

Annual Report 2019

Port State Inspections

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INDIAN REGISTER OF SHIPPING

FOREWORD:

This Annual Report provides statistics and analysis of the Port state control (PSC) inspections of ships in IRS fleet for the year 2019.

Looking at the PSC inspection held in year 2019 it can be made out that there was overall rise in number of inspections under various PSC MOUs compared to previous year 2018. No detention was recorded under USCG for the year 2019 and there was decrease in number of detentions under Paris and Riyadh MoUs for year 2019 compared to year 2018. However there was increase in number of detentions under Indian Ocean and Tokyo MoU.

Results of concentrated inspection campaigns held in year 2019 on Emergency Systems and Procedures conducted by PSC MOUs showed satisfactory results.

PSC PERFORMANCE UNDER VARIOUS MOUs:

Performance of IRS under Tokyo, Paris MOUs and under USCG is provided below:

BLOCK YEARS	PERFORMANCE CATEGORY UNDER TOKYO MOU	ZERO POINT CATEGORY UNDER USCG	PERFORMANCE CATEGORY UNDER PARIS MOU
2015-2017	HIGH	YES	MEDIUM
2016-2018	HIGH	YES	MEDIUM
2017-2019	HIGH	YES	MEDIUM

Performance of IRS continued to remain 'HIGH' under Tokyo MoU, 'Zero point' under USCG and 'Medium' category under Paris MoU.

DETENTIONS IN YEAR 2019:

There were 20 detentions under various PSC MOUs for classed ships issued with statutory certificates by IRS is as detailed below:

PSC MOUs/ Authorities	Number of Inspections (as published)	Total Number of Detentions	Ratio of Total No. of Detentions/ No. of inspection	Attributed to RO responsibility
TOKYO	79	6	0.08	0
INDIAN OCEAN	26	5	0.19	1
PARIS	68	4	0.06	1
BLACK SEA	56	3	0.05	0
MEDITERRANEAN	Not Published	1	Data Not Available	0
RIYADH	35	1	0.03	0
USCG	23	0	0.00	0
TOTAL	-	20	-	2

Highest number of detentions i.e. six numbers were recorded under Tokyo MOU followed by five detentions under Indian Ocean MOU, four detentions under Paris MOU and three under Black sea MOU. Mediterranean & Riyadh MOUs had one detention each. One detention each under Paris and Indian Ocean MOU, were attributed to RO responsibility.

DETENTIONS CATEGORY WISE:

DETENTIONS SHIP TYPE WISE					TOTAL
General Cargo Ships	Bulk Carrier	Oil Tanker	Other Cargo Ship	Gas Carrier	
8	6	3	2	1	20

DETENTIONS AGE WISE					TOTAL
>25 yrs	15 to 25yrs	10 to 15yrs	5 to 10yrs	0 to 5yrs	
10	6	2	2	0	20

DETENTIONS FLAG WISE						TOTAL
Panama	India	Palau	Comoros	Liberia	Marshall Islands	
7	7	3	1	1	1	20

General Cargo ships were the maximum to be detained based on ship type wise followed by Bulk Carriers. Maximum number of detentions involved ships of higher age group. 10 detentions were for ships of above 25 years of age while six detentions were recorded for ships in the age group of 15 to 25 years. Seven detentions each were recorded for ships registered under Panama flag and Indian Flag; followed by three detentions for ships registered in Palau. One ship was involved in multiple detentions.

Apart from 20 detentions mentioned above, three ships were detained for which IRS had issued only Class certificates and one ship was issued with only International Ballast Water Management Certificate along with Class certificate. Detainable deficiencies for these cases were mainly related to statutory items and none were related to Ballast Water Management System.

DETAILS OF PSC DETAINABLE DEFICIENCIES:

Following is the list of detainable deficiencies recorded in year 2019. Description of detainable deficiencies with Thetis Code is tabled below:

Ship/ Certificate & Documentation	Crew &	The ship comes from place which is outside the limits of the trade area (European Continent) near coastal.
		WRC (Blue card) not on board.
		Trading area out of scope in last port of call
		Load Line Certificate - copy on board.
		CLC for bunker (Blue card) not on board.
		Certificate of Compliance for carriage of solid bulk cargoes found expired (surveys overdue). Ship was loaded with UREA (category C of IMSBC Code).
		Statutory certificates on board are not original, only copies are available on board.
		As per ISPP Certificate ship is certified to carry 14 person. However ship is carrying 15 person
		On MSMC UMS section was not marked and only chief engineer is for engine room is on board.
		As per SEQ Certificate LSA is provided for 14 person. However ship is carrying 15 persons onboard.
		One of the watch keeping rating found with invalid certificate.

