

I. Overall conditions for the Third quarter of 2019

1. PSC statistic for the Third quarter of 2019

TOKYO MOU: 685 ship-times in terms of inspection of CCS ships¹, 2 ship-times in terms of detentions, with a detention rate of 0.29%.

PARIS MOU: 75 ship-times in terms of inspection of CCS ships, 1 ship-time in terms of detention, with a detention rate of 1.33%.

USCG: About 60 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 820 ship-times in terms of inspection of CCS ships, 3 ship-times in terms of detention, with a detention rate of 0.37%.

Other regions: 1 ship was detained by Jordan PSC and 1 ship was detained by Columbia PSC

2. List of ships detained in the Third quarter of 2019:

Name of Ship	Type of Ship Year of Built	Regime of Detention Date of Detention	Detainable deficiency
A	Bulk Carrier 2004	Japan July 1	Rescue boat-propulsion missing due to propeller shaft worn out and torn off.
B	General Dry Cargo Ship 2006	Jordan July 19	1. Water sprinkler system is not working. 2. 3 quick closing valves on F.O. tanks are leaking F.O. 3. Oil mixtures under G/E and in purifier room, also all bilge wells and pipe duct boson store and fore castle. 4. No. 1, 2, 3 D/G are all leaking F.O. and L.O. from many places. 5. Life boat group No.1 battery empty, life boat not running only on group No.2.
C	Heavy Cargo Carrier 2017	Indonesia Aug. 13	1. Starboard side lifeboat engine, defective, malfunction. 2. GMDSS Emergency source, not function. 3. Life boat Port side and Starboard side interlock, defective. 4. According deficiencies ship ISM Code failure by: Resources and personnel, Shipboard operation, Emergency preparedness, Maintenance of the ship and equipment.
D	Bulk Carrier 2016	Poland Aug.19	1. One ME oil mist detector inoperative since 18.07.2019. 2. Galley exhaust ventilator filters dirty/contaminated with oil. Deep tray below

¹ CCS ships means ships with statutory certificates including SMC/ISSC or MLC issued by CCS

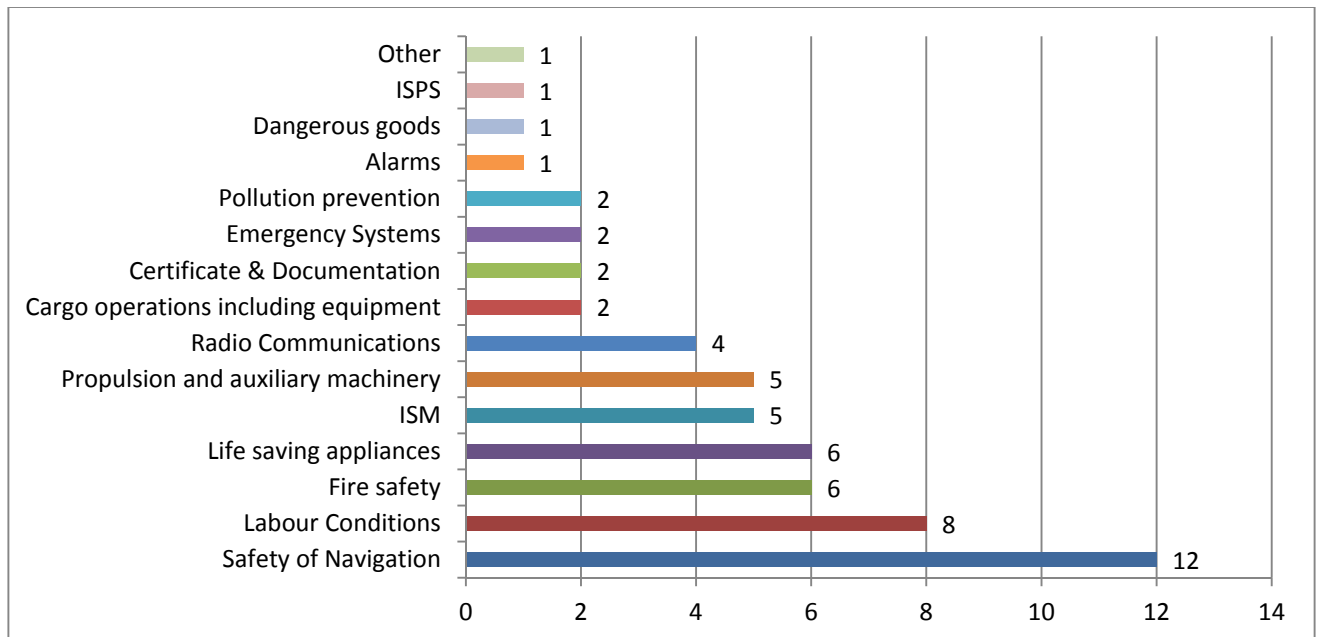
			filters full of oil. 3. Disinfectant pump for sewage treatment plant inoperative. Master instructed to stop discharge untreated sewage overboard. 4. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness of implementation of ISM Code.
E	Dredger 1995	Columbia Sept.4	1. Steering gear alarm-out of service in the bridge. 2. a) Poor Bridge to shore safety communications in English; b) Officers skills to communicate in English are low; c) It was necessary translator services to carry out this inspection.

