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

(Data as of June 30, 2019)

I. Overall conditions for the Second quarter of 2019

1. PSC statistic for the Second quarter of 2019

TOKYO MOU: 675 ship-times in terms of inspection of CCS ships[1], 9 ship-times in terms of detentions, with a detention rate of 1.33%.

PARIS MOU: 69 ship-times in terms of inspection of CCS ships, 1 ship-time in terms of detention, with a detention rate of 1.45%.

USCG: 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 804 ship-times in terms of inspection of CCS ships, 10 ship-times in terms of detention, with a detention rate of 1.24%.
Other regions: 1 ship was detained by India PSC.

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

Name of Ship	Type of Ship Year of Built	Regime of Detention Date of Detention	Detainable deficiency
A	General Dry Cargo Ship 2009	Caofeidian, China April 2	1.The position of F.O. inlet V/V of A/E in E/R not located enough distance from the engine where accessible when fire.2.Under the escape trunk bottom floor, no insulation materials, cause heat can be transferred from bottom floor to the ladder.
B	Bulk Carrier 2016	Australia April 12	Rescue boat outboard engine defective.
C	General Dry Cargo Ship 2008	India April 30	1.Ship's Emergency Lighting is not operational (inoperative). 2.Engine Room hyper mist system is not operational (inoperative). 3.Engine Room quick closing valves are not operational (inoperative).
D	Bulk Carrier 2012	Australia May 1	1.Engine room fire dampers No.2 and No.3 defective. 2.Oily water separator 15 PPM automatic stopping device defective.
E	Bulk Carrier 2013	Poland May 8	1.Ship’s bell not according to COLREG requirements. The diameter of the mouth of the bell is less than 300mm. 2.Sailing direction NP 18 expired. List of lights NP 76 missing. These publications are necessary for the vessel intended and previous voyage. Additional publications which were required for the voyage from Argentina to Poland (Sailing direction NP 27 and NP 55) had been expired before commencement of that voyage. 3.ME fuel nozzles and spare cylinder liner IMO No. not correspond with IMO No. required by The Technical File. 4.Spare ME cylinder liner and complete piston required by Critical Equipment Spare Parts List missing. 5.Two-way VHF radiotelephone apparatus batteries not as required. One batteries have not expiration date indicated . 6. Insufficient visibility from the helmsman position due to totally blurred and matted windows (windows in very poor condition). 7.Safety

