

### I. Overall conditions for the second quarter of 2020

#### 1. PSC statistic for the second quarter of 2020

TOKYO MOU: 348 ship-times in terms of inspection of CCS ships, 4 ship-times in terms of detentions, with a detention rate of 1.15%.

PARIS MOU: 31 ship-times in terms of inspection of CCS ships, 0 ship-time in terms of detention, with a detention rate of 0%.

USCG: About 30 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 409 ship-times in terms of inspection of CCS ships, 4 ship-times in terms of detention, with a detention rate of 0.98%.

Other regions: 1 ship was detained by Russia PSC (Black Sea MOU).

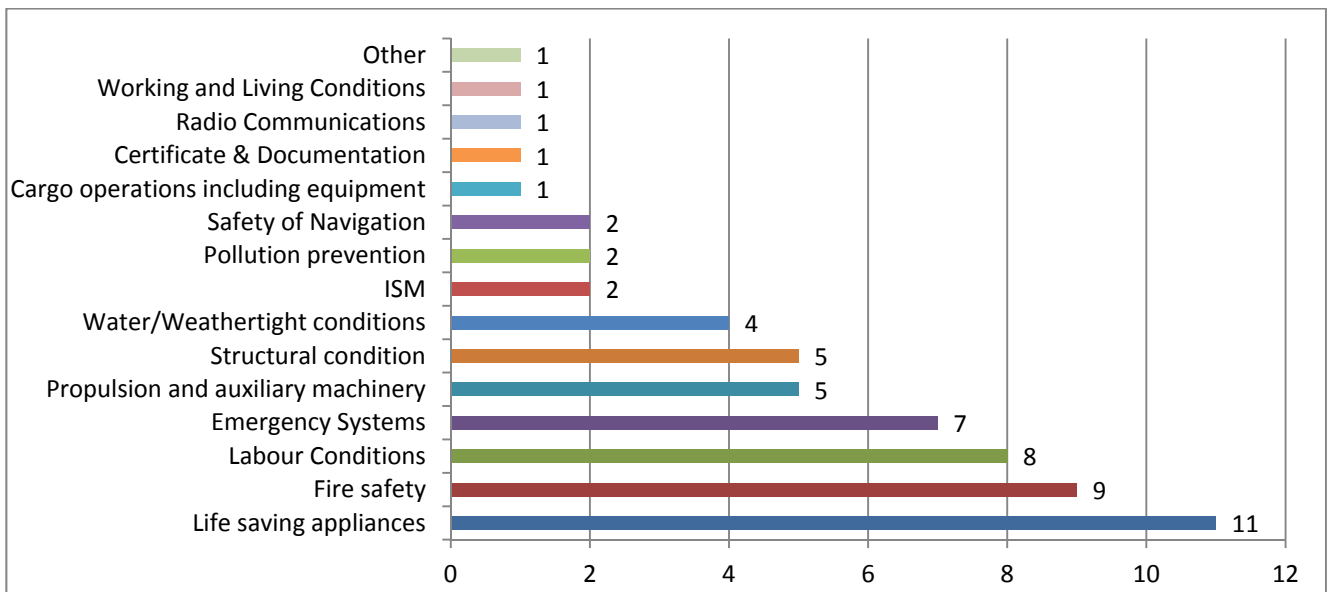
#### 2. List of ships detained in the second quarter of 2020:

Ship	Type of Ship Year of Built	Regime of Detention Date of Detention	Detainable deficiency
H	General Dry Cargo Ship 2012	Australia April 10	Free fall lifeboat release system defective.
I	Oil/Chemical Tanker 2016	Indonesia April 29	1. Emergency fire pump defective (no pressure to pump water). 2. Auto start emergency generator has failed test.
J	Bulk Carrier 2011	Australia May 28	Engine room ventilation fan No. 1, 2, 3 and 4 fire dampers defective.
K	Bulk Carrier 2009	Australia May 28	Engine room fire damper Number 1, 2 and 4 not operational, found seized in open position.
L	Bulk Carrier 2011	Russia May 31	1. Free Fall lifeboat one of two emergency battery empty (indicators of density). 2. Ventilation system of battery room out-side cover through corroded, funnel corroded, damaged. 3. Drums for mooring ropes corroded, handle damaged. 4. Fire system of engine room protective grids corroded, fastening corroded, damaged.