II. PSC statistical analysis and some deficiency pictures for the Third quarter of 2019.

1. Statistical analysis of data about ships detained:

◆ All deficiencies:

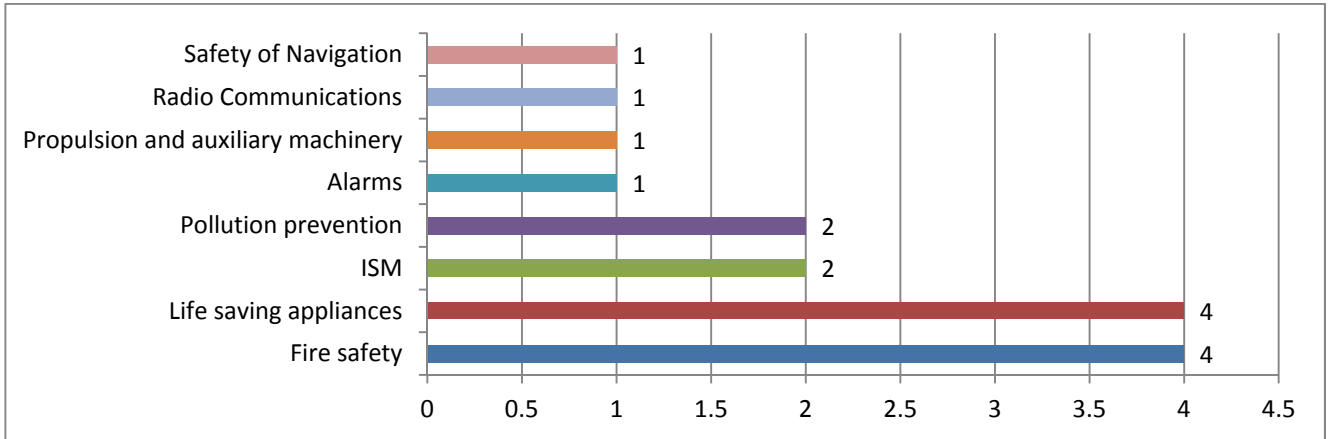
For these 5 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 58 deficiencies, with an average of 11.6 deficiencies for each ship detained.



There were relatively many deficiencies in Safety Navigation, MLC, fire safety, Life Saving appliances, ISM, Propulsion and auxiliary machinery, etc.

◆ Detainable deficiencies

For these 5 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 16 detainable deficiencies, with an average of 3.2 detainable deficiencies for each ship detained.



There were relatively many detainable deficiencies in Fire safety, Life Saving appliances, ISM and Pollution prevention, etc.

◆ Ship types distribution of ships detained

In all 5 detained ships, 2 ships were bulk Carriers, 1 ship was General Dry Cargo Ship, 1 ship as Heavy Cargo Carrier and 1 ship was Dredger.

◆ Ship ages distribution of ships detained

In all 5 detained ships, 2 ships were ages less 5 years, 2 ship were ages between 10-15 years and 1 ship was age between 20-25 years.

