

ABS PORT STATE CONTROL QUARTERLY REPORT

Q3 2024



ABS Commitment

American Bureau of Shipping (hereinafter “ABS”) is the premier classification society in the world. The focus of ABS is to provide classification services to promote the common safety, environmental and regulatory interests of its members and clients, including builders, owners and operators of ships. Since its inception in 1862, ABS has been a global leader in marine safety. With more than 2,000 technical professionals positioned around the world, the ABS team has the experience, knowledge and professional judgment to assist vessel owners and operators.

ABS has established a strict standard of excellence and has earned a reputation for quality service and client support. We are committed to providing superior technical and survey services that assist our clients in conforming to these standards, thereby encouraging safe and efficient operations.

Our Mission

The mission of ABS is to serve the public interest as well as the needs of our members and clients by promoting the security of life and property and preserving the natural environment.

Health, Safety, Quality and Environmental Policy

We will respond to the needs of our members and clients and the public by delivering quality service in support of our mission that provides for the safety of life and property and the preservation of the marine environment.

We are committed to continually improving the effectiveness of our health, safety, quality and environmental (HSQE) performance and management system with the goal of preventing injury, ill health and pollution.

We will comply with all applicable legal requirements as well as any additional requirements ABS subscribes to which relate to HSQE aspects, objectives and targets.

Foreword

This ABS Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the third quarter of 2024. This report is being made available to assist owners by providing awareness of potential areas of concern that have been identified on ABS-classed vessels.

PSC inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation, which may impact on maritime safety and the marine environment. A ship is regarded as substandard if the hull, machinery, equipment, accommodation or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document. Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more detailed inspection.

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1. ABS Fleet Third Quarter Detention Facts

1.1 Top Categories for Grounds for Detention

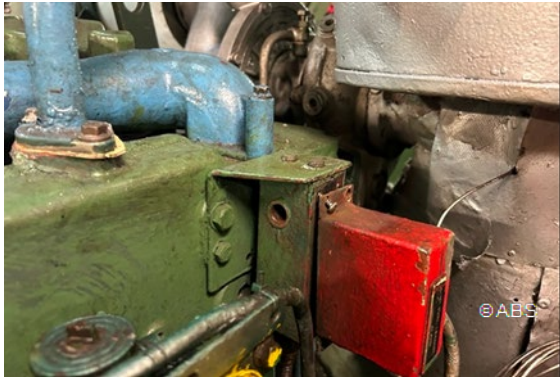
For period July 1, 2024, to September 30, 2024, the top categories for Port State Control (PSC) detentions on ABS vessels in the Paris Memorandum of Understanding (MoU), Tokyo MoU and the United States Coast Guard (USCG) database are listed in the table below.*

There were 480 total detained vessels in the third quarter per Paris MoU, Tokyo MoU and the United States Coast Guard (USCG). Of those detained, only 26 vessels were ABS-classed vessels.

Detention Code	Detention Description
15150	ISM
04102	Emergency fire pump and its pipes
14104	Oil filtering equipment
04114	Emergency source of power — Emergency generator
07114	Remote Means of control (opening, pumps, ventilation, etc.) Machinery spaces
13101	Propulsion main engine
01220	Seafarers' employment agreement (SEA)
07101	Fire prevention structural integrity
07105	Fire doors/openings in fire-resisting divisions
07126	Oil accumulation in engine room
10111	Charts
15106	Shipboard operations
15109	Maintenance of the ship and equipment

* This list contains deficiencies that were identified on at least two or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

1.2 Isolated Deficiencies Photographs



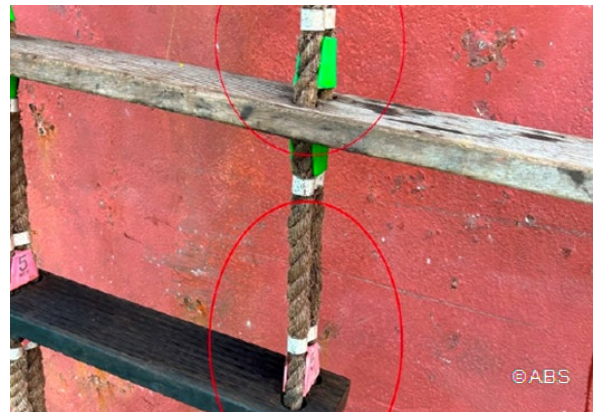
Defective diesel generator engine oil leak alarm
(housed inside red box)



