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1 February 2008

To : *Shipowners / Ship Managers and Classification Societies*

Dear Sir/Madam,

Port State Control Inspections

Information Related to Australian PSC Inspections

Lifeboat Inspections

We have received information from the Australian Maritime Safety Authority (AMSA) that they will impose new measure to ensure the safety of their port State control officers (PSCOs) before they enter into lifeboats onboard for inspection. AMSA is of the opinion that relying solely on the lifeboat harbour pins and grips is not safe enough for their PSCO to enter into a lifeboat unless it can somehow be demonstrated that all is normal, otherwise, additional restraints are required to be fitted prior to the entry. The restraint may be chain blocks, strops, hanging off pendants etc.

2. The new measure will be applied in all Australian ports for any lifeboat inspection they may conduct. AMSA consider that it is the master's responsibility to determine the supplement restraint arrangement, NOT the AMSA surveyor but the arrangement must be to his satisfaction. Prior to entry into a lifeboat, AMSA surveyor will have a thorough visual inspection of the boats and securing arrangement, including as far as practical, the hooks should also be inspected. The restraint arrangement should be removed immediately upon completion of the lifeboat inspection and under no circumstances is the lifeboat to be swung out with the supplementary restraint fitted.

3. AMSA also informed that their PSCOs should notify the master of this

requirement at the earliest opportunity to allow time to arrange the lifeboat restraint fittings. I would therefore suggest you to convey this information to your masters on board Hong Kong ships and ask them to make ready the required restraint gears if your ships will call at Australian Ports and co-operate with the AMSA surveyors as far as practicable. As informed by AMSA, they will issue a circular for this new measure shortly.

Detainable Deficiencies

4. AMSA further informed us that during the year of 2007, they have detained 30 ships due to faulty lifeboat release arrangement. This is also one of our concerns over the LSA deficiencies. It is also observed that non-operable fire dampers and the integrity of ventilators are the two frequently detected detainable deficiencies. The reason leading to these detainable deficiencies is mainly lack of proper maintenance. A regular onboard inspection and maintenance plan should be strictly exercised on your ships to avoid such detention.

Declaration

5. In a recent PSC inspection of Hong Kong ships by AMSA, we were informed that the master was invited to sign a declaration at the start of the PSC inspection that the vessel was seaworthy. The master declared some critical deficiencies. However, the ship was eventually detained due to other critical deficiencies found by the PSCO. AMSA replied to our enquiry in respect of this detention was that if deficiencies or faulty equipment are declared and there is evidence that steps are in place to deal with those deficiencies, then they would not detain the vessel for those declared/notified items.

6. I suggest you to remind your masters that such declaration requested by Australian PSCO should contain all known defects as well as the evidence of actions taken to rectify them. Nevertheless, as reiterated in our previous circulars, your master should make such declaration/report to the concerned port authority, not only AMSA, before entry of a port to avoid unnecessary detention.

PSC Inspections on Sundays

7. We also note from recent PSC inspection report that AMSA carried out PSC inspections on Sunday. I wish you would notify your masters of Hong Kong ships of such situation so that they should not relax when their ships calling at Australian ports on Sunday. They should take necessary precautions as normal weekdays to avoid detentions.

Information Related to PSC Inspection Under Paris MOU regime

8. From our records of PSC detention, we note that port authorities under Paris MOU regime pay special attentions to ships over 20 years old. I would therefore ask you to institute more stringent measures to enhance the quality of your old ships if such ships will trade within the Paris MOU region. No doubt, old ships are normally the target for PSC inspection over the world. Therefore our urges do not limit to Paris MOU ports but also include all ports of call. In order to enhance your awareness of PSC detention, a list providing serious deficiencies of Hong Kong ships detected under PSC inspection in the year 2007 is attached to this letter for your information.

9. 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

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Yours faithfully,



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

Encl.

