

### I. Overall conditions for the Third quarter of 2018

#### 1. PSC statistic for the Third quarter of 2018

TOKYO MOU: 844 ship-times in terms of inspection of CCS ships, 5 ship-times in terms of detentions, with a detention rate of 0.59%.

PARIS MOU: 94 ship-times in terms of inspection of CCS ships, 0 ship-time in terms of detention, with a detention rate of 0%.

USCG: About 60 ship-times in terms of inspection of CCS ships, 1 ship-time in terms of detention, with a detention rate of 1.67%.

To sum up, during the PSC inspections of TOKYO MOU, PARIS MOU and USCG, there are totally 998 ship-times in terms of inspection of CCS ships, 6 ship-times in terms of detention, with a detention rate of 0.60%.

Other regions: 1 ship was detained by Iran PSC.

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

Ship	Ship Type Year of built	Detention country and Date	Detainable deficiencies
A	Bulk Carrier 2014	AMSA July,7	1. Several seafarers have not been paid at monthly intervals in full for their work, in accordance with their SEAs and collective bargaining agreement. 2. Objective evidences indicate that more than one set of wage accounts in use.
B	Ro-Ro Passenger Ship 2007	China PSC Aug.17	1. Main ECDIS malfunction. 2. One set of IMARSAT C-station display screen malfunction. 3. Fire dampers of E/R ventilators malfunction and partly damaged. 4. The passage plan not made properly.
C	Oil Tanker 2004	USCG Spet.2	1. Deficiencies indicating that the vessel and/or company are not meeting the SMS requirements. Recommend an external audit. 2. All 3 of the required two-way VHF radios had expired batteries, thus requiring the three primary batteries, used for distress situations, to instead be used for weekly

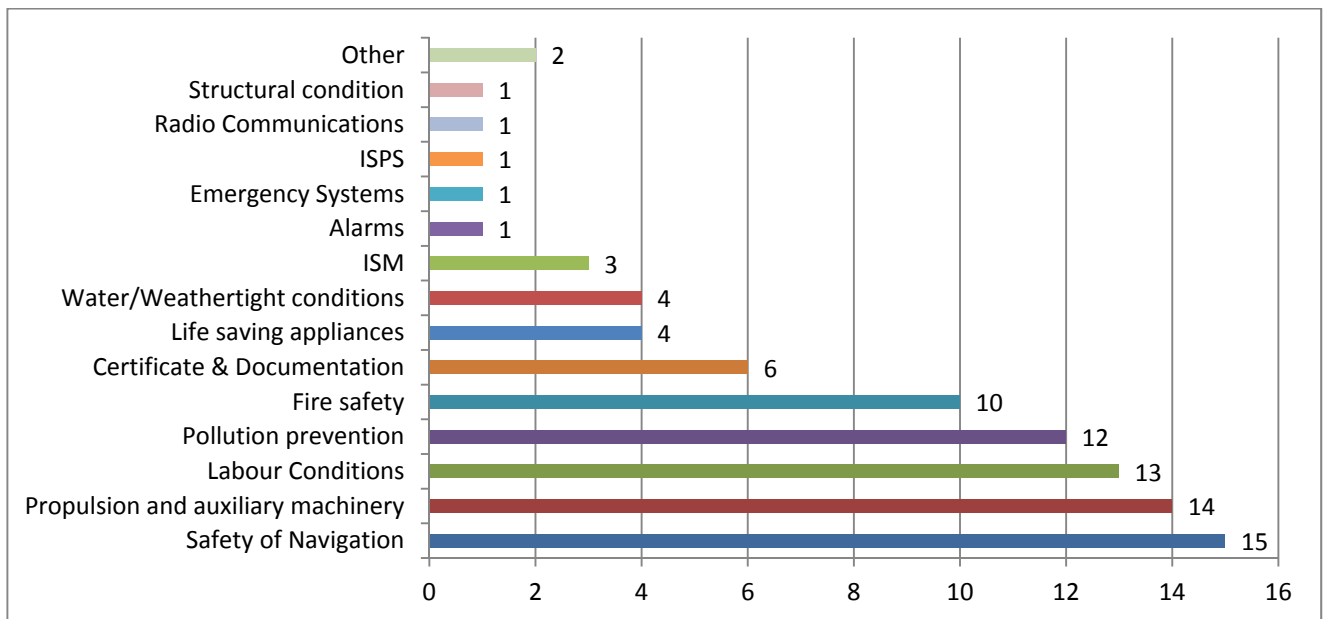
			testing. Crew did not test two-way radios on a weekly basis as required by vessel's SMS. Crew unable to demonstrate proper testing procedures.
D	Bulk Carrier 2003	Russia Sept. 4	1. BA Nautical Charts not up-dated by notices to mariners and local coastal warning. 2. Existing numbers of maritime safety information for Russian far-east region missing. 3. BA sailing directions not up-dated.
E	Bulk Carrier 2006	China PSC Sept. 4	1. Several closing devices of air pipe for ballast tank were defective. 2. Sprinkler of water based extinguish over incinerator malfunction. 3. Water ingress alarm system showing "system failure" & "purge failure" during inspection.
F	Oil/Chemical tanker 2010	Indonesia PSC Sept.7	1. Untreated sewage discharged directly to .over board. 2. Sewage treatment plant defective, rusty and holed. 3. OWS defective. 4. Emergency fire pump defective. 5. Lifeboat engine defective.
G	Bulk Carrier 1997	Iran PSC Sept.9	1. X-band radar( port side) is not working. 2. (Port & Stbd.) L/B engines unable to be start.

