

(Based on the data collected up to September 30, 2016)

I. Description of Third Quarter 2016 PSC Inspections

1. General situation of third quarter 2016 PSC inspections of CCS classed ships

TOKYO MOU: about 642 CCS classed ships were inspected, among which 8 were detained, and thus the detention ratio was 1.26%.

PARIS MOU: about 58 CCS classed ships were inspected, among which 0 was detained, and thus the detention ratio was 0%.

USCG: about 50 CCS classed ships were inspected, among which 0 was detained, and thus the detention ratio was 0%.

To sum up, a total of 750 CCS classed ships were subject to PSC inspections by TOKYO MOU, PARIS MOU and USCG, among which 8 were detained, and thus the detention ratio was 1.07%.

Other areas: one ship was detained in India.

2. List of CCS classed ships detained in the third quarter of 2016:

S/N	Flag	Ship type Year of build	Place of detention Date of detention	Detention-related deficiencies
1	Belize	General dry cargo ship 2011	Nagoya, Japan 2016.7.6	Free-fall life boat-not installed. (PSCO considered the ship was a bulk carrier)
2	Hong Kong, China	Bulk carrier 2010	Australia 2016.7.18	Numerous ballast tank air vents on main deck defective including critical locations.
3	Panama	General dry cargo ship 2011	Nagoya, Japan 2016.7.25	1. Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crews were unable to perform a satisfactory fire drill. Crew failed two attempts to perform the fire drill as evident by unfamiliarity with procedures to attack a fire and donning/operation of the breathing apparatus etc. 2. Senior officers were not aware of their tasks, duties or responsibilities as evident by deficiency in item #1.
4	Singapore	Oil tanker 2008	India 2016.7.29	1. Sewage treatment plant not operational since January 2016. Overboard valve kept locked

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				open.2, No record of OWS operation since February 2016. No evidence of Oil residue landed ashore. Weekly entries are not consistent in ORB. No record of ER bilge transfer after 03/2016. 3. No receipt of Garbage landed to Shore as per GRB entry. 4. Air vents defective (i) WBT VENT 5P is holed (ii) Starboard Forward Flame screens 2 nos. loose with evidence of Oily black overflow (iii) Flame screen cover dislocated Forward Stbd.
5	Panama	General dry cargo ship 2012	Nagoya, Japan 2016.8.2	1. Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crews were unable to perform a satisfactory fire drill. Crew failed two attempts to perform the fire drill as evident by unfamiliarity with procedures to attack a fire and donning/operation of the breathing apparatus etc.2. Senior officers were not aware of their tasks, duties or responsibilities as evident by deficiency in item #1.
6	Belize	General dry cargo ship 2006	Nagoya, Japan 2016.8.17	1. Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crews were unable to perform a satisfactory fire drill. Crew failed two attempts to perform the fire drill as evident by unfamiliarity with procedures to attack a fire and donning/operation of the breathing apparatus etc. 2. Intended voyage charts: ① #130, 132,141, 1054, 1122, 1128, 1143 and 1264—unable to produce upon request. ② #201— outdated.3. Captain and crew member were not aware of their tasks, duties or responsibilities as evident by deficiency in item #1. 4. SMS

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				failed to ensure proper ship board operation by crew members as per the following evidence: Item #2,4 and 5.
7	China	Container ship 2005	Australia 2016.8.18	Ship's SMS not able to ensure cargo securing as per SOLAS.
8	Panama	Bulk carrier 2010	Australia 2016.9.6	Freefall lifeboat engine not able to start on both sources of power.
9	Panama	Bulk carrier 2005	Nagoya, Japan 2016.9.21	1. The crew members were not familiar with essential shipboard procedures relating to the safety of the ship. The crew members were unable to demonstrate proficiently in performing a satisfactory rescue boat drill. The crew members failed on attempt of rescue boat drill as evidenced by unfamiliar with procedures for release rescue boat. 2. Senior officers were not aware of their tasks, duties and responsibilities as evidenced by deficiency in item No.1.3. Rescue boat engine and release mechanism-not working.

