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8 July 2009

To : *Shipowners / Ship Managers and Classification Societies*

Dear Sir/Madam,

### **Port State Control Inspections**

#### **Qualship 21**

1. The number of detention of Hong Kong registered ships under PSC was increased from 46 in 2007 to 51 in 2008 while the number of Hong Kong registered ships was increased from 1,007 to 1,228 in this period. Although the PSC performance of Hong Kong fleet is still above the worldwide average, the performance of Hong Kong fleet is noted to have a slightly downward trend in 2008. In addition, we just met marginally the requirements of Qualship 21 to maintain our status this year after successful appeal of a detention case in the US. We are now on the edge and may be removed from the list of Qualship 21 next year if we do not have significant improvement on the quality of Hong Kong registered ship trading the US. To maintain good reputation and low target factor value of Hong Kong fleet, you and your masters are therefore urged to put your greatest effort to upkeep the standards of your Hong Kong registered ships to avoid detentions.

#### **CIC on Lifeboats and Their Release Gears**

2. You are aware that the forthcoming CIC on lifeboats and their release gears will be jointly held by the Paris and Tokyo MOUs in the period from 1 September to 30 November 2009. It is noted that other MOUs will likely join the campaign. For your information, Australia has conducted a pilot scheme for this CIC in the past two months and thus detained three Hong Kong registered ships. It is anticipated that this CIC will give significant effect on detentions caused by lifeboat defects as PSCOs are very familiar with the inspections of lifeboats and their release gears; and furthermore some PSCOs will be provided with additional

trainings for this campaign. You are therefore required to take immediate actions to well prepare for this CIC in accordance with the guidelines provided in our pervious circular letter of 20 May 2009 which the URL is attached herewith for your ready reference ([http://www.mardep.gov.hk/en/pub\\_services/cirletter.html](http://www.mardep.gov.hk/en/pub_services/cirletter.html)).

### **Other Measures to Avoid Detentions**

3. Keeping low detention rate and deficiency rate of Hong Kong registered ship will lead to low target value of Hong Kong fleet. The measures ([http://www.mardep.gov.hk/en/pub\\_services/cirletter.html](http://www.mardep.gov.hk/en/pub_services/cirletter.html)) mentioned in our pervious circulars are still valid and could help us to achieve these. We therefore need your high co-operation to strictly apply these measures onboard your Hong Kong registered ships for good PSC performance.

### **Details of Deficiencies**

4. In order to enhance your awareness of PSC detentions, two sets of list providing serious deficiencies of Hong Kong registered ships detected under PSC inspections in 2008 and the first six months of 2009 are attached to this letter for your information. However, this is not an exhaustive list and you should treat all ports seriously.

5. May I reiterate that maintaining a good PSC record for the Hong Kong fleet 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 Section at

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Yours faithfully,



( M.Y. Chan )  
Senior Surveyor of Ships  
Cargo Ships Safety Section  
for Director of Marine

