

Periodic Brief Report on PSC Information

for the First Quarter of 2018

(Data as of June 30, 2018)

I. Overall conditions for the Second quarter of 2018

1. PSC statistic for the Second quarter of 2018

TOKYO MOU: 911 ship-times in terms of inspection of CCS ships, 3 ship-times in terms of detentions, with a detention rate of 0.33%.

PARIS MOU: 68 ship-times in terms of inspection of CCS ships, 2 ship-times in terms of detention, with a detention rate of 2.94%.

USCG: About 70 ship-times in terms of inspection of CCS ships, 0 ship-times 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 1049 ship-times in terms of inspection of CCS ships, 5 ship-times in terms of detention, with a detention rate of 0.48%.

2. List of ships detained in the Second quarter of 2018:

Ship name	Ship Type Built Year	Detention Country Date	Detainable deficiencies
A	General Dry Cargo Ship 2010	Peru April 19	VDR unit is out of order-disconnected.
B	Bulk Carrier 2010	Japan May 11	1. Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crews were unable to perform a satisfactory rescue boat drill. Crew failed an attempt to perform the rescue boat drill as evident by unfamiliarity with procedures of release and recovery for rescue boat. 2. Master and crew members were not aware of their tasks, duties or responsibilities as evident by deficiency in item #1.
C	Oil/Chemical Tanker 2016	Korea May 11	1. Ship's nationality cert. and minimum safe manning cert. not onboard. 2. Emergency fire pump failed during test and unable to operate. 3. Unapproved rubber pipe used and found on E/R floor.
D	Oil Tanker 2004	Italy May 28	1. During fire drill lack of familiarity showed by crew member especially the 2 of fire team. 2. Self-closing fire doors no. 105, 109 and 117 not closing. Maintenance is required. 3. During abandon ship lack of training showed by crew. Some of them joined the others after the end of the drill. Master justified only one crew member at the gangway for the security checks. 4.

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			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.
E	Bulk Carrier 2012	Netherlands June 7	1. Pipe tunnel entrance cover in ER could not be opened due to water ingress in the pipe tunnel. According Captain pipe tunnel is completely full with water and this is the reason why it cannot be opened. Close monitoring showed that water was leaking via hand wheel spindle entrance cover into the ER. 2. Fire detector system switched off and out of order. When requesting for switching-on alarms are constantly coming in and system is giving also fault alarms. Finally system switched-off again due to number of incoming alarms. 3. Proper functioning of water ingress alarm could not be demonstrated. The system has been switched-off and was not switched-on despite several requests. 4. No reporting to PSC was done of mentioned defects. No reporting towards CCS and Flag state could be handed-over by. 5. During spot check it was witnessed that several hold entrance hatch covers could only be close by means of 2 cleats instead of 4. 6. The fire dampers of the engine room (hand wheel operated) could only be operated with great force. For one damper it took eventually 3 persons to close it. Correct operation remote controlled ER could not be demonstrated despite several request. Correct operation remote operated damper in front of purifier room could not be demonstrated after activation. 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. The breaker for the emergency fire pump on the emergency switch board is in off position. When requested to explain (2nd visit) it was explained that the fire pump, which is adjacent to the pipe tunnel is flooded and therefor out of order.

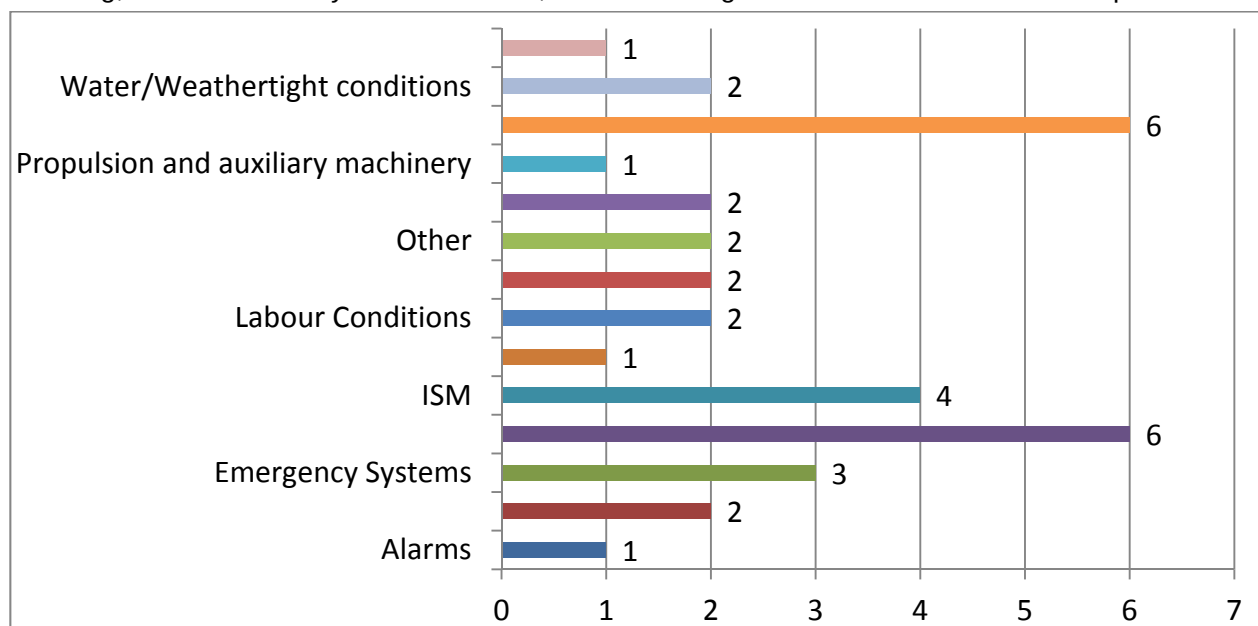
II. PSC statistical analysis and some deficiency pictures for the Second quarter of

