Periodic Brief Report on PSC Information for the First Quarter of 2019

(Data as of March 31, 2019)

I. Overall conditions for the first quarter of 2019

1. PSC statistic for the first quarter of 2019

TOKYO MOU: 654 ship-times in terms of inspection of CCS ships[1], 3 ship-times in terms of detentions, with a detention rate of 0.46%.

PARIS MOU: 73 ship-times in terms of inspection of CCS ships, 6 ship-time in terms of detention, with a detention rate of 8.22%.

USCG: about 70 ship-times in terms of inspection of CCS ships, 0 ship-time 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 787ship-times in terms of inspection of CCS ships, 9 ship-times in terms of detention, with a detention rate of 1.14%.

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

Ship	Type of Ship Year of Built	Regime of Detention Date of Detention	Detainable deficiency
A	Bulk/Timber Carrier 2015	Belgium Jan.3	1.Wages are not paid (in full) at monthly intervals as per SEA. 2. Monthly wage accounts are not given to the seafarers. Correct payment of the wages could not be verified. 3. Cargo information (bulk cargo) was not made available to the captain. 4. Automatic starting from the emergency generator could not be demonstrated. 5. The VDR is showing two errors: 'PDC error' and 'FPDC error'. 6. Several ENCs used during the last voyage and to be used for the intended voyage are not up to date.
B	Bulk Carrier 2014	Australia Jan. 25	Emergency source of power- emergency generator defective.
C	Bulk Carrier 2014	Germany Feb. 1	1. Several claims of crew members: not enough food. 2. Found many insects running around in provision stores. 3. Deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness of implementation of the ISM Code, RO audit required. 4. Found several rotten fruits and vegetables in cold room. 5. Found many fire doors inside accommodation and engine room not properly closed. 6. Found handles for sash locks on manhole from open deck to steering gear room rusted in open position. 7. One way valves on drainage pipes for hatch coamings damaged.

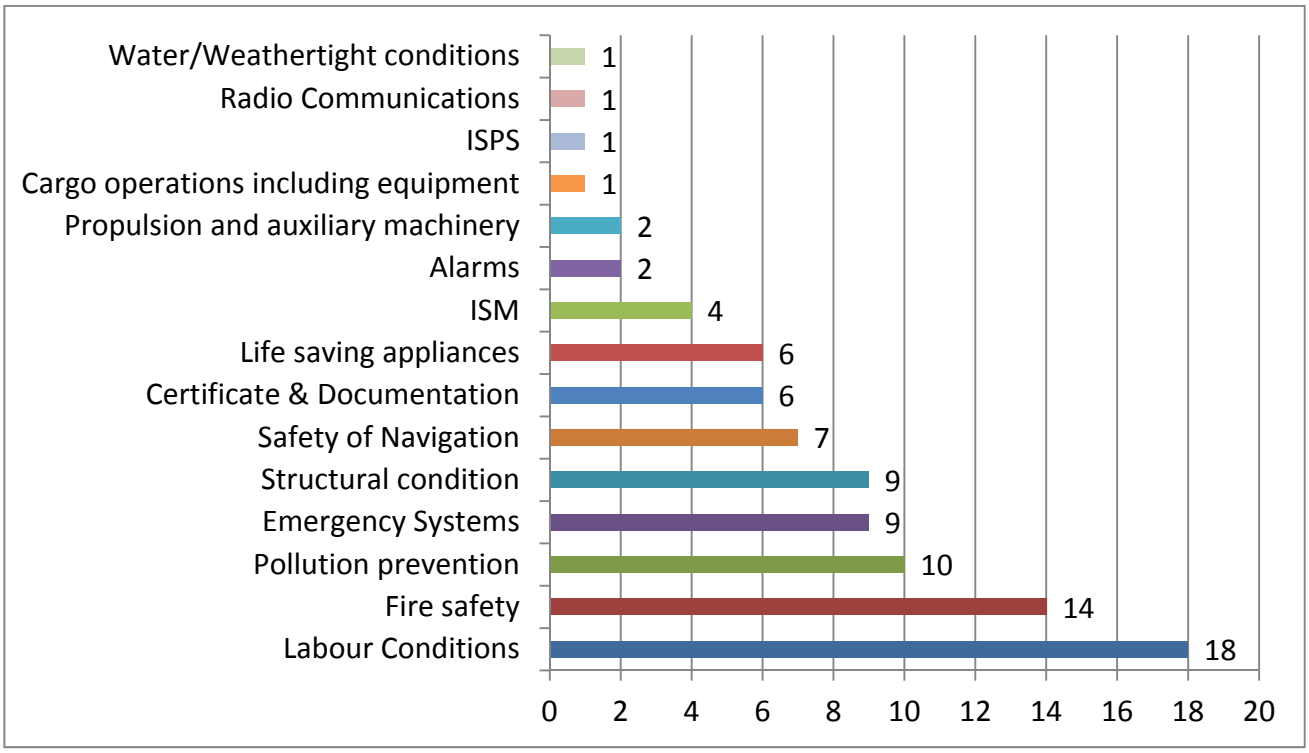
[1] CCS ships means ships with statutory certificates including SMC/ISSC or MLC issued by CCS