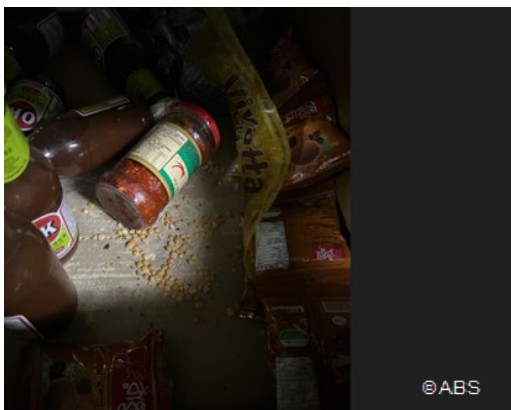
Damaged crane-rest post



Defective diesel generator engine
thermometer



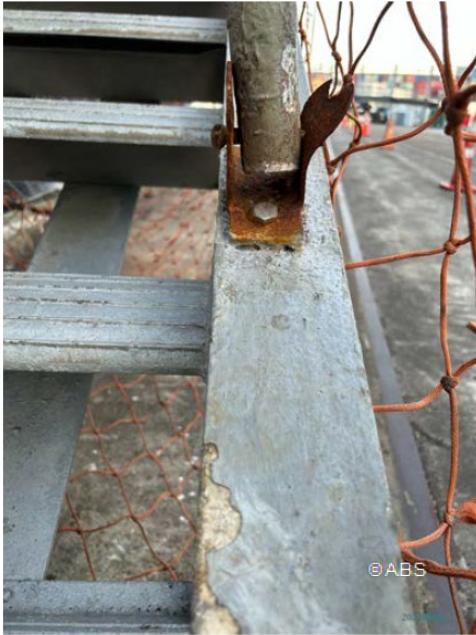
Dislodged step fixing stopper for pilot ladder



