




1. CCS Performance in TOKYO MOU, PARIS MOU and USCG

	As Classification Society	As RO Performing Statutory Work
	813 inspections 8 detentions 0.98% detention rate 1 RO-related detention 0.12% RO-related detention rate	988 inspections 8 detentions 0.81% detention rate 1 RO-related detention 0.10% RO-related detention rate
	85 inspections 2 detention 2.25% detention rate 0 RO-related detention 0% RO-related detention rate	105 inspections 3 detentions 2.86% detention rate 0 RO-related detention 0% RO-related detention rate
	About 60 inspections 1 detention 1.67% detention rate 0 RO-related detention 0% RO-related detention rate	About 68 inspections 1 detention 1.47% detention rate 0 RO-related detention 0% RO-related detention rate

2. Detention Statistic of CCS Ships

Totally 13 confirmed detention cases of CCS ship this quarter, including 1 non-CCS classed ship. There are 1,161 inspections in TOKYO MOU, PARIS MOU and USCG, 12 ships were detained with detention rate of 1.03%. 1 detention of them is RO-related, the RO-related detention rate is 0.09%. No ships were detained repeatedly within 12 months. No China flagged ships were detained.

3. Detention List of CCS Ships

	Ship Name/ Flag	Ship Type/ Age	Detention Date/ Place	Detainable Deficiencies
1	XXX Hong Kong, China	Bulk Carrier 9 years	3 APR 2023 Singapore	<ol style="list-style-type: none"> 1. Paint locker sprinkler system 5 out of 6 nozzle sighted with ineffective spray pattern during operational test and line was choked at initial attempt. 2. Aft peak tank vent head found with seized self closing device at time of inspection. 3. Replacement Stbd side pilot ladder used for PSCO boarding found with no type approved certificate and numerous loose chocks. Port side pilot ladder found with 1 rubber step deformed. 4. With the pilot report on stbd pilot ladder parted side rope during pilot disembarkation on 2nd April and as evidenced with the ISM related deficiencies indicate that the shipboard safety management system was not effectively implemented onboard as per ISM element 10.

2	XXX Denmark	Container Ship 2 years	9 APR 2023 Bangkok, Thailand	<p>1. During inspection the following ISM founded:</p> <p>a. Deck officer not familiar to operate damper of engine room ventilator;</p> <p>b. Chief engineer not familiar for testing of oily water separator alarm system.</p>
3	XXX Panama	Bulk Carrier 25 years	12 APR 2023 Donghae, Korea	<p>1. F'cle Deck-Launching Station(P&S) not located after the collision bulkhead.</p> <p>2. Deficiencies No.2,3,4,7,8,9,10,11,15 are objective evidence that there is a failure in ensuring vessel implemented effectively as required by the ISM code.</p>
4	XXX Liberia	Bulk Carrier 11 years	18 APR 2023 Canakkale, Turkey	<p>1. Fire pipe on deck holed.</p> <p>2. Lifeboat station light not working</p> <p>3. Fire hose holed</p> <p>4. Fire valves leakage and unmaintenance</p>
5	XXX Panama	Oil Tanker 13 years	23 APR 2023 Qingdao, China	<p>1. Speed log on bridge out of work and not report to PSCO during inspection.</p>
6	XXX Liberia	Other Cargo Ship 4 years	24 APR 2023 Oslo, Norway	<p>1. Substantial lack of maintenance on fire line/piping on board. Examples are, but not limited to: During inspection, piping on deck in front of superstructure on main deck totally wasted steel/corroded through and holed piping. Etc.</p> <p>2. Substantial lack of maintenance onboard on air ventilators from various tanks. Examples are, but not limited to: Bilge holding tank air ventilator totally wasted steel, and air ventilator/piping fallen off. Low Sulphur cylinder oil tank air ventilator totally corroded through/wasted and holed. CD tank air ventilator totally corroded through wasted/holed. Etc.</p> <p>3. Substantial lack of maintenance on fire dampers on board. Examples are, but not limited to: Fire damper for Galley aft superstructure totally wasted/corroded through and holed below closing device, etc.</p> <p>4. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p>
7	XXX Panama	General Dry Cargo Ship 17 years	25 APR 2023 Rethimnon, Greece	<p>1. There were numerous of additive fitted electrical installations in several areas around the ship not meeting the criteria of the indexed regulation. Electrical installations shall be such that:</p> <p>.1 all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power;</p> <p>.2 electrical services essential for safety will be ensured under various emergency conditions; and</p> <p>.3 the safety of passengers, crew and ship from electrical hazards will be ensured.</p>

