Details of Detention of Hong Kong Ships

(1 January to 31 December 2013)

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age		Deficiencies	Deficiency Action Code
1	Ship No.1	Australia	Melbourne	05.01.2013	20	1)	Bridge officers fixing the vessels position infrequently (1h 52m) when vessel is travelling at 15 knots and 3.4' off coast. Also using one method of position fixing (GPS).	17
						2)	Lifeboats have not been maneuvered for 3 months.	15
						3)	Both port and starboard liferafts not secured as per makers instructions. Two liferafts secured to a single disposable HRU.	17
						4)	Starboard lifeboat engine secondary means of starting defective.	17
						5)	The following cargo hatch covers are wasted/holed at hatch corners; 6AS, 7FP, 5AS, 5FS, 4AP, and 3FP.	17
						6)	The following hatch covers have fractures between locating pad and hatch cover; 4FS, 3FP, and 2AS.	17
						7)	Approximately 50% of hatch cleats defective cargo hatches 2PF, 2PA, 2SF, 2SA, 1PF, 1PA, 1SA, and 1SF. Master has stated cleats defective for in excess of 3 months.	30
						8)	100V insulation alarm disconnected.	17
						9)	Improvised electrical connections in boiler control panel.	99
						10)	Oil gauges gagged open in E/R.	17
						11)	Sewage treatment plant biofilter defective.	99
						12)	Key personnel unfamiliar with testing procedure for the ME crankcase oil mist detector.	17
						13)	SMS fails to ensure that the vessel is maintained to the standard required and that bridge officers carry out critical operations as evidenced by deficiencies 1,5,6,7,8,9,11.	18
2)	Ship No.2	Australia	Gladstone	10.01.2013	16	1)	VDR defective (flag dispensation issued). But conditions as per the dispensation not followed.	30
						2)	No records of navigation from pilotage to berth.	15
						3)	the lifeboats not waterborne as a part of a drill since 07/2012	15
						4)	Muster list does not specify substitutes for key personnel	17

						5)	No records of monitoring the CO and Oxygen during carriage of last coal cargo	15
						6)	Compass error not being recorded as per STCW requirements	16
						7)	Excessive deviation on magnetic compass and no records of compass calibration by qualified personnel (Compass spheres not secured)	17
						8)	Numerous emergency lights around the accommodation defective	17
						9)	Engine room access hatch securing bolts missing	17
						10)	Oil accumulation on purifier room and generator tank tops. Leaking pump relief valves in the purifier room	17
						11)	Fire main punctured iwo the branch arm on the bridge deck	30
						12)	Hatch NO 3 hydraulic drive motor leaking oil on the deck	17
						13)	Unable to demonstrate the closure of hatch covers for no 1 and no 6 cargo holds to maintain ships water tight integrity	17
						14)	SMS not effectively implemented on board as evidenced by numerous deficiencies 1,2,5,6,7,11,13	30
3	Ship No.3	USA	Mobile, Alabama	23.01.2013	18	1)	Where the emergency source of electrical power is a generator, it shall be started automatically upon failing of the main source of electrical power. It shall be automatically connected to the emergency switchboard and then automatically be connected to the emergency generator. The automatic bus transfer within the emergency switchboard is inoperable. If the main power of the ship is dropped, the emergency generator will not automatically take the load.	30
						2)	The machinery and associated piping systems and fittings shall be of a design and construction adequate to reduce to a minimum any danger to pwersons on board, due to moving parts, hot surfaces and other hazards. The insulation on the main engine exhaust has failed and is burned through.	40
4	Ship No.4	Indonesia	Tanjung Priok	22.01.2013	5	1)	FSS Code supplement, N/A	17
						2)	LSA Code supplement, N/A	17
						3)	MF/HF DSC Test to shore station by AC/DC power, failed	17
						4)	Fire Control Plan : Outside the accommodation (Starboard side) was found the IMO symbol not colour	17
						5)	Transverse bulkhead between engine room and passage way : found the illegal cable penetration	30

						6)	Fire Door Entrance to Engine Room : Found un-gastight	17
						7)	Hatchways coaming at Main Deck (Position 1) : Height is less than 600 mm	99
						8)	Radio communications / Maintenance / duplication of equipment / According deficiencies ship ISM code failure, emergency preparedness, safety environmental system	18
5	Ship No.5	Australia	Newcastle	24.01.2013	3	1)	Water ballast tank air vent closing device defective (more than 4 locations)	30
						2)	Side and end cleats for hatch covers have excessive clearance. Crew unaware of maker's recommended	30
						3)	Elevator shaft escape hatch door open interlock defective	17
						4)	Rescue boat not ready for launching readily	17
						5)	Fire safety signs and symbols on fire plan and ship not all IMO compliant	99
						6)	Hatch cover drain channels' drain passages blocked. Non-return arrangement defective.	17
						7)	Crew unable to test alarm located on aft upper deck, unaware of function of alarm.	17
						8)	Engine crew unaware of local high pressure water firefighting system alarm	17
						9)	The SMS does not ensure that personnel are given proper familiarisation with emergency alarms as evidenced by deficiencies 7,8	18
						10)	No records available for monitoring pH value of cargo hold bilge water while carrying coal cargo. Crew unfamiliar with pH testing of cargo hold bilge water	99
						11)	No pH paper available for testing cargo hold bilge water while carrying coal cargo	17
6	Ship No.6	Vietnam	Hai Phong	24.01.2013	1	1)	Certificate and documentation - Documents / Tables of working hours / Entry record not properly	17
						2)	Safety of navigation / Charts / Local charts of Hai Phong not available on board	17
						3)	Life saving appliances / Lifeboars / Retro-reflective tape old, not clear	17
						4)	Alarms / Steering gear alarm / Key crews not familiar with testing power fail alarm of steering gear	17
						5)	Radio communications / Satellite EPIRB 406 MHz / 1.6 GHz / EPIRB Testing certificate - Original certificate not available on board	17

