2020 Brief Report on PSC Information

(Including Fourth quarter, data as of Dec.16, 2020)

I. Overall conditions for the Fourth quarter of 2020

1. PSC statistic for the Fourth quarter of 2020

- TOKYO MOU: 414 ship-times in terms of inspection of CCS ships, 4 ship-times in terms of detentions, with a detention rate of 0.97%.
- PARIS MOU: 49 ship-times in terms of inspection of CCS ships, 2 ship-time in terms of detention, with a detention rate of 4.08%.
- USCG: About 40 ship-times in terms of inspection of CCS ships, 1 ship-time in terms of detention, with a detention rate of 2.5%.
- To sum up, during the PSC inspections of TOKYO MOU, PARIS MOU and USCG, there are totally 503 ship-times in terms of inspection of CCS ships, 7 ship-times in terms of detention, with a detention rate of 1.39%.
- Additional, 2 ships were detained by India PSC and 1ship was detained by Russia PSC (Black Sea MOU).

2. List of ships detained in the Fourth quarter of 2020:

Name of Ship	Type of Ship Year of Built	Regime of Detention Date of Detention	Detainable deficiency
A	Bulk Carrier 2006	Canada 2020.10.2	1. At the time of inspection, engine room bilges, All three aux engines' bilges, ME cylinder covers area, ME high pressure fuel pumps, purifier room observed excessively dirty and oily. One fuel heater in purifier room observed leaking fuel from several flanges. Fuel filter in purifier room observed leaking with oil soaked rag on it. AE FO valve under platform plates observed leaking fuel and leakage collected to bucket. 2. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective of a serious failure, or lack of effectiveness, of implementation of the ISM Code
B	Bulk Carrier 2010	Japan 2020.10.6	2 crews have been consecutive on board more than 11 months. Any evidence which shows flag state approval for the crews contract extension was not produces upon request.
C	Oil Tanker/Asphalt Carrier 2008	India 2020.10.6	1. Diesel generator No.2 can not be connected to MSWBD. Ship has a unauthorized generator fitted on the L/B deck and same found running. 2. Emergency generator and Port side lifeboat could not be started due to discharge of batteries. 3. Accommodation air condition is not operational. Portholes and accommodation deck doors found kept open. 4. The alarm monitoring system in the ECR has description of the alarms in the Chinese language, which is not understood by any crew. 5. Sounding pipe of fresh water tank starboard found sheared off due to corrosion and wastage. Found covered with cloth. 6. Vent head of 6P WBT corroded and wasted.
D	Bulk Carrier 2010	Russia 2020.10.9	1. Outside fire alarm bell's not working. 2. Outside speaker of public address system partly not work. 3. Rescue boat ejector damaged, engine panel switches not protected, engine no turn by hands, levers handle temporary repaired. 4. Fire alarm panel on bridge E/R zone disabled.
E	Bulk Carrier 2012	Indonesia 2020.10.22	1. Rescue boat, unable to start. 2.Rescue boat davit mechanical power not ready for use in emergency situation. 3.Fire door entrance to engine room, and from engine room to steering gear room, broken. 4.Seawage treatment plant, defective. 5.Auto start emergency generator, failure test. 6. Air ventilation for engine room, port side and starboard side, can not close. 7. Ship ISM Code failure.

F	Bulk Carrier 2012	USA 2020.11.17	PSCO observed 30 immersion suits are un-serviceable due to inoperable zippers and un-sealed seams.
G	Bulk Carrier 2006	Canada 2020.11.19	1.Oil accumulation observed under Auxiliary engines. 2. Remote release system of lifeboat observed not operational. Remote release wire observed free of its drum. Life boat also did not release itself despite brake was manually released several times.3.At the time of inspection, crew attending to abandon ship drill observed with serious lack of familiarity and knowledge with the drill. Captain informed that most of the crew joined vessel on September 24 and new crew learning slowly despite training.4.Safety management audit by the administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
H	General Dry Cargo Ship 2008	India 2020.11.27	1. Engine room bilges and tank tops full of oil. 2. Quick closing valves not operational. 3. Out of 3 nos A/E, No.2 is in-operational. No.1 or No.3 A/E cannot take full sea load individually.
I	Ro-Ro Ship 2010	Belgium 2020.12.4	1.Second means of start, hydraulic starter for emergency generator not able to be pumped to desired pressure. Oil level to low. Oil leakage observed on this device. Oil spill on floor. Luckily the generator could be started with available pressure. 2.Several valves (QCV) directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated not closing. Not closing by manual operating actuator piston. Air actuator system found leaking and not functioning. Additionally found spring loaded valve on level gauge permanent blocked in open position by device. 3.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.
J	General Dry Cargo Ship 2007	Korea 2020.12.8	1. Emergency generator-cooling fan duct canvas detached; starting control panel (manual and auto mode included) switched off. 2. Ship main boiler-flame eye sensor out of order. 3. Incinerator-the system completely out of order. Ship's crew not familiar with how to operate incinerator completely. 4. Jacketed F.O. high pressure pipes for main engine-leakage detection alarm box disconnected with leakage drain pipes.