### II. Statistical analysis of data about ships detained in the second quarter of 2020

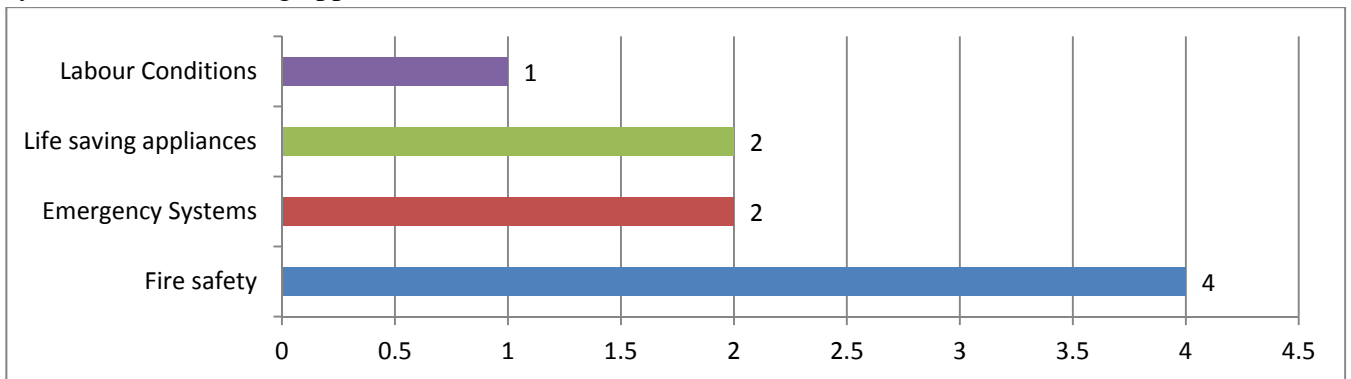
#### ◆ All deficiencies:

For these 5 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 60 deficiencies, with an average of 12 deficiencies for each ship detained. There were relatively many deficiencies in life-saving appliances, fire safety and labour conditions, etc.



#### ◆ Detainable deficiencies

For these 5 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 9 detainable deficiencies, with an average of 1.8 detainable deficiencies for each ship detained. There were relatively many detainable deficiencies in fire safety, emergency system and life-saving appliances, etc.



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

Among 5 ships detained, 3ships were bulk carriers, 2 ships were Oil/Chemical Tanker and General Dry Cargo Ship respectively.

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

Among 5 ships detained, 3ships were 5-10years, 2 ships were 0-5 years and 10-15 years respectively.

#### ◆ GrossTonnage distribution of ships detained:

Among 5 ships detained, 3 ships were above 30000 GT, 2 ships were 3000 to10000 GT。

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

Among 5 ships detained, 3 ships were detained by AMSA, 2 ships were detained by Russia PSC and Indonesia PSC respectively.

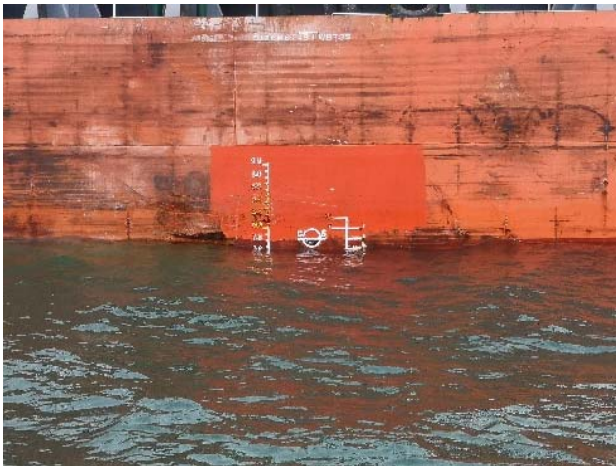
### III. Some deficiency pictures (only for the second quarter of 2020)



Free fall lifeboat release system defective.