CSW/-
(\PSC Feb 08.DOC)

Details of Detention of Hong Kong Ships (1 January 2007 to 31 December 2007)

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
TOKYO MOU						
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 very 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	Dampier	28-Dec-07	12	1) No. 2 E/room Fire Damper - wasted	30
					2) No. 3 E/room Fire Damper - not operational	30
					3) Passage plan not berth to berth	17
					4) Port liferafts not ready for operation - roped in	17
					5) Embarkation ladder not ready for immediate use (fwd ladder)	17
4	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
5	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
6	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

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					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
7	Australia	Gladstone	27-Feb-07	24	1) Air con trunking holded below damper	30
					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
8	Australia	Gladstone	15-May-07	5	1) SMS fails to comply with mandatory rules & regulations, objective evidence items 1, 2, 3, 4, 5, 7, 8, 13	30
					2) No cargo log book or recorded drafts per SOLAS VI7.8	17
					3) Garbage record book recorded discharges of cat V on 31/5/04 and 27/2/04 inside the nearest land area	17
					4) Passage plan not complying SOLAS V R34	17
					5) Aus chart 4621 old edition	17
					6) AIS indicates vessel underway	17
					7) Lifeboats on load release systems seized, reported by authorised technician during annual service.	17
					8) Crew unfamiliar with operation of lifeboat emergency steering	17
					9) Fwd means of embarkation, means of attachment sized	17
					10) Steering room fire door jammed open	17
					11) Oil record book not updated to latest MEPC required Jan 2007	15
					12) Garbage record book not updated to MEPC 116/51	15
					13) Garbage placards not taking into account nearest land provisions	15
					14) Inspection/maintenance of on load release systems inadequate, objective evidence item 13	15
					15) SOLAS training manval, no instuctions for item 15	15
9	Australia	Gladstone	5-Oct-07	8	1) Life saving appliances not ready for immediate use, evidence by items 7, 9, 10, 11, 12, 13	30
					2) Passage plan not berth to berth or utilising largest scale charts	17
					3) Standard compass 35 degress error	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					4) No Navarea X warnings onboard	17
					5) Port lifeboat outside indicators for resetting on load release, indicate system not fully locked	17
					6) Port lifeboat Internal markings F & A for hook resetting missing, Main control box markings missing	17
					7) Liferaft release for cradles seized, cradle hinges rusted	17
					8) Port lifeboat not connected to light	17
					9) Crew unable to demonstrate operation of lifeboat emergency steering	17
					10) Fwd liferaft manual release not per posted instructions	17
					11) Fwd liferaft means of embarkation, attachments seized	17
					12) Solas training manuals missing crew & officer mess, only one copy onboard	17
					13) Lower stern light weather shield loose	17
					14) E/R sounding pipe closers disconnected	17
					15) Stability booklet not approved by current classification society	15
					16) No records of navigation activity pilot to berth	15
10	Australia	Gladstone	10-Dec-07	18	1) E/R Port side fwd fan dampers not closing	30
					2) C deck E/R fan dampers not closing	30
					3) Port lifeboat on load release defective	30
					4) Fire Panel bridge, Battery failure alarm active	17
11	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 pressure	15
					11) Pump shutdowns (ESD) stbd bunkering manifold not operational	15
12	Australia	Kwinana	3-Aug-07	12	1) MF/HF GMDSS radio unable to operate on emergency source (dc) power	30
					2) Voyage plan not prepared from berth to berth	17
					3) Magnetic compass not clearly readable from bridge steering position	17
					4) Enhanced survey report for last special survey not on board	15
					5) CO ₂ room air vent pipe - temporarily repaired. Permanent repairs to complete by next port	15
13	Australia	Melbourne	18-Dec-07	6	1) Port & Stbd on load released mechanism is defective	30
					2) Port & Stbd M.O.B. bridge buoys are not configured for immediate operation	17
					3) Daily service fuel tanks in engine room - Quick closing valves are prevented from operation by bridging pieces	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
14	Australia	Newcastle	20-Jun-07	12	1) MF/HF Radio Installation unable to operate on reserve source of power (dc). (Batteries low on charge or defective)	30
					2) Funnel fire dampers open/shut signs incorrectly marked (indicates closed when dampers are open).	17
					3) Port & starboard lifeboat engine starting batteries low in charge. (No. 1 starboard & No. 1 and No. 2 Port batteries).	17
					4) Starboard lifeboat engine exhaust pipe 'holed' with exhaust fumes leaking into enclosed lifeboat.	17
					5) Starboard lifeboat forward painter 'failed' to release when release mechanism operated.	17
					6) Port & starboard lifeboat davit brake remote release wire sheaves 'seized'.	17
					7) Starboard lifeboat battery charging plug & lead unable to disconnect readily in case of emergency use of lifeboat.	17
					8) MF/HF Radio antennae installation in poor condition wasted wire thimbles, wasted securing points, broken feed through insulator.	15
					9) VHF, GPS, Inmarsat C and other cables on bridge top deck (Monkey Island). In poor condition, many cables left unsecured.	15
15	Australia	Newcastle	16-Nov-07	25	1) Engine room funnel tops door/hatch left in 'open' position. Hatch cover hinges broken and securing dogs seized. (Cannot be closed from outside space)	30
					2) Inspection covers to funnel fire dampers service space left completely off. Effectively bye-passing funnel fire dampers & unable to close in the event of fire.	30
					3) Diesel generators high pressure fuel pipe jacketed piping holed/broken. Many fittings not secured/bolts missing. (numerous)	30
					4) Water Ballast tank air vents closing device defective. (wasted top sealing surfaces) Numerous.	30
					5) Fire detection system emergency back-up batteries defective. (low voltage)(4 pieces).	17
					6) Numerous engineroom Fire detector heads defective (not operating fire alarm), some detector heads missing.	17
					7) Numerous fire hose nozzles 'seized'.	17
					8) Engineroom vents fire retardant mesh missing. (diesel alternators crankcase vents)(6 pieces)	17
					9) Numerous lights out in engineroom upper levels and funnel casing, extremely poor lighting.	17
					10) Funnel water drain pipe removed allowing water to flow freely into engineroom. Funnel top casing 'wasted' around drain pipe.	17
					11) Economiser safety valves easing gear 'seized' and easing gear operating wire guide wire sheaves 'seized'.	17
					12) Air conditioning fans compartment - excessive cardboard, timber, and debris. (fire hazard).	17
					13) Diesel generators-excessive oil leaks forward of engines.	17
					14) Excessive oil leaks on deck on deck in 'purifier oom'.	17
					15) Excessive oil leaks port aft main engine & behind fuel oil pumps.	17
					16) Engineroom bilge emergency suction valve 'seized'.	17
					17) Crews and officers change rooms toilets broken. (health hazard).	17
					18) Crews and Officers wash basins and showers - no hot water available. Hot water supply defective.	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					19) Engineroom emergency exit fire door not fully closing and roped 'open'.	17
					20) Numerous steel mooring ropes in a poor condition rusted & lack of lubrication.	15
16	Australia	Useless Loop	11-Oct-07	23	1) Engine room fire damper stbd side forward (No. 29) not operational	30
					2) Lub oil tanks in E/R with gauged self closing cocks	17
					3) Navigation light aft, lantern loose affecting the angle of visibility as required by COLREG	17
					4) Main deck hatch no. 2 port forward cargo light hatch closing device wasted for 25%	15
					5) Crew accommodation shower room with 4 showers: 1 shower missing of shower head and curtain ; 2 showers draw's are blocked	15
Paris MOU						
1	Belgium	Antwerp	22-Mar-07	26	1) Rudder angle indicator - inoperative	30
					2) Magnetic compass not readable at helmsman position	30
					3) Fire flap funnel not closing properly	30
					4) PS lifeboat propeller funnel damaged	30
					5) Embarkation lights lifeboats damaged	30
					6) Hydraulic 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 filtering equipment - inoperative	30
					15) Maintenance of the ship and equipment - not according SMS	19
					16) Company verification, review and evaluation - not according SMS	19
					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

