well trained competent crews, systematic relief process, MSMC prescribes the minimum level of manning and does not take into account vessel maintenance requirements
- **Maintenance Planning** – Implementation of a planned maintenance system to ensure you are conducting the right maintenance, at the right time, for the right reasons

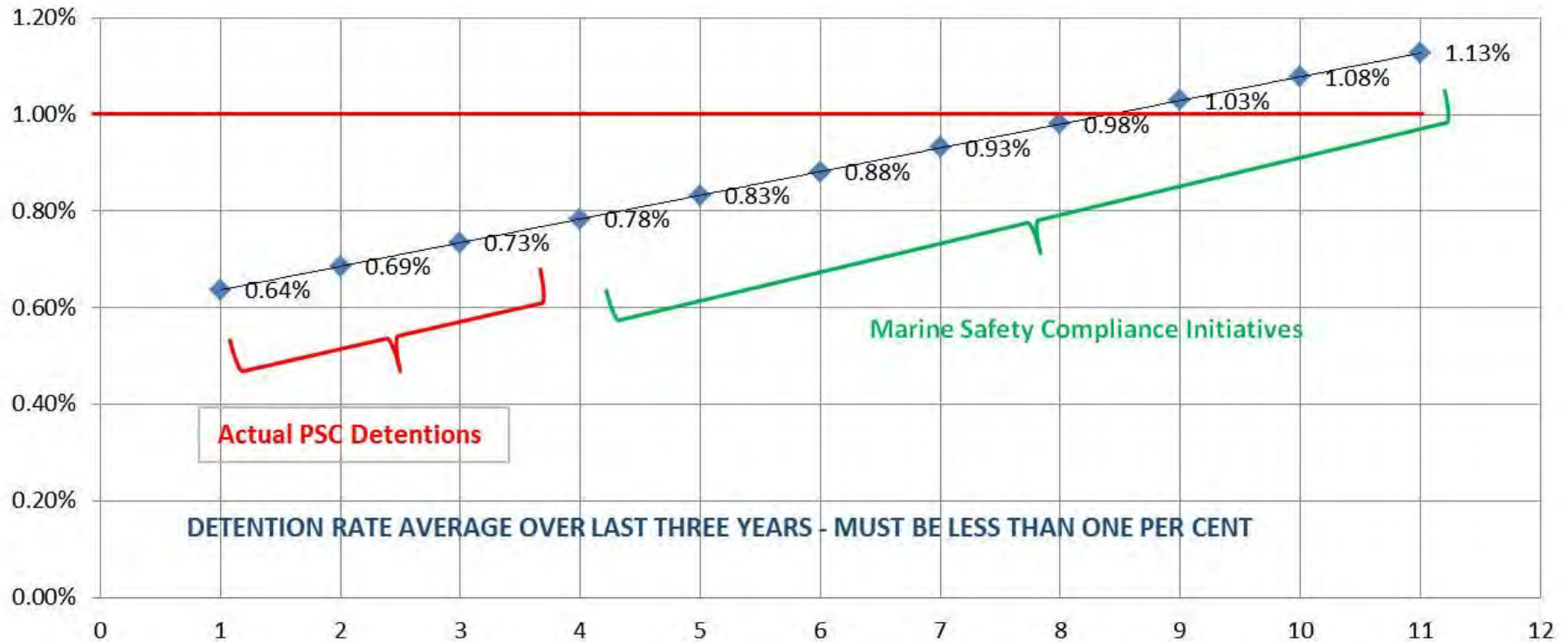


HOW A QUALITY FLAG CAN HELP

- **Honest Assessment** – Flag regularly evaluates compliance on over 2,500 ships and can provide a benchmark on compliance, crew, or maintenance issues for owners and operators.
- **Flag State Compliance Initiatives** – Conducted to assist owners and operators before, during, or after PSC actions. Also, demonstrates flag's commitment to quality to PSC officials.
- **Competencies and Oversight** – Flag employs a number of technically competent personnel to assist owners and operators with statutory queries or concerns and regularly oversees ROs and RSOs conducting statutory surveys on our behalf.



QUALSHIP 21 COMPLIANCE INITIATIVES



DEFICIENCIES

FOUND DURING COMPLIANCE INITIATIVES



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MARITIME SECURITY - ISPS COMPLIANCE



- Security – access control
- Crew knows responsibilities

- Stowaways



MANNING

- Vessel is in compliance with MSMC
- Officers and crew documents are in order
 - National certificates available and valid
 - Marshall Islands endorsement available

MINIMUM SAFE MANNING CERTIFICATE
 Issued under the provisions of Regulation V of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, As Amended
 Under the authority of the Government of the
Republic of the Marshall Islands
By the Maritime Administrator

SCHEDULE 1
 1000 OR MORE GT AND 1000 OR MORE KW

Particulars of ship

Name of ship	LIBA I
Distinctive number or letters	4378
IMO number	8389265
Port of registry	Majuro
Certification: National / ILO Training Convention, 1968	23278
Main propulsion (KW)	9000
Type of ship	BULK CARRIER
Periodically maintained machinery space	No
Trading area/restrictions:	
UNRESTRICTED INTERNATIONAL VOYAGES	