	Deck and E/R rating forming part of watch does not have Certificate of Proficiency.
	Ship was found undermanned as per MSMD. One deck watch keeping rating is missing. Also as per MSMD cook is needed. However, cook has no valid certificate.
	2nd Officer does not have endorsement by ship's flag, 2nd Engineer does not have endorsement by ship's flag.
	Master's & Chief Officer's COC, GOC and SSO and Chief Engineer's COC issued by Honduras Maritime Administration are not recognized by ship's Flag Administration (Panama Maritime Authority Circ. DGGM-CCU-005-2018).
	Ship's cook found with invalid certificates
	Portable fire extinguishers certificate is expired
	No Damage Control Plan and control booklet was presented
Fire safety	Part of fire-proof material of bulkhead between paint store and fire station found broken and fallen off more than 1 M2.
	Engine room entrance doors are not closing and wasted.
	Fire detection on bridge not working.
	Ship's fire detection system found not operational and giving wrong indication.
	Two manual fire call points at the entrance of the engine room are inoperative
	Two two-way portable radiotelephone apparatus for each fire fire-fighter's communication was not found carried on board
	Fixed CO2 installation inoperative. Discharge valve blocked
	Various EEBDs found not ready for use in emergency viz. bottles found empty, hose and face mast found missing.
	Suction pipe of emergency pump in engine room short of heat insulation material about 0.5 M.
	Fire damper of port side ventilation for compressor motor room on main deck unable to be closed.
	Air pipe of waste oil tank be removed.
	Air vent damper to Engine room P/S unable to close.
	M.E. double skin pipe for fuel oil not connected.
Life Saving appliances	Fire plans approved by RO found not showing boundaries of fire-resisting bulkheads.
	Oily water found accumulated in all areas of Engines bilges and posing fire hazard.
	Lifeboat forward hatch cover not closing.
	Port side lifeboat steering gear out of order.

