

(Data as of March 31, 2018)

## I. PSC statistical analysis for the first quarter of 2018

### 1. Overall conditions for the first quarter of 2018

TOKYO MOU: 727 ship-times in terms of inspection of CCS ships<sup>1</sup>, 5 ship-times in terms of detentions, with a detention rate of 0.69%.

PARIS MOU: 54 ship-times in terms of inspection of CCS ships, 1 ship-time in terms of detention, with a detention rate of 1.85%.

USCG: 70 ship-times in terms of inspection of CCS 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 851 ship-times in terms of inspection of CCS ships, 6 ship-times in terms of detention, with a detention rate of 0.71%.

### 2. List of ships detained in the first quarter of 2018:

Ship name	Ship type Construction date	Detention place Date	Detention deficiencies
A	Bulk Carrier 2004	Rotterdam, Netherlands Jan 15, 2018	1. Several closing devices/plugs on main deck are not able to be closed, e.g. sounding devices ballast water tanks and others. 2. Fuel oil vent heads on open deck substandard. Spot-check indicated that several (at least 5 pcs.) around accommodation are substandard. Covers deformed due to corrosion causing a gap, O-rings loose, corrosion inside, bolts broken off. All vent heads to be checked under supervision Classification Society. 3. Quick closing valves not working. Spot check indicated that (at least 2 pcs.) Quick closing valves for service tank not working due to air leakages. All sections to be tested under supervision Classification Society. 4. Local water mist system in Engine Room not working. Spot-check indicated that the section for the purifier room is not spraying after activation. All sections to be tested under supervision Classification Society. 5. Fire / Load Line damper not properly closing. Spot-check indicated that dampers PS and PS aft of accommodation on main deck are to be closed with external equipment (screw drivers and wooden blocks). All dampers to be tested under supervision Classification Society. 6. Main Engine high pressure fuel pump is leak large amount of fuel oil. The 3rd forward high pressure fuel pump is leaking fuel oil from indication line. 7. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. 8. Found cargo (hatch) entrees not properly closing. A number of 8 of these hatches were tested and none of them was able to be properly closed. 9. Despite the fact manholes were closed (bolts and nuts in place) the water was pressed out from the ballast tank on deck.

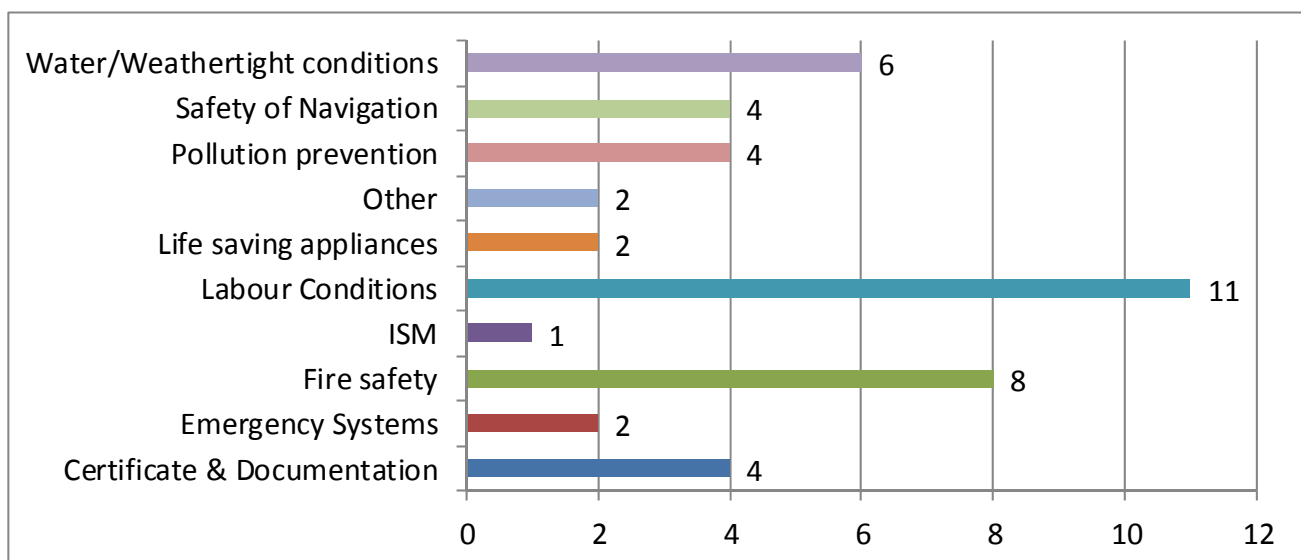
<sup>1</sup> CCS ships means ships with statutory certificates including SMC/ISSC or MLC issued by CCS.

