Brief Report on PSC Information

for the First Quarter of 2020

(Data as of March 31, 2020)

I. Overall conditions for the first quarter of 2020

1. PSC statistic for the first quarter of 2020

TOKYO MOU: 392 ship-times in terms of inspection of CCS ships[1], 7 ship-times in terms of detentions, with a detention rate of 1.79%.

PARIS MOU: 44 ship-times in terms of inspection of CCS ships, 0 ship-time in terms of detention, with a detention rate of 0%..

USCG: About 40 ship-times in terms of inspection of CCS ships, 0 ship-time in terms of detention, with a detention rate of 0%.

To sum up, during the PSC inspections of TOKYO MOU, PARIS MOU and USCG, there are totally 476 ship-times in terms of inspection of CCS ships, 7 ship-times in terms of detention, with a detention rate of 1.47%..

Other regions: no detention information received.

2. List of ships detained in the first quarter of 2020:

Name of Ship	Type of Ship Year of Built	Regime of Detention Date of Detention	Detainable deficiency
A	Bulk Carrier 2013	China Jan.8	1. Enc. charts for the arrival voyage in both ECDIS did not update. 2. Rescue boat engine can not be started. 3. The rescue boat davit found leaking hydraulic oil during swing out the davit by accumulator and the limit switch for the wire and recovery handle were malfunction. 4. All the cylinders for M/E found water leaking seriously.
B	Bulk Carrier 2011	Indonesia Jan.8	1. Fire funnel damper to E/R not close properly. 2. Air vent damper to E/R Port/ Stbd. side not close properly.
C	Bulk Carrier 2012	Australia Jan.28	1. Emergency Fire Pump Defective. 2. Emergency generator will not connect to emergency switchboard automatically after loss of power to emergency switchboard. 3. SMS as implemented does not ensure that the vessel is maintained with regards to emergency preparedness and navigational safety as evidenced by above deficiencies.
D	General Dry Cargo Ship 2008	Japan Jan.29	Cable locker (Starboard) -- Not watertight up to the deck exposed to weather. Cable locker (Std.) have a hole. The hole has a diameter of about 8 centimeters.
E	Bulk Carrier 2011	Korea Feb.5	1.Emergency generator-not started during black-out test. 2. Cargo hold smoke detection system-fault alarm sounded due to alarm airflow line No.1. 3. Quick closing valve (FS04V)of LSFO service tank-not activated during test. 4. Cargo Hold water level detector-No.2 C/H pre-alarm sounded, Fore peak tank-fault alarm sounded.

[1] CCS ships means ships with statutory certificates including SMC/ISSC or MLC issued by CCS

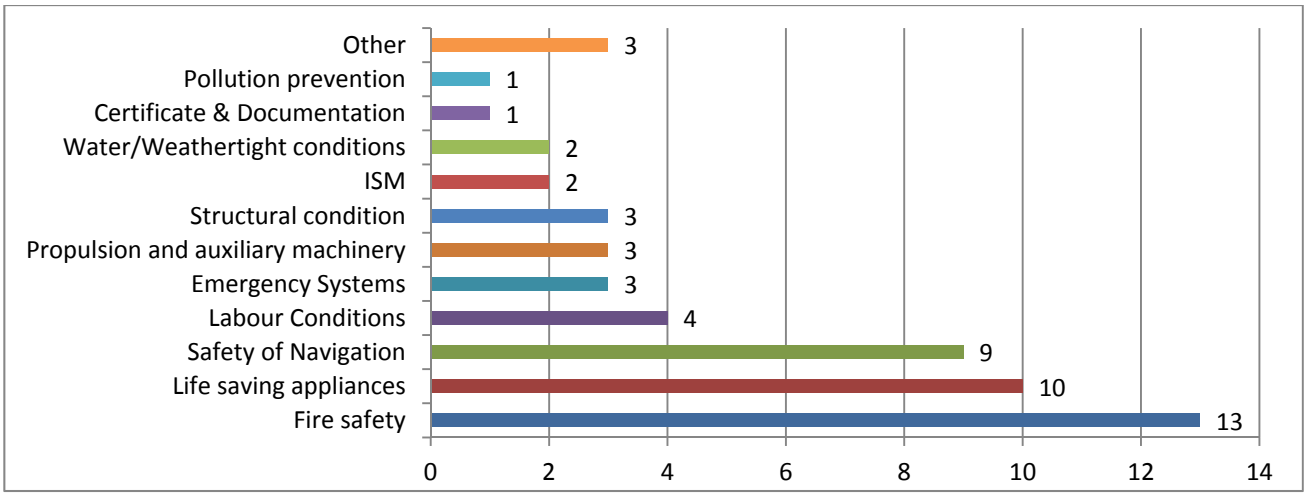
F	Bulk Carrier 2004	Australia Feb.27	1. Engine room fire dampers no.2, no.3 and no.4 unable to be effectively closed locally and from remote. 2. Deficiencies are objective evidence that the vessel's safety management system as implemented on board the vessel is ineffective in meeting with the elements 7, 8, 9 and 10 of the ISM Code.
G	Bulk Carrier 2013	Australia March 23	Fire dampers for engine room ventilation fan No.2 and 3 defective.