II. Statistical analysis of data about ships detained in 2020

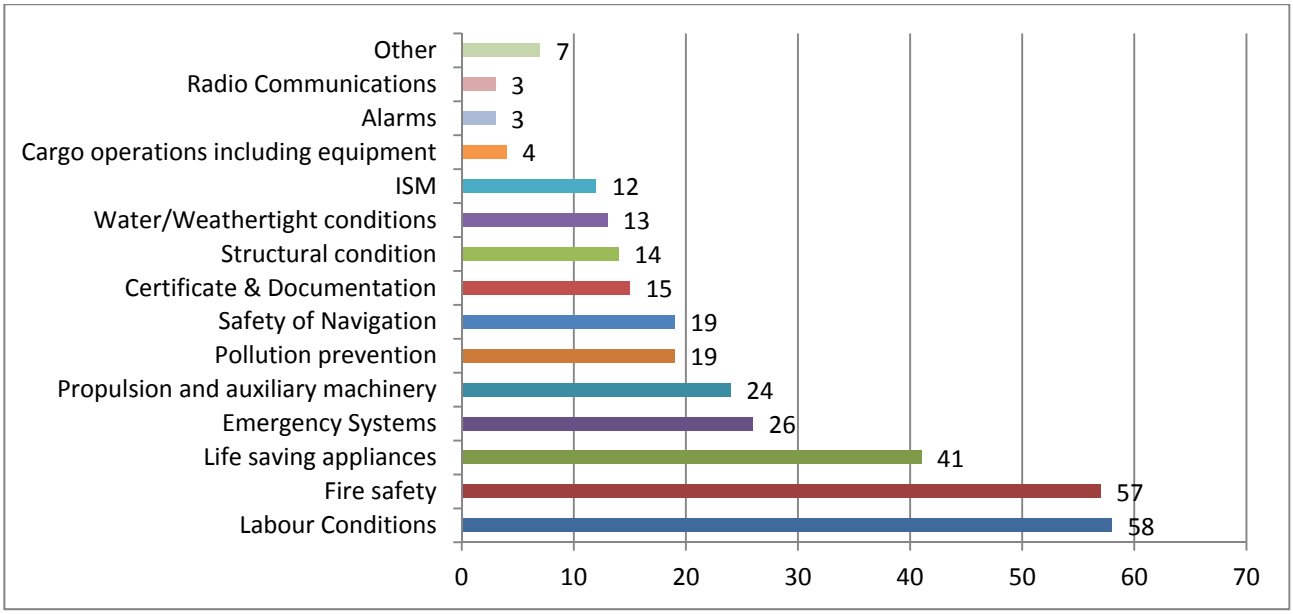
◆ **Overall description:**

- TOKYO MOU: 1548 ship-times in terms of initial inspection of CCS ships, 21 ship-times in terms of detentions, with a detention rate of 1.36%.
- PARIS MOU: 210 ship-times in terms of inspection of CCS ships, 3 ship-time in terms of detention, with a detention rate of 1.43%.
- USCG: About 150 ship-times in terms of inspection of CCS ships, 1 ship-time in terms of detention, with a detention rate of 0.67%.
- Additional, 2 ships were detained by India PSC and 2 ships were detained by Russia PSC (Black Sea MOU).

（Remark:：2 CCS ships were detained by Canada PSC, 1 detention was counted in Tokyo MOU and another 1 detention was counted in Paris MOU separately.）