**Details of Detention of Hong Kong Ships**  
**(Year 2008)**

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
<b>TOKYO MOU</b>							
1	POS COURAGE	Australia	Newcastle	2008-01-04	4	1) Emergency fire pump not pressurizing fire main 2) Management plan does not take into account min draft requirement	30 15
2	TARAPACA	Australia	Ardrossan	2008-01-15	8	1) Stb'd lifeboat hook release arrangements defective	30
3	GRAND VENETICO	Australia	Dampier	2008-01-27	21	1) Air intake casing for duct keel between C/H 8 & 9 heavily corroded/holed. 2) Numerous closing devices (Butterfly nuts/bolts) of C/Hold ventilators i.w.o. hatch cover seized. 3) Closing devices (Butterfly nuts/bolts) of deadlight i.w.o. superstructure bulkhead at freeboard deck seized. 4) Hatch Cover operation hydraulic system - leakages in a) between C/H No 4 & 5, b) between C/H No 6 & 7 and c) on port side of C/H No 9. 5) Closing devices for C/H No 9 AFT access booby hatch. 6) Shore Based Maintenance agreement expired. 7) Main engine revolution counter on bridge & stb'd wing showing wrong reading.	30 17 17 17 17 17 15
4	DIAS	Australia	Gladstone	2008-01-27	21	1) Port lifeboat release system defective 2) Passage plan not berth to berth 3) No record of navigational activity record for pilotage leg of voyage 4) Largest scale charts not onboard for intended voyage 5) AIS navigational status not updated 6) Numerous sounding pipes, self closing valves gagged open	30 17 17 17 17 17
5	JIANG JUN	Japan	Kobe	2008-02-20	1	1) Endorsement by flag states of captain, chief officer and chief engineer - not endorsed by the administration 2) Oil record book - there was no record from initial voyage 3) Bunker delivery note - not presented	30 17 17
6	RUBIN GRACE	Australia	Dampier	2008-02-23	13	1) Reserve source of energy for GMDSS equipment - (batteries) - not working 2) Stb'd engine room fire damper - defective 3) Magnetic compass - large air bubble 4) Emergency generator unable to operate by dual start 5) No. 7 hatch (A) and No. 3 hatch (A) oil leak 6) Sight glasses in engine room gagged open	30 30 17 17 17 17
7	TIEN HAU	New Zealand	New Plymouth	2008-05-12	13	1) Maintenance of the ship and equipment 2) Doors within main vertical zone/engine room to steering gear room not closing and wedged open 3) Cleanliness of engine room/rags in engine room bilge 4) Other (fire safety)/fuel drain from main engine via flexible pipe to fuel tank sounding pipe 5) Fire prevention/engine room, fuel leak port side lower plates 6) Other (fire safety)/oil storage tanks in engine room not fire resistant 7) Other (machinery)/auxiliary water pump bearings 8) Fixed fire extinguishing installation/CO <sub>2</sub> room not locked 9) Cold rooms/cold room doors latch broken 10) Lighting/forecastle lighting 11) Inflatable liferafts/I.D. capsules missing 12) Lifebuoys/port bridge wing lifebuoy housing damaged 13) Electrical/old batteries stored loose in battery room	30 17 17 17 17 17 17 17 17 17 17 17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						14) Hydraulic and other closing devices/watertight doors/hydraulic pipe damaged/leakage stb'd side no. 4 hold	17
						15) Operation of life saving appliances/port embarkation light swivel	17
						16) Winches and capstans/stb'd windlass clutch handle excessive play	17
						17) Winches and capstans/aft port winch clutch handle excessive play	17
8	LONG CHARITY	Australia	Port Walcott, WA	2008-05-27	23	1) Engine room fire damper - port fwd - holed due to wastage	30
						2) Emergency fire pump - unable to pressurize fire main	30
						3) GMDSS equipment not set up for the reception of MSI for local area	17
						4) Magnetic Compass - emergency light defective	17
						5) Batteries in battery locker unsecured	17
						6) Louver engine room damper - stb'd aft - small hole	17
						7) Purifier room excess oil	17
						8) Steam pipe i.w.o. oily water separator - holed/leaking	17
						9) FO DB - sounding pipe - self closing device missing	17
9	ACACIA	Japan	Tachinoura	2008-06-16	15	1) Certificate of C/E - not endorsed by the Administration	30
						2) Lifebuoy on the foreside (p-side) - not stored actual position	17
						3) Weekly inspection for LSA - not carried out moving test of boat davit	17
						4) Tiller of lifeboat to control the rudder in case of failure of the steering mechanism - missing	17
10	GREAT WISDOM	Canada	Port Moody	2008-06-19	9	1) Certification and watch keeping for seafarers - certificates for master and officer	30
						2) Load lines - machinery space openings	17
						3) Marpol Annex I - ballast water salinity refractometer to acquire	17
						4) Marpol Annex I - ballast water salinity refractometer to acquire	17
						5) Crew and accommodation (ILO147) - Medical equipment	17
11	JI FENG	Japan	Shimoda	2008-06-25	27	1) Logbook entries of abandon ship drill & fire-fighting drill (20 Apr 2008) indicated that the boat was launched & fire drill was carried out. When they were not.	30
						2) Crewmembers not familiar with abandon ship drill & fire fighting drill.	30
						3) Stay wires for port side lifeboat broken	17
						4) Support steel band for the mast, port lifeboat broken. Unable to set the mast for sail.	17
						5) Survival craft embarkation ladder - one not enough length & one broken.	17
						6) Hook of boat hook - took off.	17
						7) Pilot ladder - fitted with tripping line.	17
						8) IMDG CODE book - 2004 edition	17
12	DARYA SHANTHI	Australia	Gladstone	2008-07-09	7	1) MF/HF DSC defective on reserve source power	30
						2) Aus chart 819 not onboard	17
13	PACIFIC DISCOVERER	Australia	Port Kembla	2008-07-17	17	1) HF/MF radio system unable to transmit or receive on DC power	30
						2) SOPEP Annex II not up to date	17
						3) Scavenger drain save-all excessive oil	17
						4) Numerous old lifejackets stored in forecandle. Not maintained, excess to requirements	17
						5) Numerous bins in accommodation made from flammable materials	15
14	E TRADER	Australia	Gladstone	2008-07-24	26	1) E/R fuel Shut off valves defective	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						2) Sat C positions for both units has ship in Northern hemisphere, 15N 109E	17
						3) Secondary means for topping air system start for emergency fire pump not working, not reported to Port State	17
						4) 2 Accommodation flaps seized	17
						5) 2 dampers portside, remote closing arrangement defective (Flaps closed)	17
						6) Bridge washroom dirty	17
						7) Hatch not secured for sea	17
						8) OWS Monitor alarm not demonstrated	17
						9) Whistle emergency operation missing	15
						10) Stern lights sectors incorrect	15
						11) Electrical equipment in general, Loose wires, connections broken, Disconnected improperly	15
15	F & K	Australia	Kwinana	2008-08-11	10	1) Emergency fire pump unable to take suction	30
						2) Fault showing in fire detection system panel	17
						3) Passage plan not berth to berth	17
