The Second Session of Shipowner/Management Company Safety Meeting, 2016

PSC Session

CCS Headquarters
August 2016

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General Status of PSC Inspections of CCS Ships during 2013-2015

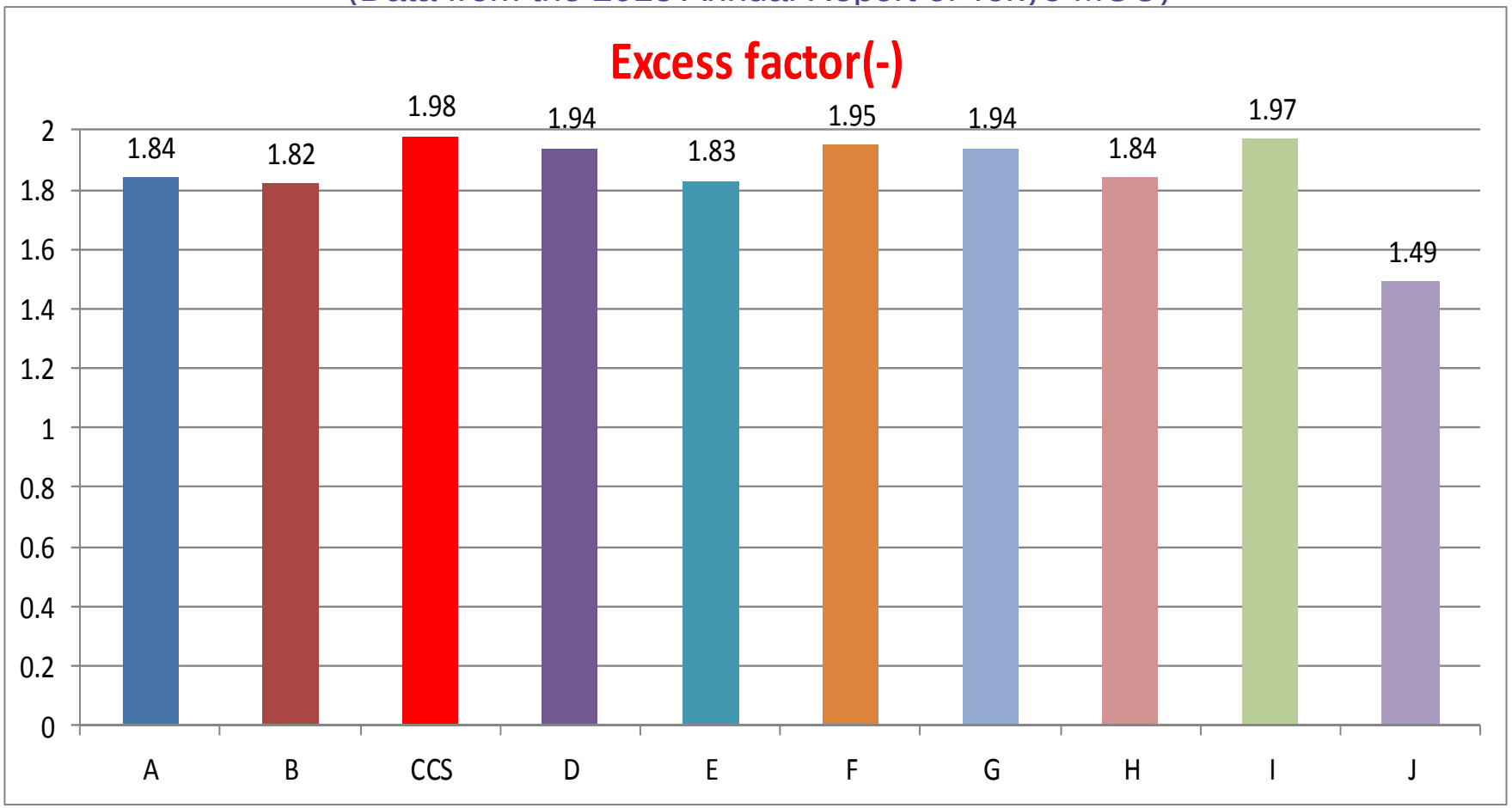
1. General status

- TOKYO MOU: A total of 8,207 inspections carried onboard CCS classed ships, among which 71 were detained, resulting in a detention rate of 0.87%;
- PARIS MOU: **A total of 802 inspections carried onboard CCS classed ships, among which 16 were detained, resulting in a detention rate of 1.99%;**
- **USCG: Approximately 792 inspections carried onboard CCS classed ships, among which 6 were detained, resulting in a detention rate of 0.76%.**
- In summary, a total of 9,800 CCS classed ships were inspected in the PSC inspections carried out by TOKYO MOU, PARIS MOU and USCG, among which 93 were detained, resulting in a detention rate of 0.95%, which is slightly lower that that of the period of 2012-2014 (0.96%), and the overall performance of CCS classed ships is becoming better and better.
- Thanks to years' supports to CCS and relentless efforts from all shipping companies, as well as their good practices of ship safety management, the above-mentioned results have been achieved.

(Data source: Annual reports /website data of the three MOU organizations)

General Status of PSC Inspections during 2013-2015

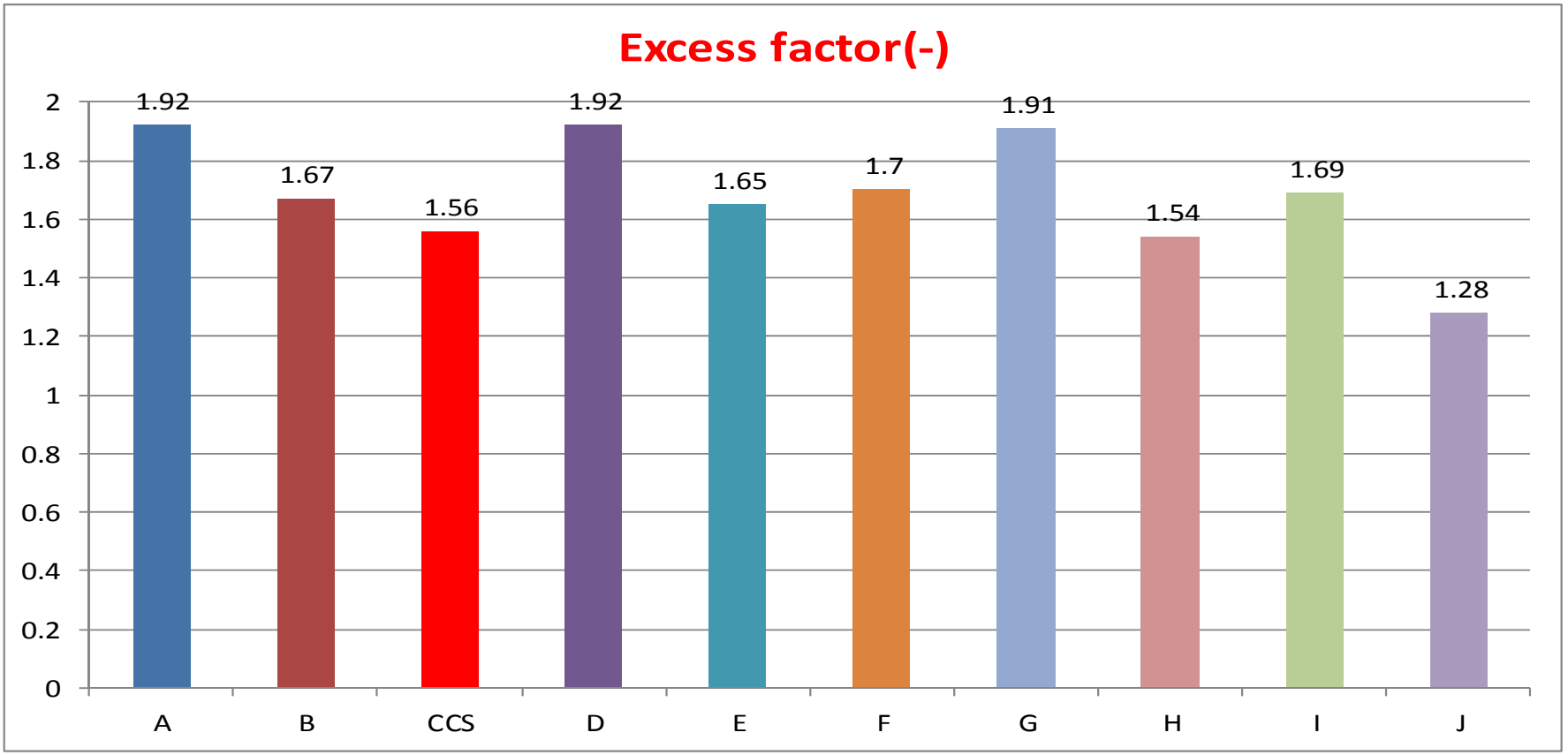
Comparison of IACS Members' Tokyo MOU PSC Performance Assessment during 2013-2015 (bigger negative data mean better performance)
(Data from the 2015 Annual Report of Tokyo MOU)



