The Second Safety Meeting of Shipowner/ Ship Management Company, 2019

PSC Session

CCS Headquarters
August 2019

General status of CCS on PSC of PSC in 2016-2018

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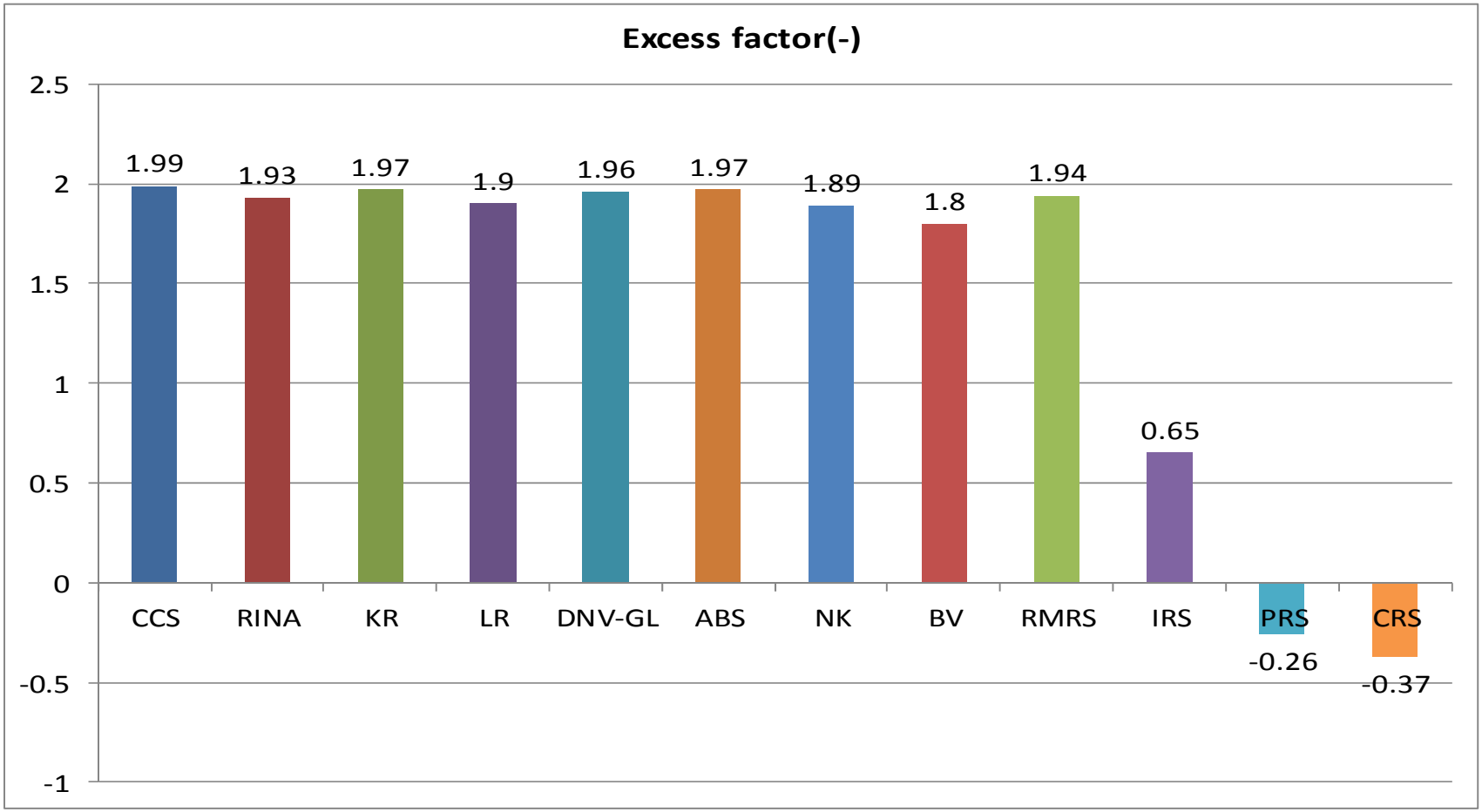
1. General Status:

- **TOKYO MOU**: A total of 7,580 inspections were carried onboard CCS ships, among which 45were detained, with a detention rate of **0.59**%;
- **PARIS MOU**: A total of 869 inspections carried onboard CCS ships, among which 10 were detained, with a detention rate of 1.15%;
- **USCG**: Approximately 665 inspections carried onboard CCS ships, among which 2 was detained, with a detention rate of 0.30%.
- In summary, a total of 9,114 CCS ships were inspected in the PSC inspections carried out by TOKYO MOU, PARIS MOU and USCG during 3 years, among which 57 were detained, with a detention rate of 0.63. The overall PSC performance of CCS ships was better.
- Grateful to shipping companies for the above-mentioned achievement that benefited from the consistent support and effort and good management.

(Total inspection numbers were from PSC annual reports and total detention numbers were the numbers noticed to CCS by PSCs)

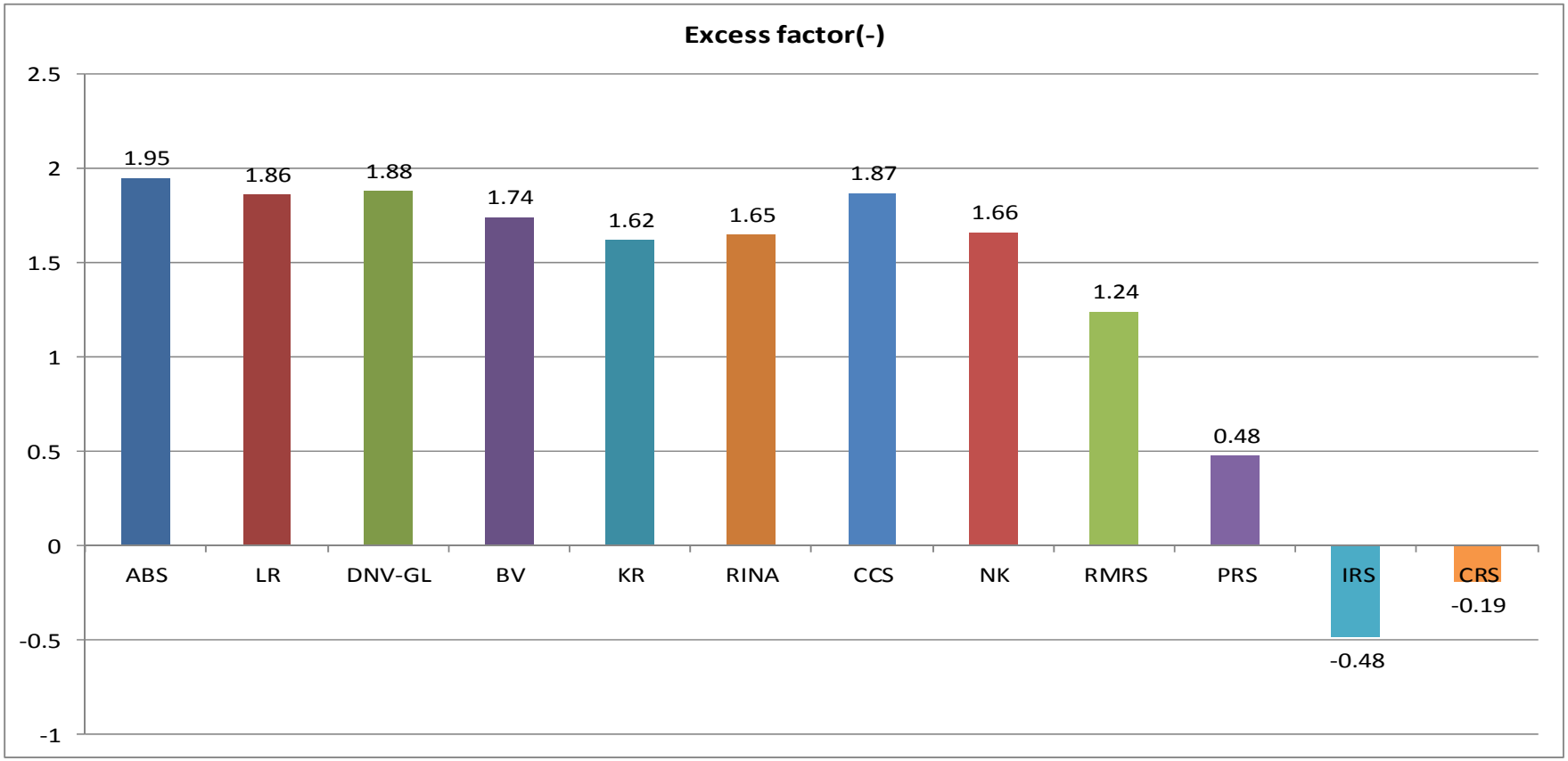
General status of CCS on PSC of PSC in 2016-2018

Comparison of excess factors of each IACS member in TOKYO MOU (figures from TOKYO MOU 2018 Annual Report)



The performance of CCS in TOKYO MOU ranked better than other ROs.

