



# ABS PORT STATE CONTROL QUARTERLY REPORT

Q2 2021



## **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 (HSQE) Policy**

We will respond to the needs of our members, clients and the public by delivering quality products and services in support of our Mission that provides for the safety of life and property and the protection of the natural environment.

With the input and the participation of our workers, we are committed to continually improving the effectiveness of our HSQE performance and management system by identifying risks and opportunities that help to eliminate hazards and reduce risks and by providing safe and healthy working conditions for the prevention of work-related 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 ABS and our 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 2nd Quarter of 2021. 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.

Port State Control inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation, which may impact maritime safety and the marine environment. A ship is regarded as substandard if the hull, machinery, equipment 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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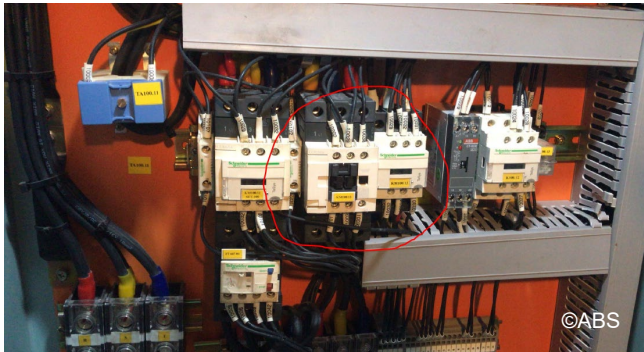
# 1. ABS Fleet 2nd Quarter Detention Facts

## 1.1 Top Categories for Grounds for Detention

For the period April 1, 2021 to June 30, 2021, the top categories for grounds for PSC detentions on ABS vessels in the Paris MoU, Tokyo MoU and USCG data base are listed in the table below. For the Paris MoU, Tokyo MoU and USCG, there were 268 vessels detained. Of those detained vessels, only 16 vessels were classed by ABS. Note that three (3) of the vessels show in both the Paris MoU and the Tokyo MoU. ABS assisted the owner/operator to address the deficiencies so that the PSC detention could be lifted and the vessel could sail.

| 5-Digit Detention Code | Grounds for Detentions on ABS Vessels               |
|------------------------|---|
| 15199                  | ISM   |
| 04102                  | Emergency fire pump and its pipes                   |
| 07115                  | Fire-dampers  |
| 18420                  | Cleanliness of engine room                          |
| 18426                  | On board programme for the prevention of occupation |
| 04103                  | Emergency, lighting, batteries and switches         |
| 10127                  | Voyage or passage plan                              |
| 10113                  | Electronic charts ECDIS                             |
| 04109                  | Fire Drills   |
| 11129                  | Operational readiness of lifesaving appliances      |
| 04110                  | Abandon Ship Drills                                 |
| 03110                  | Manholes/flush scuttles                             |
| 04114                  | Emergency source of power - Emergency generator     |
| 10116                  | Nautical publications                               |
| 07105                  | Fire doors/openings in fire-resisting divisions     |
| 11119                  | Immersion suits                                     |
| 07109                  | Fixed fire extinguishing installation               |
| 13101                  | Propulsion main engine                              |
| 14802                  | Ballast Water Record Book                           |
| 03108                  | Ventilators, air pipes, casings                     |
| 01214                  | Endorsement by flag State                           |
| 18312                  | Galley, handling room (maintenance)                 |
| 99102                  | Other (SOLAS operational)                           |
| 10112                  | Electronic charts (ECDIS)                           |
| 01136                  | Ballast Water Management Certificate                |
| 07125                  | Evaluation of crew performance (fire drills)        |
| 03108                  | Ventilators, air pipes, casings                     |

