

## Details of PSC Detention of Hong Kong Registered Ships (1 January to 19 April 2015)

Ship	Location / Date	Age		Deficiencies	Action Code
No.1	Fremantle, Australia 02 Jan 2015	10	1	Reserve source of energy, DC24V batteries for GMDSS radio equipment defective.	30
			2	General back up DC 24V batteries for bridge equipment defective.	17
			3	Operation of MF/HF radio for DSC test call with coastal station on DC reserve source of energy not demonstrated.	17
			4	Various larger scale navigation charts (AUS 332, 752 & 753) required for the inbound voyage passage not provided to vessel.	17
			5	No password programmed on the Bridge Navigation Watch Alarm System (BNWAS).	17
			6	Oily water separator 15ppm alarm monitoring device for automatic stop of bilge pump motor circuit is fitted with a bypass (cancel) switch.	17
			7	MF/HF radio antenna wire insulator shackles worn and badly corroded.	17
			8	Starboard side pilot ladder many stabilizing wedges for steps missing.	99
			9	Internal surfaces of galley range hood exhaust duct heavily coated with oil.	17
			10	Galley range hood exhaust system not provided with filter mesh for collection of oil fumes.	15
			11	Various vegetables in cold room in stale, dried and mouldy condition.	17
			12	Record of rest hours for seafarers - company recording software does not allow monitoring of hour of rest in any 7 days.	16
			13	A few errors noted in November 2014 record of work hours for engine room department during engine manoeuvring.	17
			14	With reference to all of the above deficiencies, they are objective evidence that the Company Safety Management System as implemented onboard does not ensure safe ship operations and maintenance of vessel equipment.	18
No.2	Tuapse, Russia 02 Jan 2015	12	1	Incorrect mooring - different type and size of mooring ropes are in some direction.	17
			2	Directions and muster station symbols are not posted for stairways and corridors.	17
			3	Saveall (some) not plugged.	17
			4	Pre arrival check list not recorded in Engine Log Book.	99
			5	Generator No.1 not operative.	99
			6	Oxygen and acetylene pipe line in ER not colored.	16

			7	Deck line to be marked properly.	99
			8	Lifeboats not marked according to the IMO Res. 658 (retro reflective tape to be past close to the grab line).	17
			9	Medical chest certificate expired.	17
			10	SOLAS old edition (New edition 2014)	17
			11	Emergency fire pump not operate.	30
No.3	Novorossiysk, Russia 04 Jan 2015	14	1	Mooring ropes to be good.	17
			2	National flag broken.	17
			3	"Yellow" (quarantine) flag dirty.	17
			4	Accommodation ladder guard net to fix.	17
			5	Lighting (working spaces) partly not working.	17
			6	Russian flag partly broken.	17
			7	CSR partly miss, Chinese Language.	17
			8	Charts old edition.	17
			9	VDR buoy corrosion.	17
			10	Steel ladder corroded, slippery.	17
			11	Outside safety sign to be refreshed.	17
			12	Hot pipes in engine room, insulation to be restored.	17
			13	Diesel generator RPM gauge variation.	17
			14	Steering gear room communication poor connection.	17
			15	EPIRB damaged cracked, cover of antenna damaged, start seal broken.	30
			16	Rescue boat engine not readily to start.	17
No.4	Mumbai, India 09 Jan 2015	26	1	Engine room blower flaps not closing.	30
			2	Ship staff unable to lower lifeboat.	30
			3	Water level indicator non-operational viz. paint store, Bosun store, FPT.	30
			4	Magnetic compass deviation beyond acceptable limits.	17
			5	Garbage segregation not implemented on board.	17
			6	OWS overboard pipeline found connected to overhead bilge water tank. (class to verify)	99
			7	Engine room log book entries found with overwriting.	17
			8	L.O. & F.O. leakages from main engine.	17
			9	Gangway stanchions corroded/broken.	17
			10	In E/R Log Book, F.O. ROB on 6/1/2015 is 515.2L whereas on 7/1/2015 same recorded as 518.298.	99
			11	Battery Log book entries are made only in Chinese language.	17