D	Car Carrier 1998	Italy Feb. 6	1. NP46 Sailing Direction found expired. 2. 15PPM OWS found in permanent alarm–equipment is inoperative.
E	Bulk Carrier 2003	China Feb. 11	1. The connected point of the ladder in escape trunk not protected by heat insulation in E/R. 2. The Non- retune charging valve for start air bottle of emergency generator fitted in E/R.
F	Bulk Carrier 2001	Italy Feb. 25	1. Some life jackets are not clearly marked with approval information. 2. The STB side lifeboat wasn't able to move from the stowing position to release position. During a lowering test, the lifeboat fall down without any control. 3. Safety management audit by the administration is required before departure of the ship.
G	Bulk Carrier 2012	Canada March 1	1. Main fire line found frozen. 2. Water mist system found frozen.
H	Heavy Equipment Carrier 2018	Germany March 7	1. EPIRB storage position is not matching with position in fire control and safety plan. 2. Starboard lifeboat: Compass shows an air bubble, heading significantly wrong. 3. Emergency generator black out simulation test failed. 4. Solenoid valve for the overboard pipe did not close during the 15ppm alarm test. 5. Aft watertight sliding door inoperative, because the hydraulic unit on main deck was cut. C/E explained, the necessary for the next cargo. To be repaired under supervision of R.O. Survey report required. 6. Port Side anchor winch: Hydraulic High Pressure Hose mantling and armouring damaged/wasted by corrosion. 7. Holes found drilled in the bulk heads of the watertight door. 8. Quick closing valve of the emergency generator tank not full closing. 9. Fire Main Line Isolation (main deck aft super structure): valve blocked by knotted rope. 10. At time of inspection no Ballast water record book (neither in electronic nor hard copy version) could be presented. 11. Port side steering gear: gyro compass repeater shows inacceptable Deviation to main Gyro. 12. Drain in cold room Lobby clogged: water on the Floor. Inside cold Chambers: mouldy cartons and dirty edges, Floors, dirty cleaning Equipment stored inside.
I	Bulk Carrier 2010	Australia March 19	Emergency fire pump, not operational, unable to pressurize the fire mains

