

(As of December 31, 2016)

I. PSC Inspection of the Fourth Quarter of 2016

1. Overall description of PSC inspection of the fourth quarter of 2016

TOKYO MOU: About 595 CCS classed ships were inspected, 2 of which were detained. The detention rate is 0.34%.

PARIS MOU: About 41 CCS classed ships were inspected, 1 of which was detained. The detention rate is 2.44%.

USCG: About 40 CCS classed ships were inspected, none of which was detained. The detention rate is 0%.

According to the above information, altogether 676 CCS classed ships were inspected in the PSC inspection conducted by TOKYO MOU, PARIS MOU and USCG, 3 of which were detained. The detention rate is 0.44%.

In addition, a non-CCS classed ship with SMC and MLC certificates issued by CCS was detained by AMSA due to serious deficiencies of ISM and MLC.

2. List of ships detained in the fourth quarter of 2016

Ship	Flag	Ship Type Date of Building	Place of Detention Data	Detainable Deficiencies
A	China	Oil tanker 2007	Australia October 12	1. Stbd. life boat on-load release arrangement defective. 2. Sewage overboard valve ship side in ER holed.
B	Hong Kong, China	Bridge crane transport ship 1982	Australia October 18	1. Numerous breaches of MLC are evidence that conditions on board are clearly hazardous to the safety and health of seafarers, and a serious breach of seafarers' rights. As evidenced by deficiencies. 2. The SMS as implemented does not ensure (effective) maintenance of the ship and equipment in accord with regulations (requirements), as evidenced by deficiencies.
C	Hong Kong, China	Chemical tanker 2010	Australia November 27	Emergency generator unable to auto start. Air start valve defective.
D	China	General dry cargo ship 1999	Spain December 19	1. Main Engine injectors, Auxiliary Engines and Purifier Room with fuel oil dirtiness. 2. Ballast control system not working properly. 3. Ballast control system not fully operation. 4. Poor quality of potable water. Last analysis



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				on January 2016. 5. Poor performance during abandon drill. No proper equipment used. 6. General wastage and corrosion on deck and cargo hold hatch cover. 7. Not good performance during fire drill. 8. Several basins, showers, bathroom dirty with damages valves. 9. Fresh vegetables, fruit, dry provision not enough.
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II. PSC Inspection of CCS Ships of 2016

1. Overall description:

TOKYO MOU: 2592 CCS classed ships received PSC inspection, 18 of which were detained.

PARIS MOU: 191 CCS classed ships received PSC inspection, 2 of which were detained. The detention rate is 1.05%.

USCG: About 185 CCS classed ships received PSC inspection, none of which were detained. The detention rate is 0%.

According to above information, the three PSC organizations have inspected 2968 CCS classed ships in total, 20 of which were detained. The detention rate is 0.67%.