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

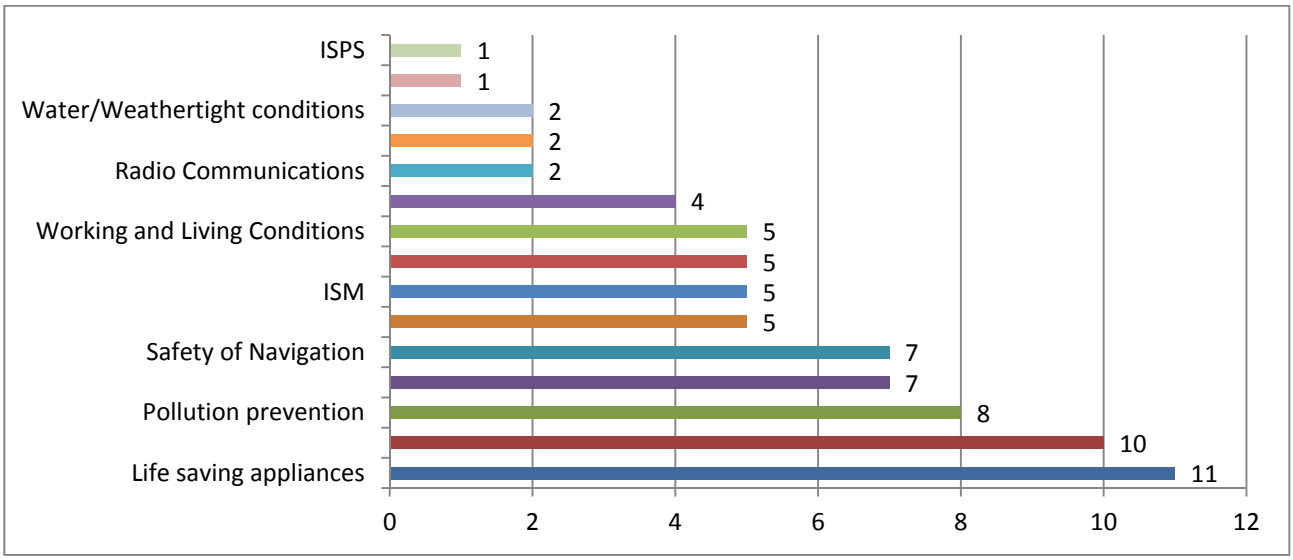
			management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
F	Bulk Carrier 2004	Zhanjiang, China May 14	1.The original Flag Endorsement for officers (C/O & 2/O) and engineers' (C/E & 4/E) licenses not available on board, also the proof of application of them for license endorsement expired. 2.Gas detectors on board calibration were overdue. 3.Remote control valves of Forward Bow's bilge system were malfunction.
G	Bulk Carrier 2004	Japan May 22	Emergency generator -not working.
H	General Dry Cargo Ship 2008	Chile May 25	Rescue boat not ready for immediate use, During the MOB drill, the engine fail.
I	Container Ship 2004	Australia June 16	SMS as implemented does not ensure the safety of the environment by providing that critical pollution prevention equipment is tested and maintained in it approved condition, as evidenced by deficiencies 1 and 2.
J	Bulk Carrier 2006	Shanghai, China June 22	1.Fake record of M/E overspeed protect device test found on 17 May 2019, such kind of testing is required by ship's SMS but hasn't been conducted as recorded, and first engineer not familiar with M/E overspeed protect device test procedure. 2.All rubber gaskets in air pipe heads for ballast water tanks found missing or falling off. Rubber gasket of ventilator cover for No.1 Cargo Hold aged seriously.
K	Bulk Carrier 2014	Australia June 26	Emergency generator defective.

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

1. Statistical analysis of data about ships detained:

◆ **All deficiencies:**

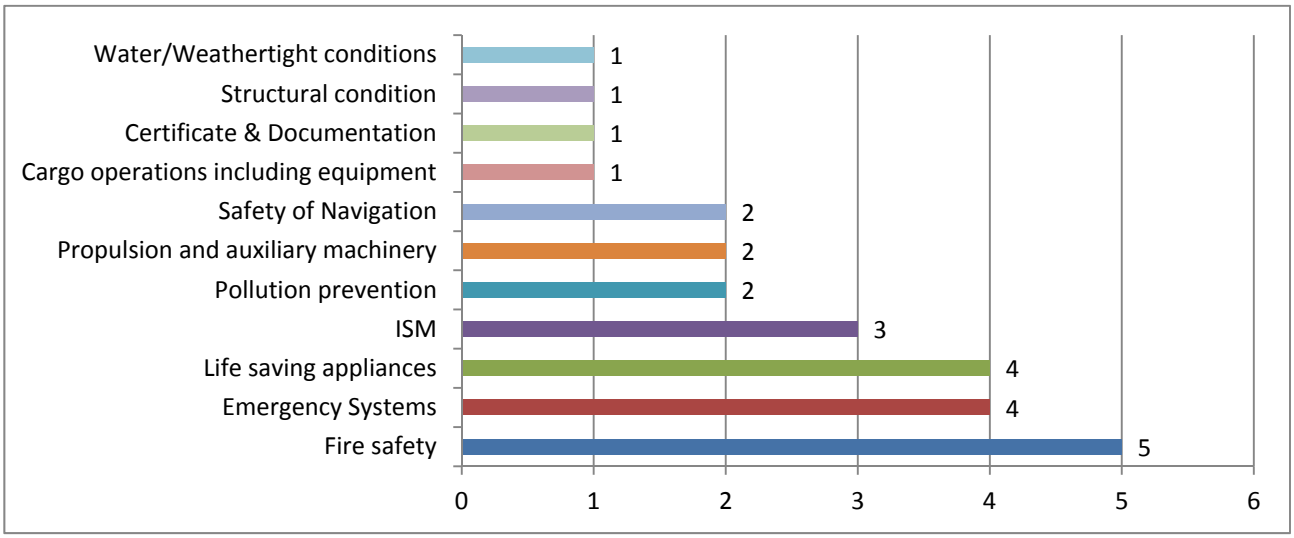
For these 11 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 75 deficiencies, with an average of 6.82 deficiencies for each ship detained.



