Periodic Brief Report on PSC Information for the Second Quarter of 2017

(Data as of June 30, 2017)

I. Conditions of PSC inspections for the second quarter of 2017

1. Overall conditions

TOKYO MOU: 760 ship-times in terms of inspection of CCS class ships, 3 ship-times in terms of detentions, with a detention rate of 0.40%.

PARIS MOU: 64 ship-times in terms of inspection of CCS class ships, 1 ship-time in terms of detention, with a detention rate of 1.56%.

USCG: 70 ship-times in terms of inspection of CCS class ships, 0 ship-time in terms of detention, with a detention rate of 0%.

Other regions: no detention information received.

To sum up, during the PSC inspections of TOKYO MOU, PARIS MOU and USCG, there are totally 894 ship-times in terms of inspection of CCS class ships, 4 ship-times in terms of detention, with a detention rate of 0.45%.

2. List of ships detained in the second quarter of 2017:

Ship name	Ship flag	Ship type Construction date	Detention place Date	Detention deficiencies
A	Malta	General Cargo Ship 2007	Australia April 10, 2017	1.Oily water separator is inoperable due to broken priming line valve for the suction pump. Pump unable to take suction without priming. 2.The SMS (Safety Management System) does not ensure (effective) maintenance of the ship and equipment in accord with regulation (requirements), as evidenced by deficiencies no 1 to 15.
B	Hong Kong, China	Asphalt Carrier 1999	Australia April 21, 2017	Port lifeboat exhaust pipe wasted and broken and exhaust gas leaking inside the lifeboat.
C	Panama	General Cargo Ship 2012	Republic of Korea May 24, 2017	1.Main engine and crank shaft oil leakage and dirty with oil.2.Engine room bottom plate too much oily bilge.
D	Hong Kong, China	Container Ship/Bulk Carrier 2011	Romania May 26, 2017	Stbd. side liferafts (2 x 16 persons) and its supports damaged during berthing (collision with shore crance).

II. PSC statistical analysis and some deficiency pictures for the second quarter of 2017

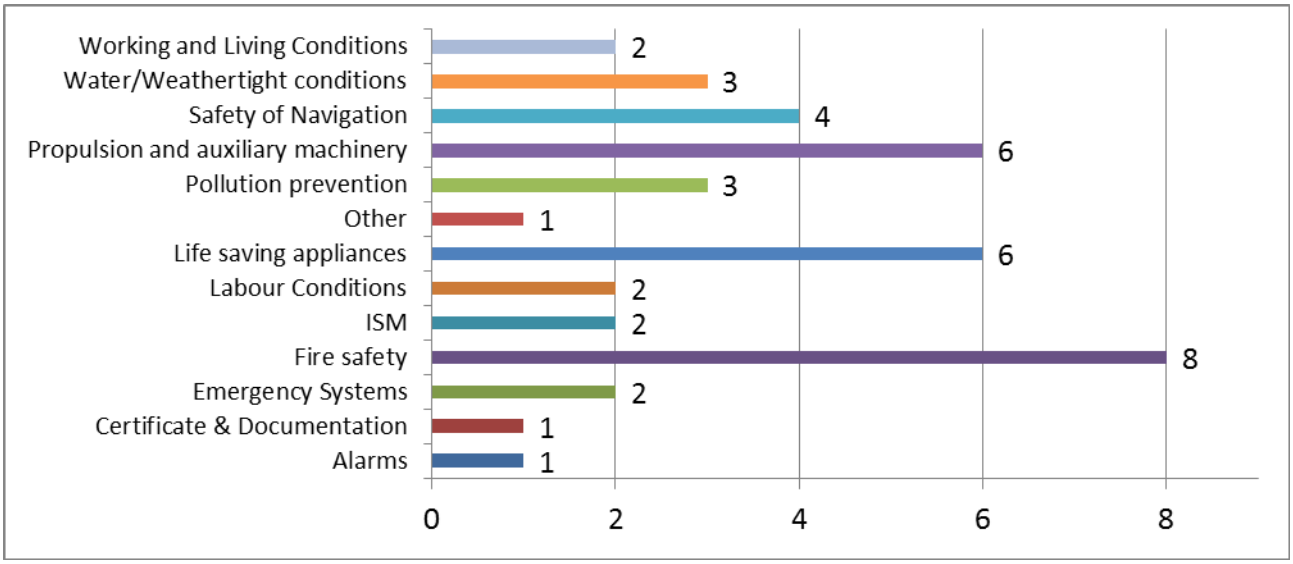
1. Statistical analysis of data about ships detained:

- **All deficiencies:**

For these 4 ship-times of CCS class ships receiving detention reports, and subject to investigation and handling, there were totally 41 deficiencies, with an average of 10.25 deficiencies for each ship detained.