Comparison of excess factors of each IACS member in TOKYO MOU (figures from Paris MOU 2018 Annual Report)



The performance of CCS in Paris MOU was ranked No. 3 in all ROs.

General status of CCS on PSC of PSC in 2016-2018

Comparison of RO-RELATED DETAINTION RATIO of each IACS member in USCG
(figures from USCG 2018 Annual Report)

RO	YEARS AND INSPECTIONS				2016-2018 RO-RELATED DETAINTION	RO-RELATED DETAINTION RATIO
	2016	2017	2018	Total		
ABS	1836	1685	1936	5457	0	0.00%
BV	1113	1166	1191	3470	2	0.05%
CCS	231	194	240	665	0	0.00%
CRS	17	14	20	51	0	0.00%
DNV-GL	2122	3271	3658	9051	3	0.03%
IRS	13	13	22	48	0	0.00%
KR	242	314	269	825	0	0.00%
LR	2403	2405	2684	7056	1	0.01%
NK	2296	2282	2478	6941	2	0.02%
PRS	17	22	32	71	0	0.00%
RINA	284	320	431	1035	0	0.00%
RMRS	34	29	32	95	1	1.05%

CCS kept “0” ro-related detention in USCG PSC many years

Analysis of PSC of CCS ships in the first half of 2019

Analysis of PSC of CCS ships in the first half of 2019

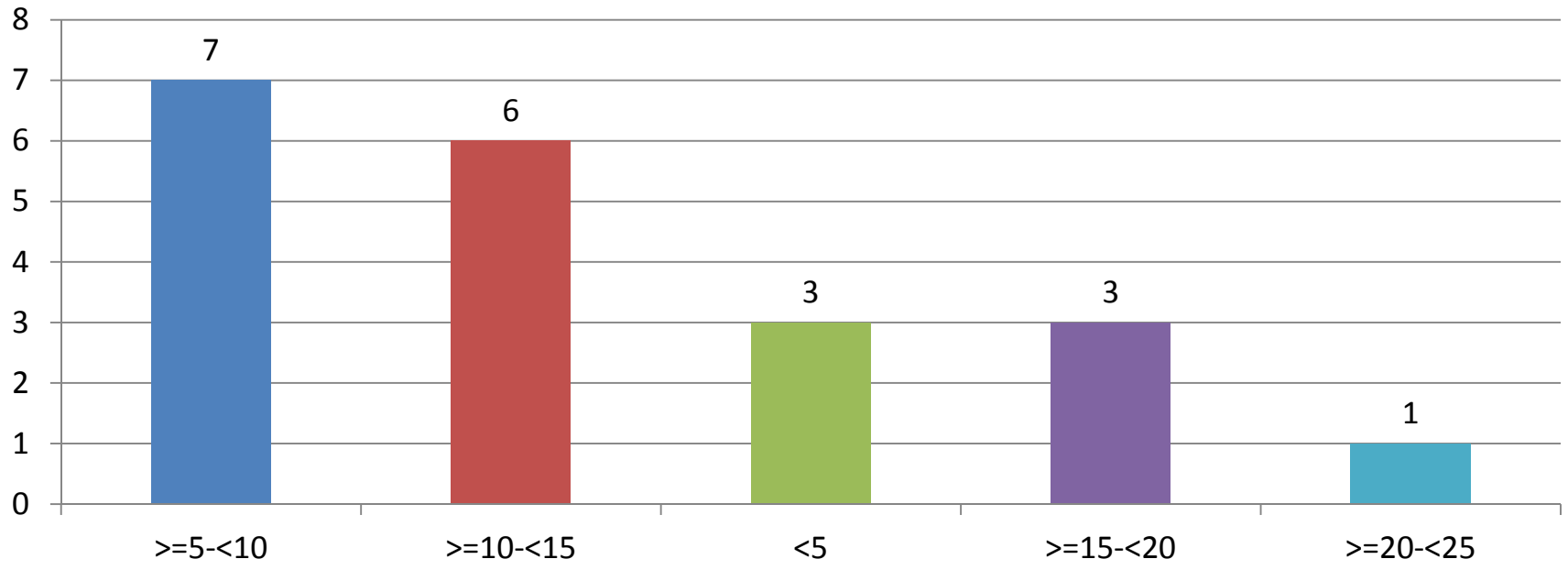
General Status:

- **TOKYO MOU**: A total of 1,329 inspections were carried onboard CCS ships, among which 12 were detained, with a detention rate of **0.90**%,which was 150% of the detention ratio in same period of last year ;;
- **PARIS MOU**: A total of 142 inspections carried onboard CCS ships, among which 7 were detained, with a detention rate of 4.93%%,which was 200% of the detention ratio in same period of last year ;
- **USCG**: Approximately 120 inspections carried onboard CCS ships, among which 0 was detained, with a detention rate of 0%.
- Other areas: 1 detention report was received.

The marine industry is still experiencing a market downturn in recent years. With the intensity of PSC inspection increased, detention numbers were more increased in Paris MOU and Tokyo MOU, especially the CIC on emergency system and procedures during September to November this year, we were faced with high risk of PSC detention. We hope all companies keep highlighted alertness, take active measures, and be fully prepared and conduct self-inspection, especially enhancing emergency drills and exercises , in order to avoid deficiencies or detention during CIC.

Remarks: inspection figures above from website, detention figure was reported by PSC.

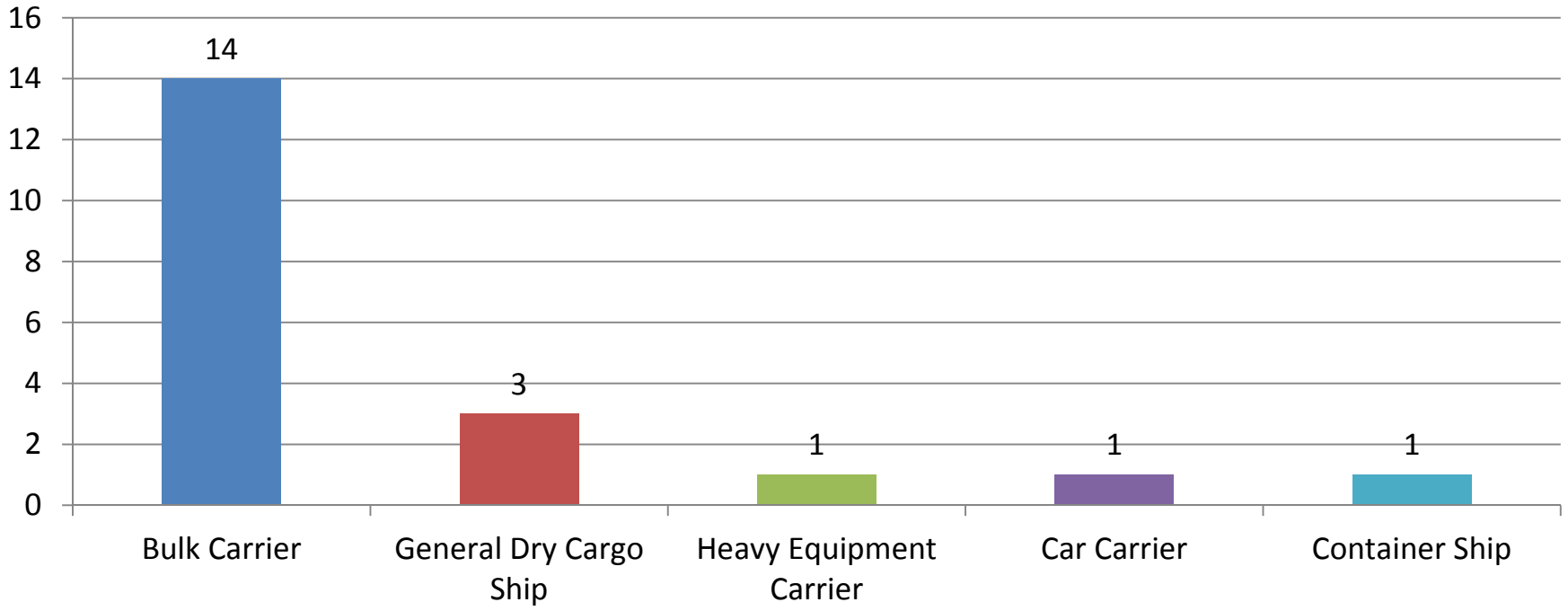
Distribution of detained ships by ages



Ships at the ages of 5-15 occupied 65% of detained ships. Shipping companies shall strengthen the management and maintenance of these ships in order to decrease detention.