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

◆ **Detainable deficiencies**

For these 11 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 26 detainable deficiencies, with an average of 2.36 detainable deficiencies for each ship detained.

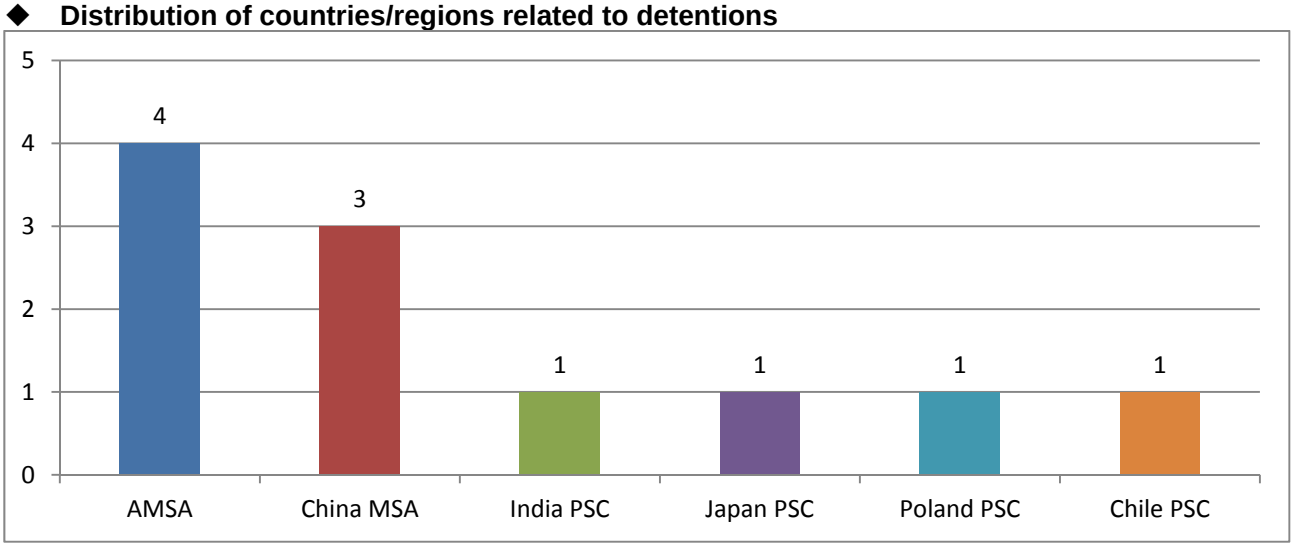


There were relatively many detainable deficiencies in Fire safety, Emergency system, Life Saving appliances and ISM, etc.

◆ Ship types distribution of ships detained:

In all detained ships, 7 ships were bulk Carriers, 3 ships were General Dry Cargo Ship and 1ship was Container Ship. Bulk Carriers detained take up 64% of the total number of ships detained.

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



9 ships detained by Tokyo MOU member countries PSC witch take up 82% of total detentions.