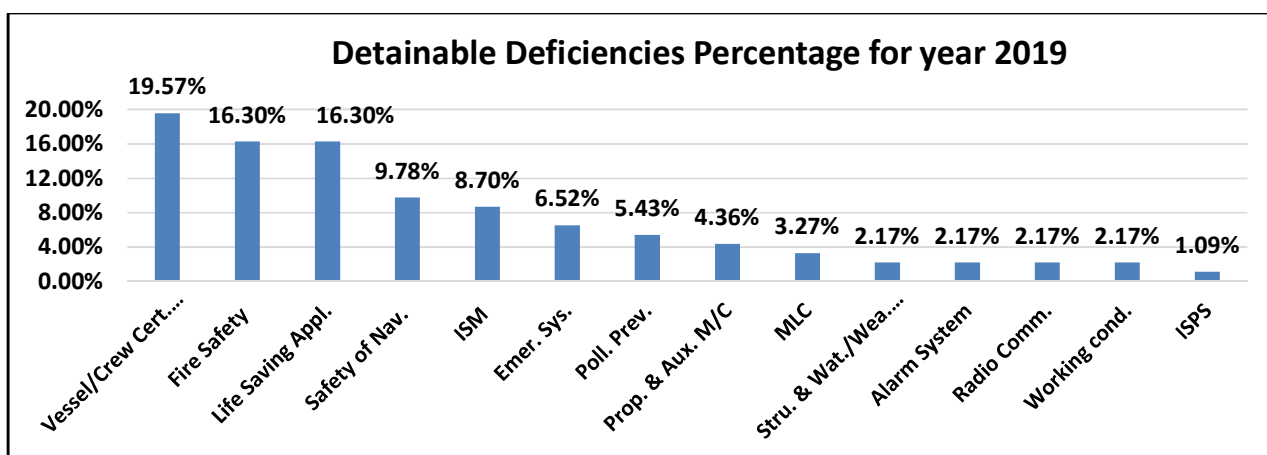
		Stbd life boat engine could not be started on second battery. Self-lowering arrangement for both lifeboats are damaged
		Stbd side lifeboat blocks removed - Lifeboat cannot be launched. Port side blocks heavily corroded
		Hand flares for Port & STB lifeboats only 2 numbers. (missing 4)
		Rescue boat: Outboard engine: Not started FO minor leak, fly wheel cover not fixed.
		The rescue boat engine found unable to be started during inspection.
		Inflatable life-rafts not ready for use: they are not properly stowed in case the ship sunk for instance.
		One life raft damaged.
		Starboard side life raft foundation corroded and damaged.
		Davit in rescue boat is not working.
		MOB marker found expired. Life jacket lights expired, EPIRB is not fitted in place.
		Both side lifeboat embarkation ladder side ropes aged and broken.
		Embarkation ladders at both sides found torn and not ready in use.
		Three numbers of line throwing apparatus expired.
Safety Navigation	of	S Band difference between Variable Range Marker and range rings. X Band - No Gyro Feed available
		Gyro compass/Gyro repeaters wings not found working.
		Magnetic compass poor condition (Liquid missing)
		Fog horn is not operational and aft anchor light is not secured.
		Repeating ISM marked deficiency since previous PSC: BA chart NR 2070 found not updated
		S-VDR found not connected with RADAR even though RADAR is of a recent type. Also, no alarm was triggered by AIS.
		IAMSAR Vol III 2019 edition was missing.
		Parachute flares found fraud
ISM		Cargo on deck affects to navigation visibility.
		Safety Management System as implemented does not ensure that the ship and equipment maintained in accordance with the requirements.
		Safety Management Audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is objective evidence of a serious failure and lack of effective implementation of the ISM Code.
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	objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
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	Deficiencies identified are objective evidence of a failure and lack of effective implementation of the ISM.
	Lack of training observed. Drill failed- Fire drill.
	Lack if training observed. Drill failed-Enclosed space entry and rescue drills
	Lack of training was observed. Drill failed - Abandon ship drill
Emergency Systems	Emergency fire pump defective
	Emergency fire pump is not operational.
	Ship's emergency lighting is not operational.
	Emerg. compressor for starting of emerg. generator is out of order
	Emerg. Gen. failed to start automatically when ship had black out
	E/Room fuel oil and lub. oil tanks QCVs found not operational
Pollution prevention MARPOL Annexes	Overboard side of the three way valve of OWS cannot be closed & Chief engineer is not familiar with the operation of the O.W.S.
	Pump and pipes for sludge tank are missing.
	Standard discharge connection on board is missing.
	Oil and oily mixtures from m/c spaces found in E/Room bilges
	Sewage treatment plant defective.
Propulsion & aux. machinery	Generator No.1 safety devices not operational and not able to synchronize with other generators (insufficient power).
	Diesel generators found without drain.
	No evidence of maintenance carried out by the engine side on board the vessel as per the Planned Maintenance system.
	Foundation for aft mooring winch corroded heavily and broken.
MLC	Ship's AC inoperative
	Accommodation A/C is not fully operational.
	Living and working condition on board found very poor viz. poor lighting, un-hygienic sanitary conditions, lack of cleanliness of accommodation area etc.
Structural & Water/Weather-tight conditions	Aft deck corroded and holed seriously
	Cargo holds hatch covers and vent covers, booby hatch covers etc. found not closing and weathertight
Alarm System	Flammable gas detection sensor out of order.
	The flame failure alarm for incinerator - out of order.

Radio Communications	MF/HF remote distress and alarm in radio room not extended to wheelhouse.
	GMDSS equipment found not operational on emergency power.
Working and Living Conditions	Foundation of Aft mooring winch corroded heavily and broken.
	Port accommodation ladder found damaged and unsafe to use.
ISPS	Checking of identity per persons boarding the vessel was not done at ship access point.

DETAINABLE DEFICIENCIES IN YEAR 2019:

No.	Categories	Number of Detainable Deficiencies	% of Total Detainable Deficiencies
01.	Ship / Crew Cert. & Documentation	18	19.57%
02.	Fire Safety	15	16.30%
03.	Life Saving Appliances	15	16.30%
04.	Safety of Navigation	9	9.78%
05.	ISM	8	8.70%
06.	Emergency Systems	6	6.52%
07.	Pollution Prevention	5	5.43%
08.	Propulsion and Auxiliary Machinery	4	4.36%
09.	MLC	3	3.27%
10.	Structural & Water/Weather tight Conditions	2	2.17%
11.	Alarm System	2	2.17%
12.	Radio Communication	2	2.17%
13.	Working conditions	2	2.17%
14.	ISPS	1	1.09%
Total		92	100.00%

