

Details of Detention of Hong Kong Ships (Year 2009)

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
TOKYO MOU							
1	MERCURY FRONTIER	Australia	Kwinana, WA	27-01-2009	14	1) Oil filtering equipment inoperative 2) Main Fire and General Service (GS) pump unable to pressurize the fire main 3) No. 5 F.O. tank air pipe (main deck stb'd side) wasted and holed 4) All above deficiencies are objective evidence of failure of the ship's ISM system ISMC/S10 for maintenance of the ship and equipment 5) NBDP equipment defective - screen not functioning 6) Engine room sludge pump inoperative 7) Standard compass not clearly readable from steering position 8) Feeder panel 100V indicating earthed fault on 'V' busbar (MSB and ESB) 9) Cargo hold Nos. 1-3 hatch covers stopping devices inoperable and one missing 10) ME Flywheel tank top bilge accumulation of oily bilge water 11) ME SW cooling pump - shaft bearing collar detached from pump casing fixture 12) Steam pipeline in engineroom adjacent to No. 1 diesel generator, hold and leaking excessively 13) Fire and GS pump overboard valve seized 14) Ballast pumping system valves - supply to eductor line and delivery to WBT defective 15) Ballast pump suction/delivery valve to W.B. line defective (V127) 16) Aft peak tank suction valve (V130) defective 17) Sanitary facilities not operating 18) Chief steward, 1st engineer, No. 1 oiler and Boatswain cabins - FW pvc pipes cracked and leaking water into cabins from the ceiling 19) Ratings shower room bulkhead panel rotten and holed	30 30 30 30 17 17 17 17 17 17 17 17 17 17 17 17 17 17 17
2	PACIFIC ADVENTURER	Australia	Brisbane	12-03-2009	19	1) Notification of incident regarding container loss and oil pollution of the sea not carried out to flag state, class and port state in a timely manner 2) Several deficiencies listed above indicate a lack of proper and adequate maintenance particularly with regard to cargo securing items 3) Numerous hatch securing cleats and bolts unsecured when vessel entered port (approximately 90% overall) 4) Numerous twistlock shoe fittings wasted and damaged 5) Several twistlocks seized in open position under containers 6) Several turnbuckles in use severely corroded 7) Aft peak air vent float (portside) damaged 8) Magnetic compass not clearly visible from steering position in daylight 9) Garbage not being stored in accordance with garbage management plan 10) Obsolete certificates not removed from main certificate file 11) Port lifeboat magnetic compass has large bubble 12) Lifeboat launching instructions posted at each L/boat station contradictory to each other 13) On-load release instructions not provided in SOLAS training manual	30 30 30 30 17 17 17 17 17 17 17 17 17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						14) SOLAS training manual not available in mess/common rooms at time of inspection 15) Office copy of SOLAS training manual not endorsed as required in front page by all crew 16) 4th mate not familiar with testing requirements of SART/x-band radar 17) Starboard lifeboat embarkation lamp not working and mounting wasted 18) Crew working outside lifeboat canopy without safety harness 19) Port side loadline marks illegible 20) No. 1 hold hatch cover aft end not sealing effectively 21) Compass errors not being taken and recorded every watch as per STCW 22) Crew mess room refrigerator seals defective	17 17 17 17 17 17 15 15
3	TASMAN PROVIDER	New Zealand	Wellington	16-03-2009	15	1) On content monitor installed in August 2005 does not meet the performance standards of MEPC 107(49) 2) Heavy fuel oil service tank quick closing valve wedged open	30 17
4	PACIFIC EXPLORER	Australia	Kembla	30-03-2009	18	1) No. 1 engine room fire damper wasted 2) Numerous bridge engine room alarm lights	30 17
5	BEAUTY JUNO	Russia	Vostochny	30-03-2009	13	1) Emergency fire pump - out of order (not delivery water) 2) Water oily separator filter and inside part in oily condition 3) D/G N 1, 2, 3 exhaust gas pipe - insulation partly missing 4) Feed water pump for aux. boiler has leak through the gland 5) Main fire pipe line on the main deck near hold #3 - has temporary repair 6) Certificate of competency for Captain, Ch. Mate, Ch. Eng. - not endorsed by the Administration of flag 7) Procedures for environment protection policy not established on board 8) Hazardous situation owing to failure of emergency fire pump	30 30 17 17 17 17 17 17