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
2	Belgium	Antwerp	28-Oct-07	25	1) Major sea water leakage on overboard pipe cooling main engine; not possible to close sea water system main engine; heavy corrosion on nuts & bolts of flanges sea water cooling system.	30
					2) Insufficient light in engine room, purifier room, steering gear, engine floor, and so on	17
					3) Diesel oil service tank; level gauges damaged	17
					4) No safe working load on beam gantry crane.	17
					5) Several problems when swinging out starboard life boat; interruptions of lowering, tracing pendants jammed, bowing in tackles wrongly used.	17
1	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
2	Italy	Piombino	9-Nov-07	25	1) Lifeboat engine not able to guarantee lifeboat navigation. Lifeboat not able move astern.	30
					2) Emergency diesel generator engine should be set to guarantee a proper regime of working	17
					3) Gangway unsafe. Rectified during the Inspection.	17
					4) Emergency source of power (batteries) of navigation equipment inadequate (quality of water batteries inadequate - one battery empty). To be replaced, as necessary, before the departure.	17
					5) Outside ruddar angle indicators to be caltbrated, as necessary, before the departure of the vessel	17
					6) Galley's fridges and vegetable cold room not properly cleaned; - Adequate cleaning and disinfections to be done before departure.	17
					7) Drum used as overflow collection of hydraulic oil for fore capstans. This condition may constitute a major marine pollution risk.	17
					8) Iron wire of quick closing valve of E.D.G tank broken during test. Replaced during the inspection.	17
					9) Fire drill hardly sufficient (communication, pressure of air bottles, dressing of masks etc.) Drill to be repeated as per master satisfaction before the departure of the vessel.	17
					10) Drill scarcely sufficient. Crew to be more conveersant with safety procedures. Drill to be repeated before the departure of the vessel	17
1	Netherlands	Terneuzen	10-Sep-07	25	1) 1st attempt demonstrating GMDSS equipment on emergency reserve source of energy MF/HF set inoperative, 2nd attempt sat-c inoperative. Also unidentified error code EPFS was displayed.	30
					2) Starboard side accommodation housing cracked within 5 cm above the boatdeck. Wheelhouse sb holed. (holes covered with painted tape)	30
					3) PS L/B : vertical support plate of release hook aft wasted. PS and SB L/B foundation of winch nuts are wasted and or partly wasted. SB L/B safety pin of D-shackle is missing.	30
					4) The registered address of the Owner as stated in the CSR is not the same as in the ISM (Code) declaration of company. Date when CSR document was received and signature missing.	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					5) The COF BULK attestation issued 27-07-01 is authorised by Marshall Islands Government instead of the flagstate Hongkong (signed by class at 22-04-2007).	17
					6) In purifierroom two fire/smoke detectors not properly connected, one removed.	17
					7) Entrance door from alleyway to E/R not properly closing (see also former PSC IR's 18 July and 31 August 2007)	17
					8) In engine room ps (location near daytank) marine gasoil tank flanges not completeley bolted.	17
					9) Radiologbook not kept up to date with monthly test sat-c (last linktest 14-07-07).	17
					10) Both smokelights of mob buoys bridgewing in fixed position, not ready for automatic release. Upperdeck sb light missing of lifebuoy with light.	17
					11) Wheelhouse deck firehoses inner lining holed and one nozzel (ps) is missing.	17
					12) Magnetic compass with airbubble and or incorrect floating liquid.	17
					13) Ventilationflaps no. 64, 65 missing butterfly nuts, edges wasted, hole in housing. Skylight engineroom bolts and nots missing. Hatch provisionstore missing butterfly nuts. Vents monkeyisland missing markings. SB boatdeck ventilation cannot be closed.	17
					14) Cover emergency light capt deck ps cracked.	17
					15) Both lifeboats engine casing can not be secured. PS and SB L/B Bowsingtackles swivles blocks frozen, one block cracked. Embarkationladder in lifeboats fastenings wasted.	17
					16) Welding equipment oxygen hose under working pressure is leaking.	17
					17) Carpenterstore sbquarter poopdeck lamp is missing cover. Bosun's cabin lamps missing cover.	17
					18 In bosun's cabin, electician's cabin vents inopeartive (opening/closing devcle is not there)	17
					19) Sewage airpipe holed, cap missing (sb quarter poopdeck).	17
					20) Electrical socket foundation bracket broken at davit support (SB L/B)	17
					21) Ceiling boatdeck inside accommodation is loose.	17
1	Romania	Constanta	27-Sep-07	18	1) Dry power portable fine extinguishers annual and pressure test expired.	30
					2) CO ₂ portable fire exinguishers annual inspection expired.	30
					3) No. of CO ₂ cylinders required to be with valid hydrostatic test insufficient.	30
					4) Auxiliary engines with oil leakages	17
					5) Engine room cleanliness insufficient	17
					6) Aft. Engine room exhaust fan GRID missing	17
					7) Fire control and safety plan not updated	17
1	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

