

I. PSC Inspections of CCS ships in the Fourth Quarter of 2019

1. Overall description of PSC inspections in the fourth quarter of 2019

TOKYO MOU: About 565 ships were inspected, 4 of which were detained. The detention rate is 0.71%.

PARIS MOU: About 73 ships were inspected, 1 of which was detained. The detention rate is 1.37%.

USCG: About 60 ships were inspected, 1 of which was detained. The detention rate is 1.67%.

According to the above information, altogether 698 ships were inspected in the PSC inspection conducted by TOKYO MOU, PARIS MOU and USCG, 6 of which were detained. The detention rate is 0.86%.

In addition, 1 ship was detained by India PSC.

2. List of ships detained in the fourth quarter of 2019

Ship	Ship Type Date of Building	Place of Detentio n Data	Detainable Deficiencies
A	Container Ship 2006	China 2019.11.1	1. Abnormal fire drill records with same pictures were found (conduct on between Jan and Aug in 2019). Fire drill was conduct during inspection, the crews were found not familiar with fire drill: 1) Crews did not assemble on muster station, 2) Crews were not familiar with the donning fireman outfit and no crew tested the BA before donning the outfit. 3)The communication between bridge and the scene of a fire was not smooth, 4. Only one fireman entered into the scene of a fire with fireman outfit during drill. 2. The engine room bilge after main engine flywheel and the coaming of main engine fuel supply unit oily seriously. 3. The objective evidence are found as deficiency code 04109 and abnormal abandon ship drills, enclosed space entry and rescue drills, man overboard rescue drills and oil spill drills records with same picture were found (conduct on between Jan and Aug in 2019), all of above mentioned findings demonstrate that there is a serious failure in ensuring the emergency preparedness as required by ISM code element 8. Additional SMC audit needs to be undertaken.
B	Oil/Chemical Tanker 2009	India 2019.11.6	1. Vessel position not plotted on chart during inward pilotage (Missing). 2. Vessel violated Load line convention, submerged Load line. 3. Vessel safety management system not effective onboard, failure of ISM.
C	Bulk Carrier 2008	USA 2019.11.8	1. 34 immersion suit zippers are not in working order or the seams are severely deteriorated, rendering them inoperable. 2. During test of fuel oil purifier local water

			fire-extinguishing system (hypermist), nozzle discharge pressure and volume inadequate to extinguish fire. During test of generator #1 local water fire-extinguishing system, smoke detector did not activate, preventing the system from automatically operating to extinguish a fire.3. PSCO conducted test of oil content meter while the oily water separator was operating in recirculation mode and discovered that the system would still simulate an over board discharge when oil content meter was presented with a fresh water sample. Additionally, the oil content meter's sample valve was labeled incorrectly, and crew has been operating system in fresh water sample mode when thought to be in bilge water or discharge sample mode. 4.Due to the objective evidence in the above 1-3 deficiencies that the vessels is not in substantial compliance with relevant conventions, the COTP questions the adequacy and/or implementation of the vessel's SMS under the ISM code. An audit is recommended to be conducted within 30 days by the flag state or RO to determine whether the ship is operating in accordance with the ISM code. Provide decision to the USCG.
D	General Dry Cargo Ship 2007	Indonesia 2019.11.28	1. Escape trunk door lower E/deck (A60) frame heavy corroded, broken/damaged. 2. L.O. low pressure (main Engine) alarm defective.
E	Bulk Carrier 2011	Australia 2019.12.16	Oily water separator defective.
F	Bulk Carrier 2009	Spain 2019.12.16	1. Free fall lifeboat-engine inoperative (batteries out of order). 2. Crew unable to test GMDSS equipment using reserve source of energy, unable to check condition of batteries during inspection. 3. Crew unable to easily identify control of remote valve for dewatering bosun store spaces. Valve to be properly identified and marked.
G	Bulk Carrier 2012	China 2019.12.24	1. Rudder of rescue boat failure. 2. Foundation of HRU for starboard Side life raft fractured. 3. Immersion suit for bridge and each crew breakage. 4. 9 crews changed at Sept. 15, 2019 (more than 25%), abandon ship and Fire drill not carried out before 24 hours after departure (vessel departure at Sept. 17, 2019). 5. Emergency generator failure to start by accumulator.