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

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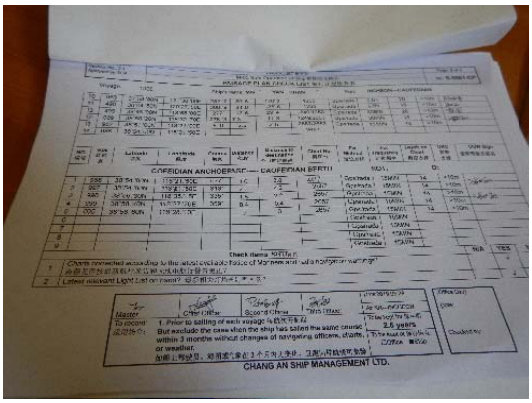
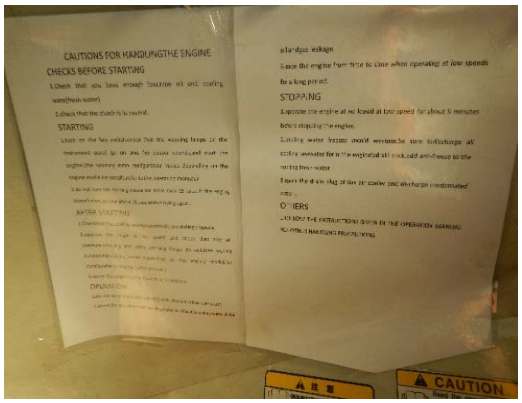


Voyage plan is not berth to berth



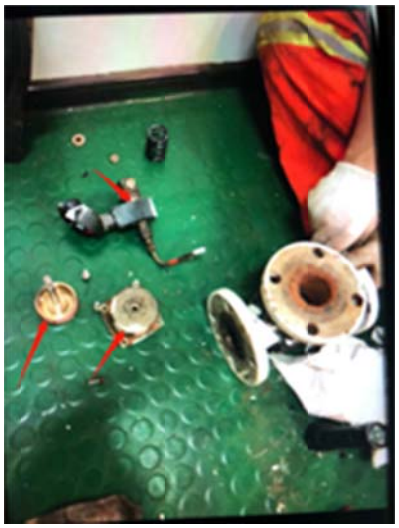
Boat engine operation not in working language

Unapproved cable and fan in engine room

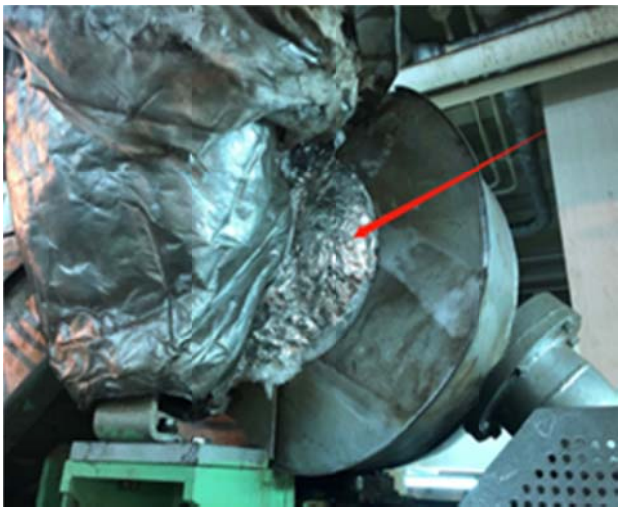
Escape tunnel bottom insulation damaged.

Rescue boat engine defective

E/R ventilator damper could not colsed totoally

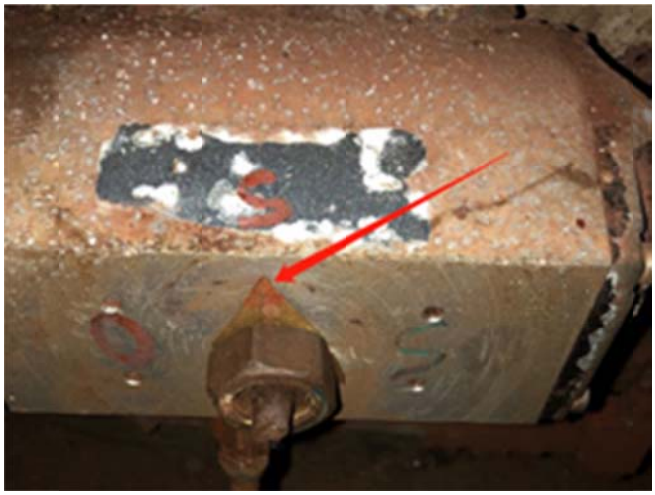


Discharge three ways valve in OWS damaged.