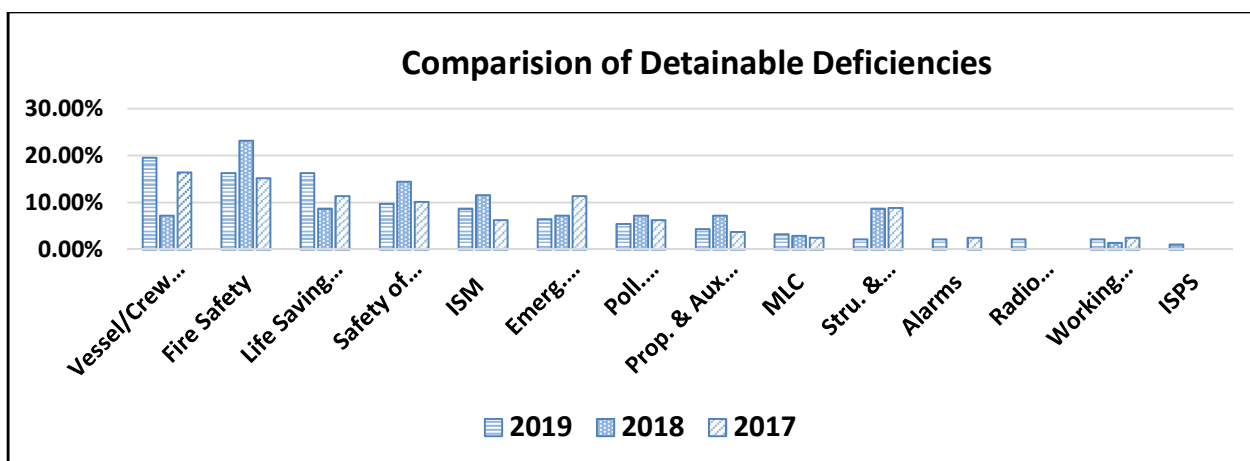


From the list of detainable deficiencies, maximum number of detainable deficiencies recorded were related to ship/crew certificate and documentation, followed by fire safety, lifesaving appliance and safety of navigation.

COMPARISON OF DETENTIONS & DETAINABLE DEFICIENCIES OVER LAST 3 YEARS

Year	2019	2018	2017
Number of detentions	20	19	19
Number of “RO Related” Detentions in 2020.	2	4	0
Ratio of Number of Detainable Deficiencies Vs Number of Detentions.	4.6 (92/20)	3.63 (69/19)	4.15 (79/19)

From above data it is evident that even though detentions related to “RO Responsibility” for IRS have reduced in year 2019 compared to previous year; there is rise in number of detentions & number detainable deficiencies as compared to number of detentions for year 2019.

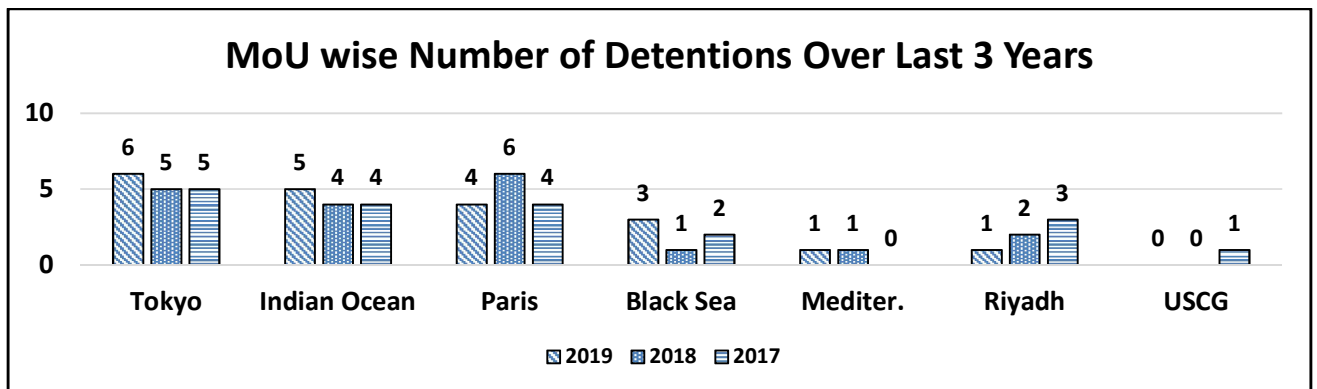


Major rise in detainable deficiencies was found in areas related to ship /crew certificate & documentation, life-saving appliances. Percentage of detainable deficiencies increased for categories related to alarm system, radio communication, working conditions and pertaining to ISPS.