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			No water-tightness of these manholes can be guaranteed. All ballast tank manholes to be checked.10.Large store cover ER (between ER uptake and accommodation) showing signs of corrosion. After spray test the cover showed not be weathertight / watertight.11.Watertight door forecandle is not able to be properly closed. Closing devices broken.
B	Bulk Carrier 2012	Walcott, Australia Jan 26, 2018	1. Several seafarers have not been paid at monthly intervals in full for their work, in accordance with SEA or collective bargaining agreement.2.Evidence of victimization of seafarer for making a complaint.
C	Bulk Carrier 2005	Yantai, China Jan 31, 2018	1. FO. TK quick-closing valve not work. 2. The chemical auto supply pump for sewage treatment plant not work.
D	General dry cargo ship 2012	Yokkaichi, Japan Feb 14, 2018	Rescue boat hoist crane-malfunction.(unable to swing back to deck)
E	General dry cargo ship 2009	Niigata, Japan Feb 20, 2018	Pipe for fixed CO2 system on No.2 cargo hold--holed.
F	General dry cargo ship 2011	Hedland, Australia Mar 13, 2018	Rescue boat engine defective.

### 3. All deficiencies of ships detained:

For these 6 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 44 deficiencies, with an average of 7.33 deficiencies for each ship detained.



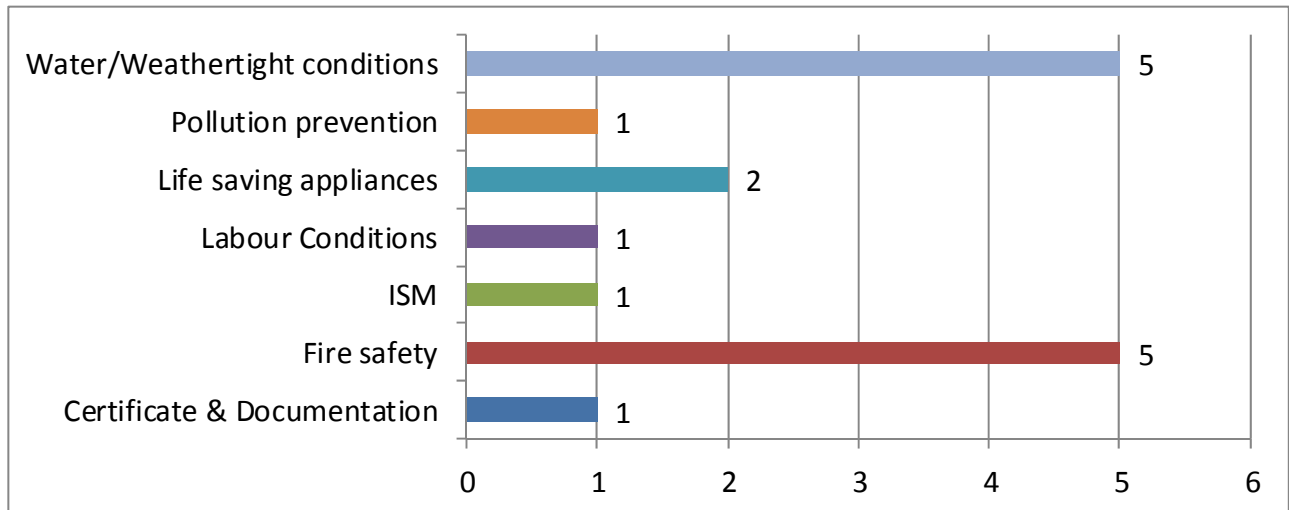
There were relatively many deficiencies in Labour Conditions, fire safety and water/weathertight facilities.