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

◆ **All deficiencies:**

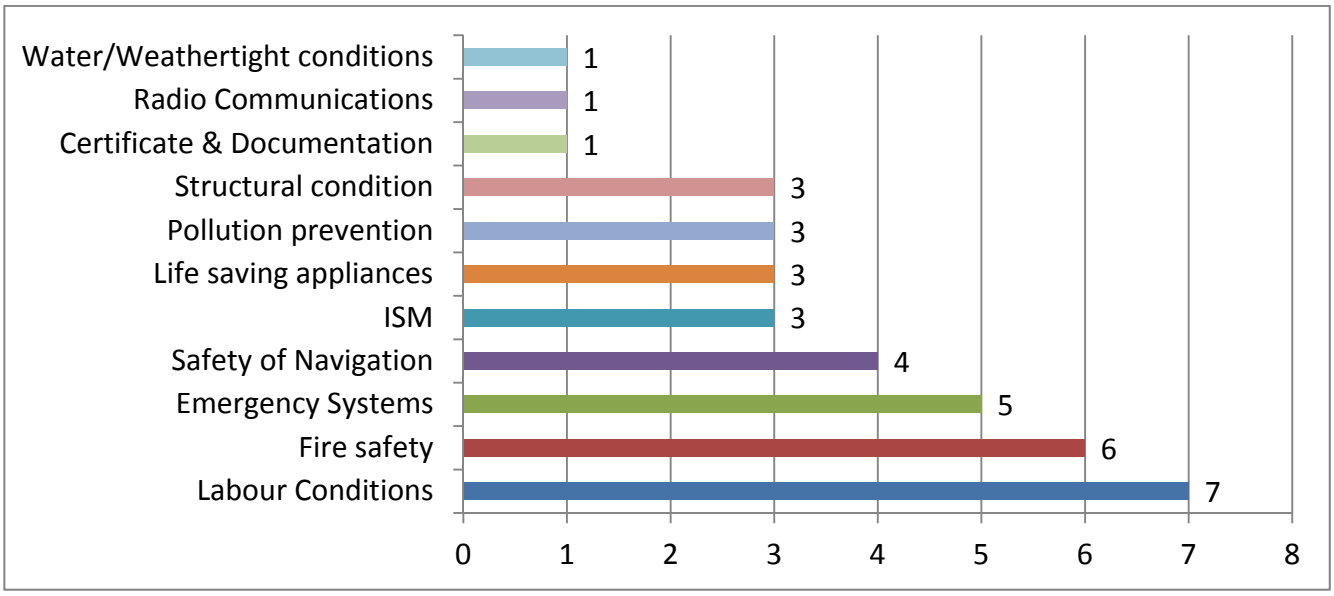
For these 9 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 91 deficiencies, with an average of 10.11 deficiencies for each ship detained.



There were relatively many deficiencies in Labour Conditions, fire safety, pollution prevention, emergency system and structural condition, etc.

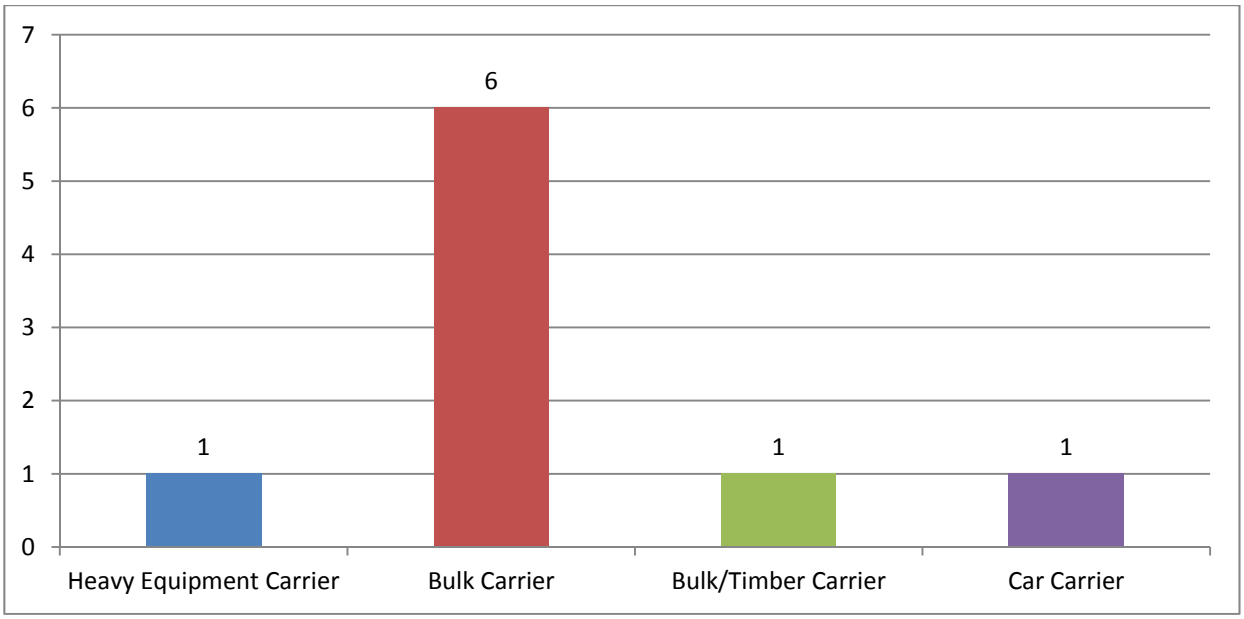
◆ **Detainable deficiencies**

For these 9 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 37 detainable deficiencies, with an average of 4.11 detainable deficiencies for each ship detained.



