

Paris MoU



Case Study for Detention

KR Survey Team

August 2020

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Status

Status of PSC detention in Paris MoU area for the first half of 2020

Case

Case Study of Paris MoU

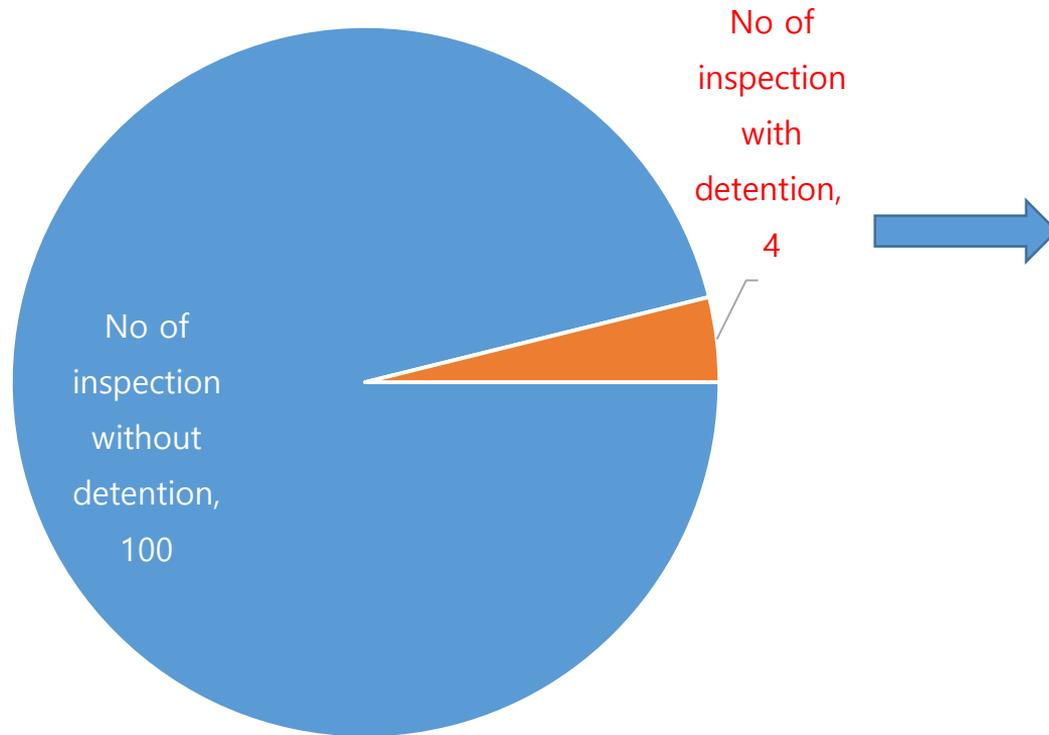
Countermeasures

Overall countermeasures for PSC detention



● Detention in Paris MoU for ships registered in KR (January 2020 ~ June 2020)

Percentage of ships detained in Paris MoU



Detention : 4 cases registered in KR

Detainable deficiencies : total 28

Percentage of Detention from Total PSC Inspection : 4 cases (3.8 %)

Detention in Paris MoU, including ships registered in other Classes
(January 2020 ~ June 2020)

