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

(by September 30, 2017)

I PSC in Third Quarter 2017

1. General situation of PSC in Third Quarter 2017

TOKYO MOU: 882 ship-times of CCS classed ships were subject to PSC, 4 of which were detained and the detention ratio is 0.45%.

PARIS MOU: 98 ship-times of CCS classed ships were subject to PSC, 2 of which were detained and the detention ratio is 0.20%.

USCG: 81 ship-times of CCS classed ships were subject to PSC, 0 ship of which was detained and the detention ratio is 0%.

Other regions: No detention.

In conclusion, in the TOKYO MOU, PARIS MOU and USCG PSC, 1061 ship-times of CCS classed ships were subject to PSC, 6 of which were detained and the detention ratio is 0.57%.

2. List of ship detained in Third Quarter 2017

Ship	Flag	Country of detention Date	Type of ship Date of built	Detainable deficiency
A	Panama	Chile July 3	Bulk Carrier 2010	Certificate for electric officer has not his certificate of competency III/6.
B	Panama	Spain July 10	Tug 2010	Safety management audit by the Administration is required before departure of the ship. Deficiency (s) marked ISM is (are)objective evidence of a series failure, or lack of evidence, of implement of the ISM Code.
C	Panama	Australia August 18	Bulk Carrier 2010	All four engine room fire dampers unable to be closed from outside machinery space.
D	Panama	Germany August 24	Bulk Carrier 2004	1.Several unsafe cable connections found on board, especially fwd store and junction box on mast light.2.Found discolored (brown to black) water from taps in hospital, galley and empty cabins.3.Fireman's outfit in midship store incomplete and not ready to use due to improperly storage in store.4.Several fire damper for cargo holds found in poor condition bolts not moving or hardly to move, fire damper for deck store impossible to open by one crew member.5.Found portable fire extinguishers on deck with defective hoses.6.Found in several cargo holds either railings completely missing or damaged.7.Safety management audit by

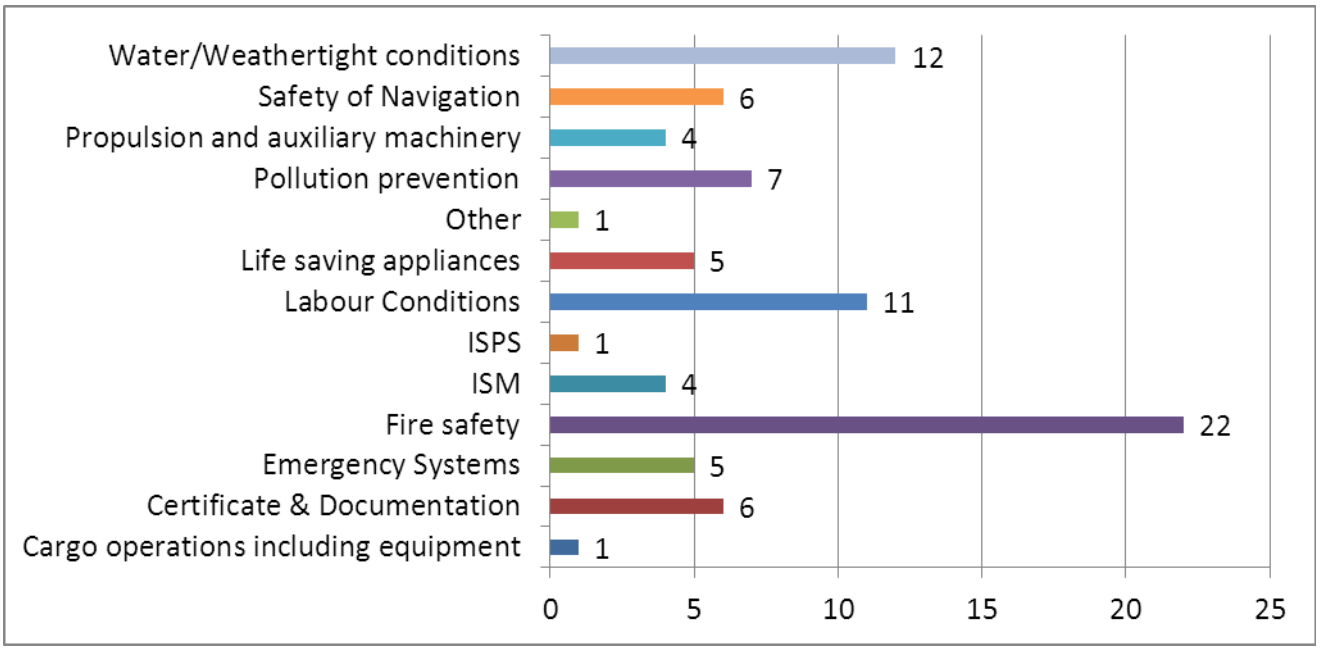
				the Administration is required before departure of the ship.Deficiency(s) marked ISM is(are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.8.On all Aux Engine protection on flywheel for turning engine by hand missing.
E	Panama	Japan September 1	General dry cargo ship 2012	Rescue boat engine-malfunction.
F	Belize	Japan September 21	Bulk Carrier 2005	Oil filtering equipment – Malfunctioned.