II. PSC statistical analysis and some deficiency pictures for the first quarter of 2020.

1. Statistical analysis of data about ships detained:

◆ **All deficiencies:**

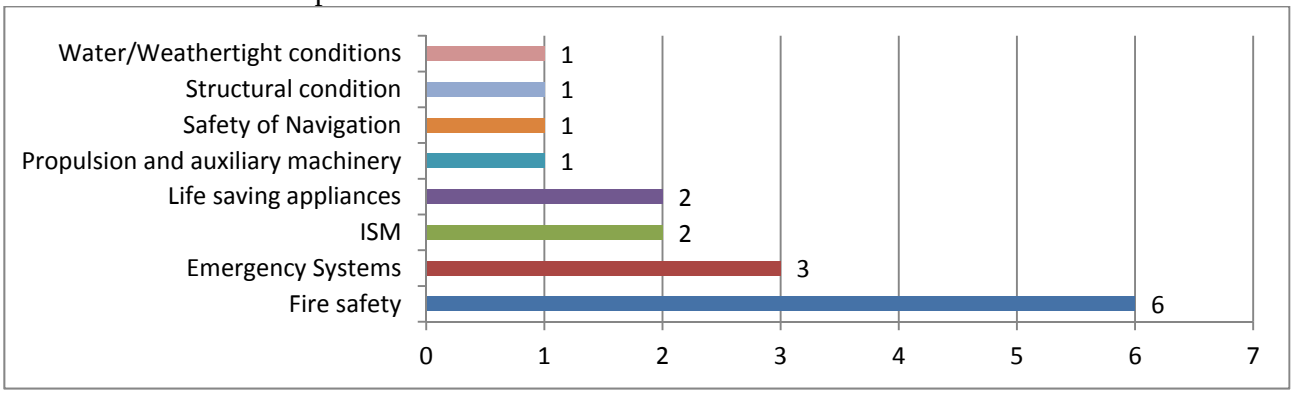
For these 7 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 54 deficiencies, with an average of 7.71 deficiencies for each ship detained.



There were relatively many deficiencies in fire safety, life-saving appliances, safety navigation and labour conditions, etc.

◆ **Detainable deficiencies**

For these 7 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 17 detainable deficiencies, with an average of 2.43 detainable deficiencies for each ship detained.



