



TECHNICAL CIRCULAR No. 606 of 04th February 2020

To	All Surveyors/Auditors
Applicable to flag	All Flags
Title	PSC Performance Improvement
Reference	PSC- CONARINA

Areas for Improved PSC Performance

In 2019, there are common detentions, in Tokyo MOU, USCG and in Paris MOU.

Summary of these deficiencies associated with these detentions are below:

- Fire doors within the accommodation were not self-closing and did not need to be, however, the ABS approved fire safety plan indicated they were required to be self-closing
- OWS was inoperative and crew could not demonstrate the alarm
- Oil mist detector was inoperative
- Fire detection alarm system
- Flue gas temperature sensor location
- Incinerator inoperative
- Fixed water spray system nozzles obstructed by piping
- Air supply damper failed to close
- Davit for the rescue boat and davit-launched life raft deployment was inoperable
- Grounding straps of the electrical equipment located on the cargo deck were disconnected or missing and bonding cables of independent cargo tanks and cargo piping joints were either missing or deteriorated
- Auxiliary engines only had manual isolation valves located near the engines
- Lifeboat engine failed to start
- MOB lifebuoy on bridge wing broken
- Temporary repairs were found made to several piping systems in the engine room
- Fire main isolation valve found with heavy internal corrosion and after cleaning the valve leaked
- Fire dampers 1, 2 and 4 for the Engine Room were inoperative.
- Emergency Fire Pump inoperative
- Readiness of Lifesaving Appliances

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Top PSC deficiencies from 2019 year to date:

<u>Deficiency</u>	<u>2019</u>
Lifeboats	116
Propulsion main engine	115
Auxiliary engine	103
Other (machinery)	88
Other (fire safety)	77
Fire doors/openings in fire-resisting divisions	70
Rescue boats	70
ISM	67
Fire-dampers	62
Fixed fire extinguishing installation	57

REFERENCES:

- Courtesy of ABS
- ATTACHMENTS: No

Kindest Regards,

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