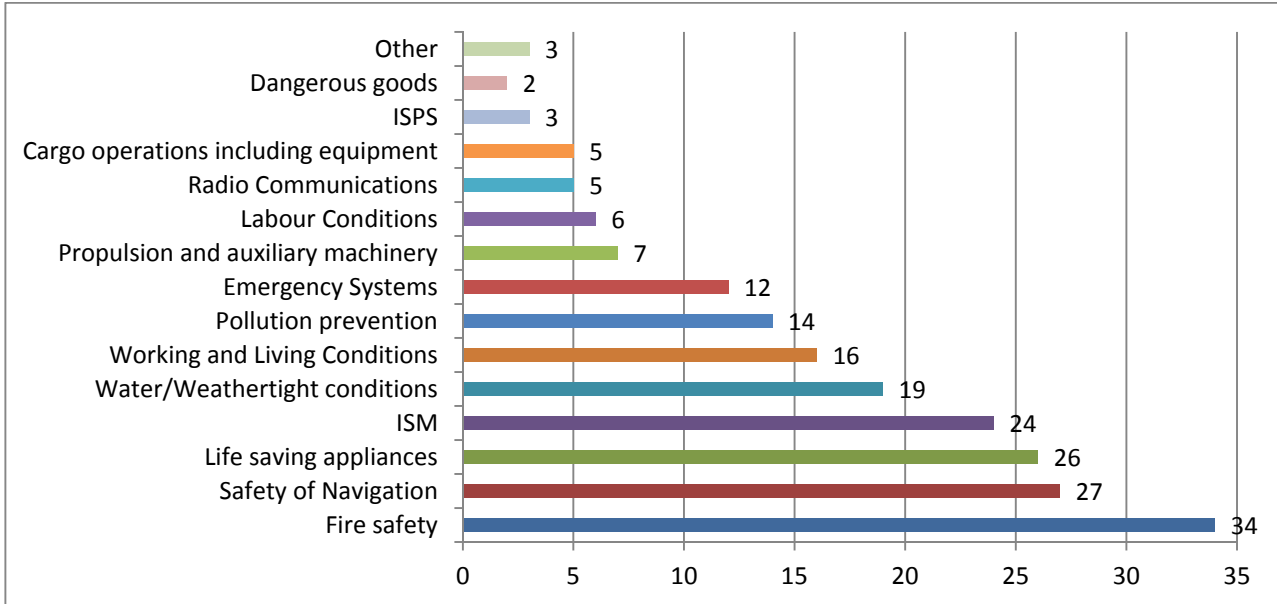
Another 3 CCS classed ships were detained in other regions, 2 in India and 1 in South Africa.

In addition, 2 non-CCS ships with SMC and MLC issued by CCS were detained by China MSA and AMSA respectively due to serious deficiencies of ISM and MLC in 2016.

2. Defect statistics of ships detained

◆ All deficiencies:

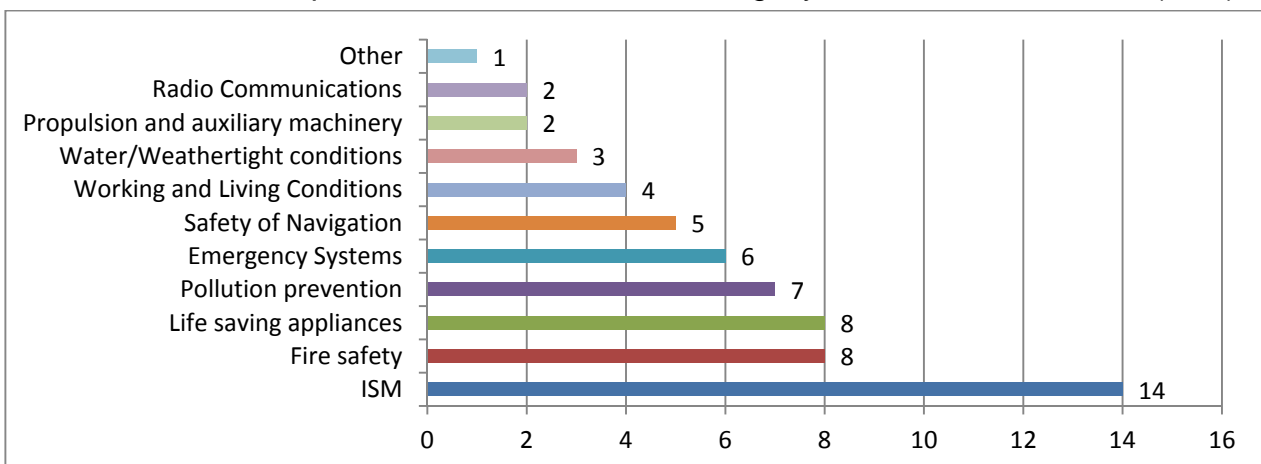
As for the 23 CCS classed ships with detention reports received and subject to investigation, there are altogether 203 deficiencies. The average number of deficiencies of the ships detained is 8.83, which is slightly lower than that of 2015 (8.89).



Most deficiencies are involved in fire safety, safety of navigation, life saving appliances, ISM and water/weathertight conditions. With the validation of MLC-2006 and the implementation of PSC centralized major inspection on global navigation safety from September to November of 2017, the number of related deficiencies will increase.