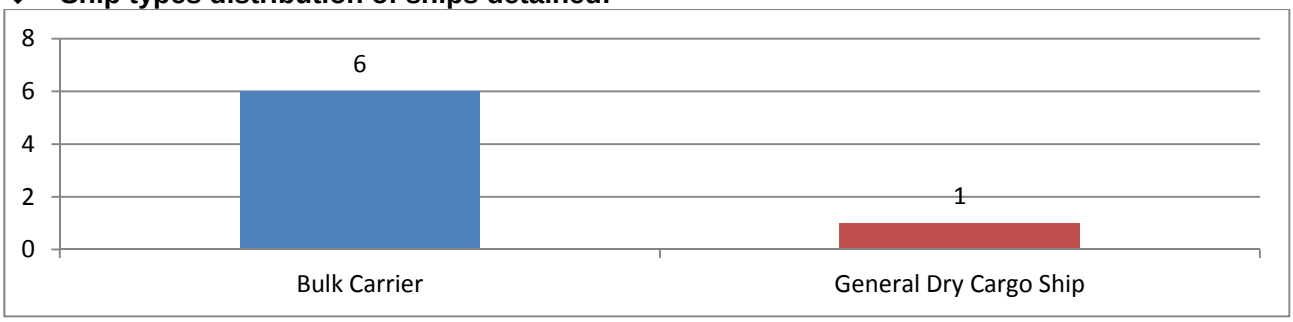
There were relatively many detainable deficiencies in fire safety, emergency system, ISM and life-saving appliances, etc.

Brief Report on PSC Information

for the First Quarter of 2020

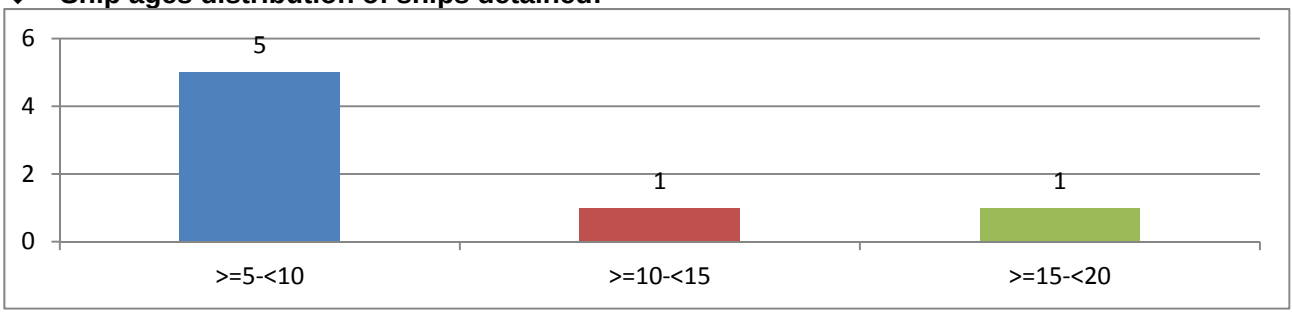
(Data as of March 31, 2020)

◆ **Ship types distribution of ships detained:**



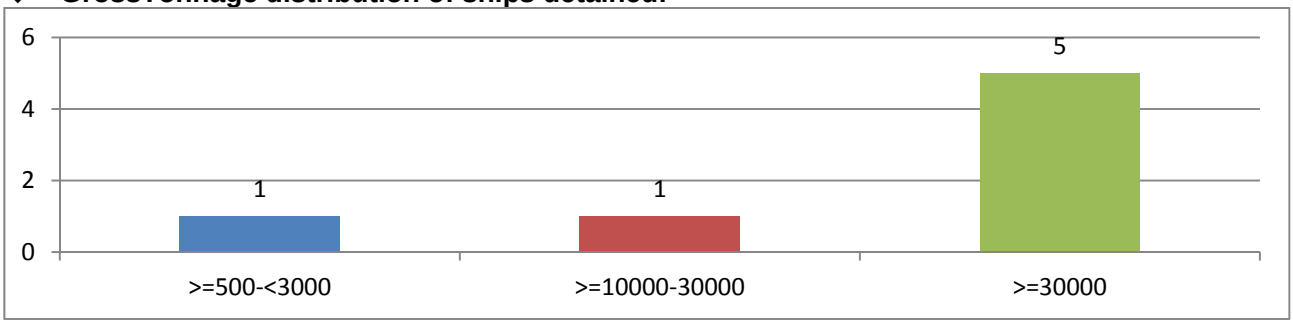
In all 7 ships detained by PSC, 6 ships were bulk Carriers which take up 86% of the total number of ships detained.