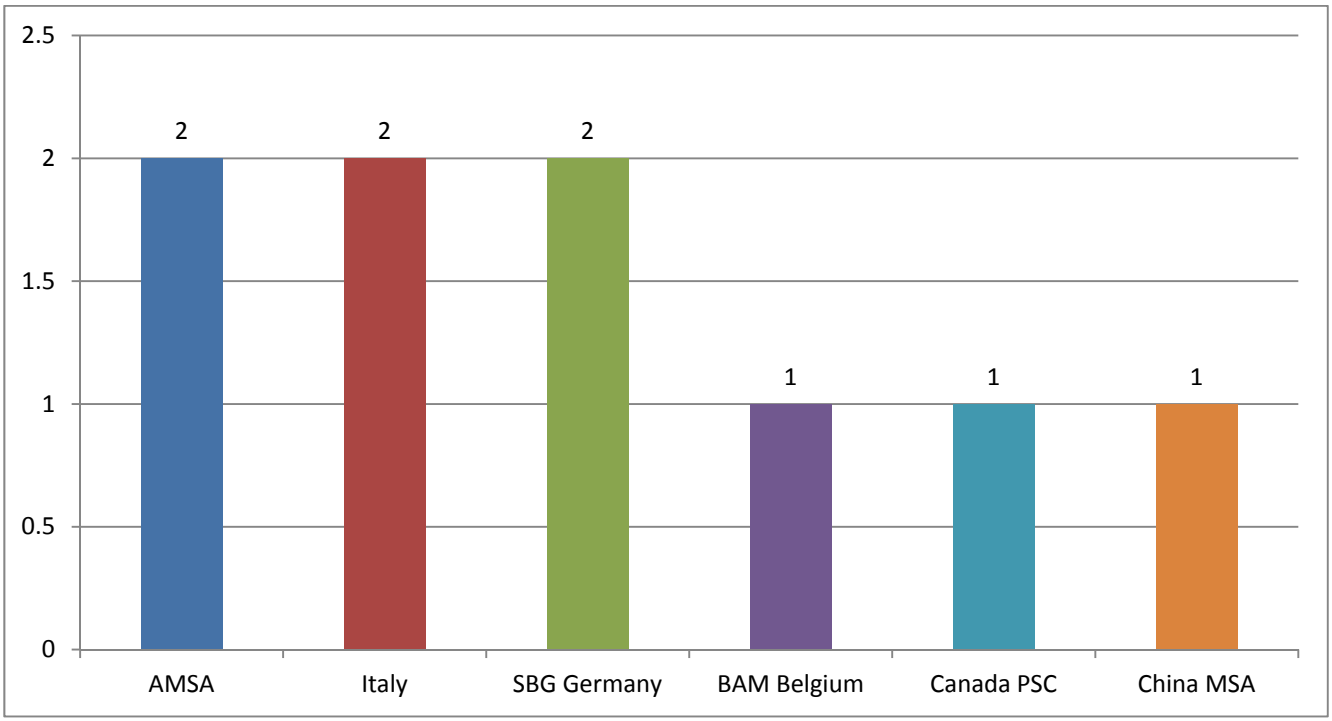
There were relatively many detainable deficiencies in Labour Conditions, fire safety, emergency system and safety of navigation, etc.

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



In all detained ships, 7 ships were bulk Carriers which take up 78% of the total number of ships detained.

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



6 ships detained by Paris MOU members witch take up 67% of total detentions.