				<p>2. Both side doors on wheelhouse were found not as required.</p> <p>3. Around accommodation area there were numerous weather tight doors not properly maintained. All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors of steel or other equivalent material, permanently and strongly attached to the bulkhead, and framed, stiffened and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead and weathertight when closed. The means for securing these doors. weathertight shall consist of gaskets and clamping devices or other equivalent means and shall be permanently attached to the bulkhead or to the doors themselves, and the doors shall be so arranged that they can be operated from both sides of the bulkhead.</p> <p>4. During inspection and while testing ship's emergency systems, key crew members were observed not familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties.</p> <p>5. Fire door casing for entering to purifier room area has been found not as required.</p> <p>6. Manually operated call points were found not as required, in poor maintenance condition, not ensuring a readily accessible means of notification.</p> <p>7. During testing operation, both fire pumps in engine room were observed not properly maintained.</p> <p>8. Both fire dampers on engine room's funnel were observed not properly maintained and not properly marked.</p> <p>9. Means for shutting off ventilation inlets and outlets were found not ready for use, not properly maintained and not as required. The means of closing shall be easily accessible as well as prominently and permanently marked and shall indicate whether the shutoff is open or closed.</p> <p>10. During inspection has been spotted that a number of seafarers were not able to understand and, where appropriate, give orders and instructions and to report back in ship's working language. The working language was not implemented in all plans and lists required to be posted.</p> <p>11. Launching arrangements for rescue boat has been observed not properly maintained and not as required.</p> <p>12. The training manuals on board were not containing instructions and information, in easily understood terms illustrated wherever possible, on the life-saving appliances provided in the ship and on the best methods of survival.</p> <p>13. Local telegraph indication on main engine has been observed out of order .Furthermore spotted leakage observed</p>
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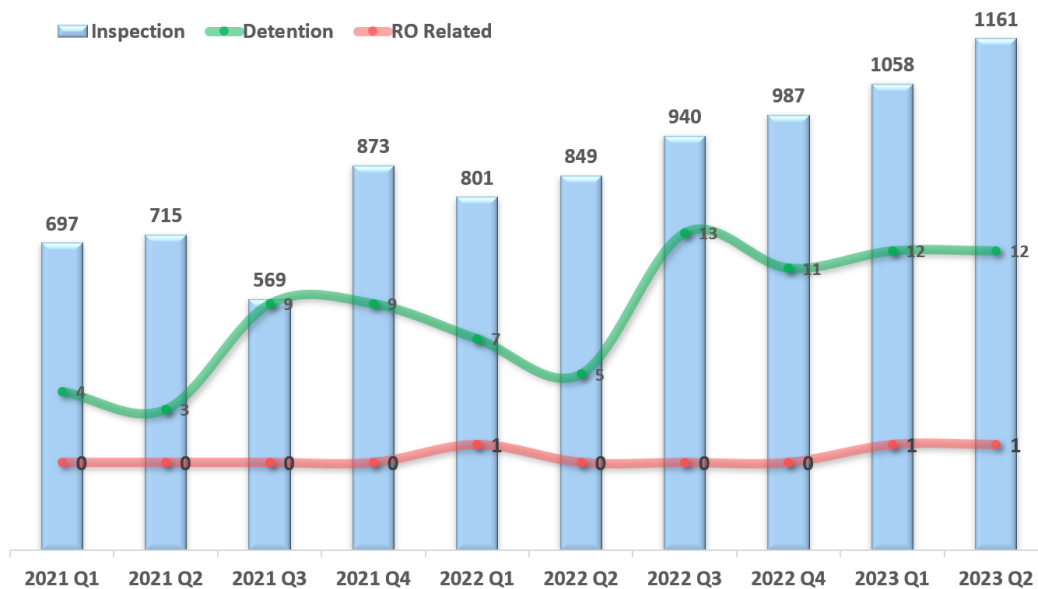
				<p>next to main engine's turning gear and exhaust leakage observed from the center of main engine.</p> <p>14. Both d/g sets in engine room observed not as required. Cooling water filling taps were missing, domestic sensors were fitted, some gauges and rpm indicators were inoperative and quick closing valves were not properly fitted. In addition there were spotted some provisional repairs.</p> <p>15. During test oil filtering equipment observed not ready for use and not properly maintained.</p> <p>16. Sewage treatment plant was found not ready for use and not properly maintained.</p> <p>17. Deviation has been observed between garbage management plan records and ship's actual garbage collecting volumes Furthermore some garbage box covers were missing and were spotted excessive capacities in garbage records. Instruction and placards were not found in a language been able to be understood by all ship's crew members.</p> <p>18. Galley handling in general was observed in poor handling condition.</p> <p>19. Numerous working lights and working light covers were found inoperative/broken/not as required.</p> <p>20. AC room was found in poor maintenance condition.</p> <p>21. Forward winches were found not properly maintained with spotted leakages.</p> <p>22. Fire drills - Key crew members were not familiar with their duties, they were not familiar with the operational control of emergency equipment, they were not proceed according to the implemented on board ISM emergency preparedness procedures and safety instructions, guidelines and regulations.</p> <p>23. Abandon ship drills - Key crew members were not familiar with their duties, they were not familiar with the operational control of emergency equipment, they were not proceed according to the implemented on board ISM emergency preparedness procedures and safety instructions, guidelines and regulations.</p>
8	XXX Panama	General Dry Cargo Ship 15 years	25 APR 2023 Nakhodka, Russia	<p>1. Crew unable to demonstrate operation of MF/HF radio installation on DC power.</p> <p>2. Charts BH2293, BH2347, BH2432, BH3041, BH3046, BH3480 not up to date be temporary notices to mariners.</p> <p>3. The self-closing fire door (secondary means of escape) from ER not closing effectively by self-closing arrangement.</p> <p>4. The self-closing fire door (accommodation deck) not closing effectively by self-closing arrangement.</p> <p>5. Crew unable to demonstrate correct operations with off-load / on-load hook release system.</p>