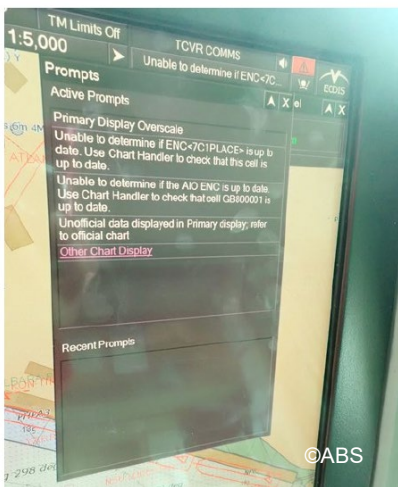
## 1.2 Photographs



Emergency fire pump defective controller replaced



Emergency fire pump testing after repair to defective controller



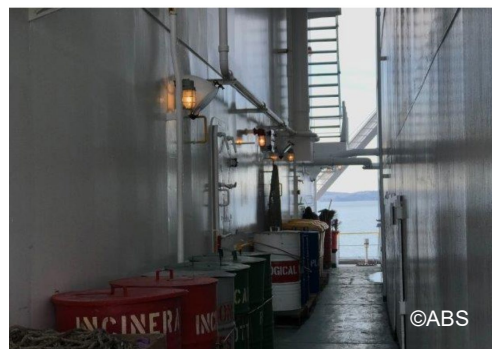
ECDIS found defective



Primary ECDIS after repair

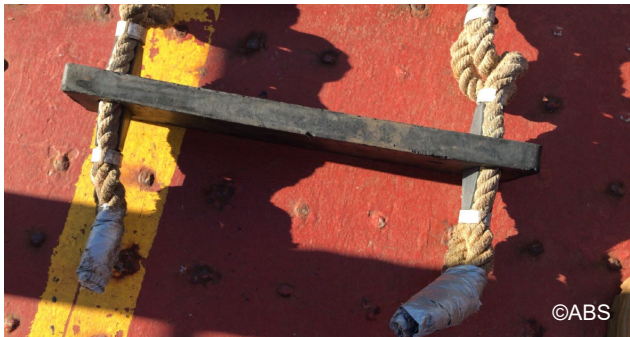


Emergency generator would not start; new batteries installed



Emergency lights repaired





Pilot ladder rope ends deteriorated – before



New pilot ladder provided



Fire damper linkage repaired

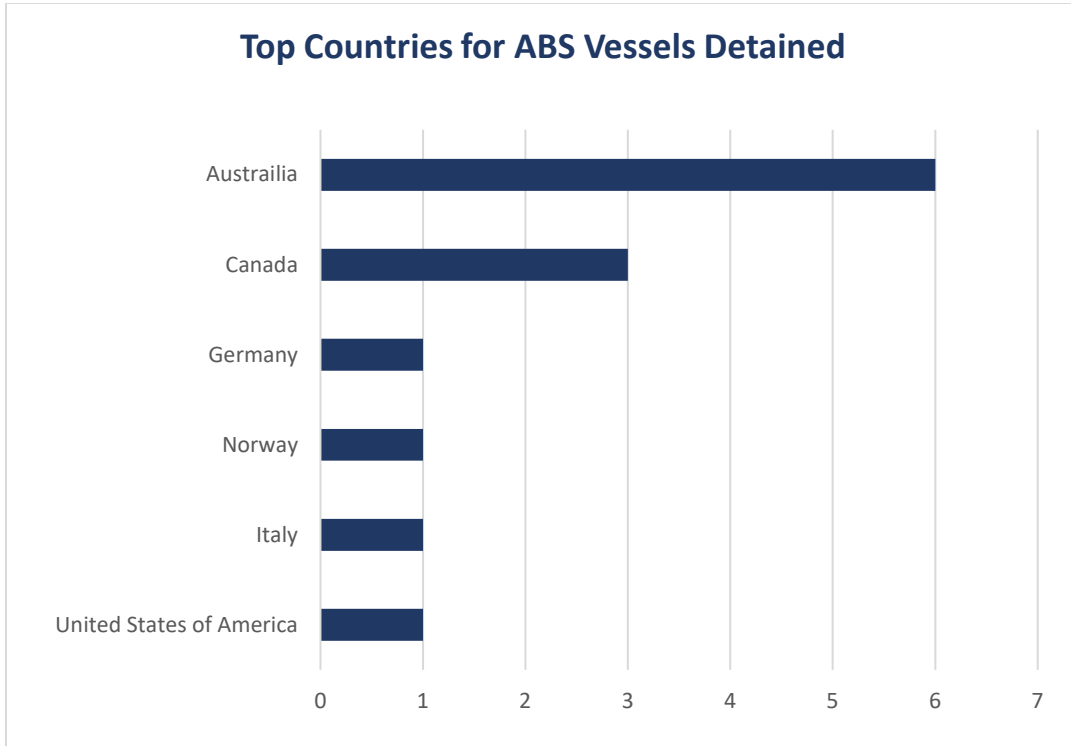


Self-closing fire door after repair



Galley handling room after cleaning

### 1.3 Top Countries for ABS Vessels Detained





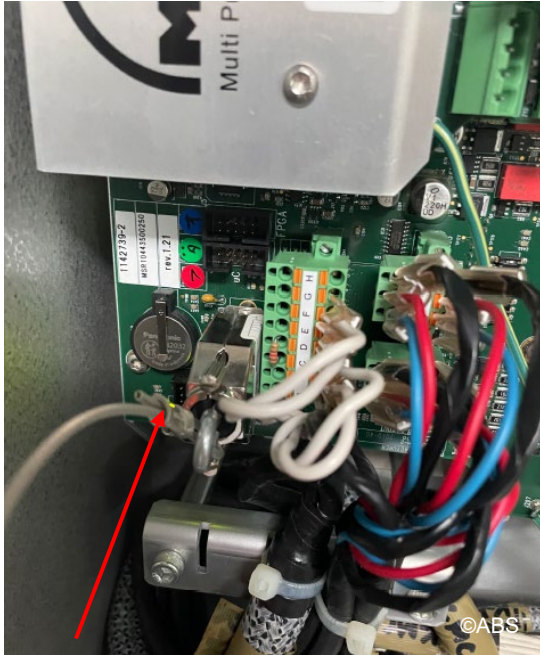
## 2. 2<sup>nd</sup> Quarter Intervention Top Deficiencies on ABS Vessels

### 2.1 Top Categories for Deficiency

| 5-Digit Deficiency Code | Top Categories for Deficiency                   |
|-------------------------|---|
| 13102                   | Auxiliary engine                                |
| 13101                   | Propulsion main engine                          |
| 13199                   | Other (machinery)                               |
| 02105                   | Steering gear                                   |
| 03102                   | Freeboard marks                                 |
| 13108                   | Operation of machinery                          |
| 11101                   | Lifeboats                                       |
| 04103                   | Emergency lighting, batteries and switches      |
| 11105                   | Rescue boat inventory                           |
| 02106                   | Hull damage impairing seaworthiness             |
| 10109                   | Lights, shapes, sound signals                   |
| 02108                   | Electric equipment in general                   |
| 08107                   | Machinery controls alarm                        |
| 07105                   | Fire doors/openings in fire-resisting divisions |
| 18425                   | Access / structural features (ship)             |

Note: List contains deficiencies that were identified on three (3) vessels or more.