6	KUO CHANG	Japan	Kobe	17-04-2009	11	1) Lifeboat (P+S side) - pitted stern plate 2) Lifeboat (P+S side) - broken buoyant life line 3) Lifeboat (S side) - not being suitable manual pump 4) Release mechanism (P and S side): release handle, hook and safety pin) - not proper reset position and missing safety pin (P side only) 5) Maintenance of life boat has not been carried out in accordance with SOLAS C-III/R.20 (Related deficiencies NO. 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15) 6) Fair leader (two pieces of P & S side) on poop deck - stuck 7) After spring rope - worn 8) Conning tower hatch of life boat (P-side) - lost weather tightness 9) Search light of lifeboat (P+S side) - not worked 10) Launching mechanism (P-side) of lifeboat - not arranged to actuate from the position within life boat 11) Safety belt of lifeboat (P-side) - broken 12) Automatic bottom drain valve of life boat (P-side) - stuffed and not worked 13) A battery of lifeboat (S-side) - not worked	30 30 30 30 30 17 17 17 17 17 17 17
7	FAREAST SUNNY	Australia	Mourilyan	06-05-2009	20	1) Lifeboat onload release (Port and Stb'd) defective 2) Forward life raft shackles missing 3) Passage plan not berth to berth	30 17 17

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						4) Magnetic compass bubble	15
						5) Clutch support plate nuts wasted	15
8	EASTERN RUBY	Papua New Guinea	Lae	06-05-2009	2	1) Emergency generator test fail	30
						2) Oily water separator test fail	30
						3) Failure on emergency generator test, shows lack of emergency preparedness	17
9	KANG HONG	Australia	Adelaide	13-05-2009	5	1) Lifeboat release gear defective	30
						2) Lifeboat release hydrostatic indicator not clearly marked (locked/unlocked position)	17
10	QIANG SHENG 1	Australia	Esperance, WA	12-06-2009	23	1) Water leaking from sea into pump room through a removed pipe valve (400mm dia.). Large amount of water accumulated in pump room bilge (about 1200mm deep).	30
						2) Valve along piping between void space (ex slop tank) and pump room removed resulting no shut off or isolation between the two compartments.	30
						3) Emergency fire pump - leaking at shaft gland.	17
						4) Lighting at emergency fire pump space not	17
						5) Fire extinguishers not placed inside motor lifeboats.	17
						6) One fire hydrant in accommodation upper deck level seized closed.	17
						7) Forward liferaft - shackless not provided for rope ladder.	17
						8) Service opening in galley - sliding door seized open and one cut opening on door.	17
						9) Engine room one chemical fire extinguisher - operating nozzle defective (lower level)	15
						10) One EEBD in engine room indicating low pressure.	15
11	STAR SEA RAINBOW	Australia	Townsville, QLD	26-06-2009	11	1) Engine room fan flaps wasted (port and stbd)	30
						2) Fire line between no 2 and no 3 hatch leaking	30
						3) Fire alarm system fault	30
						4) Fire line temporary repair	30
						5) Side lights background not matt black	17
						6) MF/HF radio defective	17
						7) Passage plan does not take into account environmental requirements as per SOLAS V 34.4	17
						8) Muster list order to abandon ship instruction	17
						9) Boiler pipe line temporary repair	17
						10) Hydraulic leak on hatch no 1	15
						11) Boiler pipe lagging missing	15
12	KANG YAO	Australia	Kembla	02-07-2009	7	1) Port lifeboat release system defective	30
						2) Gas detector presented has no valid calibration. Vessel loading coal this port	17
						3) No cargo record book in use	17
						4) Crew unfamiliar with operation of lifeboat emergency steering	17
						5) Forward liferaft ladder not ready for use. Shackles seized	17
13	APL BANGKOK	Australia	Port Botany, NSW	12-08-2009	4	1) GMDSS reserve power supply defective	30
						2) Some E/R double bottom tank sounding pipe auto-closing device obstructed	17
						3) Some E/R oil tank level gauge valve auto-closing device obstructed	17
						4) Emergency generator engine starting battery inserviceable, manual starting only	17
						5) Sewage treatment plant defective	15
14	KUNIANG	Australia	Bunbury	20-08-2009	4	1) No. 4 Side Ballast Water tanks (Port & Stb'd) heavily contaminated with HFO	30
						2) Discharge of FO into Bunbury Harbour	17
						3) Disposal/transfer of bilge water accumulated in machinery space bilge wells to bilge water tank - not recorded in Oil Record book since March 2008	15
15	VENTURE ACE	Japan	Osaka	25-09-2009	6	1) Certificate of Chief Engineer -- not holded a valid certificate, because he holded Regulation III/3 (This ship's main propulsion machinery is 4200kW)	30

