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**ASKET Ltd**

**ASKET Maritime Security Brokerage Services 2016**

**ASKET PMSC Transit Non Conformity Response Form**

# Introduction

Established in 2013 ASKET is the world’s leading maritime security broker, driving quality and compliance through our unique and personal services.

## As an ASKET Approved Provider

The ASKET Approved Provider list is exclusive and is under constant review, security providers already approved by a client can also be accommodated, or we can manage client approval processes.

ASKET Approved Providers are registered through our unique 4 stage approval process including continuous operational evaluation and monitoring.

There are a limited amount of providers that are registered and approved, as well as an initial and annual vetting these are reviewed by the broking and consultancy team on a transit by transit basis and at least every 6 months.

The capabilities of each provider is recorded and regularly updated this helps to ensure that all suppliers remain compliant.

|  |
| --- |
| *ASKET Approved Provider Grey Background.pngASKET Approved Provider Logo* |

# ASKET Ltd Broking Services

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# Transit Monitoring

**Continuous Review Process**

ASKET monitor the transit from start to finish, supporting the CSO, QHSE and operations team throughout:

* ASKET operations team can provide independent support and advice
* PMSC are reviewed on a transit by transit basis



### *The Transit Monitoring Flow Chart*

# Post Transit

**Review Process**

Post transit reports will be collated and monitored by the broking and consultancy team, reports will include:

* PMSC reports and returns
* Masters feedback forms
* CSO/ Owners/ Charterers feedback forms

These reports are used to ensure the level of service being provided is at the highest professional level and used to evaluate tier levels and preferred contractor status.



### *The Review Process Flow Chart*

Our aim is to help ensure that vessels and crew remain safe whilst transiting the HRA or West Africa, protecting the company’s assets and reputation and at the same time saving time and costs.

For more information please contact one of the Management team:



Emma Mitchell

August 2016

Business Director

ASKET Ltd

Your Trusted Security Broker

[+971 528 333 164](file:///D:\ASKET\02%20ASKET%20Sales\01.%20Quotes\2016%20Quotes\V%20Ships\Monaco\ADELANTE\+971528333164) I [emma.mitchell@asket.co.uk](file:///D:\ASKET\02%20ASKET%20Sales\01.%20Quotes\2016%20Quotes\V%20Ships\Monaco\ADELANTE\emma.mitchell@asket.co.uk)

**ASKET PMSC Transit Non Conformity Response Form**

Please complete the following in as much detail as possible to allow our team to assess

|  |  |
| --- | --- |
| **PMSC** | Ship Security international |
| **Vessel** | Till Jacob |
| **Route** | Richards Bay South Africa to Fujairah UAE |
| **Date of Embarkation** | 25/08/2016 1030LT |
| **Date Form Raised** | 13th September 2016 |
| **Reason for Issuance** | Masters Feedback Form/ CSO Request |
| **Time for response** | 10 Days |

|  |  |
| --- | --- |
| **Team Leader**  **Name/ Nationality** |  |
| **MSO 1**  **Name/ Nationality** |  |
| **MSO 2**  **Name/ Nationality** |  |
| **MSO 3**  **Name/ Nationality** |  |

**Non-Conformities Response Form**

|  |  |
| --- | --- |
| **Raised by** | **Standards / Reference** |
| Emma Mitchell | * MSC.1/Circ.1333/Rev.1 * ISO/PAS 28007 * ASKET Post Transit Review Policy |
| **Category** (tick as applicable) **:**  **Major NCR**  **NCR**  **Observation** | |

|  |  |  |
| --- | --- | --- |
| **ASKET MASTERs Feedback form**  Q5. How would you rate the professionalism of the Team Leader  A5. Neither satisfied nor dissatisfied | | |
| **Details:**  The MASTER remarked that although the TL was experienced he found him ‘over confident mostly sitting in the wheelhouse in shorts and slippers’ | | |
| **Standard of Expectations:**  **The TL should only be on the Bridge when on duty, carrying out inspections or for work led administration, and always appropriately dressed. The TL should lead by example, to ensure the professionalism of his team the standards of which will reflect the level of security and alertness provided by the team as a whole.** | | |
| **Possible Implications**:  The TL’s lack of professionalism may cause friction between the crew and the security team, and also effect the level of situational awareness and level of security being provided in protecting the vessel and crew. | | |
| **Root Cause (PMSC)**: *(underlying cause if any)* | | |
| **Corrective Action (PMSC):** *(Avoid repeat occurrence in future)*  *(Please provide any evidence to support the procedures already in place or the corrective action)* | | |
| Corrective action assigned to: | Completion Due Date: | Corrective Action Completed: |
| **ASKET Remarks / Next Steps/ Further Action:**  *(To be completed by ASKET )* | | |

**Non-Conformities Response Form**

|  |  |
| --- | --- |
| **Raised by** | **Standards / Reference** |
| Emma Mitchell | * MSC.1/Circ.1333/Rev.1 * ISO/PAS 28007 * ASKET Post Transit Review Policy |
| **Category** (tick as applicable) **:**  **Major NCR**  **NCR**  **Observation** | |

|  |  |  |
| --- | --- | --- |
| **ASKET MASTERs Feedback form**  Q6. How would you rate the professionalism of the Team Members  A6. Neither satisfied nor dissatisfied | | |
| **Details:**  The MASTER remarked that the TL encouraged the MSO’s to remain within the wheelhouse. After the issue was raised with the TL the watch improved for a day maybe two, then reverting to only going outside or walking around the wheelhouse when the Master or Chief Officer attended the bridge. | | |
| **Expectation of Standards:**  The security team should be maintaining a 360° watch and liaison with the anti-piracy watch keepers on the bridge wings, which cannot be achieved from the wheelhouse, unless environmental conditions dictate otherwise, time in the wheelhouse should be limited to Radar and AIS checks (which should be monitored by the crew), short breaks and liaison with the Duty Officer. | | |
| **Possible Implications**:  Lack of full situational awareness may lead to pirates being able to close with the vessel quickly and unobserved and reduce the time available for the vessel and security team to react. | | |
| **Root Cause (PMSC)**: *(underlying cause if any)* | | |
| **Corrective Action (PMSC):** *(Avoid repeat occurrence in future)*  *(Please provide any evidence to support the procedures already in place or the corrective action)* | | |
| Corrective action assigned to: | Completion Due Date: | Corrective Action Completed: |
| **ASKET Remarks / Next Steps/ Further Action:**  *(To be completed by ASKET )* | | |