

**From:** CCS.HQ.CD <cdwork@ccs.org.cn>  
**Sent:** 2023年4月4日星期二 12:28  
**To:** '[Dalian Branch]'; '[Qinhuangdao Branch]'; '[Tianjin Branch]'; '[Qingdao Branch]'; '[Jiangsu Branch]'; '[Shanghai Branch]'; '[Zhejiang Branch]'; '[Fuzhou Branch]'; '[Guangzhou Branch]'; '[Hainan Branch]'; '[Chongqing Branch]'; '[Wuhan Branch]'; '[Hongkong Branch]'; '[Singapore Branch]'; '[Hamburg Branch]'; '[Athens Branch]'; '[New York Branch]'; '[Osaka Branch]'; '[Busan Branch]'; '[Cape Town Branch]'; '[Dubai Branch]'  
**Cc:** 'LIN Jianfeng'; 'CHEN Jiejun'; 'LI Zhijun'; 'QIU Yingjie'; 'LIU Bin'; 'LIU Zhenbing'; 'MIAO Yun'; 'WU Haozhou'; zlchen@ccs.org.cn; [Singapore CD]; CDwork  
**Subject:** [Urgent!] High Rates of PSC Detention at Singapore Port in 2023

All Branches,

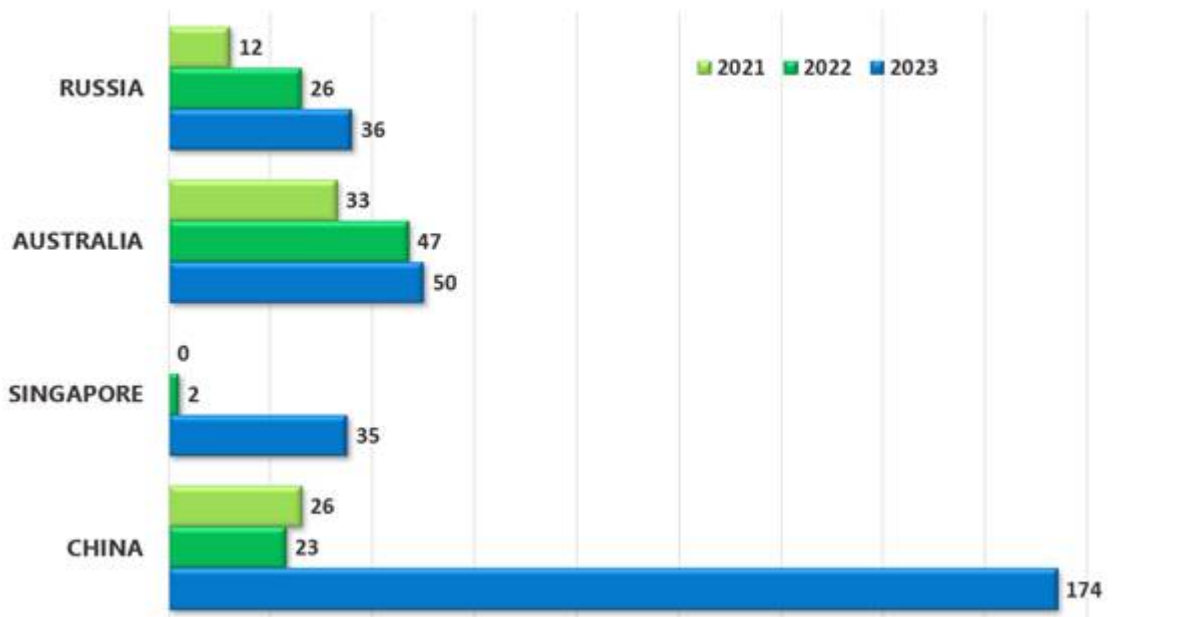
Further to the below email, there are 2 detention cases at Singapore port within a month, both detentions were judged as CCS-responsible.

Since 2023, the Singapore port is considered one of the high-incidence detention ports in Tokyo MOU. The detention rate in the first quarter of 2023 is 8.91% which means almost one-tenth of the inspected vessels were detained by MPA Singapore. Moreover, half of the detentions have been identified as RO-responsible.

All parts of pilot transfer arrangements including pilot ladder, handrail and accommodation ladder are to be inspected by the crew and confirmed in good working condition before calling Singapore port, the vessel will be detained by MPA directly if any defect of the pilot transfer arrangements is reported by the pilot.

Local Companies and all our surveyors/auditors are to be informed accordingly.

1<sup>st</sup> Quarter Detention



Deficiencies ground for detention:

Detention Case No.1 – 10<sup>th</sup> March 2023

No.	Nature of deficiency	Action code	RO responsible	ISM related
1	Emergency generator filling pipe found excessively corroded with holes.	30	Yes	Yes
2	Engine room port and starboard side aft dampers found excessively corroded with holes and crew used putty to cover the holes.	30	Yes	Yes
3	The funnel deck and the aft accommodation on c deck found excessively corroded with holes.	30	Yes	Yes
4	Starboard fresh water air vent, No.3 port ballast water sounding pipe, port side passage way air ventilator on main deck and forward store ventilator found excessively corroded with holes.	30	Yes	Yes
5	The main fire line isolation valve found not holding during inspection.	30	Yes	Yes
6	Refer to all deficiencies marked with ism related including similar deficiencies issued on 29th Oct 2022, these are objective evidence that the vessel safety management system is deemed as ineffective to ISM Code 7,8 and 10	30	No	-

Detention Case No.2 – 3<sup>rd</sup> April 2023

No.	Nature of deficiency	Action code	RO responsible	ISM related
1	Paint locker sprinkler system 5 out of 6 nozzle sighted with ineffective spray pattern during operational test and line was choked at initial attempt.	30	Yes	Yes
2	Aft peak tank vent head found with seized self closing device at time of inspection.	30	Yes	Yes
3	Replacement Starboard side pilot ladder used for PSCO boarding found with no type approved certificate and numerous loose chocks. Port side pilot ladder found with 1 rubber step deformed.	30	No	Yes
4	With the pilot report on starboard pilot ladder parted side rope during pilot disembarkation on 2nd April and as evidenced with the ISM related deficiencies indicate that the shipboard safety management system was not effectively implemented onboard as per ISM element 10.	30	No	-

Best Regards,

Guo Xiangyu (郭翔宇)

Classed Ship in Service Dept.