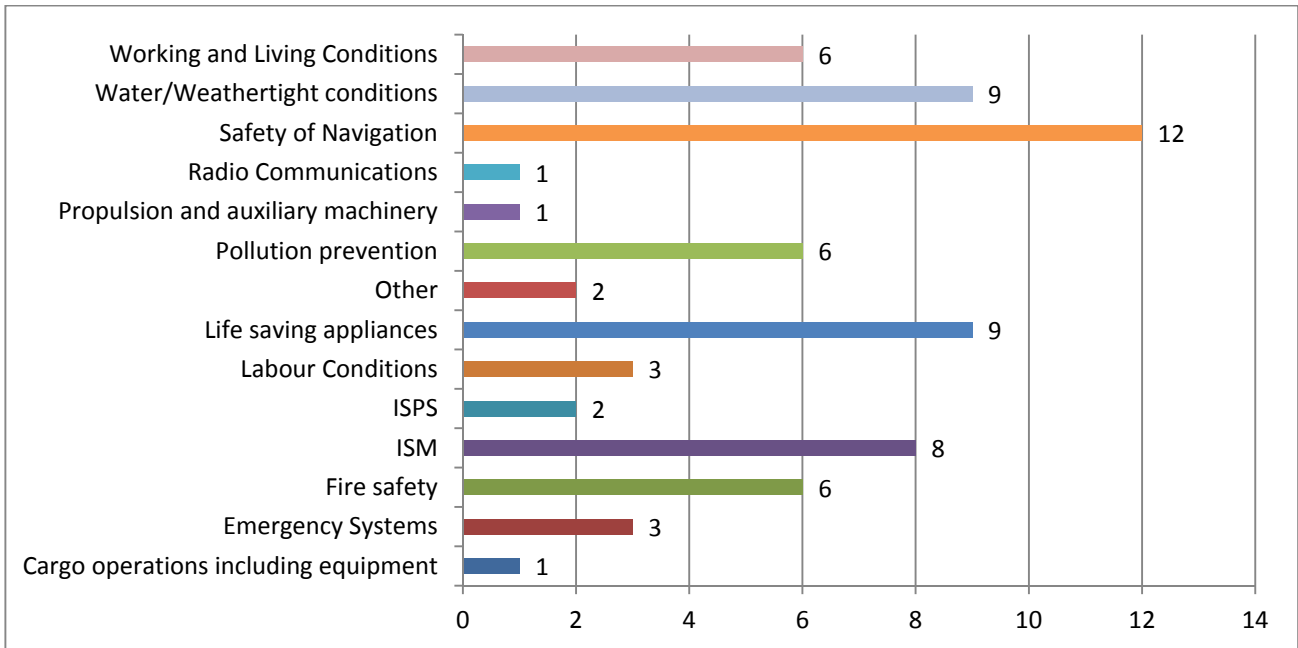
II. Third Quarter 2016 PSC Statistics Analysis and Some Deficiency Photographs

1. Statistics analysis on data of ships under detention:

- **All deficiencies:**

Totally 69 deficiencies were found in the 9 CCS classed ships which had received detention reports and were under inspection. The average of deficiencies of detained ships was 7.67, which was smaller than that of last quarter (8.75).