9	XXX Liberia	Bulk Carrier 20 years	5 JUN 2023 Yingkou, China	<ol style="list-style-type: none"> 1. Fire lines on main deck portside near No.3, No.6 cargo hold found leaking. 2. PSC outstanding deficiencies (item 03105 and 15109 issued by AMSA) not rectified as required. Root cause of investigating and analyzing of non-conformities need to be dig out and additional audit requires also. 3. Voyage plan not made from Berth 18# to Berth 17# in Bayuquan Port. 4. C/E not familiar with the jacketed piping system for high pressure fuel line of E/G.
10	XXX Hong Kong, China	Bulk Carrier 11 years	13 JUN 2023 Newcastle, Australia	<ol style="list-style-type: none"> 1. All access hatches to cargo holds not able to close weathertight. Booby hatch of cargo hold No.7 Aft not able to close weathertight. 2. The safety management system, as implemented on board, fails to ensure effective implementation of Element 7 and 10 of ISM Code as evidenced by the deficiency No. 1, 2, 3, 4 and 5.
11	XXX Panama	Bulk Carrier 13 years	22 JUN 2023 Rotterdam, Netherlands	<ol style="list-style-type: none"> 1. Caps of sounding pipes of cargo hold bilge well (CHBW) port side nos. 3, 5, 7 do not close due to different thread. All sounding caps of all tanks to be checked. 2. The beam in cargo hold no. 2 which can be observed from the main deck is holed. 3. The fire flap of the engine room workshop cannot be close. 4. The quick closing valve installed in the fuel oil line of generator number 3 does not close when activated. 5. Closing mechanism to hatch from cargo hold entrance nr. 1 not moveable. The hinges of the hatch of cargo hold nr. 6 are broken.
12	XXX Panama	Sand Carrier 7 years	22 JUN 2023 Honolulu, Hawaii	<ol style="list-style-type: none"> 1. The company and the ship shall comply with the requirements of the ISM code. Objective evidence discovered in an expanded ISM examination revealed that the vessel failed to fully implement the requirements of the SMS. Specifically, the company did not provide safe practices in ship operation and a safe working environment. This is made particularly evident by deficiencies #02, #03, #06 and #07. Additionally, the company failed to establish procedures that ensured the ship was maintained in conformity with the provisions of the relevant rules and regulations. This is made particularly evident by deficiencies #03, #04, #07 and #08. An external audit is required. 2. The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. All three ship's service generators have exposed rotating