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						2) Gyro master compass -- error at least 4 degrees	17
						3) IAMSAR Vol. 3 not available new edition (amended 2009 June)	17
						4) Garbage collection -- not available garbage receptacle for plastic garbage in accordance with garbage management plan	17
						5) Bosn's Store -- leaked a lot of hydraulic oil from oil pipes of windlass power unit	17
						6) The ship did not stow a lot of paint cans on suitable position (paints cans has been stowed in the steering gears room without an extinguishing equipment and an explosion proof light).	17
						7) Crew were not familiar with valve control on fire main	17
						8) Certificate of 1/E -- not holded a valid certificate, because he holded Regulation III/3 (main propulsion machinery is 4200kW)	17
16	GOLDEN SHADOW	Australia	Gladstone	28-09-2009	12	1) Port & Starboard lifeboat onload releases not set as per manufacturer's instruction	30
						2) Incorrect date for annual inspection of IOPP	17
						3) HF radio DSC Incorrect function in DC power	17
						4) Water ingress alarm not showing correct info for FPT (1/2 full) no alarm	17
						5) Portable foam in boiler flat not as per fire equipment plan (insufficient foam)	17
						6) Safety chains at pilot boarding on main deck	17
						7) Magnetic compass small bubbles, gymbals stiff operation	15
17	GREAT CENTURY	Australia	Hay Point	15-10-2009	10	1) Port lifeboat on load release hooks (Fore &Aft) not fully reset (safety lock can not be set) - handle 'B'.	30
						2) Port & Starboard lifeboat hydrostatic interlock in the open position and partially seized	30
						3) No instructions onboard detailing when lifeboat hooks are fully reset	17
						4) Crew unfamiliar with the operation of the MF/HF radio & INMARSAT C on reserve source of energy.	17
						5) Crew unfamiliar with operation of the fireman isolating valves.	17
						6) Fire control plan does not indicate position of individual fireman isolating valves.	15
18	ALAMEDA	Russia	Vladivostok	23.10.2009	24	1) Auxiliary engine, emergency air compressor -- inoperative	30
						2) Lifeboats, lifeboat engines not started	30
						3) Nautical publications	17
						4) Other, ITU publication not up-to-date	17
						5) Emergency equipment for 2-way communication	17
						6) MF/HF radio installation	17
						7) Lights. Shapes, sound-signals	17
						8) Ballast, fuel and other tanks	17
						9) Voyage data recorder (VDR)	17
						10) Speed and distance indicator	17
19	RAINBOW JOY	Indonesia	Belawan	4.11.2009	14	1) Fire panel defective	30
						2) SVDR defective	17
						3) Port side funnel damper not closing	30
						4) E/R skylight 3 out of 4 not closing fully	17
						5) All E/R fan damper defective	30
						6) Earth leakage alarm active	17
						7) Stbd lifeboat engine, both batteries defective	30
						8) Port lifeboat propeller not engaging	17
						9) Quick closing valve means of closing	30
20	KUNIANG	New Zealand	Napier	18.11.2009	4	1) #4 P&S oil contamination side tank isolated and flag dispensation expired	30
21	SEA BULKER	New Zealand	Lyttelton	26.11.2009	13	1) Emergency generator fails to start automatically on simulated black out (Removal of bus tie from main switchboard)	30

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22	HEBEI TIGER	Australia	Dampier	4.12.2009	25	1) Leak into No. 8 hold from ballast tank - crack	30
						2) Bosun Store Water Ingress Alarm activated	17
						3) Oil on deck in bosuns store	17
						4) Life Jackets in forward store and bowing in tackle at lifeboats not stored for immediate use	17
						5) No. 8 and No. 7 Cargo hold - Australian access ladder - platforms deformed	17
23	DYNA AUK	Australia	Dampier	10.12.2009	20	1) Unable to demonstrate MF/HF DSC test call on reserve source of energy	30
						2) Emergency fire pump - unable to pressurise fire line	30
						3) 406 EPIRB activated by ship's crew. Unable to reset and unable to demonstrate test function.	17
						4) Fixed foam fire fighting system - main and reserve sources of power switched off.	17
						5) Insulation matting at various switchboards - missing	17
						6) Several oil tanks in E/room - gauge cocks gagged	17
						7) Sewage treatment plant - dosage not as per manufacturers instructions	17
						8) No. 2 cargo hold - hatch cover unable to be operated. Hydraulic leak evident.	17
24	CSK SHELTON	Indonesia	Dumai	15.12.2009	5	1) Endorsement by flag State for Master -- not valid for tanker ship	30
25	JIN BI	Australia	Newcastle	23.12.2009	10	1) Emergency radio batteries defective - low voltage on test	30