◆ Detainable deficiencies

As for the 23 CCS ships with detention reports received and subject to investigation, there are altogether 60 detainable deficiencies. The average number of detainable deficiencies of the ships detained is 2.61, which is slightly lower than that of 2015(2.71).

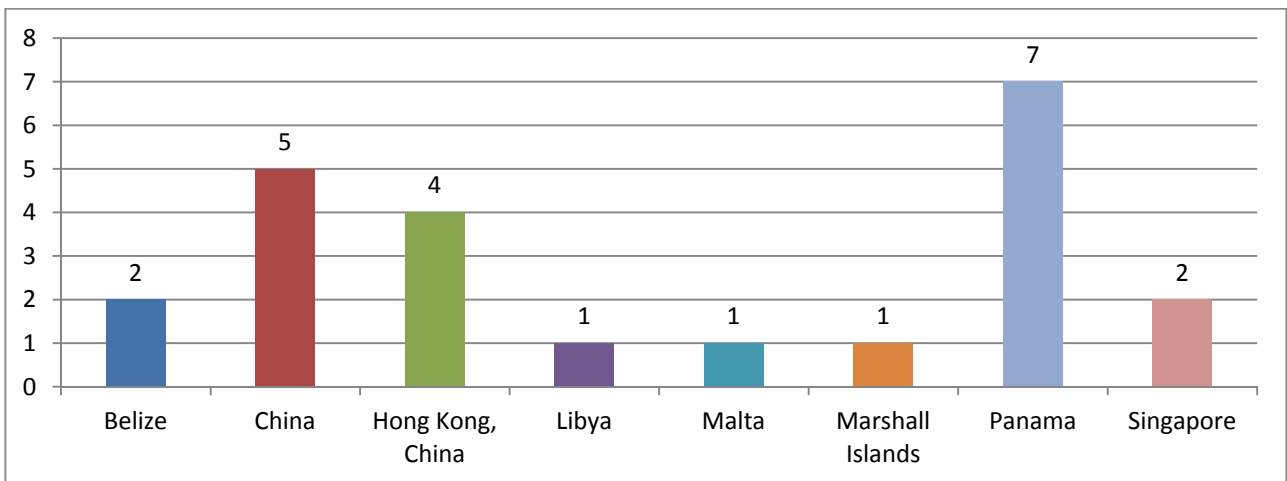


Most detainable deficiencies are involved in ISM, fire safety, life saving appliances, pollution prevention and emergency systems. This is the first time that ISM is listed as the deficiency of the largest number, which is related to serious inadequacy of ship drill, crew

responsibility and emergency training, ship safety management and maintenance and MLC-2006.

◆ Distribution of flags of ships detained

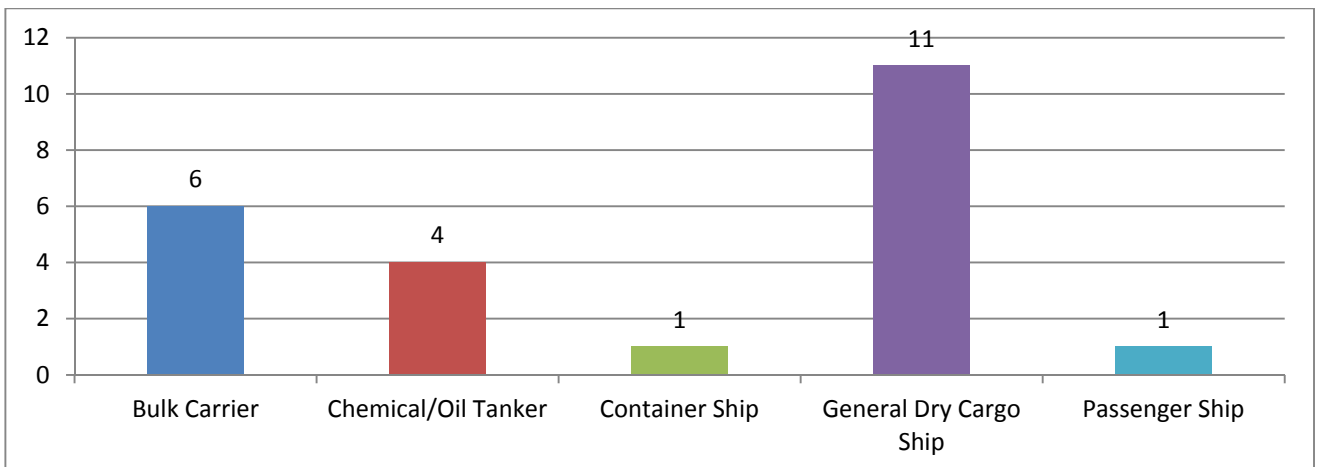
The flags of the 23detained CCS ships are distributed as shown in the figure below:



