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電話號碼 TEL. NO.: (852) 2852 4510

傳真號碼 FAX NO.: (852) 2852 0556

30 May 2007

To : *Shipowners / Ship Managers and Classification Societies*

Dear Sir/Madam,

### **Port State Control Inspections**

In the year of 2006, the PSC detention rate of Hong Kong ships is much better than that in 2005. However, the detention rate of Hong Kong ships in the period from January to April 2007 was turning upward. The unfavorable change draws our attention and the following is our observations:

- (a) the ships detained in the first four months of this year included both ships of old age and fairly new ones;
- (b) through training and experience gained, PSCOs in most ports could easily detect ship's deficiencies, in particular critical deficiencies; and
- (c) more extensive PSC inspections are being carried out by some ports and more ports actively participate in PSC inspections.

2. To maintain a good PSC record for the Hong Kong Shipping Register, deficiencies/detentions of Hong Kong ships should be avoided as far as practicable. You are therefore invited to take note of the following advices:

- (a) continuous and proper onboard maintenance to upkeep your ships in good condition is the most effective way to reduce deficiencies/detentions. PSCOs normally would not accept any excuse for delays in maintenance and the lack of maintenance over a number of non-critical items would constitute a detainable deficiency under the ISM Code;
- (b) establish a practice to conduct a check on your vessels in accordance with your company's checklist before they call any ports. In case of finding any deficiency which could not be rectified before entry of a port, you should inform the relevant port authority of the deficiency and seek our dispensation for any mal-functioned equipment if you could not temporarily fix it;
- (c) ensure that your crew have received proper training of onboard safety management system and could effectively conduct all drills. All maintenance and drills carried out should be well recorded; and
- (d) ensure that the responsible officers could effectively communicate with PSCOs as in some cases, critical comments were caused by poor communication with PSCOs.

3. In order to enhance your awareness of PSC detention, a list providing serious deficiencies of Hong Kong ships detected under PSC inspections in the past four months period is attached to this letter for your information. However, this is not an exhaustive list and you should treat all ports seriously.

4. Please be reminded that any deterioration in PSC detention rate of Hong Kong ships will increase the target factor value of the Hong Kong flag under PSC MOUs. This will cause adverse consequence that more Hong Kong ships will be selected for PSC inspections and the inspections will be intensified. May I reiterate that maintaining a good PSC record for the Hong Kong Shipping Register is an on going task for all of us, we should continue working closely and in co-operation to achieve this target.

If you have any questions related to PSC matters for Hong Kong ships,  
please contact Senior Surveyor/Cargo Ships Safety at

telephone number : (852) 2852 4510,  
fax number : (852) 2545 0556;  
email address : ss\_css@mardep.gov.hk

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S. W. Cheung', written in a cursive style.

(S. W. Cheung)  
Senior Surveyor/Cargo Ships Safety  
for Director of Marine

Encl.

CSW/-  
(\PSC INSPECTION.DOC)

**Details of Serious Deficiencies of Hong Kong Ships**  
**Detected Under PSC Inspection from 1 January 2007 to 30 April 2007**

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
<b>TOKYO MOU</b>						
1	Australia	Brisbane	24-Jan-07	31	1) Many hatch cover securing cleats missing and not operational	30
					2) Bridge visibility obstructed by 5 high containers loaded in bay 37 & 38	30
					3) Many containers not secured correctly and in accordance with the ships cargo securing manual. [turnbuckle locking nuts not locked, numerous locking cone pins not fitting, locking cone seats not seated	30
					4) X band Radar vey poor display on short ranges	17
					5) Many hatch cover security cleats out of adjustment	17
					6) Port and stbd sidelights covered by white overspray	17
2	Australia	Bunbury, WA	16-Mar-07	10	1) Port and stb E/R vent fire dampers wasted/damaged and inoperable	30
3	Australia	Darwin	10-Jan-07	16	1) Portable foam fire extinguishers defective - no foam produced only water	30
					2) Goose neck ventilators around deck, seals & closing screws defective on some	17
					3) Escape hatch stb'd poop deck, cover securing defective	17
					4) Foam tank gauge glass leaking. Tank contents low	17
					5) Boiler burner fuel oil leak	17
					6) Main engine high pressure fuel pipes not secured at sliding flange. Pipes removed at fuel pumps	17
					7) Lights in engine room escape trunk out	17
4	Australia	Fremantle	2-Apr-07	9	1) Radio technical advised that MF/HF radio installation is not operations	30
					2) Chief officer COR or Evidence of application for cor not sighted	17
					3) Radio log book not maintained as per flag state requirements (correct log entries to be made forthwith)	17
					4) Passage plan not uptodate, nautical publications not corrected	17
					5) Crew to demonstrate HF DSC operation	17
					6) Engine control room main switchboard 220 volt with earth fault	17
					7) (P) lifeboat emergency light not working	17
					8) Forward liferaft means of embarkation (ladder) stored below deck and not readily available	17
					9) Rope store aft (p) hatchcoaming edges wasted and hatchcoer not sealing	17
5	Australia	Gladstone	24-Jan-07	5	1) Starboard side lifeboat on load release system defective. Indicators showing locked, where as system in open position	30
					2) Charts AUS 819, 820 old editions onboard	17
					3) All mooring winch clutch pins not in use/missing	17
					4) enginroom 2nd deck elevator door catch defective. Crew opened door when no elevator present	17
					5) Forward liferaft embarkation ladder. No method of securing to ship for use	17
					6) Portside lifeboat on load release system incorrectly reset	17
					7) IAMSAR Manual latest amendments not onboard	15
					8) ITU publication IV old edition onboard	15
6	Australia	Gladstone	27-Feb-07	24	1) Air con trunking holded below damper	30