China Classification Society

CCS Mansion, 9 Dongzhimen Nan Da Jie, Beijing 100007, China



Tel +86-10-5811-3317  
Mob +86-13785916577  
Fax +86-10-5811-2807  
Email: [cdwork@ccs.org.cn](mailto:cdwork@ccs.org.cn)

**From:** cdwork@ccs.org.cn <cdwork@ccs.org.cn>

**Sent:** 2023 年 2 月 16 日 10:09

**To:** '[Dalian Branch]' <ccsdl@ccs.org.cn>; '[Qinhuangdao Branch]' <ccsqh@ccs.org.cn>; '[Tianjin Branch]' <ccstj@ccs.org.cn>; '[Qingdao Branch]' <ccsqd@ccs.org.cn>; '[Jiangsu Branch]' <ccsjs@ccs.org.cn>; '[Shanghai Branch]' <ccssh@ccs.org.cn>; '[Zhejiang Branch]' <ccszg@ccs.org.cn>; '[Fuzhou Branch]' <ccsfz@ccs.org.cn>; '[Guangzhou Branch]' <ccsgz@ccs.org.cn>; '[Hainan Branch]' <ccshn@ccs.org.cn>; '[Chongqing Branch]' <ccscq@ccs.org.cn>; '[Wuhan Branch]' <ccswh@ccs.org.cn>; '[Hongkong Branch]' <ccshk@ccs.org.cn>; '[Singapore Branch]' <ccssg@ccs.org.cn>; '[Hamburg Branch]' <ccshb@ccs.org.cn>; '[Athens Branch]' <ccsat@ccs.org.cn>; '[New York Branch]' <ccsny@ccs.org.cn>; '[Osaka Branch]' <ccsdb@ccs.org.cn>; '[Busan Branch]' <ccsfs@ccs.org.cn>; '[Cape Town Branch]' <ccsct@ccs.org.cn>; '[Dubai Branch]' <ccsdu@ccs.org.cn>

**Cc:** LIN Jianfeng <jflin@ccs.org.cn>; CHEN Jiejun <jjchen@ccs.org.cn>; HUANG Wei <huangwei@ccs.org.cn>; LI Zhijun <zjli@ccs.org.cn>; QIU Yingjie <qiuyl@ccs.org.cn>; LIU Bin <bliu@ccs.org.cn>; LIU Zhenbing <zbliu@ccs.org.cn>; MIAO Yun <ymiao@ccs.org.cn>; WU Haozhou <hzwu@ccs.org.cn>; CDwork <cdwork@ccs.org.cn>

**Subject:** MPA 对新加坡旗船滞留后要求和近期 PSC/FSC 重点关注

各分社,

2 月 15 日 MPA 召开了与 RO 和船公司的 PSC 专题讨论会, 会上 MPA 强调了新加坡旗船滞留后要求以及近期 PSC/FSC 重点关注, 具体如下, 请各分社转发验船师和辖区相关客户。

#### 1. 新加坡旗船滞留后要求

- Vessel will not be allowed to depart from the port of detention until an additional survey of expanded scope and additional ISM audit, if required are carried out satisfactory by the vessel's class.
- 船舶不允许驾离当前滞留港口, 直到船级社满意地完成扩大范围的附加检验和 ISM 附加审核 (有要求时)。
- Dispensation / ST Certificate will not be granted by MPA for PSC deficiencies.
- 对于 PSC 缺陷, MPA 不会同意豁免或短期证书。
- Top 4 senior officers (Master, Chief Engineer, Chief Officer and 2<sup>nd</sup> Engineer) individually to provide a written "Statement of Fact" explaining why the vessel was detained & the validity of each deficiency. MPA may take actions against the officers, if necessary.
- 要求船长、轮机长、大副和大管轮 4 名高级船员分别提交一份事实声明, 解释船舶滞留原因和每项缺陷的真实准确性。如认为必要, MPA 可能针对高级船员采取措施。
- Company is required to investigate into the root cause of the issues which lead to the detention and submit a corrective & preventive action plan (CAPA) and supporting document to MPA.
- 要求船公司对导致滞留的缺陷产生的根本原因进行调查, 并向 MPA 提交纠正和预防措施计划以及支持性材料。
- Detention meeting between MPA and company's senior management to discuss and go through the CAPA.

- 要求召开 MPA 和船公司高级管理层之间的滞留会议，逐项讨论和通过纠正和预防措施。

- Further actions may be imposed such as close monitoring of the ship, DOC AVA, etc.

- MPA 可能会采取进一步行动，比如船舶密切监控、船公司 DOC 附加审核等。

2. 由于近期事故原因，MPA 将对引水员梯进行重点检查，引水员梯的缺陷将作为 PSC/FSC 滞留缺陷。

Guo Xiangyu (郭翔宇)

Classed Ship in Service Dept.

China Classification Society

CCS Mansion, 9 Dongzhimen Nan Da Jie, Beijing 100007, China



Tel +86-10-5811-3317

Mob +86-13785916577

Fax +86-10-5811-2807

Email: [cdwork@ccs.org.cn](mailto:cdwork@ccs.org.cn)