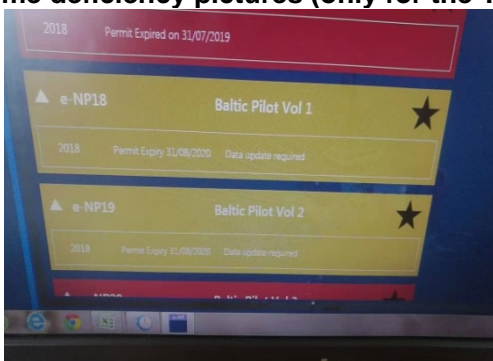
◆ GrossTonnage distribution of ships detained

In all 5 detained ships, 1 ship was 500-3000 GT, 2 ships were 3000-10000 GT, 1 ship was 10000-30000 GT and 1 ship was more than 30000 GT.

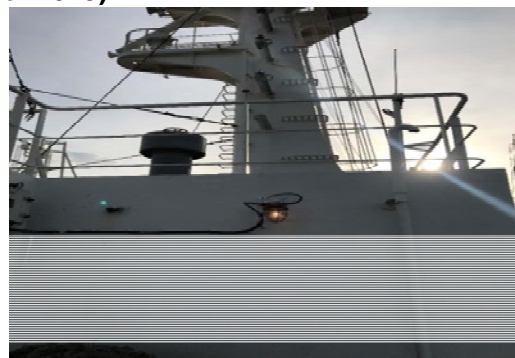
◆ Distribution of countries/regions related to detentions

In all 5 detained ships, Japan, Indonesia, Poland, Jordan and Columbia PSC detained 1 CCS ship respectively

2. Some deficiency pictures (only for the Third quarter of 2019)



Sailing directions (NP 18 and NP 19) not up to date



Several emergency lights out of order (rectified)



ME oil mist detector inoperative



Galley exhaust ventilator filters dirty



Disinfectant pump for sewage treatment plant inoperative



Some ER flooring plates not secured (rectified)



A lot of food rotten (rectified)

2019 月份 Date	姓名 Name	职务 rank	月合并工资 monthly consolidated wage			航贴 seafaring allowance	社会保险金 social security outlay	总计 Total	工作天 work days	其他额外 Other extra payments	实发金额 final pay	船员签字 signature
			基本工资 basic pay	加班津贴 overtime payment	带薪假 leave pay							
5	YAN ZHAI MIN	水手AB	500 \$			50 \$	100 \$	30		650 \$		
7	ZIN WUO	水手AB	500 \$			50 \$	100 \$	30		650 \$		

Salary pay lists not given to crew members.

(Data as of Sept. 30, 2019)



Charts not latest edition



M.E. fuel oil leakage



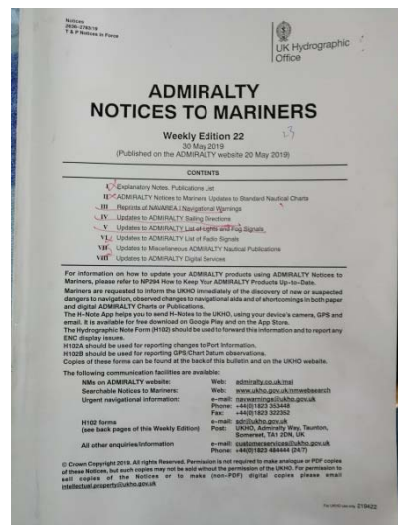
Pump shaft not protected by cover.



Propeller shaft of rescue boat broken(repaired)

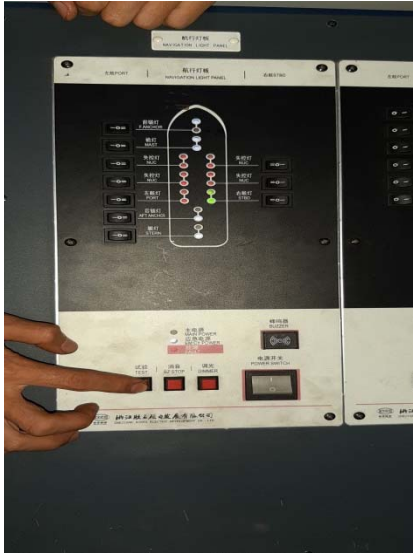


lifeboat engine defective/malfunction



Nautical publication not update

(Data as of Sept. 30, 2019)