2018

1. Statistical analysis of data about ships detained:

◆ All deficiencies:

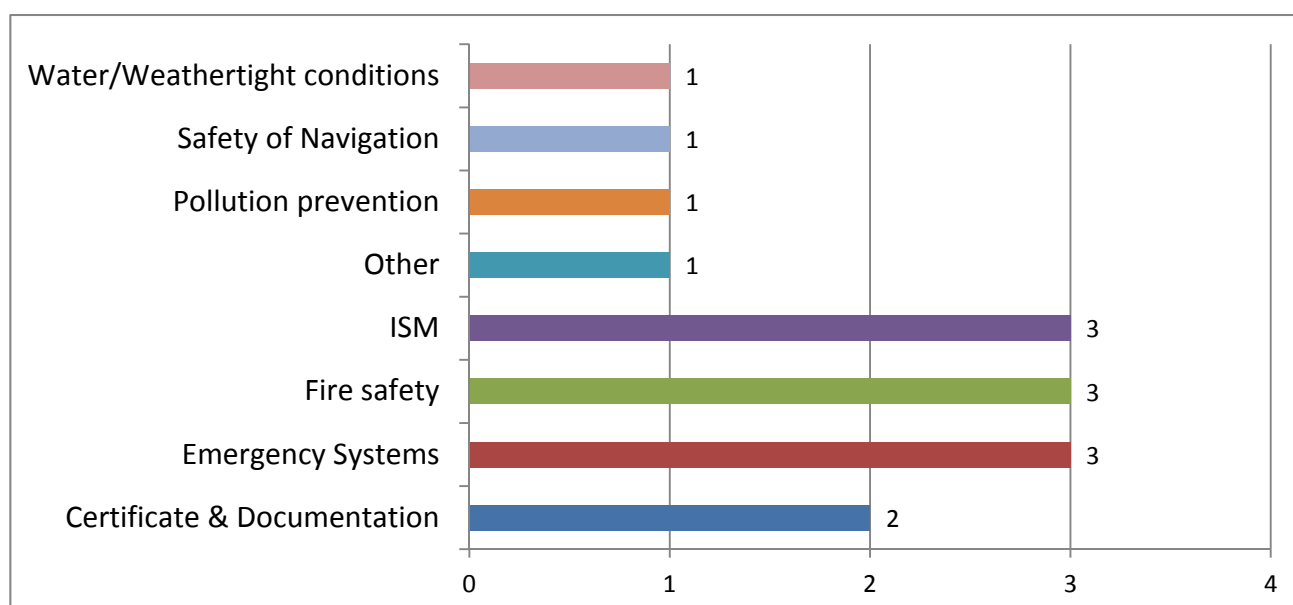
For these 5 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 35 deficiencies, with an average of 7 deficiencies for each ship detained.



There were relatively many deficiencies in fire safety, safety navigation, ISM and emergency system, etc.

◆ Detainable deficiencies

For these 5 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 15 detainable deficiencies, with an average of 3 detainable deficiencies for each ship detained.



There were relatively many detainable deficiencies in fire safety, emergency systems, ISM and certificate & documentation, etc..

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

Among these 5 ship-times of CCS ships detained, there were 2 oil tankers/chemical tankers and 2 bulk carriers and 1 general dry cargo ship.

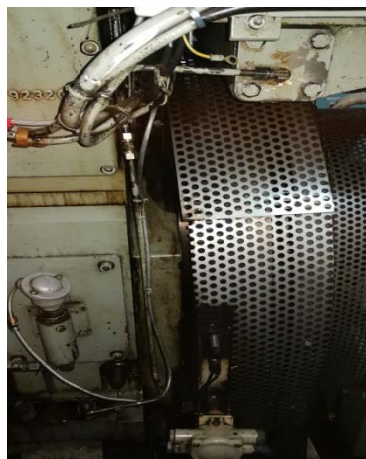
◆ **Distribution of countries/regions related to detentions**

Among these 5 ship-times of CCS ships detained, the detention countries/regions are Netherlands, Italy, Japan, Korea and Peru separately.

◆ **Some deficiency pictures (only for the Second quarter of 2018)**



Emergency fire pump damaged



Using illegal rubber pipe in E.R.



Ship's registry certificate not on board.



Crew members are unfamiliar with rescue boat operation.