Analysis of PSC of CCS ships in the first half of 2019

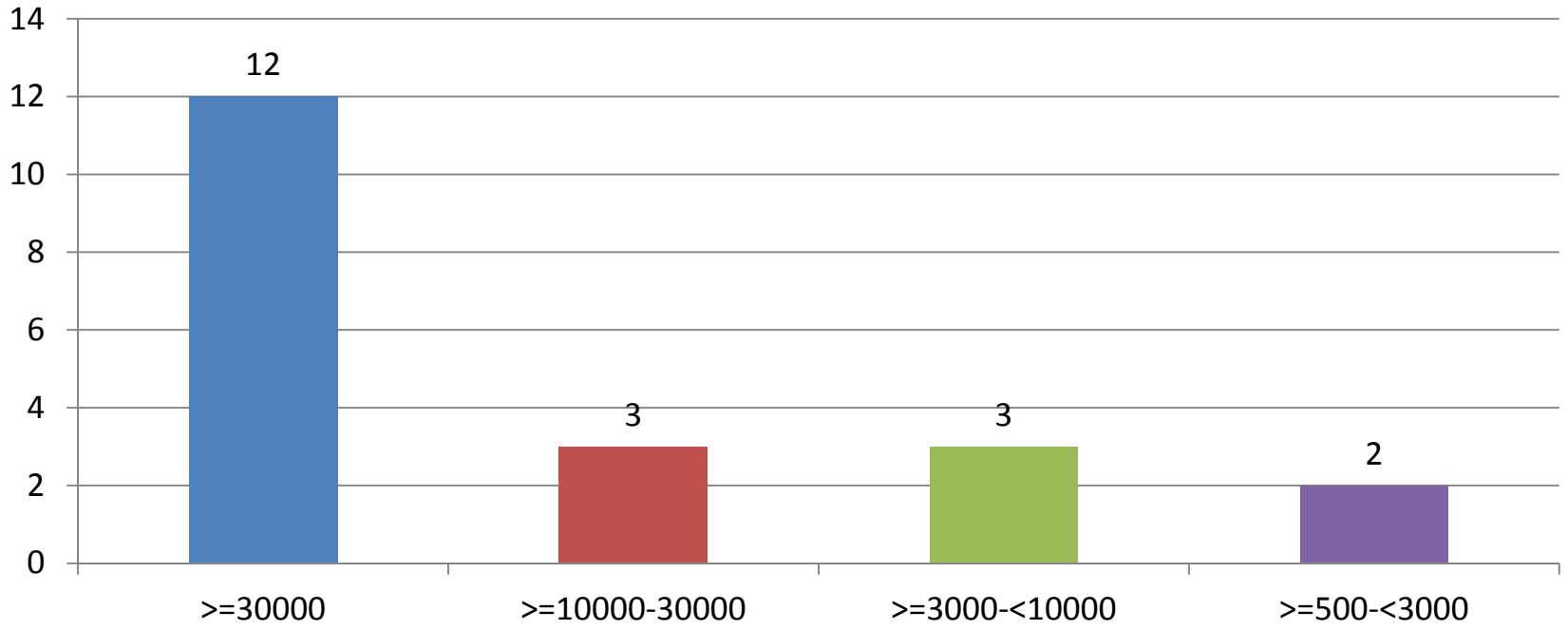
Distribution of detained ships by ship's types



Bulk Carriers occupied the most of detained ships, exceeding 70%; especially ships sailed to Australia. We recommend all companies to strengthen the safety inspection and supervision on these ships.

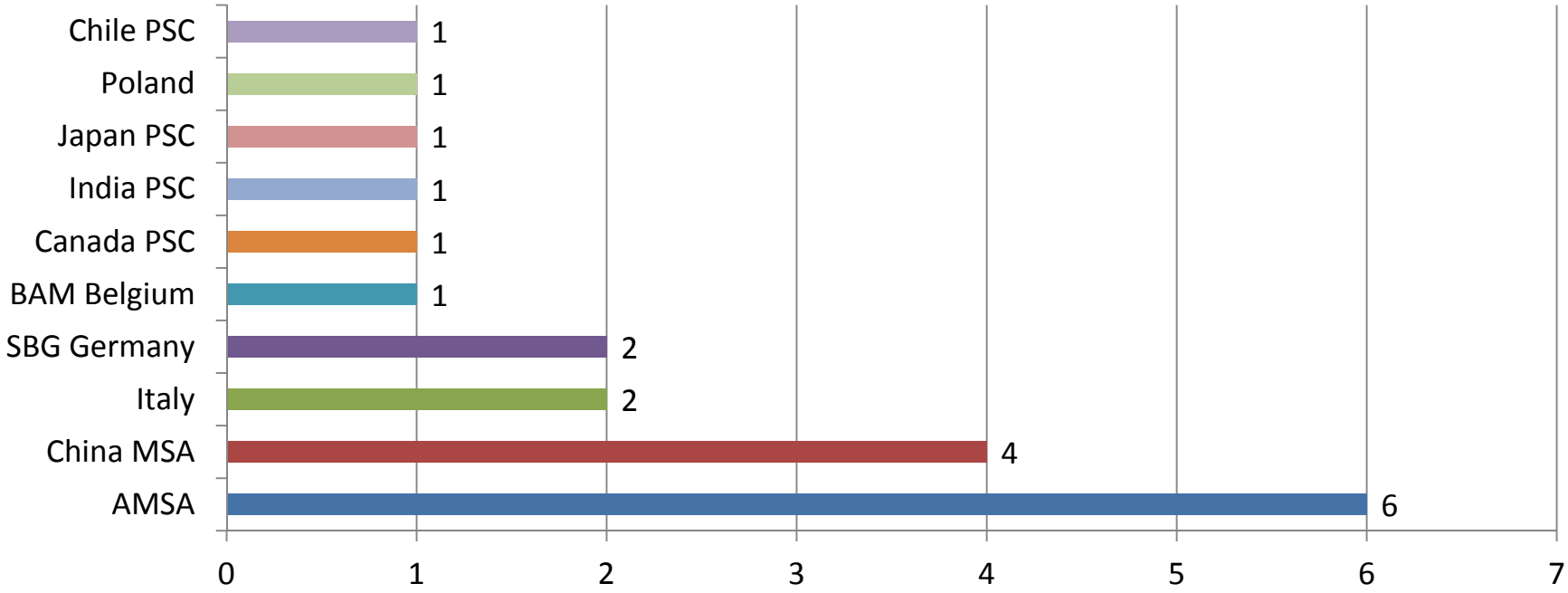
Analysis of PSC of CCS ships in the first half of 2019

Statistics of detained ships by gross tonnage



Above 30,000 GT ships detentions occupied 60% of all detentions, especially Bulk Carriers. We recommend all companies to strengthen the management of Bulk Carriers to reduce detention.