### 4. Detainable deficiencies

For these 6 ship-times of CCS ships receiving detention reports, and subject to investigation and

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handling, there were totally 16 detainable deficiencies, with an average of 2.67 detainable deficiencies for each ship detained.

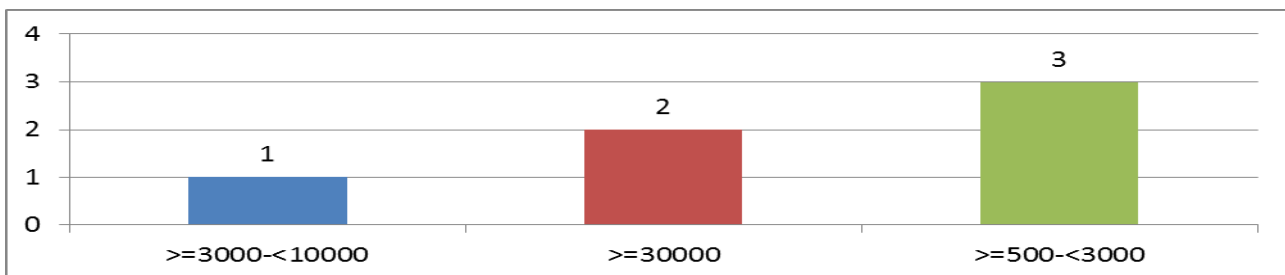


There were relatively many deficiencies in fire safety, water/weathertight facilities and life saving appliances.

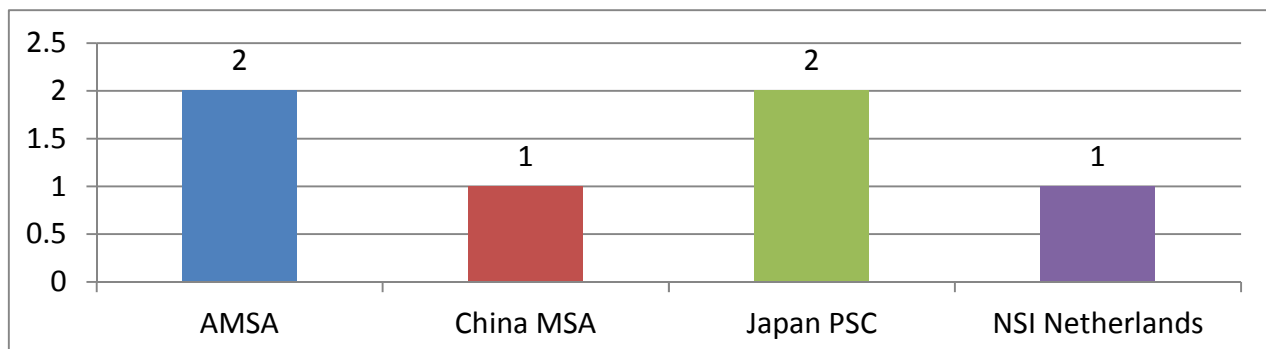
## 5. Ship types of ships detained:

Among these 6 ship-times of CCS ships detained, there were 3 general dry cargo ships and 3 bulk carriers.

