

CCS Technical Information

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To: Shipping companies, division concerned of CCS headquarters, CCS surveyors and auditors

Notice on Port State Control (PSC) Information by Hong Kong Marine Department

The shipping companies concerned:

Hong Kong Marine Department promulgated updated information for Port State Control (PSC) detentions of Hong Kong Ships. Marine Department urges the ship masters as well as management companies to ensure all items on the "PSC Inspection Checklist for Hong Kong Registered Ships" have been verified and checked against prior to arriving Australian ports. Should any potential problems be identified or failure of any equipment or machinery that cannot be rectified before entering any ports, the ship master or the management company should promptly notify Marine Department, the local port authority and classification society, as appropriate, in advance to avoid possible detention. Please refer to the attachment of this Notice for details.

Attachment 1: Updated Information for Port State Control (PSC) Detentions of Hong Kong Ships

This Notice is published on CCS website (www.ccs.org.cn) and is to be forwarded by CCS branches to shipping companies in relevance to their business area.

Hereby notify the above.

China Classification Society

For any questions, please contact the Classed Ship in Service Dept. of CCS Headquarters without hesitation.

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14 August 2014

To: Shipowners / Ship Managers and Classification Societies

Dear Sir/Madam,

Updated Information for Port State Control (PSC) Detentions of Hong Kong Ships

Please be informed that from 1 January to 31 July 2014, 14 Hong Kong registered ships out of a total of 28 ships detained so far was by AMSA in Australia following the PSC intervention.

Marine Department is deeply concerned by the number of ships being detained by Australia, and a list of the deficiencies raised by AMSA on the 14 detained ships is attached for your attention. To avoid any further detention of Hong Kong registered ships and particularly in Australia, there is a need for us all to work closely and co-operatively together in upkeeping the quality and safety standard of Hong Kong registered ships. We noted some of the PSC detentions in Australia could have been avoided if the ship masters self-inspected their ships in accordance with the "PSC Inspection Checklist for Hong Kong Registered Ships" developed by Marine Department before their ship entering the Australian ports. To this end, we urge the ship masters as well as management companies to ensure all items on the above mentioned "PSC Inspection Checklist for Hong Kong Registered Ships" have been verified and checked against prior to arriving ports.

Should any potential problems be identified or failure of any equipment or machinery that cannot be rectified before entering any ports, the ship master or the management company should promptly notify Marine Department, the local port authority and classification society, as appropriate, in advance to avoid possible detention. Having said that, the ship master and the management company should endeavour to rectify all deficiencies detected the soonest possible by taking prompt and appropriate corrective

actions or make arrangement for temporary repairs.

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

Telephone number: (852) 2852 4510
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E-mail address: ss_css@mardep.gov.hk

Yours faithfully,

No signature on website copy

(P.K. Yeung)
Senior Surveyor/Cargo Ships Safety Section
for Director of Marine

Encl.

**Details of PSC Detention of Hong Kong Registered Ships in Australia
(1 January 2014 to 31 July 2014)**

Ship	Location / Date	Age	Deficiencies		Action Code
No. 1	Newcastle 2-Jan	2	1	Unable to close isolation valve for No. 6 cargo hold hatch cover air vent. Vessel carrying coal cargo	17
			2	Side and end cleats for hatch covers having excessive clearance (few places)	17
			3	Crew unable to demonstrate operation of rescue boat launching davit on hydraulic accumulator	17
			4	Launching davit for rescue boat defective. Unable to launch rescue boat	30
No. 2	Melbourne 9-Jan	24	1	Meat and fish cold room doors not closing/securing properly	17
			2	Meat and fish cold rooms iced up, refrigeration system iced up	17
			3	Some key personnel not familiar with OWS test procedure	17
			4	No risk assessment, pre-work checklist completed for main engine cooling system work undertaken 7 Jan 14, which resulted in serious injury to crew member	17
			5	Scavenge drain pipes disconnected on all auxiliary engines	17
			6	Split/damaged line covering, store alleyway deck.	17
			7	Inappropriate minor burn/sunburn treatment cream applied to serious scalding injury sustained by crewmember	17
			8	Vessel did not use available medical treatment and evacuation options in managing the on board medical emergency, 7 Jan 2014	17
			9	Inadequate shipboard work planning and supervision of personnel undertaking critical tasks	17
			10	SMS as implemented, does not ensure compliance with procedures for critical shipboard operations, as evidenced by deficiencies No.1, 2, 3, 4, 5, 7, 8, 9 and that the pre-work checklist for work on main engine	30
No. 3	Newcastle 12-Feb	17	1	Sewage treatment plant defective	30
No. 4	Brisbane 18-Mar	9	1	EGC coastal station setting incorrect	17
			2	Largest scale chart AUS 815, AUS 816, AUS 490 not on board during the voyage coming to Brisbane. Largest scale chart AUS 809, AUS 810, AUS 811, AUS 812 and AUS 813 not available for the next voyage to Sydney	17
			3	Oil drum in way of escape route on E deck	17
			4	Numerous lashing bar locking nuts for transit cargo unsecured	17
			5	Numerous occasions of violation of maximum working hours in any 24 hours period in Feb 2014	17
			6	E/R hyper mist firefighting system set in manual	17
			7	Bilge vent deck save-all plug missing	17
			8	Pressure gauge for CO2 main indicating positive	17
			9	Deck securing point at forward liferaft embarkation station on both side incompatible with embarkation ladder shackles	17
			10	L.O. storage tank level indicator pipe disconnected, HFO service tank self-closing drainage valve gagged open, Double bottom sounding pipe self-closing cock defective	17
			11	SMS failed to ensure effective implementation of procedures and instructions for key shipboard operations concerning the safety of personnel, ship and environment as evidenced by deficiencies No 2 and 5	30