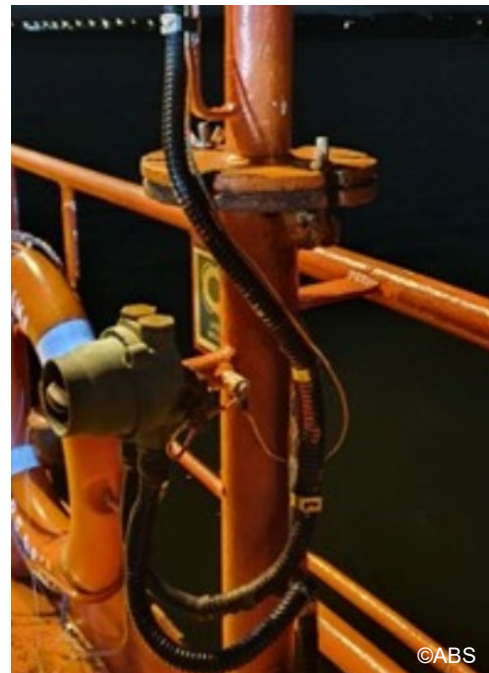
## 2.2 Photographs



Main engine battery replaced in Engine Control Unit



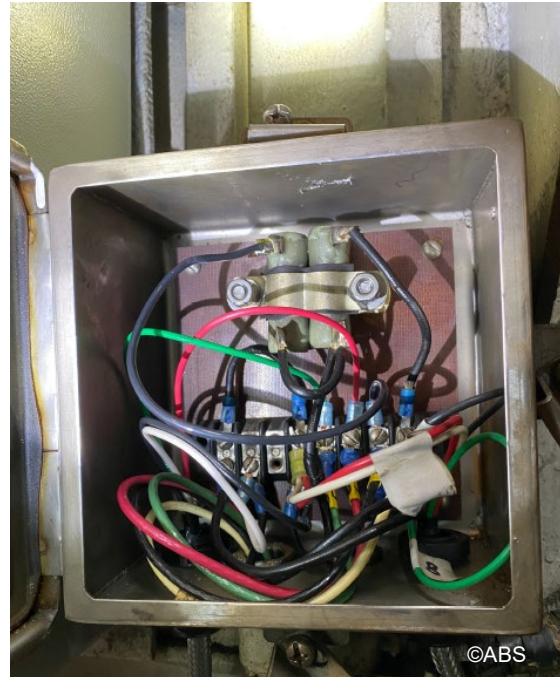
Pilot embarkation light found with electrical cables faulty



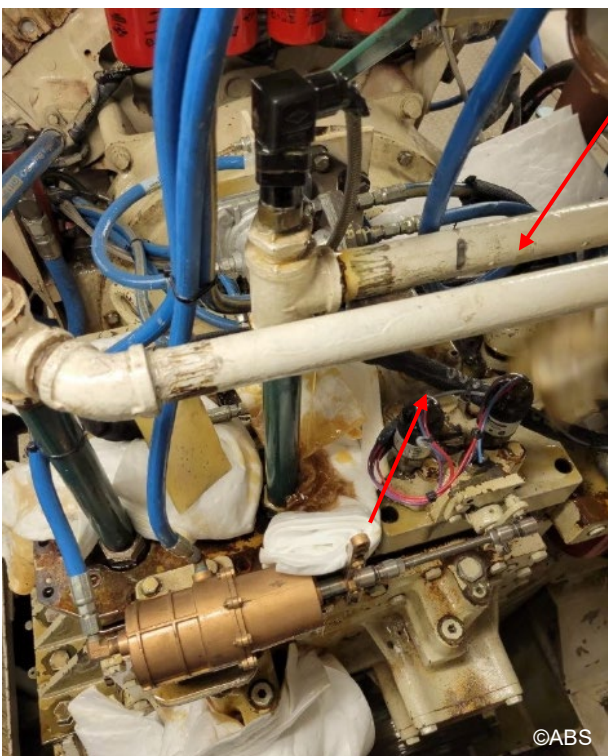
Pilot embarkation light electrical cable repaired



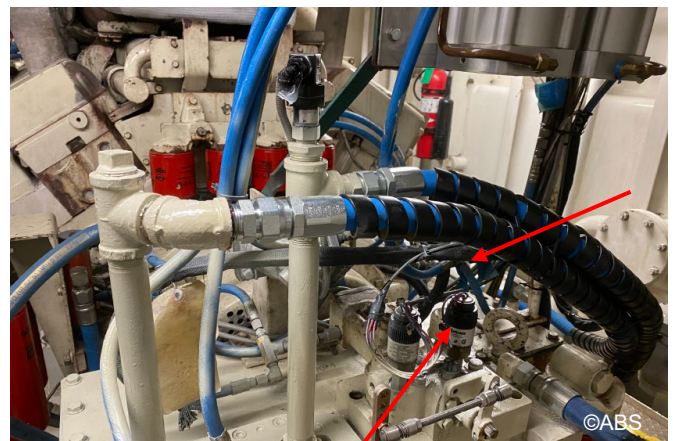
Main engine defective component for CPU replaced



Bad connection from the transformer voltage to the power relay in the steering gear control box repaired



Main engine fire due to a cracked lube oil pipe fittings – before



Main engine lube oil fitting replaced with flexible hoses – after





Main engine shut down due to clogged fuel injector screens



Jacket water controller cleaned after main engine propulsion control irregularity



Owners are to report all damages that may affect classification. Side shell found damaged outside - before



