

海事處

船舶事務科

香港 中環 統一碼頭道 38 號
海港政府大樓 24 樓

傳真號碼：(852) 2545 0556



MARINE DEPARTMENT
Shipping Division
24/F., Harbour Building
38 Pier Road, Central, HONG KONG
Fax No. : (852) 2545 0556

網站 Web Site: <http://www.mardep.gov.hk>
電郵地址 E-mail: ss_css@mardep.gov.hk
本處檔案 Our Ref. : SD/S 800/1
電話號碼 Tel. No. : (852) 2852 4510

4 March 2010

To: *Shipowners / Ship Managers and Classification Societies*

Dear Sir/Madam,

Port State Control Inspections

Further to our letters dated 8 July 2009 and 16 October 2009 to draw your attention to improve the PSC inspections performance, I am writing to update you the latest situation of the PSC information for HK-flagged vessels in 2010.

2. In 2009, there were total six HK-flagged vessels detained by the USCG's Port State Control Authority. The total number of detainable deficiencies was seven. However, an upsurge in detention was noted in the first two months of this year. Three vessels were detained within two months in the USA with total nine detainable deficiencies out of 29 total deficiencies. Clearly, without improvement to the current trend it may be vulnerable for HK fleet to maintain the Qualship 21 status in the coming years.

3. Up-to-date, there were seven vessels detained in other MOUs in addition to 3 detentions in USA. This represents a significant increase in comparison with the same period last year. The number of detainable deficiencies was 14 out of 65 total deficiencies.

4. These 10 detention records revealed that greater regulatory focus had been applied to the following areas: pollution, general safety (structures, machinery & electrical, etc.), FFA and LSA. In order to enhance your awareness of PSC detention, a list showing all detainable deficiencies and deficiencies with action code "17" detected under PSC inspections of these 10 detention cases is attached for your attention. The list is **NOT** exhaustive, but aims to give an idea of the issues you should pay attention to. It is imperative for you to treat all ports seriously.

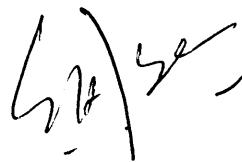
5. We have to reiterate that deterioration of the detention rate would definitely increase the target factor value of the HK fleet under various PSC regimes. Consequently, more HK ships would be targeted for PSC inspections. You are strongly urged to take immediate actions to upkeep your vessel(s) in good condition and to ensure your crew are familiarised with the safety management system and the

safety drills apart from routine PSC items. The measures mentioned in our previous circular letters pertaining to PSC inspections are still valid and are helpful to reduce deficiencies that could be avoidable (http://www.mardep.gov.hk/en/pub_services/cirletter.html).

6. Maintaining a good record of HK flagged ships in PSC inspections requires continuous efforts of all stakeholders. As such, we would keep working closely and cooperatively with all HK shipowners, management companies and the masters in achieving this target. Should you have any questions related to PSC inspections for Hong Kong ships, please feel free to contact Senior Surveyor/ Cargo Ships Safety Section at

Telephone Number: (852) 2852 4510
Fax Number: - (852) 2545 0556
e-mail Address: - ss_css@mardep.gov.hk

Yours faithfully,



(S.H. Tse)