						6)	Life saving appliances / Embarkation arrangement survival craft / Both sides embarkation ladder not secured in position	17
						7)	Water / Weathertight conditions / Manholes / Flush scuttles / Manhole cover of forepeak tank not be closed tightly by nuts	30
						8)	Propulsion and auxiliary machinery / Propulsion main engine / Technical file of M/E not available on board	16
						9)	Emergency systems / Emergency fire pump and its pipes / Suction valve of emergency fire pump inside engine room cannot be controlled remotely outside engine room as required	30
7	Ship No.7	Canada	Vancouver	04.02.2013	6	1)	Free fall lifeboat engine not working	30
						2)	One Fore Mast light not working	17
8	Ship No.8	Indonesia	Jakarta	05.02.2013	8	1)	Manhole aft to Lower Deck was modified / illegal hole	30
						2)	Oil level sensor at lower side of OWS - defective	30
						3)	Gangway structure - defective	30
						4)	Fire door entrance to Engine Room main deck - un-gastight	17
						5)	Bunker line P&S - not equipped with pressure gauge	17
						6)	Fire hydrant aft - leaking	17
						7)	Winch aft & forward - brake test and load test not marking	17
						8)	Heat detector in Captain Deck - different from Fire Control Plan (smoke detector)	30
						9)	Fireman's outfit - fire axe missing	17
						10)	MF/HF DSC test by AC/DC - failed	30
						11)	Record of weekly test MF/HF DSC to Shore Station never conduct for last 11 months (last successful on 25 March 2012)	99
						12)	ISM deficiencies by: - Safety and environment policy - Resources and personnel - Maintenance of ship and equipment	30

9	Ship No.9	Spain	Algeciras	23.02.2013	12	1)	Important water leakages in main engine cooling system at cylinder cover (jackets) skirts Nos.1, 3, 4, and 5. (ISM) (Cylinder skirt No. 4 fractured the day before and let the vessel adrift when passing the strait of Gibraltar. Crew has changed cylinder skirt No. 4 but it is still leaking)	30
						2)	Oil leakages in auxiliary engine No.2	17
						3)	Exhaust gas pipe of auxiliary engines no. 2 and no.3	17
						4)	Hatchway cover is not properly closed and bolted	17
						5)	Deficiency marked (ISM) is objective evidence of a serious failure or lack of effectiveness of the implementation of the ISM code	19
10	Ship No.10	Australia	Dampier	19.02.2013	4	1)	Engine room fire dampers numbers 1 (port side) and 3 (starboard side) not operational. Flaps seized in open position	30
						2)	Main switch board, 220 volts, Low insulation	17
11	Ship No.11	Cuba	Mantanzas	08.03.2013	1	1)	Aux Engine No.1 and No.2 leakage	17
						2)	M/E leakage	17
						3)	Steering gear leakage	17
						4)	Hull corroded	99
						5)	Vessel grounded at Puerto Padre Cuba	30
12	Ship No.12	Australia	Newcastle	27.03.2013	24	1)	Portable GMDSS handheld radio (2 out of 3) inoperative	17
						2)	Fire hoses unable to be connected to hydrants effectively, slipping out due to defective couplings (Numerous places)	17
						3)	Unable to pressurise fire line in forward bosun's store	17
						4)	Fire line on deck damaged between #5 and #6 cargo holds	17
						5)	Fire fighting systems and appliances not maintained ready for use	30
						6)	Side and end cleats for hatch covers have excessive clearance (few places)	17
						7)	The SMS does not ensure (effective) maintenance of ship and equipment in accordance with regulations as evidenced by above deficiencies	18

13	Ship No.13	Netherlands	Amsterdam	28.03.2013	3	1)	Found that the rescue boat could not be launched in the shortest possible time. The weight of the limit switch was jammed to the crane wire and lifted during hoisting. As a result the limit switch was activated and the rescue boat could not be lifted from his bracket	10
						2)	Found painter release fitting on the rescue boat missing	17
						3)	Found outboard engine of rescue boat inoperative. After the rescue boat was launched the engine stalled. Crew was not able to start the engine again. The rescue boat was retrieved and after repair launched again. During maneuvering the outboard engine stopped again and could not be started after	30
						4)	The ISM related deficiencies are objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit has to be carried out by the administration or the Recognized Organization before the ship will be released from her detention	30
						5)	Found the brackets of the CO2 bottles not tightened. As a result some CO2 bottles are twisted and some pilot lines are obstructed.	17
						6)	Found suction valve to fixed water-based local application firefighting system closed. As a result the hyper mist system could not be remotely operated	30
14	Ship No.14	Indonesia	Dumai	02.04.2013	2	1)	Fire door access in first deck unfully close	17
						2)	Weather tight door aft position untight	17
						3)	Cover pin for hydraulic in fore position rusty	99
						4)	Winch hydraulic fore position leakage	17
						5)	Manual instruciton for LO, DO at main unclearly	17
						6)	Hydraulic for hatch at main deck leakage	99
						7)	Space vent aft position fix missing bolt	99
						8)	Lowering and turning out handle for lifeboat heavy rusty	99
						9)	Manual instruction operation for winch not available	17
						10)	Gauge for air pressure of lifeboat unclearly	15
						11)	Hydraulic for winch in aft leaking	99

						12)	Pressure gauge for master winch in aft unclearly	16
						13)	Tunnel vent cover rusty	99
						14)	NP286(4) record weekly not up to date	16
						15)	Net air vent room broken	16
						16)	Maintenance card portable FFE not up to date	17
						17)	Fire alarm defective	30
						18)	Fire damper not fully closed	30
						19)	Source emergency power 24V VHF radio telephone failure	30
						20)	ISM for ship uncontrol	18
15	Ship No.15	Australia	Townsville	11.04.2013	5	1)	Stern light sector not 135 degrees	17
						2)	Port and Starboard fire damper (Louver type) defective. (Unable to close)	30
						3)	Emergency switch board earth fault meters defective	17
						4)	Number of plugs on deck for ballast tanks not original (Modified using plastic plugs)	17
16	Ship No.16	Indonesia	Tanjung Priok	01.04.2013	4	1)	Endorsement by flag for 2nd & 3rd/off. And engineer not available on board (application over 3 months)	17
						2)	Fire fighting equipment for helicopter not available on board	30
						3)	Fire control plan not confirmed with ship	30
						4)	Non conformity report not available on board	99
						5)	According deficiency ship ISM code failure: - Master responsibility - Resources and personnel - Safety environmental system	18