However percentage of detainable deficiencies related to fire safety, safety of navigation, ISM, emergency systems, pollution prevention, propulsion & aux. machineries and structural condition recorded in year 2019, showed a decreasing trend compared to previous year.

RATIO OF “TOTAL NUMBER OF DETENTIONS OVER NUMBER OF INSPECTIONS” MOU WISE OVER LAST 3 YEARS:

Ship Type/ Years	2019	2018	2017
Paris	4/68 (0.06)	6/77 (0.07)	4/38 (0.11)
Tokyo	6/79 (0.08)	5/84 (0.06)	5/92 (0.05)
USCG	0/23 Nil	0/22 Nil	1/13 (0.08)
Indian Ocean	5/26 (0.19)	4/43 (0.09)	4/30 (0.13)
Black Sea	3/56 (0.05)	1/28 (0.04)	2/13 (0.15)
Mediterranean	Number of inspections not available in published data (No. of Detentions: 1)	Number of inspections not available in published data (No. of Detentions: 1)	Number of inspections not available in published data (No. of Detentions: 0)
Riyadh	1/35 (0.03)	2/37 (0.05)	3/40 (0.08)



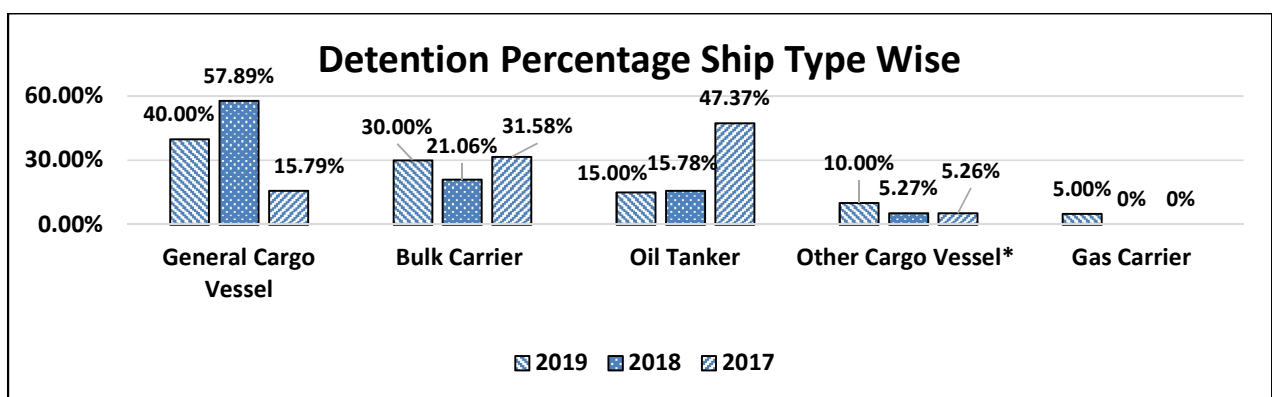
As seen from above, total number of detentions under Paris and Riyadh MoUs reduced in year 2019 compared to previous year. No detention was recorded under USCG while Mediterranean MoU had one detention in 2019 and the results were similar to previous year. However comparatively there was rise in number of detentions under Tokyo,

Indian Ocean and Black Sea MoUs in 2019 compared to number of detentions in previous two years.

COMPARISON OF SHIP TYPE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Ship Type/ Years	2019	2018	2017
General Cargo Ship	40.00%	57.89%	15.79%
Bulk Carrier	30.00%	21.06%	31.58%
Oil Tanker	15.00%	15.78%	47.37%
Other Cargo Ship*	10.00%	5.27%	5.26%
Gas Carrier	5.00%	0%	0%