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					2) Liferaft means of manual release inoperable	30
					3) No 3, 4, 5, 6 Hatch main supports cracked, holed, wasted	30
					4) Engine room hatch not secured	17
					5) Air con inlet, damper not fully closing	17
					6) Limit switches lifeboats not cutting off in time	17
					7) Bilge air pipe holed, repaired with tape	17
					8) Steering flat air pipes & rope hatch unable to secure shut, securing devies missing	17
7	Australia	Hay Point	21-Feb-07	4	1) Emergency fire pump no pressure available for immediate use	30
					2) Fire Dampers (louvers) for engine room fans stbd aft & port fwd seized open	30
					3) AIS navigational status not correct for port location	17
					4) Voyage plan not in accordance with SOLAS Ch V. Reg 34	17
					5) Current editions of navigational charts for intended voyage not on board 250, 246 & 818	17
					6) Emergency generator room not clearly marked (no IMO symbol)	17
					7) Emergency lighting numerous not working around accommodation block	17
					8) Several closing flaps seized around accommodation & CO2 room mushroom vent	17
					9) Load line & draft marks not clearly visible (stbd)	15
					10) Sewage treatment unit with low air poessure	15
					11) Pump shutdowns (ESD) stbd bunkering manifold not operational	15
<b>Paris MOU</b>						
1	Belgium	Antwerp	22-Mar-07	26	1) Rudder angle indicator - inoperative	30
					2) Magnetic compass not readable at helsman position	30
					3) Fire flap funnel not closing properly	30
					4) PS lifeboat propeller funnel damaged	30
					5) Embarkation lights lifeboats damaged	30
					6) Hydrualic room; several oil leakages on valves and connections, accumulation of oil in driptrays, nitrogen bottle is still connected to accumulator	30
					7) In engine room; 1 EEBD empty	30
					8) PS oil fired boiler shielding loose and deteriorated	30
					9) Exhaust pipe gas leakage on top of engine room (rolling crane positioned below)	30
					10) Cylinder 1 and 5 exhaust gas leakage on bellow after cylinder	30
					11) Cylinder 2 water leakage on cylinder cover/liner	30
					12) Low and high seachest in engine room: valve cannot be operated	30
					13) Strong oil leakage on valve block on top of steering gear	30
					14) Oil filterig equipment - inoperative	30
					15) Maintenance of the ship and equipment - not according SMS	19
					16) Company verification, review and evaluation - not according SMS	19