Side shell plating with cement box – temporary repair



Steering gear repaired for rudder centering adjustment bolt



Handwheel for SW valve for central cooling replaced



Temporary cement box repair to grey water valve



Ballast piping found with soft patch





Cargo crane wire parted - before



Cargo crane wire renewed – after



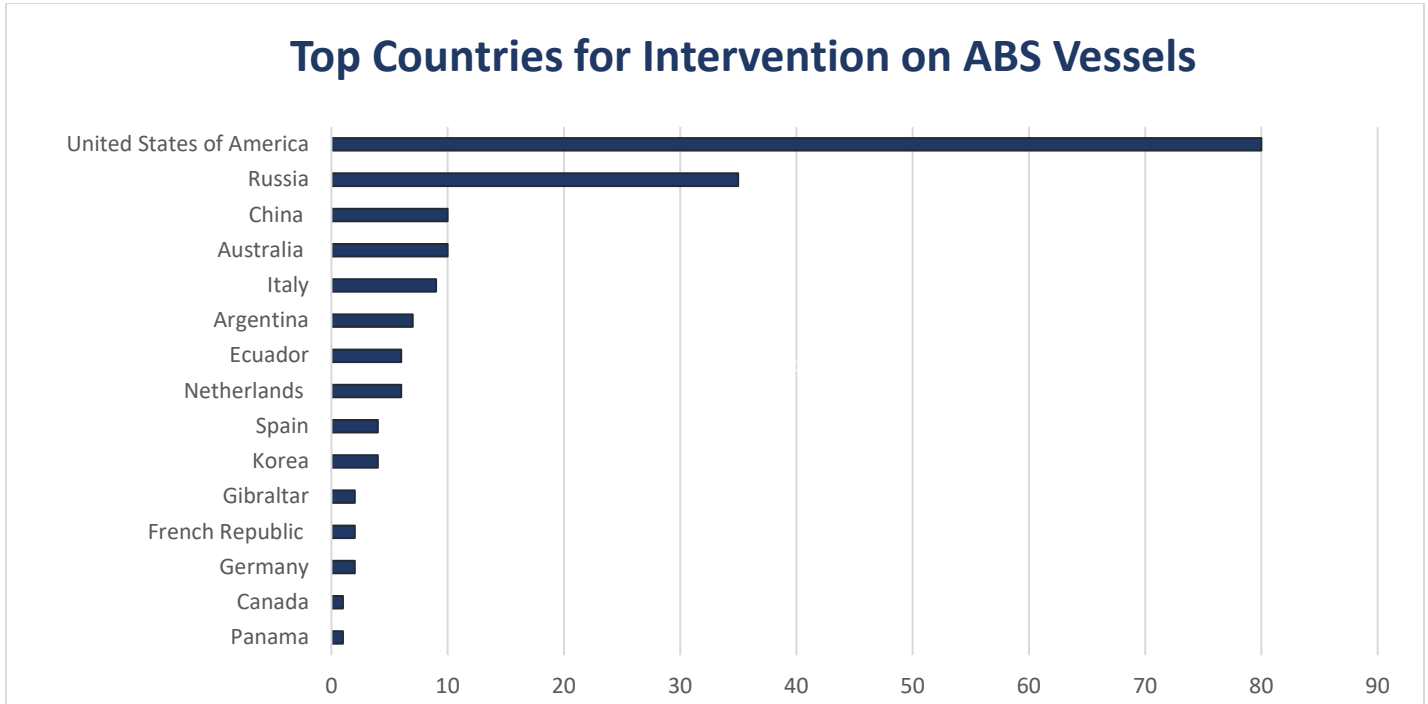
Fuel piping found without insulation - before



Fuel piping found without insulation – after



## 2.3 Top Countries for Interventions on ABS Vessels



### 3. COVID-19 Impact on PSC

#### 3.1 Paris MoU Inspections

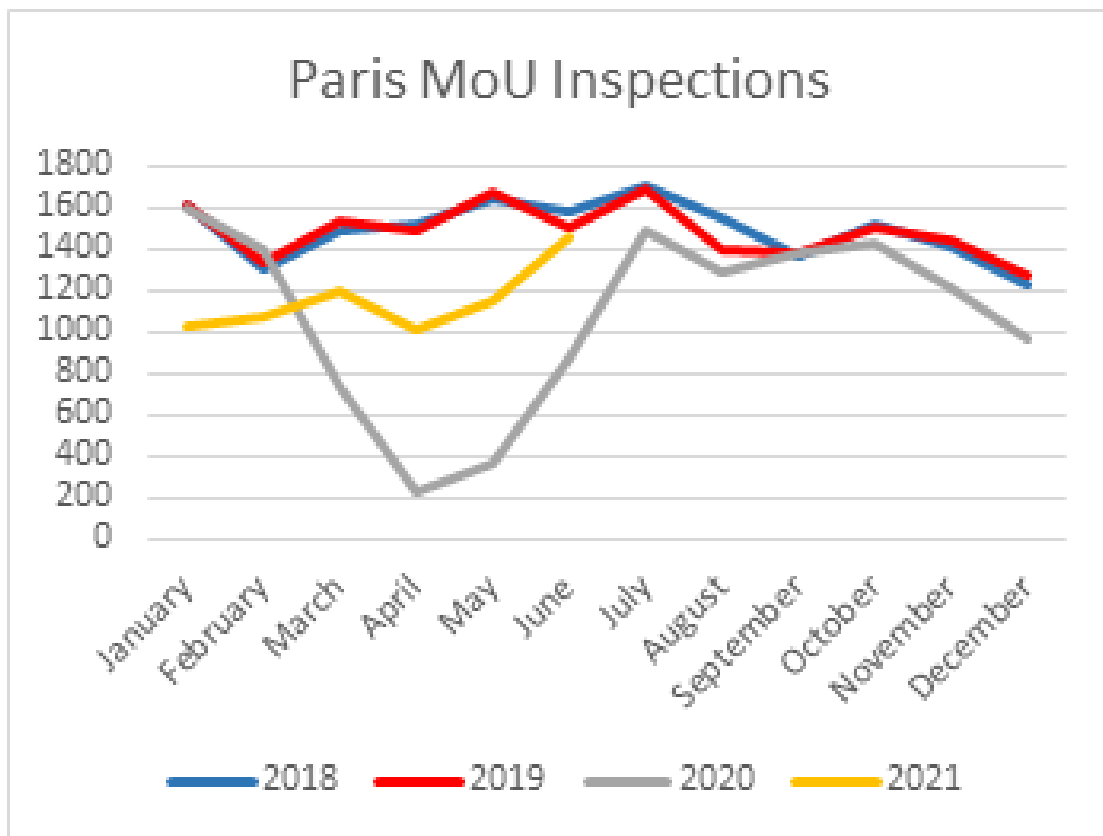
The Paris MoU number of inspections declined during the period of April 1, 2021 to June 30, 2021 compared to the previous years 2018 and 2019. The decline may be contributed to COVID-19 restrictions being re-instated.

The Paris MoU had 116 detentions for the period April 1, 2021 to June 30, 2021. Only six (6) of those detentions were on ABS classed vessels. Note that three (3) of the vessels were also duplicated in the Tokyo MoU.

The Paris MoU has provided Temporary Guidance Related to COVID-19 for Port State Control Authorities (Rev.5) on December 17, 2020.

The Paris MoU information may be accessed by clicking the following link:

[PS Circular 98](#)



### 3.2 Tokyo MoU

The Tokyo MoU PSC activity during the period April 1, 2021 to June 30, 2021 continued to be well below the 2018 and 2019 levels. China continued to have an extremely low level of activity. The decline may be contributed to COVID-19 mitigating measures established by local governments.

