

**Detainable Deficiencies (Examples) Frequently Found on Hong Kong Registered Ships during PSC inspections**

**1) Ship's Certificates & Documents**

- 1.1) Statutory certificates and documents are not properly maintained, e.g. missing of trading certificate, missing of annual service report.

**2) Certification and Watch keeping for Seafarers**

- 2.1) Certificate of Competency or Licence for officers is invalid.
- 2.2) Officers do not hold the required endorsement on their certificates of competency.
- 2.3) The number of officers/ratings working on board is less than the manning scale specified in its Minimum Safe Manning Certificate.
- 2.4) Rest and working period records are not maintained and rest hours do not comply with the requirement.

**3) Lifesaving Appliances**

- 3.1) Lifeboat engine or rescue boat engine cannot be started or the lifeboat engine is not capable of operating for not less than 5 minutes after starting from cold with the lifeboat out of water.
- 3.2) Lifeboat on-load release gear is defective, e.g. hydrostatic interlock in open position and partially seized, boat hooks are not fully reset, boat hooks are in unlocked position, on-load release gear is not set as per manufacturer's instructions, etc.
- 3.3) Rescue boat and launching arrangements are not properly maintained, e.g. davit is inoperative.
- 3.4) Lifeboat fittings and accessories are defective, e.g. defective bilge pump, broken grip lines, wasted keel bolts and nuts of the foundation of boat hooks, pitting is found on stern plate, seat belts are broken etc.
- 3.5) Embarkation ladder is defective; embarkation station emergency lights are inoperative.
- 3.6) Lifebuoy self-activating smoke signals are defective.

**4) Fire Safety Measures**

- 4.1) Fire pumps including emergency fire pump and main fire pump are inoperative or with insufficient discharge pressure.
- 4.2) Water supply system including fire lines, fire hydrants, fire hoses and nozzles are found defective, e.g. fire line is temporarily repaired, isolation valves seized, fire hose is found with leakage, etc.
- 4.3) Firefighting equipment is not properly maintained, e.g. fire extinguishers are defective, fireman's outfits rotted, cylinder of EEED is empty, etc.
- 4.4) Fire detection system is defective, alarm is inoperative, sensor damaged, etc.

- 4.5) Engine room fixed firefighting system is not properly maintained, e.g. engine room sprinkler system is inoperative, etc.
- 4.6) Suction valve of emergency fire pump inside engine room cannot be controlled remotely outside engine room as required
- 4.7) Fire doors of engine room and crew accommodation are not closed or locked open, self-closing devices are defective.
- 4.8) Engine room ventilation fan fire damper is inoperative, holed or wasted.
- 4.9) Funnel flap is inoperative, holed or wasted.
- 4.10) Fuel oil tank quick closing valve is inoperative.
- 4.11) Lagging oil soaked and excessive oil in engine room is causing substantial fire hazard.

**5) Stability, Structure and Related Equipment**

- 5.1) Hull structure and deck fittings are not properly maintained or in poor condition, e.g. a crack is found on main deck plating, bulwark structure detached from deck plating at various locations, etc.
- 5.2) Sea chest, pipe and valve are not properly maintained or in poor condition, e.g. heavy corrosion is found on sea chest.
- 5.3) Cargoes are not properly secured, e.g. defective lashing equipment are utilized.
- 5.4) Illegal penetration and illegal modification are found.
- 5.5) Water ingress alarm system is not properly maintained, e.g. the system is turned off at time of inspection, sensors in cargo holds are defective.
- 5.6) Gangway structure is defective.
- 5.7) Overboard valve is temporarily repaired

**6) Alarm Signals**

- 6.1) Boiler level alarms are defective; boiler flame failure alarm is inoperative.
- 6.2) Oil Mist Detector is defective.
- 6.2) Steering gear alarm is defective.

**7) Load Lines**

- 7.1) Cargo hold hatch coamings, hatch covers and securing devices are not properly maintained. e.g. Cargo hold hatch covers are badly wasted in way of rubber gasket channels, cargo hold hatch securing cleats and bolts are unsecured, etc.
- 7.2) Weather tight door is defective including corrosion on panels, stiffeners, securing devices, rubber gaskets and channels, door frames, and weather door is unable to be closed properly.
- 7.3) Air vents/air pipes are defective, e.g. ballast water tank and fuel oil tank air vents wasted and wire meshes are missing, air pipe closing appliances are rusty, etc.
- 7.4) Sounding pipes in engine room are not properly maintained, e.g. sounding pipes of double bottom tanks are maintained in opening position, self-closing devices are missing, etc.

7.5) Air ventilators such as window type and mushroom type, are not properly maintained.