## II. PSC statistical analysis and some deficiency pictures for the Third quarter of 2018

### 1. Statistical analysis of data about ships detained:

#### ◆ All deficiencies:

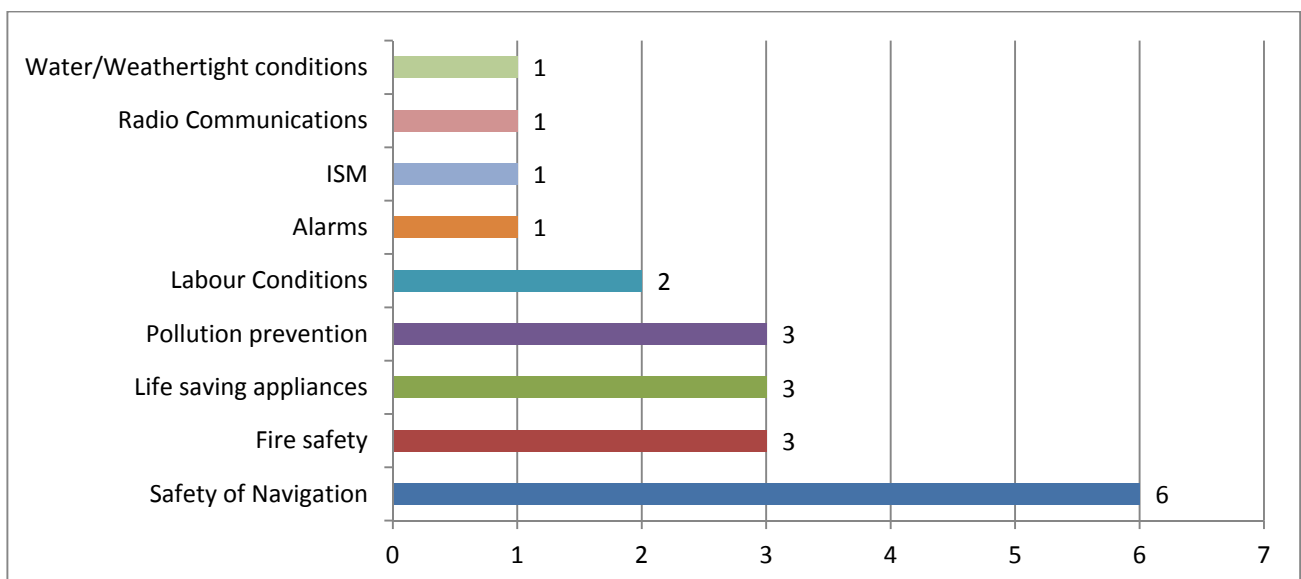
For these 7 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 88 deficiencies, with an average of 12.57 deficiencies for each ship detained.