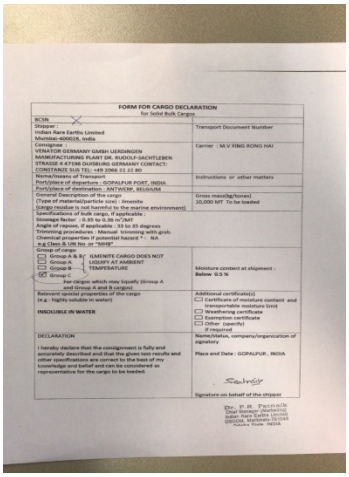
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◆ Some deficiency pictures (only for the first quarter of 2019)



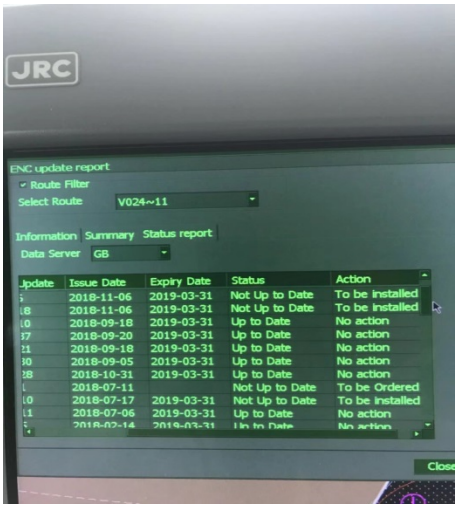
VDR defective



No cargo information onboard



Battery for emergency generator damaged



ECDIS Not up to date



Echo-sounder defective



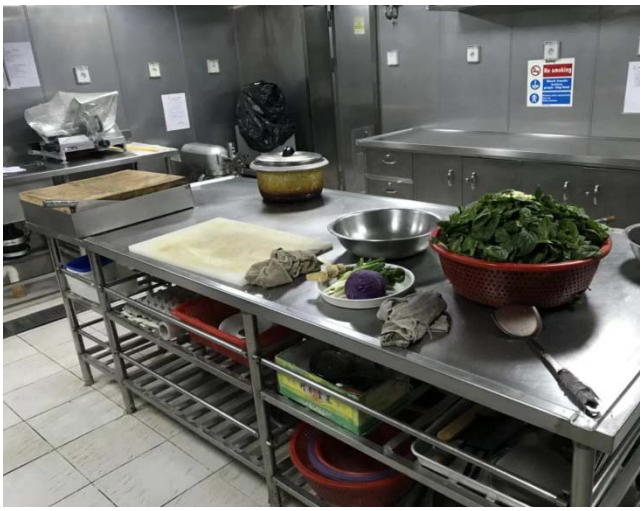
C.H.entrance cover could not be closed tightly

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Engine room alarm panel defective



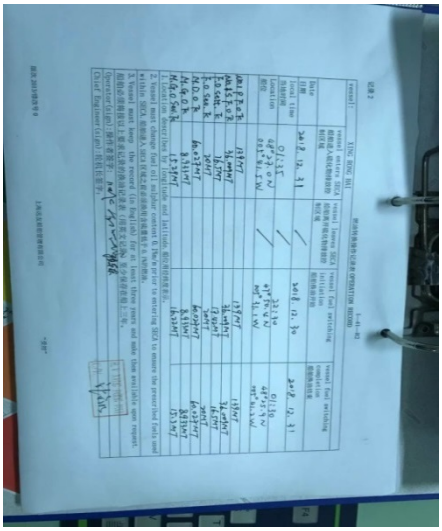
kitchen ware not enough



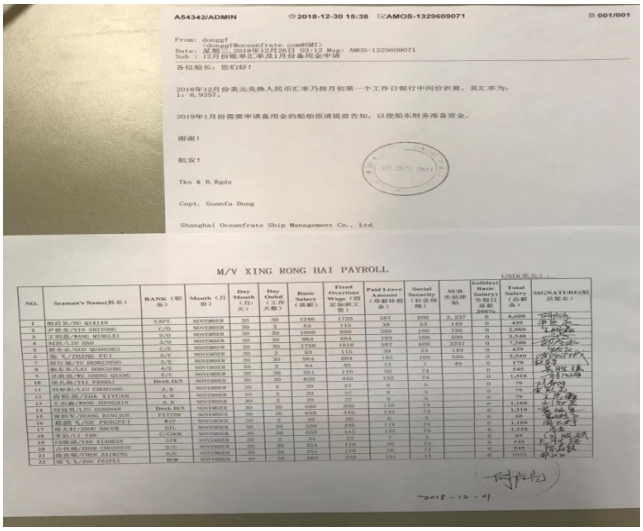
The Line of lifebuoy light not connect with ship