II. PSC Inspection of CCS Ships of 2019

1. Overall description:

TOKYO MOU: 2592 ships received PSC inspection, 18 of which were detained. The

detention rate is 0.69%.

PARIS MOU: 292 ships received PSC inspection, 9 of which were detained. The detention rate is 3.08%.

USCG: about 240 ships received PSC inspection, 1 of which was detained. The detention rate is 0.42%.

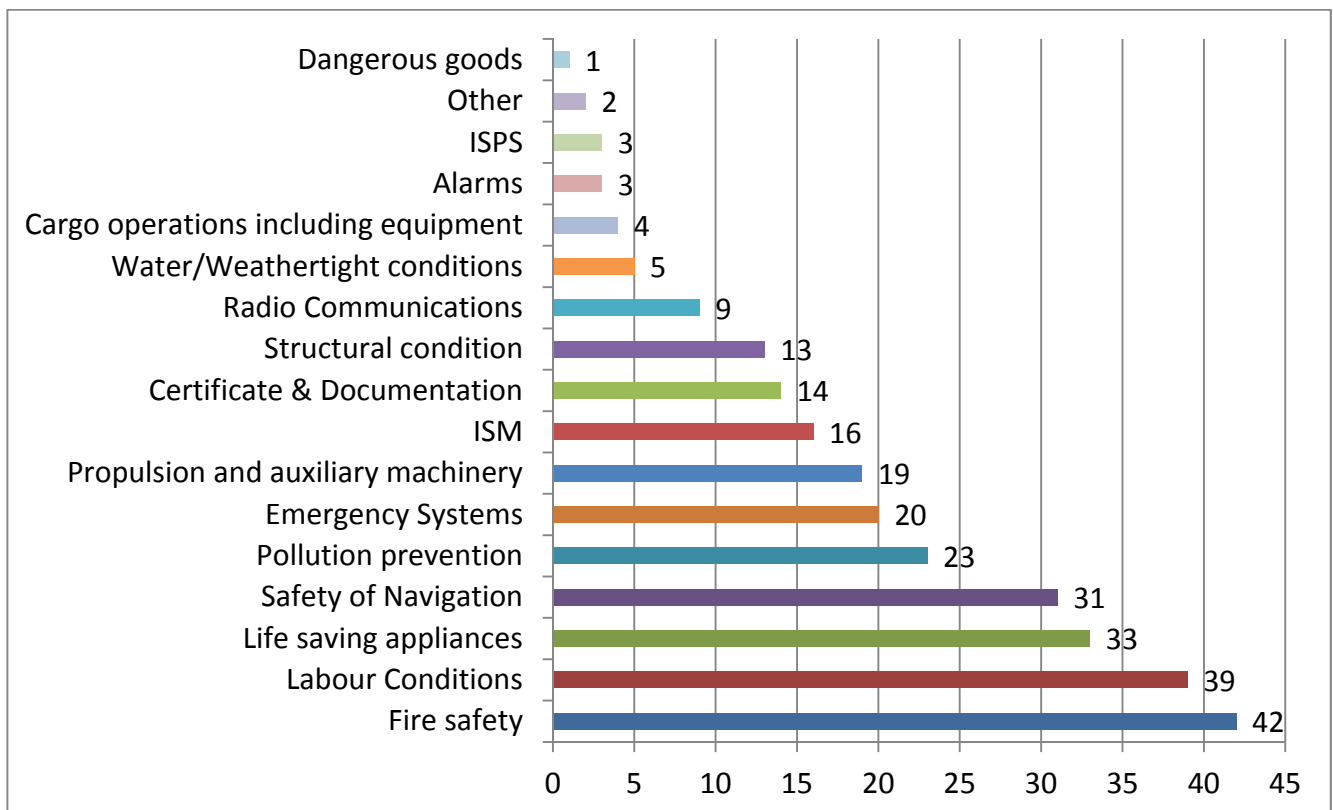
According to above information, the three PSC organizations have inspected 3124 ships in total, 28 of which were detained. The detention rate is 0.90%.

Other PSC Regime: 2 ships were detained by India PSC, 1 ship was detained by Columbia PSC and 1 Ship was detained by Jordan PSC.

2. Statistics of deficiencies, etc. of ships detained:

◆ All deficiencies:

As for the 32 ships with detention reports received and subject to investigation, there are altogether 277 deficiencies. The average number of deficiencies of the ships detained is 8.66.