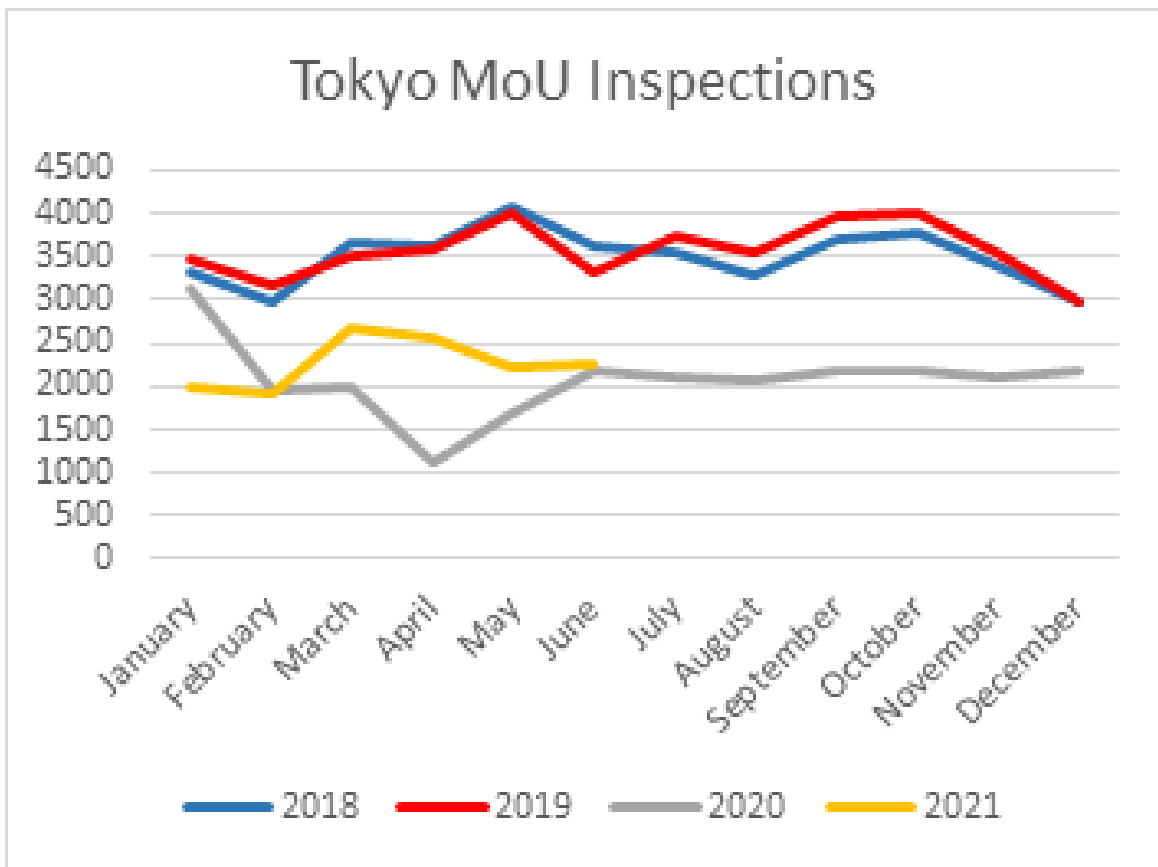
The Tokyo MoU had 132 detentions for the period April 1, 2021 to June 30, 2021. Only nine (9) of those detentions were on ABS classed vessels. Note that three (3) of the vessels were also duplicated in the Paris MoU.

The Tokyo MoU adopted interim guidance relating to COVID-19 circumstances for facilitating port State Authorities to apply pragmatic flexibility in a harmonized manner under the difficult situation on March 1, 2021 and launched guidance on remote PSC inspection on March 9, 2021.

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

[GUIDANCE ON REMOTE PSC INSPECTION](#)

[INTERIM GUIDANCE RELATING TO COVID-19 CIRCUMSTANCES](#)





### 3.3 USCG Detentions 2021 2nd Quarter

The USCG had 14 detentions for the period April 1, 2021 to June 30, 2021. ABS classed vessels had one (1) detention during this period.

In response to COVID-19, the USCG issued MSIB Number: 09-20 dated March 26, 2020. No further updates have been issued.

The USCG recognizes there is a need for flexibility and clarity under these special circumstances during COVID-19 and have issued a Marine Safety Information Bulletin providing additional PSC guidance. [The information may be accessed by visiting www.dco.uscg.mil](http://www.dco.uscg.mil).

#### Port State Control (PSC) Exams:

1. The Coast Guard will continue to use a risk-based program to determine which vessels will be required to undergo a Port State Control Exam.
2. Certain Certificate of Compliance (COC) exams are based on statutory and regulatory requirements. Based on the OCMI's evaluation of the history of the vessel, the OCMI may:
  - Require Coast Guard attendance on board the vessel to conduct a full or abbreviated exam;
  - Accept objective evidence such as vessel status within Qualship 21, previous port State or flag State exams, recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc. in lieu of Coast Guard attendance on board the vessel to credit a required inspection or exam; or
  - Defer a required inspection or exam for up to 90 days

## Top Deficiency Categories for Grounds for USCG Detentions on Worldwide Vessel Fleet During 2nd Quarter 2021.

| Deficiency Code | Category                                       |
|-----------------|--|
| 07126           | Oil accumulation in engine room                |
| 15109           | Maintenance of the ship and equipment          |
| 11119           | Immersion suits                                |
| 07106           | Fire detection and alarm system                |
| 07105           | Fire doors/openings in fire-resisting division |
| 07103           | Division - decks, bulkheads and penetration    |
| 09209           | Electrical                                     |
| 13199           | Other (Machinery)                              |
| 13101           | Propulsion main engine                         |
| 04103           | Emergency, lighting, batteries and switches    |
| 15113           | Other (ISM)                                    |
| 07123           | Operation of fire protection systems           |
|                 |  |

## 4. 2021 Paris and Tokyo MoU Concentrated Inspection Campaign (CIC)

Paris MoU and Tokyo MoU has scheduled a Concentrated Inspection Campaign (CIC) on Stability (in general) from September 1, 2021 to November 30, 2021.