Senior Surveyor/Cargo Ships Safety Section
for Director of Marine

**Details of Serious Deficiencies of Hong Kong Ships
(from 1 January 2010 to 28 February 2010)**

No.	Port State	Deficiencies	Action Code
Tokyo MOU			
1.	Australia	● Main engine hi-pressure fuel line jacketed piping not sealing at ends;	30
		● Oil content meter inoperative due to no separator discharge through meter.	30
		● Cracking in hull in way of No. 2 starboard side ballast tank	17
		● Starboard lifeboat engine unable to readily start on battery - unable to start from consol	17
		● Port lifeboat engine unable to readily start on battery - unable to start from consol - engine running badly when started - covers loose & wiring in poor condition	17
		● Starting batteries in life boats not secured	17
		● Weather door st'b'd side not weather tight	17
2.	Australia	● P&S lifeboat on load release system not fully reset as per manufacturer's instructions	30
		● Starboard lifeboat hydrostatic release cable seized	30
		● Emergency generator unable to automatically supply power to the emergency switchboard	30
		● Crew unfamiliar with the operation of the emergency power supply system	17
		● Shore based radio Maintenance Contract Certificate expired	17
		● Shippers declaration for carriage of coal cargo not onboard	17
3.	Australia	● Deficiencies 6,9,10,12,13,15,26,27,28,29 & 30 are objective evidence of the vessel's crew failing to maintain the vessel after survey	30
		● The above deficiencies are objective evidence that the vessel's safety management system fails to ensure the emergency preparedness of the vessel.	30
		● Official log book insufficient entries	17
		● 406MHz EPIRB - no certificate available	17
		● Passage Plan not as per SOLAS CV R34	17
		● Fire alarms - five faulty sensors	17
		● Chart corrections for Australian charts in use not carried out	17
		● Sat C not set up for the reception of Marine Safety Information warnings	17
		● Handle for port aft fire damper - defective	17
		● Stbd fwd engine room fire damper - small hole	17
		● Hydrostatic release on P & S life rafts - not connected	17
		● Door securing cleats for dampers on funnel - several missing	17
		● Fire main isolation valve - stiff to operate	17
		● Fire control station - no IMO symbols on entry door	17
		● Fire main between No. 5 and No. 6 hold - leaking	17
		● Bilge port side in fcsle - full of paint	17
		● Chain locker man hole covers not secured	17
		● Lifebuoys - not ready for immediate use - secured to rail	17
		● Rescue boat - not ready for immediate use - davit not attached	17
		● Rescue boat - key to rescue boat engine not readily available	17
		● Rescue boat - no instructions available for release gear	17
		● BA bottle for fire suit in fire control room - insufficient air	17
		● Ship security provisions in place do not take into account crew safety	17

		● No instructions available for the test of emergency steering	17
		● No insulating matting available on electrical switchboards	17
		● No sand box available for boiler	17
		● Foam unavailable for foam hose on boiler deck	17
		● No instruction for Fire Alarm system available	17
		● General Alarm not sounding in accommodation	17
		● Fire Alarm not sounding in accommodation	17
		● Steering gear - controls for No. 1 emergency steering gear - not available	17
		● Loading plan - SF and BM calculations not in line with the requirements of the loading plan	17
4.	Japan	● On-load releasing device (left side) of port side lifeboat - incorrect reset.	30
		● Fire damper of No. 1 E/R fan duct - not totally closed	17
		● Familiarization of crew for inspection and maintenance of lifeboat's on-load releasing device - poor	17
5.	Japan	● Certificate of C/O - Not complied with the requirements for restriction.	30
Paris MOU			
6.	Canada	● Vessel not complying with navigation bridge visibility arrival Montreal.	30
		● Vessel deck cargo too high to obstruct navigation bridge visibility.	30
Indian Ocean MOU			
7.	Iran	● Sludge pump out of order	30
		● Emergency generator not started with 2nd power source	30
		● Valve approved for transferring sludge used in engine room	30
		● Hull & machinery insurance certificate not covering Persian Gulf	17
		● Starboard side intermediate shaft bearing for main engine damaged	17
		● One NUC light defective	17
USCG			
8.	USA	● The side shell in aft part of ER workshop was found buckled revealing a fracture approx. 32" long. Water stains along an 8" section indicate the appearance of water ingress, threatening the ship's sea worthiness	30
		● The smoke sample extraction system was found holed and wasted allowing fresh air directly into smoke sensor. There is no way for indication of fire in CHs rendering the system non-compliant for it's intended use	30
		● Limit switches for S' lifeboat are not working properly which is increasing the stress on the falls and davit system	30
		● The following items found supported insufficient cleanliness in the ER: a. all aux. generators had excessive leakage and pooling of oil on deck. b. main engine #1 fuel pump piping is leaking. c. excessive oil on deck of oil purifier room and equipment. The items listed pose a potential fire hazard	30
		● The Capt. of the Port questions the adequacy of implementation of the vessel's SMS. An external audit is recommended to be conducted by the flag State or RO to determine whether the ship is operating in accordance with the ISM Code prior to departure from San Francisco.	30