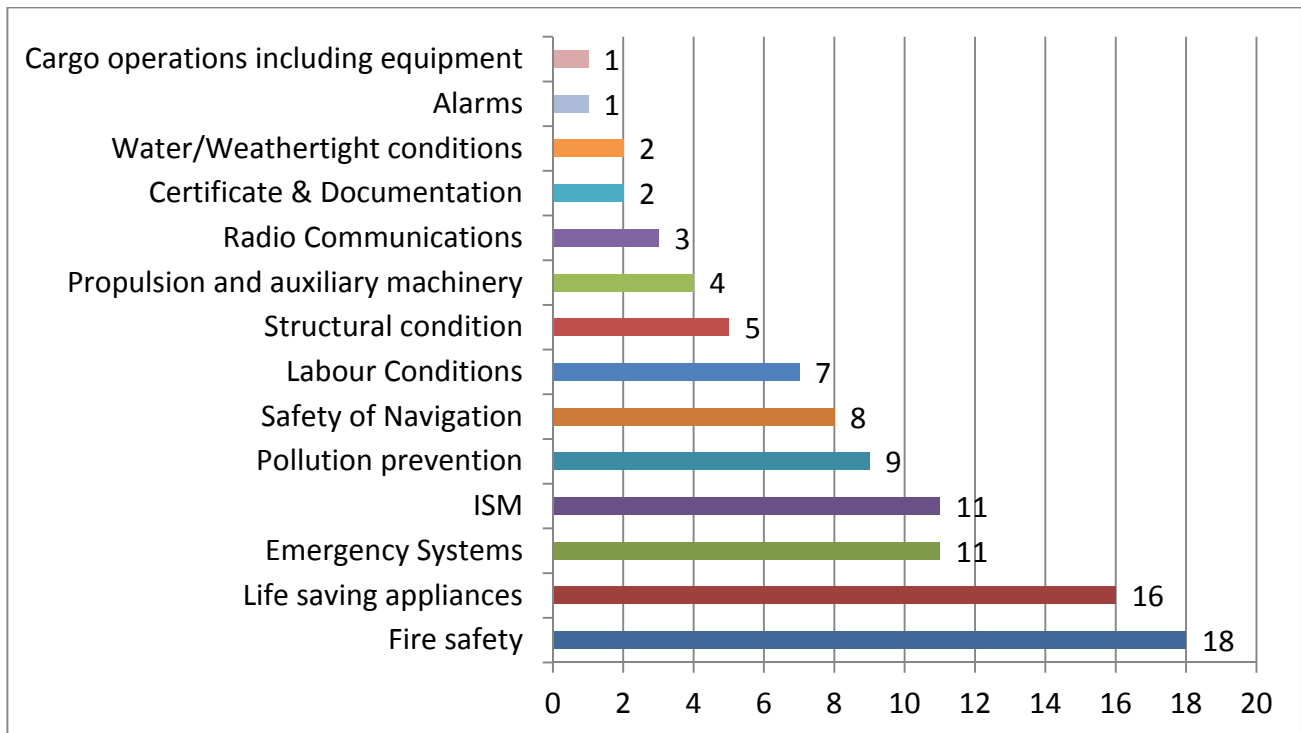


Most deficiencies are involved in fire safety, labour conditions, life-saving appliances, safety of navigation and pollution prevention, etc.

◆ Detainable deficiencies

As for the 32 ships with detention reports received and subject to investigation, there are