CCS ranked on the top of all ROs for Tokyo MOU PSC performance during 2013-2015.

General Status of PSC Inspections during 2013-2015

Comparison of IACS Members' Paris MOU PSC Performance Assessment during 2013-2015 (bigger negative data mean better performance) (Data from the 2015 Annual Report of Paris MOU)



Under the impact of a RO responsible detention during Paris MOU inspections in 2015, the Paris MOU PSC performance of CCS during 2013-2015 ranked no.8 in all of the ROs, which is below the rank of no.4 for the period of 2012-2014.

General Status of PSC Inspections of CCS Ships during 2013-2015

Comparison of IACS Members' USCG PSC Performance during 2013-2015 (data from the 2015 Annual Report of USCG).

Classification Society	Inspections				Classification Society Responsible Detentions	Classification Society Responsible Detention Rate
	2013	2014	2015	Total		
A	1833	1603	1677	5113	0	0.00%
B	1331	1310	1038	3679	3	0.08%
CCS	278	280	234	792	0	0.00%
D	4048	3622	2687	10357	3	0.02%
F	353	293	287	933	0	0.00%
G	2539	2310	2143	6992	0	0.00%
H	2580	2590	2203	7373	1	0.01%
I	313	387	355	1055	0	0.09%
J	80	47	43	170	0	0.00%

CCS has been ranked in the top performing ROs for a continuous period of years, and has not occurred any RO responsible detention for the same period of years.

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

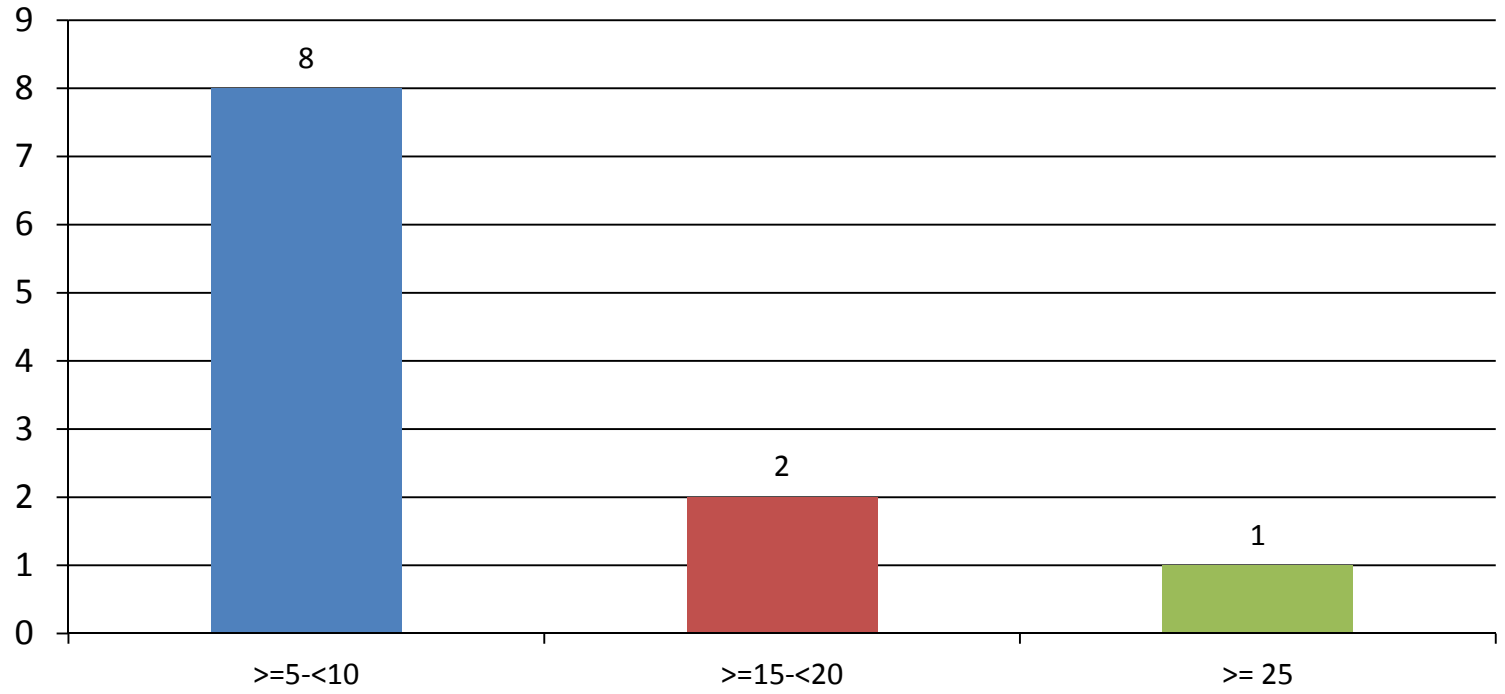
- TOKYO MOU: **A total of 1,290 inspections carried onboard CCS ships, among which 9 were detained, resulting in a detention rate of 0.70%.**
- PARIS MOU: **A total of 134 inspections carried onboard CCS ships, among which 1 was detained, resulting in a detention rate of 0.75%.**
- **USCG: A total of 153 inspections carried onboard CCS ships, among which 0 was detained, resulting in a detention rate of 0%.**
- Other regions: According to reports, 2 CCS ships were detained in South Africa and India respectively.
- Among the above-mentioned 12 detained ships for which PSC reports were received, 11 of them are CCS classed ships, and 1 is RINA classed with a SMS issued by CCS.