				<p>machinery of sufficient size to pose a serious personnel hazard.</p> <p>3. Electrical installations shall be such that all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power. Due to water losses, the crew is manually adding water to the closed-loop cooling systems on all three ship's service generators to prevent loss of main power.</p>
13	XXX Liberia	Bulk Carrier 12 years	28 JUN 2023 Newcastle, Australia	<p>1. Multiple ballast tanks air vent closing arrangements defective.</p> <p>2. The safety management system, as implemented on board, fails to ensure effective implementation of Element 8 and 10 of ISM Code as evidenced by the deficiency No. 1, 2, 3, 4, 5 and 6.</p>

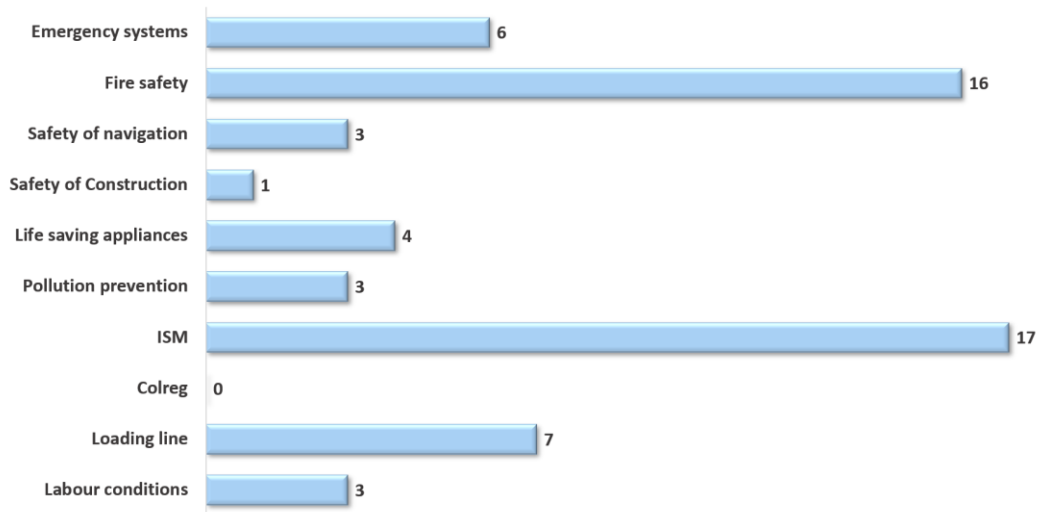
4. Detention Analysis of CCS Ships

4.1 Trend of inspection/detention of CCS ships in TOKYO MOU, PARIS MOU and USCG



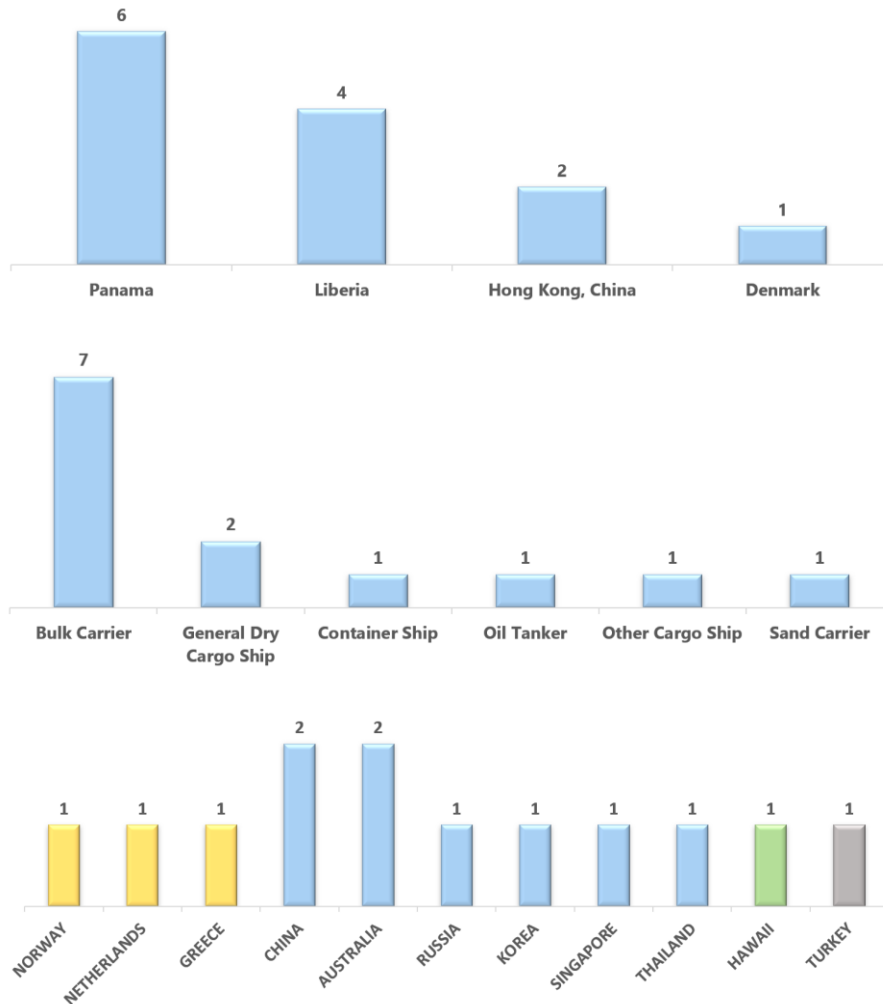
With continuous increase of the inspection number in three major MOUs, the detention number in this quarter is the same as the last quarter. There is another RO-related detention under TOKYO MOU in this quarter.

