

I. PSC inspection in the first quarter of 2017

1. PSC inspection statistics in the first quarter of 2017

TOKYO MOU: Number of ships inspected is 720, and number of detentions is 3, with a detention ratio of 0.42%.

PARIS MOU: Number of ships inspected is 59, and number of detention is 1, with a detention ratio of 1.69%.

USCG: Number of ships inspected is 70, and number of detention is 1, with a detention ratio of 1.43%.

In a sum, in the PSC inspection by TOKYO MOU, PARIS MOU and USCG, a total of 849 ships are inspected, and 5 ships are detained, with a detention ratio of 0.59%. Of them 3 are CCS classed ships, and 2 are non-CCS classed ships with SMC issued by CCS.

Other areas: No detention reported.

2. Ships detained in the first quarter of 2017:

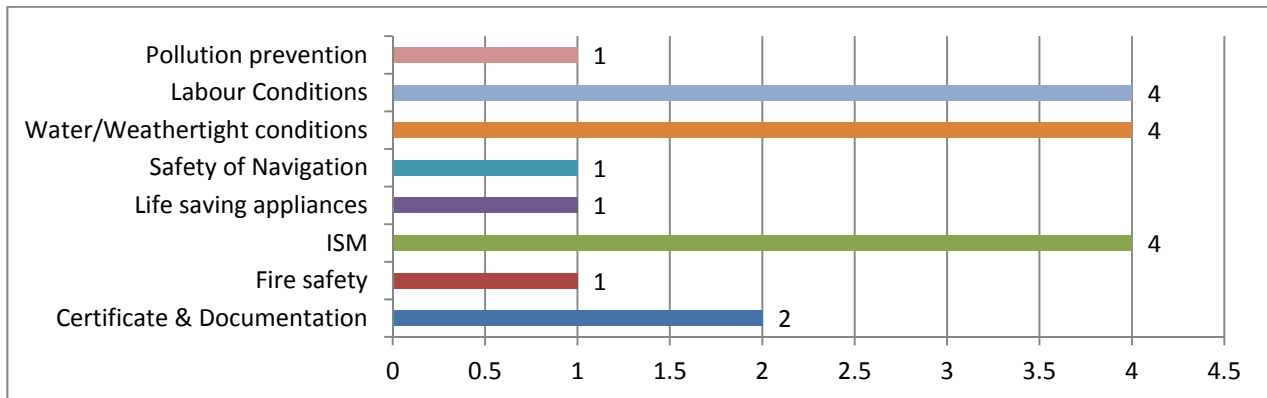
Name	Flag	Ship type Build date	Place of detention Date of detention	Deficiencies
A	Malta	Bulk Carrier 2011	U.S. January 17	PSCO discovered a block of wood in the quick closing valve for the MGO service tank preventing it from being closed remotely in the event of a fire.
B	Panama	General Cargo Ship 2012	Japan February 1	Master's endorsement by Flag State-not had.
C	H.K., China	Other cargo ship 1986	Canada February 23	Deficiencies are subjective evidences of failure of ISM, class to conduct audit on ISM. RO to conduct audit on ISM procedure.
D	China	Bulk Carrier 2005	Australia February 27	Ballast tank air vents and closing arrangements defective. Excessive internal corrosion and wastage. Threaded holes for closing plate wasted. (Numerous places).
E	H.K., China	Bulk Carrier 2002	Germany March 9	Corrective action taken on the ISM system by the company is required within three months. Above deficiency marked ISM is objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.

II. PSC inspection on CCS ships in the first quarter of 2017

1. Statistics for deficiencies of detained ships:

◆ All deficiencies:

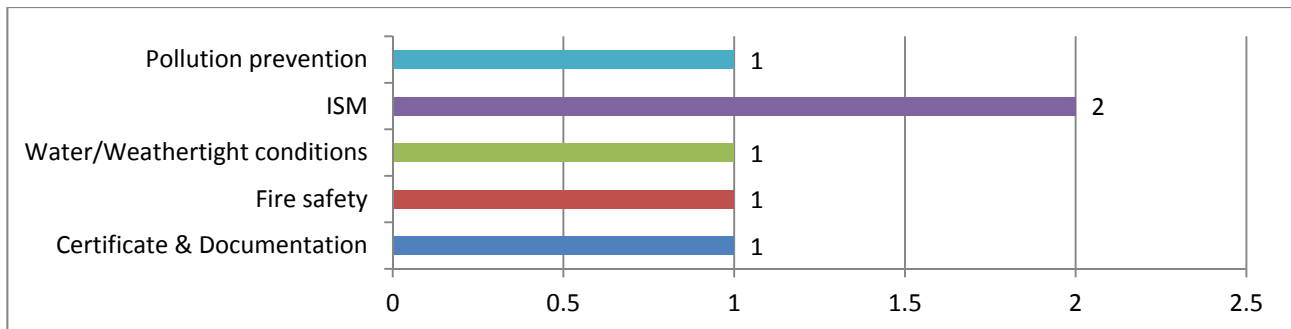
There are 18 deficiencies in the five CCS ships reported to have been detained and requiring investigation and correction, with 3.6 deficiencies per ship detained.



They are mainly deficiencies involving ISM, water/weather tight conditions and MLC labour conditions.

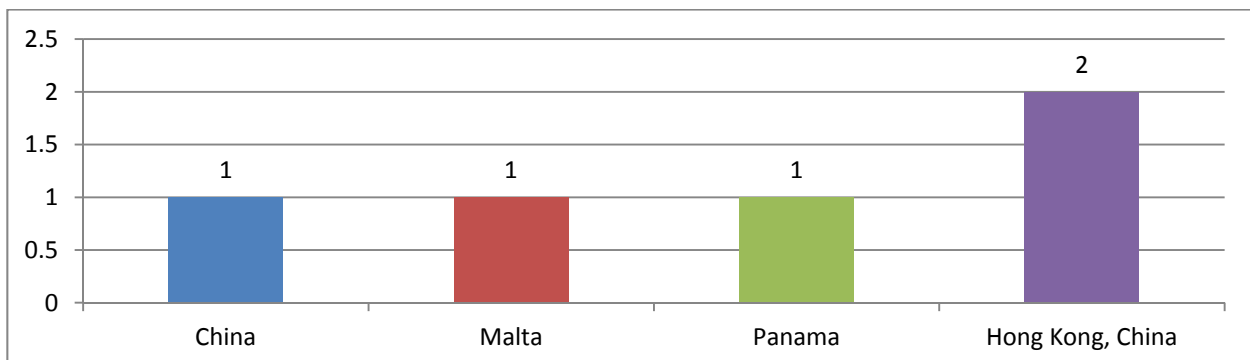
◆ Detainable deficiencies

6 detainable deficiencies are found in the five CCS ships reported to have been detained and requiring investigation and correction, with 1.2 detainable deficiencies per ship detained. The distribution of detainable deficiencies is as shown in the graph below.



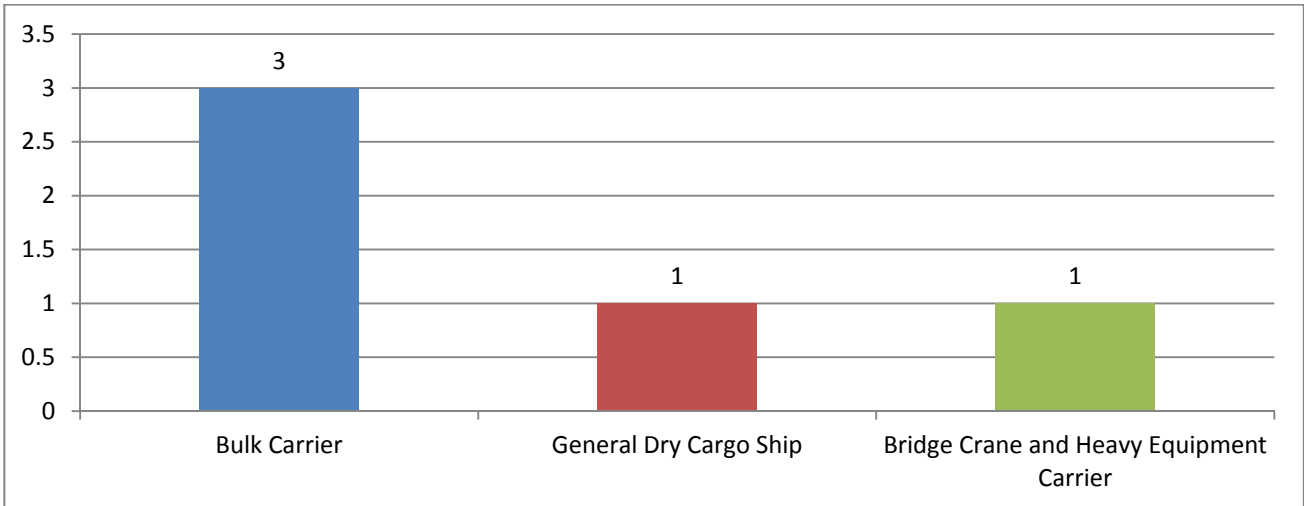
◆ Distribution by ship flag of detained ships:

The distribution by ship flag of the 5 CCS detained ship is as shown in the graph below:



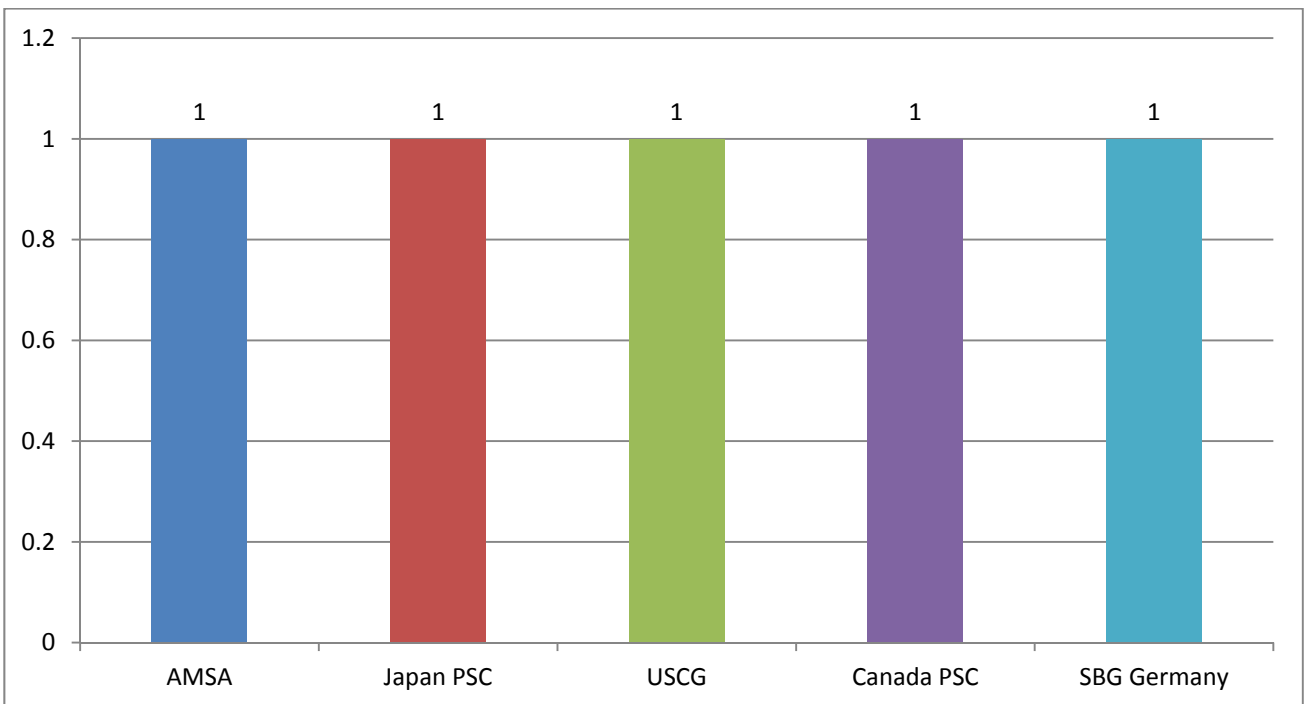
◆ **Distribution by ship type of detained ships:**

The distribution by ship type of the 5 CCS detained ships is as shown in the graph below:



◆ **Distribution by detention country/region**

The distribution by detention country/region of the 5 CCS detained ships is as shown in the graph below:



◆ Photos for some of the deficiencies (in the first quarter of 2017 only)



Quick closing valve of MGO cabin was blocked with a wood block (wood has been removed).