In recent years, the world shipping market has witnessed a continuous sluggish growth, and the intensity of PSC inspections has been increased, especially in during September to November of this year, Paris MOU and Tokyo MOU have carried out different CICs, resulting in high risks of PSC retention. We hope that all companies should be highly vigilant and take proactive measures to prevent detentions.

Note: The above quoted data are sourced from related websites, and the detentions is the number of detained ships for which we had received PSC reports.

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

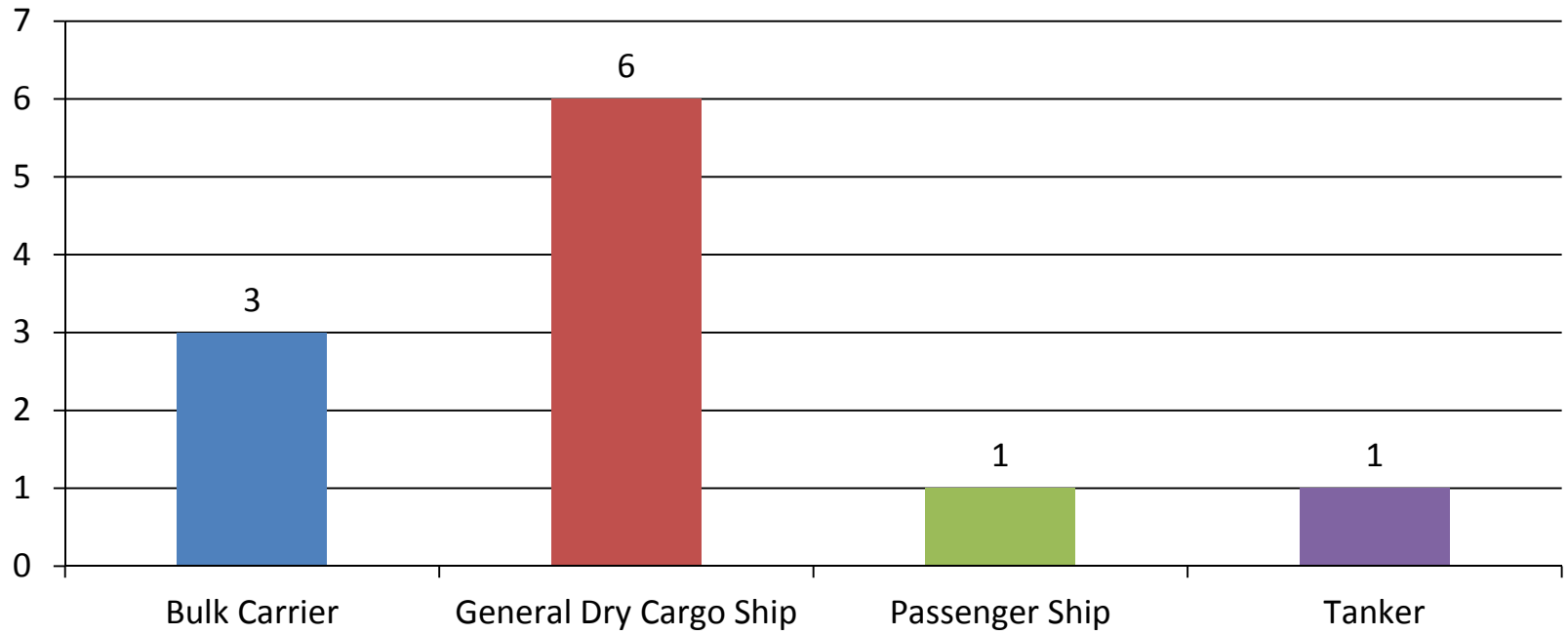
Distribution of CSS classed ship detentions by ship age



Ships with an age of 5-10 years accounts for more than 70% of the total detentions, most of which are smaller dry bulk carriers built around 2008. All companies should continue to strengthen the management of similar ships, thus to reduce detentions.

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

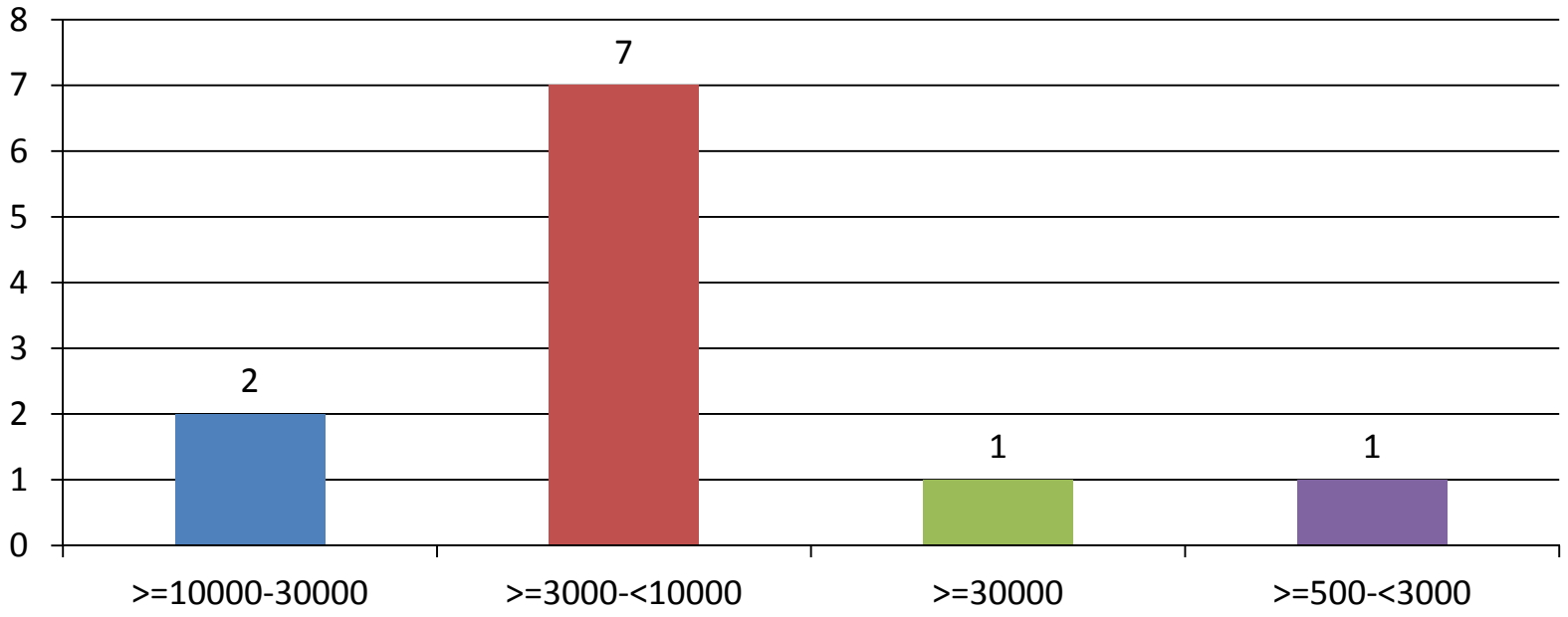
Distribution of CSS classed ship detentions by ship type



The detained ship types are predominantly dry/bulk cargo carriers, accounting for more than 80%, especially those engaged in voyages to Australia, Japan and Korea. In addition, the safety risks of passenger ships (including Ro-Ro Passenger Ship/Passenger Container Ship) and oil/chemical tankers are very much, and these ships are now also the top 4 ship types on the priority list of the Ministry of Transport of the People's Republic of China. All companies must pay attention to strengthen the safety management and maintenance of ships, thus to reduce ship’s deficiencies, and avoid any detention and accident.