◆ **Ship ages distribution of ships detained:**



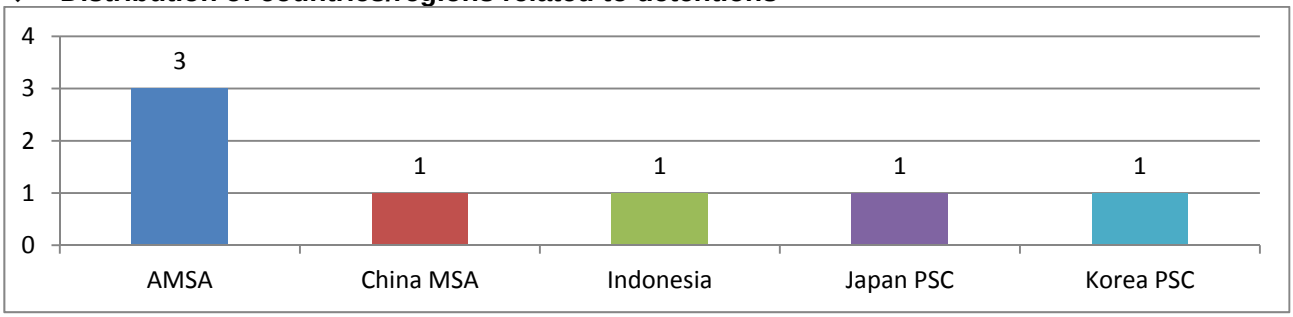
In all 7 ships detained by PSC, 5 ships were 5-10 year ages which take up 71% of the total number of ships detained.

◆ **GrossTonnage distribution of ships detained:**



In all 7 ships detained by PSC, 5 ships were above 30000 Gross Tonnages which take up 71% of the total number of ships detained.

◆ **Distribution of countries/regions related to detentions**



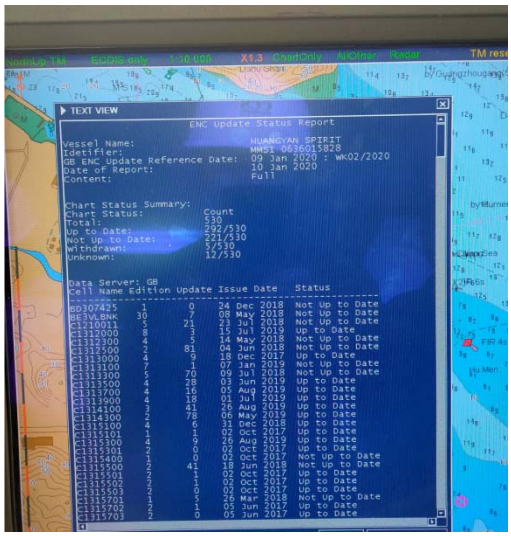
In all 7ships detained by Tokyo MOU members, 3 ships were detained by AMSA witch take up 43% of total detentions.

◆ **Some deficiency pictures (only for the first quarter of 2020)**

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ECDIS not up to dated（rectified）



Rescue boat engine can't be started（rectified）



Hydraulic oil pipe of rescue boat davit leaking



M.E. cylinders cooling water leaking



Fire hose box damaged（renewed）



Two bolts of intenational shore connection missing（rectified）

Brief Report on PSC Information

for the First Quarter of 2020

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Pressure gauge of F.O. filling pipe damaged（renewed）



Life raft was tied unreasonably （rectified）



Foundation of horn damaged（repaired）



Retro reflection belts of VDR aged（renewed）



Painter was not connected with rescue boat (rectified)