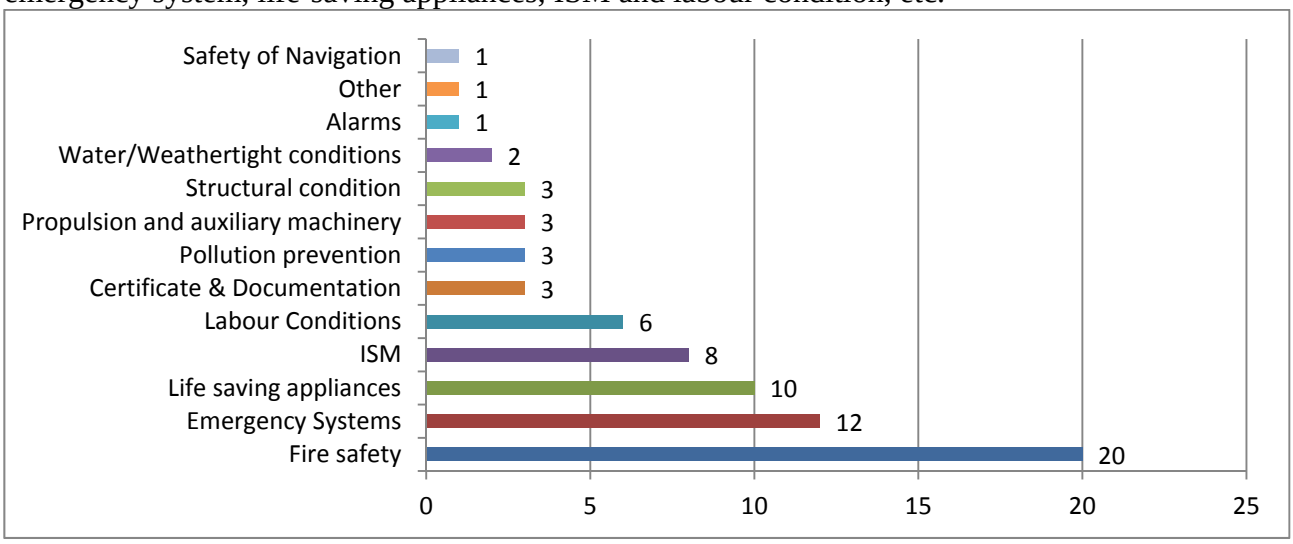
◆ **All deficiencies:**

For these 29 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 315 deficiencies, with an average of 10.86 deficiencies for each ship detained. There were relatively many deficiencies in labour conditions, fire safety, life-saving appliances, emergency system and propulsion/auxiliary machine, etc.

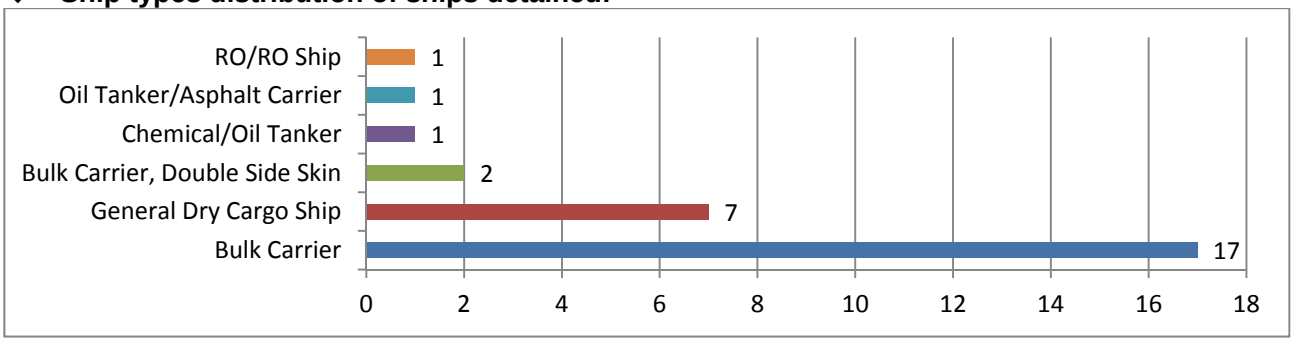


◆ **Detainable deficiencies**

For these 29 ship-times of CCS ships receiving detention reports, and subject to investigation and handling, there were totally 73 detainable deficiencies, with an average of 2.52 detainable deficiencies for each ship detained. There were relatively many detainable deficiencies in fire safety, emergency system, life-saving appliances, ISM and labour condition, etc.