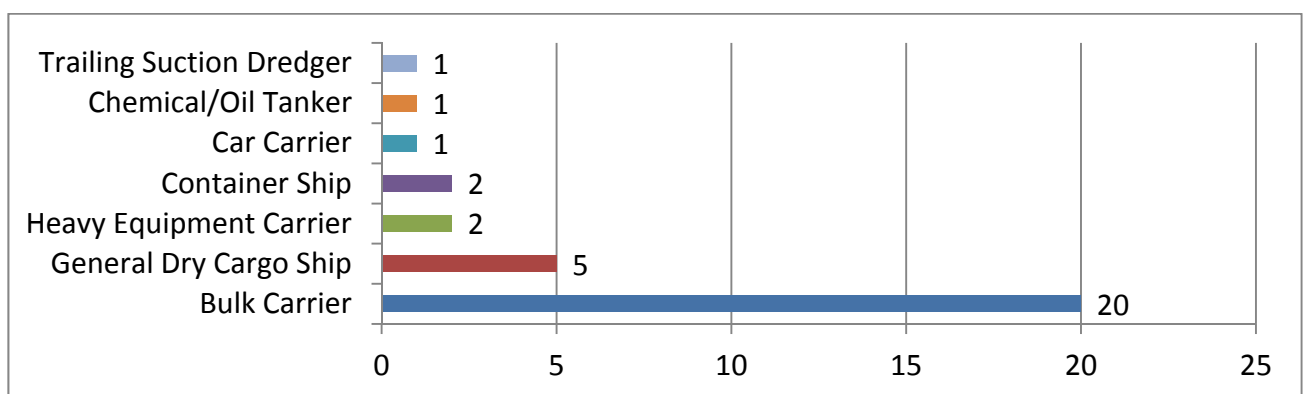
altogether 98 detainable deficiencies. The average number of detainable deficiencies of the ships detained is 3.06.



Most detainable deficiencies are involved in fire safety, life-saving appliances, emergency system, ISM and pollution prevention, etc.

◆ Distribution of types of ships detained

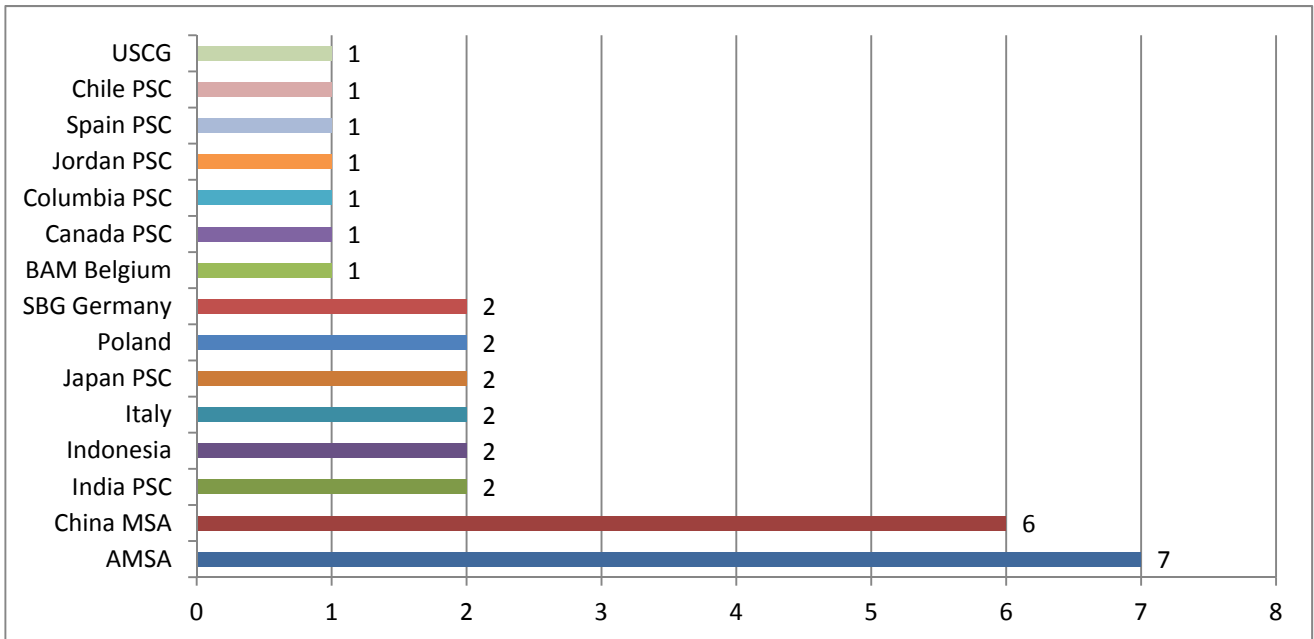
The types of the 32 ships are distributed as shown in the figure below:



Bulk Carriers and General Dry Cargo Ships respectively take up 62.5% and 15.62% of the total number of ships detained. The detention rate of Heavy Equipment Carriers is higher than other type ships in CCS fleet.