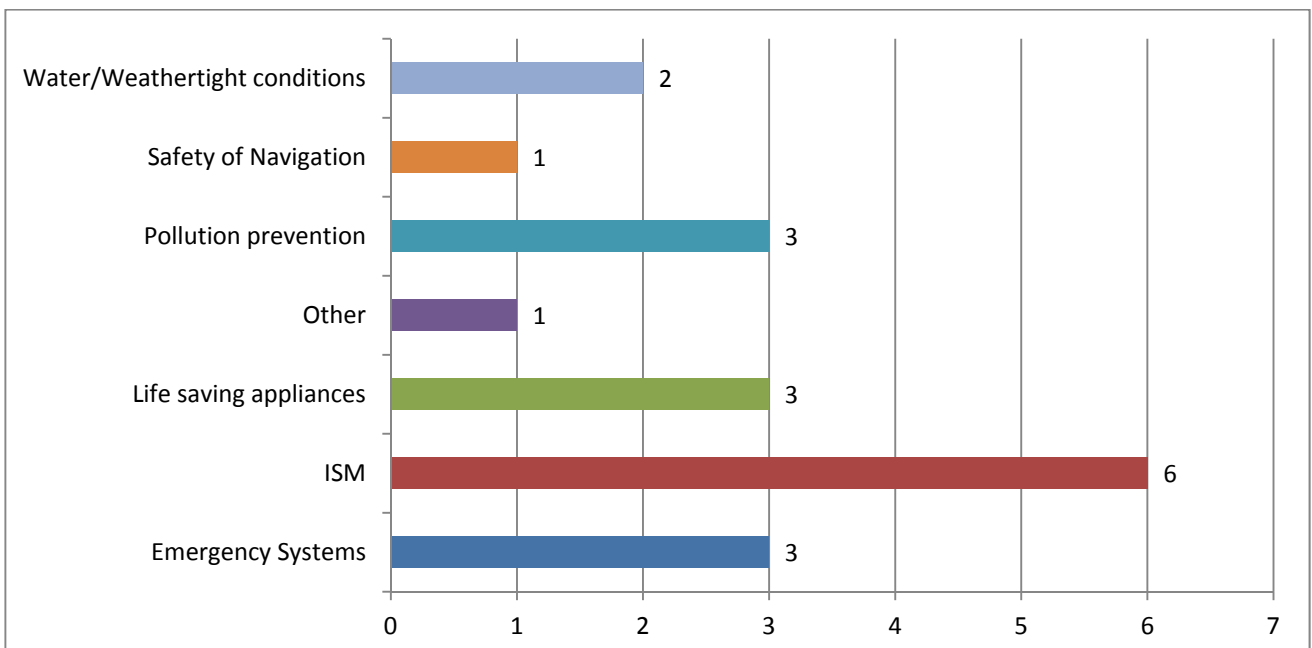
(Based on the data collected up to September 30, 2016)



The number of deficiencies in safety of navigation, water/weather-tight conditions, lifesaving appliances, ISM and fire safety was comparatively larger. Thus, much attention shall be paid to inspection on these items to reduce deficiencies of ships.

● **Detention-related deficiencies**

Totally 19 deficiencies were found in the 9 CCS classed ships which had received detention report and were under inspection. The average of detention-related deficiencies of detained ships was 2.11, which was lower than that of last quarter (2.5).



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The number of detention-related deficiencies in ISM, emergency system, lifesaving appliances and pollution prevention was comparatively larger. Close attention shall be paid to the implementation of drills and other ISM requirements, crew's familiarity with their duties, maintenance of equipment and operation of emergency device to meet relevant requirements and reduce deficiencies and detentions.

- **Distribution of flags, ages, types and tonnages of ships under detention:**

Among the 9 CCS classed ships under detention: 4 Panama-flagged ships, 2 Belize-flagged ships, one China-flagged ship, one Hong Kong-flagged ship, and one Singapore-flagged ship.

Among the 9 CCS classed ships under detention: the numbers of ships under detention with gross tonnages of 500~3000, 3000~10000 and above 30000 were 3 respectively.

Among the 9 CCS classed ships under detention: 4 general dry cargo ships, 3 bulk carriers, 1 container ship and 1 oil tanker.

Therefore, inspect carefully and handle timely the problems arising from general dry cargo ships and bulk carriers to reduce the number of deficiencies and detentions of the vessels.

- **Distribution of countries/regions of detention**

Among the 9 CCS classed ships under detention, 5 ships are from Japan, 3 from Australia and one from India.

Therefore, special attention shall be paid to the ships sailing to the countries such as Japan (especially Nagoya) and Australia to ensure that drills, emergency operation, training of crew on responsibilities, ship safety management and maintenance, etc. can meet the requirements and further reduce the number of deficiencies and detentions in these countries.

In particular, high risks of detention still exist in the sailings to members of PARIS MOU and the USA, which requires high alert and advance preparation to prevent detention.

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2. Some deficiency photographs (third quarter 2016 only)



International shore connector for fire-fighting is not placed in the right position (rectified)



Corrosion exists at the column root of accommodation ladder



The actual service time of radar magnetron exceeds the time specified in the Product Specification



Cover on the top of air pipe head is corroded heavily



Sealing rubber strip of hatch cover is found with permanent



Crew members are not familiar with BNWAS operation

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depression due to severe squeeze.



