

First Safety Meeting of Ship Management Companies in 2020

Subject: PSC

**China Classification Society
March, 2020**

Overview of PSC inspection in 2019

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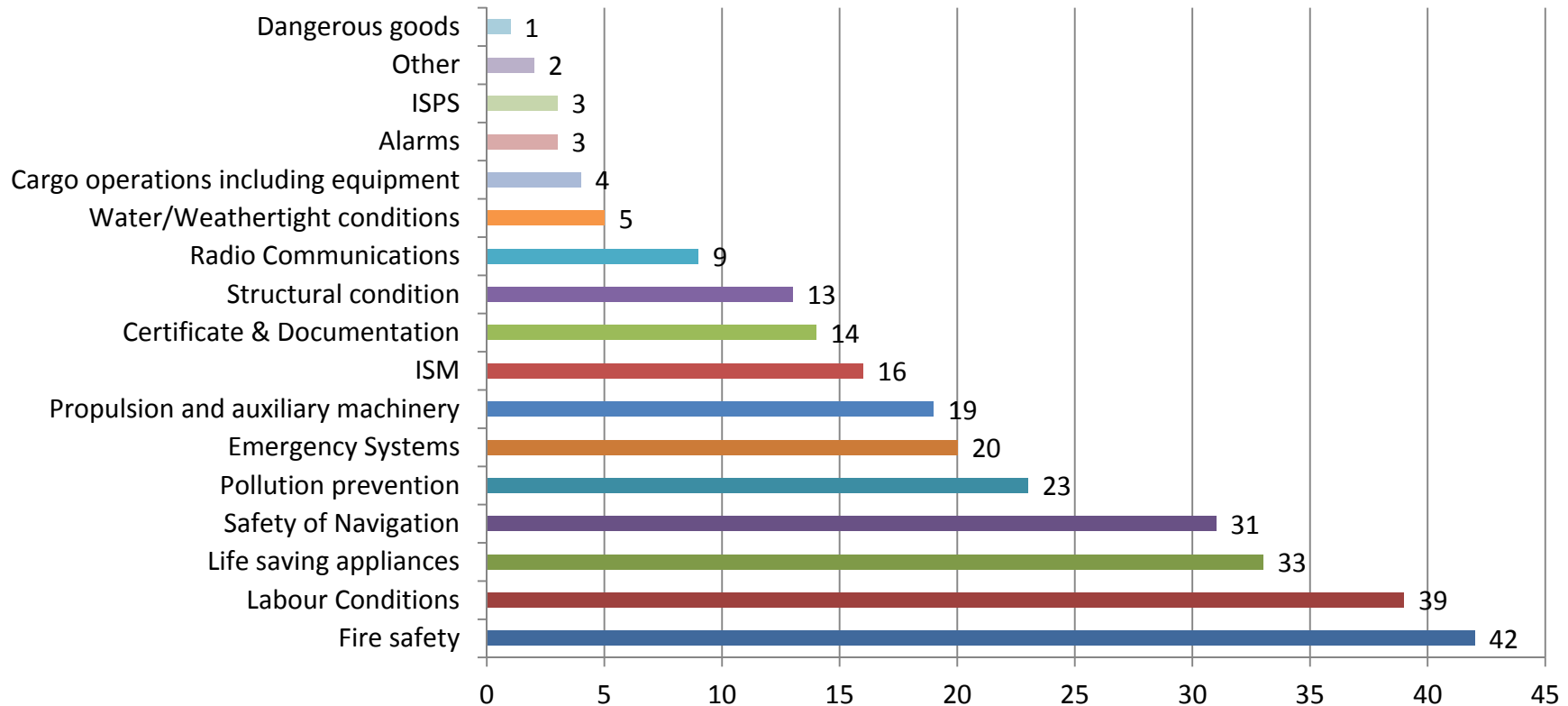


Overall situation:

- ◆ Tokyo MOU: 2592 CCS vessels were inspected by PSC, 18 of which were detained, with a detention rate of 0.69%.
- ◆ Paris MOU: 292 CCS vessels were inspected by PSC, 9 of which were detained, with a detention rate of 3.08%.
- ◆ USCG: about 240 CCS vessels were inspected by PSC, 1 of which were detained, with a detention rate of 0.42%.
- ◆ In summary, the three PSC authorities have inspected 3,124 CCS vessels and detained 28 vessels, with a detention rate of 0.90%.
- ◆ In addition, 2 ships were detained by India PSC, 1 ship was detained by Columbia PSC and 1 ship was detained by Jordan PSC.