Hydrostatic release unit for life raft has expired.



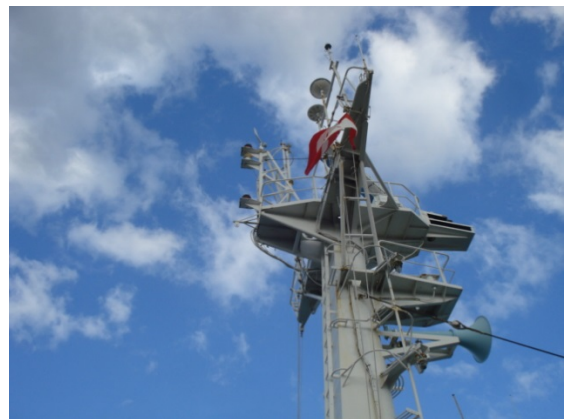
Rope for evacuation on lifeboat is broken.



Fuel in lifeboat runs low.



Chain stopper is seriously corroded.



Signal light has failed.



Evaporator in meat and fish room is frozen.



Hand pump leaks oil.



Vent aire pipes are corroded and damaged.



Footboard between cargo holds are rusted through.



Weather tight door can't be closed tightly.



Ventilator can't be closed tightly.

III. Suggestions for PSC work

- In the first quarter of 2017, there are many detainable deficiencies related to fire safety, machinery and equipment, navigation safety and ISM, specifically the deficiencies and detentions caused by inconformities in lifeboat, vent air pipe, fire/weather tight door, quick closing valve, ventilator, working and living facilities, and crew's certificates. It is suggested that all the companies and crew members pay more attentions to check and test on such items, and make necessary preparation for CIC inspection on safety navigation in advance this year, to reduce related deficiencies and detentions.
- In recent years, many ships sailing in Japan, South Korea, Europe and U.S. are detained due to the deficiencies related to lifesaving and fire drill, and some ships are found with deficiencies related to operations by crew members. It is suggested to carry out more onboard/shore trainings for crew members, who shall be able to understand well the operation requirements for ship safety emergency and key equipment, pollution prevention equipment, and communication and navigation equipment (especially the new equipment, e.g. electronic nautical chart), and to conduct stricter check on the emergency drills and operation by crew members, to reduce deficiencies and detention.
- As the PSC organizations all over the world have been conducting more intensive inspection on the maritime labour convention-2006 compliance, many ships have been found with deficiencies and even detained for failure in implementing MLC. Therefore it is suggested to upgrade inspection on the implementation of MLC, and ensure that the crew's working/living facilities and environment are safe and kept in good condition, to prevent MLC-related deficiencies and detentions.
- Some ships are found with deficiencies and even detained due to bad habits of the crew members, e.g. fixing the fire doors in open position, keeping the measuring hole of the tank always open, blocking the quick closing valve, discarding oily waste and living garbage all around, having not set the emergency equipment switch to automatic mode and having not closed the sewage drainage valve during ship berthed in port, etc. It is suggested that all the companies to carry out more publicity for crew members to reduce the deficiencies and even detention caused by bad habits of crew members.
- Currently, all the member states of EU conduct sampling test on the fuel used by ships arriving at their ports, and more ship had been detained by Paris MOU members due to excessive sulfur content (over 0.1%) in fuel. It is suggested that all the companies and ships take reliable measures for controlling sulfur content in fuel according to their routes in relevant countries and waters.
- Some of the deficiencies of ships show that some supplier companies and maintenance/testing worker have not implemented the testing requirements strictly. It is suggested that the ship companies and crew members conduct stricter supervision on the works from the supplier, to prevent incomplete test, cheating on workmanship and materials, frauds, inaccurate resetting or installation errors after maintenance and unfaithful test reports, etc. If the ship companies have identified such situations, please promptly report to the local CCS branch for CCS to take measures against unqualified suppliers.

Classed Ship in Service Department of Classification Division, Headquarters

April, 7, 2017