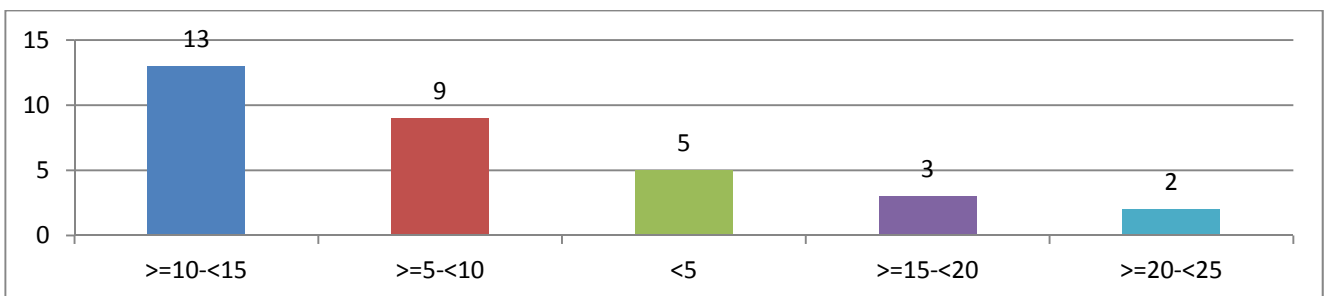
◆ Distribution of regimes of detention

The detention regimes of the 32 ships are distributed as shown in the figure below:



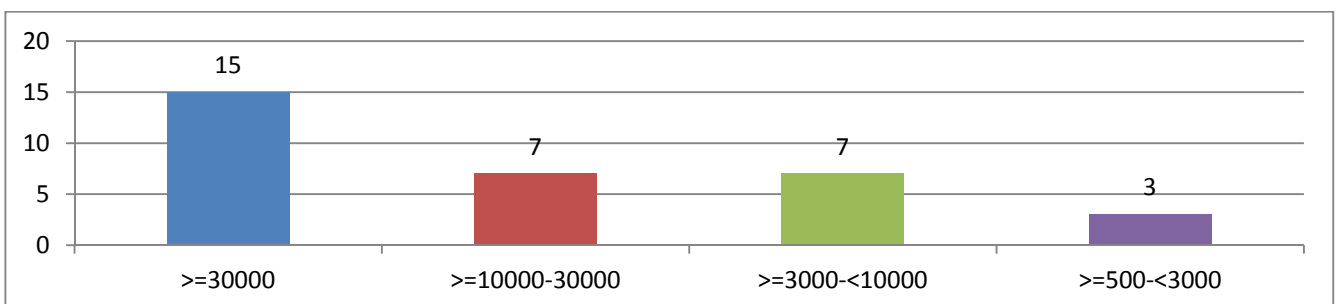
The majority detention regimes are Europe Countries, Australia and China. Ships of navigate in EU countries and Australia are with a high risk of detention.

◆ Distribution of ages of ships detained



Among 32 ships detained, 13 ships were 10-<15 ages and 9 ships were =5-<10 ages, respectively take up 40.63% and 28.12% of the total number of ships detained.

◆ Distribution of Gross Tonnage of ships detained



Among 32 ships detained, 15 ships were more than 30000 Gross Tonnage and take up 46.88% of the total number of ships detained.

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



Fire drill records with same pictures




Steering gear alarm in wheel house without voice



Main engine bottom oily seriously



Main engine fuel supply unit oily seriously

 <p>DEKIE Shanghai Engineering Equipment Co., Ltd The largest range of industrial valves and components supplier serving over 40 countries, including 1000+ global clients. Manufacture and supply of all types of industrial valves, including ball valves, butterfly valves, gate valves, check valves, etc. Supply series of main engine repair components and other accessories.</p> <p>Product range and company details: Supplier of all types of valves and components. Tel: +86-21-58417171 Fax: +86-21-58417172 E-mail: shanghai@dekies.com</p>	<p>Hong Kong Add: Unit 1005, 10/F, Shek Tin Street, 2788-1005 Tel: +852-27186818 Fax: +852-26161217</p> <p>Shanghai Address: No. 2, Beitou Road, 201302, Shanghai, P.R. of China Tel: +86-21-58417171 Fax: +86-21-58417172 E-mail: shanghai@dekies.com</p>
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SART(Search & Rescuer Transponder) Testing certificate