Overview of PSC inspection in 2019

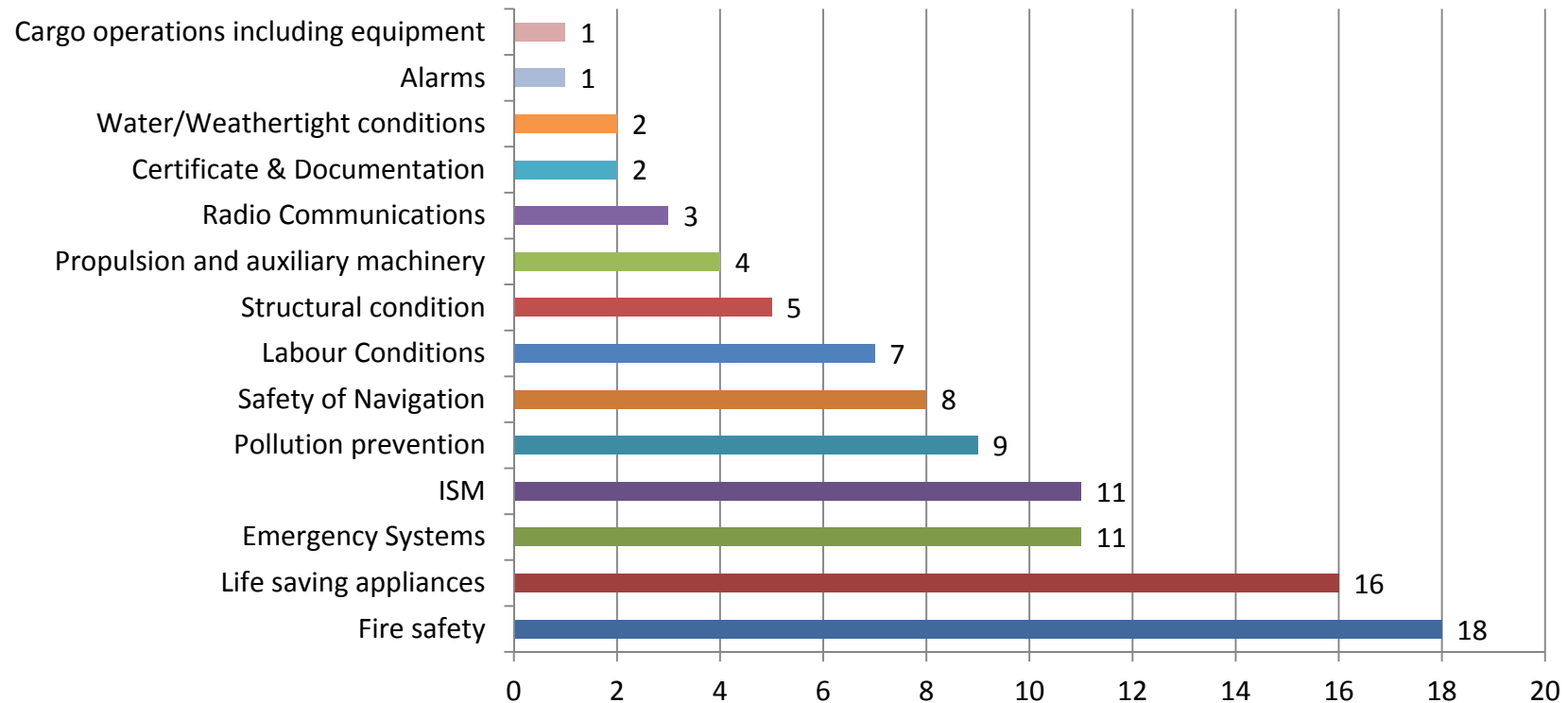
Deficiency statistics



Detention reports are issued to 21 CCS vessels for investigation and treatment, all of which have 201 deficiencies in total, and the average deficiency of the detained vessels is 9.57. Most deficiencies are involved in fire safety, labour conditions, life-saving appliances, safety of navigation and pollution prevention, etc.

Overview of PSC inspection in 2019

Statistics of detention deficiencies

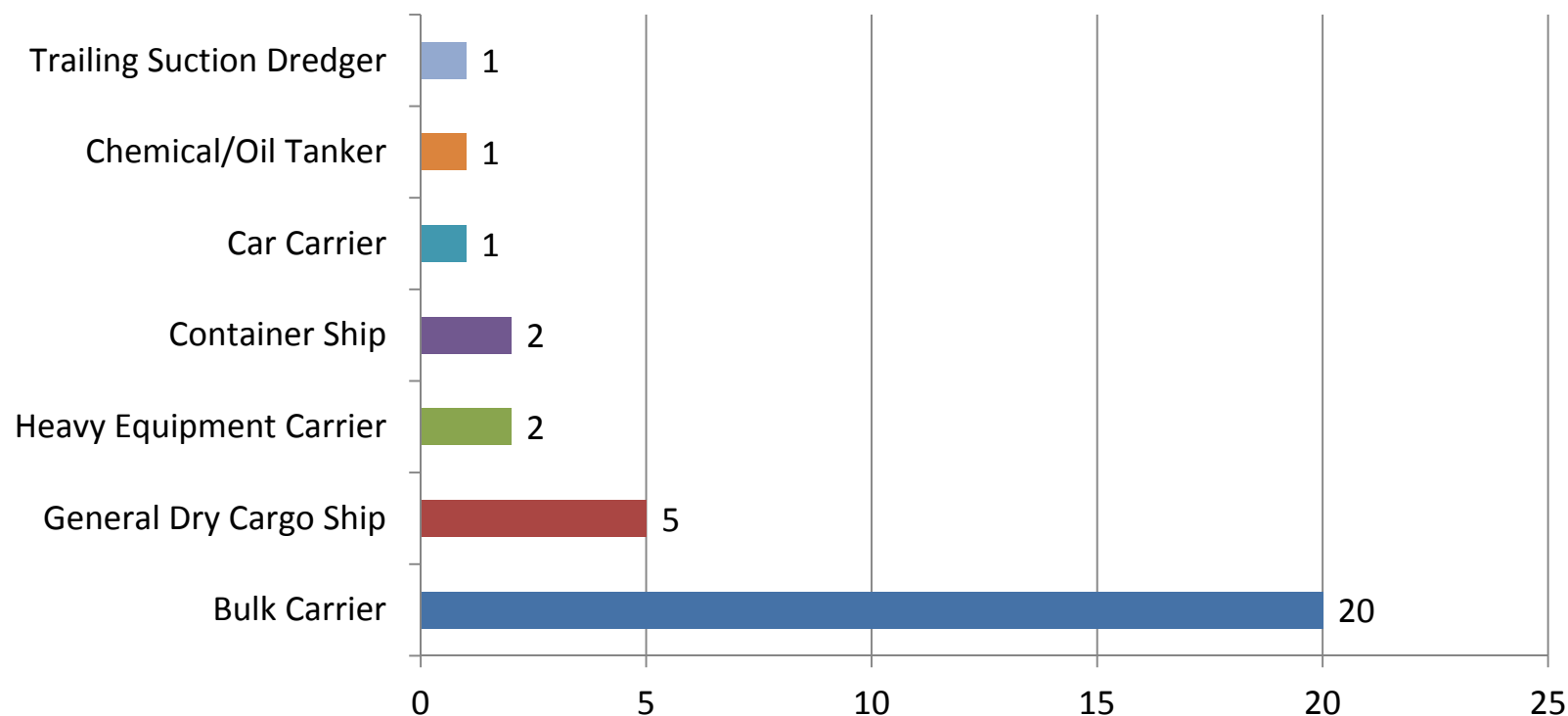


As for the 32 ships with detention reports received and subject to investigation, there are altogether 98 detainable deficiencies. The average number of detainable deficiencies of the ships detained is 3.06. Most detainable deficiencies are involved in fire safety, life-saving appliances, emergency system, ISM and pollution prevention, etc.