4.2 Analysis of Detainable Deficiencies



Among all 60 detainable deficiencies, more than half of them are related to ISM and fire safety.

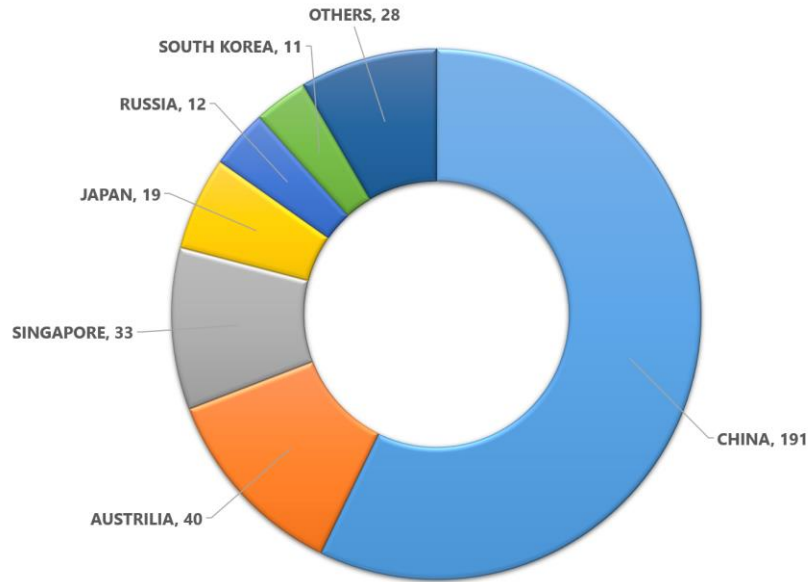
4.3 Distributions of Flag, Ship Type and Detention Place



Among all 13 detained CCS ships, Panama flag and Liberia flag are the most, as per flag-flying. Bulk Carrier is the most, as per ship type. Detentions in China and Australia are slightly higher.