Free fall lifeboat release system defective (rectified)



Load line marks unclear( rectified)



Incinerator defective( below 650°C starting over 5 minutes )



Lights of E.R. unlit(rectified)



Emergency fire pump defective (rectified)



Auto start emergency generator has failed test.



Accommodation ladder no safety nets (rectified)



Fire door self-closing device damaged(rectified)



Life boat batteries no power (after renewal)



Compass in life boat leaks liquid (after renewal)



Retro-reflecting material poor condition (renewed)



Free fall lifeboat stern corner-damaged (repaired)



Emergency lighting fastening pipe corroded



EPIRB bracket fixed not as required (one bolt)



Revolution counter foundation heavy corroded



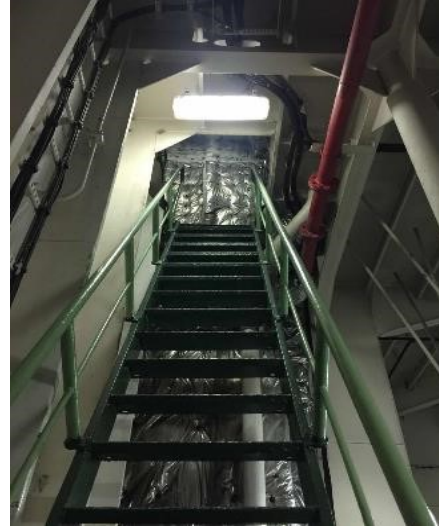
Ventilation cover of battery room corroded



Ventilation cover corroded



Drums for mooring ropes corroded, handles damaged



Light in steering gear room, cover is cracked



D.G High pressure pipe not covered



D.G heavy leak of oil



Fuel oil booster pump shaft seal leak



bunker line on deck and ER indicator of position unreadable



BW pump case leak



Oil tank in ER measuring glass leak



Stern mooring winches walkway (steel) corroded



EM D.G leak of cooling liquid



EM D.G unofficial cables connection (rectified)



Battery room charger not properly fixed



Engine room ventilation fire dampers corroded, damaged



Engine room ventilation fire dampers corroded, damaged



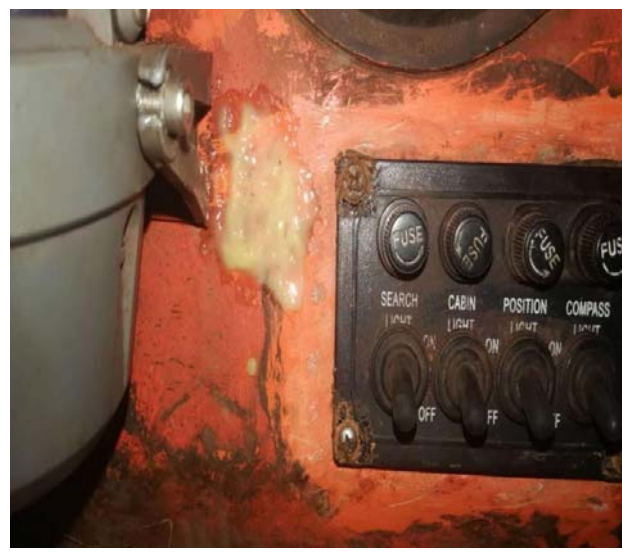
Rescue boat: magnetic compass not fixed



Rescue boat: fire ext. not fixed



Rescue boat: pump suction pipe not connected



Rescue boat electric panel foundation cracked



Accommodation ladder rails corroded



Engine room ventilation fire dampers defective.



Galley fire doors , permanently secured in open position



Emergency switch board 了ow insulation

DATE	LIVOR / RANK	SYMPTOM	ADMINISTRATION GIVEN
13-06/2020			
14-06/2020			
15-06/2020			
16-06/2020			
17-06/2020			
18-06/2020			
19-06/2020			
20-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Zuoiprofen x 2 tablets
21-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
22-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
23-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
24-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
25-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
26-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
27-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
28-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
29-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets
30-06/2020	JIA JIA / BOSS	muscle injury after heavy work	Paracetamol x 2 tablets