The purpose of the campaign on ship's stability in general is:

- to confirm that the ship's crew are familiar with assessing the actual stability condition on completion of cargo operations before departure of the ship and on all stages of the voyage;
- to create awareness among the ship's crew and owners about the importance of calculating the actual stability condition of the ship on completion of cargo operations and before departure of the ship;
- to verify that the ship complies with intact stability requirements (and damage stability requirements, if applicable) under the relevant IMO instruments.

A ship will be subject to only one inspection under this CIC during the period of the campaign. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess that information and equipment provided onboard complies with the relevant conventions, that the master and officers are familiar with operations relating to stability (in general) and that equipment is properly maintained and functioning.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

## 5. 2021 United States Coast Guard Concentrated Inspection Campaign (CIC)

The U. S. Coast Guard (USCG) is conducting a Concentrated Inspection Campaign (CIC) on U.S. flagged vessels subject to the ISM Code to ensure implementation of emergency procedures for all identified risks, including cyber risks. The CIC is also applicable to vessels that are complying with ISM Code voluntarily including Subchapter M vessels utilizing ISM Code as their Tugboat Safety Management System (TSMS).

## 6. 2021 Australian Maritime Safety Authority Focused Inspection Campaigns (FIC)

1. The Australian Maritime Safety Authority (AMSA) is conducting a Focused Inspection Campaign (FIC) on livestock ships from March 1, 2021 to August 31, 2021.

The purpose of the FIC is to:

- Determine the level of compliance with the maintenance and repair requirements of international conventions; and
- Ensure masters and officers are complying with specific requirements of Marine Order 43 <https://www.legislation.gov.au/Series/F2018L00875> [1] for ships that hold an Australian Certificate for the Carriage of Livestock, including voyage planning, determining the ship's stability, and that accurate values are used for the livestock cargo carried.

2. The Australian Maritime Safety Authority (AMSA) is conducting a Focused Inspection Campaign (FIC) on safety of navigation from August 1, 2021 to September 30, 2021.

The purpose of this FIC is to:

- Determine the level of compliance with the safety of navigation requirements of International Conventions; and
- The familiarity of the master and officers with their processes for ensuring safety of navigation.

AMSA encourages ship owners and masters to familiarize themselves with the requirements of SOLAS Chapter V, Australian [Marine Order 27](#) [1] and their safety management systems implemented on board.

## 7. New Regulations - January 2021

### a. **MSC.460(101) - SOLAS VII IBC Code**

A comprehensive set of revisions for the carriage requirements of products in Chapter 17 of the IBC Code was adopted, primarily as a consequence of the revised Chapter 21 on the criteria for assigning carriage requirements for products subject to the IBC Code. Additionally, specific products are now required to undergo prewash procedures under MARPOL Annex II. Chapter 15 was revised to require hydrogen sulfide detection equipment shall be provided on board ships carrying bulk liquids prone to formation. Similar amendments were approved for the BCH Code.

### b. **MSC.461(101) - SOLAS XI-1/2 ESP Code**

Extensive amendments to the 2011 ESP Code provide a complete revision of the text. Numerous editorial amendments were made, and the following substantive amendments: 1) clarify the responsibilities and working arrangements where the 2011 ESP Code requires at least two exclusive surveyors to attend on board at the same time to perform the required survey; 2) provide consistency with IMO goal-based standards, GBS, regime (e.g., number and location of thickness measurements to be taken, acceptance criteria for corrosion and renewal of structure and longitudinal strength evaluation); 3) clarify specific elements that are subject to close-up survey in tanks on one side of the ship; and 4) specify conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey.

### c. **MSC.462(101) - SOLAS VI/1 IMSBC Code**

Amendments to the IMSBC Code are provided in a consolidated version of the Code. The revisions are editorial in nature. Administrations may authorize early application of the amendments on a voluntary basis from January 1, 2020.

### d. **MSC.463(101) – SOLAS VII BCH Code**

Amendments to the BCH Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also require specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).

### e. **MEPC.315(74) - MARPOL II/13 Cargo residues and tank washings of persistent floating products**

The discharge of tank washings from tanks carrying products defined as "persistent floaters" is regulated by amendments to MARPOL II. The amendments apply to specific geographic areas and will require a prewash procedure which discharges the tank washings to a reception facility at the port of unloading. Related amendments have been made to the IBC Code and BCH Code.

### f. **MEPC.319(74) - MARPOL II BCH Code H<sub>2</sub>S Detection, Prewash Requirements**

Amendments to the BCH Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).



**g. MEPC.318(74) - MARPOL II IBC Code H2S Detection, Prewash Requirements**

Amendments to the IBC Code require hydrogen sulfide detection equipment on board when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)). Various other amendments were made pertaining to definitions provided in the IBC Code, as well as specific cargo carriage requirements given by a complete revision of Chapters 17, 18 and 19.

**h. MSC.434(98) - SOLAS IV GMDSS Performance Standards**

Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after January 1, 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98).

**i. MSC.428(98) - SOLAS IX Cyber Security**

Affirms that an approved safety management system should take into account cyber risk management and establish appropriate safeguards in accordance with the objective and functional requirements of the ISM Code. Recognized organization auditors will be verifying implementation at the first annual DOC verification after January 1, 2021.