Ships Name:	SC DONGHA	MMSI	477310600
Maker/Model:	SAMYUNG / SAR-9	Classification society	CCS
Checking & testing items			
1.	Storage & mounting condition & location for easy access	Result(Yes/No/NA)	YES
2.	Operation procedure is clearly marked on SART		YES
3.	Layand in good condition for SART		YES
4.	SART supporting kit is in good condition if fitted		YES
5.	Self testing switch and testing visual indication in good condition		YES
6.	Self testing audio function in good condition if available		YES
7.	Ships name & call sign is clearly marked on SART		YES
8.	Battery expiry date is clearly marked on SART Battery expiry date: 05/2022		YES
9.	Tested with X band (9GHz) Radar and triggered picture clearly appeared on Radar screen while active		YES
Overall result			YES
Any Remarks : NIL			
Place/Date	Yi Zheng, China March 25, 2019	Tested by Technician/ Firms stamp	

SART annual test certificate not available onboard



Hatch cover not watertight



Crew smoking room door not closed tightly(Oil Tanker)



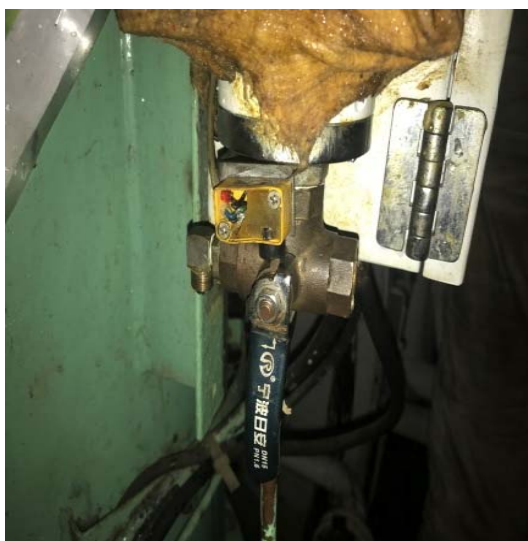
Navigation lights inoperative



Immersion suits are severely deteriorated



Local water mist system failure



OWS discharge control valve damaged.