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Crew members are unfamiliar with BNWAS operation.



Sea charts in voyage plan are not enough.



Slide fastener on life jacket damaged.



Hook on rescue boat seized.



Antenna support post corroded



VDR damaged

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Gyro repeater in steer gear room failure.



Fire detection alarm system damaged (rectified)



Window glass on life boat dirty (renewed)



Fire detector in paint store damaged.



Security level notice not put at near ship entrance (rectified)



Self-closing fire door failure (rectified)

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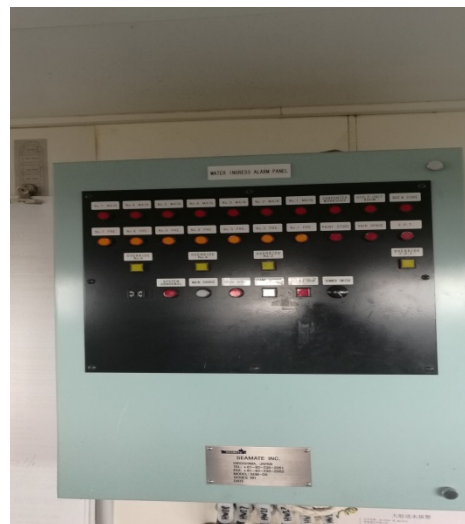
Aux. engine bottom oily (rectified)



Cargo holds fire detecting system failure.



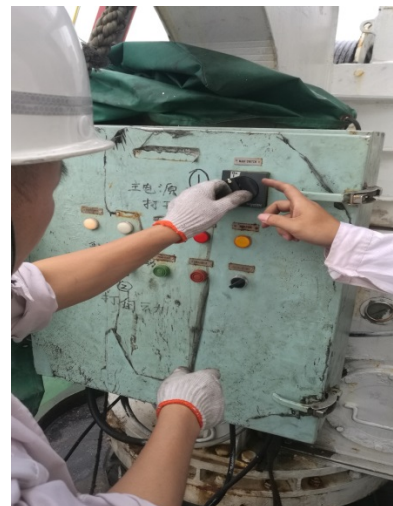
Pipe tunnel cover could not be open (water ingress)



Water ingress alarm failure.



Small hatch cover for cargo hold could not be closed tightly



Crew members are unfamiliar with rescue boat release operation.



Limit switch on oil pipe crane missing



Fire damper on E.R. ventilator seized.



No.3 Aux. engine could not be started easily.



A lot of engine alarms were incorrect.



Oil leakage found from high pressure pumps.



Oil leakage found from hydraulic oil pipe on deck

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Emergency fire pump damaged.



Pipe tunnel and cargo holds ingress due to ballast pipe broken.

III. Suggestions

- The company is advised to encourage the crew to find deficiencies and report the company in time, and the company should assist the ship to rectify. If the deficiency cannot be immediately rectified by the ship, the company shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate and the local PSCO, in order to get the exemption or postponement rectification confirmation of the flag State authorities or RO, and the understanding of PSC organizations to avoid unreported deficiencies found by PSCO and the detention.
- In some countries, the PSCO is very concerned about the ship emergency drills. If the problem is found, the ship will be detained and associated with ISM. Therefore, it is recommended that the company strictly supervise the training and drills of the ship emergency drills, carry out the drill plan as scheduled, pay attention to details and ensure the drill effect. During the PSC inspection, the crew should keep a good condition, with all coordination, calm, clear instructions and their respective duties, orderly implement the drill program and simulation scenarios. The crew keeps a record of each drill and preserve the video or images of drill.
- It is recommended that the company closely monitor and encourage the crew to do the pre-inspection before arrival and daily maintenance, ensure the quality of safety inspection test and maintenance effect. Problems should be nipped in the bud.
- The worldwide PSC organizations will launch a joint Concentrated Inspection Campaign (CIC) on air pollution prevention (from September to November 2018). We suggest companies prepare in advance, make sure ship's every fuel-consuming equipment such as diesel engine, boiler, and incinerator work under good condition, certificates, documents and records are complete and intact (EIAPP certificate, technical documents, parameters record, ozone-consuming material record, maintenance record, fuel oil change procedure and log book, operation manual for incinerator and

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record of crews' training and operation, working log of incinerator, VOC management plan (liquid cargo carrier) etc.), intact storage of bunker Delivery Notes and oil samples and make sure the sulphur quantity meets the requirement of convention or local restriction, and crews' familiarity with operating incinerator, etc.

- Many ships are subject to deficiencies or even detention due to bad habits of crew members, such as crews do not wear work clothes, the fire door is fastened in the open position, the tank sounding hole was kept abnormally open, the closing of quick closing valve is limited, the oily wastes and household garbage are discarded at will, private cable, do not use marine electrical equipment, the switches of emergency equipment and navigation equipment are not set at normal or automatic positions, and the overboard discharge valve of domestic sewage is not closed within a port. It is suggested that the companies strengthen the publicity and education to supervise the crew to maintain good working and living habits, reduce the related deficiencies or even detention.

**Classed Ships in Service Department of Headquarters
July 27, 2018**