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16 October 2009

To : *Shipowners / Ship Managers and Classification Societies*

Dear Sir/Madam,

Port State Control Inspections

Qualship 21

1. In connection with our circular letter dated 8 July 2009 to invite your attention on port State control inspections, in particular when your fleet visit US ports, we shall emphasize again that Hong Kong is marginally enjoying Qualship 21 status in 2009. In fact, we are on the worse edge and may highly possible be removed from the list of Qualship 21 in 2010 unless we have great improvement on the PSC performance when Hong Kong registered ship visiting the US. The situation becomes imminent now after two vessels have been detained by USCG due to safety reasons on 1 September and 9 October. In addition, there are another two detention cases on security grounds owing to stowaways. By reviewing the deficiencies found, it is observed that the detentions might easily be avoided if the ship's crew could carry out a thorough check before the ship entry of the ports.

Deficiencies

2. The detainable items and other deficiencies found by USCG in the four detention cases mentioned above are abstracted below for your attention:

- (a) Quick closing valves for 3 fuel tanks were held open with bolts preventing the valves from being remotely secured from outside the engine room in the event of a fire (Action Code 30).
- (b) A significant leak on seawater discharge pipe from jacket water cooler to overboard for main engine. The pipe was wrapped with sheet metal to cover temporary soft patch installed by ship's crew.
- (c) The crew installed a temporary storage tank and pneumatic air pump for refilling hydraulic pump units that service both anchor windlasses.
- (d) Outboard motor on rescue boat unable to run continuously for 3 minutes, not ready for immediate use (Action Code 30).
- (e) All equipment required to be onboard rescue boat was stored in

- separate location (Action Code 30).
- (f) A total of 3 stowaways was detected by US authorities on 2 cases (Action Code 30).

CIC on Lifeboats and Their Release Gears (September to November 2009)

3. The CIC on lifeboats and their release gears jointly held by the Paris and Tokyo MOUs is underway now. Before the CIC, three Hong Kong registered vessels had been detained by Australia in May and June due to deficiency relating to lifeboat and its launching appliance. Since the campaign, another two Hong Kong registered ships were detained by the same Administration on 28 September and 14 October. As such, you are required to pay particular attention on this CIC in accordance with the guidelines provided in our pervious circular letters of 20 May and 4 August 2009 which the URL is attached herewith for your ready reference (http://www.mardep.gov.hk/en/pub_services/cirletter.html).

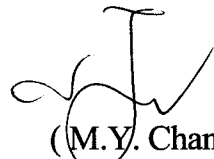
Actions taken

4. Good records of Hong Kong registered ships does not only upkeep the reputation of Hong Kong, but also reduce the target value in the PSC inspections. You are urged to review the PSC deficiencies via our circular letters (http://www.mardep.gov.hk/en/pub_services/cirletter.html), to pay greatest efforts and to request your fleet to well prepare, examine and test the PSC items before entry of any ports to avoid detentions.

5. 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