**8) Propulsion & Auxiliary Machinery**

- 8.1) Main and auxiliary machinery were defective, e.g. water leakage from main engine cylinder head, fuel oil leakage from diesel generator engine cylinder head.
- 8.2) Main engine and diesel generator engine high pressure jacketed fuel oil pipes are defective, e.g. holed or broken.
- 8.3) Insulation of fuel oil pipe in engine room is wetted through with fuel oil, missing or worn out.
- 8.4) Engine room is not maintained in clean and tidy conditions, e.g. machinery is oily, purifier room is oily, bilge tank tops are oily, etc.
- 8.5) Emergency generator is inoperative, e.g. starting arrangement is inoperative, diesel engine jacket cooling water is frozen.
- 8.6) Emergency air compressor is inoperative.
- 8.7) the emergency generator does not automatically take the load when the main power of the ship is dropped.
- 8.8) The Main Engine crankshaft position sensor for the cylinder lubricating system defective and auxiliary engine low speed sensor defective cause that the Unattended Machinery Space requirements are no longer met thus inoperative.

**9) Radio communications**

- 9.1) GMDSS radio installation is defective, e.g. MF/HF DSC is defective.
- 9.2) GMDSS radio installation reserve power supply is defective.

**10) MARPOL**

**Annex I**

- 10.1) Oil filtering equipment and/or 15 ppm oil content discharge monitor are inoperative.
- 10.2) Oil transfer pump is leaking.

**Annex IV**

- 10.3) Sewage treatment plant is defective.
- 10.4) Direct overboard valve of sewage system is in open position.

**Annex V**

- 10.4) Garbage record entries are not being recorded in accordance with MARPOL Annex IV and unsegregated garbage are stored in area not authorized by the garbage management plan.

**Annex VI**

- 10.5) Fuel oil sulphur content exceeds the limits.
- 10.6) Incinerator is defective.

**11) Safety of Navigation**

- 11.1) Voyage plan is not prepared.
- 11.2) VDR is defective, ARPA Radar is malfunctioning.
- 11.3) Nautical publications are expired or not available, e.g. Tide table, Sailing direction etc.
- 11.5) Charts for the intended voyage are not corrected or not available.

**12) SOLAS Related Operational Deficiencies**

- 12.1) Crew members are not familiar with fire and abandon ship drills.

**13) ISM Related Deficiencies**

- 13.1) Officers are not familiar with operation of GMDSS radio installation.
- 13.2) The maintenance of the ship and equipment does not comply with the requirement of ISM code or the Safety Management System.

**14) Additional Measures to Enhance Maritime Security**

- 14.1) Ship security is breached, e.g. access control for visitors at gangway is not carried out, verification of visitors' identities is not carried out, additional measures for checking stowaways before departure of ports are not properly carried out, visitor register is not maintained, etc.
- 14.2) Crew members are not familiar with security drill and their duties.

**15) Additional measures to Enhance Maritime Safety**

- 15.1) Continuous synopsis record documents, Form 1, Form 2, or Form 3 are not available or not originals, or not updated.

**16) ILO Related Issues**

- 16.1) Seafarer employment agreement is expired.
- 16.2) Seafarer worked onboard more than 11 months.

**Other Deficiencies (Examples) Frequently Found on Hong Kong Registered Ships during PSC inspections**

**1) Ship's Certificates & Documents**

- 1.1) Inspection certificates or reports for equipment are not available.

**2) Certification and Watch keeping for Seafarers**

- 2.1) Certificate of medical care expired.
- 2.2) Rest and working hour records are incomplete.

### **3) Lifesaving Appliances**

- 3.1) Lifeboat is dirty, operation instructions is missing or damaged
- 3.2) Launching appliance and associated accessories including davits, floating blocks, suspension chains, shackles, rings, limit switches, embarkation platform, lashing gear, remote release wire etc. are defective, rusty, or with heavy corrosion.
- 3.3) Instruction for on-board maintenance for LSA - short of diagram of lubrication point, list of replaceable parts and list of sources of spare parts.
- 3.4) Lifeboats have not been maneuvered in water more than 3 months.
- 3.5) SOLAS training manual is not maintained as required, e.g. it is not available in mess rooms or not specific for the ship.
- 3.6) One of lifeboat batteries is defective.

### **3) Fire Safety Measures**

- 4.1) Emergency fire pump suction and discharge pressure gauges are not working.
- 4.2) Open and close directions of operation are not marked on numerous fire dampers.
- 4.3) Self-contained breathing apparatus for fireman's outfit is found with low air pressure.
- 4.4) Fire door self-closing device and latch does not work properly.
- 4.5) Fireman outfits and equipment are defective.
- 4.6) Garbage bags of oily rags waste are stored in engine room.
- 4.7) Insulation lagging is broken.