II Statistical Analysis on PSC of CCS classed ships in Third Quarter 2017

1. Statistics on deficiencies of ship detained:

◆ **All deficiencies:**

For 6 ship-times of CCS classed ships with detention reports received and investigated, there are totally 85 deficiencies, and the average number of deficiencies of ship detained is 14.17. See the figure below for all distribution of all deficiencies.

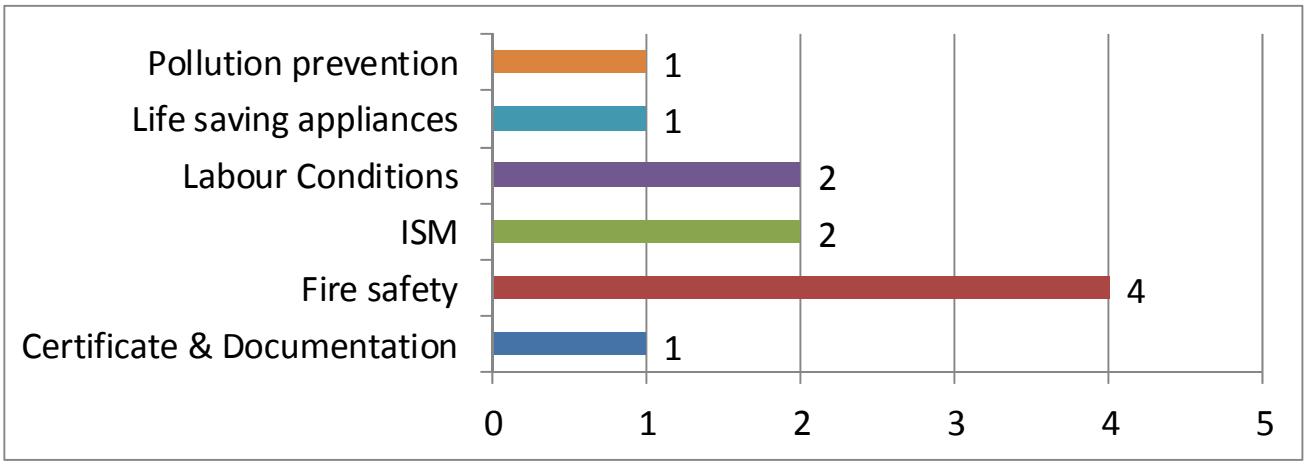


There are a great number of deficiencies in fire safety, maritime labor conditions (MLC), pollution prevention, navigational safety and certificate & documentation, especially in fire safety.

◆ **Detainable deficiency**

For 6 ship-times of CCS classed ships on which detention reports were received and which were investigated, there are totally 11 detainable deficiencies, and the average number of detainable

deficiencies of ship detained is 1.83. Please refer to the figure below for the distribution of detainable deficiencies.



Detainable deficiencies are related to fire safety, marine labour conditions (MLC), ISM, life-saving appliance, data & documentation and pollution prevention, especially fire safety.

- **Flag distribution of ships detained:**

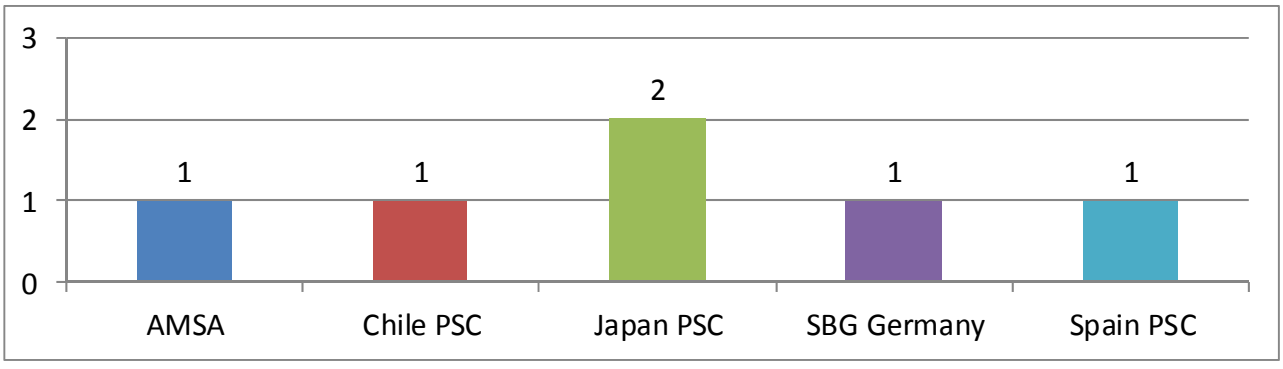
  Flag distribution of 6 CCS classed ships detained: 5 ships are Panama and 1 is Belize.