17	Ship No.17	Egypt	Alexandria	05.05.2013	3	1)	Nautical Publication: -Tide table vol 1, 2, 3, 4 expired - last onboard 2012 -Sailing direction N.P47 missing/Marpol Annex VI & V/List of ship's station	30
						2)	IMO label of fire doors types missing	17
						3)	IMO label of life raft and rescue boat missing	17
						4)	Rate of discharge of sewage for sewage tank 5.5m3 missing	17
						5)	Two M.O.B. port/stbd. Inoperative	30
						6)	Two cylinder heads nos. 2 & 6 of main engine found with water leak	30
18	Ship No.18	New Zealand	Auckland	08.05.2013	13	1)	Port lifeboat on/off load release gear not reset correctly	30
						2)	STB'D lifeboat on/off load release gear not reset correctly	30
						3)	Unable to produce vessel specific instructions for on/off load release gear and crew unfamiliar with this operation	17
19	Ship No.19	Australia	Dampier	15.05.2013	9	1)	Emergency fire pump, not operational, unable to pressurise fire mains	30
						2)	Largest scale chart for Port of Dampier and its approaches, not in use	17
						3)	Compass error verification frequency not as per STCW requirements	16
						4)	Public address system, Speakers defective on port side Boat deck and Bridge wings Port and Starboard	17
20	Ship No.20	Australia	Hay Point, Qld	30.05.2013	9	1)	Helicopter drills not carried out prior to pilot transfer as required by vessel's SMS	16
						2)	The SMS does not ensure that current navigation charts are used for navigation as evidenced by the use of old editions of AUS Charts 296, 828, 829 and 839 on previous voyage	18
						3)	Second means of access to emergency fire pump secured on inside (as per Security Plan) and not as required by S74 ChII-2 R10.2.2.3.2.2	17
						4)	Port lifeboat on-load release defective	30
21	Ship No.21	Australia	Kwinana, WA	04.06.2013	12	1)	Sat C not configured to receive coastal navigational safety warning	17
						2)	Australian Sailing Direction NP 13 not corrected up to date	17

						3)	Largest scale coastal navigation charts for intended voyage not used	17
						4)	Start stop time for garbage incineration not recorded in garbage log book	17
						5)	Forward fire hose used for testing of emergency fire pump found defective	17
						6)	Two firemen outfits found defective and damaged	17
						7)	Emergency Generator Room - 110 volt feeder panel indicate insulation fault	17
						8)	Water Ingress system for Bosun Store defective	17
						9)	Spare globes for signaling lamp not available	17
						10)	Starboard side lifeboat on-load release gear system defective	30
						11)	Starboard side Fire Damper for Engine Room defective	30
22	Ship No.22	Indonesia	Tanjung Priok	10.05.2013	3	1)	SAFETY OF NAVIGATION/Nautical publications/SUPPLEMENT OF IAMSAR BOOK VOL. III, NOT UP DATE	17
						2)	CERTIFICATE AND DOCUMENTATION - CREW CERTIFICATES/Endorsement by flagstate/CH. ENGINEER ORIGINAL COR, N/A	30
						3)	CERTIFICATE AND DOCUMENTATION - DOCUMENTS/SOPEP/SOPEP BOOK ANNEX I (LIST OF PORT CONTACT), NOT UP DATE	17
						4)	PROPULSION AND AUXILIARY MACHINERY/Other (machinery)/AC 220V FEEDER PANEL, LOW INSULATION	17
						5)	FIRE SAFETY/Fire prevention structural integrity/CABLE PENETRATION TO MACHINERY SPACE, NOT PROPERLY INSERTED NON COMBUSTABLE COMPOUND MATERIAL	30
						6)	ISM/Maintenance of the ship and equipment/MAINTENANCE OPERATION OF SEWAGE TREATMENT, N/A	18
23	Ship No.23	Australia	Newcastle	20.06.2013	3	1)	Hatch cover auto cleats clearance incorrectly adjusted. (Few places).	17
						2)	Ballast tank air vent closing devices defective. (Numerous places).	30
						3)	Sounding pipe for no. 1 DB ballast tank on main deck - Closing device defective.	17

						4)	Emergency lighting in emergency generator room inoperative. (Rectified during inspection).	17
						5)	Engine room hyper mist local fire fighting installation control panel on bridge displaying fault. (Rectified during inspection).	17
						6)	Low insulation indicated on 440V panel on main switch board in engine control room.	17
						7)	Numerous alarms active on engine room monitoring system in engine control room.	17
						8)	Sewage treatment plant - Air compressor inoperative. Plant internal totally dry. Crew unfamiliar with operation.	17
						9)	Crew unable to demonstrate operation of slewing davit for rescue boat on accumulator.	17
						10)	Crew unfamiliar and unable to demonstrate operation of watermist fire fighting system alarm in engine room.	17
						11)	SMS fails to ensure familiarisation of crew with critical shipboard operations as evidenced by deficiencies no. 8, 9 and 10.	18
24	Ship No.24	Australia	Townsville	24.06.2013	8	1)	Port and Starboard onload release arrangement defective.	30
						2)	E/R Stbd grey water overboard valve temporary repair.	30
						3)	Passage plan does not take into account environmental requirements and frequency of position fixing in areas where maximum reliability must be obtained.	17
						4)	AHP 20 not available on board.	17
25	Ship No.25	Australia	Port Botany	08.07.2013	18	1)	The Sewage plant is defective	30
						2)	INMARSAT C not set correctly to receive coastal warnings	17
26	Ship No.26	China	Zhangjiagang	10.07.2013	3	1)	Sounding pipe for F.O. drain tank - self-closed cock malfunction	17
						2)	Some engineer officers not familiar with operation of M/E at emergency operation position	30
						3)	Responsible engineer not familiar with operation of OWS	30
						4)	The fire integrity of bulkhead between E/R and emergency fire pump room: - The bracket not insulated for a distance of 450 mm - The intersection of thermal barriers not insulated fully	16
						5)	The lower part of the bulkhead of escape trunk - not insulated fully	17