		<ul style="list-style-type: none"> ● The following items were found discrepant with lifeboats: <ul style="list-style-type: none"> a. Both handlebars at entrance doors were patched; b. Both windshield wipers broken; c. Both batteries are not properly secured and have signs of acid leakage in port boat; d. Incorrect linkage to throttle found in port lifeboat. 	17
		<ul style="list-style-type: none"> ● A wooden plug is being used to fill a hole on the Bosun Stores entrance bulkhead, allowing water ingress. 	17
		<ul style="list-style-type: none"> ● Steering gear was found with excessive leakage on upper part of main assembly. Also, hydraulic storage tank was found empty. 	17
		<ul style="list-style-type: none"> ● The following patches were found in the engine room: <ul style="list-style-type: none"> a. Hot water heater system line; b. Salt water cooling line for main engine air receiver; c. #1 generator lube oil cooling line; d. Fresh water generator saltwater intake and outlet lines; e. Main air compressor S/W cooling line 	17
		<ul style="list-style-type: none"> ● The following fire fighting items were found throughout the ship:- <ul style="list-style-type: none"> a. Natural air vent cannot be closed in officer's mess, officer's laundry, and library; b. Vent ducting to A/C is holed; c. Hatch to engine room is not secured and is deformed, allowing CO₂ to escape if released. 	17
		<ul style="list-style-type: none"> ● Emergency generator has excessive fuel leakage. Also, old and new batteries within the space are not properly secured. Louvers providing fresh air have seized and do not operate. 	17
		<ul style="list-style-type: none"> ● Covers to chain lockers were not secured prior to getting underway - only 2 of 20 bolts were found in place. 	17
		<ul style="list-style-type: none"> ● Hatch #3 compression bars missing prior to getting underway. 	17
		<ul style="list-style-type: none"> ● APT and FPT modified with hose connection to add salt and fresh water 	17
		<ul style="list-style-type: none"> ● Hatch to #2 cargo hold Aft missing securing devices and door not weathertight. 	17
		<ul style="list-style-type: none"> ● Door to forward Bosun Store is not weathertight. 	17
		<ul style="list-style-type: none"> ● The following items with visible leaks: - <ul style="list-style-type: none"> a. Aft starboard ram at #1 hold is leaking fluid on deck; b. Forward mooring winch starboard has hydraulic leak with catch bucket; c. Aft mooring winch port has hydraulic leak with patches; d. Fuel oil bunkering station starboard containment is holed; e. #2 & #3 crane towers have excessive leakage from top of towers, causing oil to leak down and through crane base onto the deck; f. Hydraulics for hatches and mooring winch in Bosun Stores showing excessive leakage; 	17
		<ul style="list-style-type: none"> ● Main deck conduit lines leading to electrical conduit boxes have severe cracks at connection points, allowing water enter boxes. No non-conformity reports have been submitted to the company and no correct action taken by the crew. 	17
9.	USA	<ul style="list-style-type: none"> ● As noted below, multiple deficiencies in MARPOL determined by the PSCO indicate that the vessel presents an unreasonable risk of harm to the marine environment. Discrepancies were noted that collectively indicate there is a serious lack of implementation of the vessels safety management system by the ship's crew as it relates to documenting, storage, and disposal of waste oil. Request an external audit of the safety management system prior to the vessel departing. 	30

		<ul style="list-style-type: none"> ● Crew did not follow essential shipboard procedures relating to the disposal and storage of waste oil. Evidence indicates that crew did not follow waste oil storage and disposal procedures in accordance with the vessels Garbage Management Plan. 	30
		<ul style="list-style-type: none"> ● Evidence discovered during Exam indicates that the vessel dumped oily waste from the bilge holding tank into the ocean. Discharge was not recorded in the oil record book at the time of the incident. Oil record book was amended by the 2nd engineer under advisement of the company lawyer to indicate the discharge while the PSCO's were attempting to conduct their Exam. 	17
		<ul style="list-style-type: none"> ● All engine room emergency escape doors do not self close 	17
10.	USA	<ul style="list-style-type: none"> ● PSCOs conducted 2 fires drills and an abandon ship drill. Both fire drills were considered unsatisfactory. The fire Team is unfamiliar with their equipment, specific duties, and fire fighting tactics. The crew inability to demonstrate proper fire fighting poses a hazard to the vessel and crew due to the inability of the crew to extinguish or prevent the spread of a fire. 	30
		<ul style="list-style-type: none"> ● The inability of the crew to successfully demonstrate proper fire fighting procedures indicates a major non-conformity in way of vessels safety management system. 	30
		<ul style="list-style-type: none"> ● Chemical suits are missing which are required to be onboard. Class to verify 	17
		<ul style="list-style-type: none"> ● Vessel is required to have 4 working SCBA's onboard. Currently only 3 are working as designed. Class to verify 	17