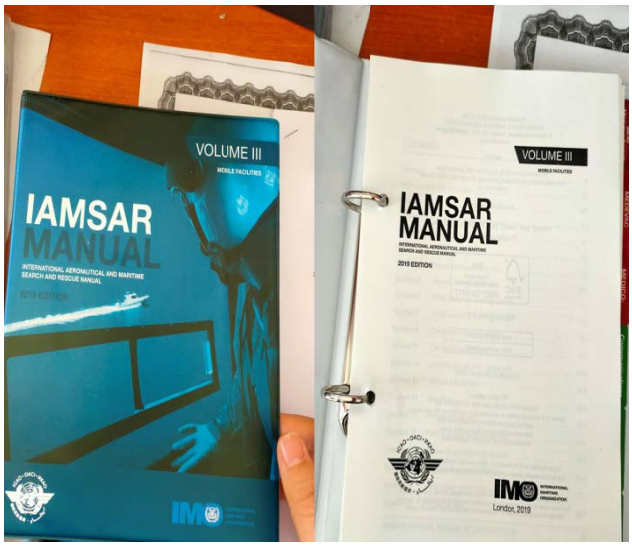


Seal of two way VHF battery damaged (battery renewed)

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IAMSAR manual was old edition（rectified）



UV light of sewage water treatment plant unlit (rectified)



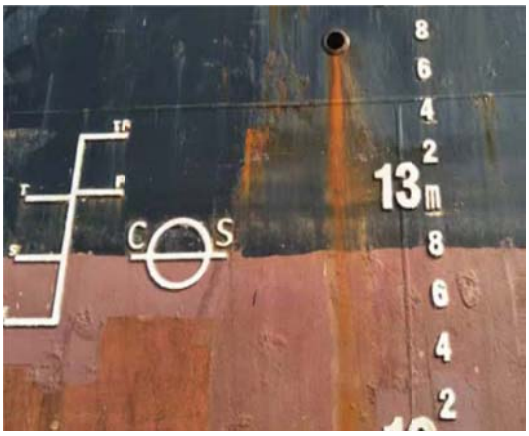
Self-closing cock seize



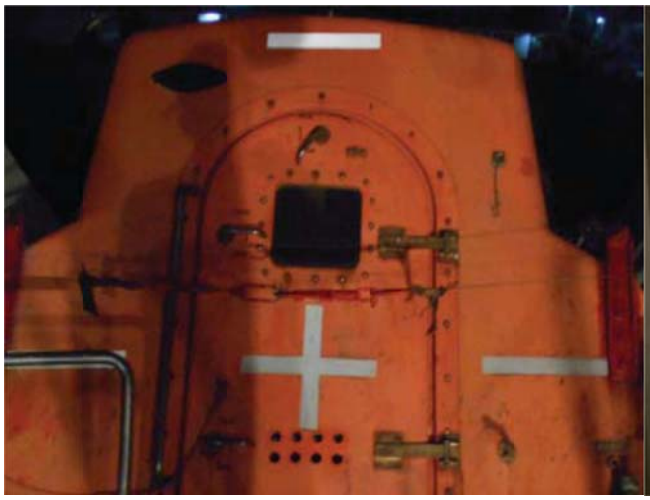
220 V switchboard was low insulation (rectified)



Steel wire of accommodation ladder damaged (renewed)



Load line mark unclear (rectified)