There were relatively many deficiencies in Safety of Navigation, Propulsion and auxiliary machinery, MLC, Pollution prevention and fire safety, etc.

### ◆ Detainable deficiencies

For these 7 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 21 detainable deficiencies, with an average of 3 detainable deficiencies for each ship detained.

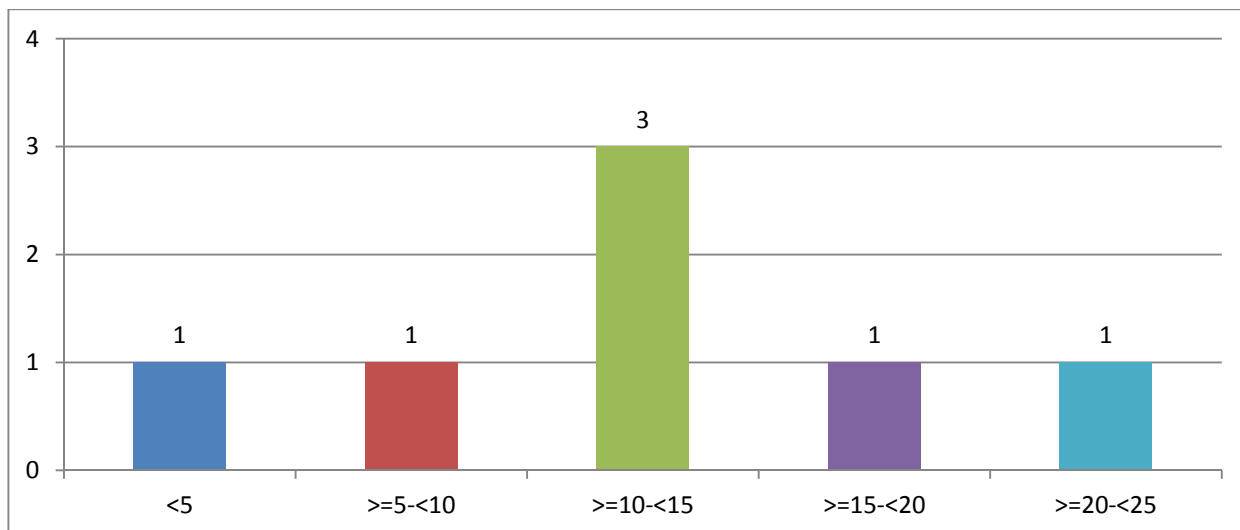


There were relatively many detainable deficiencies in Safety of Navigation, fire safety, Life saving appliances and Pollution prevention, etc.

### ◆ Ship types distribution of ships detained:

Among these 7 ship-times of CCS ships detained, there were 4 bulk carriers and 2 oil tankers/chemical tankers and 1 Ro-Ro Passenger ship.