Overview of PSC inspection in 2019



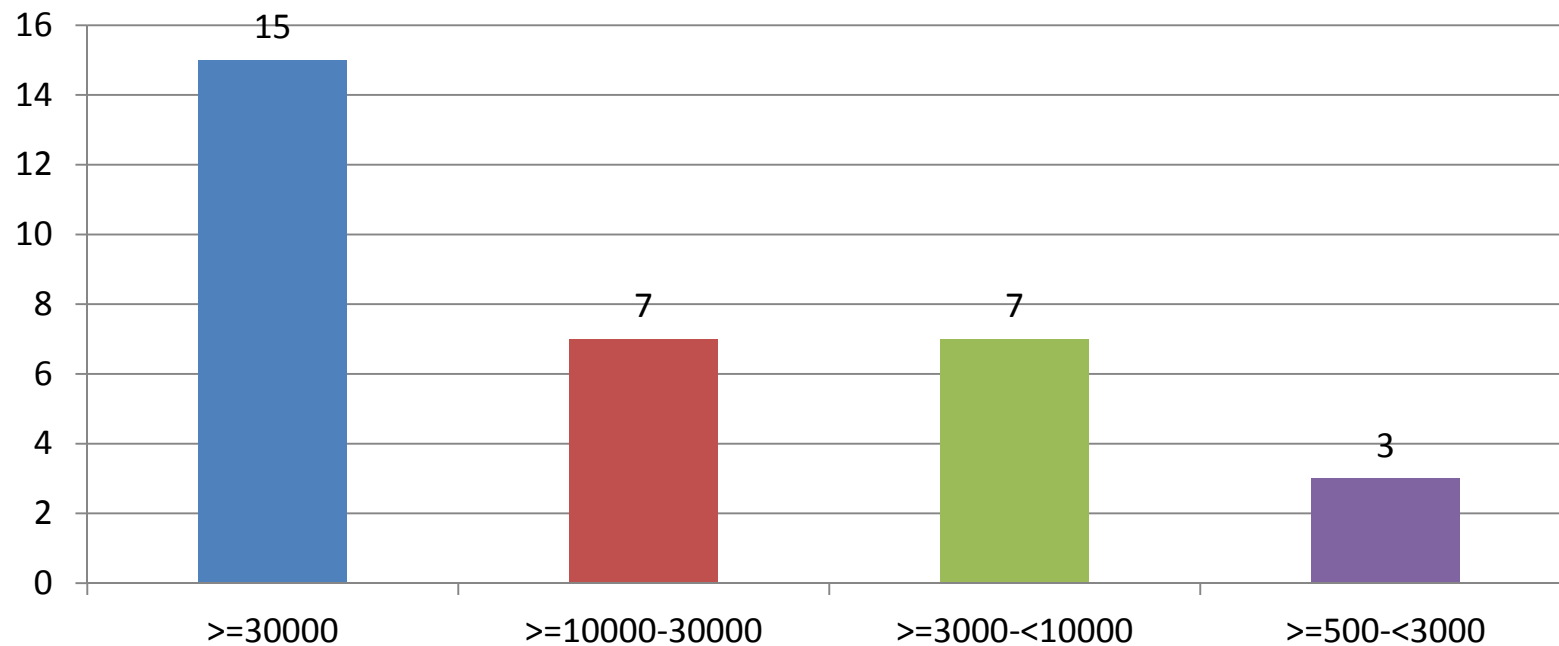
Type distribution of detained vessels



Bulk Carriers and General Dry Cargo Ships respectively take up 62.5% and 15.62% of the total number of ships detained. The detention rate of Heavy Equipment Carriers is higher than other type ships in CCS fleet.

Overview of PSC inspection in 2019

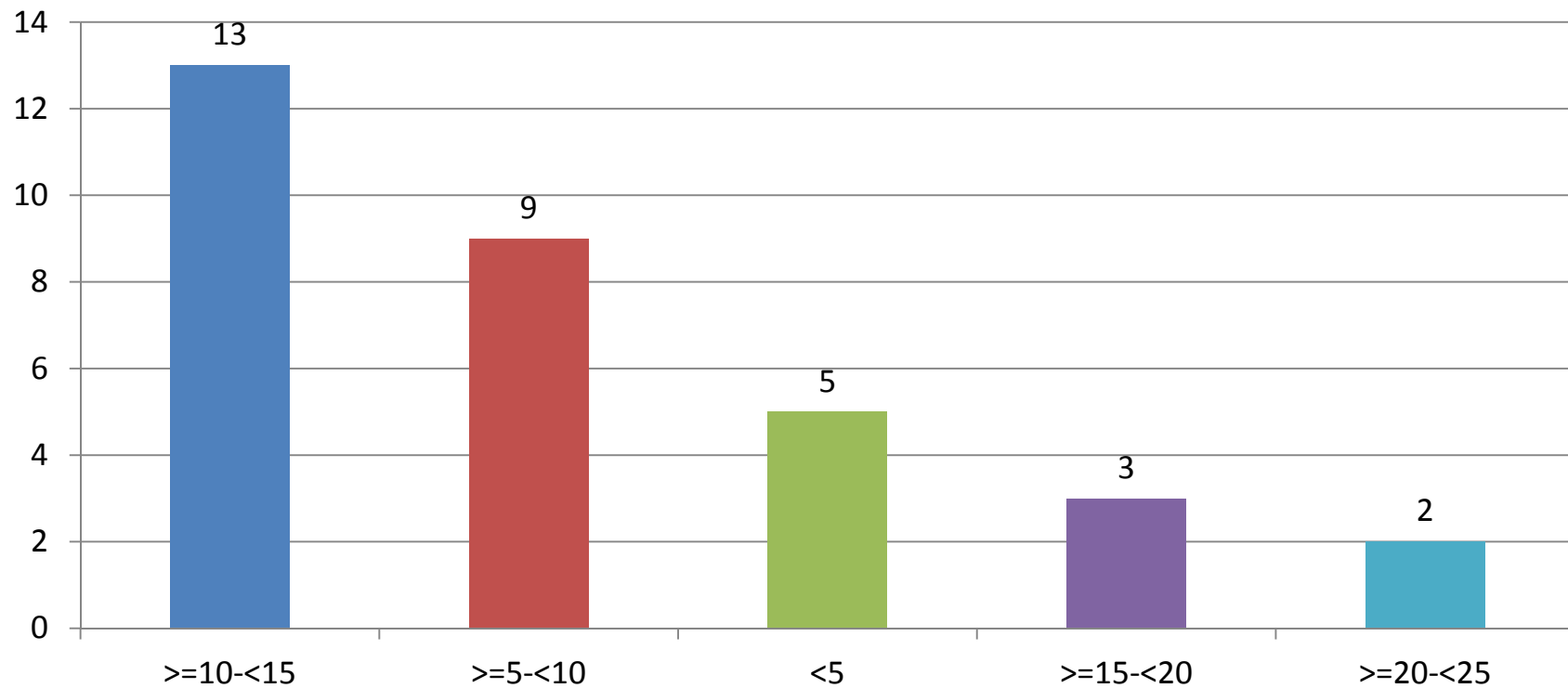
Gross tonnage statistics of detained vessels



Among 32 ships detained, 15 ships were more than 30000 Gross Tonnage and take up 46.88% of the total number of ships detained.