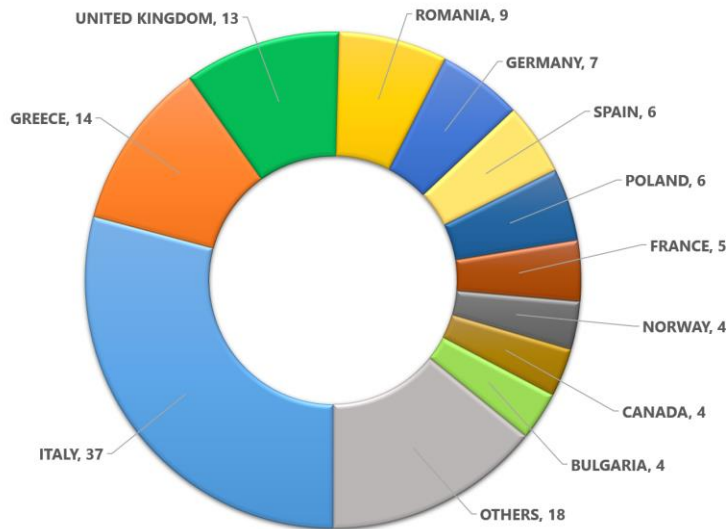
5. Situation Analysis of PSC Inspection

5.1 TOKYO MOU



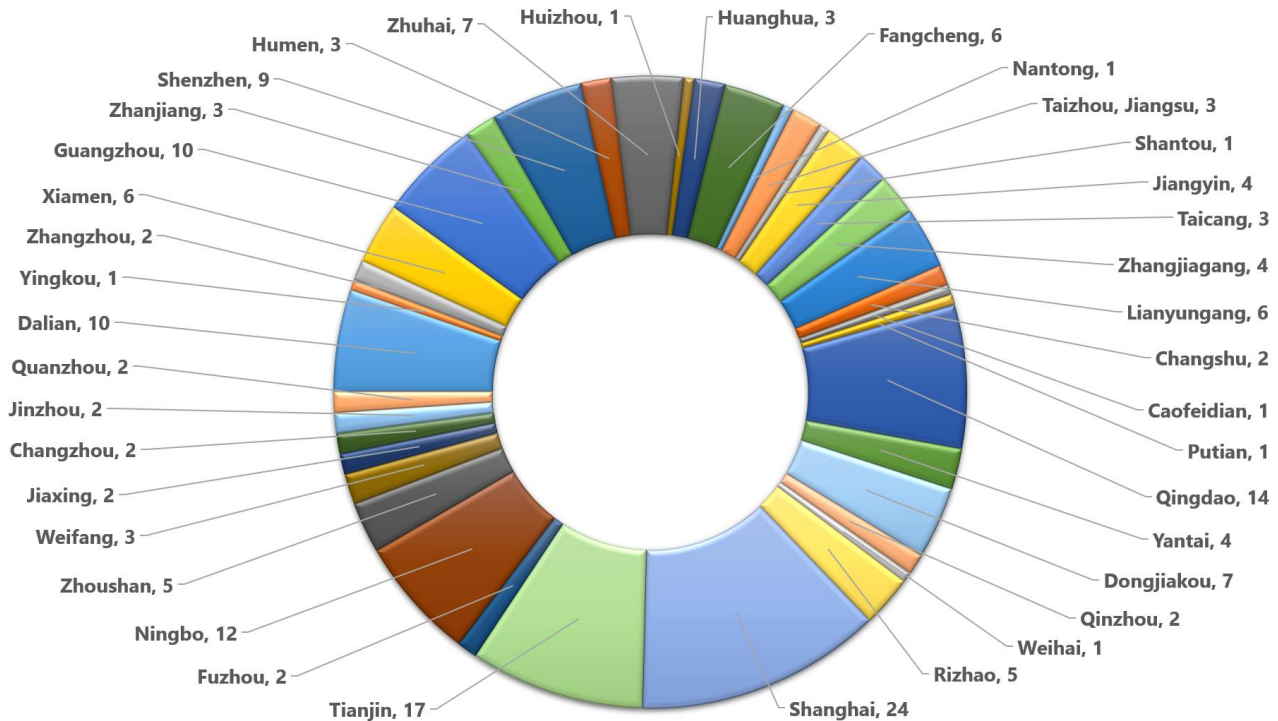
There are 334 ships detained during 11,041 inspections under TOKYO MOU in this quarter, with detention rate of 3.30%. Compared with last quarter, the number of inspection have increased, the number of detention and detention rate have decreased. The countries with the highest number of detention are China, Australia and Singapore. The countries with high risk of detention are Singapore, China and Australia, with detention rates of 7.91%, 5.55% and 4.36%. However, the high detention rates in Singapore and China moderated slightly compared to last quarter.

5.2 PARIS MOU



There are 127 ships detained during 4,370 inspections under PARIS MOU in this quarter, with detention rate of 2.91%. Compared with last quarter, the number of inspection, number of detention and detention rate have decreased. The detention cases are averagely located in different countries in PARIS MOU, the countries with the highest number of detention are Italy, Greece and United Kingdom. Italy is country with high risk of detention in PARIS MOU, the detention rate is as high as 8.69% in this quarter.