No medical oxygen bottle onboard



No storage record of L.S. F.O. when entry or leaving SECA



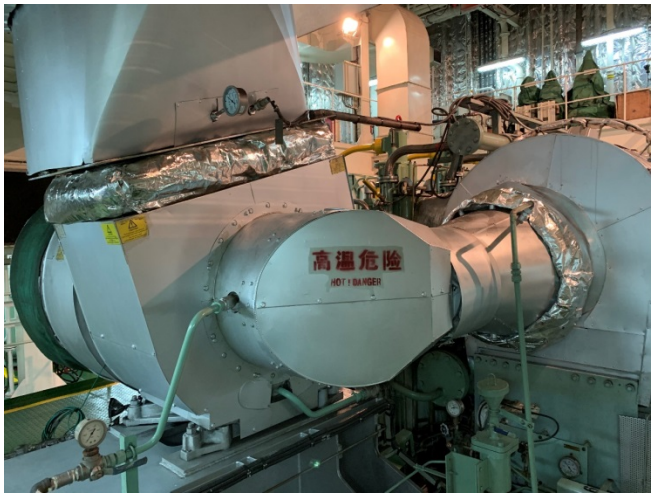
Wages are not paid as per SEA



Emergency generator defective



CO2 bottle safety pin not be pull out as required in maual



No heat isolation on exhaust gas part of turbine



Hatch cover for emergency fire pump room locked inside



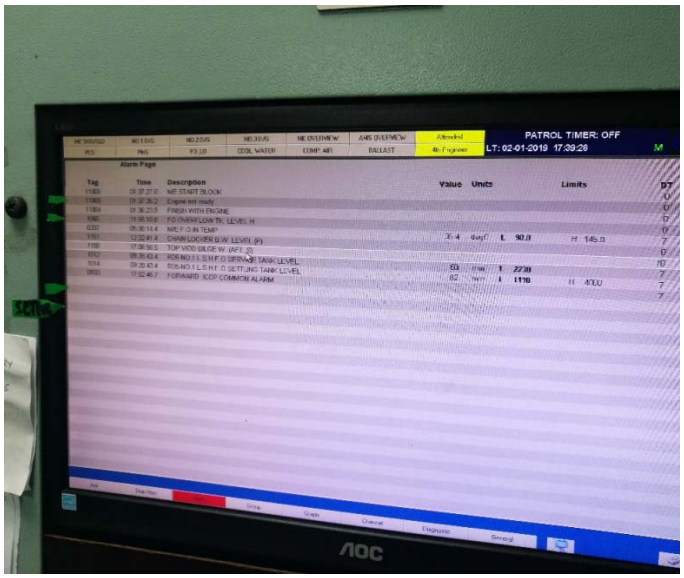
Food not enough（supplied）



Fire door could not be closed tightly

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Water ingress alarm for cofferdam malfunction