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					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
2	Spain	Tarragona	27-Aug-07	25	1) Emergency fire pump - not as required - leakages of water in pump and in hose connection. Corrosion in foundation and valves combustion engine not properly working.	30
					2) Cleanliness of engine room - insufficient - several leakages in auxiliary engines, main engines and separators. Oil residues accumulated.	30
					3) Scuppers, inlets and discharges - corroded - emergency suction valve and sea chests with corrosion and without any painting protection.	30
					4) Decks - cracking - broken - some bulkwark reinforcements are broken in the connection with deck. General corrosion and poorly repaired in some areas.	30
					5) Facilities for reception of marine safety inform. - not as required - more than 6 days without receive any NAVTEX message. Situation not clarified by crew, is supposed that equipment is inoperative.	30
					6) Ventilations, air pipes, casings - corroded - weathertight closing devices destroyed - mainly in fixed part. A lot of corrosion	30
					7) Tables of working hours - not as required - less than 10 hours of rest per day in some cases (see ILO 180)	17
					8) Fire drills - lack of knowledge - previous alarm not actuated by crew members	17
USCG						
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
					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	Long Beach	30-May-07	4	1) Gangway watch absent, allowing uncontrolled access to the ship	30
					2) PSCOs observed gangway watch not check identification or issue visitor barges to two additional individuals boarding vessel	30
					3) The vessel crew did not maintain a correct gangway visitor log as required by the ships security plan	30
3	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