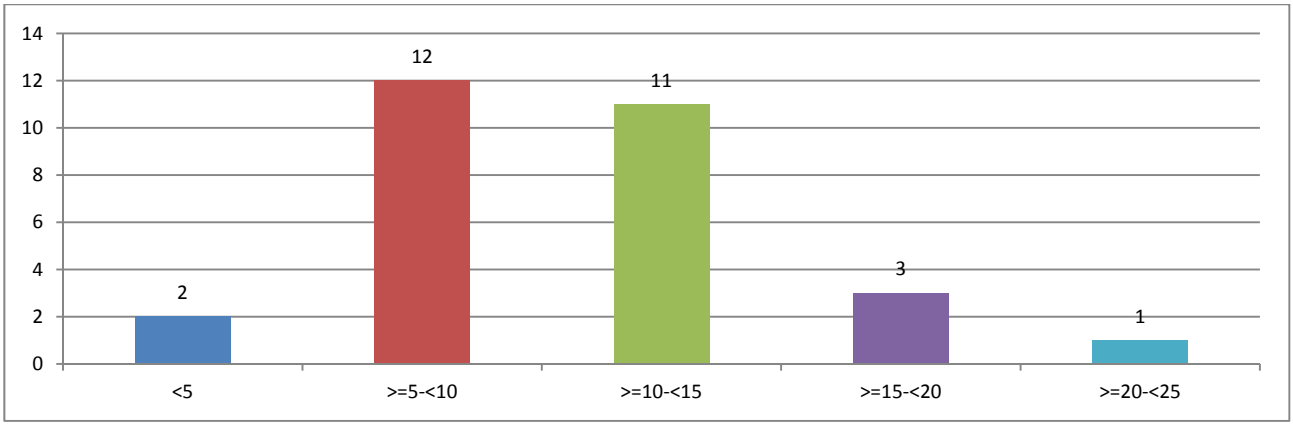


◆ **Ship types distribution of ships detained:**



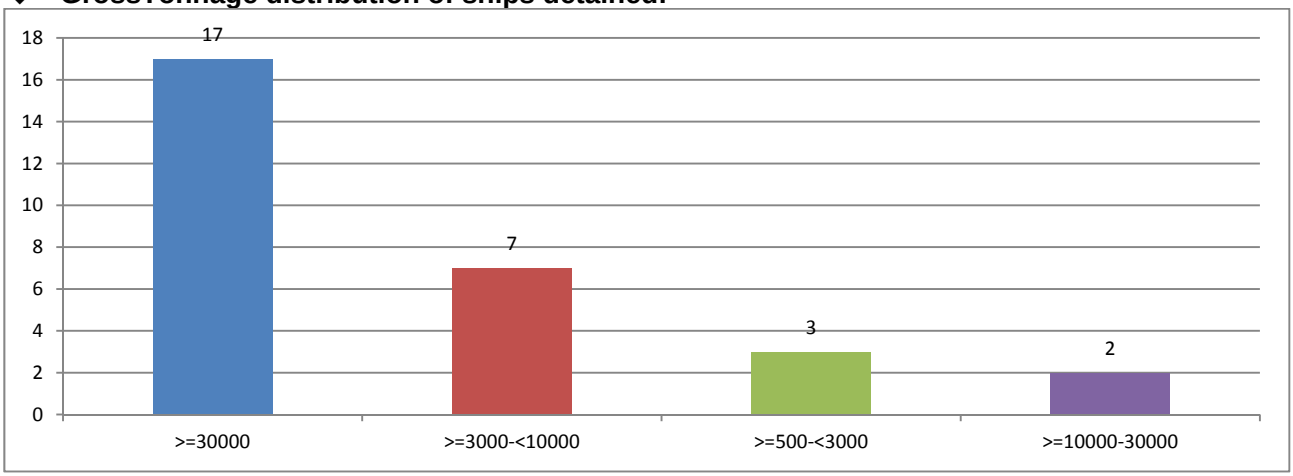
Detentions of Bulk Carriers take up 58% of total detentions, detentions of General Dry Cargo Ships take up24% of total detentions.

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



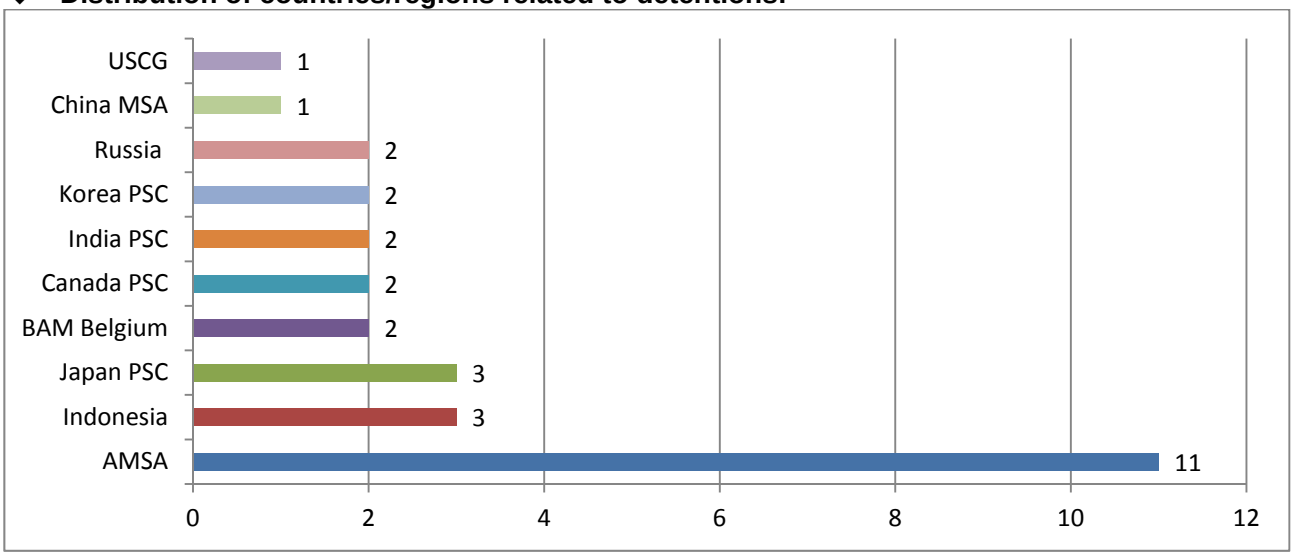
Detentions of 5-10 years age ships take up 41% of total detentions, detentions of 10-15 years age ships take up38% of total detentions.

◆ **GrossTonnage distribution of ships detained:**



Detentions of above 30000 Gross Tonnage ships take up 59% of total detentions.

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



Detentions by AMSA take up 38% of total detentions.

III. Some deficiency pictures (only for the Fourth quarter of 2020)



Fire man outfit air bottle low pressure alarm



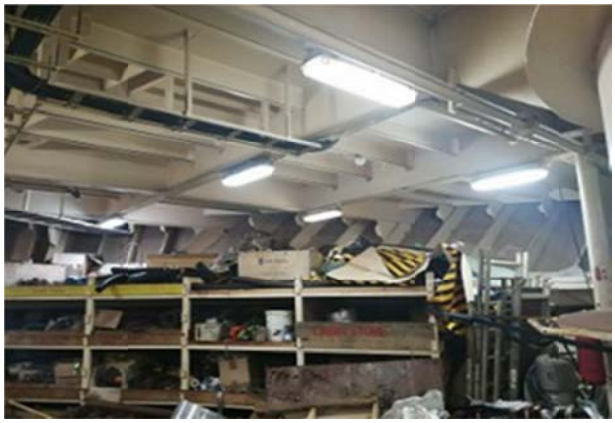
Medical oxygen bottle missing.