						4) Numerous locking pins for engaging device of mooring winches/windlasses not in place	17
						5) Operation of emergency steering not demonstrated	17
						6) Operation of GMDSS not demonstrated	17
						7) Sandbox in e/room near boiler 1/8th full	17
						8) Fuel oil collected in open container near D/G F.O. circ. Pump	17
						9) Port side bridge wing adjustable projection light seized	17
						10) Continuous synopsis record not updated since change of management company	15
						11) List of ship interest contact not updated in SOPEP after change of management company	15
16	UNIQUE BRILLIANCE	Australia	Dampier, WA	2008-08-19	7	1) Emergency generator not working	30
						2) No flag state endorsement for 2nd Engineer	17
						3) EEBD on engine room bottom platform insufficient charge	17
17	SANKO SPARK	Australia	Dampier, WA	2008-08-26	13	1) Port Lifeboat - fore & aft hooks in unlocked position	30
						2) Emergency Generator - radiator holed	17
						3) Officers unfamiliar with operation on MF/HF DSC on DC Power	17
18	ALBANY SOUND	Australia	Gladstone	2008-09-22	7	1) MF/HF DSC defective reserved source power	30
						2) Fwd liferaft ladder shackles seized	17
						2) No records navigation activity pilot to berth	15
19	MA CHO	Australia	Adelaide	2008-10-15	12	1) Lifeboat hook release arrangements defectives (P&S)	30
						2) Lifeboat (P+S) pull rod glass covers missing	17
						3) Aux engines - sections of exhaust pipes & bellows not effectively insulated	17
20	GREAT RIVER	Australia	Hedland	2008-10-23	6	1) Numerous code 17 deficiencies indicate maintenance of condition of the vessel & equipment after statutory survey's is defective	30
						2) Australian coastal navigation warnings not onboard Inmarsat 'C' incorrectly configured	17
						3) Officers on familiar with testing GMDSS radio equipment on emergency power supply	17
						4) GMDSS radio installation emergency light inoperative	17
						5) DC 24 volt operating lights on MF/HF transceiver not operating	17
						6) Cargo hold water ingress alarms, holds, no. 2 & 4 activated	17
						7) Voyage plan not berth to berth despite documentation indicating that it is. No record of navigation activities or positions from pilot station to berth, Port Hedland	17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						8) Numerous accommodation vent covers frozen in open position	17
						9) Lifeboat steering position windows paint splattered. Difficult to see out of.	17
						10) Port side lifeboat engine extreme knocking sound	17
						11) Unable to lower port lifeboat	17
						12) Emergency generator fuel oil tank contents 60%	17
						13) Some ballast tank sounding pipe covers missing	17
						14) No 2 ballast pump priming pump inoperative	17
						15) Valid certificate of compliance (annual testing) of the VDR not sighted	17
						16) Numerous deficiencies is objective evidence ISM code requirement for maintenance is defective	15
21	BRIGHT SKY	Australia	Brisbane	2008-10-29	10	1) MF/HF defective	30
						2) Port lifeboat on-load release arrangement defective	30
						3) GMDSS GOC holders not familiar with operational aspects of GMDSS communications equipment	17
						4) Engine room waste oil drain tank spring loaded gauge glass cock gagging device fitted	17
						5) Heavy fuel oil settling & service tanks spring loaded drain cocks gagging devices fitted	17
						6) Cylinder oil measuring tank spring loaded gauge glass cock gagging device fitted	17
						7) Engine room bottom plates double bottom tanks spring loaded closers gagged open	17
						8) Magnetic compass monkey island large bubble noted	15
						9) Compass error verification log does not comply with STCW code chapter VIII/34 requirements	15
						10) ITU publication volume VI out of date	15
						11) Port lifeboat forward hook housing guard seized	15
						12) Crew common toilet one toilet seat defective	15
22	REIKA HARMONY	Vietnam	Quangninh	2008-11-07	11	1) Opened skylight but no fitted closer	30
						2) Dampers in boiler area cannot fully close	17
						3) Fire box in E/R no cover	17
						4) Emergency fire pump not enough pressure	17
						5) No instruction, record book for emergency fire pump	17
						6) Notices to Mariner not up to date	17
						7) C/E, 2/E not familiar with essential equipment	17
23	TASMAN PROVIDER	New Zealand	Wellington	2008-11-10	14	1) Port side deck fire main disconnected removing supply to deck hydrants & hold sprinkler system	30
						2) Quick closing valves not tested in accordance with safety management system (6 monthly routine but last tested Feb. 08)	17
24	HUI SHUN HAI	Vietnam	Quangninh	2008-11-20	14	1) Fuel oil leakage system of the generator no have alarm	30
						2) Notice to mariners is not up-to-date (5 weeks shorted)	17
						3) Breathing apparatus for fire man's outfit is low air pressure	17
						4) Some pressure gauges and thermometer are missed and wrong indicated	17
						5) Some sounding pipe on main deck missed caps.	17
						6) Hydraulic system of steering gear is leaked oil.	17
						7) Port side liferafts - 1 unit incorrectly rigged for automatic release	17
						8) One fire flap of ventilator in engine room is missed	17
						9) Main fire pump's gland leaked	17
25	DYNAMIZE	Canada	Vancouver	2008-12-01	14	1) Various fire flaps on deck not identified by marking and not closing/dogs missing/rings broken	30
						2) Sanitary facilities not clean and not enough water for flush	30
						3) Lifeboat launching device brake release unit not as required.	30
						4) Various wires and cable penetration on deck not as	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						required.	
						5) 15 ppm equipment not as required 3 way valve slick	30
						6) Engine room fire door on from main deck not as required, not closing/lock penetration/seal not effective and pad locks from outside.	30
						7) Accommodation ventilation arrangement not as required.	30
						8) Engine room double bottom tank main pipe missing joining bilge tank presently tank with opening	30
						9) Cleanliness of engine room not as required, lot of oil on machinery around tanks / tank tops	30
						10) Emergency fire pump not developing pressure: emergency preparedness	30
						11) Defects are an indication of ISM failure company to carry out an audit and report required by Transport Canada.	19
						12) Aft peak open manhole cover removed (P) and stb'd manhole cover bolts broken/missing	17
						13) Port accommodation ladder top stanchion broken	17
						14) Pilot ladder stb'd side bottom platform not safe main pin in poor conditions unsafe to use.	17
						15) Oil mist detector sampling pipe from engine not as required.	17
						16) Several navigation lights not working	17
						17) Muster list does not have substitutes for key personnel stated.	17
26	CLIPPER LAKE	Australia	Gladstone	2008-12-16	7	1) MF/HF DSC defective reserved source power	30
						2) Lifeboat painter release system seized	17
						3) E/R sounding pipe self closers missing	17