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

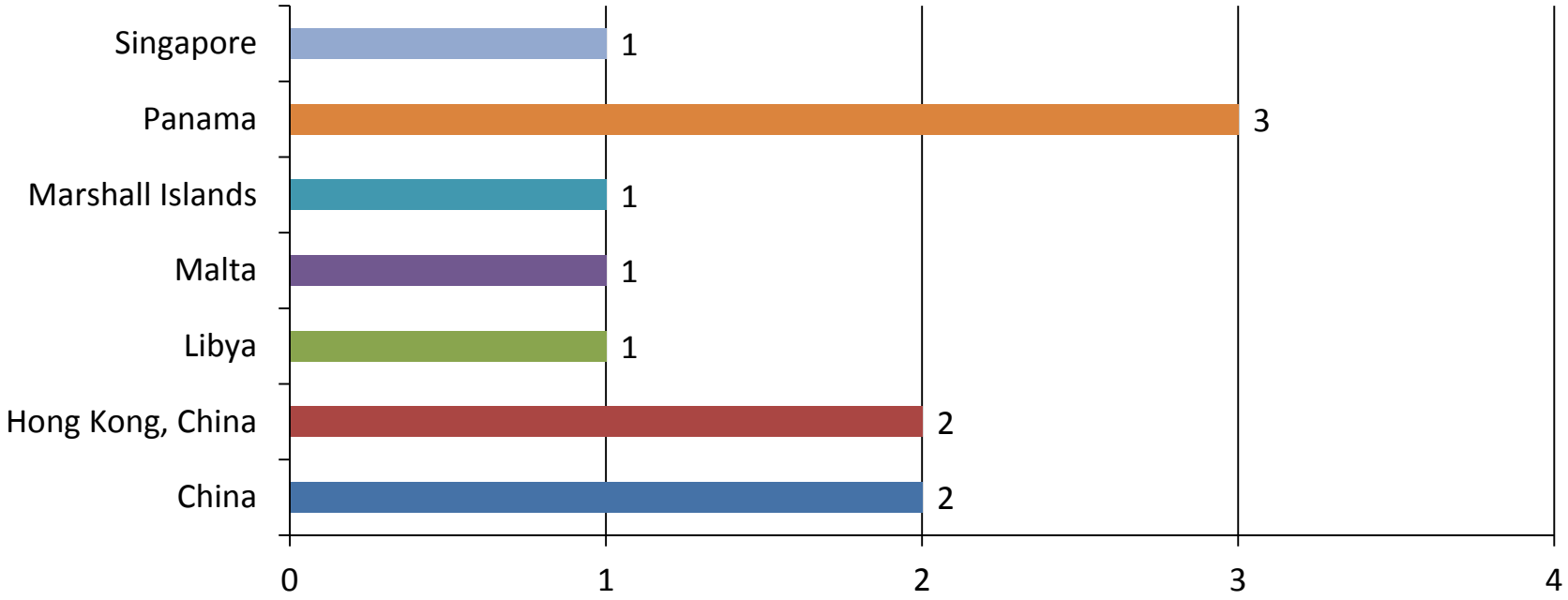
Distribution of CSS classed ship detentions by gross tonnage



The detained ships are predominantly small and medium sized ships under 7,000 GT, accounting for more than 72%, especially dry/bulk cargo carriers engaged in voyages to Japan and Korea. All companies must pay attention to strengthen the safety management and maintenance of ships, especially the emergency drills and exercises as well as matters related to navigation safety of ships engaged in voyages to Japan, such as fire-fighting drills, abandon ship drills, nautical charts, voyage plans and etc., thus to reduce ship’s deficiencies, and avoid any detention and accident.

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

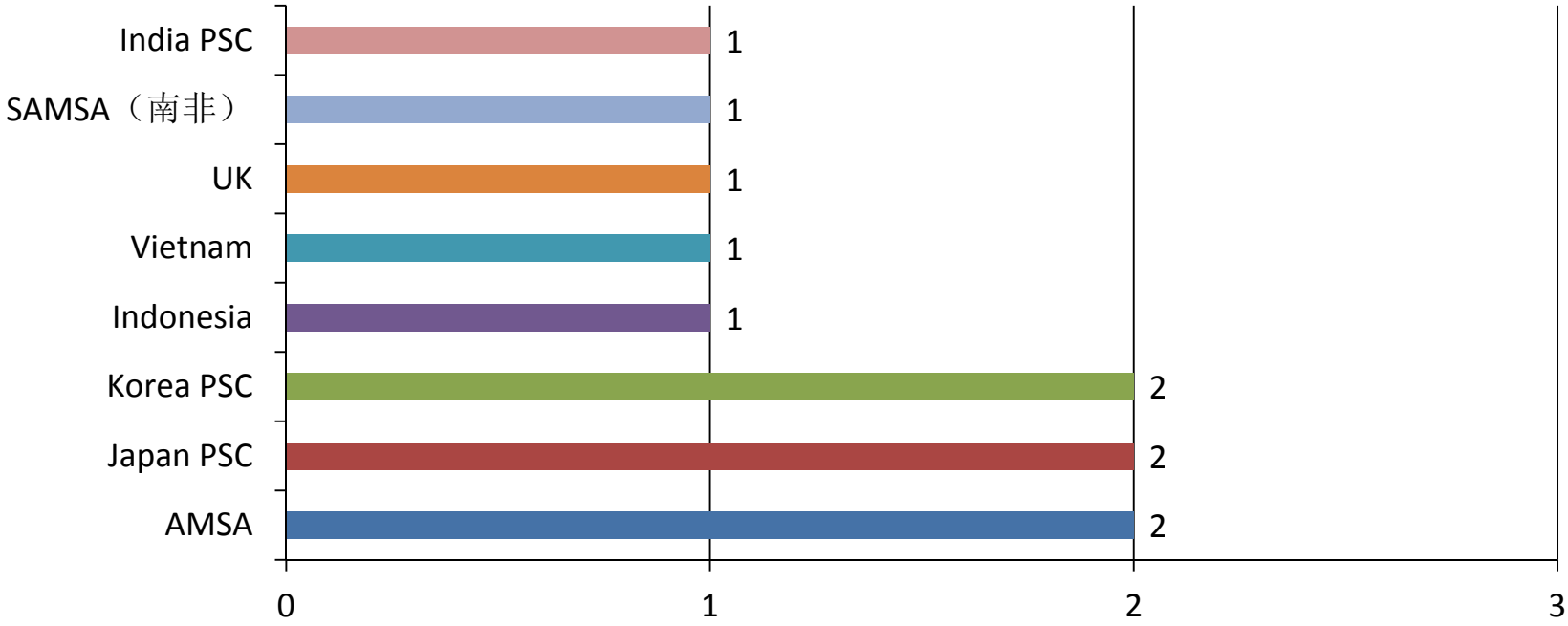
Distribution of CSS classed ship detentions by flag states



There is a larger proportion of detained ships flying flags of convenience, especially flag of Panama, and ships other than China-flagged ships account for over 80%. All companies must pay attention to strengthen the safety management and maintenance of ships flying flags of convenience, thus to reduce ship's deficiencies and detentions of such ships. There were actually two detentions of China flagged ships. All companies shall assume a high degree of political responsibility and exert maximum efforts to reduce the detentions of China-flagged.