						2) Voyage plan not in accordance with SOLAS V Reg 34. Refer Resolution Guidelines A.893(21)	17
						3) Emergency gen'r fuel tank contains insufficient fuel for emergencies	17
Paris MOU							
1	PACIFIC DHOW	France	Montoir	20-01-2009	6	1) 15 ppm automatic valves inoperative	30
						2) Bilge level alarms and flooding alarm in engine room malfunctioning. Bow thruster room and cofferdams bilge level alarms malfunctioning.	30
						3) Efficiency of oily water separator to be confirmed by class society according to IOPP certificate.	17
						4) FO quick closing valves remote control system inoperative. FO settling tank valve control system found disconnected.	17
						5) Purifier room cleanliness insufficient	17
						6) Port anchor and 8 shackles lost to be replaced and port windlass to be repaired according to class condition. Delay : 20/07/2009.	17
						7) Fire visual alarm indicator in engine room inoperative.	17
						8) Emergency fire pump delivery manometer inoperative.	17
						9) Electrical connections unsafe: Lighting in bow thruster room. Several connections in purifier	17
						10) Portside liferaft not properly stowed	17
						11) Air compressors electrical panel : Doors fixed in open position with steel cables.	17
						12) Fire door (emergency exit from engine room) not properly close.	17
2	OCEAN PREFACE	Canada	Port-Cartier, Quebec	02-03-2009	16	1) Ready availability of fire fighting equipment - main fire line frozen	30
						2) Deck cracking - cargo hold #4 fwd port	17
3	PAN DYNAMIC	United Kingdom	Liverpool	04-03-2009	24	1) Fire and abandon ships drills inadequate	30
						2) Stb'd lifeboat engine will not start	17
						3) Access to lifejackets/immersion suits in bosun's stores inadequate	17
						4) Security related defect - Identification not checked on boarding	17
						5) Boiler gauges glasses not readable	17
						6) Fuel sight-glass gauge wired open	17
						7) Meat room seals damaged	17

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						8) Lifeboat inventory not as required	17
4	PACIFIC DHOW	Germany	Brunsbüttel	20-03-2009	6	1) Vessel is overloaded 131 mm above her allowed freeboard mark/(on arrival Kiel Canal appropriate load line mark on each side of the ship is submerged	30
						2) CSR no. 1 and 2 copies on board only, local Police and ISPS authority informed.	17
						3) Deviation of ISM code 5.1.3 and 4 by master	17
						4) Deviation ISM-code 11.2.1	17
5	ATTRIBUTE	Netherlands	Rotterdam	07-07-2009	26	1) Keel bolts and nuts of the foundation of the hooks fwd and aft are wasted of both lifeboats PS and SB.	30
						2) Group 4 of the quick closing valves could not be demonstrated. (group 3 after 4 attempts they closed) Air regulating valve of service air not properly working (location: in front of starting air vessels in ER)	30
						3) System was not able to transmit on DC battery power.	17
						4) Radio equipment which is not in use should be clearly indicated or removed. (eg volt/ampere meter not in use)	17
						5) Static information not correctly entered (eg position was still underway instead of moored)	17
						6) Zone 9, 10, 11 (ER 2nd, ER floor, flame detector E/R) switched off.	17
						7) Voyage or passage plan not according ISM system of company it should be berth to berth.	17
						8) Both winches PS and SB of the lifeboat davit are leaking oil.	17
						9) Selfmade antenna's and wire's obstructing the safe entrance of the lifeboat davit platform.	17
						10) Embarkation station of PS lifeboat and fwd liferaft not working.	17
						11) Platform of CO2 room entrance no cover for sounding pipe opening.	17
						12) Capnut missing of fuel oil sounding pipe below entrance of CO2 room.	17
						13) Water tight door provision stores/cold rooms to main deck not properly closing	17
						14) Sink, bath in hospital: the water stayed brown.	17
						15) Open electric box in hospital.	17
						16) In purifier room underneath transfer pumps and drip trays underneath Aux engines.	17
						17) Found EM starting air vessel empty.	17
						18) The air buffer tank of the quick closing valves were closed and tank was empty.	17
						19) No original flag State endorsement on board for Captain and 3rd officer. (only copies available).	17
						20) Zone 8 has an earth fault. (fuse light burning)	17
6	BELO ORIENTE	Belgium	Antwerp	13-07-2009	23	1) Filter equipment dirty	30
						2) Not working properly, no sample water from 15 PPM monitor, calibration cert missing.	30
						3) Oxygen apparatus	17