Retro reflection belts of life boat aged



Fire dampers of E.R. were not closed tightly



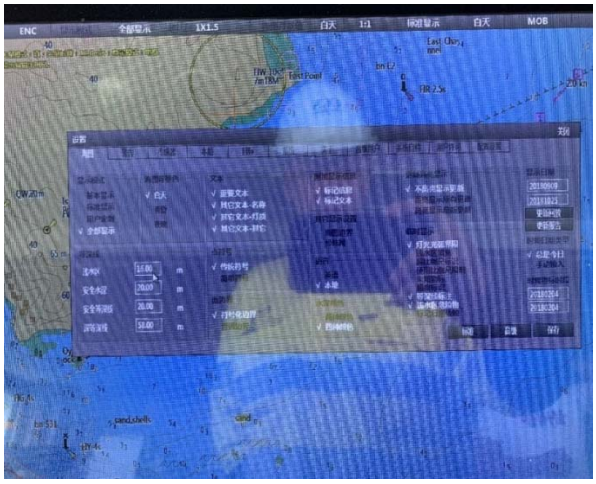
Fire dampers of E.R. were not closed tightly



Motor of emergency fire pump damage



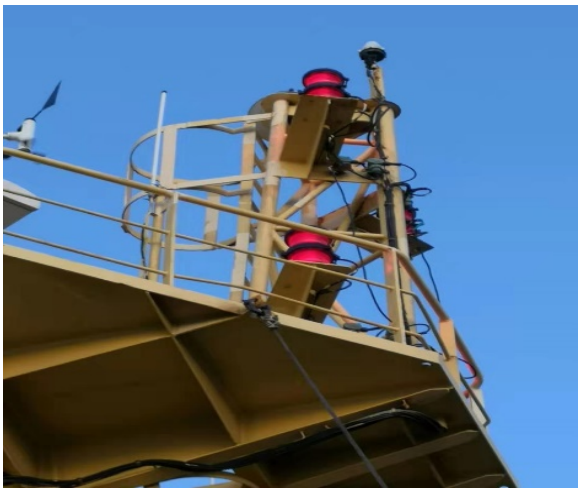
Power of emergency generator could not connect to emergency switch board automatically



ECDIS data was not set as SMS required



Lights on decks unlit



NUC lights and signal lights defective



Life boat battery charger cable's outlet socket defective



Air bottle for quick closing valves not pressurized



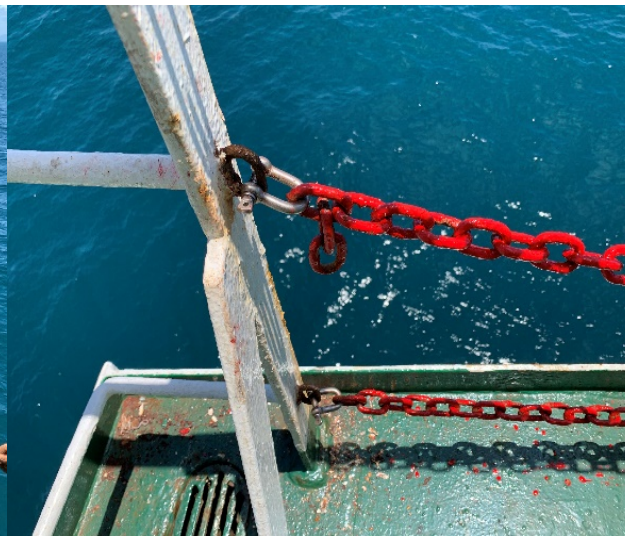
Life rafts securing' shackles corroded



Embarkation ladder securing shackles seized



Safety chains for crew protection seized



Safety chains for crew protection seized



Oil accumulation around E.R. floor（cleaned）



Oil accumulation around steering gear room floor（cleaned）



Fish rooms' temperatures not as required.（rectified）



Vegetables rooms' temperatures not as required (rectified).