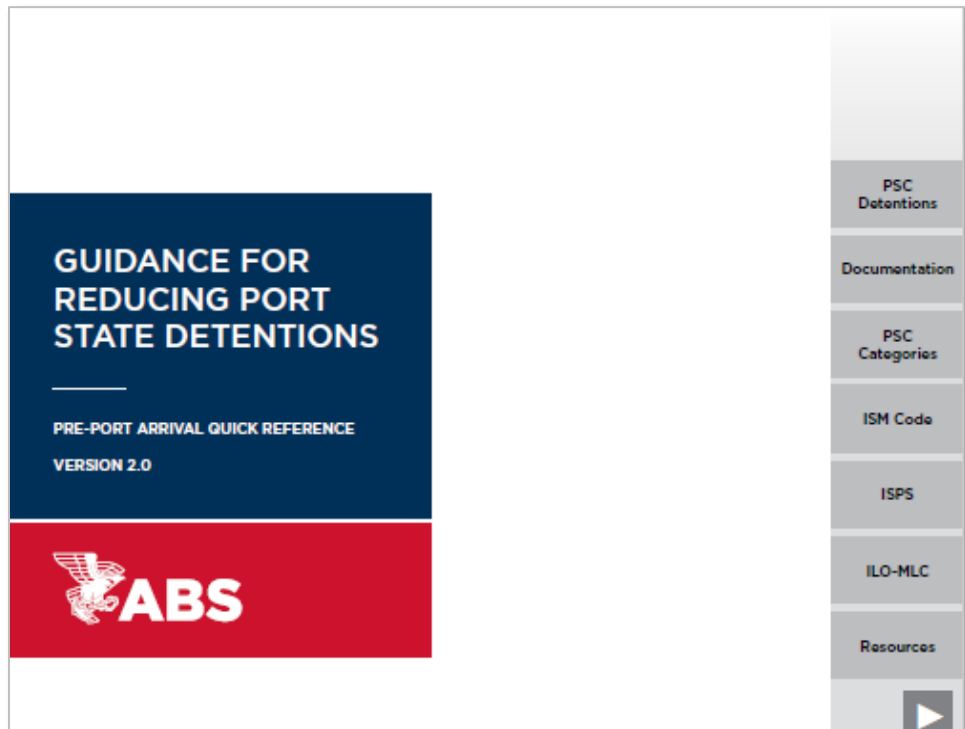
## 8. Industry Links for Port State Control

|                                  |   |
|----------------------------------|---|
| <b>Paris MoU</b>                 | <a href="http://www.parismou.org">www.parismou.org</a>                        |
| <b>Tokyo MoU</b>                 | <a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a>                      |
| <b>United States Coast Guard</b> | <a href="http://www.dco.uscg.mil">hwww.dco.uscg.mil</a>                       |
| <b>Mediterranean MoU</b>         | <a href="http://197.230.62.214/MedMoU">http://197.230.62.214/MedMoU</a>       |
| <b>Black Sea MoU</b>             | <a href="http://www.bsmou.org">www.bsmou.org</a>                              |
| <b>Indian Ocean MoU</b>          | <a href="http://www.iomou.org">www.iomou.org</a>                              |
| <b>Caribbean MoU</b>             | <a href="http://caribbeanmou.org">caribbeanmou.org</a>                        |
| <b>Acuerdo de Viña del Mar</b>   | <a href="http://197.230.62.214/VMoU.aspx">http://197.230.62.214/VMoU.aspx</a> |
| <b>Abuja MoU</b>                 | <a href="http://www.abujamou.org">www.abujamou.org</a>                        |
| <b>Riyadh MoU</b>                | <a href="http://www.riyadhmou.org">www.riyadhmou.org</a>                      |

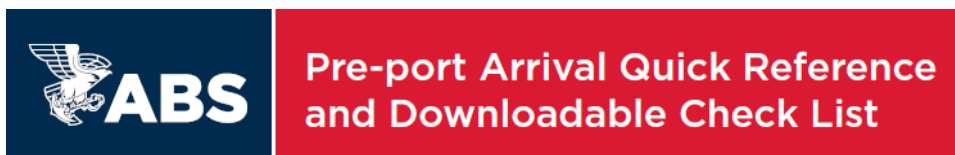
## 9. Additional Resources

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

### a. Guidance for Reducing Port State Detention



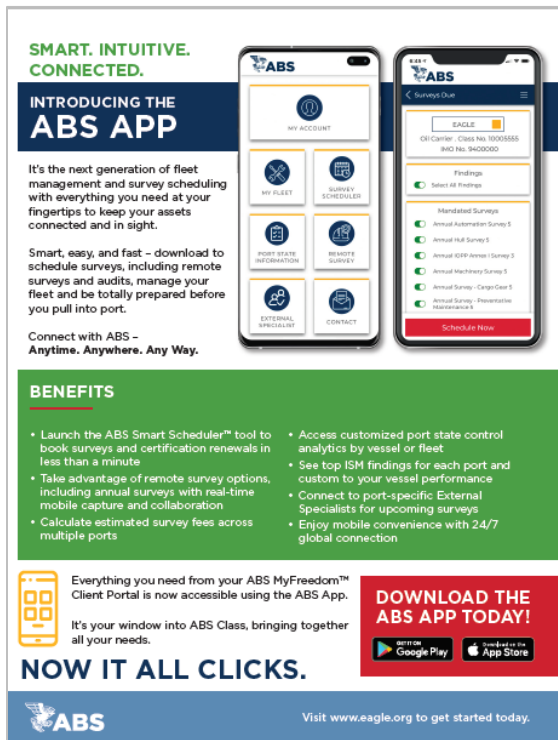
### b. Pre-port Arrival Quick Reference and Downloadable Check List





**c. Port State Control Applications on the ABS App**

The ABS App is available to ABS clients who have an account in the ABS MyFreedom™ Client Portal. Port State Control Information is available in addition to other resources like My Fleet, Survey Scheduler, Remote Survey, Service Suppliers and Contact information. To download the ABS App, visit [www.eagle.org/absapp](http://www.eagle.org/absapp) or you can download the app from the [Google Play store](https://play.google.com/store/apps/details?id=com.eagleabs) or [Apple App Store](https://apps.apple.com/us/app/abs-app/id1444444444).



**SMART. INTUITIVE. CONNECTED.**

**INTRODUCING THE ABS APP**

It's the next generation of fleet management and survey scheduling with everything you need at your fingertips to keep your assets connected and in sight.