As for the number of ships detained, the top three countries are Panama, China and Hong Kong, China. The detention rate of Libya, Belize and Panama is higher than other countries in CCS fleet.

◆ Distribution of types of ships detained

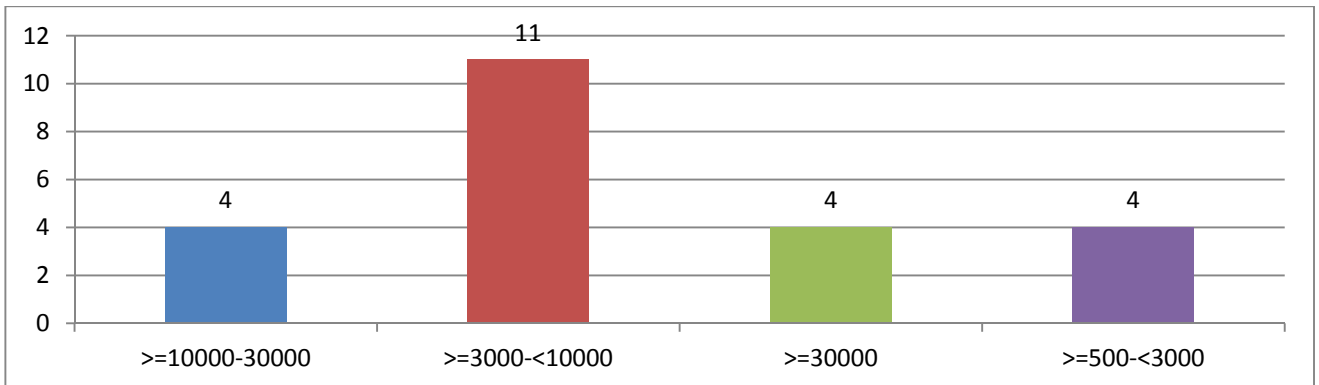
The types of the 23 detained CCS ships are distributed as shown in the figure below:



As for the number of ships detained, the top three types of ship are general dry cargo ship, bulk carrier and chemical/oil tanker, which respectively take up 47.83%, 26.09% and 17.39% of the total number of ships detained.