Some navigation lights unlit



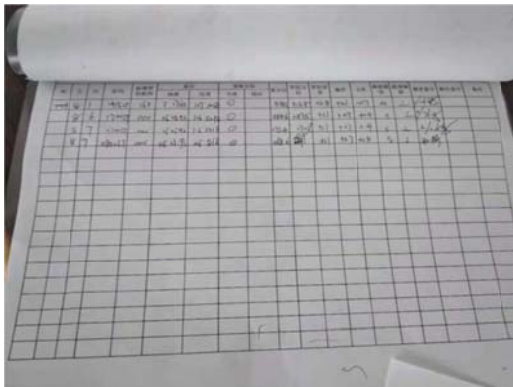
GMDSS Emergency source not function



Two way VHF battery out of order



Air vent for galley room oily



Compass Error Logbook not recorded properly



SOLAS Training Manual not with ship's equipment

(Data as of Sept. 30, 2019)



Gas detector calibration overdue.



Cargo securing equipment not maintained



Muster List not include MOB



SOPEP List of equipment and materials not update



Deck line unclear painted



BA low pressure (rectified)

(Data as of Sept. 30, 2019)



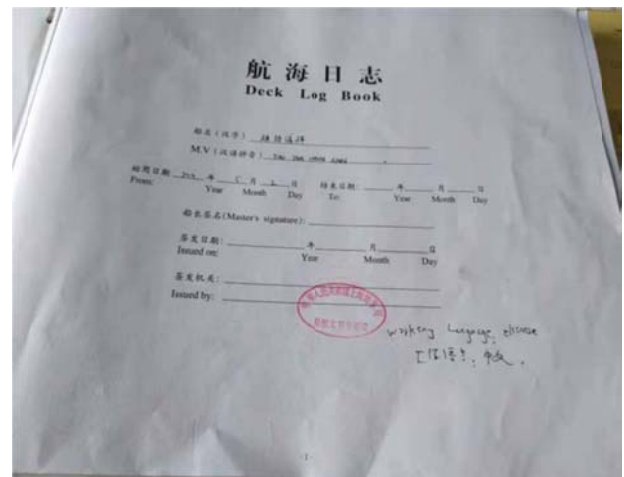
Auxiliary Engines oily



Steering Gear room floor too oily



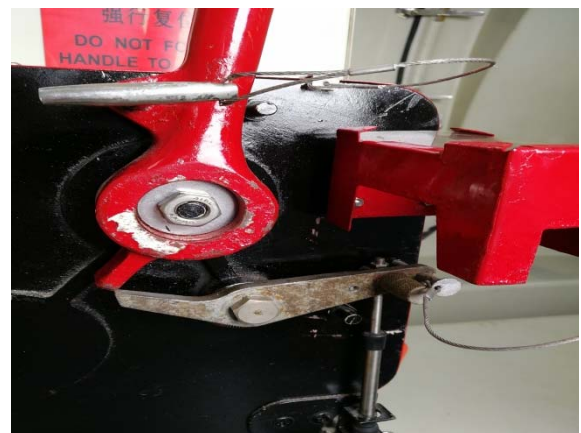
Rescue boat unidentified



Working language not established

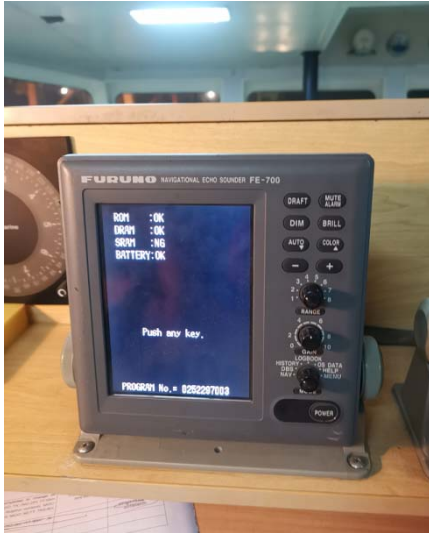


AIS SART not connect to AIS



Lifeboat interlock defective

(Data as of Sept. 30, 2019)