						6)	Working frequency (62HZ) of emergency generator - more than rated (60HZ)	17
						7)	The box for emergency generator fuel oil tank quickly-closing valve - short of effectively maintenance	17
						8)	Guardrail beside No. 4 cargo hold on portside maindeck - deformed	17
						9)	Operation instruction for bow liferaft - unable to be illuminated by emergency power	17
						10)	Instruction for on-board maintenance for LSA - short of diagram of lubrication point, list of replaceable parts and list of sources of spare parts	17
						11)	EEBD for training - not identified	17
						12)	Weekly inspection of LSA - not carried out effectively	17
						13)	Calibration gas for gas detector - not provided	17
						14)	User manual for gas detector - not provided and responsible officer not familiar with operation	17
						15)	Free fall lifeboat periodical launching - not effectively recorded	99
						16)	As evidence of deficiencies with numbers 2, 3, 7, 10, 12, 13, 14, 15 indicated that the SMS not effectively implemented and maintained	18
27	Ship No.27	Australia	Townsville	18.07.2013	12	1)	Port and Stbd lifeboats on-load release arrangement defective.	30
						2)	Port and Stbd lifeboat turnbuckle pins for falls badly wasted.	99
						3)	Vent pipes for No 1 TST pin hole leaks.	15
						4)	F/W generator discharge pipe pin hole leaks in three places.	15
						5)	Fire alarm on muster list does not reflect actual fire alarm.	17
						6)	Boiler blow down valve ship side badly wasted.	99
28	Ship No.28	Australia	Dampier	23.07.2013	5	1)	Free fall lifeboat not launched and maneuvered in the water within the last 3 months	16
						2)	Drill and exercise reports for lifeboat drills do not reflect actual drills conducted	17

3)	SOPEP manual annex 2 not updated	17
4)	Satcom-C not set up to receive maritime safety information for area of operation	17
5)	Funnel top door open	17
6)	Free fall lifeboat lifting arrangement shackles severe corrosion	17
7)	Port & Stbd navigation lights, matt black paint defective & stbd navigation light one mounting bracket hinge defective	17
8)	Forward port and stbd mooring winches control units, hydraulic oil leaks	16
9)	Aft stbd mooring windlass, excess oil in save all	17
10)	Various mooring lines very poor condition	15
11)	Cargo hold access hatches various, dogs missing or defective	17
12)	Focsle doors, not sealing weather tight	17
13)	Cargo hold ventilation fan rooms, various covers and doors some dogs missing or defective	17
14)	Forward mooring windlass hydraulic power unit oil leak	15
15)	No 2 Cargo hold fan house obstructed by dunnage	17
16)	Fuel oil tank vent save-alls, various drain plugs seized or defective	17
17)	Focsle store hatch several dogs missing or defective	17
18)	Fire hydrant stbd side break of focsle leaking	17
19)	Fire hoses various, poor condition	17
20)	Cargo hatch covers Nos 1 to 4, hydraulic control units, oil leaks	15
21)	Port and stbd anchors, wash down pipes bolts and nuts missing	17

						22)	Water ballast tank vents, total 13 defective	30
						23)	Deficiencies Nos 1 to 22 are objective evidence the vessel's safety management system as implemented does not ensure effective maintenance of ship and equipment and emergency preparedness	30
29	Ship No.29	Indonesia	Tanjung Priok	15.07.2013	7	1)	Load line mark & certificate not confirm, with ship operation area	99
						2)	Fire alarm panel defective	30
						3)	MF/HF Radio DSC test - Not property success test	99
						4)	ETAS (emergency towing arrangement system) manual procedure - NOT approved by new class.	99
30	Ship No.30	USA	San Francisco	26.07.2013	4	1)	Master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship. Crewmembers failed two consecutive fire drills. During the first fire drill crewmembers failed to check or establish proper fire boundaries as per their SOLAS Training Manual. Personnel entered the space without proper P.P.E. or the P.P.E. was not properly put on. During the second drill the fire team could not enter due to the accommodation doors being locked. Chief Officer failed to carry his master key to open the accommodation doors. Personnel again entered the space without proper P.P.E. Once inside the firemen could not open the door, because they did not have a key. During both drills the crewmembers failed to demonstrate an understanding of setting and inspecting fire boundaries. Chief Officer failed to take control of his crew and direct them as if it was a real fire.	30
						2)	The portions of the vessels cargo transfer pipe system, not including nonmetallic hose(s) must be tested annually to a minimum of 1.5 times the MAWP. This includes the discharge pump and piping or hose between the pump and vessel's deck manifold, which connects to the facility. Crew stated the cargo piping has been tested as per their SMS Manual Vol 4, Chapter 4 Paragraph 6. However, records indicate that testing was done in Jan 2013 and July 2013. No other action was taken by the crew between those dates as per their SMS. Testing of the cargo piping must be carried out prior to any cargo operations.	60
						3)	P/V valves are to be set/calibrated ashore as per Classification Rules. The operating pressure and vacuum settings are to be permanently marked on the valves together with the Tank Number, which it serves. No documentation can be found to verify when the P/V vents were tested.	60
						4)	Portions of the vessels cargo piping systems must be tested annually to a minimum of 1.5 times. Cargo tank cleansing line # 7.P/S and # 2/S are patched. No documentation could be found listing, when, where or why they were repaired.	60
						5)	Four sets of protective clothing resistant to chemical attack shall be provided. Three of the four suits are wasted and not fit for use. Records indicate all items are in good working order. Safety Officer (Chief Officer) has not taken action to address problems.	17