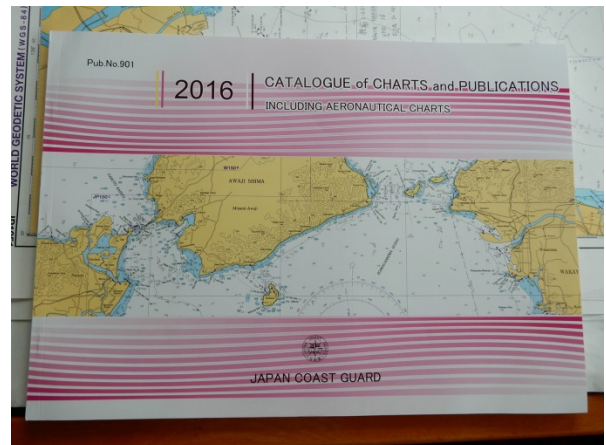
Rescue boat engine cannot start



Crew members are not familiar with radar reflector



Float inside the air pipe head isn't active



Lack of nautical charts in Japanese version (for ships sailing to Japan)



Cracks exist inside the lifeboat



Not familiar with abandonment/rescue drills

(Based on the data collected up to September 30, 2016)



Sewage treatment unit hasn't been used for a long time



Sewage discharge valve is closed in the open position when the ship is within the port



Oil-water separator of engine room hasn't been used for a long time



Heavy oil stains exist on the bilge



Pump gas detectors malfunction



Fire-resisting door cannot be closed

(Based on the data collected up to September 30, 2016)



Emergency lighting does not work (repaired)



Water pump leaks



Ventilator cannot be closed



Bridge window wiper is damaged



Air pipe heads malfunction



Load line mark isn't clear (repainted)

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Crew members are not familiar with AIS operation



Crew members are not familiar with operation of foam extinguishing equipment



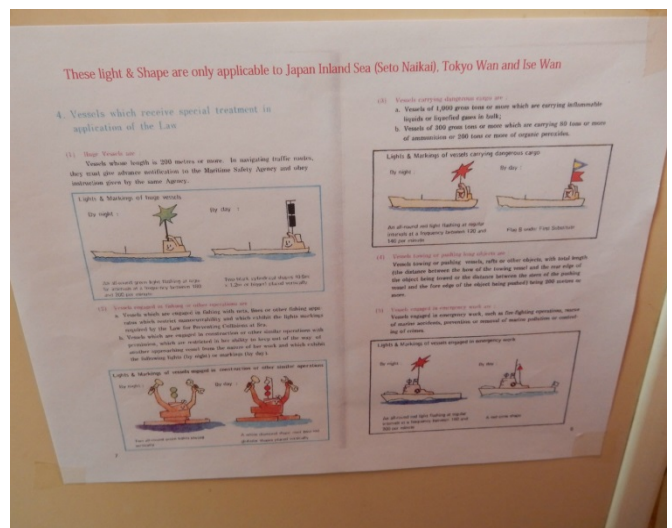
Lack of nautical charts in Japanese version (for ships sailing to Japan)



Crew members are not familiar with wearing fireman's outfit



Not familiar with fire drills; senior officers are not familiar with their duties during the drills



Senior officers have no idea of the meaning of navigation lights and shapes of Japanese waters

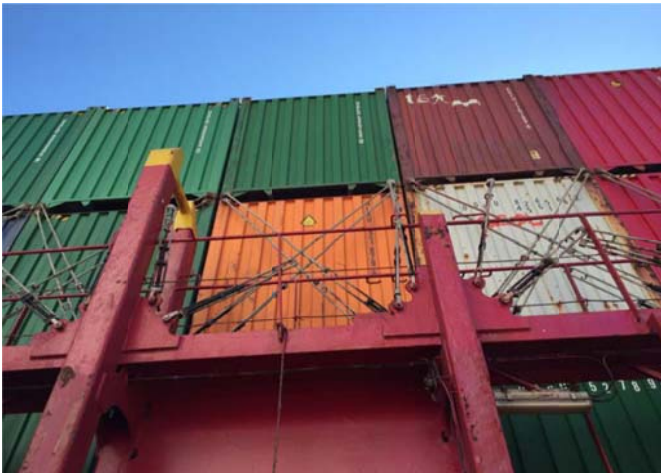
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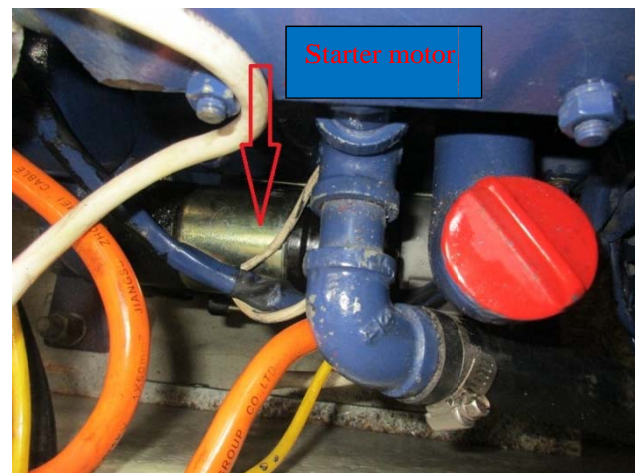
Oil from drip tray of mooring winches leaks through the oil drain plug



