

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  
電傳號碼：64553 MARHQ HX



MARINE DEPARTMENT  
Shipping Division

24/F, Harbour Building  
38 Pier Road, Central, HONG KONG

Fax No. : (852) 2545 0556  
Telex No.: 64553 MARHQ HX

網站 Web Site : <http://www.mardep.gov.hk>  
電郵地址 E-mail : [ss\\_css@mardep.gov.hk](mailto:ss_css@mardep.gov.hk)  
本處檔案 Our Reference : SD/S 800/9  
電話號碼 Telephone Number : (852) 2852 4510

2<sup>nd</sup> August 2013

To: Shipowners / Ship Managers and Classification Societies

Dear Sir/Madam,

### **Updated Information for Port State Control (PSC) Detentions in US Ports**

Please be advised that we have received two PSC detention reports of Hong Kong registered ship from the United States Coast Guard (USCG) within last week.

Up-to-date, there have been three Hong Kong registered ships detained in USA in 2013. In order to enhance your awareness of PSC detention by USCG, a list providing serious deficiencies of Hong Kong ships detained under PSC inspections in US waters in the past seven months period is attached for your information.

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

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.

May I reiterate that Marine Department will continue to maintain high safety standards of the Hong Kong-registered ships and endeavor to maintain the QUALSHIP 21 status. 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, please feel 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](mailto:ss_css@mardep.gov.hk)

Yours faithfully,

*No signature on website copy*

(S.H. Tse)

Senior Surveyor/Cargo Ships Safety Section  
for Director of Marine

## Annex

### Ship No. 1

#### Deficiency List of a Vessel Detained by USCG on 23 January 2013

Vessel Type: Bulk Carrier

Gross Tonnage: 27,078

Vessel Age: 18 years

Code	Description	Action Taken
2050	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.	30a/c/b
1460	The machinery and associated piping systems and fittings shall be of a design and construction adequate to reduce to a minimum any danger to persons on board, due to moving parts, hot surfaces and other hazards. The insulation on the main engine exhaust has failed and is burned through.	40a/c

**Ship No. 2****Deficiency List of a Vessel Detained by USCG on 26 July 2013****Vessel Type: Chemical Tanker****Gross Tonnage: 23,342****Vessel Age: 4 years**

<b>Code</b>	<b>Description</b>	<b>Action Taken</b>
0925	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.	30A/C
1820	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.	60A/C
1835	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.	60A/C
1820	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.	60A/C
0900	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.	17A/C
0900	Cylinders must be secured when not in use. They must be stowed in a rack in	17A/C

	<p>all upright position. The following were noted:</p> <ol style="list-style-type: none"> <li>1. Cylinders in steering not secured.</li> <li>2. Cylinders at amidship not secured.</li> <li>3. Excess cylinders in cargo sample/tank heating not secured and or removed.</li> </ol>	
1200	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.	17A/C
0700	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.	17A/C
0945	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.	17A/C
0900	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.	17A/C
0710	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 hatch. Engine Control Room doors do not latch. Engine Room skylight is not secured.	17A/C
0800	<p>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:</p> <ol style="list-style-type: none"> <li>1. Lube oil # 2 temperature sensors INOP for two months.</li> <li>2. # 1 fuel oil supply motor leaking.</li> <li>3. Boiler solenoid valve for F.O. held in place by C-clamp.</li> <li>4. Solenoid valve cabinet – leakage.</li> <li>5. Ballast pump line between tanks 6 – 7, Brackets broken, wire tied in place.</li> </ol>	17A/C
0663	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.	17A/C
0600	<p>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:</p> <ol style="list-style-type: none"> <li>1. Port bridge wing light/smoke improperly installed.</li> <li>2. Stbd deck buoy-water logged.</li> <li>3. Forward embarkation ladders inoperable shackles wasted.</li> <li>4. Rescue boat cooling sea-water not inspected properly.</li> </ol>	17A/C

	<p>5. Free-fall lifeboat not lowered monthly.</p> <p>Maintenance records indicate all items are in good working order, however maintenance records for life-saving are not in accordance with the ship's SMS. No action has been taken by the Safety Officer (Chief Officer) to address these items.</p>	
2055	<p>The company should establish and maintain procedures to control all documents relevant to the ship's SMS. The following items were noted:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>	17A/C
3050	<p>All ships shall identify and take preventive measures to control access to the ship.</p> <ol style="list-style-type: none"> <li>1. Port anchor cover not in place.</li> <li>2. Forward bosun store wing-nut securing device INOP.</li> <li>3. Security seals can be removed without breaking.</li> <li>4. Fresh water fill line not secured and conflict between security/safety of aft doors questionable.</li> </ol>	17A/C
1800	<p>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.</p>	10C
0936	<p>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.</p>	40A/C

### Ship No. 3

#### Deficiency List of a Vessel Detained by USCG on 30 July 2013

Vessel Type: Bulk Carrier

Gross Tonnage: 16,651

Vessel Age: 14 years

Code	Description	Action Taken
0710	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. Leaking throughout the engine room is oil soaked.	30ac
0710	The condition of the ship and its equipment shall be maintained to conform 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 on board. Excessive oil and oily water mixture in bilges causing bilges to overflow creating a significant fire hazard.	30ac
0710	The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure the ship in all respects will remain fit to proceed to sea without damage to ship or persons on board. Excessive oil in engine room in many sources is creating substantial fire hazard.	30ac
0740	Firefighting systems and appliances should 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.	30ac
1721	Every ship of 400 GT or more shall be provided with a tank or tanks 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.	17AC
0610	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 reverse wire is not installed as per manufacturer's specifications.	17AC
1730	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.	17AC
1799	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.	17AC
0820	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 on board. Due regard being paid to moving parts. All	17ac

	generators and the air handler fan have had guards removed.	
0710	It shall be possible for each door to be opened and closed from each side of the bulkhead by one person only. The purifier “A” Class fire boundary door becomes jammed and cannot be opened by one person.	17ac
0614	Before the ship leaves port and at all time during the voyage all lifesaving 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.	10ac
2550	The safety management system shall be monitored in accordance with the provisions of the International Safety Management Code. Taking into consideration the general condition of the ship found where PSCO’s were on board, an external audit is recommended.	