

# 海事處

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7 October 2010

**To: Shipowners / Ship Managers and Classification Societies**

Dear Sir/Madam,

### **Updated Status for Port State Control Inspections (PSCI)** **In the United States and Australia**

Recalling our previous letter dated 14 July 2010, which introduced PSC Inspection Checklist for Hong Kong Registered Ships, the arrangement has been greatly recognized and supported by shipping companies. As a result, no Hong Kong ship was detained by the United States Coast Guard (USCG) since full implementation of the checklist scheme. This demonstrates a satisfactory improvement on PSCI results with joint efforts from all involved. The Hong Kong Marine Department (MD) highly appreciates your active participation and hard work, and is looking forward to your continuous supports.

At the same time, we have observed that the number of detentions in Australia has significantly increased during the past three months - i.e., eleven (11) Hong Kong ships have been detained in Australia in the third quarter of 2010, compared with 3 detentions in each of the first two quarters. In October, there are also two (2) reported detentions already in Australia. Details of all these 19 detentions have been summarized into a table. It shows all the detainable deficiencies and deficiencies with action code "17" for each vessel (Please refer to Appendix I).

Viewing the recent status in Australia, we deem it necessary to extend the checklist scheme to include all vessels calling Australian ports to further enhance the quality of Hong Kong registered ships. The implementation of the scheme for vessels calling Australian ports follows exactly the same approach as those for the vessels calling US ports.

If any ship of a management company is detained under Port State Control (PSC), the ship masters of the company concerned are required to inspect their ships in accordance with the checklist developed by the MD before their entries into the US/Australian ports. The completed and signed checklists by ship masters should be endorsed by their respective DPA of the management companies before submission to the MD for scrutiny and necessary follow-up action.

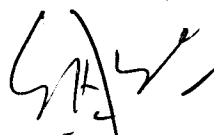
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The attached checklist has been slightly modified so that it could be used for vessels calling either US or Australian ports (Please refer to Appendix II). As 5 out of the 11 detentions in Australia during the third quarter were caused by recording of hours of work/rest for crew members, a new item has been added into the checklist under section 1 – “Documentation and Records”, i.e., “1.4 Records of hours of work/rest for each crew member comply with STCW requirements and tally with vessel’s operation activities.” For details of this item, please kindly refer to MD Circular Letter “PSC Inspection on Hours of Work/Rest” dated 25 August 2010.

The MD will continue to maintain high safety standards of the Hong Kong-registered ships and endeavor to re-acquire the QUALSHIP 21 status and improve the PSCI records in Australia. However, 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, classification societies 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

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Yours faithfully,



(S.H. Tse)

Senior Surveyor/Cargo Ships Safety Section  
for Director of Marine

**Appendices:**

- I. Details of Detention of Hong Kong Ships in Australia (1 January to 4 October 2010)
- II. PSC Inspection Checklist for Hong Kong Registered Ships (Revised 7 October 2010)