			12	ISPS not effective as vessel is in Mumbai Port under security level 2, all access points/doors found open.	30
			13	As per safe manning document, 4 Nos. rating do not have STCW certificate II/4.	30
			14	As per safe manning, 1 no. other deck rating (VI/1) short.	30
			15	Engine rating (III/4) 3 nos. do not have certificate.	30
No.5	Jakarta, Indonesia 15 Jan 2015	1	1	GMDSS Log not properly recorded.	99
			2	SOLAS book, NP 283(2), old edition.	17
			3	SOLAS II-2 part G Reg.18, fire-fighting equipment special requirement not available on board.	30
			4	No proper helicopter landing equipment.	17
			5	Garbage record book not correctly recorded.	99
No.6	Aqaba, Jordan 25 Jan 2015	18	1	Accumulation of garbage in aft station.	30
			2	Air pipes not marked.	17
			3	Launching arrangement of lifeboat not clear on P.S.	17
			4	S-VDR not working.	16
			5	Lifeboat quick release hooks not as required (Aluminum).	16
No.7	Tauranga, New Zealand 28-Jan 2015	24	1	Positions recorded on chart not as required by passage plan.	99
			2	Starboard lifeboat hook aft hook wasted.	18
			3	Emergency fire pump not operating as required.	30
No.8	Huelva, Spain 29 Jan 2015	11	1	Garbage Management Plan missing of new amendments.	16
			2	Crew unable to demonstrate normal operation of several equipment.	17
			3	Engine room manhole connecting with Ro-Ro ramp space opened while navigating.	17
			4	Lack of training and familiarity in fire and abandon drill.	30
			5	Protection of the grinder missing.	16
			6	Deck crane next to bridge, pulley inoperative.	16
			7	Bilge pipes and fuel pump pipes leaking.	17
			8	A lot of leakages and spills: auxiliaries, purifier room, etc.	17
			9	LRIT conformance test report invalid.	16
			10	No oxygen analyzer on board.	17
			11	Cargo information missing.	99
			12	Ozone depleting substance record book missing.	16
			13	Fire alarm panel inoperative.	30
			14	Incinerator inoperative.	16
			15	Fire pump - insufficient pressure in the line.	30
			16	X-band radar inoperative.	17
			17	AIS, VDR and EPIRB annual test overdue.	16
			18	Fresh water exhaust pump of injectors of main engine leaking water.	30
			19	Lack of effectiveness of implementing ISM Code.	19

No.9	Kobe, Japan 30 Jan 2015	17	1	Hull of the port side lifeboat - had a crack.	30
			2	Non-return valve of scupper for corner of No.1, No.2 and No.3 hatch coaming - stuck.	17
			3	Both P & S side lifeboat engine - unable to start engine due to battery condition were poor.	17
No.10	Houston, USA 30 Jan 2015	18	1	Cargo (steel pipes) on deck and in cargo holds was not stowed in accordance with Cargo Securing Manual.	30
			2	Cargo (steel pipes) stowed on deck had prevented the crew from accessing the lifesaving appliances forward of the pilot house.	30
			3	Emergency fire pump in the steering gear room had a soft patch on the outlet line.	17
			4	No safe passage was provided over the cargo for the crew;	17
			5	The paint locker had paint stored higher than the water spray system.	17
No.11	Melbourne, Australia  18 Feb 2015	23	1	During navigation in Melbourne, no positions recorded on charts from Hovell Pile up to Port Melbourne channel, (1815-1947 hours). No course marked or monitored on chart for final approach to anchorage.	17
			2	Unable to demonstrate distress frequency watch mode of MF/HF DSC unit.	17
			3	No record of external testing of MF/HF DSC equipment to verify operation.	17
			4	Inadequate quantity of fresh fruit on board, to next scheduled storing at Brisbane.	17
			5	SMS as implemented does not ensure compliance with procedures for critical shipboard operations, and the maintenance of ship and equipment to requirements (Elements 7 and 10), as evidenced by deficiency.	30
No.12	Kwinana, Australia 04 Mar 2015	16	1	Port loadline marks not painted in.	15
			2	Shackles for rescue boat strops nearly undone.	17
			3	Port and starboard pilot ladders defective.	17
			4	Fire doors in galley lashed/wedged open.	17
			5	Automatic closing device of sight glasses for 2 x cylinder oil tanks gagged open.	17
			6	Fire dampers for four engine room fans unable to close.	30
			7	The Safety Management System as implemented on board has failed to ensure safe operations as evidenced by ship's crew being suspended from provisions crane over quay in cargo net.	18
No.13	Long Beach, USA 11 Mar 2015	9	1	Improper and unapproved repairs to fiberglass and water spray system of designated rescue boat.	30
			2	Vessel failed to report condition of the damaged rescue boat and leaking hydraulic piping as required by the safety management system.	30
			3	The hydraulic piping to power pack cooler for cargo pump leaking heavily and accumulating flammable fluid.	17
			4	The door entering the main engine machinery space would not stay secured due to damage to the latch.	17
			5	Vessel vapour connection flange studs were not permanently attached, 46 CFR39.20-1.	40