## Paris MOU

1	VANLEE	Netherlands	Vlissingen	2008-01-18	27	1) Not sufficient drinking water quantity in both lifeboats.	30
						2) Found several lifejackets (e.g. forecastle, hospital, crew cabin) with missing or not properly fixed lights and whistles.	30
						3) Found all watertight covers of ventilation goosenecks on aft deck and foredeck not properly closing, found gooseneck on forecastle (portside) holed.	30
						4) Found several holes in coming of hold no. 1 starboard side, openings now from weather deck to cargo hold.	30
						5) ISM code clause 10 requires all maintenance to be carried out. The large number of defects, as noted in this report e.g. holed coaming of no. 1 hold, insufficient water in lifeboats, lifejackets without lights/whistles, indicates a breakdown in the ISM system	19
						6) Found lights of lifebuoys on portside and starboard lifeboat deck not working.	17
						7) Tholepins of both lifeboats not secured against falling overboard.	17
						8) Wooden gratings of both lifeboats damaged, not strong enough.	17
						9) Lifeboat fall of port side lifeboat winch obstructed by protection cover of winch	17
						10) Found most watertight doors (at least 5) not properly closing (e.g. accommodation, forecastle), dogs are not properly adjusted.	17
						11) Found watertight hatches of hold no. 2 entrance (starboard side) holed on the metal strip of rubber seal.	17
						12) Found 2 holes in bulkhead of forecastle, e.g. on portside (below door) caused by corrosion and on	17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						starboard side (above door) by damage. 13) Found cable duct on portside deck from accommodation to forecandle with loose clamps, box in duct near accommodation on portside is corroded through.	17
						14) Found several lights in cabins of crew and in forecandle without protection glass.	17
						15) Found manual remote control of forepeak valve not properly working, instructions missing on the hydraulic control.	17
						16) Found fire dampers of galley without the open/close indication.	17
						17) Lock in alarms of meat and fish room not working.	17
						18) Found padlocks on the outside of some crew cabin doors.	17
						19) Light in emergency headquarter (firefighting equipment) not working.	17
						20) Found several doors in accommodation (staircase) not properly self-closing.	17
						21) Found a holder on the portside half way the ship with sharp edges (caused by corrosion)	17
						22) Embarkation ladder of the forward liferaft was missing.	17
2	HEBEI TREASURE	Spain	Cartagena	2008-01-23	25	1) Engine room areas with lack of maintenance and it was found garbage 2) Main engine body with heavy fuel oil leakages (fire risk) 3) Purifier room plenty of f.o. leakages to be cleaned, insulation wetted through with f.o. to be replaced 4) BA chart #1194 supplied 5) Battery room lights and fan inoperative 6) Funnel lights to be fixed 7) Paint locker lights to be fixed 8) Cargo hold #2 : hydraulic control box cover damaged 9) Steering gear pump coupling without protection 10) Grease traps and exhaust duct plenty of grease (fire risk) 11) Meat cold room/alarm inoperative 12) Provisions not segregated 13) Fire pump pressure gauge delivery to be replaced 14) Fire pump delivery valve packing to be replaced 15) To be discharged at shore facilities at least: 83cm of sludge, 30cm of oily water 16) Auxiliary boiler steam inoperative	30 30 30 17 17 17 17 17 17 17 17 17 17 17 17 17 17
3	ZHEN HUA 23	Spain	Las Palmas, Canary Islands	2008-02-13	21	1) Anchoring devices damage (inoperative) 2) Continuous synopsis record missing 3) Log Book entries missing (weekly lifeboats survey) 4) Radio log not approved (not approved and poor of records) 5) Light not as required (navigation lights) 6) Nautical publications not up to date (SOLAS & MARPOL conventions) 7) Oil Record book not properly filled	30 30 17 17 17 17 17
4	YELLOWKNIFE	Italy	Savona	2008-05-05	25	1) Emergency fire pump, after more than one hour running the pressure were insufficient to produce an adequate water jet. 2) During emergency fire pump test one fire hose has been found holes.	30 17
5	REDHEAD	Belgium	Antwerp	2008-06-23	4	1) Load lines - Several sounding pipes in open position in engine room 2) UMS - ship - malfunctioning - Standby system auxiliary engines not working 3) UMS - ship - malfunctioning - After starting	30 30 30



No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						auxiliary engine not coming automatically on board	
						4) UMS - ship - malfunctioning - Load sharing (parallel-working) auxiliary engines not working	30
						5) Other fire safety measures - Board water-pressure system in faulty condition	30
						6) Lights, shapes, sound-signals - Navigation lights in alarm: SB + NUC 1 + stern	30
						7) Cleanliness of engine room - Pump-heads main engine sprawled with fuel/filter installation leaking	30
						8) Launching arrangements for rescue boats - Manometer broken/emergency system for davit crane rescue boat inoperative	30
						9) Fixed fire extinguishing installation inoperative - Engine room local water sprinkler system not working/incinerator area push button missing/alarm not working when activating flame detector	30
						10) ISM related deficiencies - Maintenance of the ship and equipment - See deficiencies regarding automatic installation.	19
						11) ISM Resources and personnel - Knowledge of English language subject to improvement/external audit carried out	19
						12) Emergency preparedness - not according SMS - Lack of emergency preparedness: crew not familiar with emergency swinging system rescue boat crane, local water sprinkler system for engine room (automatic + local activation), emergency operation for forecandle winches	19
						13) Propulsion main engine - Engine crew not familiar with oily-mist detector	17
						14) Auxiliary engine - Rpm-meter auxiliary engine nr.3 out of order	17
						15) Level gauge fuel tank no.2 FO service tank unreadable	17
						16) ILO147 (accident prevention) - Hydraulic group with filter clogged	17
						17) UMS - ship - malfunctioning - Recording of alarms in control room faded	17
						18) Rescue boat inventory - Search light missing/eyes on lifting ring corroded (eyes+cable)	17
						19) ILO134 Working spaces and accident prevention - Electric cable outside crane forward broken	17
						20) Oil filtering equipment - Manual level sensor not on board	17
						21) Rescue boats -top light not working	17
						22) Lights, shapes, sound-signals - Temporary cable for steering lights in forecandle mast obstructing weathertight door	17
						23) Electric equipment in general - inoperative	17
						24) Lights, shapes, sound-signals - missing - ship bell	17
						25) Anchoring devices - missing - Hammers (and attachments) for emergency release of anchor chain and stoppers missing	17
						26) Steam pipes and pressure pipes - not as required - attachments/supports in forecandle.	17
6	QINFA 6	UK	Bristol (Royal Portbury)	2008-07-09	24	1) Cargo hatch cover cleat bracket supports, all hatches have badly wasted supports apart from ballast hatch. Some hatches the majority of supports badly wasted.	30
						2) Maintenance of ship & equipment: See deficiencies on this report	19
						3) Emerg. Preparedness: Substandard fire drill, substandard abandon ship drill	19