◆ Distribution of tonnage of ships detained

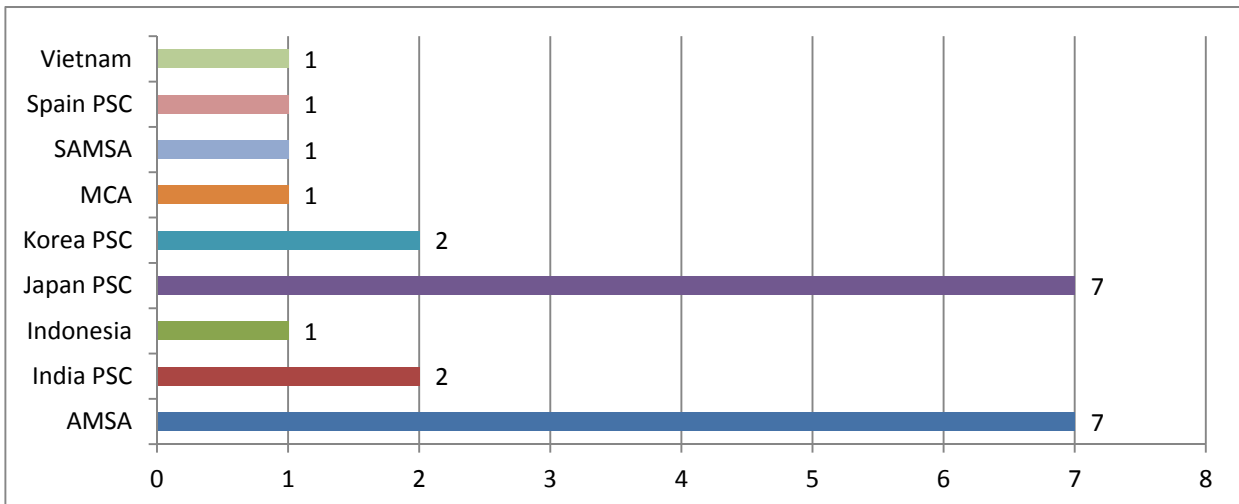
The tonnage of the 23 detained CCS ships is distributed as shown in the figure below:



The gross tonnage of most ships detained is lower than 10,000, which takes 65.22% of the total number of ships detained, mainly the small and medium size general dry cargo ships and bulk carriers sailing in Japan, Korea and Southeast Asia.

◆ Distribution of countries/regions of detention

The countries/regions of detention of the 23 detained CCS ships are distributed as shown in the figure below:



The majority of the ships are detained in Australia and Japan, and the number of CCS ships detained in these two countries takes up over 60% of the total number of ships detained.

◆ Pictures of some deficiencies (only for the fourth quarter of 2016)



Hook release cable at the lower part of baseboard inside the lifeboat damaged.



The sewage discharge outboard valve is holed (temporary plugging with iron cement has been done)



Two pieces of bars in the grille on the passage are missing



The self-closing device at the measuring hole of oil tank at the bottom of engine room is fixed in open position



Aging failure occurs to the EEBD mask in steering room



The rope of port lifeboat is seriously corroded



The cover support of lifeboat is seriously corroded, and the fixed pin and connecting rod with defects



The pedal and plate inside the lifeboat get loose and rotten



Some vegetables in warehouse are of poor quality and small quantity



Failure occurs to the electric water heater in pantry



The kitchen is of poor hygiene



The bathroom of some crew rooms is of poor hygiene



The clothes dryer does not work and the drying room is not available



The number of chairs in dining room is insufficient.
Some floor have cracks and the floor is dirty



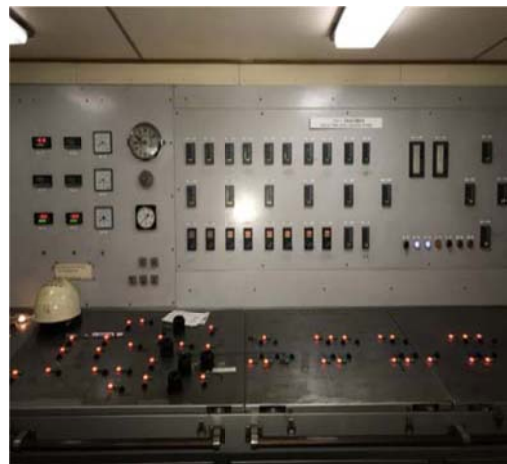
The refrigerators in senior officers' rooms and pantry are freezing



Failure occurs to the escape system inside the cold storage door (i.e. the opening device inside the cold storage door)



The wallboard in sewage treatment equipment is holed and serious corrosion.