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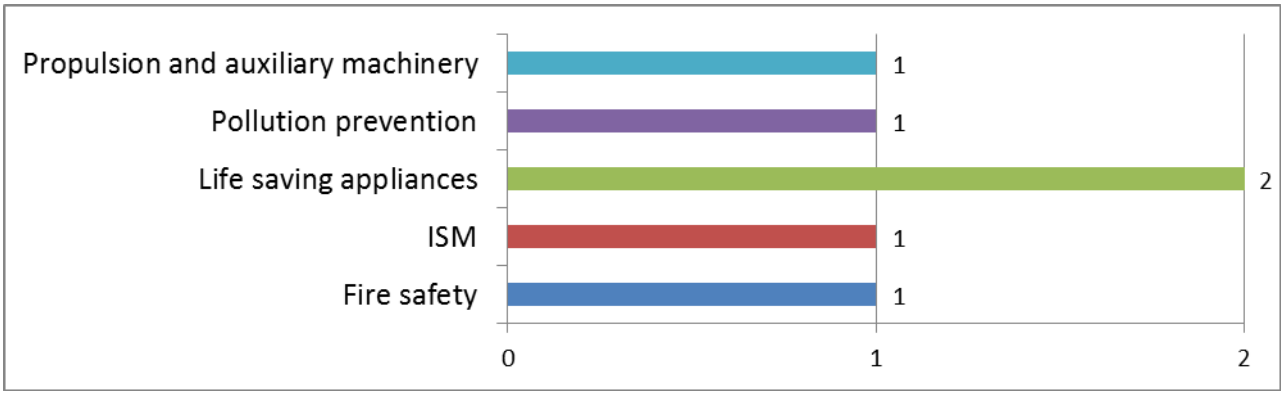
(Data as of June 30, 2017)



There were relatively many deficiencies in fire safety, lifesaving appliances, propulsion and auxiliary machinery, safety of navigation, water/weathertight facilities and pollution prevention.

- **Detainable deficiencies**

For these 4 ship-times of CCS class ships receiving detention reports, and subject to investigation and handling, there were totally 6 detainable deficiencies, with an average of 1.5 detainable deficiencies for each ship detained.



The detainable deficiencies were related to lifesaving appliances, propulsion and auxiliary machinery, pollution prevention, ISM and fire safety.

- **Ship flags and ship types distribution of ships detained:**

Among these 4 ship-times of CCS class ships detained, there were 2 Hong Kong, China flag ships,1 Panama flag ships and 1 Malta flag ship.

Among these 4 ship-times of CCS class ships detained, there were 2 General Cargo Ships, 1 Asphalt Carrier, 1 Container Ship/Bulk Carrier.

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

Among these 4 ship-times of CCS class ships detained, 2 ships were detained in Australia, 1 ship in Republic of Korea and the remaining 1 ship in Romania.

2. Some deficiency pictures (only for the second quarter of 2017)

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(Data as of June 30, 2017)



Smoke detector on the top of main engine defective.



STBD bridge wing main engines RPM indicators base plate securing rods are wasted.



PORT bridge wing main engine RPM indicators box glass broken.



Life boats embarkation lights are seized in fixed position.



Aft anchor light stand became bent.



Hatch walkway lights (STBD bay 13, 14, PORT bay 10) broken from base.

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(Data as of June 30, 2017)



Hatch cover non-return drain line plug bay half missing.



Sounding pipe cover of STBD FW tank at forecastle deck thread corroded and missing.



Anchor winch motor electrical connection cover wasted.



Forecastle space hatch cover securing butterfly nuts at deck wasted from base.



Hatch fire detection system sensor cable pipe wasted and watertight integrity missing.



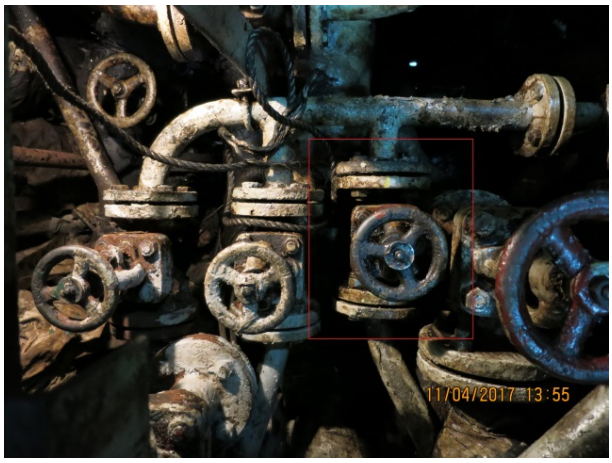
Engine room entrance door from accommodation not closing and seal missing.