Overview of PSC inspection in 2019

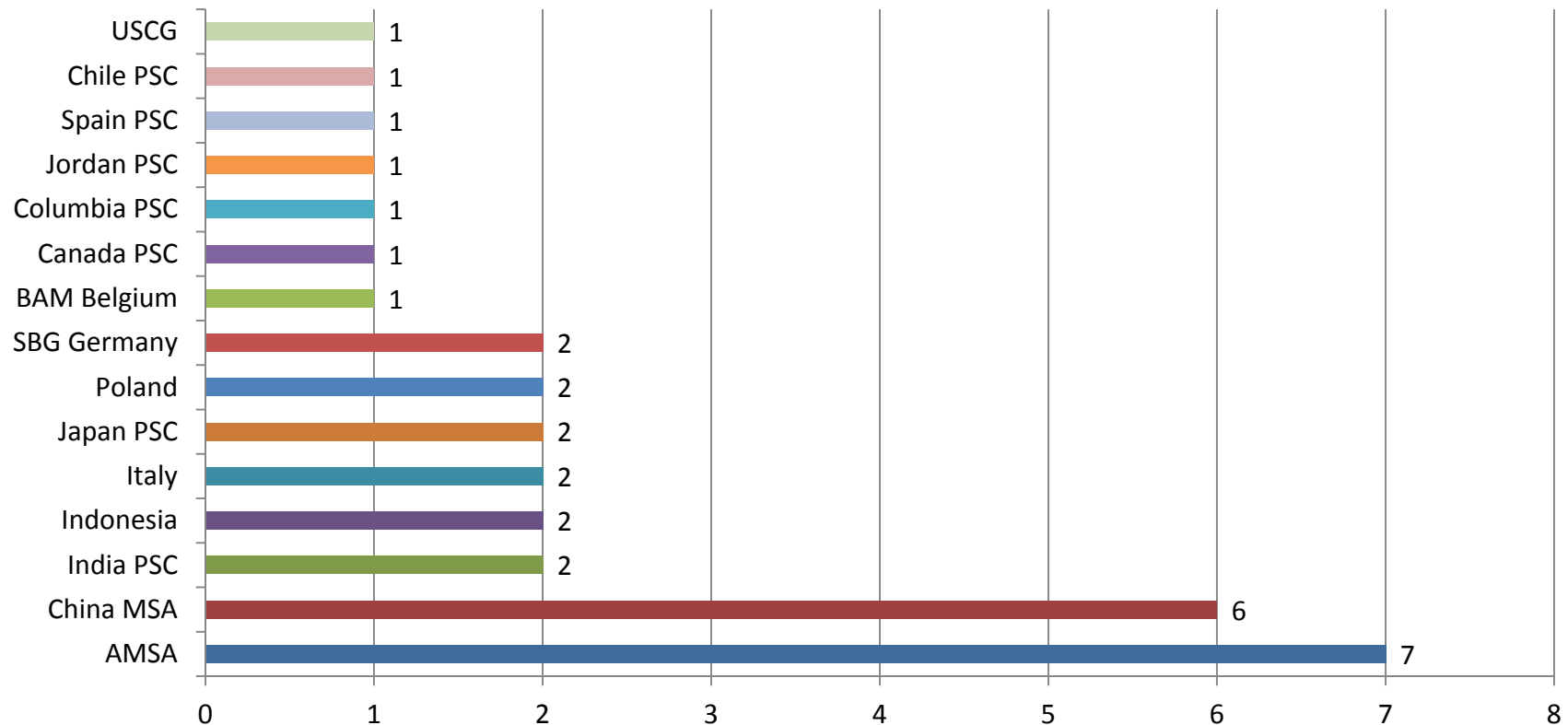
Distribution of ages of ships detained



Among 32 ships detained, 13 ships were 10-<15 ages and 9 ships were =5-<10 ages, respectively take up 40.63% and 28.12% of the total number of ships detained.

Overview of PSC inspection in 2019

Distribution of ship detention PSC Regimes



The majority detention regimes are Europe Countries, Australia and China. Ships of navigate in EU countries and Australia are with a high risk of detention.

Typical detention cases in second half of 2019

Detention cases-July 1, 2019-Japan



- ◆ **Detainable deficiency** : Rescue boat-propulsion missing due to propeller shaft worn out and torn off.
- ◆ **Non-detainable deficiencies**: Voyage plan-not include appropriate nautical charts. Charts for the intended voyage-not latest edition.
- ◆ **Cause analysis**: During PSC inspection, boat engine test ahead was normal ,but when boat engine test astern , the propeller shaft was broken .
- ◆ **Suggestions**:
 - Ship's crew members should inspect and test life saving boats/rescue boat carefully, any related deficiency may cause ship detention.
 - Ship company should supply sea charts in time and ship's crew members should prepare voyage plan.

Detention cases-Aug. 6, 2019-Indonesia



◆ Detainable deficiency :

1、 Starboard side lifeboat engine, defective/malfunction. 2、 GMDSS Emergency source, not function. 3、 Lifeboat Port side and Starboard side interlock, defective. 4、 According deficiencies ,ship ISM Code failure.

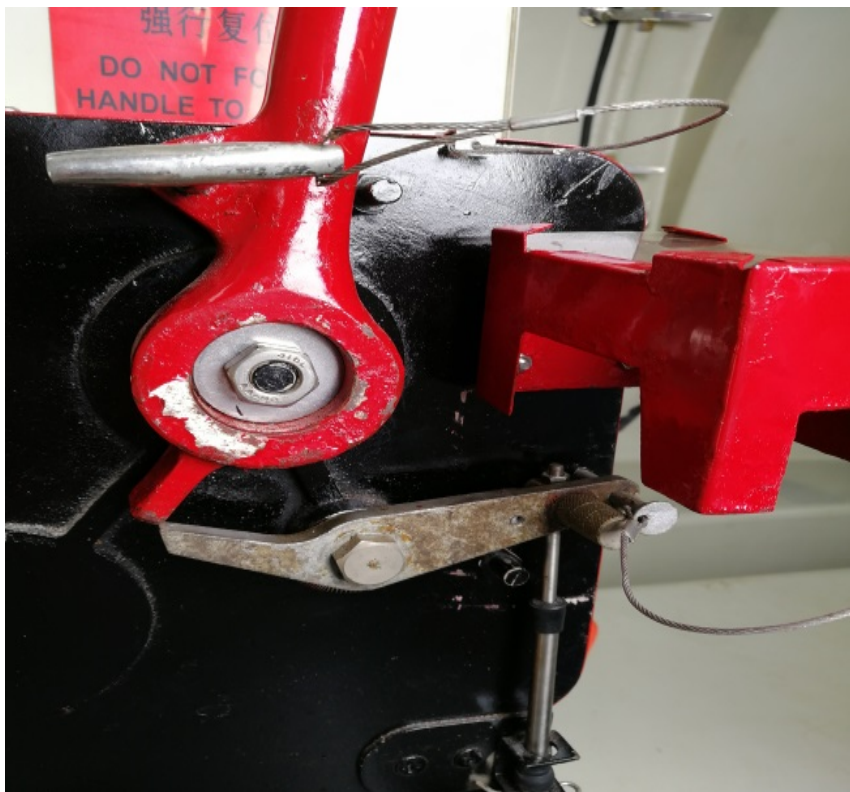
◆ Cause analysis:

- During PSC inspection, due to fuel oil valve not open fully, life boat engine stopped when full speed astern test;
- GMDSS reserve battery switched off, but crew member did not know the position of the switch, caused PSCO considered GMDSS reserve power failure ;
- On-load release gears not reset properly and interlock devices malfunction.

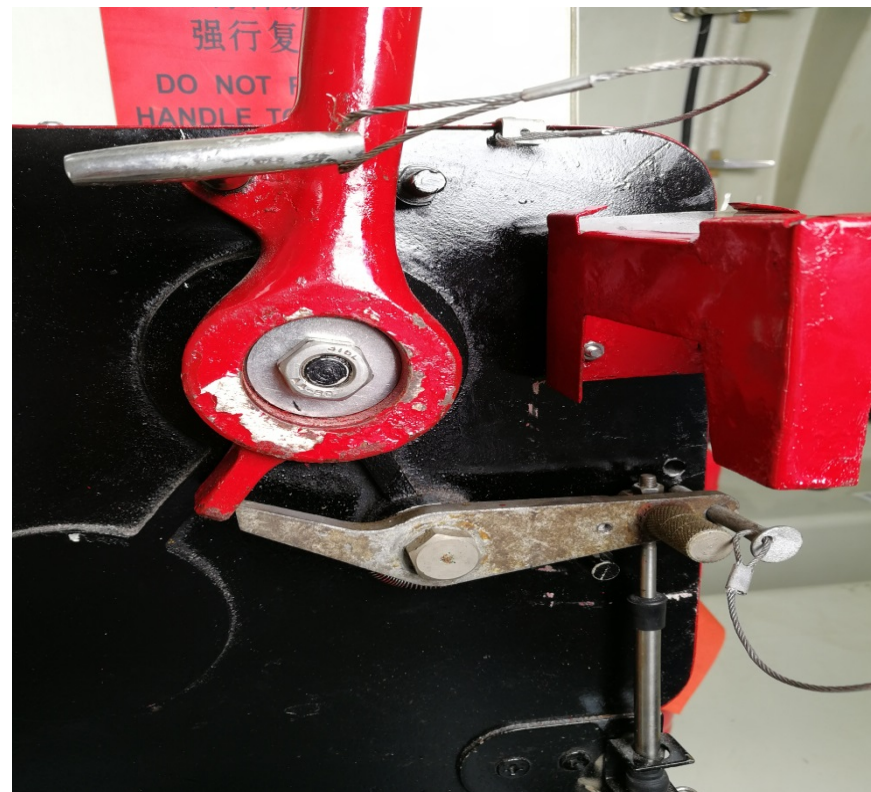
◆ Suggestions:

- Lifeboats are very important to crew members lives and PSCO inspects lifeboat seriously , any deficiency may cause ship detention, crew members should inspect, test and maintain lifeboats properly.
- Ship' s company should monitor ship' s safety inspection, maintenance and onboard training seriously to prevent ship detention

Detention cases-Aug. 6, 2019-Indonesia



Lifeboat interlock, defective.



Rectified

Detention cases-Aug. 19, 2019-Poland



◆ Detainable deficiency :

1、 One ME oil mist detector inoperative since 18.07.2019. 2、 Galley exhaust ventilator filters dirty/contaminated with oil. Deep tray below filters full of oil. 3、 Disinfectant pump for sewage treatment plant inoperative.

◆ Non-detainable deficiency :

Sailing directions (NP 18 and NP 19) are not up to date. A lot of rotten food found. Foods are not in hygienic condition.

◆ Cause analysis :

- The product number of oil mist detector was wrong during apply spare part by crew and caused supply delay;
- crew not pay attention to cleanness of galley and quality of foods;
- crew not maintain the Disinfectant pump for sewage treatment plant properly.

◆ Suggestions :

- Ship company should check spare parts and supplies application list carefully and supply to ship in time.
- PSCO may detain the ship if found serious MLC defect, such as salary not paid in time, foods not enough and ship was poor condition, etc.
- Crew ship maintain the ship carefully. If any defect can not be rectified in time, report to company, Flag state or RO and PSCO ASAP.

Detention cases-Aug. 19, 2019-Poland



ME oil mist detector inoperative



Disinfectant pump for sewage treatment plant inoperative

Detention cases-Nov. 1, 2019-China



◆ Detainable deficiency :

1、 Abnormal fire drill records with same pictures were found (conduct on between Jan and Aug in 2019). Fire drill was conduct during inspection, the crews were found not familiar with fire drill. 2、 The engine room bilge after main engine flywheel and the coaming of main engine fuel supply unit oily seriously; 3、 The objective evidence are found as deficiency and abnormal abandon ship drills with same picture were found (conduct on between Jan and Aug in 2019), there is a serious failure in ensuring the emergency preparedness as required by ISM code element 8.

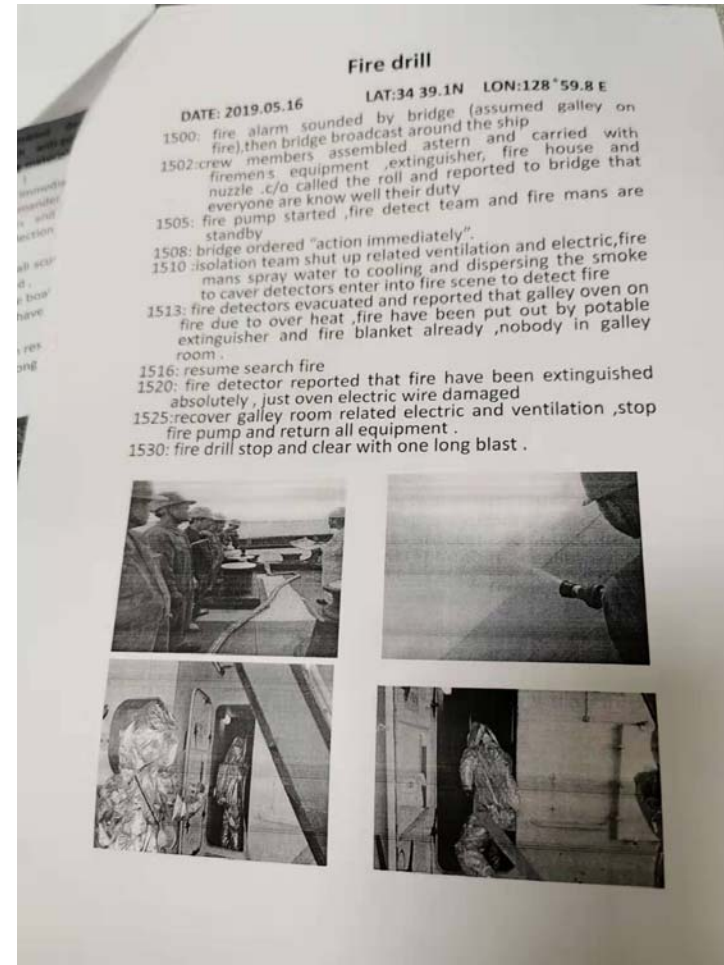
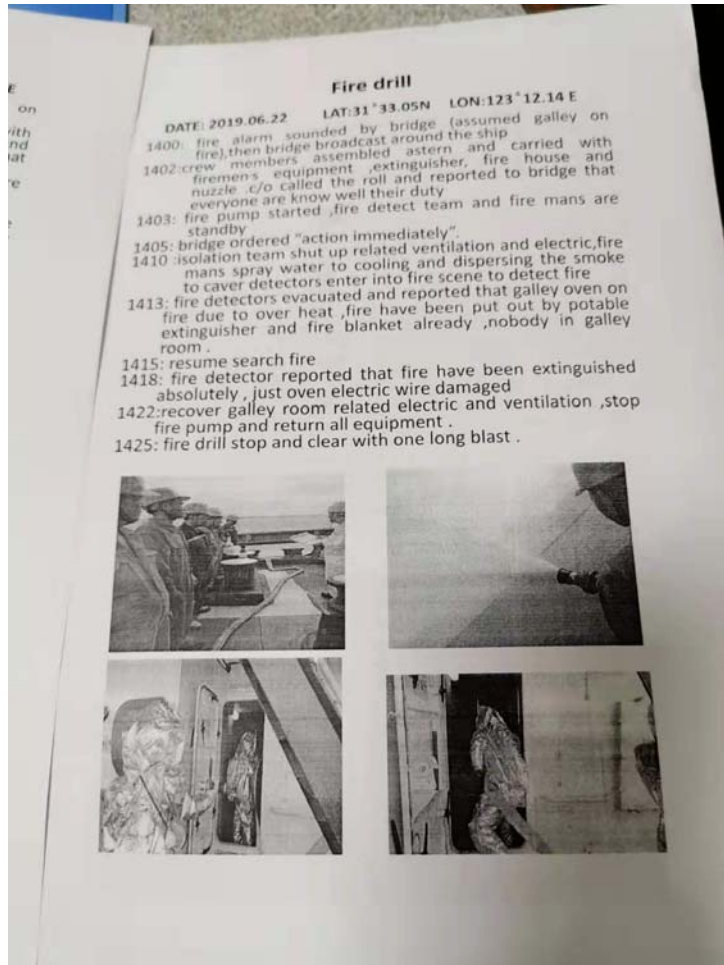
◆ Cause analysis:

During PSC inspection, PSCO found same pictures of many times emergency drills from Jan. to Aug. 2019, then PSCO asked ship to carry out fire drill and found that crew members were not familiar with emergency operations. Based on this fact, PSCO considered that the ship' s emergency preparations (ISM code 8) was not meet ISM requirement and detained the ship.