Failure occurs to the liquidometer in ballast tank (three on the left)



The pan using fuel oil in kitchen is in fire danger and shall stop using it



Failure occurs to the low pressure alarm of fireman's outfit SCBA



Failure occurs to the electric oven in kitchen



Failure occurs to the hot plate in kitchen



The low-temperature fresh water pump of the main engine has no safety protection (protecting net has been provided)



The generator instrument is damaged (already replaced)



Serious oily under the oil separator



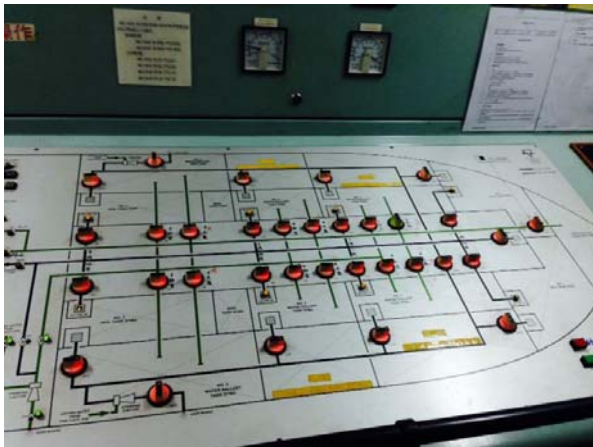
The hatch cover is seriously corroded



The sanitary fixture is damaged and in a mess



The fruits, vegetables and dried food are insufficient
(already supplemented)



The ballast operating system is damaged



The draft marks is unclear

III. Recommendations on PSC

- Under the continuous downturn of shipping market, we recommend the companies and ships take relevant measures to raise the working enthusiasm of the crew members, improve ship safety management and maintenance, reduce PSC deficiencies and detention and cut the loss caused by PSC.
- Many ships sailing in Australia are detained, mainly caused by deficiencies in lifeboat, emergency generator, ventilator, air pipe, cargo hatch cover, navigation equipment and pollution prevention equipment. The crew shall pay special attention to the inspection and testing of the key equipment to prevent deficiencies and detention.
- In addition, many ships sailing in Japan are detained. Due to the main deficiencies including poor quality of ship drill, unskilled operation of crew drill, insufficient sea chart and navigation publications of Japanese version and absence of cargo information on ships, the Japan PSCO believes that the ships fail to fully execute ISM and detains the ships. In addition, another two CCS ships are detained by Paris MOU in 2016 due to deficiency in drill, and PSC detention caused by poor drill repeatedly occur in other countries and regions. We recommend the ships, especially the ones sailing between the ports in middle part of Japan, strengthen the training and practice of abandon ship drill and fire drill, help the crew be familiar with their responsibilities and operations in the drill and provide sufficient sea chart and navigation publications to reduce similar deficiencies and detention.
- In recent years, lots of deficiencies in operating safety and emergency equipment, pollution prevention equipment and navigation equipment occur. Some ships are detained due to crew member unfamiliarity of related operations or operation actions slowly, causing that the PSCO believes the equipment is damaged or malfunction, the crew lack training and ISM does not meet the requirements. Therefore, on-board operation training to the crew members shall be strengthened to enable them to skillfully operate safety and emergency equipment, pollution prevention equipment and navigation equipment, especially the new type equipment (such as electronic chart).
- In 2016, many ships are involved in deficiencies in labour convention, and some ships are detained due to lots of deficiencies in MLC, especially in ports of Australia and Europe. This is mainly reflected in poor sanitary conditions of ships, damage of living facilities, inadequate supply of food, poor working environment and conditions and inadequate safety protection. We recommend that the ships carefully perform inspections in MLC convention, timely solve problems in relevant aspects and provide good working and living environment and salary and benefits for the crew to

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avoid relevant deficiencies and detention.

- From September to November in 2017, the worldwide PSC organizations will carry CIC on safety of navigation. Therefore, we recommend you strengthen the inspection and testing of navigation equipment (such as navigation equipment, signal equipment and emergency equipment), strengthen the training on operation of navigation equipment to the crew, supervise the preparation of ship voyage plan, guarantee the provision of navigation publications and timely solve the problems existing in ships to avoid deficiencies and detention in the CIC.

Thanks for supporting CCS!

**Classed Ship in Service Dept. of CCS Headquarter
January 19, 2017**