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

Distribution of CSS classed ship detentions by country/region



Australia, and Japan and Korea are the countries where detentions frequently occurred. The detention criteria is especially tight in Australia. Chances are that a ship found with a major deficiency will be detained, and negotiations will be pretty difficult. For ships engaged in voyages to Europe and America, the risks of RO responsible detentions in PSC inspections are still very high, and the requirements for machinery and equipment maintenance are pretty strict, for example, any leakage may lead to detention. **We hope that all companies attach great importance to the management and maintenance of ships engaged in voyages to Australia, Japan, Korea, Europe and America, thus to reduce deficiencies and detentions of such ships.**

Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

Distribution of all deficiencies by category

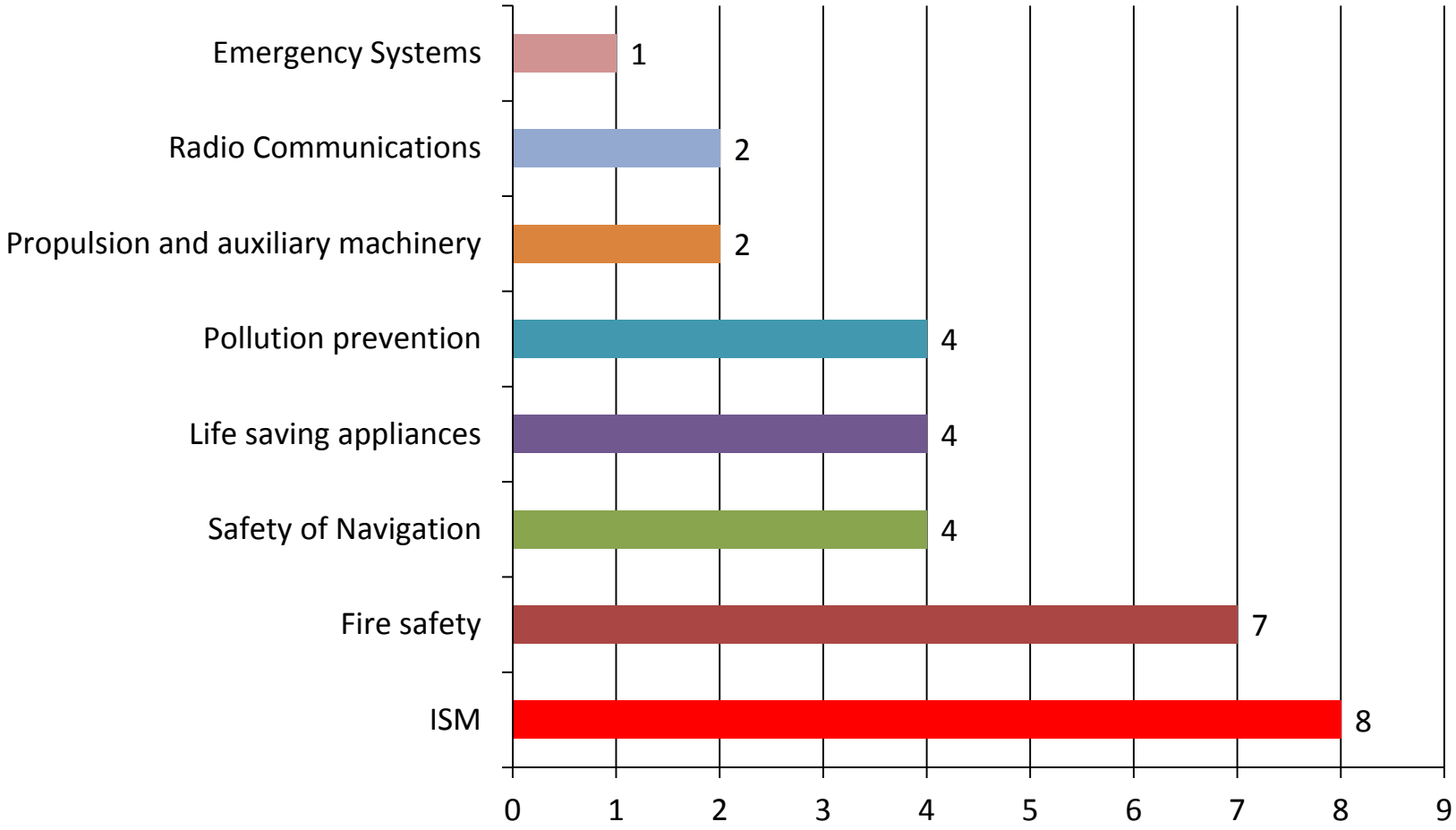


Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

Statistical analysis of deficiencies:

- A total of 11 CCS classed ships were detained in the first half of 2016, with a total of 111 deficiencies raised by PSC authorities, and about 10.1 deficiencies on average for each detained ship, which is essentially the same as compared to the average 10 deficiencies in the first half of 2015.
- The deficiencies are mostly from categories such as fire-fighting and lifesaving appliances, safety of navigation, ISM, weathertight conditions, pollution prevention and emergency systems. In addition, with the forthcoming CIC on MLC 2006 to be organized by Paris MOU during September to November in this year, a substantial increase of deficiencies relating to ISM and MLC deficiencies may be resulted.
- **All companies must pay attention to strengthen the safety management and maintenance of ships in a detail oriented manner, thus to reduce ship's deficiencies, and minimize the loss due to PSC deficiencies that require mandatory corrections on the spot.**

Distribution of detainable deficiencies by category



Statistical Analysis of PSC Inspections of CCS Ships in the First Half of 2016

Statistical analysis of detainable deficiencies:

- **A total of 11 CCS classed ships were detained in the first half of 2016, with a total of 32 detainable deficiencies raised by PSC authorities, and about 2.91 detainable detainable deficiencies on average for each detained ship, which is slightly increased as compared to the average 2.71 detainable deficiencies in the first half of 2015.**
- The detainable deficiencies are mostly from categories such as ISM, fire-fighting equipment, safety of navigation, life-saving appliances, pollution prevention and etc., and ISM related detainable deficiency ranks on the top category for the first time, while the proportion of detainable deficiencies with regard to safety of navigation also increased significantly. We hope that all companies may strengthen the safety management and maintenance of ships, increase the intensity of training and safety inspections, and make efforts to reduce the number of frequently occurred deficiencies, so as to avoid such situations where the PSCO may determine that the ship's SMS is not under effective operation and therefore detain the ship due to too many minor deficiencies.
- In addition, with MLC 2006's entry into force in quite a lot of countries and the CIC on MLC 2006, there will be some number of ships to be detained due to MLC 2006 related major deficiencies such as arrears of wages, food shortage, seafarers' working and living conditions as well as lack of effective social security protection, and we hope all companies may attach great importance to the full compliance with the MLC 2006 requirements, so as to avoid detentions.