Turbocharger insulation damaged

Water mist fire-fighting system not ready for use



E/R ventilator damper direction missing

Life-raft cable not properly connected

Bell diameter less than 300mm and not meet requirement

Sailing direction overdue (rectified)

Daily signal light not work properly (rectified)

Emergency light unlit (rectified)

IMO No. on spare M/E nozzle different with technical file

IMO No. on spare M/E cylinder different with technical file

Engine room floor plates not fixed

Main engine fuel oil leakage

Two-way VHF phone battery expired

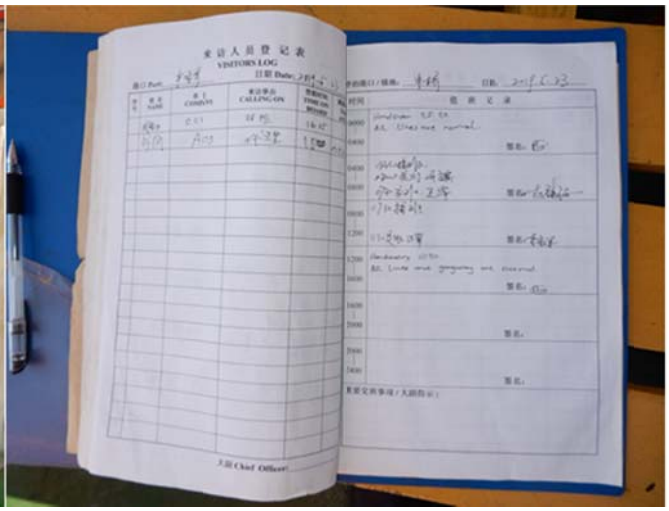
Oil tank self-close valve fixed in open condition（rectified）)