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					17) Oil record book - incorrect	17
					18) Safety management certificate (SMC/ISM) - missing	17
					19) International ship security certificate - missing	17
					20) Class certificate mentioning alternate loading	17
					21) AIS not properly fixed and wrong gyro input	17
					22) ARPA without GPS connection	17
					23) Shielding around exhaust pipe main engine deteriorated (on top of engine)	17
					24) Beams, frames, floors-corrosion - corroded	17
					25) In engine room SB boiler damaged and no class condition issued	17
2	Italy	Palermo	6-Apr-07	3	1) Chart of Palermo Harbour only in fax copy	30
					2) Wires to secure cargo (pipelines) insufficient	30
					3) Based on the deficiencies noted on board and on the insufficient lashing of cargo (pipelines) in the holdds there is a clear evidence of an unsafe stowage not according SMS	30
					4) Lack of familiarisation of the officer in cahрге of loading operations with instructions provided in cargo securing manual in order to ensure a safe and proper stowage	30
3	Spain	Cartagena	12-Feb-07	27	1) A/E #2: heavy FO leakages from cylinders head. Very dirty, a lot of hydrocarbons residues on it. Cooler water leakages. To be cleaned and leakages eliminated	30
					2) A/E #1: heavy FO leakages from cylinders head. Very dirty, a lot of hydrocarbon residues on it. Cooler water leakages. To be cleaned and leakages eliminated	30
					3) Main engine: very dirty, a lot of hydrocarbon residues on it. Water leakages from cylinders head. To be cleaned and leakages eliminated	30
					4) Main engine: Jacketed piping system has not been fitted yet	30
					5) SOPEP - Not updated	17
					6) Lack of control of SOPEP: Appendix 1, 7 & 8 missing and not updated on a regular basis	17
					7) Oil record book - not properly filled	17
					8) No evidence of call test to the company through ship security alert system fitted on board	17
					9) Signs of vermins, to be cleaned (galley)	17
					10) Endorsement by flagstate - missing	15
<b>USCG</b>						
1	USA	Corpus Christie	27-Feb-07	23	1) The vessel's machinery spaces, including the steering flat, engine room, fuel oil purifier flat, and bilges have an excessive amount of fuel oil and accumulations of oily waste presenting a fire	30

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					2) #2 main steering gear pump was unable to move from 35 degrees on one side to 30 degrees on the other side within 28 seconds	30
					3) Emergency battery room door was found not to be weathertight	17
					4) Cement patch found on piping that supplies cooling water to ship's service generators on second level of engine room.	17
2	USA	New Orleans, Louisiana	9-Jan-07	9	1) The gangway watch failed to require identification on Port State Control officers to present photo identification at ganway, in contradiction to the Ship's Security Plan (SSP) as verified by the Ship's Security Officer (SSO). This was written taking into account the relevant provisions of the ISPS Code, Part B 9.14.1. Provide corrective action plan with acceptance report from the certificate issuing authority prior to departure.	30
					2) The portside boat deck accommodation door and the starboard boat deck accommodation door were closed but not locked and left unattended in contradiction to Ship Security Plan as per SSO. The vessel did lock doors upon notification. This was written taking into account the relevant provisions of the ISPS Code, Part B 9.9. Provide corrective action plan with an acceptance report from the certificate issuing authority prior to departure from port.	30
					3) The anchor hawse pipes (covers not in place), were left unattended in contradiction to the Ship Security Plan as per SSO. This was written taking into account the relevant provisions of the ISPS Code, Part B 9.9. Provide corrective action plan with an acceptance report from the certificate issuing authority prior to departure from port.	30
3	USA	Richmond, California	19-Jan-07	19	1) The port side lifeboat launching appliances have not been properly maintained, rendering the lifeboat not ready for immediate use.	30
					2) The hose supplying air to the facemask of a fireman's outfit breathing apparatus was dry-rotted and cracked	30
1	Puerto Rico	San Juan	14-Apr-07	29	1) Suspect improper operation of oily water separator (OWS) due to the presence of oily residues inside the OWS over board discharge	30
<b>Indian Ocean MOU</b>						
1	India	Visakhapatnam	18-Jan-07	28	1) Observation test of Incinerator could not be shown from the w.o. Tk(Incinerator tank) as per O.R. Book entry	30
					2) Emergency fire pump not having discharge pressure even on full/engine running	30
					3) Gangway not safely placed, net not covering the entire length of the gangway	17
					4) Portable extinguishers in the E/R not satisfactory own testing 2 in numbers	17
					5) Spare head of portable extinguisher (foam type) to confirmed from original spare one	17
1	Iran	Bandar Abbas Port	7-Jan-07	19	1) Fire hydrant in fan room inoperable (jammed)	30
					2) Emergency pump for cooling system of generators No. 1 & No. 2 not working	30
					3) F.O. service tank sideglass leaking (Port side)	30
					4) F.O. settling tank side glass leaking	30
					5) One x-band radar defective (Port side)	30
					6) Generators leaking accumulated oil in bilge	17
					7) Fire box in E/R without fire hose	17
					8) Airvent No. 35 on main deck (stbd side) without wire mesh	17
					9) One self closing control cock for sounding pipe in E/R jammed (No. 43)	17
					10) 3rd engineer not holding original flag endorsement cert	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					11) Latest notice to mariners not O/B from last three (3) weeks	17
					12) Reserved N.O.C. light not working	17
					13) Ventilation door of swimming pool valve room unable to be open & close	17
					14) Some cleats missing (hatch covers)	17
<b><i>Mediterranean Ocean MOU</i></b>						
1	Egypt	Port Said	4-Apr-07	17	1) Pressure Gauge of Starting Air Bottle No. 1 missing	30
					2) Sett. & Serv. TK. For H.F.O. & M.D.O. and Lub. O. Quick Closing Valves out of order	30
					3) Tanks H.F.O. & M.D.O. and Lub. O. Low Level Alarms out of order	30
					4) Oily water separator is out of order	30
					5) Bilge pump is out of order	30
					6) One fire detector in D/Gs room out of order	30
					7) Notices to Mariners to be updated	17
					8) IAMSAR Volume III to be updated	17
					9) International Code Signals to be updated	17
					10) One E.E.B.D. is empty	17
					11) All tank air vents pipes's wire screens missing	17
2	Turkey	Iskenderun	22-Feb-07	18	1) LB test cert. Missing	30
					2) EPIRB Circ. 1039 test rect. Missing	30
					3) Chart catalogue missing	17
3	Turkey	Izmit	4-Jan-07	11	1) Engine room and E/R bilges dirty and oily	30
					2) F.O. tank quick closing valve not operational	30
					3) Several holes in main fire line	30
					4) First aid box in engine room not as required	17
					5) Steam line holed and leaking in engine room	17
					6) One valve on steam line is leaking in engine room	17
					7) Fresh water leaking near the stern tube	17
					8) Flame arrestor valve missing on O <sub>2</sub> -acetyln line in engine room	17
					9) Air lines foundation of water level alarm for hold bilges are not as required	17
					10) Fire blanket missing in galley	17
<b><i>Vina del Mar Agreement Latin American Region</i></b>						
1	Brazil	Santos	29-Mar-07	30	1) The x-band radar is out of order and the transponder could not been tested	30
					2) Oily water separating system has a pipeline with a valve that allow a connection after to the overboard discharge line The class society must issue a report	30
					3) Electrical system - there are many electrical wires without protection inside engine room by aft part of main engine, offering risk of injury	30
					4) Main engine exhaust gas test valves are not fixed on safe order there are several leakages of fuel oil offering risk of fire	30