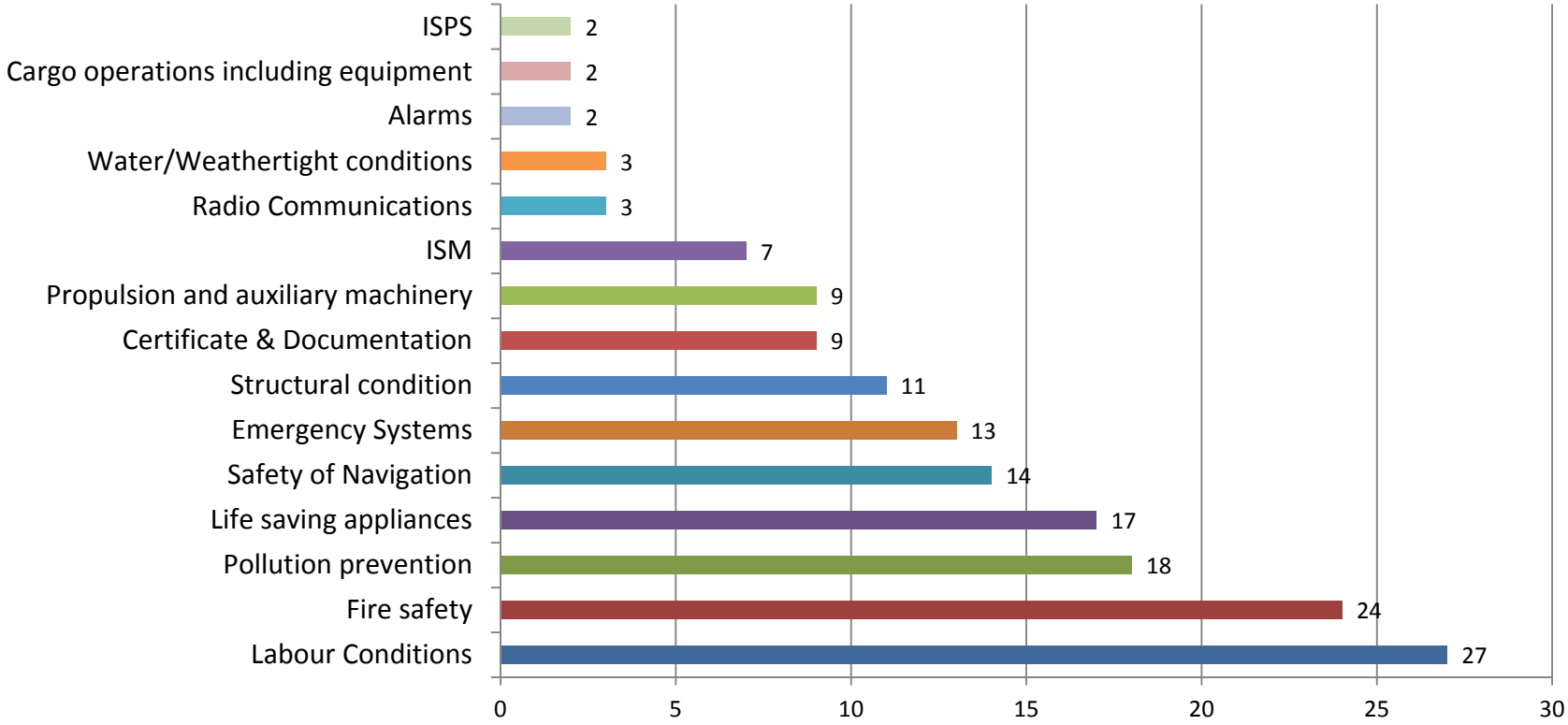
Distribution of detentions by countries/regimes



More detentions occurred in Australia, detention numbers occupied 30% of total **detentions**. Also, more ships were detained by China, Italy and Germany PSC. All companies shall strengthen the management to ships sailing to Australia and other countries supervise all crew members to carry out inspections before port arrival in order to avoid deficiencies and detentions.

Analysis of PSC of CCS ships in the first half of 2019

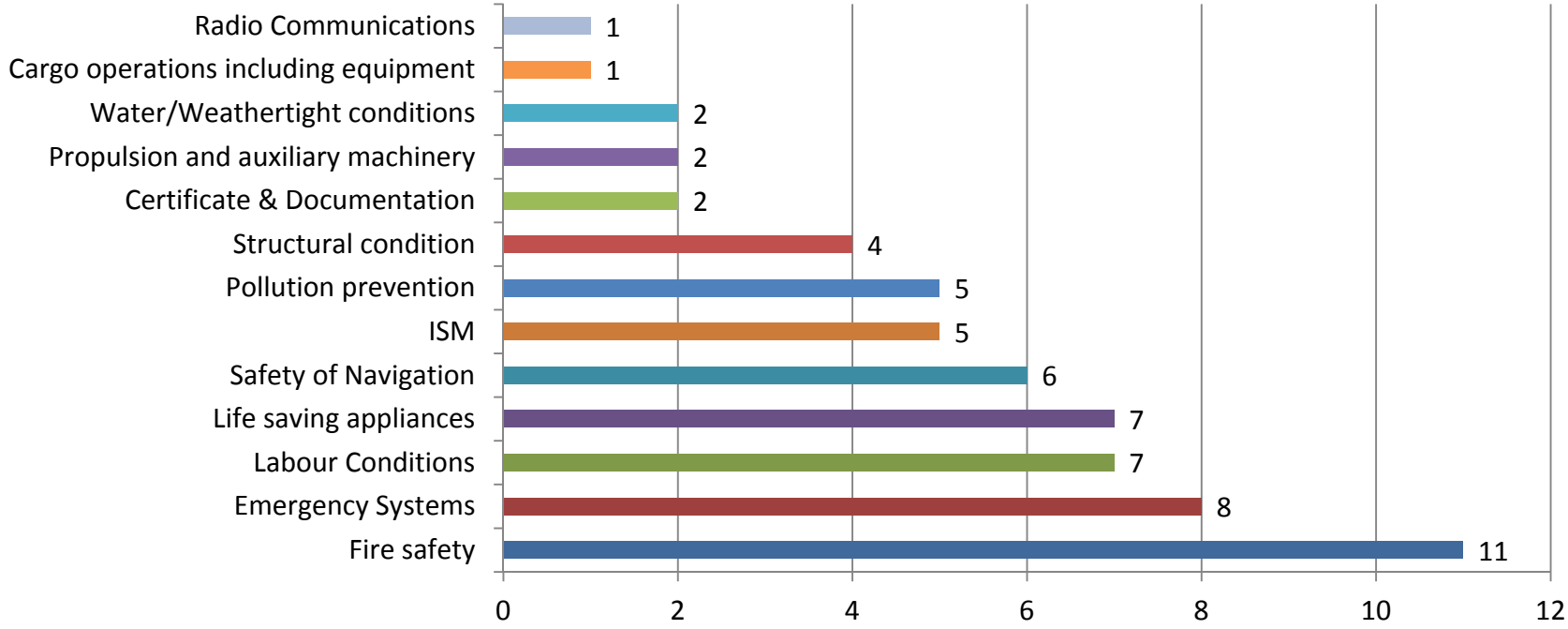
Distribution of all deficiencies



Total 161 deficiencies were proposed by PSC in the first half of 2019, mainly included labor conditions, fire safety, pollution prevention and life saving appliances, etc. CIC is to be carried out on emergency system and procedures by PSC organizations jointly in a worldwide range from September to November this year, therefore deficiencies relating to the CIC might experience a rise.

Analysis of PSC of CCS ships in the first half of 2019

Distribution of all detainable deficiencies



Total 61 detainable deficiencies were proposed by PSC in the first half of 2019, mainly included fire safety, emergency system, labour conditions and life saving appliances, etc. lots of detainable deficiencies were proposed by Paris member PSC. CIC is to be carried out on emergency system and procedures by PSC organizations jointly in a worldwide range from September to November this year, therefore detentions relating to the CIC might experience a rise.

Detention cases

Detention cases-Jan.3, 2019-Belgium

- Detainable deficiencies: 1.Wages are not paid (in full) at monthly intervals as per SEA. 2. Monthly wage accounts are not given to the seafarers. Correct payment of the wages could not be verified.3. Cargo information (bulk cargo) was not made available to the captain.4. Automatic starting from the emergency generator could not be demonstrated.5. The VDR is showing two errors.6Several ENCs used during the last voyage and to be used for the intended voyage are not up to date.7. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
- Cause analysis: The ship was appealed by ITF due to seafarer salary and deficiency was proposed by AMSA on May 28, 2018. When ship arrived Belgium port, ITF checked and found problem with seafarer salary again and noticed local PSCO. PSCO found differences between seafarer salary list and bank account and detained the ship, PSCO inspected ship 9 hours and found more equipment and operation deficiencies, ISM detainable deficiency was proposed.
- Suggestions:
- Shipping companies should pay all seafarer salary according with SEA in time to avoid appeals and detention.
- Ship key equipment are major inspecting items of PSCO, any deficiency may cause detention. So, the ship may enhance maintenance and test to key equipment, especially emergency equipment.
- 3. Enhance operating trainings to crew members and officers should be familiar with operation and update of ECDIS in time.