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					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
4	USA	New Orleans, Louisiana	1-Oct-07	8	1) Both of the vessel's emergency breathing apparatus have holes in each of the air hoses between the regulator and the face mask. The last inspection of the fire fighting equipment was conducted on 31 Aug 2007 and the last fire drill conducted on board was 22 Sept 2007. Make repairs to the satisfaction of class.	30
					2) Based on the above the PSCO expanded in the fire fighting maintenance records. In addition, reviewed Safety Management System Sec 15 Maintenance of Lifesaving Appliances and Fire Fighting Equipment. Objective evidence was found that the ship was not following the procedures for recording deficiencies in fire fighting equipment in the ships log and/or notifying the company of those deficiencies. It is requested that an external of the vessels SMS be carried out addressing clause 10 of the ISM code prior to departure.	30
					3) The vessel's S band radar is not working as designed. Make permanent repairs to the radar and provide U.S. Coast Guard with a technician report prior to departure from port.	17
5	USA	Redwood City, California	5-Nov-07	7	1) The crew failed to demonstrate proficiencies in fire fighting procedures during two separate fire drills, there were apparent failure in the crew's unfamiliarity with equipment and shipyard procedures and the lack of initial action taken: (i) They failed to check adjacent spaces to establish fire boundaries. (ii) Two fireman's suits were torn/ripped/rotten and reflective material coming off. (iii) Fireman's suits were not donned correctly (iv) Fireman's suits were not appropriate size for crew.	30
					2) Ships SCBA air compressor is not being maintained in accordance with manufacturers instructions. Also no record of maintenance is being kept, in addition air compressor is being kept, in addition air compressor is being used to refill air bottles in machinery space, allowing for contamination of air bottles. Oil was found stored next to air fitting connections from compressor to bottle connections, EEBDs are being over filled not in accordance with manufacturer's instruction.	17
					3) While inspecting stb'd lifeboat inspector's noticed two seat belt buckles. Missing item was recognized by 3rd officer but not recorded in maintenance records.	17
6	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
7	USA	Richmond	23-May-07	23	1) Garbage is mixed throughout the vessel, including at the final collection point prior to at-sea disposal. All of garbage are mixed together	30
					2) Crew is not following Garbage Management Plan. Containers are not color coded properly, and garbage is not segregated	30

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
8	USA	San Francisco	9-Nov-07	7	1) Based on an collision of the vessel with the San Francisco Bay Bridge on 07 November 2007 and statements made by the vessel's Master and Crew describing conditions and operations on the bridge before and during the transit, the crew is not operating in accordance with the vessel's Bridge Procedures Manual and Safety Management System. The Captain of the Port of San Francisco questions the adequacy of implementation of the vessel's SMS under the ISM Code. An external audit is requested to be conducted by the flag state or recognized organization to determine whether the vessel is operating in accordance with the ISM Code prior to departure from San Francisco Bay in the presence of a United States Coast Guard Inspector. Issues discovered include inadequate monitoring of the ship's position and inadequate Bridge Team for pilotage waters. Neither was in accordance with the vessel's SMS.	30
9	USA	Washington, Kalama	27-Sep-07	13	1) Proper operation of the emergency generator could not be demonstrated due to faulty starting controls, causing the emergency generator to be unuseable in an emergency situation	30
					2) EPIRB not operational due to broken spring in release mechanism	17
					3) Garbage stowage is not in accordance with the ships garbage management plan. Garbage stored on aft deck with non-secure covers	17
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
Indian Ocean MOU						
1	India	Visakhapatnam	18-Jan-07	28	1) Obseration 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
2	India	Visakhapatnam	10-Aug-07	12	1) Main Steering gear not operational	30
					2) Emergency fire pump not working	30
					3) Emergency air compressor not working	30
					4) No. 1 radar not working	17
					5) Emergency fire pump manifold leaking badly	17
					6) Lot of oily rags drums (open) kept in engine room	17
					7) Portable fire extinguisher and 35 ltr & 45 Ltr fire extinguisher hydro testing records not available	17
					8) Fixed CO ₂ system bottles hydro testing records not available	17
					9) Life raft certificates (3 nos) not indicating capacity of the liferaft	17
					10) Oil record book not updated as on date	17
3	Iran	Bandar Abbas Port	7-Jan-07	19	1) Fire hydrant in fan room inoperatble (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