- **Type distribution of ships detained:**

  Types of 6 CCS classed ships detained: 4 bulk carrier ships, 1 general dry cargo ship and 1 tug.

- **Country/region distribution of detention**

  Location distribution of 6 CCS classed ships detained: see the figure below:



- **Pictures of part of deficiencies (for Third Quarter 2017 only)**

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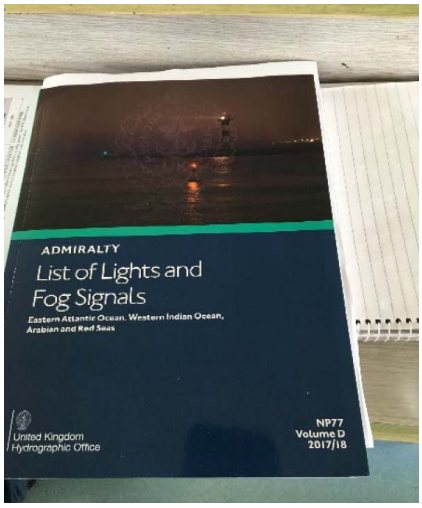
(by September 30, 2017)



Damaged pedals of the boarding ladder



No safety marks on the accommodation ladder for boarding



NP77 list of light is not available on board.



Severe rusted vent pipes



Oil leakage from hydraulic line of crane causes slippery deck.

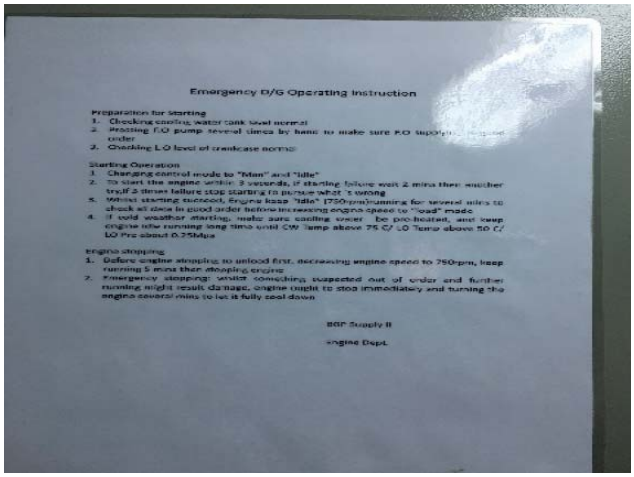


Closing appliance of small hatch cover in steering engine room fails.

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English operation instruction of emergency generator unit is absent.



Stopper of weephole of oil fence of refueling joint is missing.



The vent pipes are not identified.



The IMO identification is missing at the position of lifebuoy.



The lifebuoy is stored in another place privately by a crew.



The faucet of washbasin in bathroom is damaged.

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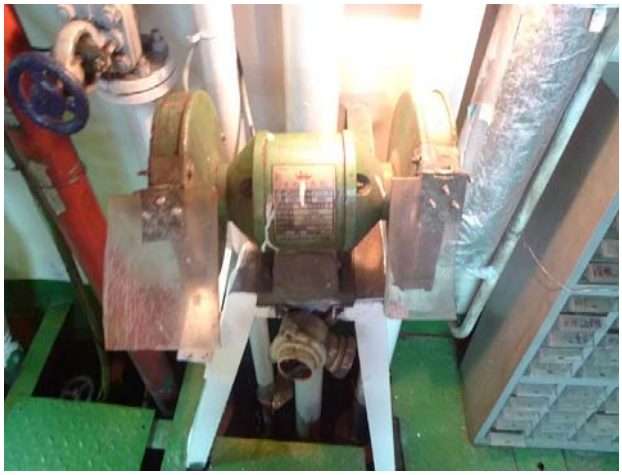
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Lack of cushion for the toilet



The pressure of the air cylinder of fire appliance is insufficient.



Lack of protection cover on the grinding wheel in engine room



Floor plates in part of engine rooms are not fixed.



The deck passage is blocked by materials.