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						4) Resources & personnel: Crew require drills practice	19
						5) Missing - tide tables list of lights, ALRS (radio)	17
						6) Cargo hold water ingress monitoring system not operable (crew ordered technician 20/06/08)	17
						7) Sanitary vent trunk below fire damper holed.	17
						8) By galley fire damper seized	17
						9) Trunk below fire damper wasted & badly holed rectify (stb'd engine room vents x 2 supply ducting ford & aft)	17
						10) Engine room exhaust vent fire dampers open 2" in closed position	17
						11) Remove redundant batteries from battery locker	17
						12) Mooring winches aft (5) rope end should be full size loop, not 1/2" Ø rope also security anchor points for rope 2 off missing one off badly wasted rectify	17
						13) Engine room hatch port side 3 off nuts for cleats missing	17
						14) Port & starboard life boat embarkation ladders - rope at eyelet perished	17
						15) Survival craft embarkation arrangement: Also shackle anchoring bracket wasted	17
						16) Stb'd lifeboat - replace fire extinguisher body wasted & CO2 pressure zero with dry powder	17
						17) Port & stb'd life boats bowing in tackle sheaves some do not rotate	17
						18) Not able to operate the quick closing valve for the blend fuel oil tank (supply generators)	17
						19) Dirty: pantry fridge/freezer galley extraction grease trap, galley deck	17
						20) Crew shower decks, tiles missing, dirty	17
						21) Pantry and fish and meat fridges food not covered.	17
						22) Aft deck fresh water tank air pipe covers badly corroded and fallen off.	17
						23) Satellite EPIRB: Bracket mounting has rusted away from bulkhead to be renewed and re-mounted	17
						24) AIS should be mounted adjacent to conning position/pedal. AIS is mounted on chart table and not visible from conning position.	17
						25) MF/HF radio installation: Currently under repair. Results to be advised.	17
						26) ITU Publications missing. Call signs and numerical identities 23rd edition - missing. Manual for use in maritime mobile and maritime mobile satellite 2005 - missing	17
						27) Antenna plan not present onboard	17
7	KHLOUD F	Ireland	Cork, Dublin	2008-09-22	26	1) Emergency fire pump: Prime mover defective	30
						2) Emergency air start compressor not as required: Discharge pipe requires removed to allow compressor start	30
						3) Davit arm gypsy release pin seized	30
						4) Gypsy wires fouled on lifeboat driving lowering causing it to tip over. No immersion suit provided at drill.	30
						5) Liferaft painters x 3 not attached	17
						6) For'd liferaft not stowed in assigned location - locked in forecastle.	17
						7) Closing dogs for all 6 air vent flaps on forecastle missing	17
						8) Port lifeboat most step dislocated from hull	17
8	FULL RICH	U.K.	Immingham	2008-09-23	13	1) Fire drill was poor due to lack of control, no use of BA control board, lack of boundary cooling and assessment of fire progression, entry of personnel	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						into fire area without protective clothing.	
						2) Emergency fire pump unable to draw water and provide jet as required.	30
						3) NAVTEX antenna securing strap broken. To be secured.	17
						4) Controller to be secured down properly.	17
						5) Controller cable to transceiver via metal bulkhead hole not protected from jagged edges.	17
9	CLIPPER STAMFORD	Canada	Sillery, Quebec	2008-12-09	11	1) Emergency generator cooling water frozen do not start	30
						2) Port and stb'd lifeboats second battery bank are dead	17
						3) Buzzer from steering gear compartment telephone are out of order	17
						4) Winter boots and gloves to be provided to the crew	17
						5) Winter procedures to be developed for emergency generator and cold area for crew	17
<b>Indian Ocean MOU</b>							
1	JADE BREEZE	India	Visakhapatnam	2008-01-07	26	1) Funnel flaps not closing	30
						2) No 3 aux. engine out of order. No. 1 and no. 2 generators running simultaneously during sailing and no standby generator available	30
						3) 4/E flag state endorsement expired on 06/01/2008	17
						4) Accommodation A/C not working	17
						5) Engine room entrance door (Fwd) from accommodation (main deck level) not closing completely	17
						6) Oil leakages observed from aux engine common oil filter (stb'd)	17
						7) Aux bilges found oil	17
						8) Crew accommodation panels (ceiling) on main deck level missing at various locations	17
2	NOBLE JADE	India	Chennai	2008-02-21	21	1) Vessel not manned as per minimum safe manning document. One engine room watching keeping rating short.	30
						2) C/Officer flag endorsement under STCW I/10 - not available onboard	17
						3) SMS maintenance records indicate that routine maintenance schedule (weekly/monthly/quarterly) have not been carried out for FFA & LSAS equipment	17
						4) Emerg. fire pump suction gauge defective	17
3	YONG WANG	India	Kolkata	2008-03-06	28	1) Propulsion and auxiliary machinery, Cleanliness of engine room - engine room bilges full of oil (lub & fuel mixed) from fwd draft (excessive)	30
						2) Life saving appliances, Lifeboats - limit switches of both (P) & (S) lifeboat loose - no springs	30
						3) Fire safety measures, CO <sub>2</sub> arrangements - fixed gas smothering system CO <sub>2</sub> cylinders out of 121 bottles - no pressure testing (stretch test) for 106 bottles since 12/1980	30
						4) Fire safety measures, Fire main and hydrants - fire line on deck excessively rusted/wasted	30
						5) Fire safety measures, Fire dampers or ventilation - CO <sub>2</sub> room exhaust blower inoperative	30
						6) Propulsion and auxiliary machinery, Generators - emergency generator inoperative	17
						7) Life saving appliances, Lifebuoys - lifebuoys fwd (stb'd) grab line detached / weak (all lifebuoys of this type to change).	17
						8) Stability, structure and related equipment, Gangway, accommodation ladder - Gangway, net missing	17
						9) Propulsion and auxiliary machinery, Generators -	17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						No. 1 D/eng. (stb'd) rpm meter out of service	
						10) Stability, structure and related equipment, Emergency lighting, batteries and switches - lifeboat embarkation emergency light missing	17
						11) Safety of navigation, Lights, shapes, sound-signals - navigational lamp box (P & S) internally wasted, rust flakes chipped off.	17
						12) Fire safety measures, Fire control plan - fire control plan (in stb'd side box) wasted, IMO symbols not used.	17
4	DYVI BALTIC	Iran	Bandar Abbas	2008-05-12	20	1) VHF DSC Transmitter defective	30
						2) Fire P/P inoperative (fire P/P start arrangement defective)	30
						3) A/E F.O. self closing control cocks tied open	30
						4) M/E high pressure F.O. Line wetted through oil/leaking	30
						5) O.W.S. oil content meter malfunction	30
						6) Nautical publication not corrected up to date from week 07/08	17
						7) Doppler log defective	17
						8) ITU ship station old edition	17
						9) Bridge fire door unable to close	17
						10) Numerous cargo hold vent trunk (1, 2, 3, 4, 5, 6, 7, 8, 9) wasted / holed in several part and have screen partly defective	17
						11) Absence of proper marking O/S on cargo hold No 2.P ventilator	17
						12) Poop deck vent No 6 weathertight door unable to close	17
5	NICETEC	India	Mumbai	2008-06-09	24	1) Fire detection system for accommodation & engine room non-operational (call points at no 11, 12, 15, 26, 48, 50 malfunctioning)	30
						2) Oily Bilge separator Non-operational	30
						3) Lifeboat engines cannot be readily started. Require 3 person to start & hot start spray required.	30
						4) Jacketed high pressure pipes of centre aux engine disconnected	30
						5) Aux engine platform & purifier room having excessive oil deposit	30
						6) Exhaust pipe lagging not in place for Aux Eng No. 2	17
						7) Excessive maker leakage from several pumps	17
6	TAI SHUN	Iran	Imam Khomeini	2008-06-23	21	1) Main fire line holed on several places (3 on deck +1 on poop deck)	30
						2) Sludge pipe for overboard holed on main deck	30
						3) One smoke signal for stb'd side lifeboat is expired	30
						4) Tiller/rudder operating handle for p/side lifeboat is broken/wasted	30
						5) Heading device of p/side fuel air vent. Pipe is holed	30
						6) The flap of mushroom vent. on aft part of hatch no. 1 is wasted	17
						7) ECR fire door lock defective	17
						8) Mob lifebuoy not mounted as required	17
						9) Most of sounding pipe in E/R are without cap	17
						10) In IOPP Cert. The item No. 2.2.2 to be corrected	15
7	GRACE STAR	India	Kakinada	2008-07-01	25	1) Quick closing v/v for e/r oil tanks not working	30
						2) 15 ppm alarm not working	30
						3) Safe Access to ship not satisfactory	17
						4) Hydraulic oil leak observed on main deck	17
						5) Stb'd side companion way entrance to accommodation ladder corroded & wasted away	17
						6) Purifier room found lot of oil and water	17
8	DEVOTEE	Iran	Bandar	2008-09-10	25	1) Port side lifeboat engine unable to operate	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
			Abbas			2) ECR smoke detector defective 3) Oily water separator 15 ppm content meter defective 4) IMSAR vol. III old edition on board 5) ECR illumination in poor condition 6) Absence of EEBD in the engine room 7) Air compressor #1 wire not properly secured 8) Main engine fuel pump lines leaking 9) Fire door in A and D deck holed	30 30 17 17 17 17 17
9	REDHEAD	India	Visakhapatnam	2008-12-16	4	1) Gangway - first landing stanchions on holders broken and stanchions safety net short in length 2) Rescue boat cannot be lowered 3) Blower vents funnel flaps, not closing 4) CO <sub>2</sub> room vent cannot be closed 5) Switch boards cover aft of hatch No. 6 broken and tied with loose strings 6) Deck air valve spindles broken at many places 7) Emergency light not working 8) Funnel deck search lights port side lose insulation 9) Accommodation A/C not working 10) E/R crane not working 11) Lights in engine room & bilges not working, no spare bulks/tubes onboard 12) Floor tiles near fridge room peeled off 13) Switch knobs in many places missing. 14) EEBD on captain's deck empty 15) Emergency generator room - shore cable ducts do not have covers 16) Floor in CO <sub>2</sub> room damaged.	30 30 30 30 17 17 17 17 17 17 17 17 17
<b>USCG</b>							
1	DYVI BALTIC	USA	Portland, Oregon	2008-03-19	20	1) Excessive oil leaking from the ships service diesel generators and the main engine. The oil has coated the machinery, collected in the surrounding bilges, saturated the lagging in the associated piping, and has covered the engine room deck plates. The condition of the engine room presents a significant fire and safety hazard to the vessel and crew. 2) Engineering crew not familiar with emergency steering gear change over procedures and were unable to perform drill in a reasonable amount of time. 3) The boiler control electrical panel covers are being held closed by tape and wires. 4) Emergency fire pump was not operationally ready and was unable to deliver adequate water pressure to fight a fire. 5) Due to lack of maintenance of the engine space and the crew's inability to effectively operate the emergency fire pump and the emergency steering gear, an audit of the vessels SMS is recommended prior to departure. 6) The rudder angle indicator in the steering gear space was unreadable during operational test due to lack of light. The rudder angle indicator in the steering gear space did not coincide with the rudder angle indicator on the bridge. 7) The waste oil-mixing tank appears to have been over-pressurized due to a plugged tank vent. There is evidence of oil discharging through the tank sounding tube due to oil on the overhead. Side and top of the tank have expanded outward. 8) Emergency fuel shut off valve for the emergency generator is leaking from the valve body	30 17 17 17 17 17 17