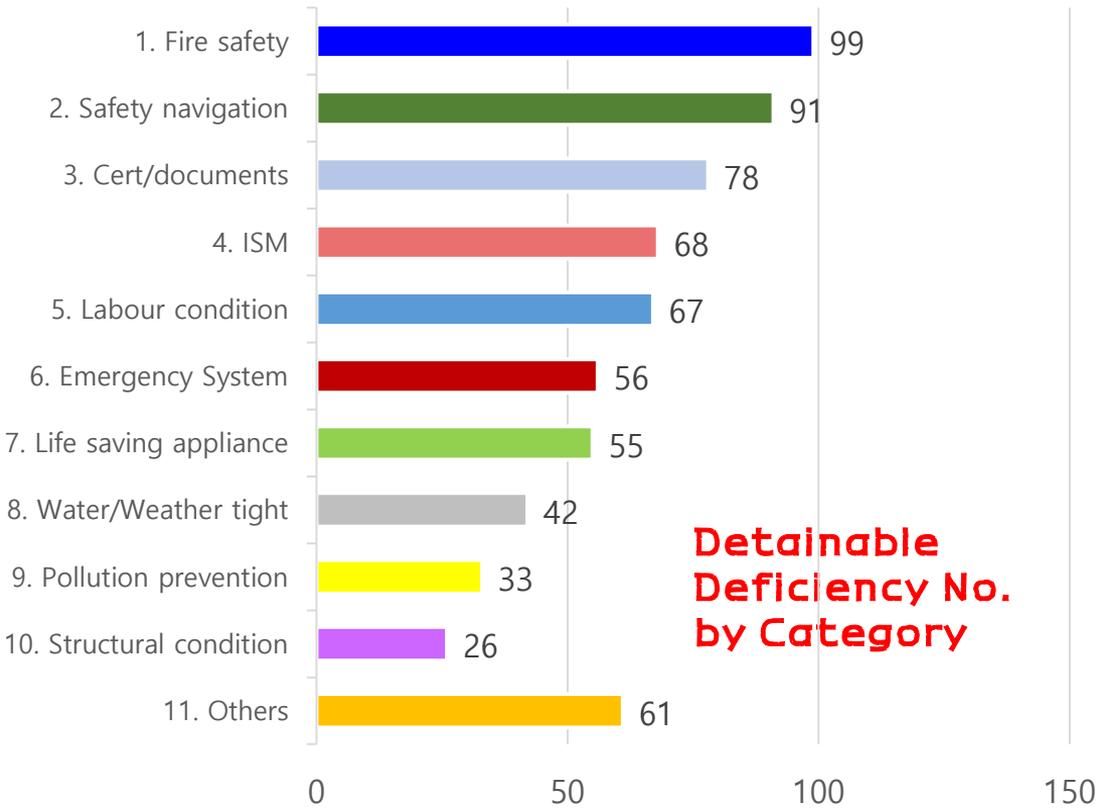
**No. of Detained ship
by country**



No of Detention : 127 Cases

- Top 5 countries ;**
- 1. Italy - 25 cases (19.7 %)**
 - 2. Germany - 15 cases (11.8 %)**
 - 3. Greece - 14 cases (11.0 %)**
 - 4. Belgium - 11 cases (8.7 %)**
 - 5. Canada - 9 cases (7.0 %)**

Detention in Paris MoU, including ships registered in other Classes (January 2020 ~ June 2020)



**Detainable
Deficiency No.
by Category**

No of Detention : 127 Cases

**No of Detainable Deficiencie :
676 deficiencies**

Top 4 of Highest categories ;
1. Fire Safety - 99 deficiencies (14.6%)
2. Safety navigation - 91 deficiencies (13.5%)
3. Cert/documents – 78 deficiencies (11.5%)
4. ISM – 68 deficiencies (10.1%)



Detention in Paris MoU, including ships registered in other Classes (January 2020 ~ June 2020)

Category	Details for Deficiency
1. Fire Safety	<ol style="list-style-type: none"> 1) Defective on fixed fire extinguishing system 2) Defective on quick closing valve 3) Defective on fire detection system for engine room 4) Defective on fire door 5) Defective on fire damper 6) Defective on fire fighting equipment, EEBD 7) Defective on means of escape 8) Defective on fire integrity of bulkhead or cable penetration
2. Safety of Navigation	<ol style="list-style-type: none"> 1) Defective on charts & nautical publication (missing, not-update) 2) Defective on passage plan 3) Defective on signaling lamp 4) Defective on BNWAS 5) Defective on echo sounder 6) Defective on ECDIS/radar 7) Defective on gyro compass/magnetic compass 8) Defective on navigation lights 9) Defective on VDR/S-VDR 10) Defective on speed indicator 11) Defective on compass error book/deviation curve



**Detention in Paris MoU, including ships registered in other Classes
(January 2020 ~ June 2020)**

Category	Details for Deficiency
3. Cert/Document	1) Missed/wrong statutory certificates (BWM, IEE, EIAPP etc) 2) Overdue civil liability cert (bunker oil) 3) Missed/wrong employment agreement 4) Missed financial security document 5) Missed/wrong flag's endorsement 6) Wrong rest hour record
4. ISM	1) No familiarity on drill (fire fighting/abandon ship/enclosed space) 2) No familiarity on their duty 3) No on board training 4) ISM failure due to many deficiencies
5. Labour Condition	1) Defective on cleanliness (galley, engine room, etc) 2) Defective on safe condition (electric, etc) 3) Defective on hospital (equipment, lighting, etc) 4) Defective on living condition (lighting, room condition, etc) 5) Defective on provision (not enough, etc) 6) Defective on sanitary facilities (not working, cleanliness) 7) Wages