The ship named in this document is considered to be safely manned, if when it proceeds to sea, it carries not less than the number and grade/capacity of personnel specified in the table(s) below:

Grade/capacity	Certificate (STCW Regulations)	Number of personnel
Master	95 00 2	1
Chief Mate	95 00 2	1
Second Mate	95 00 1	1
Third Mate	95 00 1	1
Able Seaman	95 00 4	2
Ordinary Seaman	95 00 4	2
1 - GMDSS A1, 2nd Class Radio Electronic Operator, Maintenance or 2 - Deck Officer holding GMDSS General Operator Certificate		
Chief Engineer	95 00 2	1
1st Assistant Engineer	95 00 2	1
2nd Assistant Engineer *	95 00 1	1
3rd Assistant Engineer *	95 00 1	1
Other Machinery *	95 00 4	2

Special requirements of conditions, if any:
 Working hours arrangements shall be in accordance with the provisions of the Manila Code of Safety Standards and shall comply with the provisions of the ILO Convention and DSA Resolution A 965(23).

The number and number of personnel listed above reflect the minimum level of manning necessary for the safe operation of the ship. Additional personnel shall be considered necessary for maintenance, cargo handling and stowage, and for safety, training and other purposes. The responsibility of the Master and Chief Engineer.

** If engaged for periods of extended underway operations and provided in compliance with the provisions of the International Maritime Organization (IMO) Convention on the Safety of Life at Sea (SOLAS).*

Note: This document is applicable only to vessels and is subject to change in the event of amendments.

Issued at: Majuro, Marshall Islands, U.S.A. on the 7th day of May, 2007

Deputy Commissioner of Maritime Affairs
 Republic of the Marshall Islands



FIRE SAFETY DEFICIENCIES



Insufficient fire main pressure –
emergency fire pump wired backwards



CO₂ extinguisher held
by twine



FIRE SAFETY DEFICIENCIES (continued)



Quick closing valves leaking



Quick closing valves INOP - tied open



INOPERATIVE STACK DAMPERS



Do not close fully



INOPERATIVE STACK DAMPERS (continued)



Before



After



FUEL LEAKS OR EXCESSIVE LUBE OIL LEAKS



FIRE FIGHTING SYSTEMS AND EQUIPMENT IN UNSATISFACTORY CONDITION



UNSAT DRILLS – FIRE / ABANDON SHIP



- Missing fireman during drill
- Only one fireman's suit onboard



ACCOMMODATIONS



Unsanitary conditions



LIFESAVING APPLIANCES



Life raft gasket hanging out



Crew manually guiding wire rope onto drum



LIFESAVING APPLIANCES (continued)



Life Boat windows obscured or opaque – before and after



HULL



Cargo hatch gasket not watertight



Port light not watertight



MACHINERY AND ELECTRICAL



Exhaust leaks



Loose electrical cables



MACHINERY AND ELECTRICAL (continued)



Hazardous electrical cables



STEERING



Rudder packing worn and leaking



Hydraulic leak with makeshift container and drain line



STEERING (continued)



Well-maintained and in good condition



SOFT PATCHES ON CRITICAL SYSTEMS



INOPERATIVE INERT GAS GENERATOR (UNDER APPEAL)



DAMAGED BUNKERING STATION



OWS INOPERABLE OR SUSPECTED ILLEGAL PIPING



OWS DISCHARGE PIPING WITH SEALS



MISCELLANEOUS



OVERVIEW OF THE QUALSHIP 21 PROGRAM



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QUALSHIP 21 PROGRAM REQUIREMENTS

- Vessel may not have been detained or deemed a substandard vessel within US waters within the past 36 months
- Vessel may not have marine violations, and/or a serious/major marine casualty in US waters within the past 36 months
- Vessel must have completed a successful PSC examination within 12 months of determining eligibility
- Vessel may not be owned/operated by a company that has been associated with a substandard vessel detention within the past 24 months
- Vessel may not be owned/operated by a company that is required by DOJ to have an Environmental Compliance Examination
- Vessel must be flagged by a Qualship 21 certified flag, which the Marshall Islands is
- Vessel must not be classed by a targeted Classification Society



UNITED STATES COAST GUARD



HEREBY RECOGNIZES THE
REPUBLIC OF THE MARSHALL ISLANDS

FOR MEETING THE ELIGIBILITY
REQUIREMENTS OF THE
**QUALITY SHIPPING IN THE
TWENTY FIRST CENTURY**

A handwritten signature in black ink, reading "Paul F. Zukunft".

PAUL F. ZUKUNFT
Rear Admiral, U. S. Coast Guard
Assistant Commandant for Marine Safety,
Security and Stewardship

Issued: 06/01/2011

Expires: 05/31/2012



THANK YOU



www.register-iri.com