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
2	OOCL JAPAN	USA	Seattle, WA	2008-06-18	13	1) The vessel could not provide proper access control and there is evidence that the Ship Security Officer (SSO) cannot display an acceptable level of competency with respect to implementing the ship security plan, in that a stowaway was found on the adjacent facility (by facility personnel and the U.S. Government) with a set of coveralls belonging to a company the SSO had been employed with previous to his position on the vessel, and found with a missing Orient Overseas Container Line Visitor's badge that the SSO admitted to losing (of a total of 10 badges). Although a majority of the crew may not have known of the stowaway, there are clear grounds that the ship security plan, including access control, is not being followed. Strongly recommend audit/survey of ship security plan and implementation of security measures on the vessel by the RSO.	30
3	CLIPPER STAMFORD	USA	Domino, Baltimore	2008-07-09	10	1) Vessel's crew failed to properly demonstrate the proper tactics required to adequately extinguishing a fire in the galley in the presence of USCG Port State Control Officers (PSCO). Specifically, crew members were not familiar with their assigned duties, crew members failed to properly don appropriate personal equipment and crew members failed to make proper entry into the space (galley) reported on fire. Vessel is to conduct training and demonstrate proper fire drill to the satisfaction of Class and USCG.	30
						2) Upon inspection USCG (PSCO) observed crew members donning ripped, torn, and rotted fire fighter's outfits in preparation for the fire drill. Specifically the personal equipment consisting of pants and jackets, for two (2) of the required three (3) suits were so severely torn and holed (approximately 18 inches in same locations) they are no longer capable of providing the adequate protection necessary to protect the skin from the heat radiation from fire, from burns and from scalding by steam.  Additionally, the outer surface is no longer water-resistant. The monthly maintenance and inspection records of fire firefighting equipment (form M31, form 3.21) reflect that all suits were found properly arranged and complete on June 13, 2008 as well as on all previous inspection records.  Crew members reported that they were aware of the suits condition, however no attempt at corrective action was taken thus demonstrating a clear breakdown in the implementation of the onboard safety management system. Vessel is to provide proof that proper fire suits are on board, completing with the number required as stated on the fire control plan to the satisfaction of class and USCG. Recommend that the Recognized Organization (RO) carry out an additional audit in respect to the on board portions of the SMS relating to equipment inspections; reports and analysis of non-conformities, and corrective actions taken for the non-conformities.	30
						3) Vessel's minimum safe manning certificate, issued by the Government of Hong Kong, requires four (4) Seaman I (STCW II/4) ratings, one (1) Seaman II rating, and one (1) Seaman III rating. According to the flag State (Hong Kong) circular relating to	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						<p>the guidelines and recommendations to ship owners and ship managers for the category of rating engaged on the vessel, STCW certificates, and their experience, a Seaman II rating requires 24 months deck sea service or 12 months deck sea service plus an efficient deck hand (EDH) certificate. Additionally, a Seaman III rating requires 6 months deck sea service or 2 month deck sea service plus a EDH certificate, currently the crew members on board filling in these positions do not meet these requirements as set forth by the vessel's flag State. As such the vessel is not in compliance with the numbers and grades of personnel as set forth by the safe manning document. The vessel's company failed to ensure that the ship was manned with qualified and certificated seafarers in accordance with national and international requirements. Flag State to attest is the proper. Manning of vessel as set forth by safe manning document. Recommend that the R.O. carry out an additional audit in respect to ensuring proper manning as required.</p>	
						4) The self-closing fire door (A Class) in the main vertical zone leading from "D" to "E" Deck is unable to properly close and latch as required. Additionally, the doors (x2) located in the single deck penetrations leading "E" Deck to the Bridge were found to be inoperative. Make repairs and prove proper operation to the satisfaction of class, prior to departure.	17
						5) The self-lowering devices for both the port and starboard lifeboats have been removed, and their thro canopy fittings stuffed with rags. Make repairs and prove proper operation to the satisfaction of class, prior to departure.	17
						6) The gasket for cargo hold hatch cover #1, after part port side, was found fouled and warped. Class to attest to proper repairs and weathertight integrity of hatch cover, prior to departure.	17
						7) The emergency escape breathing device located on "A" Deck (center top) was found on station half full. Provide fully charged EEBD, as indicated on Fire Control Plan, ready for use to the satisfaction of class prior to departure.	17
						8) Vessel presented the attending USCG PSCO with the ship's ISPS training file. The file contained detained list, instructions, and drawings relating to the identification of restricted areas and measures for the prevention of unauthorized access to them as well as instructions/duties of shipboard personnel assigned security responsibilities and of other shipboard personnel of security aspects. As per the ISPS Code Part A/9.8.1, the provision of the plan relating to Section 9.4 Subsection 5.2 and .7 are considered as confidential and cannot be subject to inspection unless other wise agreed by the contracting governments concerned. Recommend that the RSO carry out an audit focused on crew training in respect to protecting the confidential sections of the SSP.	17
4	CASTLE ISLAND	USA	New Haven, Long Island	2008-11-12	11	1) After expanding ISPS Exam and conducting a security bomb drill, ship security officer (Chief Mate) could not demonstrate familiarization and implementation of ship security plan in respect to baggage checks, declarations of security, procedures to safeguard crew during emergencies.	30