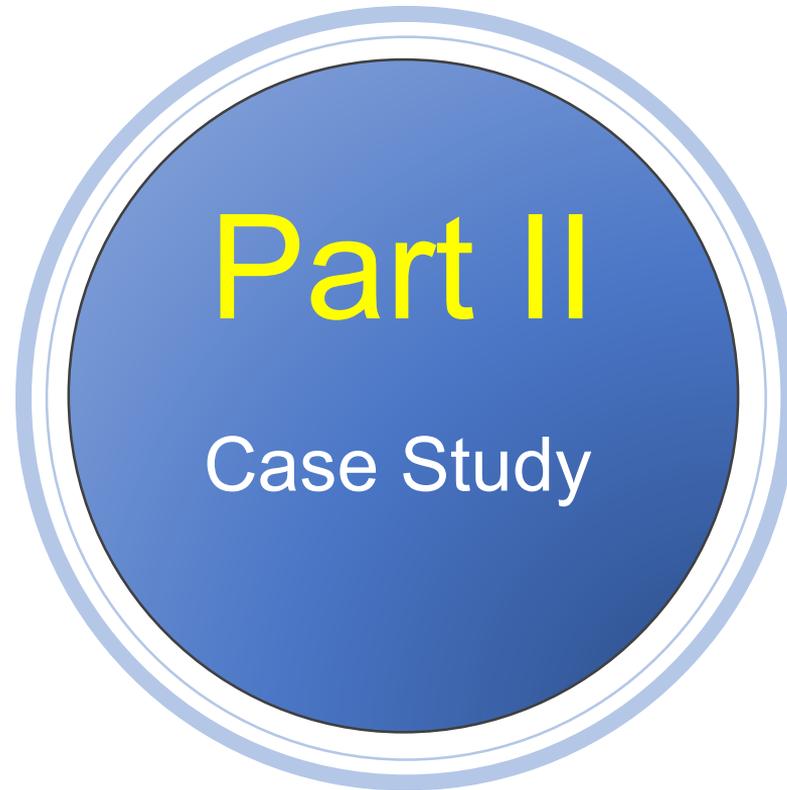
Detention in Paris MoU, including ships registered in other Classes (January 2020 ~ June 2020)

Category	Details for Deficiency
6. Emergency System	<ol style="list-style-type: none"> 1) Defective on emergency fire pump 2) Defective on emergency generator 3) Defective on emergency lighting 4) Defective on muster list (not updated, etc)
7. Life Saving Appliances	<ol style="list-style-type: none"> 1) Defective on life boat/rescue boat (engine, inventory, etc) 2) Defective on launching appliance (malfunction, readiness, etc) 3) Defective on embarkation arrangement 4) Defective on life raft (stowage, etc) 5) Defective on line throwing appliance 6) Defective on life saving appliance (lifebuoys, etc)
8. Water/Weather Tight Condition	<ol style="list-style-type: none"> 1) Defective on air pipe 2) Defective on ventilator 3) Defective on door 4) Defective on freeboard mark 5) Defective on cargo hatch cover/access hatch 6) Defective on manholes 7) Defective on window/side scuttle



Detention in Paris MoU, including ships registered in other Classes (January 2020 ~ June 2020)

Category	Details for Deficiency
9. Pollution Prevention Tightness Condition	<ol style="list-style-type: none"> 1) Defective on oily water separator (malfunction, leaking, 15 ppm alarm, etc) 2) Defective on sewage treatment plant (air supply, motor, sensor, etc) 3) Defective on sulphur content 4) Defective on garbage (manual, record, handling, etc) 5) Defective on Nox technical file (missing, recording, etc) 6) Defective on ballast waster management (bwmp, bwms, etc)
10. Structural Condition	<ol style="list-style-type: none"> 1) Defective on hull structure (damage, crack, corrosion, etc)
11. Others	<ol style="list-style-type: none"> 1) Defective on radio equipments (MF/HF radio, malfunction, emergency source, etc) 2) Defective on SART/EPIRB 3) Defective on main engine/aux. engine (power, malfunction, gauges, etc) 4) Defective on bilge pumping system 5) Defective on alarms (UMS, engine room alarms, fire alarms, etc) 6) Defective on gas detectors



Case 1. Electrical modification to components in Em'cy G/E



Overview

- ☞ Kind of Ship : Cargo ship
- ☞ Ship's Age : 7 Years old
- ☞ PSC Inspection Date : Jan of 2020

- ☞ Detention
 - Found electrical modifications to components in emergency generator switchboard. (Jump cable)
 - Direct bilge suction valve in ER not able to opened.
 - Embarkation ladders Port and Stb'd side attachments to deck unsafe. (Rope thimble corroded)



Cause & Action

- ☞ In the emergency generator room, the cables inside the switchboard of the ESBD are modified without approval.