◆ Suggestions:

- Ship' s crew members should perform each drills carefully and ship' s management company should monitor ship emergency drills to avoid ship detention, especially ships sailing to EU and Japan, etc.
- Ship' s crew members should pay more attentions to equipment leakages, especially, more leakages due to Low sulphur fuel oil, maintain ship' s equipment and clear up leakages in time , keep the ship to be cleanness.

Detention cases-Nov. 1, 2019-China



Same pictures in different fire drill records

Detention cases-Nov. 8, 2019-USA



◆ Detainable deficiency :

1、 34 immersion suit zippers are not in working order or the seams are severely deteriorated. 2、 During test local water fire-extinguishing system, nozzle discharge pressure and volume inadequate to extinguish fire.

◆ Cause analysis :

- During PSC inspection, PSCO teared immersion suits and found some damages and many zippers were not in good condition.
- During test local water fire-extinguishing system, ship's crew member did not close the valve of by-pass pipe and caused inadequate nozzle discharge pressure and volume .

◆ Suggestions :

- Ship's crew members should inspect and test each immersion suit monthly, immersion suit should be renewed as early as possible if found any damage.
- Ship's crew members should test local water fire-extinguishing system periodically, ensure nozzle discharge pressure and volume adequate, ensure local water fire-extinguishing system can be use immediately.
- USCG PSC inspections were very strict, self-inspections should be carry out by crew members carefully before arriving USA ports to prevent detention.

Detention cases-Nov. 8, 2019-USA



Local water fire-extinguishing system nozzle discharge pressure and volume inadequate



Immersion suit severely deteriorated

Detention cases-Dec. 24, 2019-China



◆ Detainable deficiency :

- Rudder of rescue boat failure.
- Foundation of HRU for Starboard side liferaft fracture.
- Immersion suit for bridge and each crew breakage.
- 9 crews changed (more than 25%) abandon ship and fire drills not carried out before 24 hours after departure.
- Emergency generator failure to start by accumulator.

◆ Cause analysis:

- The rescue boat rudder turning handle corroded and broken;
- Foundation of HRU serious corroded;
- A part of immersion suits were aged and damaged.
- The ship changed more than 25% crews once, but the ship did not carry out abandon ship and fire drills within 24 hours after departure.
- Crew members did not familiar with operation of accumulator and did not start emergency generator in time.

● Suggestions:

- Crew members should enhance maintenance and inspection for emergency equipment.
- Ship company should enhance supervision to emergency drills, when changing more crew members , guide the ship to carry out necessary emergency drills in time.
- Crew members should enhance emergency operation trainings onboard.

Detention cases-Dec. 24, 2019-China



Rescue boat rudder turning handle corroded and broken



Foundation of HRU serious corroded



Immersion suits were aged and damaged

Detention cases -Dec. 16, 2019-Spain



◆ Detainable deficiency :

- Free fall lifeboat- engine inoperative (batteries out of order).
- Crew unable to test GMDSS equipment using reserve source of energy, unable to check condition of batteries during

◆ Cause analysis :

- During PSCO inspected free fall life boat and found the engine of life boat could not be started. After further inspection and found the starting batteries damaged.
- PSCO found the indicating gauge of reserve source of energy panel for GMDSS equipment without voltage indicate and considered that crew was unable to test GMDSS equipment using reserve source of energy. After further inspection by shore base expert, found the indicating gauge damaged.

◆ Suggestions :

- The life boat is very important PSC inspection item , crew members should carry out periodical inspection and test to life boat carefully.
- Crew member should inspect and test reserve source for GMDSS equipment regularly.

Detention cases -Dec. 16, 2019-Spain



Life boat engine starting batteries damaged



GMDSS equipment reserve source indicating gauge damaged

PSC Information of abroad CCS Branch office

CCS Australia Office-main detainable deficiency



- ◆ Problem of seafarer salary is main detainable deficiency of MLC and cause by seafarer appeal, if the fact is true, AMSA detain the ship certainly. More deficiencies are related to difference between the actual seafarer salary and SEA, and seafarer salary is not paid in time, etc.
- ◆ Many detention caused by deficiencies of emergency generator, main deficiencies were that emergency generator can not start automatically, emergency generator can not connect to emergency switch board or can work not on load. Some crew members were not familiar with operation and afraid to test emergency generator. Some crew members know defects of emergency generator, but does not report to AMSA actively. Two set starting systems were designed for each emergency generator, but crew members test one set only, time of whole test procedure of is not enough, test is not with load, etc., insufficient test may cause that some latent defect could not be found in time.
- ◆ Any deficiency of OWS and 15ppm alarm may cause ship detention, more deficiencies were that three-way valve did not work smoothly and caused the valve closing delay or valve can not be closed totally, oily water sample pipe were blocked, data did not clear show on control panel, crew members were not familiar with 15 ppm alarm test, etc.
- ◆ AMSA inspect sewage treatment plant very carefully and detain the ship if found deficiency. Usually, AMSA ask crew members to open sewage water tank for internal examination. More ship were detained due to sewage treatment plant could not work properly or internal structure holed.
- ◆ Many detention caused by deficiencies of E. R. ventilation. Many deficiencies were that fire damper of E. R. ventilator corroded seriously, fire damper break off control lever, remote control defective, ventilation shutter can not be closed tightly, etc.

- ◆ Many deficiencies related to life saving equipment caused ship detention, such as, engine of life/ rescue boat can not work properly, cooling pump attached to boat engine was aged and can not work properly, on-load release mechanism was not reset properly, rudder seized and could not be operated properly, etc.
- ◆ Ship detentions caused by deficiency relating to emergency fire pump were happen often. Deficiencies relating to emergency fire pumps are that, such as, pump self-suction was malfunction and no water pumped out, pump water pressure is insufficient, pump automatic stop when long time running test, pump water leaking seriously , etc.
- ◆ Many ship were detained due to deficiencies relating to ballast tank air pipes. If PSCO found poor condition of air pipe head and asked to dismantle air pipe head usually, if serious corrosion, rubber seal aged, floating disc damaged ,etc., was found by PSCO, the ship should be detained.
- ◆ AMSA inspect cargo hold hatch cover and tighten/sealing devices very strictly , if found cargo hold hatch cover corroded heavily, sealing rubber aged or distortion, tightening device damage, etc., the ship should be detained.
- ◆ If AMSA found ship was poor maintenance, crew member were unfamiliar with operation, crew member did not report ship defect or defect concerning MLC, etc., the PSCO should propose ISM detainable deficiency to the ship.