*Other Cargo Ship: Offshore Supply Ship, Tug, Diving support Ship

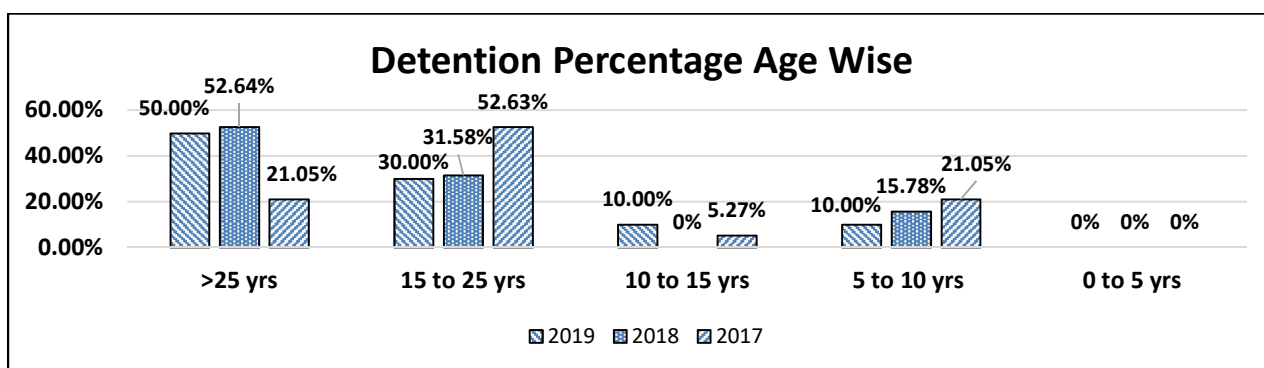


Even though detention for general cargo ships reduced in year 2019 compared to year 2018, general cargo ships remained maximum to be detained in year 2019. Detention of these ships were mostly under Paris, Black sea and Indian Ocean MoU.

There was rise in detentions of Bulk carriers, Gas carrier and Other Cargo ships in year 2019 compared to previous year while there was fall in number of detentions of Oil tankers.

COMPARISON OF AGE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Age/ Years	2019	2018	2017
>25 yrs	50.00%	52.64%	21.05%
15 to 25 yrs	30.00%	31.58%	52.63%
10 to 15 yrs	10.00%	0%	5.27%
5 to 10 yrs	10.00%	15.78%	21.05%
0 to 5 yrs	0%	0%	0%



Detentions of ships of higher age group i.e. 25 years and above remained maximum followed by age group of 15 to 25 years; which was similar to previous years. There was also rise in detentions of ship age group of 10 to 15 years compared to 2018. On contrary, detentions of ships between age 5 to 10 years have shown decreasing trend over last 3 years.

DEFICIENCIES OTHER THAN DETAINABLE DEFICIENCIES IN YEAR 2019:

Deficiencies other than the detainable deficiencies recorded during PSC inspections are listed in Annex 1. These deficiencies have been categorized under various headings for ready reference.

Following table provides deficient equipment/item which accounted for large number of PSC deficiencies:

Year	Equipment or item which accounted for large number of PSC deficiencies (Listed in descending order based on number of deficiencies)					
2019	Fire Safety & Detection System	Life Saving appliances and associated equipment	Navigation equipment	Propulsion and Auxiliary machinery	Certificates and Documentation	Structural and Water/Weather tight Conditions
2018	Fire Safety & Detection System	Navigation equipment	Life Saving appliances and associated equipment	Defective deck fittings	Propulsion and Auxiliary machinery	Nautical Publications/ Charts
2017	Life Saving appliances & associated equipment	Emergency systems & Lighting	Fire Safety & Detection System	Nautical Publications/ Charts	MLC Requirements	Structural and Water/Weather tight Conditions

CAUSES ATTRIBUTING TO THE DETENTIONS:

Following is summarized from detention cases:

- a) One of the ship was detained three times under Paris and Black sea MoU during the year 2019. The deficiencies related to navigation/FFA/LSA equipment, upkeep of mandatory documents/nautical publications pointed to lapses in supervision & monitoring including lack of effective implementation of safety management system.

Deficiencies for one of the detention was marked as RO related and were pertaining to documentation, LSA/Radio communication equipment and embarkation arrangements. While ship was declassified, corrective and preventive action were implemented so that stricter measures could be taken during survey of such ships.

- b) Deficiencies for another detention which was marked as “RO responsible” by PSC was related to working and living conditions, emergency systems and lighting, navigational/GMDSS equipment, fire safety requirements, accommodation A/C, accommodation ladder, Lifesaving appliances, cargo hold hatch & vent covers. Ship was newly taken over by the Company and was not maintained.

Corrective and preventive actions were taken to ensure ship’s condition improved and stricter measures for survey of such ships.