No evidences of drills, same photographs are used



Non-conducting mats under 440V cabinets



Many lights damaged



Fire man outfits poor condition (renewed)



E.G. starting oil pressure inadequate



Quick closing valves not work



Boiler safety valve blocked by bolt



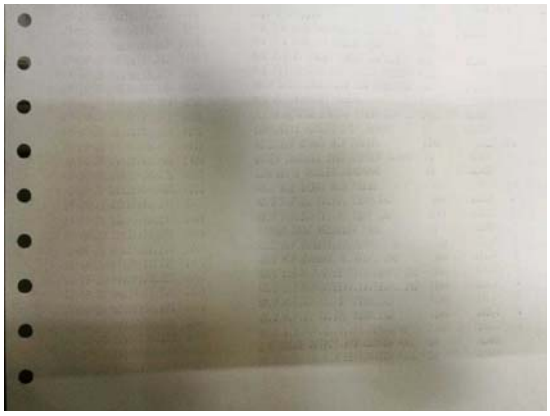
Steering gear room wood floor not fixed



Many oil, cotton waste and rags under aux. engine



Operation instruction in English but not in work language



ECR LOG PRINTED RECORD'S UNREADEBLE



ME.COOLING WATER AND OIL LEAK



OUTSIDE FIRE ALARM BELL'S NOT WORKING



CRANE HOOK SAFETY LATCH NOT PROPERLY WORK



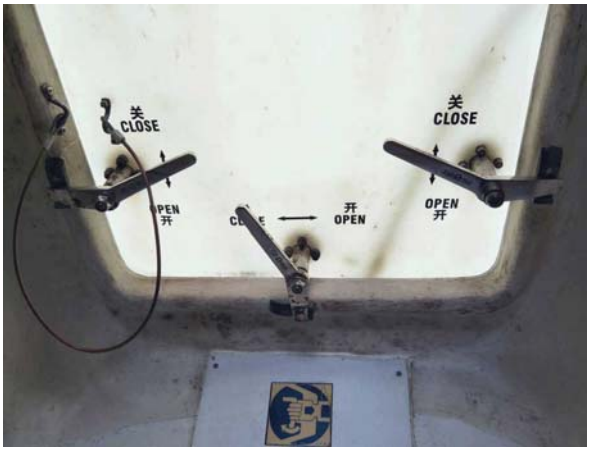
EM.DG MEASS GLASS LEAK OF FUEL OIL



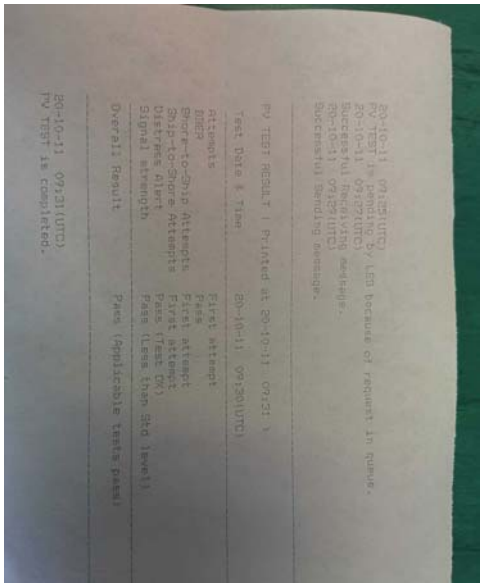
RESCUE BOAT CONTROL LEVER DAMAGED



SPEAKERS OF PUBLIC ADDRESS PARTLY NOT WORK



L.B. HATCHWAY CLOSEING DEVICE NOT WORK



GMDSS MONTHLY TEST NOT RECORDED



SOME OUTSIDE EL.EQUIPMENT GROUNDING BROKEN



.FIRE ALARM PANEL ON BRIDGE E/R ZONE DISABLED



Line throwing appliance and rocket differenct



E.R. sky light not closed (rectified)



BWT man hole cover bolts missing (rectified)