No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					5) emergency air compressor can't be tested due faulty of a handle bar to be operated	30
					6) Auxiliary air bottle has rubber hoses to the pressure gauge and as a supply pipeline the class society must issue a report	30
					7) emergency fire pump has presented too much leakage through the mechanical seal	30
					8) Steering gear room communication telephone system with the bridge and over is out of order	30
					9) There's plastic hoses been used for a bilge system	30
					10) Flushing water pressure is missing to the crew lavatories	30
					11) There is clear evidence the ship does not substantially comply with the requirements of ISM code. (sufficient evidence of violations posing risks to the people and the marine environment were present). Class society must execute and audit and issue a report about frepareoness of the crew to attend ISM code	30
					12) Obsolete documents and certificates were maintained on the same file as the new ones	19
					13) Draft marks, load lines marks and deck lines are not clear	17
					14) Hull corrosion condition is very poor	17
					15) Lifeboats reflective bands are not clear	17
					16) Air conditioning plants is out of order	17
					17) Main engine turbocharger is under repairs procedures. The master must present a statement concerning the subject. The class society must issue a report	17
					18) Ballast water reporting form has not been filled according all tanks are presenting a density value as 1,020 and salinity as 26 units. The ship is authorized to discharge the ballast water into the santos port on such conditions	17
					19) Has a rubber hose connecting the fresh water expansion tank into the engine room to the bilge	17
					20) Auxiliary engine #3 is defective and could not been tested. The class society must issue a report	17
					21) Engine room port side stairway lower floor is not fixed on safe order	17
					22) There are petroleum and chemical products stored inside the steering gear room	17
					23) EEBD's were not located for fixed according the number of it is not compying the regulations	17
					24) Liferrafts reflective bands are missing	17
					25) 2nd engineer sanitary facilities is in poor conditions	17
					26) There's a light by stbd side with the cover holded by a wire	17