Hatch cover drain valve damaged



Cover of navigation light damaged



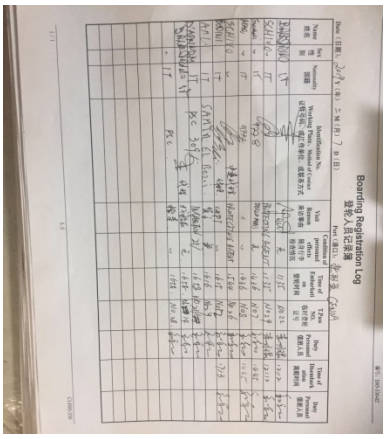
beddings not enough



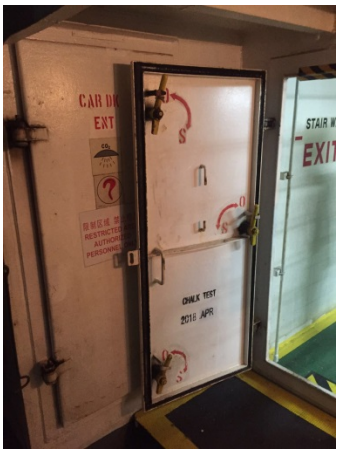
Cleaning product not enough



Valve in E.R. leakage



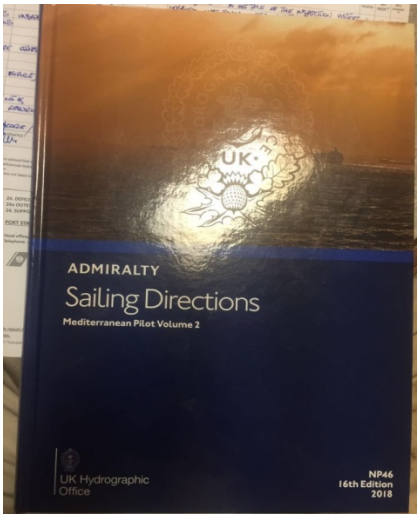
Visitors are not recorded as required



Fire door was tied as open position.



Purifier oil leakage



Sailing direction out of date



OWS 15ppm alarm defective



No protection cover on M.E. emergency stop button

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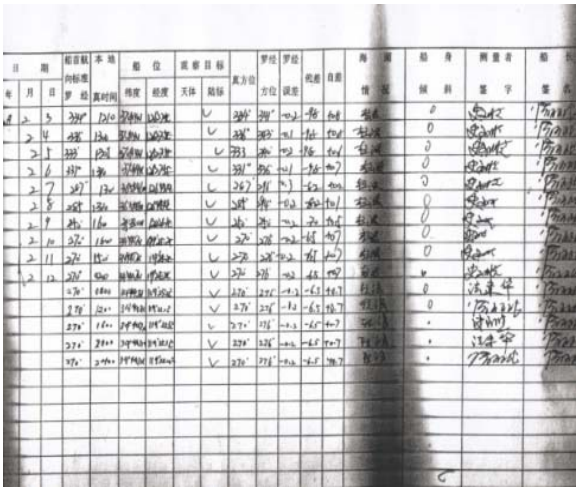
Isolation in escape trunk broken



Pressure of air bottle for emergency generator not enough



No retune valve of charging air pipe for E.G. starting air bottle not fitted in E.G. room (modified)



Compass correction recorded not enough



No isolation mat on emergency switch board floor



Ballast operation not recorded in ballast record book

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Brake of life boat launch mechanism malfunction



Main fire water line frozen



Water mist fire fighting system frozen



Hydraulic oil for hatch cover leakage



Compass in life boat defective



Limit switch of provision crane corroded



Discharge three way valve of OWS leakage



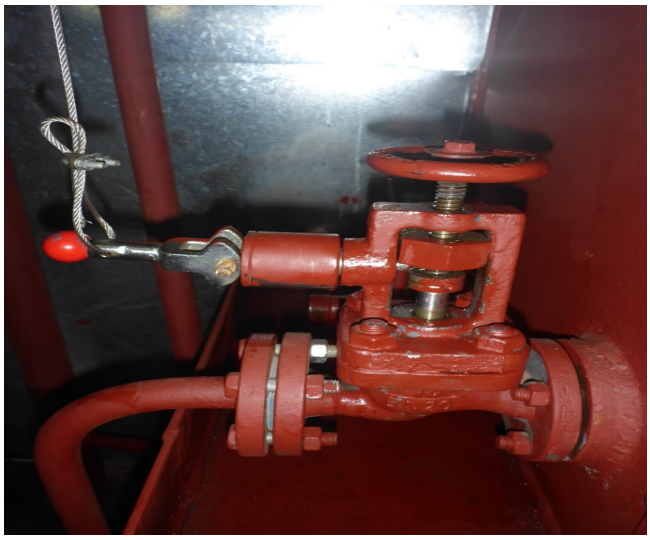
Exhaust pipe of emergency generator corroded