6)	Cylinders must be secured when not in use. They must be stowed in a rack in all upright position. The following were noted: (1) Cylinders in steering not secured. (2) Cylinders at amidship not secured. (3) Excess cylinders in cargo sample/tank heating not secured and or removed.	17
7)	All vessels must have draft marks plainly and legibly visible upon the stem and at any place at the stern as necessary for easy observance. Draft marks are worn and no longer visible.	17
8)	Protective clothing shall be of a material to protect skin from heat radiating from fire and burns. The outer surface shall be water-resistant. Vessel has two pants and one jacket, which were delaminating and no longer provide proper protection.	17
9)	Emergency lighting shall be in accommodation alley ways, machinery spaces, control stations and in steering gear room. Lights used for emergency are out throughout the vessel in various spaces, which are on the emergency switchboard.	17
10)	Showers and eyewash fountains required to be on weather decks shall be marked so that markings are visible from deck work areas. Markings are not visible from deck walking areas.	17
11)	Fire resistant doors shall be equivalent to that of the division in which they are fitted. A-class doors shall be reasonably gas tight and self-closing. The engine room emergency escape door lower level does not latch. Engine Control Room doors do not latch. Engine Room skylight is not secured.	17
12)	Machinery boilers and associated piping and fittings shall be installed to minimize any dangers to personnel onboard. The following items were noted and no documentation could be found as per ship's SMS: (1) Lube oil # 2 temperature sensors INOP for two months. (2) # 1 fuel oil supply motor leaking. (3) Boiler solenoid valve for F.O. held in place by C-clamp. (4) Solenoid valve cabinet – leakage. (5) Ballast pump line between tanks 6 – 7, brackets broken, wire tied in place.	17
13)	Immersion suits shall comply with the requirements of the Code. All immersion suits reflective material are peeling off. Maintenance records indicate all items are in good working order.	17
14)	The company should establish procedures to ensure the ship is maintained in conformity with relevant rules and regulations. The following life-saving items were noted: (1) Port bridge wing light/smoke improperly installed. (2) Stbd deck buoy-water logged. (3) Forward embarkation ladders inoperable shackles wasted. (4) Rescue boat cooling sea-water not inspected properly. (5) Free-fall lifeboat not lowered monthly.	17
15)	The company should establish and maintain procedures to control all documents relevant to the ship's SMS. The following items were noted: (1) Ship log book and port log book entries do not match for 16 July 2013 and 23 July 2013. Required entries for ship log book items # 39 and 41 are missing. (2) Pre-arrival checklist prior to cargo operations are questionable. During USCG Exam on 19 July 2013. No checklist for 16 July 2013 and 18 July 2013 were found, nor provided as per inspector's request. On 26 July 2013 two documents were provided for the above mentioned duties.	17

						16)	All ships shall identify and take preventive measures to control access to the ship. (1) Port anchor cover not in place. (2) Forward bosun store wing–nut securing device INOP. (3) Security seals can be removed without breaking. (4) Fresh water fill line not secured and conflict between security/safety of aft doors questionable.	17
						17)	Vapor collection systems shall meet the requirements under 46 CFR 39. Vapor piping was not labeled properly. PSC Inspector informed Chief Officer of items on 19 July 2013. No action was taken by crew to rectify discrepancy.	10
						18)	Steering gear compartment shall be provided with nonslip surfaces to ensure suitable working conditions in the event of hydraulic leakage. No nonslip surfaces provided from access point to control station.	40
31	Ship No.31	USA	Kalama	30.07.2013	14	1)	The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be so installed and protected as to reduce to a minimum any danger to persons on board. Lagging throughout the engine room is oil soaked.	30
						2)	The condition of the ship and its equipment shall be maintained to confirm with the provisions of the present regulations to ensure the ship in all respects will remain fit to proceed to sea without danger to ship or persons onboard. Excessive oil and oily water mixture in bilges causing bilges to overflow creating a significant fire hazard.	30
						3)	The condition of the ship and its equipment shall be maintained to confirm with the provisions of the present regulations to ensure the ship in all respects will remain fit to proceed to sea without danger to ship or persons onboard. Excessive oil in engine room in many spaces is causing substantial fire hazard.	30
						4)	Firefighting system and appliances shall be kept in good working order and readily available for immediate use. The emergency fire pump is leaking water and flooding the Emergency Fire Pump Room.	30
						5)	Every ship of 400 GT or more shall be provided with a tank of adequate capacity having regard to the type of machinery and length of voyage to receive the oil residues which cannot be dealt with otherwise vessel does not have adequate tank capacity on board to keep up with oil waste generation.	17
						6)	Before the ship leaves port and at all times during the voyage all life-saving appliances shall be in working order and ready for immediate use. The starboard and port lifeboats remote release wire is not installed as per manufacturer's specifications.	17
						7)	After any survey of the ship under paragraph 7 of this regulation has been completed, no change shall be made in the equipment covered by the survey. The oily water separator is inoperative.	17
						8)	After any survey of the ship under paragraph 7 of this regulation has been completed, no change shall be made in the equipment covered by the survey. The incinerator has excessive oil on the insulation causing a hazard to personnel. Prove proper safe operation of the incinerator.	17
						9)	The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce danger to persons onboard due regard being paid to moving parts. All generators and the air handler fan have had covers removed.	17