CCS Australia Office-Suggestions



- ◆ If the ship found deficiency relating to emergency equipment and reported to AMSA with messages containing details of defect, means for rectification and emergency precaution measures in time as required, AMSA may accept and may not propose relative deficiency. But some company wants to reduce self deemed troubles (such as apply surveys by RO, apply exemption by flag State, apply shore base support, etc.), did not follow AMSA requirements and hide defect, provide false messages to PSCO, the ship should be detained finally.
- ◆ More ships were detained by AMSA due to the ship sails to Australia ports occasionally or calls Australia ports one or two times within one year, ship company did not pay enough attentions to PSC inspection. If the ship sails to Australia ports occasionally, over the PSC inspection period window, it is suggested that, ship company invite the third part to carry out PSC pre-inspection or assistance PSC inspection.
- ◆ Some crew members are unfamiliar with in charged equipment and cant not deal with problems in time. Ship company should enhance training to crew members for familiar with details of each equipment , if any defect can not be rectified in time, reporting to company or applying assistance of manufacturer in time to rectify defect as early as possible.
- ◆ Crew member should carry out pre-inspection before arrival carefully, ship company should monitor the ship operations strictly.

CCS New York Branch-Suggestions



- ◆ Almost PSC deficiencies are belong to inadequate investment in ship safety management, inadequate ability of crew members and inadequate ship maintenance . If ship company did not know the real condition of the ship or worry PSC detention, ship company can apply the third party or CCS to carry our PSC pre-inspection when it is necessary.
- ◆ It is very important that self-inspection before arrival to be carried out strictly, ship company should supervise each ship to carry out self-inspection before arrival strictly, carefully review each evidence of self-inspection before arrival including picture or video, etc., compare with former documents, prevent any deliberate fraud or important omission of self-inspection.
- ◆ Some ship company did not pay serious attention to PSC inspection with fluky thought and believe RO can assist to deal with any problem during PSC quickly. Based on many years experience, except a few cases, in almost EU and USA ports, although RO consults with PSCO, PSCO can not make any change if any detainable deficiency was proposed to the ship based on enough evidence.
- ◆ USCG paid serious attentions to life and environment safety and risk during fire fight, lifesaving, oil pollution prevention and each ship operation. During PSC inspection, each emergency equipment should be tested really and do not accept any simulate test. During inspect OWS, from OWS principle to every operation, PSCO analysis if existing any possible illegal discharge.
- ◆ If PSCO found engine of life boat or rescue boat started failure, the ship should be detained certainly.
- ◆ In some American countries, ship should be detained if PSCO found ship officers could not communication to port side with English smoothly.

- ◆ Except PSC in Paris MOU member countries, waterside police also in charge of prevention pollution including checking sample of fuel oil and sewage water, etc. PSCO and waterside police have linkage system, if waterside police officer found defect of fuel oil and sewage water, etc., PSCO should be informed immediately, then PSCO attend the ship to carry out extended inspections and detain the ship.
- ◆ If the ship sails to Paris MOU member country ports first time or occasionally, the ship should be inspected by PSCO. If any accident occurs, the ship should be extended inspected preferentially.
- ◆ Without prior notice, PSCO attend the ship for inspection. If received any appeal from crew member, pilot, ITF Officer and other organization or person, ignoring PSC inspecting history, PSCO should attend the ship for more detailed inspection, the ship to be detained if real defect was found.
- ◆ Each PSCO has experiences of master or chief engineer usually, has adequate knowledge to ship's operations and international conventions. Once PSC reports was issued, the decision should not be changed.
- ◆ Some PSC detention cases shown that PSCO did not accept some exemption letter of some Flag State and required to rectify all serious deficiencies before departure and verified by RO. So, all deficiencies should be rectified totally and quickly as required by PSCO to avoid that some deficiencies rectifying results could not be approved by RO and PSCO.

CCS Hamburg CCS Hamburg and Athens Branches -main PSC items



- ◆ Ship's certificates and documents: All certificates and documents should be complete and valid.
- ◆ Marine documents: Voyage plan should be compiled properly, Charts, ECDIS, sailing directions, marine notice, etc., should be up to date.
- ◆ Navigation and communication equipment: All navigation and communication equipment should be regular tested and keep in good condition, every test and operation records should be complete.
- ◆ Emergency equipment: emergency generator and emergency fire pump, etc., should keep in good condition and can immediately use.
- ◆ Pollution prevent equipment: OWS, 15ppm alarm, sewage treatment plant and incinerator , etc., should be regular tested and keep in good condition.
- ◆ Lifesaving appliances: life boat and rescue boat including engine and launching/releasing mechanism should be regular tested and keep in good condition and can immediately use, crew members should be familiar with operations.
- ◆ Fire fighting equipment: fire detecting and alarm system, fire pumps, CO2 system, water mist fire fighting system fire doors, ventilators and quick closing valves., etc., should keep in good condition and work in order.
- ◆ Weather tightness: All weather tightness doors, air pipes, hatch covers and tightening devices, etc., should keep in good condition.

- ◆ Emergency drills are major PSC inspection items, unsatisfactory drill caused suspecting ship's safety management, even suspecting RO audit quality. PSCO checks every drill record and verifies by site operations carefully. During drills, all crew members should attend. For fire drill, PSCO will check if fire mans are familiar with wearing fire man outfit. During abandon ship drill, except the person on duty at ship's access, all crew members should attend the drill (If some crew member could not attend drill, master should discuss with PSCO before each drill).
- ◆ PSCO paid serious attentions to ship safety management, many deficiencies were judged as related with ISM by PSCO of Paris MOU, such as equipment damages did not be repaired in time, equipment leakage were obvious, ship was dirty or unsafe, crew members were not familiar with operations, foods were not enough or poor condition, accident or damages were not reported to PSCO in time, works records were mistake or incomplete, etc. If more deficiencies were related with ISM, then PSCO will issue a detainable ISM deficiency directly.
- ◆ MLC: PSCO pays more attention to MLC items, such as crew members working and rest time records, salary payment, crew member working and rest condition, food quantity and quality, kitchen and freezer condition, etc. Serious deficiency or appeal related to MLC from crew member of ITF will cause ship detention.
- ◆ ISSC: All identity document of visitors should be checked and recorded carefully, ship's limit areas should be locked in time.

Ship company and ship should prepares for PSC inspection always, ship company should provides support to the ship fully and supervise ship's every works strictly.

- All crew members, especially ship's master, officers, engineers and new ones, should familiar with all necessary safety management documents, own duties, each emergency or key operation, PSC inspections and familiar with communications with PSCO.
- Ship access control persons should be familiar with communications with English keep on the post always.
- Appearances of ship and crew members are very important. Ship should be cleaned totally and crew members should wear tidy working clothes. When PSCO attended on board the ship, accompanied crew members should carry necessary appliances such as gas detector, hand lamp, interphone, etc., all crew members are stand by with interphones as more as possible.
- If the ship has any problem concerning safety navigation or environment, etc., caused reported to PSCO by pilot, the ship should take necessary preparations for PSC inspection after arrival.
- Checking former PSC reports and confirm all deficiencies rectified and kept necessary evidences.
- Ship's certificates and documents should be complete and valid, if has any conditional certificate, Master should explains to PSCO.