Unsanitary dry food storage
with expired food



Bug infestation in galley store



Wasted and detached accommodation ladder stanchion support



Signs of fuel leak from diesel generator engine



Sounding pipe closing cap thread damaged



Loose and damaged cables on deck



Missing self-closing hinge on accommodation door



Damaged accommodation ladder

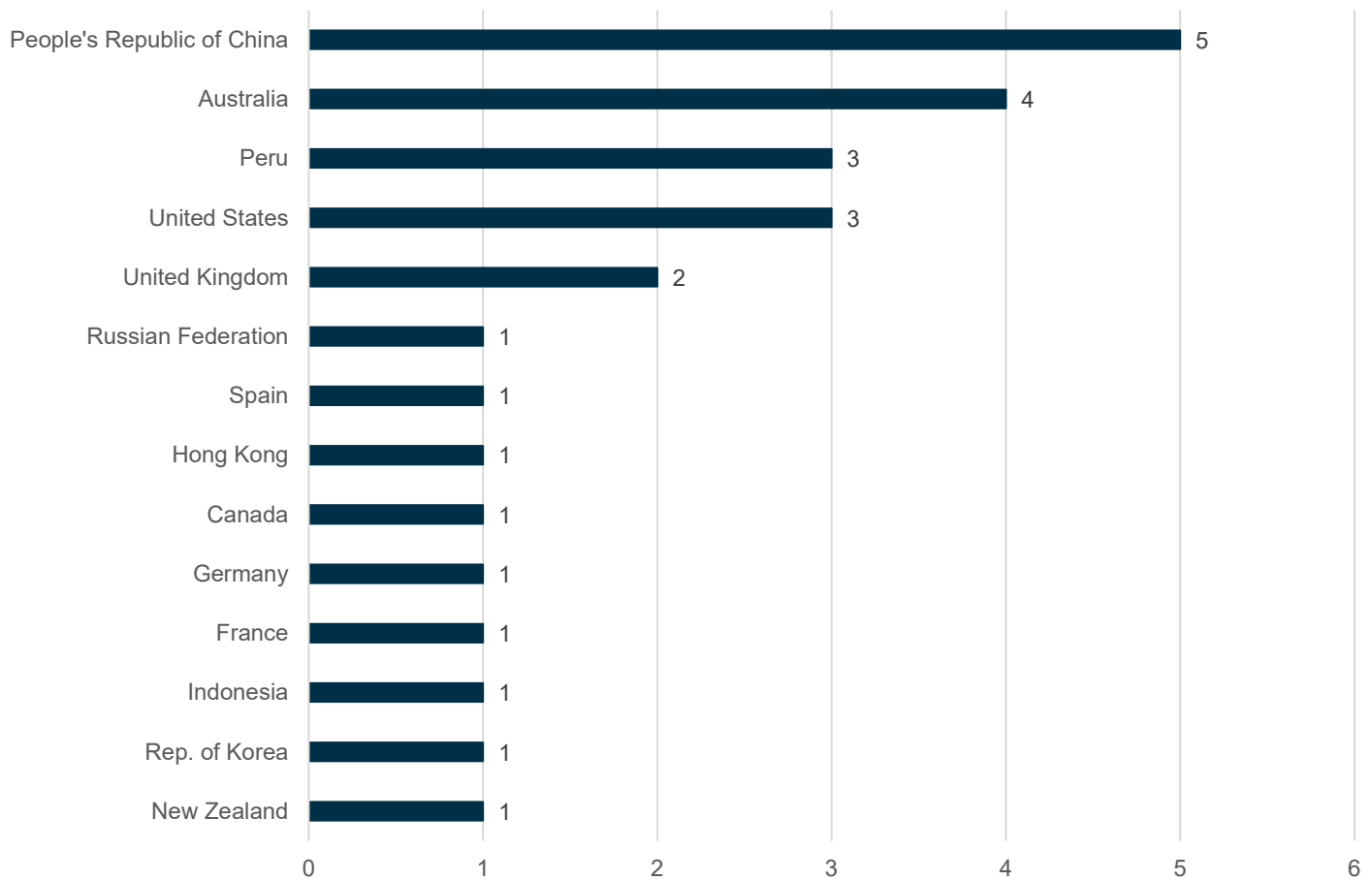


Water mist flexi fog system unable to build pressure due to nozzle clogged

1.3 Top Countries Where ABS Vessels Were Detained

The table below shows the detention breakdown for the period July 1, 2024, to September 30, 2024, of the 26 ABS vessels by country. ABS assisted each owner/operator to address the deficiencies to lift the PSC detention so that the vessel could sail.

Top Countries Where ABS Vessels Were Detained



2. Third Quarter Top Deficiencies for Interventions on ABS Vessels

2.1 Top Categories for Deficiencies for Interventions

For the period July 1, 2024, to September 30, 2024, the top categories for deficiencies on ABS vessels that had Port State Control (PSC) interventions are listed in the table below*:

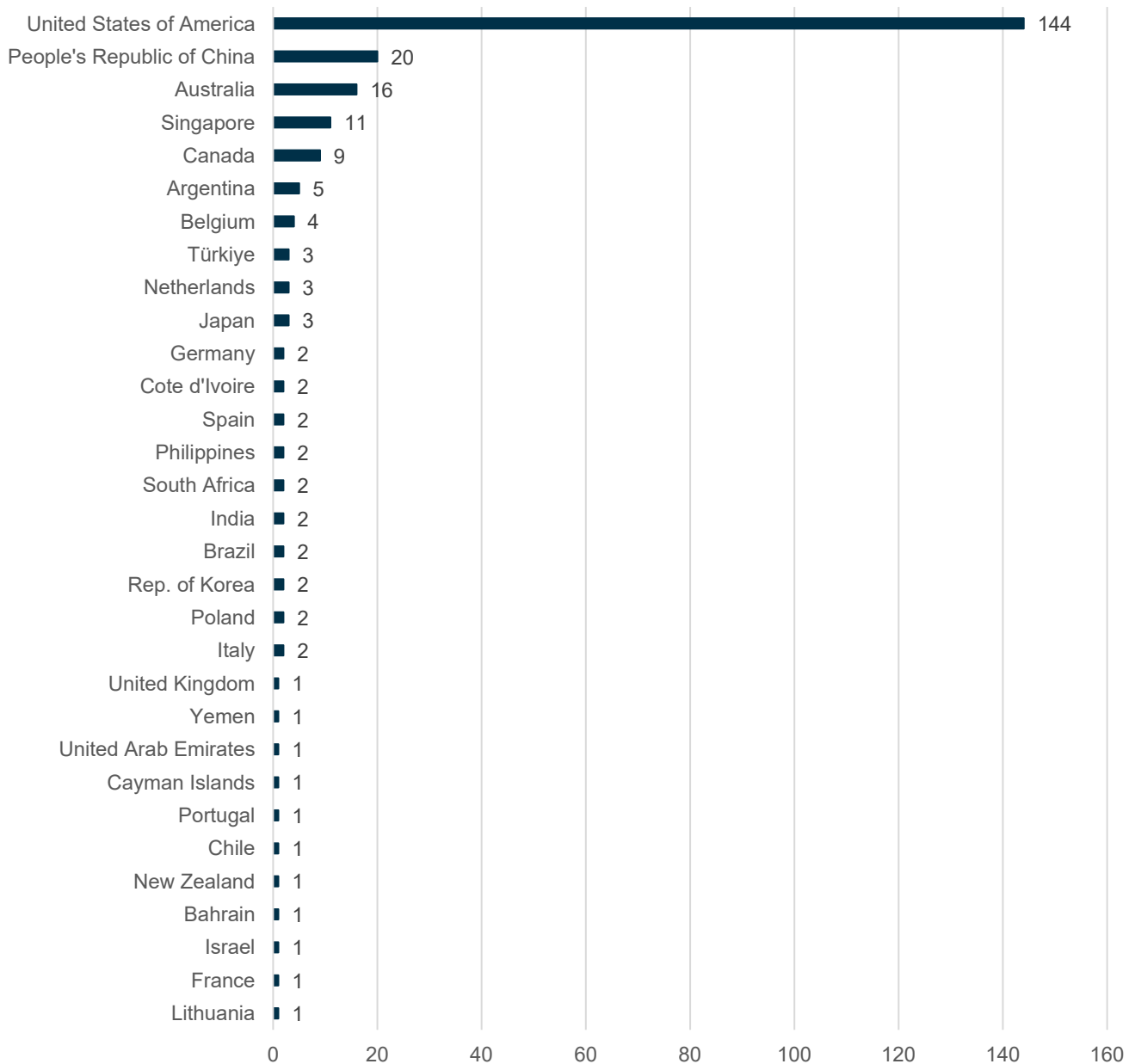
Deficiency Code	Deficiency Description
13101	Propulsion main engine
13199	Other (machinery)
13102	Auxiliary engine
07105	Fire doors/openings in fire-resisting divisions
02108	Electric equipment in general
07109	Fixed fire extinguishing installation
13108	Operation of machinery
15150	ISM
07199	Other (fire safety)
11101	Lifeboats
07115	Fire-dampers
02105	Steering gear
02106	Hull damage impairing seaworthiness
10109	Lights, shapes, sound signals
04103	Emergency lighting, batteries and switches
15109	Maintenance of the ship and equipment
03108	Ventilators, air pipes, casings
07110	Fire-fighting equipment and appliances

* List contains deficiencies that were identified on at least 10 or more vessels. Detentions are listed in order of highest to lowest number of instances per detention code.

2.2 Top Countries for Interventions on ABS Vessels

For the period July 1, 2024, to September 30, 2024, the top countries where ABS-classed vessels had PSC interventions identified are highlighted below:

Top Countries for Interventions on ABS Vessels



3. PSC Activity

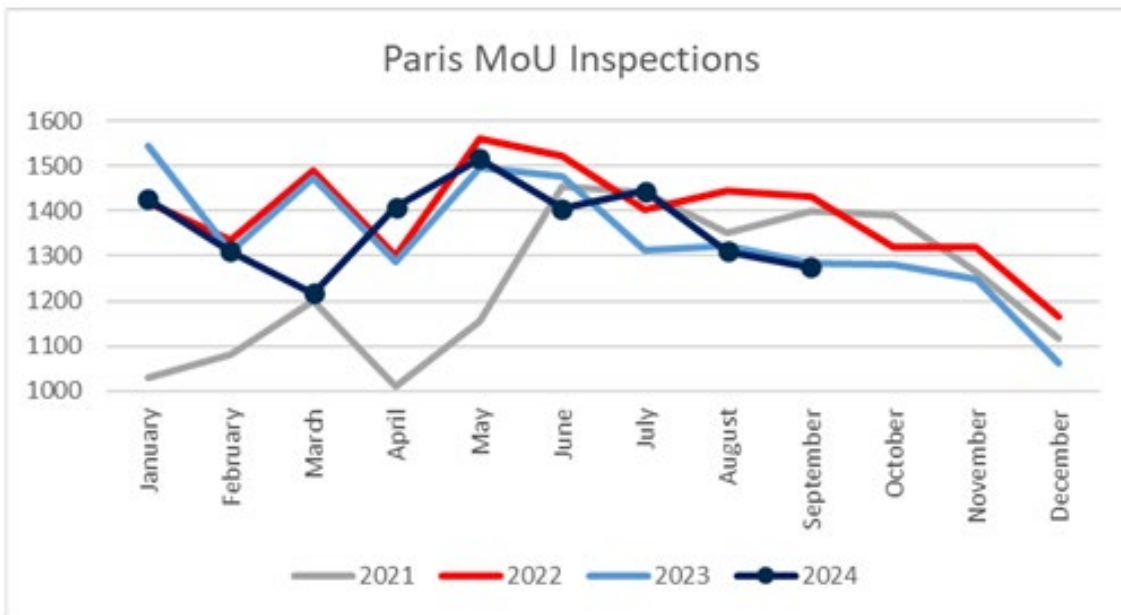
3.1 Paris MoU Inspections for Third Quarter 2024