						4) No medicines for Dangerous Goods (antidotes)	17
						5) Casing for lifeboat eng. not fastened	17
						6) LSA Protection/attachement air/oil filters wasted	17
						7) Speed and distance indicator inoperative	17
						8) Lifeboat rudder severe corrosion	17
7	PACIFIC MAKASSAR	Germany	Hamburg	12-08-2009	27	1) Several fire dampers out of order	30
						2) Economiser in bad condition cover and insulation partly broken off and exhaust leakages	30
						3) Several frames of doors on main-and poopdeck strongly corroded and/or holed to be investigated by class society	30
						4) Several doors on main deck not proper closeable; to be investigated by class society	30

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						5) Several frames from windows around the superstructure strongly corroded and not more watertight; to be investigated by class society	30
						6) Several frames from windows around the superstructure strongly corroded and not more watertight; to be investigated by class society	30
						7) Several ventilation flaps on main deck damaged and/or not closeable; to be investigated by class society	30
						8) Cover for supply hatch B-deck not closeable	30
						9) Vessel is in poor maintenance condition. Due to the amount and nature of the above mentioned deficiencies additional external audit by RO required	30
						10) Company is responsible for ensuring that adequate resources and shore based support are provided. Amount and nature of def. and fact that the vessel was Feb. 2009 in ship yard that SMS is not proper implemented; external audit required	30
						11) In ECR one EEBD was not filled full and some others in E/R on the line from green to red.	17
						12) Some fire doors in E/R and accomodation not proper closeable	17
						13) Aux. Generator #2 out of order (under repair), aux. Generator #3 fully of oil leakages protected by additional drip trays	17
						14) Stowage of oil and oily rags in open plastic containers, bilge near sludge tank dirty	17
						15) Fan room St. side very sootable	17
						16) Big foam extinguisher in E/R not ready for use (fixed by rope)	17
						17) Found entries in ORB under 11 not according the latest regulation, used edition of 2004	17
						18) The latest update of national contact points (Ann. 1) was from 04.02.2005	17
						19) Life jackets in ECR in very poor condition and produced in 1982	17
						20) On different places in E/R found incorrect installed cables also flying	17
						21) Lot of guages in E/R unreadable or damaged and missing	17
						22) In work shop grinding machine too big clearance to discs	17
						23) Main exhaust pipe of ME shows signs of exhaust leakages, cool water leakage as well	17
						24) Garbage record book not properly filled	17
						25) BA chart #3265 expired	17
						26) Nautical Pilot NP28 expired	17
						27) Manual for use by Maritime Mobile expired (S74/C V/R20)	17
						28) Ship received in Hamburg NtM's from weeks 26 to 30; week 31 and 32 missing	17
						29) Charts not properly corrected. Charts for the intended voyage to be corrected before departure	17
						30) Several fire flaps and openings around the superstructure are not properly closeable due to missing maintenance and/or butterflies missing	17
						31) Found 2 air bottles with insufficient pressure. All air bottles to be checked for proper pressure	17
8	GREAT CREATION	Russia	St. Petersburg	09-10-2009	11	1) Charts not up to date for intended voyage : charts Nos. 2264, 2395 since November 2008 (entrance to St. Petersburg)	30

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						2) Nautical publications expired/missing -- BA pilot books for Baltic Sea and North Sea	30
						3) Nautical publications expired -- BA lists of lights and fog signals (Nos. 74, 75, 76, etc.)	30
						4) Oil filtering equipment not as required -- Unauthorised by-pass discharge connection	30
						5) Gangway unsafe -- low platform without stanchions	17
						6) SOPEP missing -- Port contact list	17
						7) Protection machinery unsafe -- Grinder without protection screen	17
						8) Lighting incomplete -- some lamps inoperative (Open Deck)	17
						9) Lighting Damaged -- Forecastle store	17
						10) Personal equipment not properly maintained -- Breathing apparatus with air leakage	17
						11) Covers not as required -- covers of some tanks not secured	17
						12) Nautical publications not up to date -- BA Notices to Mariners - last No. 31 dated 13.8.2009	17
						13) Nautical publication expired -- some books for intended voyage (Admiralty Lists of Radio Signals)	17