Surfaces of chairs and sofa are damaged



Containers are not effectively secured during navigation (before arriving at port)



Starter motor of lifeboat engine malfunctions

III. Suggestions of PSC works

- It is suggested to improve the crew's enthusiasm for work and strive to create benefits of ship maintenance and safety management so as to reduce the unnecessary losses caused by PSC deficiencies and detention against the background of persistently depressed shipping market.
- Given that PSCO had proposed multiple deficiencies or even detentions due to the failure in startup of lifeboat/rescue boat engine, corrosion damages to air vent heads, poor sealing of hatch covers, failure in ventilator closure, oil-water separator faults, equipment leakage and other problems, it is suggested to remind the crew of the special attention to inspections and testing of these key devices to prevent

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deficiencies and detentions.

- Given that over the past two years, there are numerous deficiencies involving crew operations, it is suggested to improve crew training on board to ensure that the crew is skilled in operation and use of safety emergency equipment, pollution prevention equipment, communication-navigation equipment, especially new equipment (such as electronic chart).
- There are still numerous rescue- and fire drill-related deficiencies and detentions, especially the ships sailing to ports in central Japan, which are mostly to do with the senior officers' not being familiar with their duties, the firefighters' not being proficient in wearing fireman's outfit and so on. Furthermore, the ships sailing to ports in Japan are characterized by prominent deficiencies related to provision of charts in Japanese version, navigation information, cargo information and the like, resulting in ISM-related deficiencies and detentions proposed by PSCO for multiple times. Therefore, it is suggested to make ships, especially the ones sailing to ports in central Japan, strengthen man overboard drills, fire drills, training and exercise in firefighters' wearing fireman's outfit, make sure that crew members are familiar with their responsibilities in these drills, and ensure timely supply of nautical charts and publications to reduce similar deficiencies and prevent the detention of ships.
- With the MLC-2006 convention gradually coming into effect in the countries of the world and the constant in-depth check for compliance with the MLC-2006 convention by PSC organizations, there are many ships are subject to deficiencies or even detentions because of their ineffective implementation of the MLC convention. Therefore, the companies and ships shall continue to meet the requirements of *International Labor Convention*, actively respond to CICs conducted by Paris MOU member states as per the MLC-2006 convention to prevent MLC-related deficiencies or detentions due to severe MLC-related deficiencies.
- Many ships were subject to deficiencies or even detentions proposed by PSC because of the crew's bad habits, including fire doors secured in the open position, the tank sounding hole normally kept open, quick closing valve showing limited closure actions, randomly discarded oily waste and garbage, emergency equipment and communication-navigation equipment not set in the automatic work positions,

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domestic sewage discharge valves not closed within the port, etc. It is suggested that companies strengthen publicity and education, and reduce PSC deficiencies or even detentions caused by the crew's bad habits.

- It is suggested that the ship owner and the crew continue to strengthen supervision of the supplier's services to prevent the occurrence of false fraud and shoddy work, and carefully check the inspection certificates and reports provided by the supplier to reduce PSC deficiencies or detentions caused by ship rescue, fire control and communication-navigation equipment problems.

Thanks for your great support for CCS!

Classed Ship in Service Dept. of CCS Headquarters

October 12, 2016