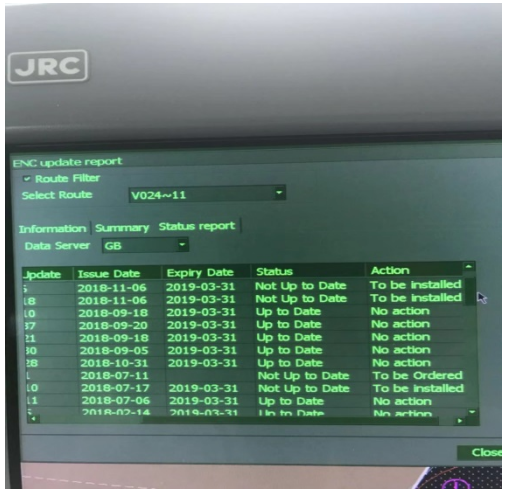
Detention cases-Jan.3, 2019-Belgium



Emergency generator battery damaged



VDR fault



ECDIS not up to date



Echo-sounder fault

Detention cases-Jan.3, 2019-Belgium



Small hatch limit indicator missing



galley is not sufficiently equipped



Self ignite light not connected with buoy



Medical oxygen not enough

Detention cases-Jan.25, 2019-Australia

- Detainable deficiencies: Emergency source of power- emergency generator defective.
- Other deficiencies: 1.Fixed fire extinguishing installation-CO2 bottle safety pins removed. 2. Main engine turbocharger exhaust gas inlet and outlet trunk high temperature surfaces partly exposed. 3. Compartment for emergency fire pump and fixed water mist fire fighting system not readily accessible without passing through the engine room - compartment access hatch on aft poop deck locked from inside.
- Cause analysis: During PSC inspection, emergency generator auto start test failure and this deficiency was not rectified before PSCO leaving the ship and the ship was detained.
- Suggestions:
- Shipping companies should pay serious attention to maintenance and test of emergency equipment by crew members, found and rectification all defects in time to avoid ship detention.
- Ship's crew member should recover all high temperature insulations in time when service work finished.
- Enhance ship's safety management and trainings, operations with manuals strictly and raising safety awareness .

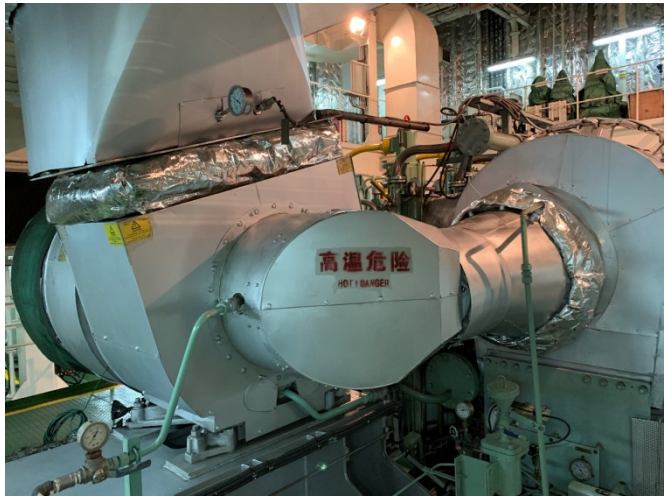
Detention cases-Jan.25, 2019-Australia



emergency generator defective.



CO2 bottle safety pins removed



high temperature surfaces exposed



Emergency access locked from inside.

Detention case-Feb.1, 2019-Germany

- Detainable deficiencies: 1. Several claims of crew members: not enough food. 2. Found many insects running around in provision stores. 3. Deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness of implementation of the ISM Code. 4. Found several rotten fruits and vegetables in cold room. 5. Found many fire doors inside accommodation and engine room not properly closed. 6. Found handles for sash locks on manhole from open deck to steering gear room rusted in open position. 7. One way valves on drainage pipes for hatch coamings were all permanent closed, damaged or tucked by cargoes.
- Cause analysis: During PSC inspection, crew members claimed that foods were not enough. PSCO carried out more detail inspection to the ship and found more serious defects concerning ship maintenances and MLC implementation and detained the ship and required external SMC audit before ship departure.
- Suggestions:
- As implementation of MLC convention , Crew member's self protection awareness increased and more claims about salary and benefit occur, caused inspections by ITF and detention by PSCO,. So, shipping companies should implement MLC convention strictly and ensuring benefits of crew members.
- More deficiencies and detainable were proposed by PSCO in Paris MOU, all ships should enhance maintenances to prevent deficiency or detention.

Detention case-Feb.1, 2019-Germany



not enough food (rectified)



Drainage valve damaged



No enough cleaning equipment

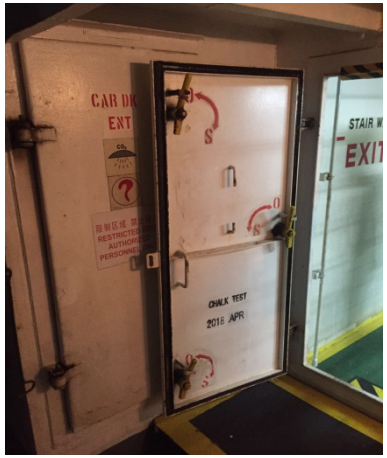


missing bedsheets and duvet covers

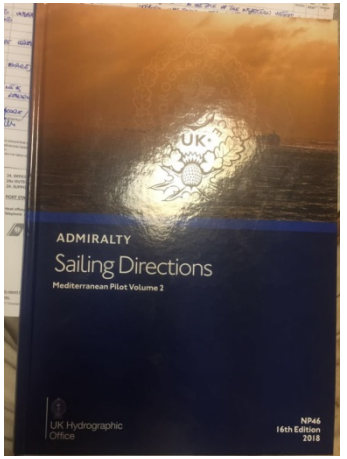
Detention case-Feb.6, 2019-Italy

- Detainable deficiencies： 1. NP46 Sailing Direction found expired 2. 15PPM OWS found in permanent alarm – equipment is inoperative
- Other deficiencies： 1. Visitor logbook was found not properly filled-out. 2. One fire door found lashed in open position. 3. Fuel leakages found in way of FO purifier. 4. Deficiencies marked ISM are objective evidence of a serious failure of the ISM Code.
- Cause analysis： NP46 sailing direction was published in oct. ,2018 and PSCO considered that ship sails with expired NP46 sailing direction dangerously and detained the ship . 15ppm content meter damaged during PSC inspection and IOPP conditional certificate was issued by RO due no spare parts.
- Suggestions：
- OWS and 15ppm alarm were major PSC items and detention should be taken by PSCO if defect found. So, crew member should test OWS and 15ppm alarm carefully and rectify any defect in time.
- Lack of navigation publications 航caused many detentions, shipping copany should supply navigation publications to ships as early as possible.
- Defects concerning bad habit of crew member, such as One fire door found lashed in open position, etc., occurred many tomes, safety trainings to crew member should be enhanced and safety inspection should be carried out by the ship properly.