						10)	It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only. The purifire "A" Class fire boundary door becomes jammed and cannot be opened by one person.	17
						11)	Before the ship leaves port and at all times during the voyage all life-saving appliances shall be in working order and ready for immediate use. The starboard lifeboat has cracks in the hull near the port quarter rub rail.	10
						12)	The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code. Taking into consideration the general condition of the ship found while PSCO's were onboard, an external audit is recommended.	17
32	Ship No.32	Australia	Geelong	02.08.2013	13	1)	Several garbage bags of oily rags waste in engine room	17
						2)	Emergency generator room locked and key unavailable for immediate use (lock seized)	17
						3)	Sewage Treatment Plant defective	30
						4)	Raw sewage discharge overboard valve seized in the overboard position	17
						5)	ISM system does not ensure ship and equipment is maintained to regulations as evidenced by deficiencies 3 & 4	18
33	Ship No.33	USA	New Orlean:	06.08.2013	3	1)	Fire fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed that the water mist zone valve in the #1 and #2 auxiliary generators was in the closed position, rendering the fire protection system in that area inoperable. The #2 auxiliary generator was in operation at the time. Further examination revealed that the water mist nozzle over the #2 fuel oil purifier was capped, rendering that portion of the system inoperable. Chief Engineer stated that cap was installed to prevent water leaks in the branch line, and that the water pressure from the system would blow the cap off. Engine room is designated as an unmanned machinery space. Provide technician's report attesting to the proper operation of the system and corrective action plan from company with concurrence from administration.	30
						2)	Means shall be provided to restrict the ignitability of combustible materials. PSCO observed several pieces of lagging on the main engine were soaked through with oil, creating a fire hazard in the engine room.	10
34	Ship No.34	Australia	Kwinana	18.09.2013	4	1)	Rescue boat davit not ready for use on accumulator.	17
						2)	Free fall lifeboat 0 insufficient fuel.	17
						3)	Rescue boat - insufficient fuel.	17
						4)	EGC not correctly configured to receive coastal navigational and weather warning for the area of operation.	17
						5)	Largest scale charts AUS 753,752,332,329 not used for intended voyage.	17
						6)	Electric wire brush/grinder - protection guards missing.	17

						7)	International Grain Code not available.	17
						8)	3rd Office, 2/A/Engineer and 3/A/Engineer original certificate of endorsement by flag state not on board.	15
						9)	3rd Office, 2/A/Engineer and 3/A/Engineer original certificate of endorsement by flag state not on board.	17
						10)	Record of work / rest for the month of September not maintained by deck officers including master.	17
						11)	Deficiencies 9 and 10 are objective evidence that SMS as implemented on board ISMC/S7 monitored and recorded.	30
35	Ship No.35	Indonesia	Tanjung Priok	26.09.2013	6	1)	Emergency generator auto system, defective	30
						2)	Fire funnel damper, defective	17
						3)	Steam pipe nearly boiler in engine room, leaking	17
						4)	Parallel index and contingency plan for safety navigation on chart not identify	17
						5)	According deficiencies ship ISM code failure, maintenance system, emergency preparedness	18
36	Ship No.36	Australia	Newcastle	04.10.2013	14	1)	Speed log defective.	17
						2)	Port lifeboat on-load release mechanism defective.	30
						3)	Tell-tale (Alignment) marks, for resetting of lifeboat hooks (both lifeboats) painted over, unavailable.	17
						4)	Fire hoses defective (few places).	17
						5)	Pressure gauges (few), at M/E emergency control station defective.	17
						6)	Relief valve for oily water separator inoperative.	17
						7)	The SMS does not ensure effective maintenance of ship's equipment as evidenced by deficiencies 1 - 6.	18
37	Ship No.37	Ireland	Cork including Whitegate	10.10.2013	17	1)	The air pipe to FOT No.2(S) is severely corroded and perforated.	30
						2)	Top of the ventilator head for R.T. Tank is severely corroded and perforated.	30
						3)	Ventilator to CO2 room is severely corroded and perforated.	17
						4)	Port side embarkation ladder: twine on several rungs is rotten.	30
						5)	On both port and starboard MOB light and smoke signals the line connecting the lifebuoy to the light and smoke unit was severely worn.	10
						6)	Aft access ladder to No. 1 (P) top side ballast tank is severely corroded.	17
						7)	The gate arrangements in the guard rails on the upper deck, both port and starboard, are missing their hinge pins.	30
						8)	The aft access doors to the accommodation module are severely corroded.	17
						9)	The LSA and Fire Training manuals are to be ship specific and updated accordingly.	17
						10)	Tiles were found to be lifting in the Bosuns Cabin and Crew Room "L".	17
						11)	Forward and aft mooring winch clutch operating lever mechanisms excessively worn.	17
						12)	Fire suit gloves are excessively worn and damaged.	30
						13)	Safety locking pins missing on access hatches to cargo holds.	17

						14)	Hatch cover on aft deck to steering gear room is corroded and wasted.	30
						15)	C spanners missing from several fire boxes.	30
						16)	Safety management audit by the Administration is required before departure of the ship. Deficiencies marked (ISM) are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	30
38	Ship No.38	Italy	Cagliari	13.10.2013	7	1)	2nd engineer unfit to work since 5/10/2013 (doctor report dated 11/10/2013) due to a right knee fracture.	48
						2)	Some emergency lights are not working.	30
						3)	Port and starboard side embarkation station emergency lights are inoperative.	30
						4)	Some lifebuoys lights are inoperative (also batteries found expired)	30
						5)	Fire detector and alarm system found permanently in fault.	30
						6)	Tank level gauge stopping valves kept pe4rmanently in open position.	17
						7)	Engine control room air conditioning system broken. Air flow provided by means of flying vent ducts through fire door kept permanently in open position.	30
						8)	Earth fault - low insulation on Main Switchboard 440V and 220V.	17
						9)	Main engine cooling pump no.2 not working.	17
						10)	Oil content meter is not working. It is permanently in error.	30
						11)	F.O. leakage from M/E scavenge. Drain box junction line and F.O. leakage from MDO transfer pump. Leakages contained using buckets.	17
						12)	Sewage galley overboard line found holed.	17
						13)	Tank level water leakage from boiler cascade tank.	17
						14)	Safety management audit by the Administration is required before departure of the ship. Deficiencies marked (ISM) are objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM Code.	30
39	Ship No.39	India	Mumbai	22.10.2013	6	1)	Rest hours record not maintained properly. Ex- as per rest hours record C/Engr and other Eng found taking rest.	17
						2)	VDR found inoperational.	30
						3)	Magnetic compass error found more than ten degrees.	17
						4)	Navigational light on mast head and stern found inoperational.	17
						5)	Self igniting lights for lifebuoy found not working.	17
						6)	Emergency light for GMDSS station found not working.	17
						7)	Gangway safety net found not covering the entire gangway.	17
						8)	Fire doors in engine room and accommodation found lashed in open position.	17