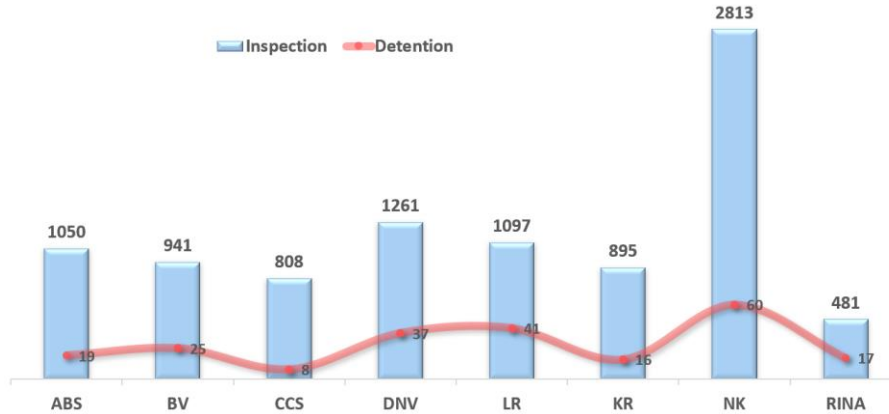
5.3 CHINA



In this quarter, there are 191 ships detained during 3,443 inspections in China, with the detention rate of 5.55%. The top three China ports with high detention number are Shanghai, Tianjin and Qingdao. However, the high detention rate at Shanghai port moderated compared to last quarter. In this quarter, 2 CCS ships were detained in Qingdao port and Yingkou port.

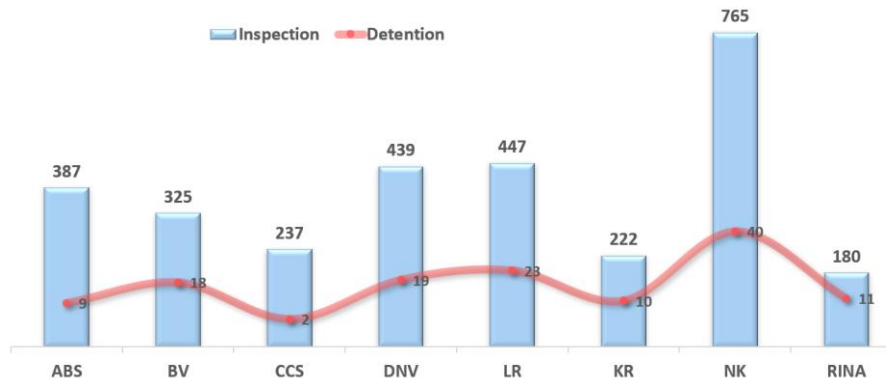
6 Analysis of Detention for Classification Societies

6.1 TOKYO MOU



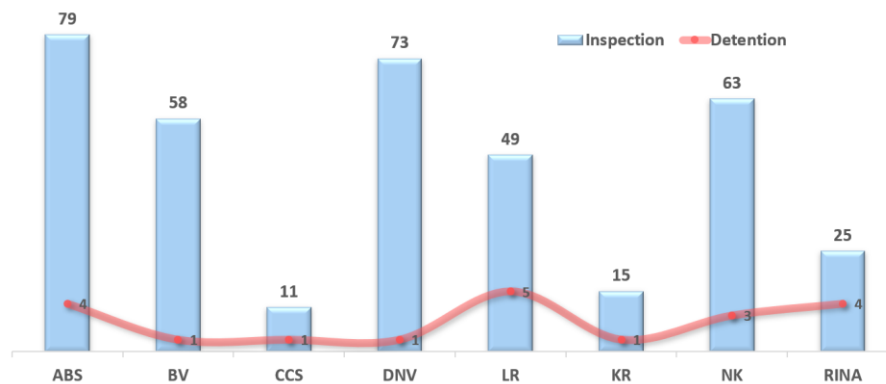
The detention rate of CCS classed ships in TOKYO MOU ports is 0.99%, which is far lower than the average detention rate of 3.03%, ranking 1st among IACS classification societies.