						14) Passage plan not as required -- Missing charts and nautical publications were used. False - entrance to St. Petersburg	17
						15) Radio log not as required -- Test records of GMDSS equipment	17
						16) Security related defects not as required -- identification of visitors	17
Indian Ocean MOU							
1	RAINBOW SPRING	India	Kandla	18-02-2009	12	1) All engine room blowers flaps jammed.	30
						2) Most of the vents are wasted/rusted and a few places the wiremesh on f.o. vents are missing.	30
						3) Hatch no. 3 covers scaling rubber wasted.	30
						4) All the cleats on all the hatched are jammed.	30
						5) All the hatch entry door/covers are badly wasted in way of rubber channels and rubbers either wasted or has become solid.	30
						6) Engine room bilges, GE bilges and pfr room bilges full of oils & sludge.	30
						7) Most of the COCs are not signed by the certificate holders and one MM original COC not on board.	17
						8) Life boat (stbd) lifting pneumatic winch base badly wasted/corroded.	17
						9) Fridge condensor cooler's SN outlet arrangement (temp) has been laid up and is being put into the toilet drain.	17
						10) All life jacket light battery expiring 2/2009.	17
						11) Both incinerator and IOPP equipments alarm non functional.	17
						12) Most of the DB tank sounding pipes in E/R self closing arrangements missing.	17
2	GADWALL	Iran	Bandar Khomeini	10-03-2009	5	1) X-band radar not in good working condition	30
						2) Form E (supplement of Safety Equipment certificate) not on board	30
						3) MF/HF DSC test not carried out for more than a month	17
						4) Repeaters place no guarantee for tracking bearing over 360 degree by officer on watch	17
						5) Water ingress sensor #5 not operational	17
3	ACRBOAT (ex. DEVOTIONAL)	IRAN	Bik	04-04-2009	25	1) Original flag State endorsement of Master and Ch. Officer are not onboard since the same remark has been pointed out in last internal audit	30
						2) VDR performance test certificate is expired	17
						3) Engine room exhaust fan on starboard side funnel deck is holed	17

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						4) Main engine 's side pipe insulation on 2nd platform are wetted heavily through oil	17
						5) Fireline on forecastle and poop deck is holed	17
						6) Original shore based maintenance certificate is not onboard	17
						7) Sever oil leakage on generators and main engines	17
						8) Some sounding pipe's self-closers on lower platform are defective	17
						9) MF/HF DSC test has not carried out as required	17
						10) Steering room fire doors are not meeting the requirements	17
4	RAINBOW SPRING	India	Kakinada	13-07-2009	12	1) Emergency preparedness not existing -- No one responded to emergency alarm	30
						2) SATCOM-C malfunctioning	30
						3) Emergency maneuvering of M/E not possible	30
						4) Oil traces in OWS discharge line	30
						5) Oil record book entries not proper	17
						6) Chief Officer not aware of loading details	17
						7) BDR's not available onboard	17
						8) Hyd. test records of fire extinguishers not available	17
USCG							
1	IVS KANDA	U.S.A.	New Orleans	25-08-2009	6	1) The vessel reported a missing lifebuoy and a possible stowaway to the U.S. Coast Guard on 24 Aug 2009. The vessel conducted a stowaway search after departing their last port of call with negative results. The stowaway remained onboard undetected for the entire voyage to New Orleans and jumped overboard without being found by the crew. The crew conducted another search of the vessel after the lifebuoy was found ashore by local police. The vessel is not maintaining access control in accordance with their Ship Security Plan. The vessel must provide a corrective action plan with concurrence from the administration to the Coast Guard prior to departure from port. In addition, the Coast Guard requires that an audit of the Ship Security Plan be conducted by the RSO.	30
2	HEBEI RAINBOW	U.S.A.	New Orleans	01-09-2009	26	1) The quick closing valves for the #1 fuel oil service tank for the main engine, #1 fuel settling tank for the boiler, and diesel oil service tank for the generators are being held open with bolts preventing the valves from being remotely secured from outside the engine room in the event of a fire. Prove proper operation of the remote operated valves to the satisfaction of the attending classification society.	30