No. 5	Townsville 15-Apr	17	1	Port and Starboard lifeboat onload release arrangement defective	30
			2	Aft vehicle ramp door 2/4 locking clamps not in locked position	17
			3	Speed log defective since December class not informed	17
			4	SOLAS training manual not ship specific. No evidence of onload release mechanism	17
No. 6	Brisbane 16-May	13	1	Largest scale chart AUS 815 not intended to be used for the next voyage to Newcastle	17
			2	Hospital toilet flush defective	15
			3	No evidence of crew recruitment service in compliance with MLC on board	16
			4	Deck save-alls under winches (aft) defective	15
			5	Ballast tank air pipe WBT 5P and 1S defective	17
			6	No evidence of insulation mat in engine control room approved	16
			7	Both Port and STB side lifeboat on-load release system defective	30
			8	M/E L.O. Stor. Tank level indicator self-closing cock gagged open	17
			9	Numerous broken tiles in common shower area	16
No. 7	Brisbane 29-May	24	1	Hydraulic cargo hatch securing device for number 3 cargo hold defective	30
			2	Numerous (approximately 10%) cargo hatch securing devices defective. 25% of cargo hatch securing devices found either defective or not secure bays 25,27 and 29	17
			3	Grinder wheels for focsle and engine room workshops defective and in a dangerous condition	17
			4	Oil content meter defective. Sample water pipe and meter water outlet where both found blocked	17
			5	Key personnel unfamiliar with correct operation of OWS	17
			6	OWS defective	30
			7	SMS as implemented does not ensure that critical shipboard operations are implemented effectively as evidenced by deficiencies 1,2,4,5 and 6	18
No. 8	Geelong 20-Jun	3	1	International Sewage Pollution Prevention Certificate not on board.	17
			2	Continuous Synopsis Record not updated with the change of ISM company name	16
			3	Ship does not comply with Minimum Safe Manning Document (ratings forming part of navigational watch & deck rating)	17
			4	Unable to demonstrate the operation of the rescue boat under dead ship condition	17
			5	Rest hours not accurately recorded for C/O & 2/O when compared with Deck logbook	17
			6	Free fall lifeboat drill not carried out in accordance with SOLAS regulation since ship was launched	17
			7	Verification of ships position by other means and frequent position fixing when 6 nautical miles off the Australian coast not carried out.	17
			8	Seafarers employment agreement (SEA) for Bosun, Chief Cook and Deck cadet has expired more than one month	30
			9	Several fresh water taps defective and water discoloured	17
			10	Provision are of Poor quality	17
			11	Insufficient quantity of provision for intended voyage	17
			12	Two defective washing machines	17