No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						2) Third officer assigned with security duties could not demonstrate familiarization with baggage checks, security breaches and access control i.a.w. ship security plan.	30
5	GREAT IMMENSITY	USA	Portland, Oregon	2008-12-05	9	1) Rescue boat not capable of being launched and recovered as designed. Three unsuccessful attempts were made to lower and recover. Crew was required to lift cable brake and operate recovery switch simultaneously from boat's lowered position. In this arrangement the rescue boat cannot be safely and quickly launched and recovered.	30
						2) Oxygen cylinders located in ship hospital are unsecured. Both are stored in a locker and are resting at an angle with weight applied to cylinder heads. This condition exhibits lack of maintenance after survey.	17
						3) All doors opening to the exterior in the ship's multi-deck stairway have inoperative self-closing devices and thus do not sufficiently prohibit the movement of fire and smoke.	17
						4) On port side pilot ladder, the length of one of the extended stabilizing steps is shortened due to breakage. Ladder requires maintenance to be safety used.	17
						5) Two lifebuoys on either side of the vessel had inoperative self-igniting lights.	17

### Mediterranean Ocean MOU

1	VIKING PRINCESS	Egypt	Alexandria	2008-01-15	12	1) Emergency gen-set exh. manifold is broken and to be replaced.	30
						2) Emergency (manual) air compressor is inoperative	30
						3) M/E oil mist detector is inoperative	30
						4) FSS code not up to date	17
						5) Main engine (cyl. head unit no. 1 water leakage) & some of crank case safety doors to be maintained & fuel leakage	17
						6) To be stopped the fuel leakage from fuel transfer pumps & booster and viscometer.	17

