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The link between a tanker's age, PSC deficiencies and risk of detention

Vessel safety statistics for February 2019 compiled by the International Risk Rating Agency expose the link between a vessel's age, deficiencies and the risk of detention.

5.8% of 1,565 vessels risk rated by marinerating.com had PSC deficiencies, resulting in 11 detentions. Interestingly three of the detentions were from what would deemed to be more 'modern' demographic in the 2011-2016 age grouping.

Vessels will always be required to be risk assessed, no matter how modern the vessel to reduce risk exposure.

Differences in the number of detentions between modern and older vessels is demonstrated in the table below.

Detention Ranking	Age Groupings	No. of Vessels	Deficiencies	Detentions	Ave. Number of deficiencies per vessel
n/a	1975-1980	2	13	0	6.5
3	1981-1986	4	31	1	7.8
3	1987-1992	3	37	1	12.3
2	1993-1998	13	172	2	13.2
3	1999-2004	20	192	1	9.6
1	2005-2010	35	269	3	7.7
1	2011-2016	11	128	3	11.6
n/a	2017-2019	3	25	0	8.3
	Total	91	867	11	9.5

The close relationship between deficiencies, detentions and Port State Control is often due to the management and operation of the vessel. This is the reason why marinerating.com operates a vessel's operators risk rating for our clients based on the entire fleet's performance, and not just one vessel, giving our clients a bigger picture of their risk.

Overall the ratio of vessels detained year-on-year comparison (February 2019 compared to February 2018), increased from 0.54% to 0.7%. Of the 1,565 vessels risk assessed during February, 91 had PSC deficiencies, with vessels in the 1987 to 1992 age grouping the most likely to be detained.

Our research anaylsts through their work are also able to demonstrate the differing types of PSC deficiencies recorded, and how they differ and increase according to vessel age.

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In summary the technical condition of vessels older than 10-years generally has a very strong correlation with the ship builder. For younger vessels detentions are often due to violation of either international (International Ship Management Code) or local regulations and not vessel type specific.

Four examples are listed below.

Example 1. Built 2015 by Dong A Shipbuilding Industry, Vietnam
PSC inspection: 8 (eight) deficiencies includes 5 (five) Fire Safety; 1 (one) Emergency Systems; 1 (one) re Certificate & Documentation; 1 (one) Pollution Prevention.

Example 2. Built 2009 by Samsung Heavy Industries, South Korea
PSC inspection: 8 (eight) deficiencies includes: 1 (one) Life Saving Appliances; 2 (two) re certificate and documentation; 2 (two) Fire safety; 1 (one) re ISM; 1 (one) Water/Weathertight Conditions; 1 (one) Pollution prevention.

Example 3. Built 2003 by Fukuoka Shipbuilding Co, Japan
PSC inspection: 8 (eight) deficiencies includes 2 (two) re Fire safety; 1 (one) Safety of Navigation; 4 (four) Life Saving Appliances; 1 (one) ISM.

Example 4: Built 1996 by Atlantis Shipyard, Singapore
PSC inspection: 8 (eight) deficiencies includes 2 (two) Life Saving Appliances; 3 (three) Emergency Systems; 1 (one) water/weathertight conditions; 1 (one) Safety of navigation; 1 (one) Labour

With the average time between PSC inspections of nearly five-months, it's important to have your vessel's (no matter how old the vessel is), most recent safety operating performance risk assessed for before you make a commercial decision. A poorly managed and ultimately detained vessel could result in unforeseen costs and delays.

For more information on the relationship between PSC deficiencies contact marinerating.com.

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