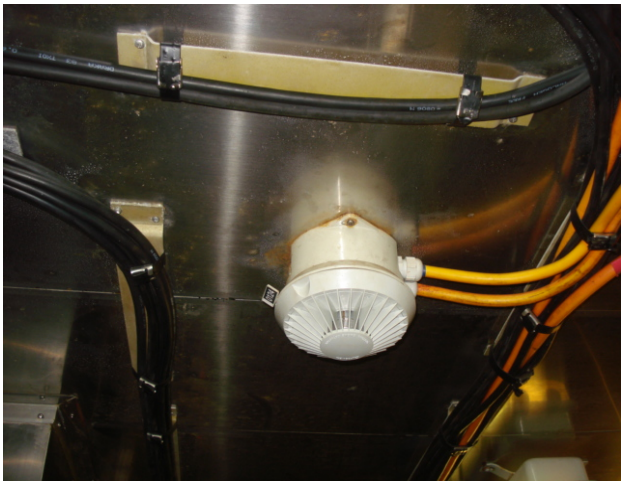
Accommodation ladder rollers wasted



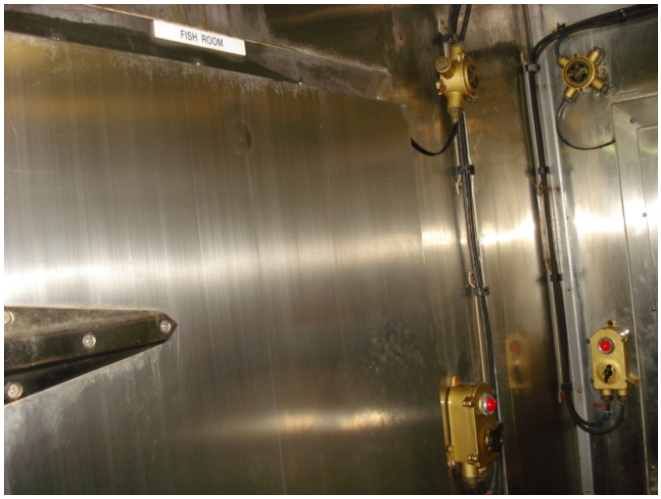
Refrigerating chamber with mold (cleaned)



Bow washing machine damaged



Fire detector in refrigerating chamber loose (Rectified)



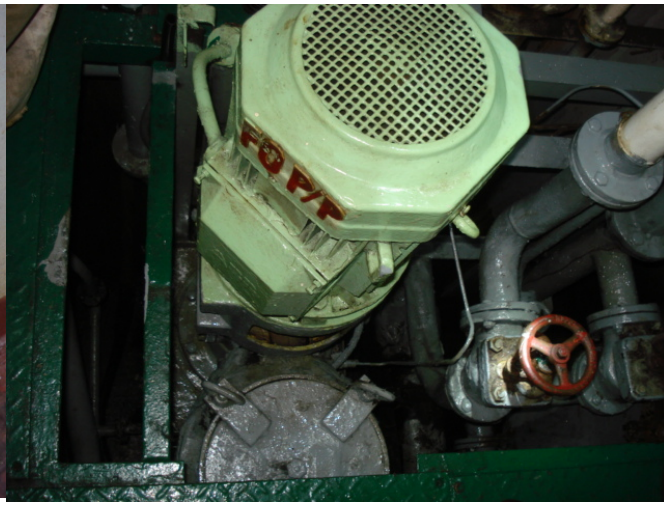
All refrigerating chamber lights no ON/OFF switches (rectified)



Fire doors were kept in open condition (rectified)



E.R. bulkhead cable hole kept open (recitied)



E.R. excessive oily.



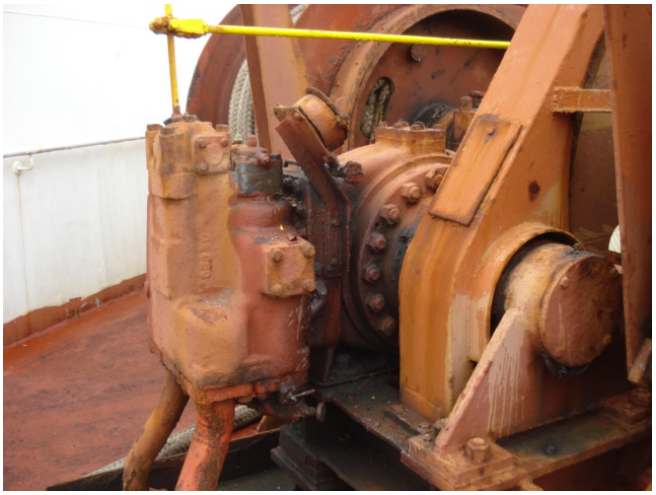
M.E. oil leakage



Boiler water level indicator damaged



No chemicals MSDS



Hydraulic Motor oil leakage



Discharging sewage in Aft. Peak tank arbitrarily



Emergency lights all fixtures loose and free



Life boat davit support wasted (rectified)



cho sounder Low Battery Alarm (rectified)



Life Raft Cradle meta lstiffener corroded (rectified)



E.G. room without restrict area mark (rectified)