### **5) Stability, Structure and Related Equipment**

- 5.1) Fuel oil settling tanks and service tanks are found with excessive oil residue on walls of the tanks and in savealls.
- 5.2) Fuel oil or lube oil tank sight glass gauge is wired open or gapped open.
- 5.3) Lights in various locations are inoperative or damaged, e.g. exposed decks, bosun store, paint locker, bow thruster room, emergency generator room, CO2 room, crew cabins, etc.
- 5.6) Cargo hold hatch cover operation hydraulic system is found with leakages.
- 5.7) Gangway is unsafe, e.g. without safety net, handrails are not properly fitted or partly missing, lower platform with stanchions, etc.
- 5.8) Enhanced survey programme documents are not available, e.g. condition evaluation records.
- 5.9) Thickness measurement report is not available.

### **6) Alarm Signals**

- 6.1) Fire visual alarm indicator in engine room is inoperative.

- 6.2) Ship's crew are not aware how to test / demonstrate the power fail alarm of steering gear and engine room local high pressure water firefighting system alarm.
- 6.3) Various alarms show in engine control room.

**7) Load Lines**

- 7.1) Load line marks, lines to be used with load line marks, deck line marks and draft marks are not readable.
- 7.2) Guardrails on weather decks are found defective at various locations, e.g. deformation, damage, etc.
- 7.3) Cargo hold hatch cover gasket is found defective, e.g. deterioration, etc.

**8) Mooring Arrangements**

- 8.1) Mooring ropes on forecastle deck and poop deck are found in poor condition.
- 8.2) Windlass and mooring winch are found with oil leakage at hydraulic motors, pipes and fittings.

**9) Propulsion & Auxiliary Machinery**

- 9.1) Engine room is not maintained in clean and tidy conditions, e.g. machinery and equipment are oily, purifier room is oily, bilge tank tops are oily, large quantity of garbage is found in engine room, numerous items of flammable or non-flammable materials are stowed on various flats of engine room, e.g. diesel oil and paint in buckets without covers, planks, rubber hoses, emptied oil drums, old spare parts, etc.
- 9.2) Pumping and piping system is defective, e.g. main engine seawater cooling pump shaft bearing collar detached from pump casing fixture, ballast pump suction and delivery valves are defective, excessive leakage is found at gland packing of pumps such as boiler feed water pumps.
- 9.3) Steam pipeline in engine room is found with leakage.
- 9.4) Insulations of diesel generator engine exhaust pipes are not provided as required, e.g. partly damaged, missing or insufficient.
- 9.5) Some pressure gauges and thermometers are missing, inoperative or not readable.
- 9.6) Main engine oil mist detector is not properly maintained, e.g. inoperative, additional pipe is connected to oil mist detector.

**10) Radio communications**

- 10.1) GMDSS radio installation is not tested as required.
- 10.2) Entries to GMDSS logbook are not carried out as required.
- 10.3) ITU publications are expired or not available.
- 10.4) EGC coastal station setting is incorrect.

## **11) MARPOL**

### **Annex I**

- 11.1) List of national operation contact points of SOPEP is not updated.
- 11.2) Entries to oil record book are not properly carried out as required.

### **Annex IV**

- 11.3) Ship's crew is not familiar with the operation of the sewage plant.

### **Annex V**

- 11.4) Garbage is mixed up, not segregated.
- 11.5) Garbage is not stored in area authorized by the garbage management plan.

### **Annex VI**

- 11.6) ECA fuel change over does not correctly enter into the logbook.
- 11.7) Incinerators operators have not been trained to comply with MARPOL Annex VI.

## **12) Safety of Navigation**

- 12.1) Navigational equipment is defective, e.g. radar, gyro compass.
- 12.2) Compass errors are not taken and recorded every watch.
- 12.3) Navigation side light housing interior is not in matt black.
- 12.4) AIS navigational status is not updated.
- 12.5) Passage plan is not properly prepared as required, e.g. not complied with SOLAS requirements, not updated, not berth to berth, no record of navigation activities or positions from pilot station to berth, etc.

## **13) ISM Related Deficiencies**

- 13.1) Obsolete certificates are not removed from main certificate file.
- 13.2) Internal audit for ISM is expired.
- 13.3) The SMS does not ensure that personnel on board are given proper familiarization with their duties / critical shipboard operations.

## **14) ILO Related Issues**

- 14.1) Sanitary facilities (toilets) are not properly maintained, e.g. dirty, no flush water, etc.
- 14.2) Fresh water taps are defective and water is discoloured.
- 14.3) provision for intended voyage is insufficient quantity.
- 14.4) Seafarers have not received monthly accounts of payments due.
- 14.5) There are no sufficient crew recreation facilities onboard.