						9)	MSDS for chemical used on board not available in chemical store.	17
						10)	E/R alarm system found inoperational. Ex. OMD F.O. leakage alarm not working.	17
						11)	Emergency generator found not starting on secondary means.	17
						12)	220V emergency switch board insulation found very low.	17
						13)	Lifeboat port side engine found not starting.	30
						14)	Starboard side lifeboat engine starting with when both battery in use on single lifeboat engine failed to start.	17
						15)	Portside and starboard side grating at entrance to lifeboat badly wasted.	17
						16)	E/R blower flaps found broken in open position.	30
						17)	Emergency fire P/P found leaking badly, space found filled with water.	17
						18)	Emergency fire P/P working could not be demonstrated during trial, vent plug of suction alter sheared off.	17
						19)	Skylight door packing found worn out.	17
						20)	Emergency lights at several places found not working.	17
						21)	Excessive hydraulic oil found in forward drum windlass.	17
40	Ship No.40	Ireland	Dubin	07.11.2013	10	1)	Master failed to notify Flag state, R/O or PSC of damage to No. 1 Port D.B after damage was noted.	30
						2)	Crew demonstrated lack of familiarity in operation of B.A.	17
						3)	Responsible officers demonstrated incorrect embarkation procedure to enclosed lifeboat suggesting that the boat is lowered to an embarkation deck contrary to Ch III reg 33 also.	30
						4)	Responsible officers demonstrated incorrect embarkation procedure to life rafts.	30
						5)	Deficiencies marked ISM are objective evidence of a failure or lack of effectiveness, of the implementation of the ISM Code. A Safety Management audit with corrective action is required to be carried by the administration before departure.	30
						6)	No. 1 Port D.B found to be holed at approx frd draft of 6.6m i.w.o. No. 1 Cargo hold	30

						7)	Passage plan is lacking information such as use of parallel index, clearing bearings, identification of obstructions etc.	17
						8)	Poor command and control, no reference made to the emergency procedures manual. Incorrect B.A donning. No B.A. checks carried out before entry. No pressure checks and failure to report to bridge. Missing person was not factored into drill in contravention of on board SMS.	30
						9)	On board training manuals are not ship specific.	17
						10)	Crew toilet facilities were found to unhygienic with damaged / missing shower heads.	17
						11)	Tank soundings are not consistent with actual ballast condition as No. 1 port D.B, No. 4 and No. 5 Stbd D.Bs found to be full though recorded soundings indicate empty over a period of approximately 5 days.	17
41	Ship No.41	Australia	Newcastle	08.11.2013	3	1)	Safety contours/safety depth for ECDIS not configured appropriately. (Rectified during inspection)	17
						2)	Hatchcovers side and end cleats' clearances excessive.	17
						3)	Means of closing (butterfly valves) for #4 hold air vent openings inoperative.	17
						4)	Rescue boat engine defective.	30
42	Ship No.42	Gladstone	Australia	12.11.2013	8	1)	Ship not manned in accordance with Minimum Safe Manning Document	17
						2)	Seafarers Employment Agreement of deck cadet, engineering cadet and third engineer - expired	17
						3)	Watchkeeping schedule not in compliance with MLC	17
						4)	Hours or work/rest records do not reflect actual hours worked	17
						5)	Tap in crews mess room - defective	17
						6)	Crews mess room - unclean	17
						7)	Washroom (opposite provision store) - tiles missing	17
						8)	Toilet in washroom (opposite provision store) - cracked	17
						9)	Gymnasium - unclean	17

						10)	Gym - floor covering holed in places (slips/trips/falls)	17
						11)	Gymnasium - light covers missing	17
						12)	Gymnasium - corner wall linings dislodged	17
						13)	No drying facilities provided at any of the four spaces washing machines located	17
						14)	Numerous toilets in cabins - defective	17
						15)	Fwd deck store lights - defective	17
						16)	Fwd emergency light - defective	17
						17)	Door on boat deck port side - holed	17
						18)	Embarkation ladder - shackles missing	17
						19)	Numerous cabin bathrooms - tiles missing, panels dislodged and unclean	17
						20)	Weekly inspection of accommodations not carried out as per vessels Safety Management System	17
						21)	Insufficient recreational facilities provided as per vessels DMLC Part II	17
						22)	Insufficient provisions for intended voyages	17
						23)	Pantry - storage area for refuse bin - unclean	17
						24)	Numerous chair, chair coverings and lounge coverings in mess rooms and recreational rooms - defective	17
						25)	Numerous chairs, chair coverings and lounge covering in cabins - defective	17
						26)	Ice build up in meat provision room	17
						27)	Galley uptake filter - unclean	17
						28)	The above deficiencies are objective evidence that the company has failed to maintain decent living and working conditions as required by MLC 2006	30

