

Ships Detained in Hong Kong Due to PSC Inspection in August 2024

No.	IMO No.	Ship Name	Flag	Date of Keel Laid	GRT	Ship Type	Classification society	Related ROs	Company	Date of Detention	Date of Release	Nature of Detainable Deficiencies (responsible RO, if any)
383	8784456	GRAND SUNNY	Sierra Leone	01.06.2004	2,785	General cargo/multipurpose	Asia Shipping Certification Services (ASCS)	Asia Shipping Certification Services (ASCS)	Hong Kong Outu Industrial Ltd	21.08.2024		<ol style="list-style-type: none"> 1. By Master Declaration, all crew members signed on since 22 June 2023 and consecutively worked onboard the ship over 12 months. No Repatriation Arrangement for the crew members on / before the contract period ended in June 2024. 2. By Master Declaration, all crew members had not been paid wages since June 2024. No evidence of status of accounts and wages paid. 3. By Master Declaration, only one Generator Engine (STBD G/E) is operable for electrical power supply. The PORT and Middle Generator Engines are defective. 4. By Master Declaration, only one set of Steering Gear Actuator (PORT S/G) can operate in order. The STBD S/G is incapable to control the rudder turning as per command. 5. STBD and PORT Liferrafts are due for service since APR 2024, the survival crafts and life saving appliance service reports are not available onboard. 6. STBD and PORT Lifeboats are found inoperable and flooded, the Lifeboats do not equip/ possess with the inventories, arrangement and function as per the statutory requirement under LSA Code. 7. The Lifeboats embarkation and launching arrangement do not support with safe access for patient transfer, the fixed boarding steel ladder was found lost from the boarding platform. 8. The Lifeboats embarkation and launching arrangement do not support with safe access for patient transfer, the fixed boarding steel ladder was found lost from the boarding platform. 9. Various Ventilation Fire Dampers / Skylights for Machinery Spaces and Cargo Holds were found with severe corrosion wastage and breakages. The Fire Dampers are unable to close. (such as the Engine Room and Cargo Hold ventilation dampers, Engine Room Skylights...etc.) 10. Numerous Fire Hose and Fire Nozzle were lost from the designated Hose Boxes. 11. The Fire Division (Stairway Enclosure) are not installed between the Accommodation Decks and the Internal Stairways. 12. All Fire Protection Systems are not maintained in order, the service reports are not available. The fixed CO2 Gas Fire Suppression System was found with All Bottles wrongly locked by the safety pins and numerous bottles are severely corroded with significant wastage. 13. The Emergency Generator was defective and the reserved fuel tank is empty. 14. No Oil Record Book and entries record can be demonstrated at the inspection. 15. By Objective Evidence with Master Declaration, the crew members are not provided with sufficient / proper Food, Drinking Water and Catering during the service period onboard. 16. The MF/HF DSC Radio Communication Installation is inoperable to distress call and cannot be powered by the emergency source of DC Power supply from Battery after the AC Power cut off. 17. By objective evidence of the indicated deficiencies in this inspection, with the postponement on various (LSA/FFA) mandatory services and the Two un-rectify outstanding deficiencies (last inspection AUG 2023), the SMS implementation was failed to ensure the emergency preparedness and proper shipboard maintenance, without adequate resources and shore based support. External Audit shall be performed by R.O.
386	9596698	HB GLORY	Vietnam	30.01.2008	2,989	General cargo/multipurpose	Vietnam Register (VR)	Vietnam Register (VR)	Hoang Gia Bao Transport Company Limited	22.08.2024		<ol style="list-style-type: none"> 1. All of the Hatch Cover clamping devices (coaming securing Quick Acting Cleats) were found missing. Part of the locking slots are blocked and deformed to the coaming which cannot support in the securing arrangement. 2. Various amount of fire hose boxes did not equip with complete set of hose, nozzle and spanner. The Nozzles do not support with water spray and stop, not the Dual-purpose Fire Nozzle (Jet / Spray Type). The fire hoses for engine room were found exceed 15 meters in length. 3. The Fuel Tank for Emergency Fire Pump was found almost empty (below the suction pipe level) which cannot support fire fighting operation. 4. Voyage and Passage Plan was not prepared for the last voyage (port from Dongguan to Hong Kong and shifting from anchorage to terminal). 5. The electric Horn is failure at test, the control solenoid valve is severely corroded and inoperable. The Bell is not available onboard. Several designated signal Shapes and Flags are missing. 6. The MF/HF DSC test is failed. The officers do not familiar with the radio operation and cannot demonstrate the coast stations with the list. No record for the weekly MF/HF DSC test conducted with coast station. 7. By objective evidence of the indicated deficiencies in this inspection, the SMS implementation was failed to ensure the emergency preparedness and proper shipboard maintenance, without adequate resources and shore based support. External Audit shall be performed by R.O.

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388	9588457	NORD MAGNES	Denmark	02.02.2011	93733	Bulk carrier	American Bureau of Shipping (ABS)	American Bureau of Shipping (ABS)	SYNERGY MARITIME PRIVATE LIMITED	23.08.2024	29.08.2024	<p>1. The Free-fall Lifeboat engine control lever (throttle and shift) was found offset, it found stuck at (Neutral/Astern) Position and could not engage for Ahead propulsion in test. The "Ship Name and Port of Registry" are missing from the bow and incorrectly occupy with the "Capacity" at waterline level. The lifeboat recovery cables and shackles are kept connecting over the lifeboat and tie up by rope, but not safely secure at the designated securing device on canopy.</p> <p>2. Demonstration of the Oily Water Separator operation and 15PPM Alarm test is failed. It cannot perform circulation to the bilge tank and no sampling flow to the 15PPM Alarm Monitor throughout the test.</p> <p>3. The Bridge A-class fire door (to the Stairway Enclosure) was found twist with deformation (leave with about 10 cm gap at lower portion). Numerous A-class fire doors (for Pipe and Cable Trunk on B-deck, C-Deck, D-deck...etc.) are lashed open with rope and installed hook, cannot perform the fire-resisting division.</p> <p>4. The Ventilation Fire Damper for Air Condition (16A) was found stuck and fail to be closed. The pneumatic operated Fire Damper for Purifier Room Exhaust failed to be closed in test, the local activating switch was not arranged in order (without designated guard pin, the handle did not achieve to the designated bleed-off position) for closure.</p> <p>5. By objective evidence of the indicated deficiencies in the inspection, with the repeated EGCS device defect with postponement in report to the R.O., the SMS implementation was failed to ensure the emergency preparedness and proper shipboard maintenance, without adequate resources and shore based support. External Audit shall be performed by R.O.</p>