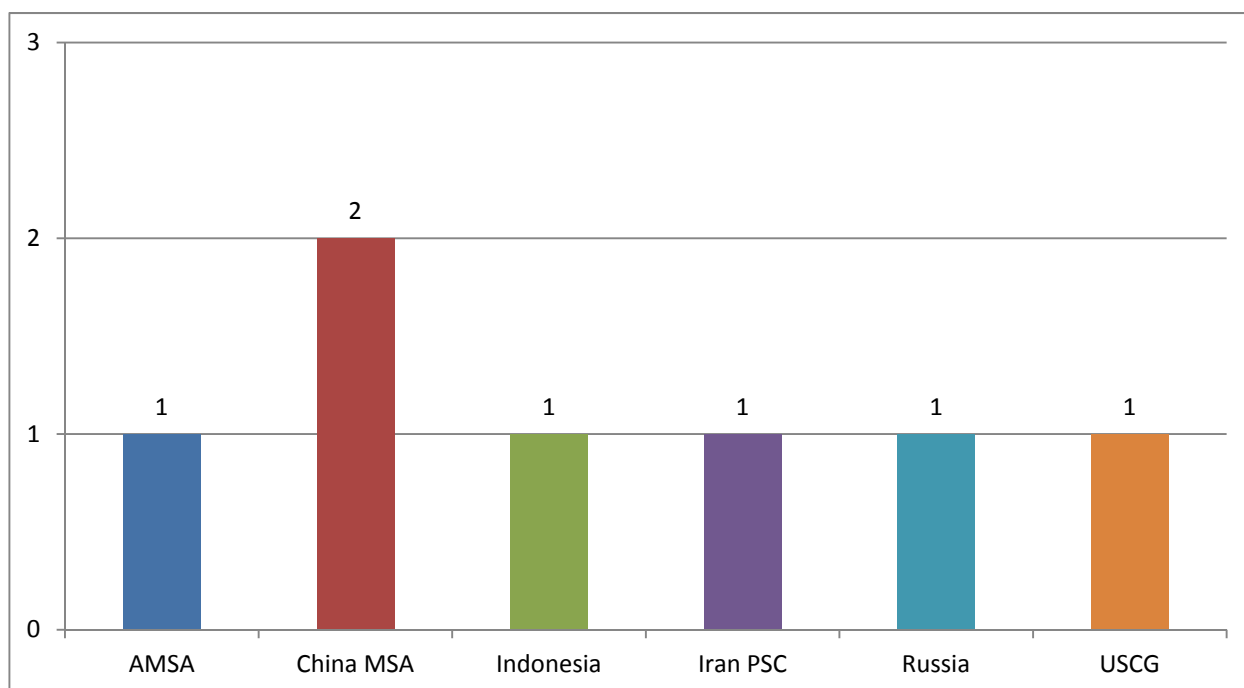
◆ **Ship ages distribution of ships detained:**



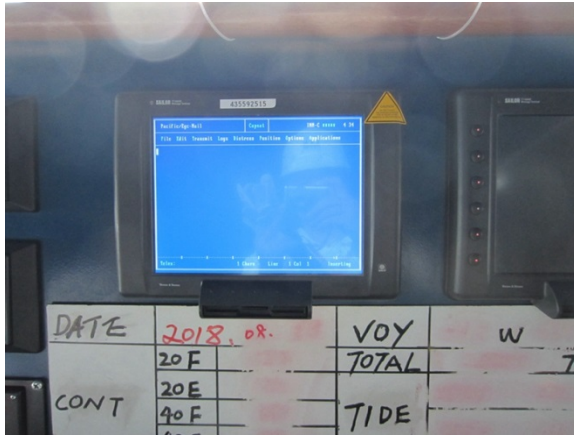
◆ **Tonnage distribution of ships detained:**

Among these 7 ship-times of CCS ships detained, there were 1 ships with 500-3000GT and 3 ship with 10000-30000GT and 3 ships with 30000GT and above.

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



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



Station C failure



Fire damper of E/R ventilator damaged



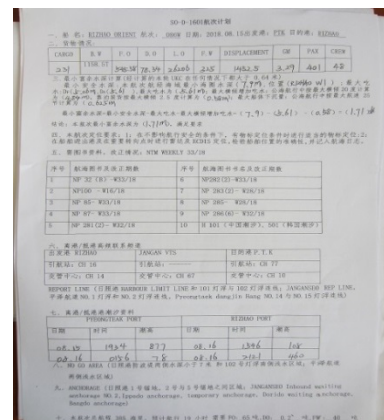
Water spray nozzle damaged.



Weather-tight door on deck could not be closed.