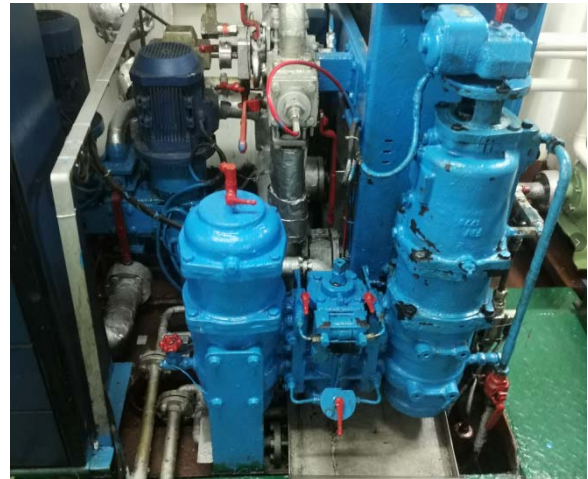
Echo Sounder-LOW BATTERY ALARM



Water sprinkler system not working



Quick closing valves leaking (rectified)



F.O. lines valves leaking (rectified)



Life boat group No. 1 battery's empty



Emergency switch board low insulation

III. Suggestions:

- In the Third Quarter of 2019, there were many ship detentions caused by deficiencies relating to life saving/ rescue boats, such as: 1. Rescue boat-propulsion missing due to propeller shaft worn out and torn off. 2. Life boat group No.1 battery empty. 3. Starboard side lifeboat engine, defective, malfunction. 4. Both life boats interlock, defective, etc. So, during inspections and drills, crew members should inspect and test each life-saving/rescue boat carefully, strictly monitoring services quality of suppliers, to avoid any deficiency or detention relating to life-saving/rescue boat.
- In the Third Quarter of 2019, many PSC deficiencies relating to ship equipment defective, navigation documents were not up to date, equipment oil/water leakages, etc. So, the ship management company should strictly monitoring shipboard safety self-inspections and maintenances and supply necessary navigation documents to the ship in time. If any defect could not be rectified in time, the ship management company or the ship should report to local Port State, Flag State or RO as early as possible to obtain necessary exemption and to avoid deficiency or detention.
- During the PSC CIC on ship's emergency system and procedures from September 1 to November 30, 2019, many serious deficiencies were found by PSCO, most deficiencies relating to steering system (steering gears oil leakages, steering gear limit switch defective, steering gear oil tank low level alarm defective, steering gear lost power alarm defective, etc.) , fire-fighting drill (Crew members were not familiar with fire-fighting drill, fake records of fire-fighting drill, fire mans were not familiar with wear fire man outfits, fire-fighting drill not simulating real scenes, breathing apparatus was low air pressure, etc.), water ingress alarm, public address, emergency generator and emergency fire pump, etc. So, the ship management company should strictly monitoring shipboard to carry out self-inspection and preparation for CIC, ensure every CCS ship passing CIC smoothly.
- In this year PSC inspection, many ships were detained due to defects relating to ship key equipment, such as engine room ventilator dampers, sewage treatment plants and oil tank quick closing valves, etc. So, the ship management company should strictly monitoring crew members to inspect and test key equipment carefully to avoid ship detention.
- In this year PSC inspection, many ships were proposed deficiencies or detained caused by MLC defects, such as, air vent for galley room oily, foods were not enough, a lot of foods rotten, seafarer salary was not fully paid in time, etc. So, the ship management company should monitoring the ship to implement each requirement of MLC strictly, keep ship clean, ensure benefits of crew members to avoid deficiency or detention relating to MLC.
- In this year PSC inspection, two ships were proposed deficiencies relating to ship officers English communication ability. One ship was detained due to ship officers were impossible to contact with shore side with English, PSCO required to change crew member at local port immediately and caused a lot of cost of the company. So, the ship management company should pay serious attention to ship officers English communication ability, enhance relevant trains and select crew member with good English communication ability to accompany PSCO during PSC inspection to avoid relevant detention and change crew member compelled.

Thanks for your support to CCS.

Ship in Service Department of CCS Headquarters
Oct. 24, 2019