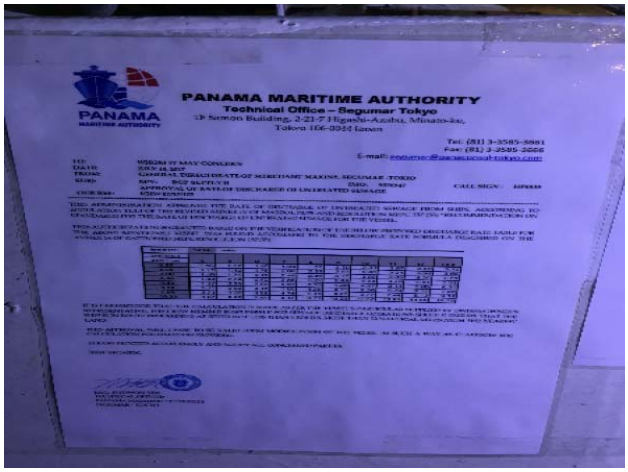


Signal light Indicator is damaged.

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The description of discharge rate of sewage treatment plant is not posed.



Fire dampers of the ventilator for engine rooms can not be closed.



Error warning is sent from the smoke detection and warning system



Part of rubber strips for fire door on the deck is lost.



The self-closing door can not be closed through self-closing device.



No.1 auxiliary engine has severe oil leakage.

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The portable extinguisher outside the paint room is moved inside the paint room.



Water leakage of the expansion joint of fire pipes



Water leakage of connection between fire plug and hose



The self-closing device of gauging hole in the oil hold is bound at open state by iron wires.



The insulation mat at the rear of emergency switchboard is lost.



Operating handle of clutch of warping winch is not fixed with safety pins.

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The washing machine is connected to ordinary socket.



The lamp is damaged and the lampshade is lost in the bathroom.



The sanitary condition in the bathroom is poor.



The water of part of faucets/dish washer is dirty.



The loadline marks are vague.



The connection box of masthead light is fixed on the mast with binding thread and the cable is damaged.

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The water from the faucet is rusted yellow.



Fire axes and other fire appliances are stored respectively and can not be available immediately.



Unidentified rated load on the bollard



The cap bolts of vent at both sides of cargo hatch covers are rusted.



Aging and cracking of hoses of portable extinguishers



Leakage of hydraulic valves on the main deck

III Suggestions on PSC operation

- A ship having a good appearance will leave a better first impression on PSCO, thus reducing the risk of detention. From the pictures of deficiencies, ships still have many deficiencies on MLC, especially the problems of bad sanitary environment, destroyed living facilities, dangerous marine labour conditions and inadequate habit of crew. These problems are always connected to SMS, resulting in the detention of ships for that PSCO is unsatisfied with the safety management of ships. PSC has an increasing inspection with more and more requirements and wider and wider scope. It is recommended that each company shall focus on the implementation of MLC inspection and supervision, ensuring that the crew have safe and well facilities and environment for their work and life and guaranteeing various treatments for the crew to prevent deficiencies and detention of MLC convention.
- It is recommended to continue to reduce the frequent occurrence of PSC deficiencies, such as deficiencies on fire safety, life-saving appliance, machine equipment, navigation safety, pollution prevention and ISM, maintain and keep emergency equipment in a good condition, reduce leakage of ships, clear any pollution immediately to keep the ship clean and enhance the monitoring of suppliers services in order to reduce frequent occurred PSC deficiencies and detentions.
- European countries have designated institutions and personnel to test ship's fuel or sewage and they will immediately report any discovered problems or hidden troubles to local PSC who will assign special personnel to carry out a detailed inspection to the ship, no special circumstance resulting in detention of the ship or huge fines and legal measures. Some ships are detained by member countries PSC of Paris MOU for exceed sulfur content (0.1%) in the fuel or for incorrect color of sewage. Relevant companies and ships shall keep in mind that it is very necessary to ensure the operation in accordance with the fuel change procedures and effective monitor and maintenance of sewage treatment plant and prevent detention for excessive sulfur content in fuel or bad condition of sewage.
- Several ships are detained by PSC for bad habits of the crew, for example, the fire door is fixed in open position; the sounding hole of tank is opened at all time; the quick closing valve is restricted to be closed; oil waste and domestic waste are disposed at will; the electrical wire is connected privately; the crew does not use marine electrical equipment, switches of emergency equipment are not set at automatic position and the valve discharging domestic sewage into sea is not closed inside a port. It is recommended that the company shall strengthen publicity and education of crew members to reduce deficiencies or detention caused by bad habits of the crew members.
- According to Regulation 11 of Chapter I of the SOLAS convention, whenever an accident occurs to a ship or a deficiency is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, the master or owner of the ship shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey is necessary. If the ship is in a port of another Contracting Government, the master or owner shall also report immediately to the appropriate authorities of the port State and the nominated surveyor or recognized organization shall ascertain that such a report has been made. Therefore, whenever an accident occurs to a ship or a deficiency is discovered, it is recommended to report to the local PSCO immediately to avoid detention.

Classed Ship in Service Department of the CCS Headquarters

October 20, 2017