Detention case-Feb.6, 2019-Italy



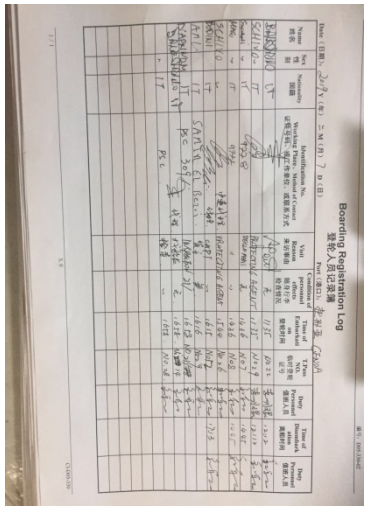
fire door lashed in open position



NP46 Sailing Direction expired (rectified)



15ppm alarm defect



Visitor logbook not properly filled-out

Detention case-Feb.25, 2019-Italy

- Detainable deficiencies： 1. Some life jackets are not clearly marked with approval information。 2. The STB side lifeboat wasn't able to move from the stowing position to release position. After 45 min. of maintenance by the crew, during a lowering test, the lifeboat fall down without any control , braking the on load release rope and with high risk of injuries for the crew appointed to manoeuver the lifeboat; after this accident the recovery system wasn't able to rise and recovery system wasn't able to rise and recovery the lifeboat from the sea.3. Deficiency marked ISM is objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM code.
- Cause analysis： 1. approval information were marked on all life jackets with product certificates， but crew member could not found out in time; On Jan. 16, 2019 at the fore port, brake of life boat release gear was found with problem， after some maintenances, no further test carried out by crew member, accident occurred during PSC inspection.
- Suggestions：
- Crew members should be calm during PSC and provide necessary document for PSC in time.
- If found any problem with life/ rescue boat and release system, the expert service engineer should be applied to onboard to carry out repairs and tests .
- The ship ignored agent notice of PSC and did not perform pre-inspections before arrival. So, necessary pre-inspections should be carried out carefully, if any problem could not be rectified by ship, the ship should report to management company as soon as possible.

Detention case-Feb.25, 2019-Italy



life jackets with approval information



life boat fallen in sea



Life boat release gear damaged



The shaft of motor broken

Detention case-March 1, 2019-Canada

- Detainable deficiencies: 1. Main fire line found frozen. 2. Water mist system found frozen.
- Ohter deficiencies: Hatch cover No.7 stbd. found with hydraulic motor leaking. Purifier fresh water supply piping leaking
- Cause analysis: The main fire line had drainage pipe, but diameter of drainage pipe too small to draining all water in main fire line quickly. The main fire line frozen due to very cool weather in Canada. The water tank was located in steering gear room without heat equipment, the water tank also frozen and the water mist system could not work properly.
- Suggestions:

- If the ship sailing to very cool areas, necessary measure, such as adding heat equipment or enlarging diameter of draining pipes ,etc., should be taken to prevent water fire fighting systems frozen.
- When the ship sails in very cool areas, shipping management company should guide the ship how to operations to prevent accident and defect specially.
- All crew members should maintain the ship and equipment properly.

Detention case-March 1, 2019-Canada



Main fire line found frozen (rectified)



hydraulic oil leaking.



Water mist system frozen (rectified)

Detention case-March 7, 2019-Germany

Total 23 deficiencies including 12 detainable deficiencies.

- Detainable deficiencies : 1. EPIRB storage position is not matching with position in fire control and safety plan. 2. Starboard lifeboat: Compass shows an air bubble, heading significantly wrong. 3. Emergency generator black out simulation test failed. 4. Solenoid valve for the overboard pipe did not close during the 15ppm alarm test. 5. Aft watertight sliding door inoperative, because the hydraulic unit on main deck was cut. C/E explained, the necessary for the next cargo. To be repaired under supervision of R.O. Survey report required. 6. Port Side anchor winch: Hydraulic High Pressure Hose mantling and armouring damaged/wasted by corrosion. 7. Holes found drilled in the bulk heads of the watertight door. 8. Quick closing valve of the emergency generator tank not full closing. 9. Fire Main Line Isolation (main deck aft super structure): valve blocked by knotted rope. 10. At time of inspection no Ballast water record book (neither in electronic nor hard copy version) could be presented. 11. Port side steering gear: gyro compass repeater shows inacceptable Deviation to main Gyro. 12. Drain in cold room Lobby clogged: water on the Floor. Inside cold Chambers: mouldy cartons and dirty edges, Floors, dirty cleaning Equipment stored inside.

Detention case-March 7, 2019-Germany

- Other deficiencies: 1.Provision crane starboard side; Limit switch for slewing corroded. 2. Sewage plant found switch off. No aeration for the biological stage. 3. At time of inspection, both anchor chains were stuck on their inlet to chain locker, since chain stowage was not observed during hoisting the anchors.4. Exhaust pipe of Emergency Generator hanging loose, causing danger of falling.5. Open venting valve with long rubber hose found at the suction strainer box. 6. Garbage record book is not available for the first 5 months of vessel in service. No any entries about garbage incineration made in record book, despite incinerator shows objective evidence, incinerator has been used. 7. Technical file for engine 6210 ZLD-4 missing. 8. Funnel flaps not closing properly. 9. Discrepancy of LSMGO bunker receipt from 17.01.2019 and the analysis from the sample at the main engine taken in Spain on 21.02.2019. 10. Galley: Waste steam hood and its grids dripping of grease. Floor drain and tiles. Walls dirty. 11. Helmet can not be worn in combination with the breathing apparatus mask.

Detention case-March 7, 2019-Germany

- Cause analysis: The ship sails to Europe first time and crew members were employed from different seafarer management companies. On Feb. 18, 2019, Spain PSC carried out more detailed inspection to the ship and 4 non-detainable deficiencies were proposed , one deficiency was concerning officers English communication ability and to be rectified within 14 days. But the shipping management company ,with fluke mind and for saving additional costs did not changing any crew member at the next port. The ship ignored special order from Flag state and did not carry out self-inspection before arrival Germany port. For loading next cargoes , crew members cut off hydraulic equipment of watertight door on deck and drilled cable hole on watertight bulkhead without prior permission of RO. Crew member arbitrarily used emergency generator as harbour generator and caused emergency generator auto starting procedures missing and arbitrarily used rubber pipe . Crewmembers did not implement ISM, MLC properly and caused equipment damage or corrosion, documents missing, gallery and cold stores poor condition, etc.
- Suggestions:
- Shipping management company should implement responsibility , monitoring and guiding ship to implement SMS, maintenance and MLC properly.
- If the ship sailing to Europe first time, special attention should be paid and preparing PSC inspection any time and self-inspections should be carried out properly.
- If any key equipment to be changed, consult with RO and Flag State should taken as early as possible for exemption .

Detention case-March 7, 2019-Germany



Bubble in compass of life boat ,wrong direction



provision crane Limit switch corroded



OWS three ways valve could close tightly



Exhaust pipe of E.G. corroded and unfixed

Detention case-March 7, 2019-Germany



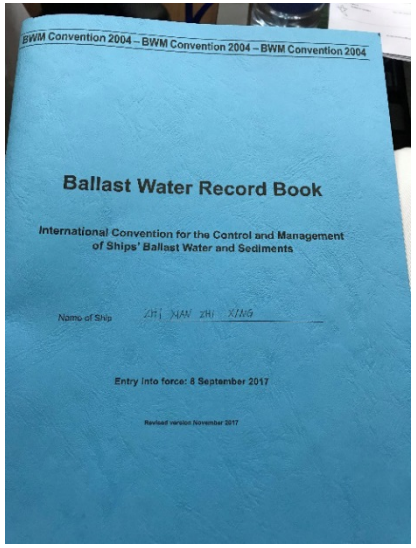
Cut off hydraulic equipment on deck



Hole on watertight bulkhead



Quick closing valve could not be closed



No ballast water operation record

Detention case-March 7, 2019-Germany



Gallery poor condition



Cold store poor condition



Funnel flaps not closing properly



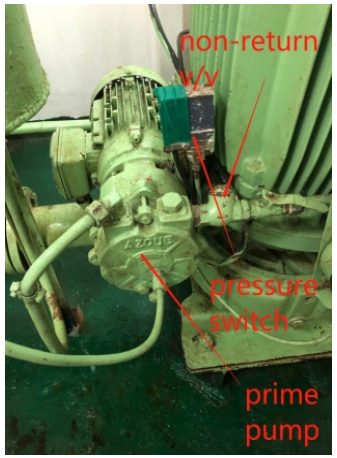
Big deviation between main Gyro and repeater

Detention case-March 19, 2019-Australia

- Detainable deficiencies： Emergency fire pump, not operational, unable to pressurize the fire mains.
- Other deficiencies: Public address system not operational. Fire control station, Alarm control box for CO2 release system, indicating CO2 release in engine room and purifier room. Bridge wings Port and starboard side, MOB (man over board) lifebuoys and lifebuoys around accommodation ,retroreflective tapes deteriorated . Table of shipboard working arrangements for Engineers does not reflect actual working arrangements (at sea and in port.). Engine room skylight on main deck, found secured in open position.
- Cause analysis: The prime pump defect causing emergency fire pump was not operational. The pressure control switch damaged and caused the prime pump defect. After repairs, emergency fire pump works properly.
- Suggestions:

- Emergency fire pump is major PSC inspection item, crew members should test the emergency fire pump carefully and ensure it can be works properly any time.
- Public address system is a major item during CIC of this year, crew members should test the public address system carefully and ensure it can be works properly any time.
- Crew members should keep good customs, keep ship tightness , to avoid that engine room skylight keep in open condition and fire door was tied in open condition always.