			13	Seafarers not receiving monthly accounts of payments due. As per MLC R2.2	17
			14	Defective door seal in galley fridge	17
			15	Engine room personnel working in engine room not wearing appropriate PPE	17
			16	Deficiencies 8,9,10,11,12,13,14 & 15 is evidence that MLC as implemented on board is not effective	30
			17	Three out of four engine room fire dampers are defective	30
			18	SMS as implemented does not ensure effective maintenance of the ship and equipment as evidenced by deficiencies 1,2,3,4,5,6, & 17 and shipboard operations as evidenced by deficiency 7 as per regulation	30
No. 9	Dampier 8-Jul	5	1	Portside and stern lower light defective	17
			2	Inmarsat C was not set up for receiving Australian coast marine safety information	17
			3	Vessel position fixing for inbound voyage was not recorded as per passage plan	15
			4	Vessel passage plan does not include appropriate large scale chart for arrival Dampier port	17
			5	Echo sounder printer not working	15
			6	Frequency of compass correction log not maintained as per STCW requirements	15
			7	Port and starboard bridge wing public address system speaker defective	15
			8	Singapore port and anchorage operation for the month of June 2014 not correctly recorded in Master, chief officer and second officer rest hours record	17
			9	Rescue boat engine starting defective	17
			10	Rescue boat launching arrangements defective	17
			11	Key personnel unable to demonstrate rescue boat launching operation	17
			12	Modular type Meat Room and Fish Room for provision are not in use due to defective machinery	15
			13	Purifier room and galley fire door self-closing mechanism defective	17
			14	Galley fire door to mess room found tied open	17
			15	Steam condenser leaking from shell body since 19 Jan 2014	99
			16	Emergency fire pump is unable to deliver water in fire line	30
			17	Valve fitted in between emergency fire pump sea chest and pump suction valve not as per approved drawings on board	99
			18	Emergency fire pump suction line in engine room not insulated as per requirements and approved drawings on board	99
			19	Above deficiencies are objective evidence that the vessels Safety Management System, as implemented, fails to ensure the requirements of the ISM Code - Sections 7, 8 and 10 are met	18
No. 10	Port Botany 8-Jul	8	1	Sewage treatment plant shows no sludge or scum return through the return pipes	17
			2	Engine oxy acetylene gas equipment hose defective	17
			3	Thermal oil heater No 1 electrical terminal box not water tight. Cover missing	17
			4	Incinerators operators not trained to comply with MARPOL Annex V1	15
			5	Remote operation of the secondary fire damper on engine room supply fan no 1 defective. Local fire damper is operational	17
			6	Machinery space local high pressure water mist firefighting system defective	30

			7	Life boat 1 set battery defective	17
			8	Flammable liquids stowed in the Bosun's Store without any fire protection	17
			9	Pilot ladder securing does not comply with the IMO Resolution 1045(27)	17
			10	The voyage plan does not include environmental considerations for the intended passage as required by the SOLAS V reg. 34	17
			11	Echo sounder defective	17
			12	SMS as implemented on board fails to ensure that vessel is prepared for an emergency as evidenced by deficiencies 5,6 & 7 and maintenance of the equipment as evidenced by 1 & 11	18
No. 11	Brisbane 21-Jul	16	1	SOLAS training manual not ship specific - contains no information on freefall lifeboat	16
			2	Discrepancies noted between actual hours worked and recorded hours of work and rest for 3rd officer	17
			3	Bridge Deck toilet defective	15
			4	GPS fixing used during coastal navigation - Not as per agreed passage plan	15
			5	Spare parts crane on bridge deck - Hook safety latch defective	99
			6	Combustible waste stored in combustible bins around and inside vessels accommodation	16
			7	Deck Store 6 - Grinding wheel safety guard defective (missing)	99
			8	Cracked tiles in galley	16
			9	MF/HF reserve source of power defective	30
No. 12	Brisbane 24-Jul	23	1	No 3 diesel generator insulation lagging wetted through by oil	17
			2	No 1 steering gear pump leaking	17
			3	Oily water separator defective	30
			4	Insulation lagging on No 1 generator exhaust broken	17
			5	Free-fall lifeboat davit hook safety latch defective	17
			6	Antenna (not in use) bracket wasted	17
			7	Excessive oil accumulation under all three generators, under floor plates around generators and under F.O. Circ. pump	17
No. 13	Abbot Point 29-Jul	4	1	AUS 827, 828 photocopied charts used for navigation	17
			2	Australian Pilot Vol.3 (NP15) not on board	17
			3	Passage plan from Cao Fei Dian (China) to Abbot Point did not take in account relevant shipping route (exit designated shipping area)	17
			4	Deficiencies 1, 2 & 3 are objective evidence of failure of the SMS with regards to safety of navigation	30
			5	Portable petrol tank and batteries stored in the same compartment	17
No. 14	Port Walcott 30-Jul	5	1	Reserve source of energy not working (Battery indicating low voltage and supply fault during MF/HF DSC test)	30