Statistics of ISM related detentions

- In the first half of 2016, a total of 12 CCS ships were detained, among which 10 were audited and issued with SMC by CCS, and 7 of them involved in ISM related detainable deficiencies; the detentions and detention ratio doubled compared to the same period of last year.
- The ISM related detainable deficiencies raised are mainly: Obvious evidences (such as nautical charts and cargo information not compliant with requirements, existing quite a lot technical deficiencies, etc.) show that ships are not compliant with ISM Code requirements; the crew are not familiar with operation procedures related to the safety of ship, and the crew cannot carry out satisfactory fire drills; officers are not aware of their tasks, roles and duties in emergency drills; the maintenance of equipment is not compliant with requirements, and etc.
- We hope that all companies can carry out safety management works such crew training and maintenance in a better manner, thus to reduce detentions due to ISM related deficiencies. The PSCOs of Paris MOU Member States will often treat some technical deficiencies as ISM related deficiencies (1 ISM deficiencies = 5 technical deficiencies). As increase in the number of deficiencies will seriously affect the score of the ship, it is very easy to reach high risk ship criteria set by Paris MOU, thus leading to increased inspections as well as inspections with extended scope and greater intensity.

Case Study on Typical Detentions

1. India, January 12, 2016

- **Detainable deficiencies:** 1. Quick-closing valves of the oil tank got stuck; 2. untreated sewage directly discharged overboard; 3. Emergency bilge suction valve got stuck; 4. Engine room chimney fire shutters could not be closed; 5. Radar transponder expired.
- Investigation Results: **Quick-closing valves of the oil tank got stuck, emergency bilge suction valve got stuck and engine room chimney fire shutters could not be closed belong to improper maintenance of the ship; untreated sewage directly discharged overboard and radar transponder expired belong to inadequate ship safety management and safety inspection, as well as inadequate shore-based support.**
- Lessons to be learned: Under the continuous downturn situation in the shipping market, more efforts shall be made to strengthen the maintenance of ship equipment, especially the emergency equipment, thus to prevent major economic loss due to mandatory requirement of repair on the spot after deficiencies being raised by the PSC; and the companies shall strengthen the training and education of safety and pollution prevention, enabling them to operate and use anti-pollution equipment according to the requirements of the Conventions and relevant ports, thus to prevent huge amount of fines due to the issue of pollution prevention; in addition, efforts shall also be made to be aware of the expiration dates of critical equipment and instruments, thus to timely replace expired equipment in a timely manner to prevent detentions.

Case Study on Typical Detentions

Quick-closing valves of the oil tank got stuck.



Case Study on Typical Detentions

Untreated sewage directly discharged overboard (the photos indicate that the direct discharging valve is locked and the sewage treatment plant is under operation.)





Case Study on Typical Detentions

Emergency bilge suction valve got stuck



Chimney fire shutters could not be closed



Case Study on Typical Detentions

Radar transponder expired (already replaced)



Case Study on Typical Detentions

2. Australia, January 28, 2016

- **Detainable deficiencies:** Missing of the upper nozzle on the main engine caused the fixed local water mist fire extinguishing system unable to work properly.
- Investigation Results: During inspection of the engine room, the PSCO found that the small nozzles were not installed at one upper nozzle set of the left main engine and at two nozzle sets of the right main engine, thus determining that the fixed local water mist fire distinguishing system failed, and announced the detention of the ship. The 5 removed small nozzles were later found onboard the ship and reinstalled in place. The surveyor required to test the functions of the local water mist fire extinguishing system tested of the left and right main engine, and satisfactory results were achieved.
- Lessons to be learned: After maintenance of ship equipment, re-installation shall be done in a timely manner, ensuring that the emergency equipment are always available for use. There were several cases where the control button of the fixed local water mist fire extinguishing system was placed in the manual position, causing the system unable to start automatically, thus leading to detention of the ships. Therefore, ships must improve the awareness of safety and enhance the maintenance and safety inspections, ensuring that the safety and emergency equipment are in good condition and are immediately available for use.

Case Study on Typical Detentions

Reinstalled nozzle assembly of the fixed local water mist fire distinguishing system on the top of the main engine and removed nozzles





Case Study on Typical Detentions

Other deficiencies related to lack of maintenance onboard ships

The operating steel rope and pulley block as well as the fixed frame of the siren on top of the bridge are severely corroded by rust



The passageway at the windlass control area is severely corroded by rust



Case Study on Typical Detentions

3. United Kingdom, January 29, 2016

- **Detainable deficiencies:** Port-side lifeboat winch failed to start.
- Non-detainable deficiencies: Cargo information errors; wreck removal certificate not found; crew’s hours of work and rest not filled according to requirements; main mast bulb broken; VDR in alarm state; quick closing valve of emergency generator oil tank closed; triangle wood block of the pilot ladder loosened; rail broken; packing of emergency fire pump leaking water; level gauge of lubricating oil tank of the auxiliary engine placed to always-on position; cable pipe and cable box severely corroded; ISM external audits to be conducted and etc.
- Investigation Results: After boarding, the pilot found that treads of the port side pilot ladder were loosened, and then complained to the port, leading to a detailed inspection by the PSC. Due to multiple failure of normal start of the port side lifeboat winch, the crew would like to start by injecting combustion improver, which was rejected by the PSCO. Since there were quite a lot of deficiencies, and the PSCO raised ISM deficiencies as well, the ship was required to conduct ISM external audit before departure, and therefore led to detention.
- Lessons to be learned: In countries and regions such as Europe, United States and Australia, PSC inspections and detentions are often resulted due to complaints of external personnel on equipment issues; and some countries do not accept start of lifeboat winch by injecting combustion improver, even in very cold weather. Therefore, ships shall carry out ship safety inspections in a better manner and enhance equipment maintenance to prevent external complaints, and ensure that the emergency equipment which are mandatory PSC inspection items are in good condition and immediately available for use, thus to avoid detentions.