43	Ship No.43	USA	New Orleans	20.11.2013	4	1)	A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by garbage. Vessel does not conform to new MARPOL Annex V regulations that came in to force 1 Jan 2013. PSCO discovered vessel has not updated to revised MARPOL Annex V regulations and observed crew is using outdated Garbage Management Plan and Garbage Record Books. Subsequently, the vessel discharged domestic wastes 12 times since January 2013 until November 2013. In addition, vessel discharged uncommuninuted food waste three times in the Wider Caribbean Region. Further expansion showed the communiter has not been operational since August 04, 2013 and the company is unaware the condition of the communiter. Captain provided Garbage Management Plan and Garbage Record Book with revised MARPOL Annex V regulations after an hour and stated the vessel will implement the New Plan and record book immediately. Provide Corrective Action Plan from company with concurrence from the administration prior to departure from port.	30
						2)	All ships of 3000 gross tons and upwards shall have a 3 GHz or, where considered appropriate by the Administration, a second 9GHz radar. PSCO noted the S-band radar is inoperable. Provide a technicians report of the proper operation of the S-band radar prior to departure from port.	17
						3)	After any survey of the ship has been completed, no change shall be made in the structure, equipment, fittings, arrangements or material covered in the survey without the sanction of the Administration, except the direct replacement of such equipment and fittings. PSCO observed the International Oil Pollution Prevention certificate Supplement and operations manual noted the Oily Water Separator had a throughput of 2.0 m3 per hour. PSCO noted three operations logged in the Oil Record Book showing a discharge rate exceeding the designed discharge rate. Provide clarification from the certificate issuing authority with concurrence from the administration for the proper operation of the Oily Water Separator.	16
						4)	The condition of the ship and its equipment shall be maintained to confirm with the provision of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the environment. While comparing Oil Record Book entries with Oil Content Meter history, PSCO observed the Oil Content Meter screen has degenerated and is difficult to read, making confirming Oily Water Separator functionality difficulty. Provide technician's report attesting to the accuracy of the display screen prior to use.	16
44	Ship No.44	Australia	Weipa	22.11.2013	9	1)	Port lifeboat on load release arrangements defective	30
						2)	Forward liferaft gates seized	17
						3)	Numerous galley deck tiles missing	18
						4)	Recreation facilities in gym not fit for purpose, as required by DMLC Part II	15

45	Ship No.45	Brazil	Sao Francisco do Sul	25.11.2013	15	1)	Rescue boat is out of order (fire damage).	30
						2)	Speed and distance indicator is out of order.	16
						3)	Fire pump no.1 with low pressure.	17
						4)	Fire pump no.2 with low pressure.	17
						5)	Emergency generator discharge pipe cool is leaking water by connection.	16
						6)	Steam pipe with leak below ME Exp tank by connection.	17
						7)	Means of rescue without cable and belt for rescue.	17
						8)	Several points of corrosion the all hull.	16
						9)	Many points of corrosion in the external stairways, guardrails, railings and in all of decks.	16
						10)	Main engine remote control is out of order.	17
						11)	Emergency fire pump is out of order.	30
						12)	Cold room freezer no.116 electric cables free inside the compartment.	17
						13)	Cold room freezer no.116 with broken locks.	17
						14)	Cold room freezer no.117 with broken locks.	17
						15)	Many free materials are not correctly arranged inside the office of engine room and garbage.	17
						16)	Discharge pump sewage is leaking water by seal.	16
						17)	There is clear evidence the ship does not substantially comply with the requirements of the ISM code (sufficient evidence of violations posing risks to people and the marine envirement were present).	19
46	Ship No.46	Italy	Salerno	30.12.2013	4	1)	Cargo units stowed and secured in unsafe way and not according to cargo securing manual.	30
						2)	Deck safe passage on port side totally obstructed/ blocked by cargo.	30

						3)	Cargo units/materials on starboard side - not secured; dangerous for crew members.	30
						4)	Part of cargo is stowed on ship structure, not in cargo holds or on hatch covers, some cargo units are stowed (on holds hatch covers) upon unsafe wood structures.	30
47	Ship No.47	Australia	Newcastle	03.12.2013	4	1)	Aft fog horn not operational. Manual operating cable broken. (Rectified during inspection).	17
						2)	Rescue boat launching davit slewing arrangement (hydraulic accumulator) defective.	17
						3)	Instructions for launching of rescue boat not available.	17
						4)	Main engine oil mist detector in control room displaying sensor failure alarm. (Rectified during inspection).	17
						5)	Number of controllers on engine room control room panel defective.	15
						6)	Ballast and fuel tank air vents defective. (Numerous places).	30
48	Ship No.48	Australia	Geelong	09.02.2013	2	1)	Bridge officers have fixed the vessels position infrequently (60 minute intervals) using one method of position fixing (GPS) whilst 1.8' of navigational hazard. Bridge officers have also used a subsea feature (Yatala shoal) as a radar reference.	17
						2)	CO2 inlet valve for number 3 cargo hold seized shut.	17
						3)	15 PPM alarm arrangements defective.	30
						4)	Shippers declaration does not confirm if the cargo is a Environmentally Hazardous substance/ Marine Pollutant or not.	99
						5)	Vessel suffered blackout during pilotage Geelong.	99
						6)	SMS as implemenyed does not ensure that critical shipboard operations are not carried out effectively as evidenced by deficiency 1 and 7.	30
						7)	Vessel has undertaken numerous pilotages whilst running only one diesel generator which is against company procedures which require two. Correspondence from management company indicates that during recent incident on 09/12/13 only one generator was running due to the vessel undertaking a 'long pilotage'.	17
49	Ship No.49	Australia	Townsville	12.12.2013	9	1)	Port lifeboat on-load release system defective.	30
						2)	Starboard lifeboat secondary lock mechanism not reset - was reset by crew without my observation.	99
						3)	Automatic start not immediately demonstrated - emergency stop not reset.	17

						4)	Crew observed working at heights without any fall protection.	17
						5)	Portable electric fan in use with defective cable.	17
						6)	Galley exhaust grease filter not fitted.	17
50	Ship No.50	Italy	Porto Nogaro	09.11.2013	13	1)	Free fall instructions damaged.	17
						2)	Emergency steering instructions not in English language.	17
						3)	Fire dumper remote control port side obstructed by garbages	17
						4)	Main fire pump not properly identify (name and red color).	17
						5)	Inert gas alarm (CO_2) automatic start from remote control not working.	30
						6)	The key of remote control not in place.	30