C/E on Medivac from vessel , no entries in log book



Engine room skylight on main deck secured in open position



Winch hydraulic oil leaking



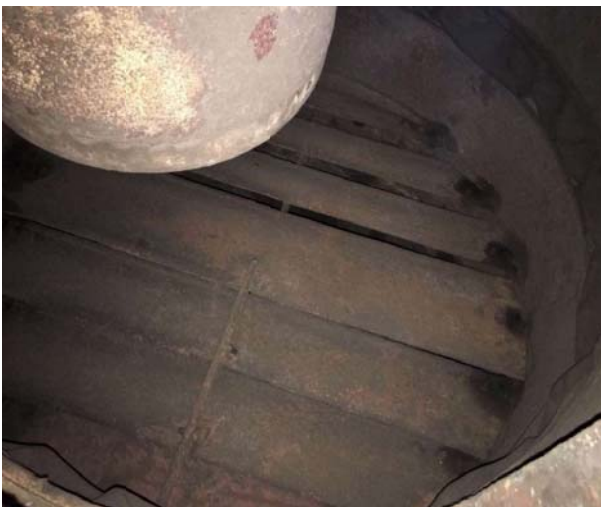
Booby hatch cover sealing gasket defective



C.H. covers hydraulic piping badly corroded, clamps and brackets missing



Cold rooms (Reefer chambers) locked in alarm not operational  
(rectified)



Engine room ventilation fire dampers defective.



Portable fire extinguisher not near the entrance of E.G. room



Water pressure of emergency fire pump not enough



Rescue boat canopy light defective



Leakage noted from expansion joints at fire main on deck



Several items stored in steering gear room not secured properly



Life boat not manoeuvred in water by ship crew in past 3 months



Sailing direction NP 34 not available on board( rectified)



Several oil leakages and oily rags sighted in purifier room



Insulation lagging missing at steam pipe on deck

## VI. Suggestion

- Now, COVID-19 is still spreading in many other countries and regions, some seafarers were infected, ship safety managements were affected heavily, although PSC inspections were decreased obviously, but ship PSC detentions were occurred continuously. Ship managing companies should guide the ship to prevent COVID-19 actively, ensure seafarer's health safety and benefits, ensure ship's supply, strictly supervise ship to carry out pre-arrival inspections and ship maintenances, try to decrease ship PSC deficiency and detention.
- In the first half year of 2020, 11 CCS ships were detained by members of Tokyo MOU, especially, 6 CCS ships were detained by AMSA and it took up 50% of total CCS ship PSC detentions. Each ship company should enhance to supervise ships sailing to Australia ports, when it is necessary, to invite other organization to attend onboard the ship to carry out PSC pre-inspection or assistance of PSC inspection to decrease similar ship detention.
- In the first half year of 2020, there are many detentions caused by serious defects relating to engine room ventilation fire dampers, window-shades, fire doors, emergency generator, emergency fire pump and pipe line, life boat/rescue boat and launching/ releasing mechanism, fire detection and alarm system, ECDIS and propulsion and auxiliary machinery, 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.
- Recently, some ships were proposed deficiencies and detained by AMSA due to defects relating to ship's sewage treatment plant, such as, sewage treatment plant defective, sewage treatment plant has no filtering medium inside unit, scout air valve was opened normally closed,

both air pumps defective, internal structures corroded and holed, chemical supply pump defective, etc. Deficiencies were caused due to that maintenances and inspections to the sewage treatment plant were not enough and supplements of spare parts or materials of sewage treatment plant were not timely. So, ship managing company should supervise the condition and maintenance of ship's sewage treatment plant strictly and supply necessary spare parts and materials of sewage treatment plant to the ship in time to avoid deficiency or detention relating to sewage treatment plant.

- A part of ships were detained due to the ship did not report ship's defect or equipment failure to local PSC in time. If the deficiency or equipment failure cannot be immediately rectified or repaired by the ship, the ship or managing company shall report at the earliest opportunity to the Administration/RO and the local PSC as required by SMS to obtain exempt of the Administration / RO and understanding of PSCO to avoid PSC deficiency or detention.

**Classed Ship in Service Department of CCS Headquarters**

**July 22, 2020**