						2) Certificate of Chief Engineer -- not holded a valid certificate, because he holded Regulation III/3 (This ship's main propulsion machinery is 4200kW)	30
						3) Gyro master compass -- error at least 4 degrees	17
						4) IAMSAR Vol. 3 not available new edition (amended 2009 June)	17
						5) Garbage collection -- not available garbage receptable for plastic garbage in accordance with garbage managment plan	17
						6) Bosn's Store -- leaked a lot of hydraulic oil from oil pipes of windlass power unit	17
						7) The ship did not stow a lot of paint cans on suitable position (paints cans has been stowed in the steering gears room without an extinguishing equipment and an explosion proof light).	17
						8) Crew were not familiar with valve control on fire main	17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						9) Certificate of 1/E -- not holded a valid certificate, because he holded Regulation III/3 (main propulsion machinery is 4200kW)	17
3	KIWI TRADER	USA	New Orleans	30-09-2009	10	1) The vessel had a security breach where 2 stowaways were found in the no. 1 deck crane and starboard lifeboat by a US Coast Guard Security boarding team prior to entering the Port of New Orleans. The PSCO reviewed all security records to include the additional measures carried out while in Venezuela along with the Security/Drug and/or Stowaway Search list. This Stowaway check list specifically mentions checking the crane and lifeboats. This is written taking into account the guidance listed in ISPS Code Part B 9.14. The vessel is to provide a corrective action report from the Company with concurrence from the Classification Spciety. In addition it is requested that the RSO provide an additional audit of the Ship Security Plan.	30
4	AFRICAN CENDANA	USA	Port Land	14-10-2009	7	1) Outboard motor on rescue boat unable to run for a continuous period of 3 minutes. In this state, the rescue boat is not in working order or ready for immediate use in the event of emergency.	30
5	POS DIGNITY	USA	New Orleans	21-10-2009	5	1) While attending the vessel, three Port State Control Officers gained unchallenged access to the vessel by way of the ship's gangway which was partially down and unattended. Prior to boarding the vessel, from 1200 until 1210, the PSCO unsuccessfully attempted to hail the vessel on VHF radio Channel 16. After failing to reach the vessel by VHF radio, all three PSCO's boarded the vessel and made their way to the Navigation Bridge, from an interior ladder and an exterior ladder. Not once were the PSCO's challenged. Upon entering the Navigation Bridge, the PSCO's found the 2/O on the Navigation Bridge with his head looking down at a chart on the chart table. Both VHF radios were tuned into Channel 20 and Channel 67. Accoding to the ships Inport Duty Watch Schedule, the gangway was required to be manned from 1200-1600. This was written taking into account the guidance given in the ISPS Code Part B 9.14. Prior to departure from the Mississippi River, the vessel is to provided corrective action from the Company with concurrence from the RSO.	30
						2) Vessel is required to comply with LRIT requirements in SOLAS V/19-1. The vessel does not have evidence of LRIT compliane in the form of Conformance Test Report (CTR). The vessels Classification Society issued a new Cargo Ship Radio Certificate and Cargo Ship Safety Equipment Certificate on 17 Jun 2009. The Safety equipment Certificate is endorsed as "Fitted" for LRIT as required by MSC.1/CIRC. 1307, Corrective Action: provide evidence of LRIT compliance piror to next U.S. port after going foreign.	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
6	MAPLE CROWN	USA	Los Angeles	7.11.2009	1	<p>1) Emergency generator failed to start readily -- (10 times electrical/5 times mechanical) for appropriately 5 minutes before generator started. The generator was secured and started on auto-start and ran for appropriately 20 min. under partial load. Generator was secured and idle for appropriately 1 hour. Generator was tested a second time and failed to start readily -- (5 mechanical/ 3 electrical) for appropriately 5 min. before generator started. Generator was again secured and sat idle for appropriately 1 hour. Generator failed to start readily a third time in auto-start mode. Emergency generator is not reliable in a stand-by mode for emergency operations in either auto start or manual start modes (electrical/mechanical). Provide proper operation of emergency generator in all start modes. Provide Class report attesting to the proper operation of the emergency generator.</p>	30