6.2 CHINA



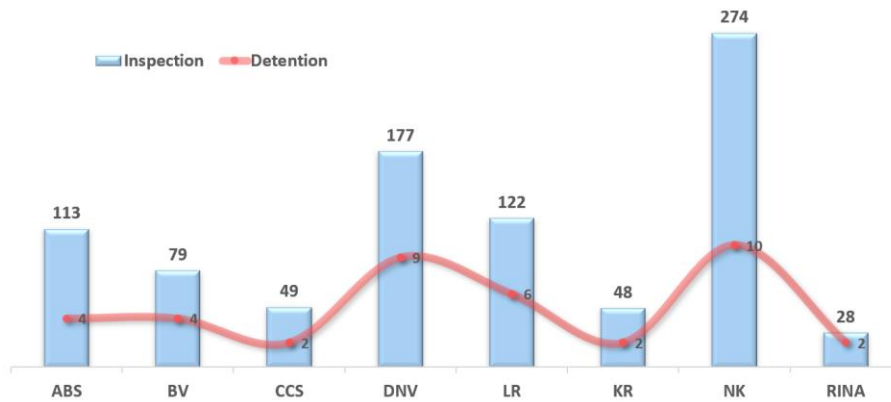
The detention rate of CCS classed ships in China ports is 0.84%, which is far lower than the average detention rate of 5.55%, ranking 1st among IACS classification societies.

6.3 SINGAPORE



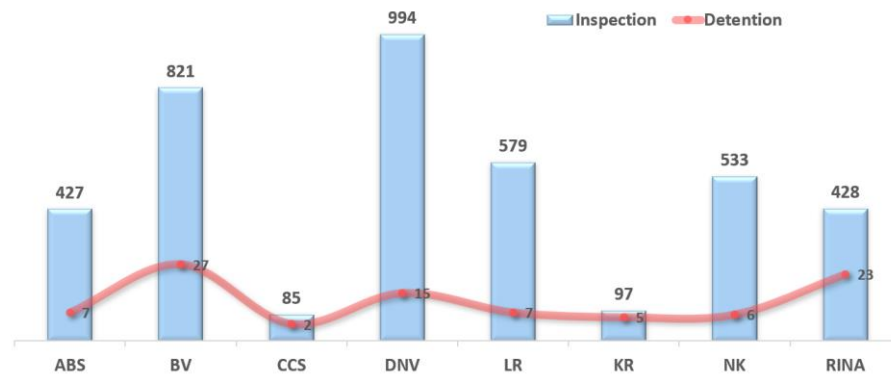
The detention rate of CCS classed ships in Singapore port is 9.09%, which is higher than the average detention rate of 7.91%, ranking 6th among IACS classification societies.

6.4 AUSTRALIA



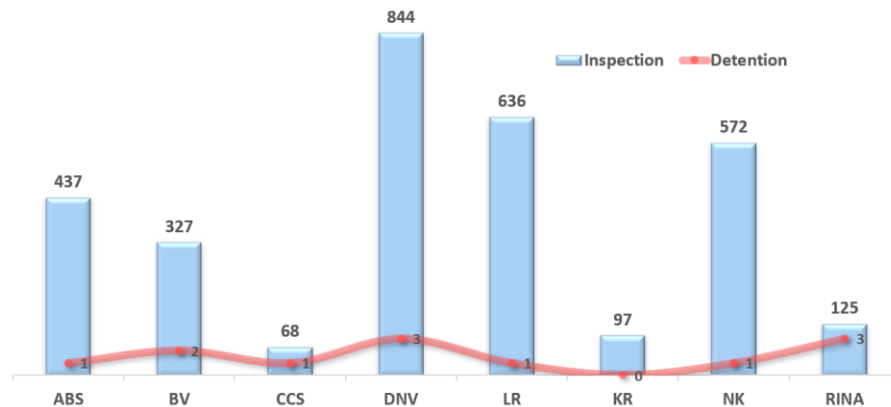
The detention rate of CCS classed ships in Australia ports is 4.08%, which is slightly lower than the average detention rate of 4.36%, ranking 3rd among IACS classification societies.

6.5 PARIS MOU



The detention rate of CCS classed ships in PARIS MOU ports is 2.35%, which is lower than the average detention rate of 2.91%, ranking 5th among IACS classification societies.

6.6 USCG



(The number of inspections above is estimated based on the data of 2022)

The detention rate of CCS classed ships in USCG ports is about 1.47%, ranking 7th in IACS classification societies.