The Paris MoU inspections during the period July 1, 2024, to September 30, 2024, have increased compared to the third quarter of 2023. The number of inspections has decreased compared to 2022 and 2021 for the same period.

The Paris MoU had 157 detentions for this period. Only six of those detentions were on ABS-classed vessels.

The Paris MoU information may be accessed by clicking the link below.

<https://www.parismou.org/paris-mou-covid-19-publications>



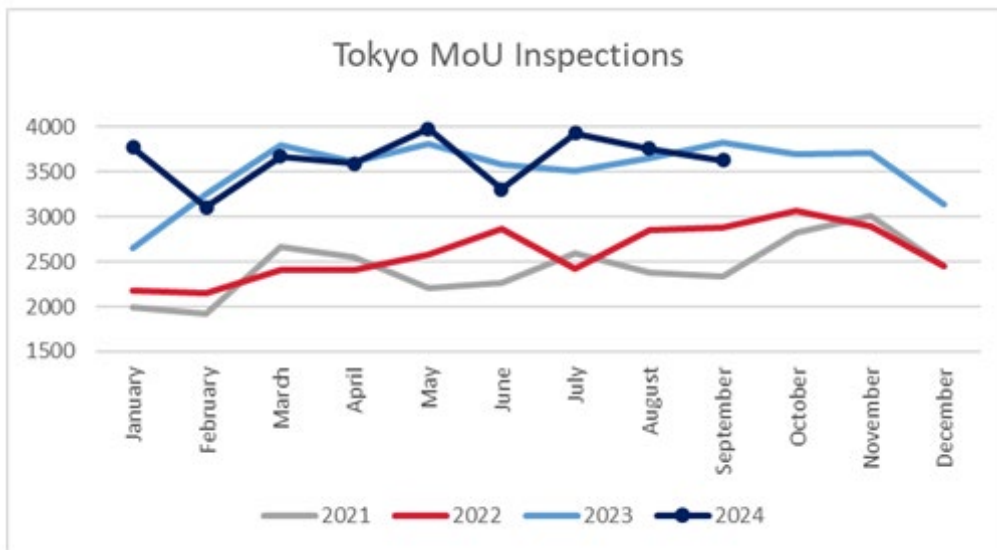
3.2 Tokyo MoU Inspections for Third Quarter 2024

The Tokyo MoU inspections during the period July 1, 2024, to September 30, 2024, have remained the same compared to third quarter of 2023. The number of inspections has increased compared to 2022 and 2021 for the same period.

The Tokyo MoU had 310 detentions for this period. Only 17 of those detentions were on ABS-classed vessels.

The Tokyo MoU information may be accessed by clicking the links below.

<http://www.tokyo-mou.org/publications/Guidelines&procedures.php>



3.3 Total Worldwide USCG Detentions for Third Quarter 2024

The USCG had 13 detentions for the period July 1, 2024, to September 30, 2024. Only three detentions were on an ABS-classed vessel during this period.

This information may be accessed by visiting [CVC-2 Detentions \(uscg.mil\)](https://uscg.mil).

Top Deficiency Categories for Grounds for USCG Detentions Worldwide Vessel Fleet Third Quarter 2024*

Deficiency Code	Deficiency Description
15109	Maintenance of the ship and equipment
07126	Oil accumulation in engine room
11104	Rescue boats
07105	Fire doors/openings in fire-resisting divisions
13101	Propulsion main engine
15101	Safety and environment policy

* This list contains deficiencies that were identified on at least two or more vessels. Detentions listed in order of highest to lowest number of instances per detention code.

4. Corrosion of Lifeboat Self-Contained Air Support System Cylinders

The USCG published a safety alert which is intended to raise awareness of potential hazards with insufficiently inspected compressed air cylinders used in lifeboat self-contained air support systems.