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					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
					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
4	Iran	Bandar Abbas	27-Jul-07	21	1) Notice to mariner from week 21/07 not on board	30
					2) ALL and ALRS not corrected from 21/07 and charts correction not up to date	30
					3) Engineer unfamiliar with ship board emergency "procedure" (chatting while testing all safety related equipment/look of time work)	30
					4) Steering gear room mushroom air vent found unable to close	30
					5) Emergency generator mush room air vent unable to be properly closed	30
					6) Numerous self closing control cock for sounding in E/R locked/tied in open position	30
					7) Insufficient cleanliness of E/R (dirty rages, aux. engine- leaking, dirty/oily purifier)	30
					8) E/R exhaust fan port side next to funnel unable to be properly closed	30
					9) ITU - List of ship stations and list of call signs old edition on board	17
					10) Drink water pump no. 1 and 2 leaking	17
					11) Lub oil glass guages valve tied in open position	17
					12) Fresh water line beside of hatch no. 7 leaking	17
5	Iran	Bandar Abbas	2-Oct-07	24	1) Officers are not familiar with operation of GMDSS (VHF/MF/HF DSC, sateom C)	30
					2) GMDSS does not work with battery power (DC power)	30
					3) E/R ventilation fire damper seized	30
					4) Accommodation fire damper (steel cover) unable to close	30
					5) E/R some of self closing control cocks tied oopen	30
					6) Declaration of cargo was not P/B	17
					7) ITU manual for use by Maritime mobile was not O/B	17
					8) Master/Officers/engineer don't hold flag state endorsement	17
					9) Mag. Compass master unit defective	17
					10) Data was not correctly enter in sec. B of radio log book	17
					11) ARPA is defective	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					12) Mag. Compass contains air bubble	17
					13) STBD side accommodation bulkhead plating holed.	17
					14) L.O/C.O. glass gauge v/v tied open	17
					15) Naked light in E/R	17
					16) Quick closing v/v(s) without marking.	17
6	Iran	Bandar Abbas	4-Nov-07	8	1) VHF OSCs does not work earth DC Power	30
					2) Inmersat C does not work with DC power	30
					3) Officer not familiar with operation of GMDSS.	30
					4) Two fire doors in ACCO unclosable	17
					5) Slight oil leakage of A/Es	17
					6) F.O. Trans Pump leaking oil	17
					7) Notice to mariner from week 87/07 not O/B	17
					8) Life rings not ready for immediate use.	17
					9) Two EEBDs in GR with insufficient pressure.	17
7	Iran	Imam Khomeini	6-May-07	24	1) Oily-water separator automatic stopping device defective	30
					2) Deratting cert. Expired (under progress)	17
					3) Air vent pipe wasted, broken (aft - poop deck)	17
					4) List of national contact points for SOPEP not updated	17
Mediterranean Ocean MOU						
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	Bandirma	13-Nov-07	27	1) Emergency fire pump not working as required	30
					2) Stbd lifeboat engine not working	30
					3) IMO sign for fireman outfit set is missing in bridge	17
					4) Quick closing valve of f/o settling tank not working	17

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					5) Heating line has leakage in separation room	17
					6) Open/close handle of ventilations for engine room not working	17
					7) Grinding machine and electric cutter machine in work shop E/R without protection	17
3	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
4	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 02-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

Vina del Mar Agreement Latin American Region

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
					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 enviroment 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

No.	State	Port	Detained Date	Age	Deficiencies	Deficiency action code
					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) Liferafts reflective bands are missing	17
					25) 2nd engineer santary facilities is in poor conditions	17
					26) There's a light by stbd side with the cover holded by a wire	17