CCS Hamburg and Athens Branches –suggestions (continued)



- If the ship is carrying out some operations or maintenances, master should notice PSCO in advance.
- All crew members should respect PSCO and do not sent any gift to PSCO rashly, one cup of coffee may obtain good feel of PSCO.
- If incomprehension of any question of PSCO, please ask PSCO to explain and confirm again, otherwise, incorrect messages and answers should be misunderstood by PSCO.
- If any defect could not be rectified by ship-self, all evidences of substituted and rectifying measures, company's repairing arrangements, etc., shown to PSCO as early as possible, thus, possible detention may be avoid effectively. If any problem to be dealt with by RO, necessary application should be sent to RO as soon as possible. If need any exemption, application should be sent to ship's Flag State or RO.
- All deficiencies proposed by PSCO should be rectified or explained to PSCO before PSCO departure as quickly as possible and ask PSCO to confirm. Further more explanations and evidences should not accepted by PSCO after departure.
- If all crew members came from different countries, some working language should be established and communications between all crew members should be smoothly.
- Ship's master should study PSC reports carefully, if considering any deficiency to be unreasonable, master should consult with PSCO from technical situation friendly. If it is necessary, master should seek proper assistance from ship' company or RO.

Pairs MoU PSC Expanded Inspection Check List-1



1. All ship types

○ Structural condition:

- ▶ condition of hull and deck

○ Water/Weathertight condition:

- ▶ watertight/weathertight door
- ▶ ventilators , air pipes and casing
- ▶ hatchways

○ Emergency systems:

- ▶ simulated black-out/start of emergency generator
- ▶ emergency lighting
- ▶ test of bilge pumping arrangements
- ▶ test of closing device/watertight door
- ▶ test of steering gear incl., emergency steering gear

○ Radio Communication:

- ▶ test of reserve source of energy
- ▶ test of main installations including facilities for reception of marine safety information
- ▶ test of GMDSS portable VHF sets

Pairs MoU PSC Expanded Inspection Check List-2



○ Fire safety:

- ▶ fire drill including a demonstration of the ability to use firemen's outfits and fire fighting equipment and appliances
- ▶ test of emergency Pump(with 2 hoses)
- ▶ test of remote emergency stopping ventilations and fire dampers
- ▶ test of remote emergency stopping fuel pumps
- ▶ test of remote quick closing valves
- ▶ fire doors
- ▶ fix fire extinguishing installations and associated alarm

○ Alarms:

- ▶ Test of fire alarm

○ Living and working condition:

- ▶ the seafarer's employment agreement
- ▶ the fulfilment of requirements for hours of work or hours of rest
- ▶ the standard of accommodation
- ▶ the food and catering facilities
- ▶ the facilities for on board medical care
- ▶ the risk evaluation, programs, training and instruction, accident report and protective equipment

Pairs MoU PSC Expanded Inspection Check List-3



○ Life saving appliances:

▶ launching arrangements for survival and rescue craft (if evidence of disuse, craft to be released to the water)

○ Pollution prevention:

▶ test of oil separator equipment

2. Bulk carrier/OBO (if carrying solid bulk cargo)

In addition to the items listed under 1

○ Documentation:

▶ verification that the following documents are on board, complete and endorsed by the flag state or recognized organization.

● the enhanced survey programmes (ESP) including:

● reports of structural survey

● thickness measurement report

● condition evaluation reports

▶ check whether the cargo carried is allowed by the Doc for dangerous goods

▶ approval for loading instruments

○ Structural condition

▶ condition of bulkheads and coamings

▶ ballast tanks: at least one of the ballast tanks to be examined .

Pairs MoU PSC Expanded Inspection Check List-4



3. Gas carrier, chemical tanker

In addition to the items listed under 1, the following items are to be considered as part of the expanded inspection for gas and chemical tankers:

Documentation:

▶ check whether the product carried is on the relevant certificate of fitness.

Cargo operations:

▶ cargo tank monitoring and safety devices relating to temperature.

▶ oxygen analyzing device and gas detector, including their calibration. Availability of chemical detection equipment (bellows) with an appropriate number of suitable gas detection tubes for the cargo carried.

▶ test of deck shower.

Fire safety:

▶ test of fixed fire fighting installations on deck (as required by the product carried)

Living and working condition

▶ cabin escape sets with respiratory and eye protection if required by the products listed in the relevant certificate of fitness.

Suggestions on PSC work

IV. Suggestions on PSC work



- ◆ Currently, COVID-19 Infectious diseases are spreading worldwide and every ship management and operations are limited seriously. Ship company should try to ensure safety and remuneration of seafarers, ensure supplement and ship maintenances to avoid ship detention or seafarer's appeal.
- ◆ A good ship appearance will give PSCO a favorable first impression and reduce the risk of detention. From the perspective of the deficiencies around the whole year, there are many MLC deficiencies, mainly involving poor sanitary environment of ships, damaged living facilities, danger in working environment and insufficient remuneration of crew members. These problems are often linked to SMS, making PSCO believe that the ship safety management fails to meet the requirements and the ship shall be detained, especially ships sailing in Australia, Europe and the United States. It is suggested that all companies and shipowner shall pay close attention to ship maintenance, keep the working/living facilities intact, the environment safe and tidy, so as to reduce the deficiencies and detention in MLC Convention.
- ◆ Crew wages shall be paid fully and timely. The current situation in the shipping market has led to insufficient management of some companies. As for the crew's wages, they cannot be paid in full and on time. Once the port state receives the complaints about the crew wages, it will inevitably lead to the occurrence of ship detention, significantly and adversely affecting the shipping company. Therefore, the company shall pay enough attention to the payment of crew's wages, to ensure the rights of sailors are protected.
- ◆ Countries around the world pay special attention to pollution prevention. There are more and more areas restricting sulfur content in fuel oil. Some countries or regions have set up specialized agencies and assigned personnel to sample and test fuel oil or domestic sewage from ships arriving at the port. If problems or hidden dangers are found, PSC will undoubtedly detain the ship. Relevant companies and shipowners shall note the matters mentioned and make full preparations.

IV. Suggestions on PSC work



- ◆ Detention caused by deficiencies in lifeboats, emergency generators, air funnels, vent pipes, fixed water spray fire extinguishing systems in engine room, quick-closing valves and anti-pollution equipment is still relatively prominent. Therefore, the shipping company shall strictly supervise the crew to carry out the maintenance of key equipment and strengthen their inspection and testing, to ensure the crew to operate and use the key equipment skillfully, to do a good job in their inspection before arrival, and to reduce the deficiencies and detention.
- ◆ According to 2019 Tokyo MoU and Paris MoU, the centralized inspection (CIC) will be jointly carried out for the ship emergency system. Shipping companies shall actively make preparations, closely supervise the crew, and carry out training in emergency systems, various emergency drills (especially fire fighting and ship abandonment drills), emergency equipment operation and testing, to prevent relevant deficiencies or detention.
- ◆ Some ships are criticized even detained by PSC due to the crew's bad living and working habits. For example, fire doors are opened, measuring holes in cabins are normally opened, the closing action of quick-closing valves is restricted, oily wastes and domestic garbage are discarded at will, wires are pulled privately, marine electrical equipment is not used, emergency equipment switches are not set in the automatic position and domestic sewage outlet valves are not closed when in the harbor, etc. It is suggested that the company shall strengthen publicity and urge the crew to cultivate good working and living habits, so as to reduce relevant deficiencies or detention.



Thanks for your support to CCS.

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