During a routine inspection on a ship, a large hole was discovered on one of the lifeboats. Examination revealed that a cylinder from the self-contained air support system had ruptured, causing damage. The rupture caused fragments into the overhead flotation chamber of the lifeboat, and one of the three cylinders was lost to the sea, with its condition unknown. The third cylinder remained in its stowage location but showed signs of severe corrosion.

The USCG recommends owners, manufacturers, operators, and service providers:

- Verify the physical condition of the entire cylinders during annual lifeboat inspections.
- Ensure air cylinder stowage compartments are maintained in dry conditions.
- Implement training for all personnel responsible for lifeboat maintenance or operation to provide awareness of the necessity for proper maintenance and inspection of lifeboat compressed air cylinders for all types of cylinder construction.
- Consider approved design changes that provide routine access to all portions of the cylinders for proper inspection and maintenance.
- The USCG also recommends that appropriate safety measures are implemented for any lifeboats that are not in active service (e.g., spare boats or boats removed from service for maintenance) or are part of an inspected vessel or unit that is no longer in active service. Safety measures could include, but are not limited to, bleeding pressure from the cylinders, removal of the cylinders from the lifeboat, or continuing regular inspection of the cylinders.

Safety Alert (08-24) can be accessed through the link provided: [Safety Alerts](#).

5. New Regulations

a. Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil (HFO), as fuel by ships in Arctic waters

IMO's Marine Environment Protection Committee (MEPC) 82 approved guidelines (MEPC.1/Circ.915) on mitigation measures to reduce risks of use and carriage for use of HFO as fuel by ships in Arctic waters.

It was clarified that Regulation 43A.2 of MARPOL Annex I, which postpones the ban on using and carrying HFO as fuel in Arctic waters to July 1, 2029, applies only to ships required to have fuel oil tank protection under Regulation 12A of MARPOL Annex I or Regulation 1.2.1 of Chapter 1 of Part II-A of the Polar Code. Older ships not subject to these requirements must comply with the HFO ban from July 1, 2024, when in Arctic waters, even if the fuel oil tank protection standards are voluntarily met.

b. Ballast water record-keeping and reporting (BWRB)

MEPC 82 approved circular BWM.2 Circ.80/ Rev.1 2024, Guidance on ballast water record-keeping and reporting, providing additional scenarios 3 and 4 in Appendix 1 of the guidance.

When MEPC 80 approved BWM.2/Circ.80, it had not been possible to incorporate scenarios related to challenging water quality (CWQ) conditions because relevant guidance was still in development, and it had been recognized that this should be considered after the finalization of any guidance on operations in CWQ conditions. Following the adoption at MEPC 81 of the *Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions* (resolution MEPC.387(81)), it was possible to introduce the CWQ-related scenarios into the BWRB.

c. Revised Tank Cleaning Additives Guidance Note and Reporting Forum

Pollution Prevention and Response (PPR) Sub-Committee 11 finalized the draft “*Revised Tank Cleaning Additives Guidance note and Reporting Form*” and submitted the draft guidance to MEPC 82 for consideration and approval. In this regard, the committee approved MEPC.1/Circ.590/Rev.1 on “*Revised Tank Cleaning Additives Guidance Note and Reporting Form*,” providing concise information to manufacturers of cargo tank cleaning additives to assist them when submitting their products for assessment as cargo tank cleaning additives under MARPOL Annex II.

6. Industry Links for Port State Control

Paris MoU	www.parismou.org
Tokyo MoU	www.tokyo-mou.org
United States Coast Guard	hwww.dco.uscg.mil
Mediterranean MoU	www.medmou.org/home.aspx
Black Sea MoU	www.bsmou.org
Indian Ocean MoU	www.iomou.org
Caribbean MoU	caribbeanmou.org
Acuerdo de Viña del Mar	https://alvm.prefectura naval.gob.ar
Abuja MoU	www.abujamou.org
Riyadh MoU	www.riyadh mou.org

7. Additional Resources

Additional resources may be found on the [ABS website at eagle.org](http://eagle.org).

- Preparation for Port State Control
- Pre-port Arrival Quick Reference and Downloadable Check List
- Detentions
- Inspections
- Deficiencies
- If Your Ship Is Detained
- Resource Links for Port State Control

8. ABS Contact Information — If Your Ship is Detained

Owners and representatives are to notify ABS when a vessel is being detained by a Port State Authority or flag Administration. If the owner does not notify ABS of a detention, then ABS reserves the right to suspend or cancel classification of the vessel or invalidate the applicable statutory certificates. ABS can assist the owner and/or master with clearing the vessel from a port state detention.

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