## 6. Tonnage distribution of ships detained:

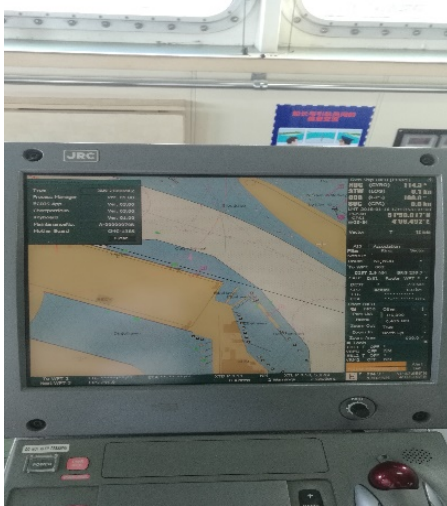


## 7. Distribution of countries/regions related to detentions



**(Data as of March 31, 2018)**

**II. Some deficiency pictures (only for the first quarter of 2018)**



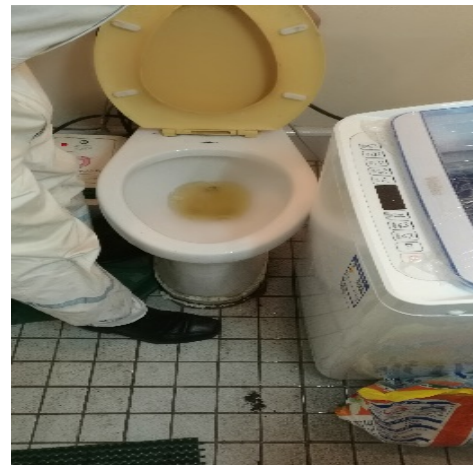
ECDIS is not updated and upgraded.



Supporters / stiffeners of deck plating missing



The RPM indicator (bridge and bridge wings) shows not actual situation.



Toilets are very dirty, it is impossible to flush the toilets as they are designed.



Several taps (wash bin) disconnected.



Washing machines (clothes) not operational or disconnected.

**(Data as of March 31, 2018)**



Air pipe head, poor condition



Found much rotten (molded) food inside the stores e.g. vegetables.



The dry store almost empty. (New dry goods supplied)



Several closing devices/plugs on main deck are not able to be closed.



Local water mist system in Engine Room not working.



The hatch cover is seriously corroded and cannot be closed.

**(Data as of March 31, 2018)**



The cover plate of the gooseneck ventilator cannot be closed



A large number of lighting lamp damage (has been repaired)



Main Engine high pressure fuel pump is leak large amount of fuel oil.



Securing pins for hatches on main deck (ER and Hold) missing.



Small hatch cover plate of cargo manhole cannot be closed effectively.



Ballast tank manholes were closed watertightly

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The large store cover ER showed not be weathertight/ watertight.



Automatic-cleats and Locking Bolts for hatch covers not fully functional due to seized / corroded.



Watertight door forecastle is not able to be properly closed.



Rescue boat release device does not function properly.



Wooden base of magnetic compass on flying bridge deck rotted.

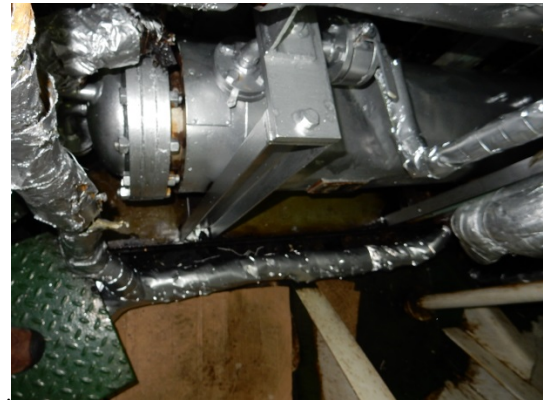


Radar mast support wire loose.

**(Data as of March 31, 2018)**



Pipe for fixed CO2 system on No.2 cargo hold holed.



Heating pipe insulation too much oil (has been rectified)

### **III. Suggestions**

- There is a high risk of being detained in Australia, Japan and Europe because of the strict PSC inspections. It is proposed to strengthen the management of the ships sailing in these countries, and closely supervise the crew to complete the pre-inspection and maintenance of ships before arrival. Any problem shall be solved timely. The external agencies could be invited to assist the ship to carry out the PSC pre-inspection or co-inspection if necessary.
- Many ships are subject to detention due to quick closing valves for tank not working, pipe for fixed CO2 system holed, weathertight facilities corroded, launching appliance or engine of lifesaving or rescue boat malfunction. It is recommended that companies closely monitor the maintenance and safety inspection of the ship, especially the emergency equipment.
- In the first quarter of this year, there are many deficiencies related to MLC. Individual ships' seafarers made a complaint and salary unpaid; living facilities damaged; food and drinking water were in short supply. The inspection of MLC is becoming more and more strict, which will easily lead to deficiencies or detentions and it comes down to the ISM unqualified. Hope that the companies pay more attention.

**Thank you for your substantial support to CCS!**

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

**May 10, 2018**