Case Study on Typical Detentions

Other deficiencies related to lack of maintenance onboard ships

VDR failure



Repaired pilot ladder



Case Study on Typical Detentions

4. Australia, February 24, 2016

- **Detainable deficiencies:** The discharge monitoring system of oily water separator emissions control system failed.
- **Other deficiencies:** Starboard navigation light failure; rubber seal of the lifeboat door aged and broken; rescue boat winch failed to start; the water-based local fire extinguishing system in the engine room set to "manual" working state; too much oil left on the bottom of the fly wheel of the auxiliary engine; crew not familiar with the operation of the breathing apparatus of fire-fighting suits; cable damaged; too many deficiencies; ISM failure and etc.
- **Investigation Results:** AMSA required to test the oily water separators, because the three-way valve could not be fully closed, which may lead to the possibility of discharging oily water overboard after the 15PPM alarm. After 40 minutes' repair with no success, AMSA announced detention of the ship. The Chief Engineer inspected the three-way valve by dismantling it, and found that the gasket inside the three-way valve was aged and damaged. Therefore, when the oil content of oily water exceeds 15PPM, even after action of the three-way valve, the ship still could not stop discharging oily water. After replacement of the gasket with a new one and re-installation of the valve, the function resumed the normal state and proved satisfactory during review, AMSA thus removed this deficiency, and released the ship.
- Lessons to be learned: The engineer had carried out OWS functional test before arrival at the port, but only confirmed that the three-way valve could act, without starting the sewage water pump due to carelessness in the inspection work. In addition, the crew shall improve their safety awareness, enhance safety inspection and training, and strengthen ship maintenance.

Case Study on Typical Detentions

Aged gasket within the three-way valve of oily water separator (already replaced)



Case Study on Typical Detentions

Other ship deficiencies:

Lifeboat door rubber seal partially aged and damaged



Damaged line



Case Study on Typical Detentions

Other ship deficiencies:

Engine room water mist extinguishing system should not be set to “Manual" (after correction)



Rescue boat winch could not start



Raise the height of the davit of the rescue boat, so that a barrel can be added beneath the propeller to simulate the actual operating environment of the winch.

Case Study on Typical Detentions

5. South Africa PSC, March 3, 2016

- **Detainable deficiencies:** Fuel oil quick closing valves not working; CO2 piping of the second cargo hold to the port side broken.
- Root cause analysis: Strict PSC inspection was resulted as the master was not aware of containers carrying dangerous cargoes inside, and the ship was detained because of leakage of the emergency cut-off system and corrosion of the CO2 piping section close to the bottom of the hold. From deficiencies, inadequate ship safety management and maintenance can be concluded.
- Lessons to be learned: Attention shall be given to the inspection of pipelines on the deck, especially that the main fire-fighting piping, cable piping and CO2 piping in the holds tend to be damage easily, which requires much more attention for maintenance, and repair shall be done in a timely manner when severe corrosion or damage and leaks are found; attention shall also be paid to the inspection and testing of quick closing valves of the oil tanks, making sure that they can be opened in normal ways, and tools shall not be used to restrict movement, thus to ensure the proper function of the control system. For example, the pneumatic control shall keep control of the compressed air pressure in the air bottle; the pipings shall remain airtight; in case wires are used for operation, the wire ropes shall be kept in a good condition and free of pulling obstacles.





Case Study on Typical Detentions

CHINA CLASSIFICATION SOCIETY 中国船级社

6. Korean PSC, April 20, 2016

- **Detainable deficiencies:** Evidences indicated that the maintenance and operation of the ship could not comply with the SMS requirements. Non-detainable deficiencies: Missing of 2 small hatch covers on the twin deck; parts and components for securing severely corroded; missing of 7 mires used to secure the small hatch covers on the twin deck; small hatch covers on the twin deck not secured to the main deck and etc.
- Root cause analysis: Due to the draft restrictions of the port, the small hatch covers temporarily stacked on the twin deck of the main deck had to be moved to another place so that the position could be used for adjusting the draft. As there was no suitable securing, 2 of the hatch covers on the twin deck fell overboard during wind waves, and damaged other ships, thus leading to strict PSC inspection. Due to deficiencies such as lack of proper securing for the hatch covers, and corrosion or missing of hatch cover securing equipment, the PSC determined that the ship’s SMS could not meet the requirements and announced detention of the ship.
- Lessons to be learned: **In the forthcoming September to November, Tokyo MOU will carry out CIC on cargo securing and lashing.** It is recommended that all companies shall carry out self inspections in accordance with inspection items of the Tokyo MOU CIC on cargo securing and lashing, and attention shall be paid particularly to whether cargo securing manuals, securing operation, securing equipment and crew training can meet the requirements of cargoes and whether the securing equipment are free of obvious corrosion and damages, and spare parts are adequate.







Case Study on Typical Detentions

7. Indonesia, March 5, 2016

- **Detainable deficiencies:** 1. No.1 battery of the lifeboat engine failed to start; 2. Oily water separator deficiencies; 3. main engine oily smoke detector deficiencies; 4. Sewage treatment plant deficiencies; 5. GMDSS emergency power source deficiencies; 6. VDR deficiencies; 7. MF/HF, DSC deficiencies; 8. ISM system failure. In addition, the PSCO had raised another 15 non-detainable deficiencies.
- On-site Situation: It is found during inspection that some of the deficiencies were due to the fact that the crew were not familiar with the operation, ship safety inspections were not done in a careful manner, maintenance was not timely, issues identified were not reported or repaired in a timely manner.
- Lessons to be learned: The training of crew on the operation of emergency equipment, pollution prevention equipment and critical equipment shall be enhanced; the inspection and maintenance of onboard equipment shall be strengthened, so as to eliminate the deficiencies in a timely manner, and if the deficiencies cannot be solved by the ship itself, the company shall be reported according the SMS requirements so that shore-based repair can be arranged in a timely manner.



Winch battery not recharged in a timely manner



Davit limit switches damaged



Air pipe head damaged

Case Study on Typical Detentions

Pictures of other deficiencies



VDR damaged (already repaired)



Reflective tape aged



Failure of 15PPM alarm of the oily water separator



Crew members not familiar with the testing and operation of the main engine smoke detection system

Case Study on Typical Detentions

8. Japan, June 15, 2016

- **Detainable deficiencies: C02 piping of cargo hold corroded and broken.**
- Non-detainable deficiencies: Fire doors opened with ropes attached; magnetic compass readings not clear; deadlight failed to be shut down; magnetic compasses not calibrated and recorded and etc.
- On-site Situation: The crew did not have adequate safety awareness, and had some bad habits, such as always keeping fire doors and sounding tubes open; and some deficiencies were caused by the crew's improper fulfillment of their duties; while some deficiencies were caused by the carelessness of the crew during safety inspection as well as untimely maintenance.
- Lessons to be learned: It is recommended to enhance the training of the crew on safety awareness, inspection and maintenance of equipment onboard as well as the training of the crew, especially the officers, on supervision and relevant duties.



piping of cargo hold on the deck



Deadlight cannot be shut down



Magnetic compass readings not clear

Case Study on Typical Detentions

9. A ro-ro passenger ship, Yantan Port, China, January 27, 2016

◆ **Detainable deficiencies:**

1. Port limits of navigation not included in the ship's SMS and operation procedures;
2. The management company failed to provide sufficient support;
3. Fire alarm system control board failure.