Oxygen and acetylene pipe aged

Detection of A/E turbocharger speed defective

Lifeboat window dirty

Emergency generator control box cable disconnected



Visitor recorded not meet requirement

Rescue boat engine not work properly

E/R hatch cover not closed tightly

Rubber ring in ballast tank air pipe head damaged

Rubber seal of cargo hold ventilator cover aged

Handle of fire-fighting axe not insulation

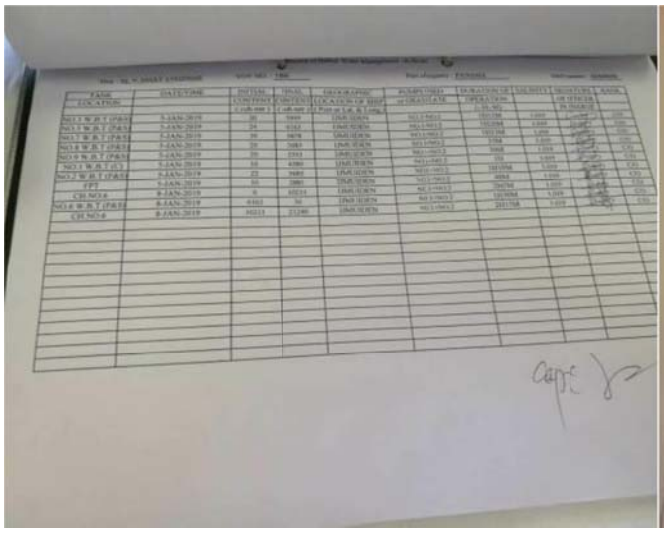
Step of pilot ladder damaged

Aux. engine overhaul overdue

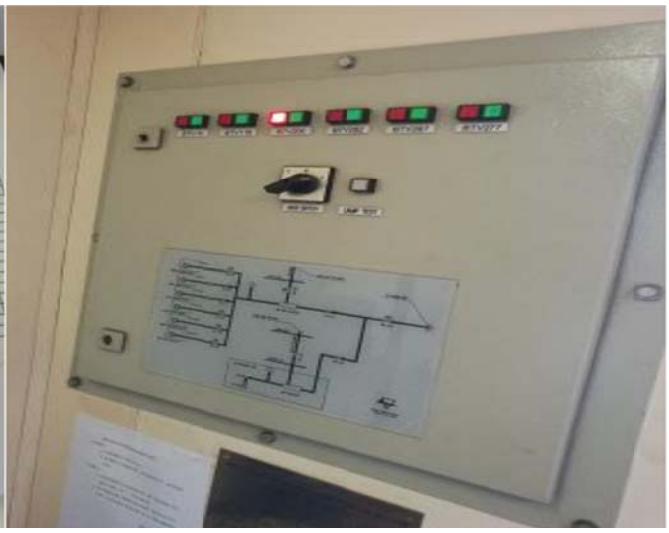
Main engine cylinder leaking water

Flag state endorsement of officer's certificates missing

Calibration of gas detector overdue



Ballast water operation record not meet requiremen



Bow bilge water remote control valve malfunction

NEVTEX pint not clear

VDR shows alarm

Rope of lifebuoy not meet requirement

OWS sample pipe blocked by rubber ball

III、 Some suggestions:

- In the first half year of 2019, total 6 ships were detained by AMSA and 4 ships were detained by China MSA. it had exceeded total detention numbers in 2018. Shipping companies should supervise ships to carry out inspections before arrivals carefully and rectify any defect of the ship in time and to prevent ship detention..
- In all detainable deficiencies of the Second Quarter of 2019, a part of detainable deficiencies were caused due to lack shore-based support, such as supplying navigation documents delay, spare parts supplied were not compliance with relevant IMO requirements and Flag state endorsements of crew member's certificates were expired or applications were overdue. Ship companies should enhance ship management and ensure shore-based support to avoid same deficiencies occurrence.
- In all detainable deficiencies of the Second Quarter of 2019, most detainable deficiencies proposed by PSCO were emergency generator defects, OWS and 15ppm alarm defects, ventilators could not be closed tightly, air pipe damaged, life boat or rescue boat engine defects, emergency fire pump defects and sewage treatment plant defects, etc. Every ship should enhance maintenances and tests to ship's key equipment and rectify deficiency immediately. If any deficiency could not rectified by ship self, the deficiency should be reported to ship's management company and local PSC, etc., as early as possible to obtain shore-based support or exemption to avoid ship detention.
- In all detainable deficiencies of the Second Quarter of 2019, a part of detainable deficiencies were caused due to crew members were not familiar with operations of ship's emergency equipment and pollution prevent equipment. Ship management company and ship should enhance relevant trainings to every crew member.
- From September 1 to November 30, 2019, the CIC on ship's emergency system should be carried out by Tokyo MOU and Paris MOU and other PSC organizations. Deficiencies codes of ship's emergency system include: 04101 Public address system, 04102 Emergency fire pump and its pipes, 04103 Emergency, lighting, batteries and switches, 04104 Low level lighting in corridors, 04105 Location of emergency installations, 04106 Emergency steering position com./ compass reading, 04107 Emergency towing arrangements and procedures, 04108 Muster list, 04109 Fire drills, 04110 Abandon ship drills, 04111 Damage control plan, 04112 Shipboard Marine Pollution emergency operations, 04113 Water level indicator, 04114 Emergency source of power - Emergency generator, 04115 Safe areas, 04116 Means of communication between safety center and other control stations, 04117 Functionality of Safety Systems, 04118 Enclosed space entry and rescue drills, 04119 IGF Code Drills and Emergency Exercises, etc. Ship management companies should supervise ship to carry out detailed inspections and tests to all items in ship's emergency system, especially, each drill and key equipment, such as emergency generator, emergency fire pump and public address, etc., and pay serious attention to ship's crew member operations and familiarization of drills, to prevent any deficiency and detention during CIC.

Ship in Service Department of CCS Headquarters
July 18, 2019