Detention case-March 19, 2019-Australia



Emergency fire pump not operational



Engine room skylight kept open (rectified)



Public address system not operational



Wrong CO2 release alarm

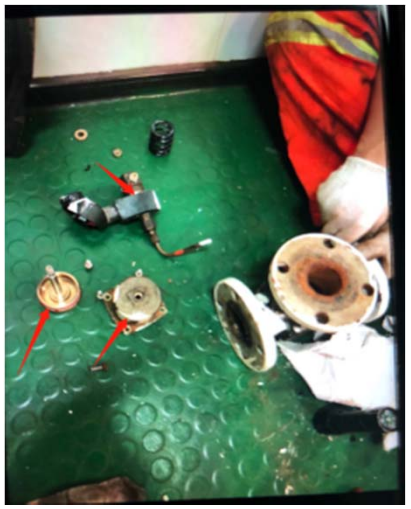
Detention case-May 1, 2019-Australia

- Detainable deficiencies: 1.Engine room fire dampers No.2 and No.3 defective. 2. Oily water separator 15 PPM automatic stopping device defective.
- Other deficiencies: Rescue boat engine unable to start using primary means of battery. Diesel generator No.3 turbocharger insulation defective. Engine room local fire-fighting system found not ready for use-one section found isolated. Open and close indicator for engine room fire dampers missing. Deficiencies are objective evidence that the safety management system as implemented on board the vessel is ineffective in meeting with elements 7, 8 and 10.
- Cause analysis: The connection lever of fire dampers dis connected and caused the fire damper no. 2 defective. The air cylinder was seized and caused fire damper no.3 defective. During PSC, PSCO found the three ways valve of OWS could not be closed tightly. After crew member maintained fire dampers and three ways valve, detainable deficiencies were rectified.
- Suggestions:
- PSCO in AMSA inspected ventilators and OWS ,etc, very strictly. Crew members should maintain and test emergency and pollution prevention equipment properly.
- Deficiencies concerning high temperature insulation and local water mist fire fighting system were proposed by PSCO many times and caused many detentions. Crew members should enhance the maintenances to these

Detention case-May 1, 2019-Australia



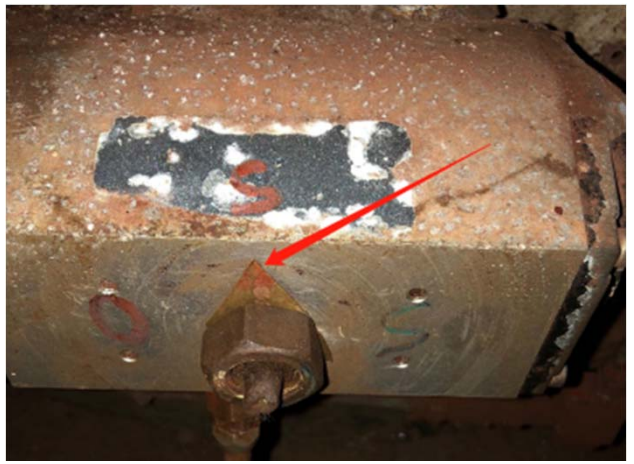
E.R. fire dampers defective



OWS three ways valve defective



Turbo-charger insulation missing



close indicator for E.R. fire dampers missing

Detention case-May 8, 2019-Poland

Total 20 deficiencies including 7 detainable deficiencies.

- Detainable deficiencies: 1. Ship’s bell not according to COLREG requirements. 2. Sailing direction NP 18 expired. List of lights NP 76 missing. 3. ME fuel nozzles and spare cylinder liner IMO No. not correspond with IMO No. required by The Technical File. 4. Spare ME cylinder liner and complete piston required by Critical Equipment Spare Parts List missing. 5. Two-way VHF radiotelephone apparatus batteries not as required. One batteries have not expiration date indicated . 6. Insufficient visibility from the helmsman position due to totally blurred and matted windows (windows in very poor condition). 7. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
- Other deficiencies: Annual test Certificate of EPIRB missing. The amount of garbage stored in garbage storage location of the vessel exceeds the storage capacity of garbage indicated in garbage management plan. There is no more garbage storage capacity available for vessel intended voyage. Captain and Chief engineer flag state endorsement missing. Port side life raft painter not properly attached. Daylight signaling lamp not operational from the battery. Emergency light on aft stbd . main deck inoperative. Launching instructions / Posters for free fall lifeboat not placed under emergency light. ER flooring plates not secured". All the ER flooring Plates have been re-fixed. ME Fuel unit fuel oil leakages found. Fuel / sludge tanks sounding Valves kept permanent sized in open position. Paper egg cradles used as a support for galley arrangements. Flexible hoses for oxygen and acetylene gas bottles found in very poor condition (excessive wear and tear). All aux. Eng. Rpm sensor failure found in ER control system .

Detention case-May 8, 2019-Poland

- Cause analysis: All deficiencies were belong to poor ship's safety management and lack of equipment test sand maintenances.
- Suggestions:

- Many deficiencies were proposed by PSCO in Europe countries, a large part of deficiencies was detainable or related with ISM, caused the ship may be assessed as a high risk ship.
- Shipping company and ship should enhance document and certificates , management company should supply up to dated document and certificates to the ship in time, the ship should keep all document and certificates properly.
- Shipping company and ship should enhance spare parts management and supply spare parts complying with IMO requirements and in time.
- The ship should enhance maintenance , inspection and test, ensure all equipment are in good condition and rectify all defects in time.
- Many defects and detentions concerning MLC were proposed by PSCO in Europe countries。 So, all ships should carry our MLC inspections properly and clean the ship carefully and supply provisions in time and keep good ship condition always.
- If there is any defect could not be rectified by ship self , please consult with RO or Flag State immediately to obtain exemption to avoid detention.

Detention case-May 8, 2019-Poland



life raft painter not properly attached



Sailing direction expired



Daylight signaling lamp not operationa (rectified)



Spare ME fuel nozzles were not meet requiredemnt

Detention case-May 14, 2019-Zhanjiang, China

- Detainable deficiencies: 1. The original Flag Endorsement for officers (C/O & 2/O) and engineers' (C/E & 4/E) licenses not available on board, also the proof of application of them for license endorsement expired. 2. Gas detectors on board calibration were overdue. 3. Remote control valves of Forward Bow's bilge system were malfunction.
- Other deficiencies: The type of buoyant lifelines on board- not NON-KINGKING. SOLAS Training Manual –NOT SHIP SPECIFIC. Ballast Water Record Book's each complicated page was without master's signature. NAVTEX receiver printed message was not clear. VDR panel showing MIC & DAU Data alarm.
- Cause analysis: Shore base support s and ship maintenances were not enough .
- Suggestions:

- Shipping company should pay attentions to certificates of ship and crew member, all certificates should be sent to the ship in time . According the ship particular, developing and delivering suitable document to the ship.
- When ordering spare parts and supplies , company should know relevant technical requirements and provide right spare parts and supplies to the ship.
- Ship maintenances should be enhanced by crew members, if defects were found, report to ship management company for support immediately .

Detention case-May 14, 2019-Zhanjiang, China



buoyant lifelines was not floatable type



Gas detectors on board calibration expired



NAVTEX print not clear



VDR panel show alarm.

Detention case-May 25 2019-Chile

- Detainable deficiencies: Rescue boat not ready for imediate use, During the MOB drill, the engine fail.
- Other deficiencies: E.R. deck cover was found in open position without nuts and the rubber seal broken. Old batteries storage in the emergency generator room to be disposal ashore.
- Cause analysis: During PSC, rescue boat running tested in water, several minutes later, the engine of rescue boat stopped automatically due to the fuel oil had not changed for a long period and the fuel oil gone bad and the viscosity increased. Finally, the recue boat works normal after crew members changed the fuel oil. Same problem occurred on other ship also.
- Suggestions:
  - Ship emergency drills should be carried out with simulation actual scenes and tests emergency equipment carefully, checking and changing fuel oil of life/rescue boats regularly.
  - Crew members should keep good customs and close engine room skylight in time when work finished

Detention case-May 25 2019-Chile



Engine of rescue boat stopped automatically.