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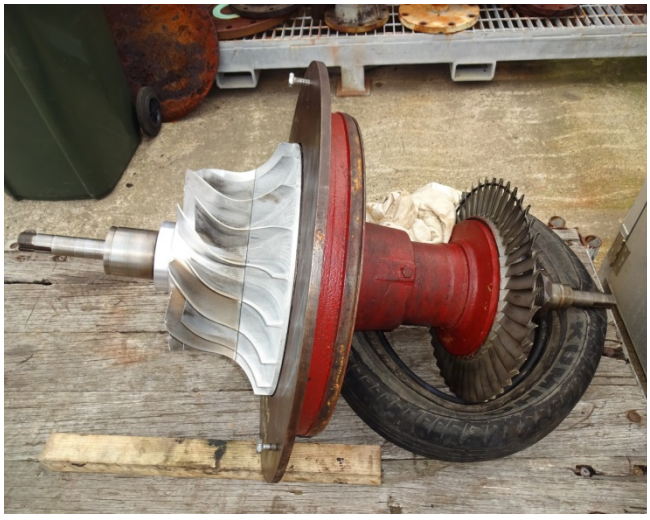
(Data as of June 30, 2017)



Diesel oil is leaking from the top of auxiliary engine.



Oily water separator is inoperable due to broken priming line valve for the suction pump.



Main propulsion engine turbocharger turbine blade damaged.



Lifeboat exhaust pipe wasted and broken.



Forward liferaft embarkation ladder defective.(Has been renewed)



Auxiliary boiler gauge glass defective.

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(Data as of June 30, 2017)



Boiler water level controller drain pipe disconnected and being drained into a bucket.（Has been restored）



Port lifeboat bilge pump suction pipe defective.



Port lifeboat coxswain seat belt webbing deteriorated and torn.



Push button for fire alarm base heavily corroded and switches assembly detached.



Some emergency light-unlit.（Has been fixed）



No.2 G/E funnel insulation deteriorated.（Has been fixed）

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(Data as of June 30, 2017)



Main engine and crank shaft oil leakage and dirty with oil.



Emergency escape trunk insulation-deteriorated.



Electric wire of remote control station for public address in E/R in poor condition.



Hatch cover lock arrangements severely corroded.



Weathertight door can't close.



Quick closing valve air-pipes severely corroded.

III. PSC work suggestions

- A good condition of the ship will give PSCO a good first impression and reduce the risk of detention. It is recommended to increase the inspection of the implementation of MLC, to ensure that the crew's working and living facilities are intact and the environment is safety to prevent defects and detention in the MLC Convention.
- Strictly follow the greatest occurrence PSC deficiencies such as fire safety, machinery and equipment, safety of navigation, ISM and other deficiencies, maintain life saving appliances, ventilation, fire door, weathertight door, quick closing valve, ventilator, crew working and living facilities in good condition. Some ships were detained due to engine room bottom plate too much oily bilge, cargo tanks and ventilator severely worn through due to corrosion, fire detection system wasted. It is recommended that companies and crews strengthen ship safety inspection and maintenance, strengthen the monitoring of supplier services and reduce related defects and detention.
- One ship was detained due to stbd. side liferafts and its supports damaged during berthing (collision with shore crane) while repaired notifications after the accident were not reported PSCO accordingly. It is recommended that the company and the ship strictly follow the relevant reporting requirements and report or through agency report the accident or danger to local or coastal port or PSC authority and relevant organizations as soon as possible after it occurs to avoid PSC detention.
- At present, all EU countries are sampling oil samples of ships. Some ships have been detained by PSCO of the Paris MOU due to the excessive sulfur content (0.1%) of fuel oil. Hope to attract the attention of the relevant companies and ships to prevent detention for excessive sulfur content of fuel oil.
- During September to November 2017, the Tokyo MOU and Paris MOU on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on safety of navigation. As there are various navigation equipment and manufacturers, it is recommended that the company strengthen the inspection and crew operation training of the ship's navigation equipment, especially the training and certificate of the crew about electronic charts, the operation and upgrading of the electronic chart, intended voyage plan and forecasting, etc. The company should ensure that navigation equipment in good condition, the relevant crew members good at operation, strict implementation of the requirements of safety of navigation, to deficiencies and detentions of CIC.
- Since July 1, 2017, seafarers of international sailing vessels should hold new certificates in compliance with the provisions of the 2010 Manila Amendments to the STCW Convention. Port State Control organizations also take this into account, such as Tokyo MOU has released requirements that ships would be detained for crew members' certification not in compliance with the Manila Amendments to the STCW Code. Recently some ship was detained for the PSCO thought that the company is equipped with the electric officer according to the crew list while the certificate of the electric officer did not in accordance with new requirements although the ship manning met the minimum safe manning requirements. Please be noticed that the ship should not only meet the minimum manning requirements, but all the crew members on board to assume the position of the STCW should hold the appropriate certificate of competency. Especially the Electrical officer, Electronic officer, Electrician, Electro-technical officer and Electro-technical rating who list in the crew list or remark in the employment agreement, the crew service book and other documents must hold the appropriate certificate.

Classed Ship in Service Department of CCS Headquarters

August 10, 2017