### Vina del Mar Agreement Latin American Region

1	STAR LANSHAN	Brazil	Santos - SP	2008-03-17	26	1) There is clear evidence the ship does not substantially comply with requirements of ISM-Code	30
						2) Echo sounder reparation has to be submitted to ship's class society	17
						3) Both auxiliary boilers are out of order and the main engine is without pre-heating procedures conditions	17
						4) Galley dish washer bowl has a temporary repair by plastic hose instead of a pipeline	17
						5) Officers pantry dish washer bowl has a temporary re hose instead of a pipeline	17
						6) There are garbage into and onboard ship to be removed to shore	17
						7) There are many lube oil drums stored into engine room	17
						8) Main engine exhaust gas pipeline thermal insulations is damaged between the aux. Boilers	17
						9) There are main engine spare parts stored together old used engine parts (scrap) not well maintained nor treated	17
						10) Auxiliary engine #2 has presented thermometer and pyrometers not clear and ones damaged	17
						11) Main air compressors air temperature detectors are defective and the automatic controls are out of	17



No.	Ship Name	State	Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						order	
						12) Service air compressor is out of order	17
						13) The EEBDS are not located according SOLAS requirements	17
						14) There are several lights with covers broken and some-ones are damaged	17
						15) There is a big leakage from cooling system by stb'd side of main engine	17
						16) Engine room lower platform floor plates are offering risk of injury	17
						17) There are petroleum products stored into steering gear room	17
						18) There are lube oil drums stored closed exhaust gas boiler	17

## Details of Detention of Hong Kong Ships

(1 January to 21 June 2009)

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Deficiency Action Code
<b>TOKYO MOU</b>							
1	MERCURY FRONTIER	Australia	Kwinana, WA	2009-01-27	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 engine room 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, 1 <sup>st</sup> 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	2009-03-12	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 twist lock 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	30 30 30 30 17 17 17 17

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						steering position in daylight	
						9) Garbage not being stored in accordance with garbage management plan	17
						10) Obsolete certificates not removed from main certificate file	17
						11) Port lifeboat magnetic compass has large bubble	17
						12) Lifeboat launching instructions posted at each L/boat station contradictory to each other	17
						13) On-load release instructions not provided in SOLAS training manual	17
						14) SOLAS training manual not available in mess/common rooms at time of inspection	17
						15) Office copy of SOLAS training manual not endorsed as required in front page by all crew	17
						16) 4 <sup>th</sup> mate not familiar with testing requirements of SART/x-band radar	17
						17) Starboard lifeboat embarkation lamp not working and mounting wasted	17
						18) Crew working outside lifeboat canopy without safety harness	17
						19) Port side loadline marks illegible	17
						20) No. 1 hold hatch cover aft end not sealing effectively	17
						21) Compass errors not being taken and recorded every watch as per STCW	15
						22) Crew mess room refrigerator seals defective	15
3	TASMAN PROVIDER	New Zealand	Wellington	2009-03-16	15	1) Oily Water Separator oil content monitor installed in August 2005 does not meet the performance standards of MEPC 107 (49)	30
						2) Heavy fuel oil service tank quick closing valve wedged open	17
4	PACIFIC EXPLORER	Australia	Kembla	2009-03-30	18	1) No. 1 engine room fire damper wasted	30
						2) Numerous bridge engine room alarm lights defective	17
5	BEAUTY JUNO	Russia	Vostochny	2009-03-30	13	1) Emergency fire pump – out of order (not delivery water)	30
						2) Water oily separator filter and inside part in oily condition	30
						3) D/G N 1, 2, 3 exhaust gas pipe – insulation partly missing	17
						4) Feed water pump for aux. boiler has leak through the gland	17
						5) Main fire pipe line on the main deck near hold #3 – has temporary repair	17
						6) Certificate of competency for Captain, Ch. Mate, Ch. Eng. – not endorsed by the Administration of flag	17
						7) Procedures for environment protection policy not established on board	17
						8) Hazardous situation owing to failure of emergency fire pump	17
6	KUO CHANG	Japan	Kobe	2009-04-17	11	1) Lifeboat (P+S side) – pitted stern plate	30
						2) Lifeboat (P+S side) – broken buoyant life line	30
						3) Lifeboat (S side) – not being suitable manual pump	30

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						4) Release mechanism (P and S side): release handle, hook and safety pin) – not proper reset position and missing safety pin (P side only)	30
						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)	30
						6) Fair leader (two pieces of P & S side) on poop deck – stuck	17
						7) After spring rope – worn	17
						8) Conning tower hatch of life boat (P-side) – lost weather tightness	17
						9) Search light of lifeboat (P+S side) – not worked	17
						10) Launching mechanism (P-side) of lifeboat – not arranged to actuate from the position within life boat	17
						11) Safety belt of lifeboat (P-side) – broken	17
						12) Automatic bottom drain valve of life boat (P-side) – stuffed and not worked	17
						13) A battery of lifeboat (S-side) – not worked	17
7	FAREAST SUNNY	Australia	Cairns	2009-05-06	20	1) Lifeboat onload release (Port and Stb'd) defective	30
						2) Forward life raft shackles missing	17
						3) Passage plan not berth to berth	17
						4) Magnetic compass bubble	15
						5) Clutch support plate nuts wasted	15
8	EASTERN RUBY	Papua New Guinea	Lae	2009-05-06	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	2009-05-13	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, West Australia	2009-06-12	23	1) Water leaking from sea into pump room through a removed pipe valve. 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 2 compartments	30
						3) Emergency fire pump - leaking at shaft gland	17
						4) Lighting at emergency fire pump space not working	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 - shackles not provided for rope ladder	17
						8) Galley sliding door seized open and one cut opening on door	17
						9) Engine room one chemical fire extinguisher - operating nozzle defective	15
						10) 1 EEBD in engine room indicating low pressure	15

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Deficiency Action Code
<b>Paris MOU</b>							
1	PACIFIC DHOW	France	Montoir	2009-01-20	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.	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 room.	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	Cartier, Quebec	2009-03-02	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	2009-03-04	24	1) Emergency preparedness - 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
						8) Lifeboat inventory not as required	17
4	PACIFIC DHOW	Germany	Brunsbüttel	2009-03-20	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
<b>Indian Ocean MOU</b>							
1	GADWALL	Iran	Imam Khomeini	2009-03-10	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	17

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Deficiency Action Code
						month	
						4) Repeaters place no guarantee for tracking bearing over 360 degree by officer on watch	17
						5) Water ingress sensor #5 not operational	17