Skylignt keep open (rectified)



Old batteries storage in the emergency generator room

Detention June 26, 2019-Shanghai, China

- Detainable deficiencies： 1. Fake record of M/E over speed protect device test found on 17 May 2019and first engineer not familiar with M/E overs peed protect device test procedure. 2. All rubber gaskets in air pipe heads for ballast water tanks found missing or falling off. Rubber gasket of ventilator cover for No.1 Cargo Hold aged seriously.
- Other deficiencies： The handle end of fire axes not insulation. One step of pilot ladder in using damaged. The M/E No.2 cylinder cooling water leaking. No.1 and No.3 A/E overhaul maintenances overdue. The voyage plan was not properly.
- Cause analysis： Main engine of the ship was stopped when ship sails in narrow seaway, pilot noticed the PSCO, PSCO carried out PSC and some serious defects were found and the ship was detained.
- Suggestions：
  - Crew members should maintain the ship fully and found defects as early as possible to avoid any accident.
  - Crew members should familiar with operations of ship key and emergency equipment.
  - If ship was out of control due to equipment failure, PSCO may inspect and detain the ship strictly.

Detention June 26, 2019-Shanghai, China



rubber gaskets in air pipe heads missing



Rubber gasket of ventilator cover aged seriously.



The handle end of fire axes not insulation



One step of pilot ladder damaged

CIC on Emergency system and Procedures in 2019

CIC on Emergency system and Procedures in 2019

- Tokyo and Paris MOUs issued a press release on July 26, 2019, The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Emergency System and Procedures from Sept.1, 2019 to Nov.30, 2019.
- Ships often operate in isolation and are engaged in long sea voyages where shore assistance for on-board emergencies may not be available. Therefore, the preparedness of emergency equipment, such as emergency power sources and fire pumps of ships, and the ability of the crew in responding to emergency situations, are critical factors in saving human lives, protecting the marine environment and minimizing damage to ships.
- Both Secretaries stated that "For many years, the number of deficiencies of the Emergency Systems has remained in the top five categories. The joint CIC on Emergency Systems and Procedures will not only raise safety awareness among the crew on safety related issues but will also enhance crew familiarization with the emergency safety systems and procedures, contributing to the prevention of marine accidents in the oceans."
- Every company and ship should carry out necessary preparations, familiarize with the emergency systems and procedures and every emergency drills to avoid any deficiency or detention during CIC.

CIC on Emergency system and Procedures in 2019

- The campaign will target compliance on all vessels, regardless of type, and will examine specific areas related to the campaign in conjunction with the regular Port State Control inspection.
- A ship will be subject to only one inspection under this CIC during the period of the campaign.
- The purpose of the CIC on Emergency Systems and Procedures is to ensure that:
  - ships are capable of responding appropriately and promptly to emergency situations in order to preserve human lives, protect the marine environment and minimize damages to ships;
  - necessary measures are taken by responsible stakeholders, such as shipping companies and ship managers having a direct influence on the safety of ships and by raising their awareness of the importance of ship emergency systems;
  - emergency systems installed on board can be properly operated and effectively managed in any emergency situations; and
  - master and crew of the ship understand their assigned roles and duties in case of emergency and enhance their familiarity with the situations so that they can act immediately when circumstances arise.
- Port State Control Officers (PSCOs) will use a list of 11 questions to assess that equipment provided onboard complies with the relevant convention, the master and officers are qualified and familiar with operations relating to shipboard emergency systems and that equipment is properly maintained and functioning.
- If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time to detaining the ship until the serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU websites will take place.

CIC on Emergency system and Procedures in 2019

The list of 11 questions :

CIC on Emergency Systems and Procedures			
Inspection Authority			
Inspection Authority		IMO Number	
Date of Inspection		Inspection Port	
QUESTIONS 1 TO 10 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.			

No.	Question	Yes	No	N/A
	Documentation			
1	Is the damage control plan readily available on board?			
	Operating of Emergency system			
2*	Is the public address system capable of broadcasting emergency announcements?			
3*	For ships with water level detectors installed, is the system and alarm arrangements operational?			
4*	Is the steering gear system and its related emergency alarms operational?			

CIC on Emergency system and Procedures in 2019

The list of 11 questions:

No.	Question	Yes	No	N/A
5	Does the muster list specify details in accordance with the requirements of SOLAS 1996-1998 Amendment, Chapter III, Regulation 37?			
6 *	Does the emergency source of electrical power supply its power correctly to essential equipment for safety in an emergency?			
7 a*	Where the emergency source of electrical power is a generator, is it in correct operational condition?			
7 b*	Where the emergency source of electrical power is an accumulator battery, are the batteries and its switchboard in good condition?			
8 *	Is the emergency fire pump in full operational condition?			
Crew familiarization with emergency systems				
9*	Where a fire drill and/or abandon ship drill was witnessed, was it found to be satisfactory?			
10*	For the above checked emergency equipment, are the relevant crews familiar with the operation?			
11	Has the ship been detained, as a result of the Inspection Campaign?			

NOTE
1. If "NO" is selected, for question marked an "*", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.

Suggestions on PSC

Suggestions on PSC

- In first half year of 2019, 7 ships were detained by Paris MOU members witch take up 1/3 of total detentions and exceed total detention numbers in previous whole years. The numbers of detentions by AMSA were still more than other countries. So, Ships sailing to the port of Paris MOU members and Australia have high detention risks, especially ships first or occasional sailing to the port of Paris MOU members which may cause special attention by each PSC in Paris MOU and extended detail inspection should be carried out by the PSC and the ship may be detained if obvious technical or management defects were found by PSC. So, necessary preparation and self-inspection for PSC should be performed carefully before arrival if the ship sailing to the port of Paris MOU members.
- In first half year of 2019, deficiencies and detainable deficiencies relating MLC were the most than others, MLC defects are related to ISM usually. So, MLC convention should be implemented fully by shipping companies and ships, especially, pay serious attentions to seafarer’ s wages payment, ship’ s cleaning, crew member’ s appeal, life or work conditions, etc. Self-inspections should be carried out by the ship carefully and to rectify any defect timely to decrease or prevent deficiency or detention related MLC.
- In first half year of 2019, many detentions were caused by main serious defects in emergency generator, emergency fire pump, fire dampers, air pipes, OWS and 15ppm alarm, quick closing valve, navigation equipment, lifeboat/ rescue boat and launching equipment, etc. So, every ship should maintain, test and inspected the ship’ s equipment carefully and rectify each defect timely. If the defect could not rectified by ship, necessary report should be sent to shipping management company, RO, Flag State and local PSC to obtain shore-based support, exemption or postpone permit and to avoid ship detention.

Suggestions on PSC

- In first half year of 2019, some ship was detained due to drilling hole on watertight bulkheads or doors, cutting off key equipment, keeping fir doors or sounding holes or hatch covers at open position and ship storages interrupting operation of equipment emergency randomly . So, crew members should keep good customs and maintain ship’s completeness and weather-tightness or water-tightness and keep fire preventing or fire-fighting equipment in proper condition and can be operated immediately.
- In first half year of 2019, some ships were detained due to deficiencies relating to ballast water management. So, crew members should operate ballast water and record properly according to the requirements of international conventions and local national/ port regulations carefully, keep the ballast water operation record book in right position. From Jan.1, 2020, more strict measures for control sulphur content of fuel oil and air pollution prevention should be implemented, so, necessary preparations should be taken by shipping company soonest.
- In first half year of 2019, a part of detainable deficiencies were caused due to lack shore-based support, such as supplying navigation documents delay, spare parts supplied were not compliance with relevant IMO requirements and Flag state endorsements of crew member’s certificates were expired or applications were overdue. Ship companies should enhance ship management and ensure shore-based supports to avoid similar deficiencies occurrence.
- In first half year of 2019, a part of detainable deficiencies were caused due to crew members were not familiar with operations of ship’s emergency equipment and pollution prevent equipment. Ship management company and ship should enhance relevant operation trainings and drills to every crew member to avoid any PSC detention , especially, to prevent any defect or detention during the CIC on emergency system and procedure form Sept. to Nov., 2019.

Thanks for your supporting !

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