Local water mist system operation manual missing



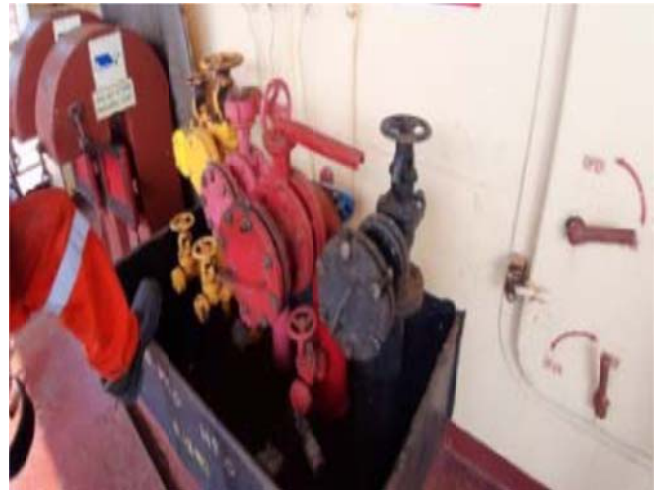
E.R escape door locked from outside



Steering gear oil tank low level



BA set bottle empty



FO Bunker valve broken



CO2 room entrance insulation broken



Emergency Generator oil leaking



M/E Sea Water Cooling pipe Leaking



Escape trunk door corrosive, broken



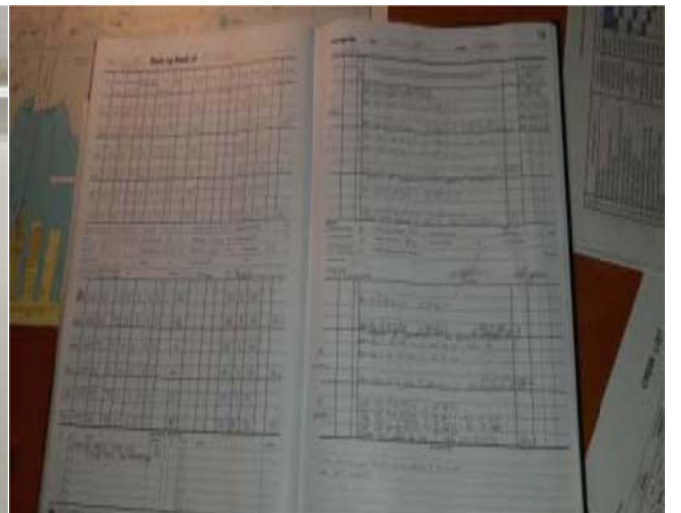
Seal of E.R. fire door damaged



Steering Gear Hydraulic Heavy Leaking



Fire damper at AC room obstructed by rope



Drill record not correctly recorded



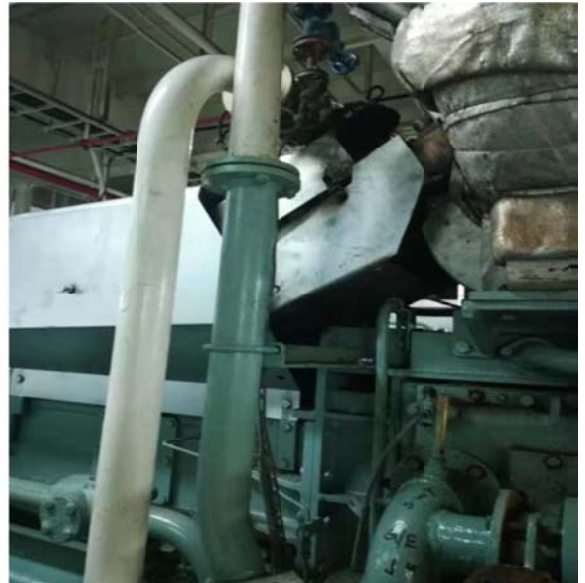
M.E. LO Low Pressure Defective



Safety pin of mooring winch unsecure



Oily water separator defective



A.E. turbocharger Insulation lagging missing



Original CSR not on board



Lifeboat batteries out of order



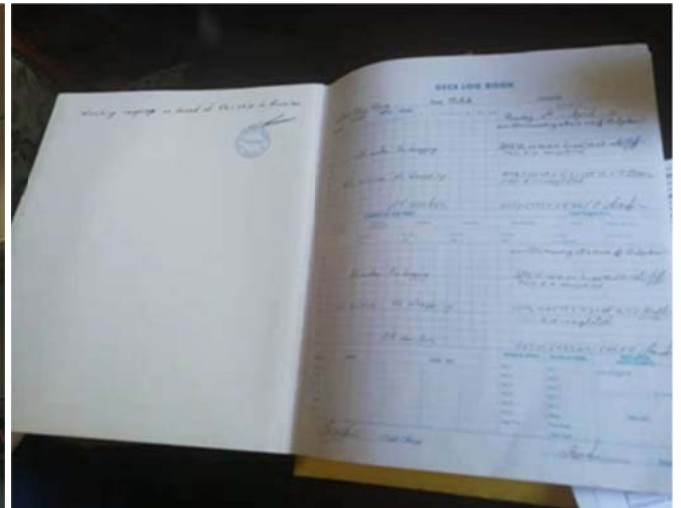
GMDSS reserve power indicator failure



Nautical charts of local port missing.



Paint store fire fighting system not properly marked



Working language not marked on log book



Funnel remote control pipe leakage



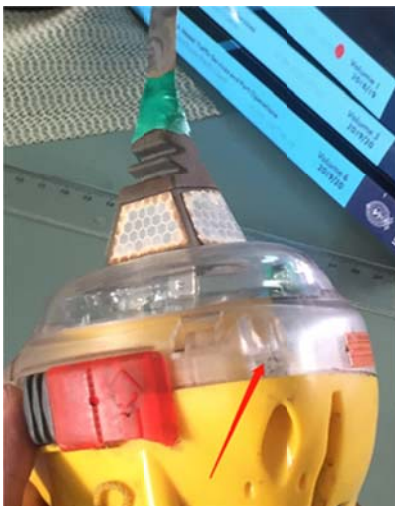
Rescue boat rudder control lever damaged