Smart, easy, and fast – download to schedule surveys, including remote surveys and audits, manage your fleet and be totally prepared before you pull into port.

Connect with ABS – Anytime. Anywhere. Any Way.

**BENEFITS**

- Launch the ABS Smart Scheduler™ tool to book surveys and certification renewals in less than a minute
- Take advantage of remote survey options, including annual surveys with real-time mobile capture and collaboration
- Calculate estimated survey fees across multiple ports
- Access customized port state control analytics by vessel or fleet
- See top ISM findings for each port and custom to your vessel performance
- Connect to port-specific External Specialists for upcoming surveys
- Enjoy mobile convenience with 24/7 global connection

Everything you need from your ABS MyFreedom™ Client Portal is now accessible using the ABS App. It's your window into ABS Class, bringing together all your needs.

**NOW IT ALL CLICKS.**

**DOWNLOAD THE ABS APP TODAY!**

Available on Google Play and the App Store.

Visit [www.eagle.org](http://www.eagle.org) to get started today.

**Port State Control Applications on the ABS App**

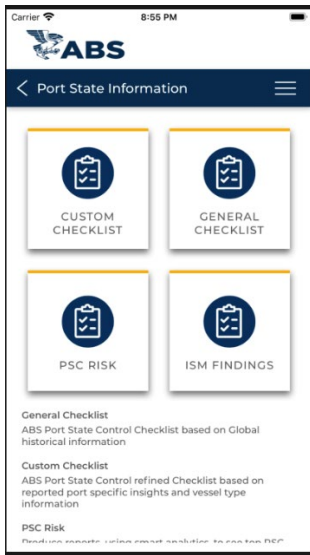
**General Checklist:** ABS Port State Control Checklist based on global historical information

**Custom Checklist:** ABS Port State Control refined Checklist based on reported port-specific insights and vessel type information

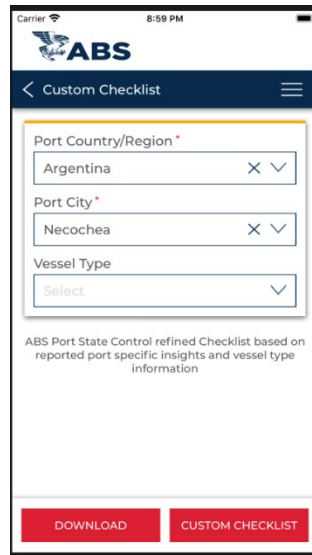
**PSC Risk:** Produce reports, using smart analytics, to see top PSC issues for your destination port matched to vessel Class records

**ISM Findings:** Produce reports, using smart analytics, to see top PSC ISM reported concerns for your destination port matched to vessel ABS ISM records

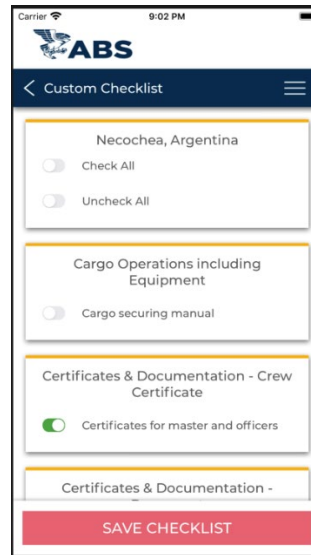
Port State Information main screen



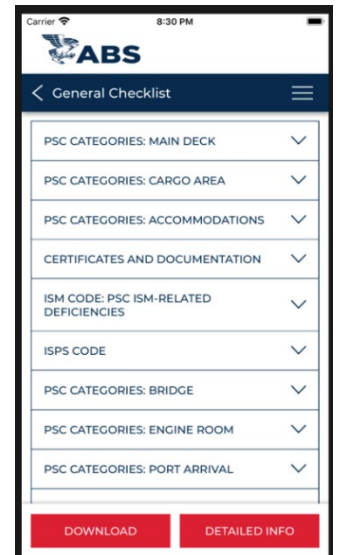
PSC Custom (Port-specific) Checklist and filter



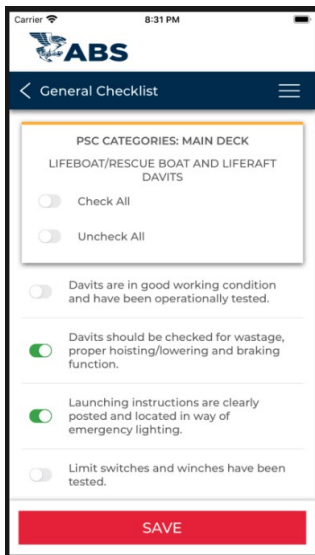
PSC Custom Checklist filtered by port and vessel type



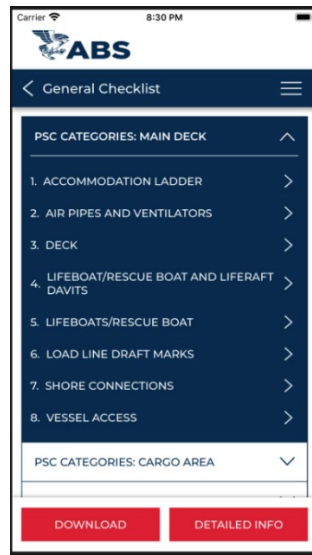
PSC General Checklist, all categories



Checklist items under a selected sub-category



Sub-categories under a selected category



PDF of PSC general report downloads from the app



Users can view/save/print the PDF PSC Checklist



## 10. 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.

### Western Hemisphere

Houston, TX USA

Tel: 1-281-877-6000 ext. 6021 or 6027

Marine Email: [WHSurveyMarine@eagle.org](mailto:WHSurveyMarine@eagle.org)

Offshore Email: [WHSurveyOffshore@eagle.org](mailto:WHSurveyOffshore@eagle.org)

### Eastern Hemisphere

Shanghai, China

Tel: 86-21-2327-0888

Email: [DL-EHSurveydept@eagle.org](mailto:DL-EHSurveydept@eagle.org)