

# 海事處

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MARINE DEPARTMENT

Shipping Division

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To: Shipowners / Ship Managers, Masters, Officers and Crewmembers

Dear Sir/Madam,

## **Port State Control Detention due to Malfunction of Emergency Generator**

Please be advised that several Hong Kong registered ships have been detained during Port State Control (PSC) inspections at different ports since January 2019 due to malfunction of Emergency Generator.

All seagoing cargo ships are normally equipped with a diesel driven emergency generators to provide emergency electrical power source. Regulation 43.3.1 of SOLAS Chapter II-1 requires the generators to be started and connected to emergency switchboards automatically whenever main power source supply fails.

Marine Department (MD) is deeply concerned with these detentions of malfunction of Emergency Generator and wishes to draw the attention of all concerned parties on the followings:-

### Deficiencies

- a) emergency generator fails to automatically start and connect to emergency switchboard;
- b) emergency generator fails to test either primary or secondary starting arrangement; and
- c) the familiarity of the crewmembers on both the emergency generator and switchboard.

### Check Points

- a) maintenance and testing program should include checking fluid levels, changing lubrication oil, coolant and fuel if need, and testing the automatic starting system, including primary (batteries) and secondary (pneumatic or hydraulic or spring) starting means;
- b) regular test run of the emergency generator will keep it working at optimum performance levels. Spare air, oil and fuel filters should be readily available on board;

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- c) regular generator maintenance and testing programs are implemented to avoid failure which is often attributed to excessive moisture in the generator windings. Heaters, if fitted, in helping to keep condensation moisture from developing should also be checked;
- d) emergency generator is started and run regularly, the engine should operate until its temperature has been stable for at least 10 minutes. That's when the engine parts become lubricated, oxidation is prevented, and overall functionality is verified; and
  - i) check to ensure the electric generator delivered the required voltage, acceptable insulation, and connected to the emergency switchboard as required;
  - ii) confirmation of fuel oil tank level;
  - iii) testing of fuel oil tank quick-closing valve, if fitted;
  - iv) crew are familiar with the operating procedures; and
  - v) operating instructions in working language are posted up for easy reference;

Should there be any doubts or malfunctions found, the maker / RO (Recognised Organisation) shall be contacted for rectification. The company should also apply exemption in case the equipment could not be fixed prior arrival of any ports.

The above detainable deficiency is one of standard items on the pre-arrival checklist issued by Marine Department. In order to avoid further detentions of Hong Kong registered ships, all ship masters and engineers are urged to carry out thorough and decent pre-arrival checks in accordance with our pre-arrival checklist before calling ports not only in Australia and US, but also other countries and regions.

Should you have any queries, please do not hesitate to contact the Cargo Ships Safety Section as follows:

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Yours faithfully,

(No signature on website copy)

(C.L. FONG)

Senior Surveyor/Cargo Ships Safety Section  
for Director of Marine