Non-return Drainage V/V at Cargo Hold Hatch Coaming broken



Fire hydrants leakage



Mooring ropes on F'cle and Poop deck--Heavily wasted



Small hatch cover-rubber packing heavily corroded



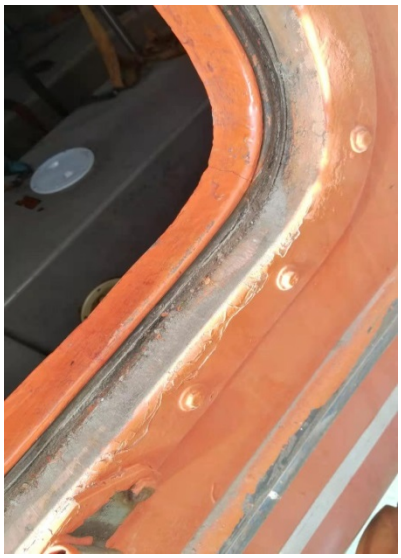
E.G. cooling fan duct canvas detached



E.G. Starting Control Panel switched off



Life boat davit limit switch defective



Life boat door rubber packing heavily corroded



Boiler flame eye sensor out of order



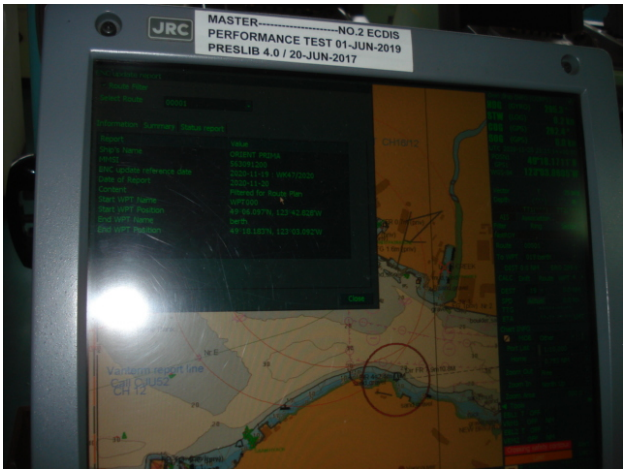
Quick closing V/V-out of order



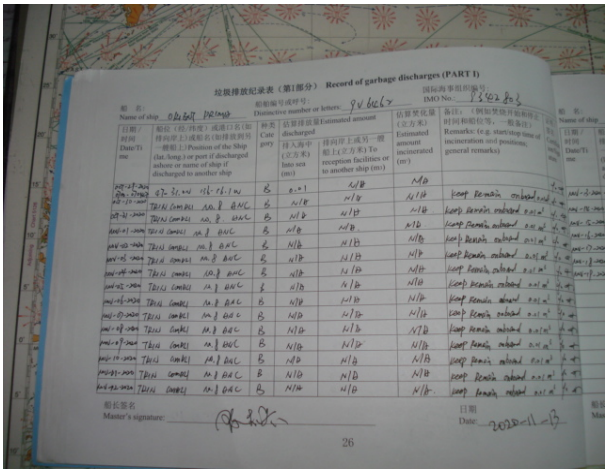
Crew unfamiliar with incinerator operation



Oil leakage alarm box disconnected with drain pipes



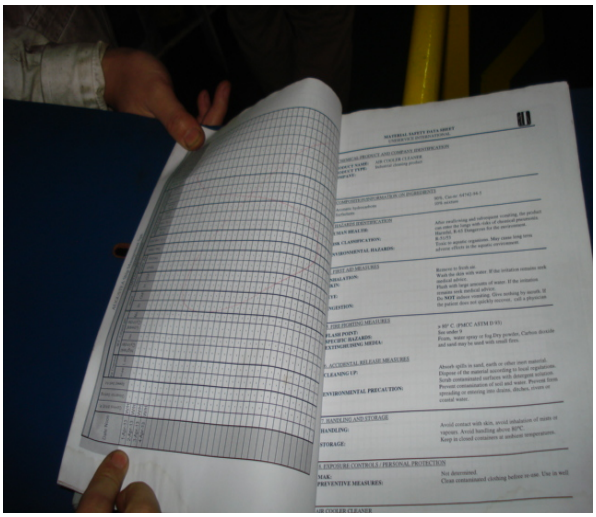
ENC'S not up to date.



Garbage record book not recorded asrequired



hatch cover closing cleats for CH missing (rectified)