- c) Seven out of total eight detentions of general cargo ships for year 2019 were under Paris and Black sea MoU. There was increase in number of ships trading in above regions which contributed to higher number of detentions of these ship type.

Typical reason for these detentions was targeting ships of higher age group during PSC inspections. Deficiencies commonly observed on these ships attributed to,

- i) lack of inspections/maintenance of emergency systems, Load line items and navigation/FFA/LSA equipment;
- ii) poor upkeep of crew accommodation facilities.
- iii) implementation of safety management systems on board.

d) Other factors which could be attributed to various other detentions were:

- i) Noncompliance to MLC requirements including lapses in maintaining working and living conditions.
- ii) Poor upkeep or non-availability of original certificates/documents/publications implied ineffective implementation of shipboard procedures including inadequate monitoring.
- iii) Some of defects related to structural items, water-weather tight conditions, machinery or equipment failure; were not timely reported to Classification Society/Recognized Organization/Flag/PSC.
- iv) Analysis of some detentions revealed that maintenance between surveys was not effective and defects/deficiencies were not identified nor reported for timely rectification. Further there had been delay in timely supply of resources including advance planning from shore side; which did not ensure timely maintenance/repair.
- v) Deficiencies related to oil leakages/oil mixture accumulation in machinery spaces indicated lack of timely repairs, poor housekeeping practices.

e) Detentions in few cases where survey/ISM audit was in close proximity indicated that additional care was required in terms of bringing out the deficiencies and ensuring prompt & thorough repairs.

IMPROVEMENT ACTIONS:

AA) In order to bring up condition of ships requiring improvement, following actions were considered for survey and audits:

1. Based on detentions general cargo ships of higher age group plying in Paris, Black Sea and Indian Ocean MOUs regions; additional procedural measures to ensure efficient survey of general cargo ships of higher age.
2. Identification of deficiencies and ensuring prompt and thorough repairs with a focus to bring out lapses pertaining to implementation of safety management system.
3. Careful survey for ships proceeding to repair yard for completion of survey including ensuring repairs to deficiencies requiring prompt & thorough repairs.
4. Revision to Fleet Monitoring Program taking inputs pertaining to detentions.

BB) Role of the Company/ship staff in maintaining the ship considered paramount to prevent any detention. From the detentions following areas considered requiring attention:

1. Higher age of vessel is one of the criteria for PSC inspections. Having a fleet of younger age, reduces the chances of vessel coming under targeted list of inspections.
2. Existing vessels under the fleet of higher age requires more care in terms of supervision & monitoring and company is required to implement effective improvement plan in order that, quality of fleet is enhanced.
3. Planned maintenance play an important role for upkeep of ship. At the same time undertaking pre-arrival checks effectively and consistently to ensure that ship is ready in all respects for PSC inspection anytime is responsibility of ship's staff and company.

4. Upkeep of mandatory documents/records including availability of original certificates.
5. Periodic inspection and testing to ensure readiness of firefighting, lifesaving, navigation, emergency and pollution prevention equipment.
6. Reporting to Flag Administration, Classification Society/Recognized Organization and to the Port State Control.
7. Familiarization with shipboard procedures including requirements of new rules/regulations.
8. Ensuring safe working practices based on risk assessment.
9. Ensuring timely supply of resources and maintaining critical spares
10. Implementing safety management system effectively and ensuring preventive actions so that recurrence of lapses are avoided and repetitive deficiencies/detentions are prevented.

INITIATIVES BY IRS:

In order to assist the Company and the ship staff, following initiatives have been taken by IRS which can be made use of:

1. Comprehensive checklist based on latest PSC deficiencies is available on IRS webpage for guidance to ship owners and managers.
2. Owners/managers are provided with analysis of the detention along with areas requiring improvement in order to prevent reoccurrence of similar lapses.
3. Fleet quality monitoring program followed by IRS has been improved to detect ships requiring improvement thus reducing the chances of any detention.
4. Effective implementation of Safety Management System on board during periodical survey is being verified in accordance with IACS PR 17.
5. Compliance to upcoming concentrated inspection campaigns (CIC) by PSC MOUs are verified during surveys.

6. Surveyors and industry meets focusing on latest and upcoming requirements/rules including lessons learnt from PSC inspections; being continuously undertaken by IRS with the intention of knowledge sharing.
7. For ships which are only issued with class certificates; owners are pursued to offer the ships towards statutory survey/audits; so that better control can be exercised towards upkeep of the ships in terms of compliance to statutory requirements and to prevent detentions of the ship.