No.14	Tanjung Priok Indonesia 14 Mar 2015	6	1	ISPS code not properly conducted on board.	99
			2	Access control of visitor not available when PSCO on board.	99
			3	Jacketed insulation of high pressure line in engine room partly damaged.	17
			4	Sewage disposal record on board not available.	99
			5	Funnel fire damper not properly closed.	17
			6	Insulation A Class Division for emergency escape trunk in wall in 2nd deck engine room, not properly.	30
No.15	Brisbane, Australia 16 Mar 2015	7	1	All four cargo hold level indicators defective. No evidence of testing presented during inspection.	30
			2	Numerous unauthorized electrical connections found in cargo hold water ingress control panel.	99
			3	Bridge 24 V DC charging panel insulation meter has no power to it.	17
			4	One SCBA defective.	17
			5	Rescue boat davit defective. Davit failed on 13 Mar 2015. No evidence that flag, class or, port state have been informed of defect.	30
			6	Food waste found stored in Meat Room.	17
			7	CO <sub>2</sub> pre-release alarm found activated. Engineers unable to clear alarm.	17
			8	Starboard pilot ladder defective.	17
			9	Improvised electrical connection in boiler control panel.	99
			10	Paint stored in engine room.	99
			11	Numerous portable engine room tools have no guards or handles.	17
			12	Four out of nine main engine fuel pump leak lines disconnected. Also drain valve on main engine fuel oil leak tank found open.	30
			13	SMS as implemented does not ensure that the vessel is prepared for an emergency as evidenced by deficiencies 1,3,5,7, and 12.	18
No.16	Amsterdam, Netherlands 20 Mar 2015	18	1	Found several door (door-frames) seriously corroded and holed.	17
			2	During a test (rescue boat drill) the wire of the davit broke off (torn down) when hoisting the rescue boat back to its position on board. As a result of the broken wire the rescue boat fell down into the water and the rescue boat is damaged.	30
			3	Anchor light aft ship completely broken of its construction.	17
			4	Found several fire dampers not properly closing due to the fact the butterfly nuts could not be tightened.	17
			5	Found emergency escape hatch not properly closing. e.g. EM hatch from emergency generator room to deck. In addition sky hatch on bridge deck not bolted at all.	17

No.17	Brisbane, Australia 26 Mar 2015	5	1	Safety pins have not been removed from CO <sub>2</sub> cylinders of vessel's fixed fire-fighting system.	17
			2	SMS as implemented does not ensure that the vessel is prepared for an emergency as evidenced by deficiency 1.	30
No.18	Antwerp, Belgium 01 Apr 2015	20	1	Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	17
			2	Speed through the water input on ARPA differs from speed log (difference of 6 knots).	17
			3	Speed log inoperative.	30
			4	Some reefers boxes on deck not fixed. Same deficiency as previous PSC inspection on 31 October 2014.	17
			5	PS sidelight not fixed.	17
			6	CO <sub>2</sub> -alarm system fail indication in steering gear room next to entrance of CO <sub>2</sub> -room.	17
			7	Found 2 winch brakes twisted/bend. One forward and one aft. Holding pins out of alignment. Brake path not aligned.	30
			8	Launching arrangements from PS lifeboat not properly maintained. Forward sheave/hook not properly aligned with davit. Locking pin from hydrostatic interlock at hook release system seized (PS). Found cracks on cable protections from hook release system (PS). hook release system (SB) adapted, instructions do not match with system.	30
			9	Closing device from ventilation Cargo Hold No.7 not effective due to corroded compression bars.	17
			10	Found several sockets for twist-locks on hatch-covers rusted-out some with cracks and indented/distorted.	30
			11	Cargo Hold No.7 entrance hatch penetrated by cables without appropriate cable gland.	17
			12	Found CO <sub>2</sub> pipes leading to cargo holds corroded at fixation clamps.	17
			13	Major earth fault on 440V.	17
			14	Found several sharp edges on lashing platforms and distribution boxes for reefers.	17
			15	Found several hatch cover securing pins damaged.	30
No.19	Newcastle, Australia 08 Apr 2015	10	1	Oily water separator discharge control 3-way valve defective.	30
			2	Shipper declaration for current cargo is unclear whether cargo is a marine pollutant or not.	99
No.20	New Orleans, USA 10 Apr 2015	11	1	Failure in the smoke detectors above the boilers, service generations, and lube oil pumps.	30
			2	Ship's crew was unable to provide instructions for testing procedures for each smoke detector and when each detector was tested. The maintenance plan does not identify testing of specific detectors along with no specific testing medium. The ship was observed using two mediums: actual smoke and smoke in a can. Provide a nonconformity report in accordance with SMS procedures.	17

No.21	New Orleans, USA 11 Apr 2015	17	1	Upon testing of Emergency Generator PSCO found the Generator was not operationally ready due to quick closing valve not fully open resulting in the insufficient supply of fuel from the service tank, due to crew previously testing fuel quick closing valve and not resetting supply valve properly.	30
			2	Current maintenance plan being utilized by crew did not specify how to reset Emergency Generator quick closing valve.	17
No.22	Dammam, Saudi Arabia 19 Apr 2015	17	1	Cracked pilot ladder steps.	17
			2	Main generators and purifiers leaking.	17
			3	X-band radar not operational	30