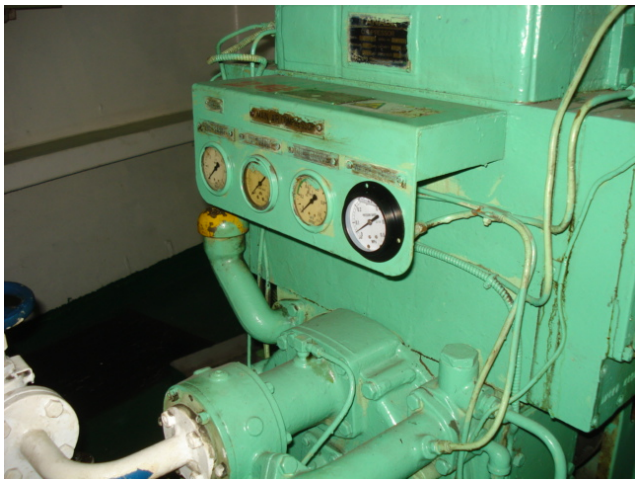
Chemicals MSDS/ PPE missing



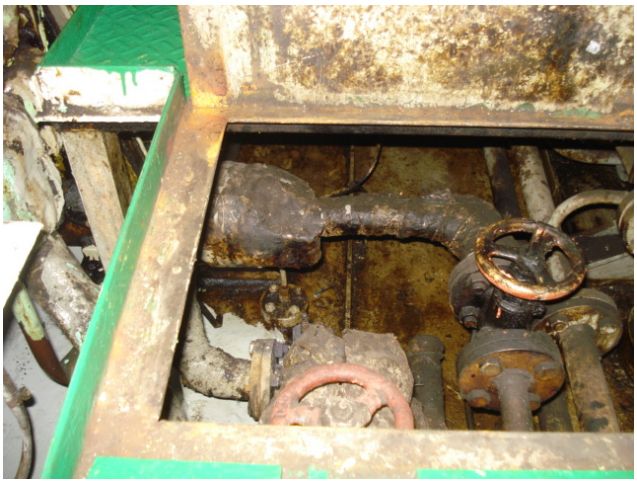
heavy mold observed in refrigerating chamber walls（rectified）



life rings in front of accommodation missing(rectified)



main air compressor water pressure gauge out of order (rectified)



oil accumulation under auxiliary engines



Self-closing fire doors tied back with ropes (rectified)



Life boat remote release wire free of its drum (rectified)



provision crane limit switch damaged



Self-closing sounding pipe in E.R. without springs



life boat reflective tapes not as required （rectified）



aluminum ladder on deck damaged （stop use marked）



Immersion suits zippers damaged



Immersion suits unsealed seams



Hand red flare signals without USCG approved marks



Smoke signals without USCG approved marks



Remote cargo oil tank gauging system is not operational



unauthorized generator fitted on deck



Accommodation air-condition is not operational.



Spare magnetic compassis unavailable onboard



No electrical insulation matting on the MSWBD floor



Emergency escape found dark



Vent head of WBT corroded



Fire hose box broken



MSWBD 380V insulation found low with alarm



Life rafts safety tapes to be cut once installed

IV. Suggestions:

- In 2020, COVID-19 are spreading in the world continuously, it caused that ship managements and maintenances were affected seriously, and caused PSC deficiencies and detentions

increasing continuously. With assisting crews to preventing COVID-19, each shipping company should ensure all requests of ships and crews, ensure crews benefits and remunerations, encouraging crews to perform proper works on safety inspections, maintenances and pre-arrival inspections, etc., to decrease PSC deficiency and detention.

- Since Oct. 2020, some ships were detained by Europe and American PSCs. Each shipping company should enhance supervisions to ships sailing to Europe and American ports, ensure ship's safety managements and maintenances works to be performed properly, if necessary, to invite the third party to perform PSC pre-inspections to the ship.
- From Jan. 1 to Dec. 16, 2020, 11 CCS ships were detained by AMSA and it took up about 38% of total detentions. The detention risk of ships sailing to Australia ports is very high. Each shipping company should ensure all ship's key equipment to be in good conditions, such as fire dampers, air pipes, emergency generator, OWS, sewage treatment plant and life/rescue boat and launching/releasing appliances, etc., to avoid any PSC detention caused by key equipment defect.
- In 2020, some ships were proposed detainable deficiencies relating immersion suits by PSCO, such as immersion suits poor condition, zippers damaged and bonding seams cracked, etc. Each shipping company should select qualified organization to carry out annual inspection and test to ship's immersion suits properly, pay close supervise to ship's monthly inspection of immersion suits, during abandon drills, request all crew to wear and check immersion suits carefully, if finding any defect, new immersion suit should be provided to the ship as soon as possible.
- In 2020, due to effects of COVID-19, crew operation trainings, equipment inspection tests and maintenances, etc., are insufficient obviously, and it caused that relevant PSC deficiencies and detentions occurred constantly. Shipping companies should pay serious supervise to crews operations, inspection tests and maintenances of ship's key equipment, such as, machinery equipment, fire dampers, air pipes, OWS, hatch covers, life/rescue boat and launching/releasing appliances, sewage treatment plant, emergency generator, incinerator, quick closing valves, fire pump and heat insulation packings, etc., to decrease PSC deficiencies and detentions.
- In 2020, PSCOs found oily accumulations in engine room and detained the ships several times. Shipping companies should request and supervise ships to keep clean, to clean oily wastes caused by maintaining equipment and oil leakages in time, pay special attentions to engine room bilges, bodies of equipment, bottoms of euipment and steering gear room, to avoid any PSC detention due to oily accumulation.
- In 2020, several CCS ships were detained by PSCs due to serious MLC detainable deficiencies, total numbers of deficiencies relating MLC were more than other items first time. Ship companies should pay more attentions to each seafarer's SEA, salary payment ,working days onboard and other deficiencies of MLC relating to provision store rooms (untidy, other wastes remaining, mildewing, iced, food corrosion, food insufficient, etc.), kitchen (equipment in kitchen damaged, exhaust filter oily, untidy, etc.), crew protection (engine room oily, equipment safety guard missing, electrical safety insufficient, lighting damages, mooring ropes poor condition, etc.) and living equipment (furniture damages, sanitary equipment damages, etc.), etc. Shipping companies should supervise ships to carry out MLC inspection works carefully and dealt with any defect found by crew as early as possible.

Classed Ship in Service Department of CCS Headquarters
Dec. 16, 2020