◆ Non-detainable deficiencies (24):

No IMO identification at the location for storing life jackets in the centralized control station of the engine room; 4 life jackets in the centralized control station of the engine room expired; one water gun at the bottom of the engine room not water/mist dual type; one fire hose on the deck of no.2 engine room not connected to the fire hydrant; missing of a fire hydrant wheel near the portside rudder; Many equipment labels and instructions not using the working language; Watertight doors opening time at port and closing time before departure not recorded; Display failure of the sprinkler system at the passenger cabin area; CO2 release control valve not correctly identified; Responsible crew members not familiar with the operation of fixed CO2; Emergency radio beacon hydrostatic release device expired; Limits of navigation of the Port Authority not included in the system documents and the list of ship operation limits; Responsible crew members unable to present the sounding records of the sounder; Ventilator at the rear part of the vehicle space not properly working; door of the 5th fire control station deformed and unable to maintain weather-tightness; Crew failed to demonstrate the use of the emergency power supply for the fire alarm system; No tide table and light beacon and fog signal table on the ship; Navigation Guidance (NP32, 285, NP79) expired; ship name on the the above mentioned drawings posted in the wheel house not consistent with the current name; failure of the power LED indicator on the power cabinet of the sprinkler system; Responsible crew members not familiar with GMDSS power conversion.

Case Study on Typical Detentions

6. A passenger container ship, Pyeongtaek Port, Korea, March 15, 2016

- **Detainable deficiencies:**

1. Overloading on March 9 and March 11, 2016;
2. The company failed to notify the master of cargo loading information (tonnage);
3. The above evidences indicate that onboard operations, company responsibility and authority were not properly implemented, thus ISM related detainable deficiencies were raised.

- Corrective actions: It is requested that the shipping company must, prior to departure, provide the Chief Officer with complete and accurate load weight, and the Chief Officer must carry out calculations such as GM according to the accurate packing list before departure. Meanwhile, the shipping company shall first calculate the loading capacity of this voyage before cargo stowage, ensuring cargo stowage under the premise of not overloading.

Case Study on Typical Detentions

11. As of right now in 2016, there are already 4 ships detained during PSC inspections carried out at Nagoya/Osaka regions of Japan respectively on April 22, July 25, August 2 and August 17, 2016, all because of failure in the simulated fire drills in the engine room. Another 2 China-flagged ships were detained on April 6 and May 13, 2016 due to the same deficiencies, and after tough negotiations, these cases were not announced according deficiency 30 on the Internet. It is required that all exercises and drills must be trained by an external professional, thus caused the company losses related to shipping schedules and a lot of training costs. The detained ships involve shipping companies from Dalian, Tianjin, Yantai, Shanghai and Zhoushan.

◆ **Detainable deficiencies:**

1. The crew were not familiar with the main onboard procedures related to safety of ship. The crew members failed to carry out a satisfactory fire drill;
2. Officers were not aware of each other's tasks, duties and responsibilities.

- **Particular Emphasis:** Ships with intended voyages to Japan must be familiar with Japan's PSC inspection criteria on fire drills and man overboard rescue drills; reference can be made to the videos shot by CCS on Japan's PSC inspections of these drills so as to enhance training, and before arrival at port, it must be ensured that the crew are familiar with and can carry out proficiently fire and rescue drills, and the crew can wear the fire-fighting suits proficiently, as well as that the process of drills can meet the requirements.

Case Study on Typical Detentions

12. A certain ship, Viet Nam Haiphong Port, June 29, 2016

- **Detainable deficiencies:**

1. Crew members not familiar with GMDSS operation;
2. VDR failure;
3. Navigation lights not compliant with the COLREGS requirements;
4. Failure of the rescue boat davit limit switches, and the second power failed to operate;
5. Emergency escape door corroded and with a 10mm clearance;
6. Lack of multiple nautical publications onboard (conventions, codes, tide tables and so on).

- Non-detainable deficiencies: In addition, the PSC raised 8 deficiencies. The above deficiencies indicate that the ship and the maintenance of equipment onboard can not meet the ISM Code requirements.

Case Study on Typical Detentions

13. A certain ship, Sydney Port, Australia, August 18, 2016

- **Detainable deficiencies:** The ship's SMS did not meet the requirements of SOLAS on cargo securing.
- Root cause analysis: Before berthing at the dock (the ship was still in navigation), the lashings of containers in 62Bay had already been released by the crew, and therefore the ship was complained by the port. After boarding inspection, the AMSA PSCO determined that the ship failed to strictly enforce the SMS system so as to ensure that the containers were continuously secured throughout the voyage, and thus announced the detention of the ship. Similar issue had occurred to this ship during the last PSC inspection, and AMSA had already given warning to the ship before.

PSC Recommendations

- As ships engaged in voyages to Europe, Australia, Korea and Japan may face quite higher PSC risks which resulted in more detentions, we hope that all all shipping companies/ships should, under the current shipping market trend of a continuous sluggish growth, improve the working enthusiasm of the crew, and effectively carry out arrival and departure inspections for these ship to keep a good image and discipline onboard in a detail oriented and strict manner, trying every effort to reduce the number of deficiencies onboard ships and detentions in regions/national with high PSC risks.
- As Paris MOU will carry out CIC on MLC 2006 during September to November in 2016, all relevant companies shall get well prepared in advance, and implement item by item according to the items listed in the CIC Questionnaire, particularly areas such as crew salaries, food and drinking water, hours of work and rest, working and living facilities, employment agreements and related documents, thus to prevent MLC 2006 related deficiencies or detentions.
- **As Tokyo MOU will carry out CIC on cargo securing and lashing during September to November in 2016, all relevant companies shall get well prepared in advance, and implement item by item according to the items listed in the CIC Questionnaire, particularly areas such as securing manuals, securing equipment, securing and lashing operation and lashing training, thus to prevent deficiencies or detentions related to cargo securing.**

PSC Recommendations (continued)

- Deficiencies related to **lifesaving appliances** (lifeboat/rescue boat, davit, launching and load release gear), fire-fighting equipment and communication and navigation equipment often lead to detentions. Therefore, we would like to remind all companies and ships that, beside carrying out self-inspection and self-correction works, qualified service providers with a large scale, good reputation and adequate HR resources shall also be selected; and the crew shall closely check the quality of services provided the service providers, strictly supervise service processes, and carefully review the inspection reports.
- Ships engaged in voyages to Europe and America are often raised with a lot of deficiencies or even detained due to engine deficiencies such as oil and water leakage of machinery and equipment (main and auxiliary engines, pumps and oil separators and so on), too much oil waste in the engine room and the bilge, oily cloth not timely cleaned, cotton yarn was not cleaned in time, installation of plastic tubing without permission, and etc., and many of these deficiencies are determined to be related to ISM. Hope that all the companies and ships pay attention to the maintenance, and keep the ship clean and equipment working properly.
- Many vessels have already adopted the use of electronic chart system, but often been raised with deficiencies or even detained due to crew's operation issues, especially ships engaged in voyages to Australia. All relevant companies and ship shall upgrade the electronic chart system in a timely manner, ensuring that the crew are fully trained and familiar with electronic chart systems, as well as relevant requirements are strictly enforced.

Dear representatives:

The world shipping market is still sluggish in growth without any obvious sign of improvement, and the PSC situation remains rigorous, we hope all companies continue to carry out ship safety management and maintenance of onboard equipment in a better manner, thus to reduce deficiencies and losses caused by detentions, and to ensure the safety of navigation.

Thank you!

Thank you for your strong supports to CCS!

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