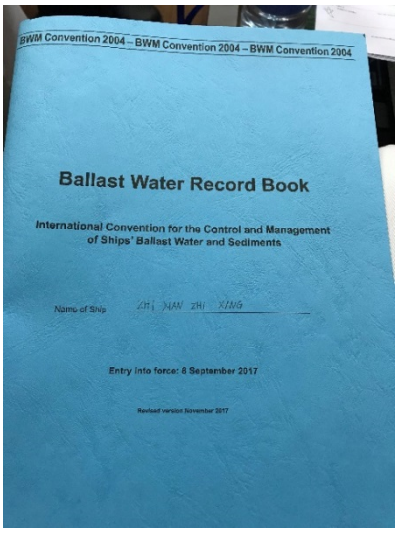
Hydraulic pipe of mooring winch damaged



Drill hole found on watertight bulkhead



Quick closing valve of E.G. engine fuel oil tank inoperative



No ballast water record book(supplied)



Gyro-repeater in steering gear room malfunction



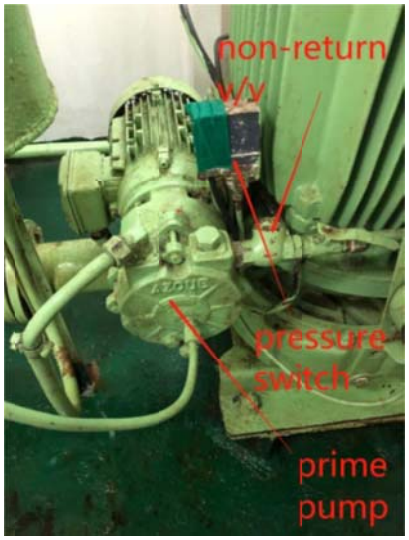
Louver in E.R. could not be closed tighly



Dirty kitchen



Dirty cool store room



Emergency fire pump mailfunction



Public address malfunction

III、Some suggestions:

- In first quarter of this year, 6 ships detained by Paris MOU members witch take up 67% of total detentions and exceed total detention numbers in previous whole years. So, Ships sailing to the port of Paris MOU members have high detention risk, especially ships first or occasional sailing to the port of Paris MOU members which may cause special attention by each PSC in Paris MOU and extended detail inspection should be carried out by the PSC and the ship may be detained if obvious technical or management defects were found by PSC. So, necessary preparation and self-inspection for PSC should be performed carefully before arrival if the ship sailing to the port of Paris MOU members, rectified all defects onboard the ship timely.
- In first quarter of this year, deficiencies and detainable deficiencies relating MLC were most than others. So, MLC convention should be implemented fully by shipping companies and ships, especially, pay serious attentions to seafarer's wages payment, ship's cleaning, life condition, etc. Self-inspections should be carried out by the ship carefully and to rectify any defect timely to decrease or prevent deficiency or detention related MLC during PSC.
- In first quarter of this year, many detentions were caused by main serious defects in emergency generator, emergency fire pump, OWS and 15ppm alarm, quick closing valve, navigation equipment, lifeboat/ rescue boat and launching equipment, etc. So, every ship should maintain, test and inspected the ship's equipment carefully according to the requirements of each international convention and company's SMS documents and rectify each defect timely. If the defect could not rectified by ship, necessary report should be sent to shipping management company, RO, Flag State and local PSC to obtain shore-based support, exemption or postpone permit and to avoid ship detention.
- In first quarter of this year, some ship was detained due to drilling hole on watertight bulkheads or doors, cutting off key equipment, tied fir door at open position and ship storages interrupting operation of equipment emergency. So, crew members should maintain ship's completeness and weather-tightness or water-tightness and keep fire preventing or fire-fighting equipment in proper condition and can be operated immediately.
- In first quarter of this year, some ship was detained due to deficiencies relating to ballast water management. So, crew members should operate ballast water and record properly according to the requirements of international conventions and local national/ port regulations carefully, keep the ballast water operation record book in right position.
- The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Emergency System in 2019. All relevant companies should prepared properly and strictly monitoring ship's crew members to enhance emergency system trainings, each emergency drills (especially fire-fighting and abandon ship drills), operations and tests of emergency equipment and to prevent any deficiency or detention during the CIC.
  Thanks for your supporting.

Ship in Service Department of CCS Headquarters
April 18, 2019