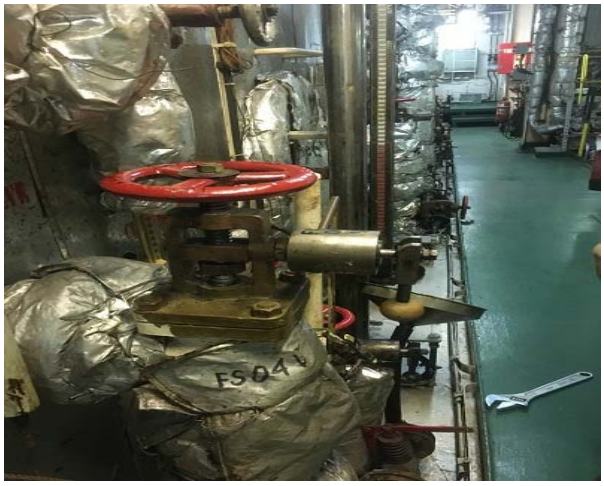
Emergency Generator could not start automatically



Cargo Hold smoke detection alarm damaged (repaired)



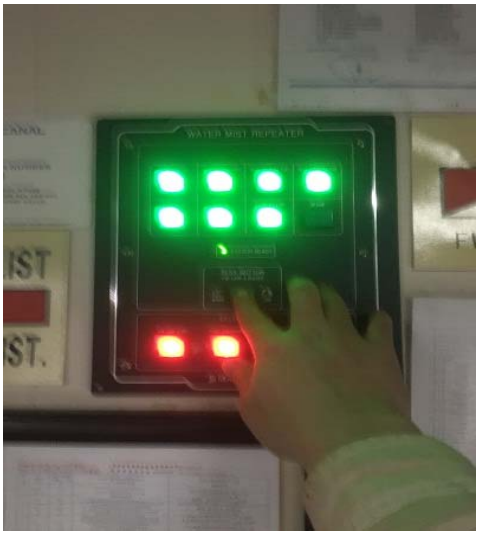
Zipper of immersion suit damaged（immersion suit renewed）



Quick closing valve not work properly



Water ingress alarm defective



Indicating light for water mist fire-fighting system unlit (rectified)



Mooring rope poor condition



E.R. ventilator fire damper corroded and could not closed effectively



Fire damper of E.R ventilator fixed at open position and could not closed automatically



Connecting lever of E.R ventilator fire damper of disconnected

III. Suggestions

- Now, COVID-19 is spreading in the world and it caused that PSC inspections decreased and ship safety managements are affected heavily, some ships were detained. Each shipping company should try to ensure safety and benefit of seafarers, to ensure safety of ship and supply to the ship, to avoid any appeal or ship detention.
- A part of ship detentions were caused by delay reporting to PSCO with messages of ship's defects, equipment damages or accident. If any ship's defect or equipment damage could not be rectified in time, as soon as possible, the shipping company and the ship should report to Flag state or RO for necessary exemption and report to PSC as required. If accident occurs,

necessary reports should be sent to the nearest coastal nation or local PSC and relevant parties according to all requirements of international conventions as quickly as possible.

- In first quarter of this year, 7 CCS ships were detained by Tokyo MOU, especially, 3 ships were detained by AMSA which take up 43% of total detentions, 6 ships were bulk carriers witch take up 86% of total detentions. Each ship company should enhance to supervise ships sailing to Australia ports and bulk carriers, to prevent similar ship detention.
- In first quarter of this year, 3 ships were detained by PSC, among them, 2 ships were detained by AMSA due to defects relating to E.R. ventilators, fire dampers and ventilation shutters. Each ship company should enhance supervise ships to carry out proper maintenances and inspection tests to all E.R. ventilators, fire dampers and ventilation shutters, ensure all these equipment are without obvious corrosion or damage, in good tightness condition, local or remote control operations are in normal conditions.
- Additionally, in first quarter of this year, PSC detentions often occurred due to serious deficiencies relating to emergency generator, emergency fire pump, life boat/rescue boat and launching/releasing mechanism, cargo hold smoke detection alarm system, oil tank quick closing valves, ingress water alarms, ECDIS, M.E. leakages, etc. Each ship company should enhance supervise ship's crew members to carry our proper maintenances and inspection tests to ship's key equipment and high frequency PSC detainable deficiency items, to carry out pre-inspection before arrival carefully and to prevent any PSC detention.

Ship in Service Department of CCS Headquarters

April 8, 2020