Foundation of liferaft HRU fractured



Rubber seals of of life boat door cracked



Cover of EPIRB fractured



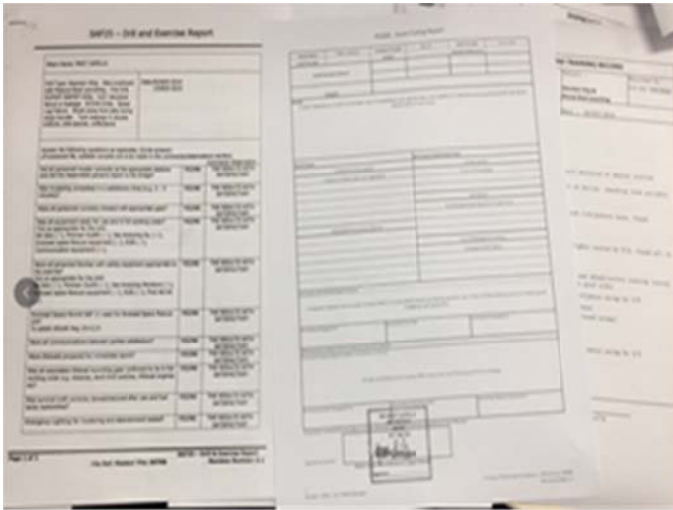
Immersion suits breakage



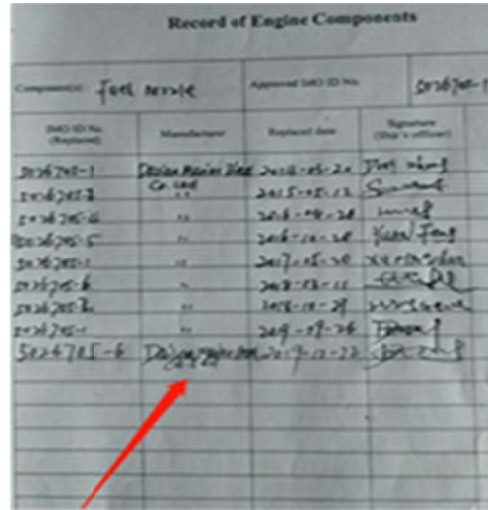
Emergency generator can not started by accumulator



E.R. door not meet relevant reuirements.



Drills not carried out after changing more than 25% crews in time.



M.E. spare parts changes not recorded in Nox books

III. Suggestions:

- In 2019, numbers of ships detentions were obviously increased than past years, especially ships sailing to Europe countries, Australia and China. It is suggested that ship companies should guide and supervise ships to carry out ship maintenance, safety inspection test and preparations before arrival properly, encouraging crew members to find and report ship defects, assisting ships to rectify defects in time. If any defect could not be rectified in time, necessary reports should be sent to Flag State, RO and Local PSC for exemption to avoid PSC deficiency or detention.
- In 2019, many ships were detained mainly caused by deficiencies in life/rescue boat, emergency generator, emergency fire pump, engine room ventilator, air pipes, water mist fire extinguishing system, quick closing valves, fire doors, immersion suits, sewage treatment plant, oily water separator and 15 ppm alarm system, etc. During ship maintenances, safety inspection tests and emergency drills, crew members should carefully maintain, fully inspect and test these key equipment and installations, to decrease detentions due to defects relating to these key equipment and installations.
- In 2019, many PSC deficiencies and detentions were related to defects about MLC convention implementation on the ship. So, each ship's company and ship should implement MLC properly, pay more attentions to ships sailing to Australia and Europe Countries and ships provided crew members from different countries, to ensure all benefits of crew members, keep ship cleanliness, keep foods and supply enough, etc., strictly prevent any deficiency or detention relating to MLC.
- During the PSC CIC on ship's emergency system and procedures 2019, many serious deficiencies were found by PSCO, most deficiencies were related to steering system, emergency drills, water

ingress alarm, public address, emergency generator and emergency fire pump, etc. So, the ship management company should strictly supervising ships to continuously proper works on ship's emergency system and procedures, pay more attentions to ship emergency drills qualities, to avoid deficiency and detention relating to ship's emergency system and procedures.

- Due to ships using low sulphur content fuel oil or EGC, relevant problems may occur, such as ship's equipment works improperly, fuel oil leakages, oil change not timely, EGC water leakages, etc. Shipping companies should familiar with relevant requirements and necessary guidance should be issued to ships in time, strictly supervise ships situations in using low sulphur content fuel oil or EGC, and guide ships to deal with problems in time.
- In 2019, many deficiencies and detentions were related to crew members were unfamiliar with key equipment operations. Ship companies and ships should enhance operation trainings to crew members and ensure crew members to operate and test key equipment expertly.

Thanks for your support to CCS!

Classed Ships in Service Department of CCS Headquarters

Jan. 16, 2020