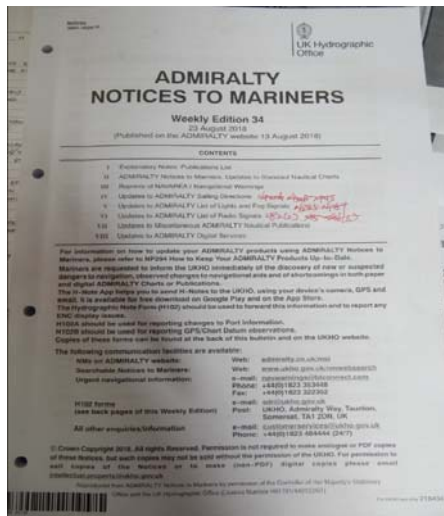


Portable battery of daily search light missing

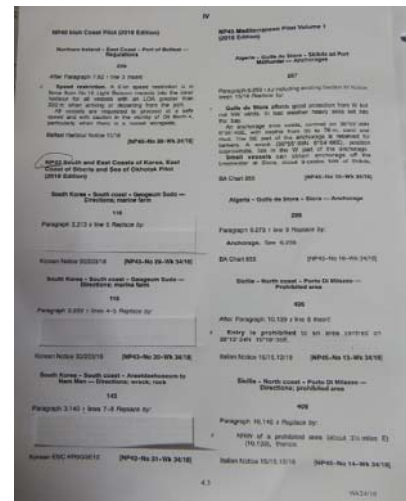


Improper navigation plan

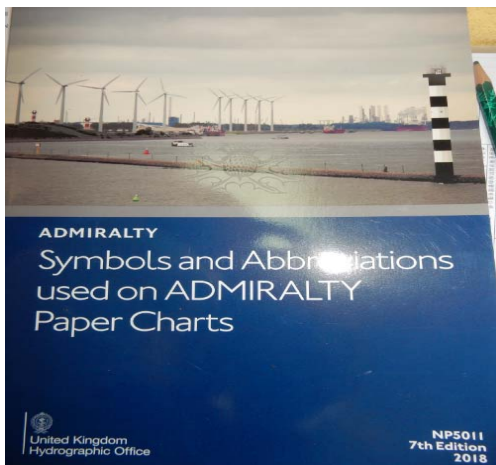




Some mariner notices missing



Sailing direction was not up to date



Charts were not enough



Direction recorder of GYO failure



Oil leakage from the man hole cover of oil tan



Top of sewage treatment plant leakage



Security level notice was not posted at gangway



Unclear load line mark



Security access control failure



Self-closing fire door failure



Sea water pipe of Aux. engine leak



Exhaust pipe of Aux. engine leak



Starting air control valve of aux. engine failure



Un-separated garbages



Cover of ventilator corroded



Radar failure



Starting battery of life boat engine malfunction



Water ingress alarm failure



BNWAS failure



Air pipe head damaged



Echo sounder was not set safe water depth



Incinerator igniting failure



Fire detector failure



Water ingress alarm malfunction



Life rafts were fixed improperly



Fire detection and alarm system failure



Local water mist fire fighting system failure



Re-flow pipe of STP was covered by paint

### III、 Suggestions:

- ◆ Recently, more deficiencies concerning MLC were found by PSC, some ships were detained due to ship's crew member appeals and salaries were not paid in time, etc. Good ship condition should show better impression to PSCO and decrease ship detention risk. For preventing PSC deficiency and detention, hope each company to enhance implementation of MLC, ensure crew member's benefits and keep crew member's living and work conditions, etc.
- ◆ Several PSCOs are very familiar with emergency drills, any defects may cause ship detention even ISM related detention. So, during drills, pay more attention to drill details to ensure efficiency and reality, every crew member is familiar with own duty and post for each emergency situation. Properly keep drills records and evidences.
- ◆ In the third quarter of this year, More deficiencies concerning Safety of Navigation, Propulsion

and auxiliary machinery, Pollution prevention and fire safety, etc. For decrease deficiency and detention effectively, crew members enhance to inspect and test navigation equipment and documents( such as sailing documents, radar, ECDIS, Echo-sounder, BNWAS), propulsion and auxiliary machinery, fire safety (such as detection and alarm system, fire-fighting installation, ventilators, quick closing valves), boat engine, sewage treatment plant and OWS, etc.

- ◆ More ships were detained by AMSA, Japan and Paris MOU member country PSC. Ship company should enhance the safety management of ships sailing to the regions with frequent ship detention, crew members should carefully carry out pre-inspection and maintenance to the ship before arrival, dealt with any problem as early as possible. If some defects could not be rectified and need shore-base assistances, ship's master should report to relevant parties as early as possible as required in ISM. If it is necessary, ship company may search external assistance to carry out PSC pre-inspections or search external experts to accompany PSCO during PSC.

**Classed Ships in Service Department of Headquarters  
Oct. 31, 2018**