<table>
<thead>
<tr>
<th>No.</th>
<th>IMO No.</th>
<th>Ship Name</th>
<th>Flag</th>
<th>YOB</th>
<th>GRT</th>
<th>Ship Type</th>
<th>Classification society</th>
<th>Related ROs</th>
<th>Company</th>
<th>Date of Detention</th>
<th>Date of Release</th>
<th>Nature of Deficiencies (responsible RO, if any)</th>
</tr>
</thead>
</table>
| 1   | 9180047 | WISDOM GRACE       | Panama     | 1998| 13199| Container ship    | Nippon Kaiji Kiyokai    | Bureau Veritas; Nippon Kaiji Kiyokai | Well Shipmanagement & Maritime Consultant Co Ltd | 04.03.2019        | 05.03.2019 | **Life saving appliances** - ENGINES OF PORT AND STARBOARD SIDE LIFEBOATS COULD NOT BE STARTED BY BOTH OF THE BATTERIES.  
ISM - ALL DEFICIENCIES (FOUND OUT IN PSC INSPECTION) WERE OBJECTIVE EVIDENCES WHICH SHOWED THAT THERE WAS A FAILURE IN ENSURING VESSEL TO BE MAINTAINED EFFECTIVELY ACCORDING TO SMS AND ISM CODE.  
Fire safety - FIRE DAMPER OF ENGINE FUNNEL COULD NOT BE FULLY CLOSED. A GAP OF AROUND 5 CM COULD BE SEEN.  
Fire safety - LOTS OF OIL AND OILY RAGS ACCUMULATED IN ENGINE ROOM. |
ISM - ALL DEFICIENCIES (FOUND OUT IN PSC INSPECTION) WERE OBJECTIVE EVIDENCES WHICH SHOWED THAT THERE WAS A FAILURE IN ENSURING VESSEL TO BE MAINTAINED EFFECTIVELY ACCORDING TO SMS AND ISM CODE.  
Fire safety - PORT ENGINE ROOM FAN FLAP NOT CLOSING (BIG GAP) |
| 3   | 9155391 | HANSA BREITENBURG | Liberia    | 1999| 18335| Container ship    | DNV GL AS                | DNV GL AS | Leonhardt & Blumberg Shipmanagement GmbH & Co KG | 20.03.2019        | 22.03.2019 | **Certificate and Documentation** - FAILURE TO COMPLY WITH THE APPLICABLE SAFE MANNING REQUIREMENT OF THE ADMINISTRATION, THERE WAS ONE NAVIGATIONAL WATCH OFFICER LESS THAN THE MSMC REQUIREMENT (ONE 2ND ENGINEER OFFICER WAS REPLACED WITH ONE 3RD ENGINEER OFFICER)  
ISM - DEFICIENCIES FOUND DURING INSPECTION WERE OBJECTIVE EVIDENCES WHICH SHOWN THAT THERE WAS A FAILURE IN ENSURING THE VESSEL TO BE MAINTAINED EFFECTIVELY ACCORDING TO SMS AND ISM CODE.  
Fire safety - E/R FUNNEL FLAPS AT PORT SIDE COULD NOT BEEN FULLY CLOSED. THERE WAS 3 CM GAP WHEN UP FLAPS CLOSED, AND 2 CM GAP WHEN DOWN FLAPS CLOSED. |
ISM - ALL DEFICIENCIES (FOUND OUT IN PSC INSPECTION) WERE OBJECTIVE EVIDENCES WHICH SHOWED THAT THERE WAS A FAILURE IN ENSURING VESSEL TO BE MAINTAINED EFFECTIVELY ACCORDING TO SMS AND ISM CODE.  
Fire safety - FIRE DETECTION SYSTEM PANELS IN ACCOMMODATION (BRIDGE AND FIRE STATION) CONTINUED SHOWING FAULT ALARM. FIRE DETECTION SYSTEM PANEL IN ENGINE CONTROL ROOM COULD NOT GIVE OUT ANY RESPONSES DURING TESTING.  
Fire safety - HOLE APPEARED ON FIRE MAIN LINE ON MAIN DECK PORT SIDE (NEAR MIDSHELL) AND PIPE WAS LEAKING SERIOUSLY.  
Fire safety - DAMPER OF E/R VENT FAN NO. 1 COULD NOT BE CLOSED. |

**Ships Detained in Hong Kong Due to PSC Inspection in March 2019**