- ☞ The direct bilge valve in the engine room lowest platform is stuck and did not open.

- ☞ The corrosion in the end of the embarkation ladder for survival crafts was significantly progressed.



Measures

- ☞ Prohibit of unapproved modification of cables inside the switchboard of ESBD.

- ☞ Periodically check the operation of the direct bilge valve in the engine room.

- ☞ Periodically check the condition of thimble in the end of the embarkation ladder rope for survival crafts.

Case 2. Cleanliness condition of ER bilge well



Overview

- ☞ Kind of Ship : Bulk carrier
- ☞ Ship's Age : 12 Years old
- ☞ PSC Inspection Date : Mar of 2020

- ☞ Detention
 - Engine room bilge a full of fuel/oil mixture in ER bilge well – in alarm condition.
 - Emergency fire pump doesn't deliver water to main fire line.



Cause & Action

- ☞ Bad cleanliness condition of engine room and engine room bilge well.

- ☞ Defective of operation of emergency fire pump.



Measures

- ☞ The engine room is a place with a very high probability of fire, so the inside of the engine room including the bilge well at the bottom of the engine room must be kept in good condition to prevent fire.

- ☞ Emergency equipment should be periodically checked to ensure it can operate at any time.

Case 3. Lack of fresh vegetables and fruit



Overview

- ☞ Kind of Ship : Bulk Carrier
- ☞ Ship's Age : 5 Years old
- ☞ PSC Inspection Date : April of 2020

- ☞ Detention
 - Total lack of fresh vegetables and fruit. Rotten cabbage visible in veggie store.
 - At arrival no AIS signal to VTS. Still signal from AIS is on and off. Complete Radio survey is required.



Cause & Action

- ☞ There was a lack of fresh vegetables and fruits, and there was rotten cabbage.

- ☞ There was defective of AIS operation.



Measures

- ☞ As the interest in the working and living environment of crews has increased, inspection of MLC regulations has been strengthened.

- ☞ The periodic check of critical navigational equipment should ensure the effectiveness of the condition of operation.

Case 4. ISM failure caused by lack of maintenance



Overview

- ☞ Kind of Ship : Cargo ship
- ☞ Ship's Age : 13 Years old
- ☞ PSC Inspection Date : May of 2020

☞ Detention

- Most of the fire doors with a self-closing system are not closing well.
- The starting devices of Em'cy G/E is out of order.
- Found SCBA air leaking.
- No charts and nautical publications available for North sea area and Weser approach.
- Cleats of Hatch cover closing devices partly missing.



Cause & Action

- ☞ Insufficient periodic check of the self-closing fire door in accommodation area.
- ☞ Insufficient periodic check of the emergency generator starting device.
- ☞ Insufficient periodic check of the SCBA condition.
- ☞ Insufficient charts and navigational publications covering the intended voyage.
- ☞ Insufficient periodic check of hatch cover cleat.



Measures

- ☞ Avoid inappropriate check, and make practical check to identify problems in advance.



1 | PSC Countermeasures

To Conduct Self-Examination

- . Actual inspection to be carried out in accord. with checklist.
- . PSC trends for the intended port to be confirmed thru. KR local site office.
- . Proper records to be confirmed.
 - Oil record book, Garbage record book, Rest hour record
 - Log book, BWRB
- . Cleanliness in E/R to be maintained, esp. oil, rags, etc.

※ The malfunctioned equipment to be reported to **flag, port authority and class with the proper repair plan and risk assessment taken.**

Good First Impression

- . Strict gangway watch
- . Cleanliness
- . Identify Visitor's ID as per SSP

Appropriate Response to PSC

- . Recommend senior officer be on board
- . Positive/friendly attitude toward PSCO
- . Prompt action for deficiencies
- . If required, contact with KR branch office



Before entering a port



Just after berthing



PSCO on board the ship



Successful Prevention of PSC Detention

- . Improvement of company's ability to PSC
- . Enhancement of company's image
- . Prevention of unnecessary costs

2 | How to deal with PSC matters and approach to them ?