CONCLUSION

Rise in number detentions indicating lack of implementation of safety management system demands constructive steps taken by the Company.

Indian Register of Shipping is committed to deliver quality service to achieve high performance standards globally with the aim to eliminate substandard shipping and driven by common cause of Ship Safety & Prevention of Pollution.

We believe that sincere efforts from owners/ managers combined with efforts made by Indian Register of Shipping can help reduce detentions in future inspections when held by PSC under various MOUs.

ANNEX 1

LIST OF PSC DEFICIENCIES OTHER THAN DETAINABLE FOR YEAR 2019

Ship Certificates & Documentation:

- Original Registry Certificate and Minimum Safe Manning Certificate not available on board.
- The model number engine #1 in Engine International Air Pollution Prevention Certificate incorrect.
- Statutory certificates on board are not original, only copies available.
- CSRs 1 to 15 found only copy found on board.
- Only a copy of BWMC found with annual endorsement. Original certificate had no such endorsement.
- Certificate of Compliance for carriage of solid bulk cargoes found expired. Vessel was loaded with UREA.
- The ship comes from Casablanca outside the limits of the trade area (European Continent) near coastal.
- Old certificates are kept along with new certificates.
- WRC (Blue card) not on board.
- SEEMP Part II not on board.
- CLC for bunker (Blue card) not on board.
- Flag issued Statement of Compliance for MLC while flag is member of MLC.
- Ship security certificate is copy.
- DLMC Part 1 on board not in original copy.
- Information in C.S.R. not coincided with actual facts - Body which issued SMC, Body which issued ISSC.
- ISPP Certificate not issued as per the convention requirement.
- Type of ship not corresponding to Classification certificates issued by two Classification societies.
- There is no hydraulic pressure test certificates of portable fire extinguisher.
- Training manuals for crew not ship specific.
- Fire control plan not updated.
- IMDG book Vol - 1/2 and supplement to be provided on board. Edition 2018.
- As per SEQ Certificate LSA is provided for 14 person. However vessel is carrying 15 persons on board.
- SEEMP, Part II not presented on board.
- There is no assessment of the vessels stability for the last voyage.

Crew Certificate & Documentation

- One Deck officer and Engineer do not have endorsement by ship's flag.
- Master/ Ch. Engineer./ Ch. Officer's COC, GOC and SSO as applicable issued by the Maritime Administration which is not recognized by ship's Flag Administration.
- One deck watch keeping rating found with invalid certificate.
- Medical certificate of one A/B found expired.
- Deck and Engine room rating forming part of watch does not have Certificate of Proficiency.
- Engineer's original flag endorsement not on board.
- Two of the A/B have certificate of competence in accordance with STCW II/4, while not in accordance with Manila amendments to be II/5.
- Ship's cook found with invalid certificates.

Structural Condition

- The ship's hull plate (S) rusted seriously.
- Aft deck corroded and holed seriously.
- Suspected damage to vessels bottom caused by grounding during canal passage. To be investigated.

- Accommodation area, Life boat/rescue boat area and main deck found corroded.
- Cargo hold vertical ladder not available.
- Support for hydraulic pipeline on main deck found wasted near No. 4 Cargo hold stbd side.
- Stairs from the tween deck to the main deck found to be severely damaged and holed.
- Deck area hull stanchion corroded.
- Foundation of Aft mooring winch corroded heavily and broken.
- Bulwark and handrail on port side (stairs to forecastle) damaged and corroded.
- Ship's pipes stairs, bulwarks mast heavily corroded.
- Bunker pipes not secured to brackets properly and some of brackets damaged by rust.
- Draft mark at stern not clear.
- Few main deck embarkation chains defective or missing.
- Some hatch cover quick acting cleats seized.
- Gangway upper steps cracked.
- BOSUN store side scuttle missing.
- Scupper line connected too overboard at engine room lower platform wasted and holed at port and starboard side.
- Ventilation device on monkey island deck-electrical box poor condition, corroded.
- Hospital natural vent on deck found corroded.
- Ventilation device from Engine room P/S head corroded.
- Vent funnel in galley mess room corroded.
- Lifeboats Deck - Handrail partly worn out.
- Railings around poop deck rusted need maintenance.
- Bridge wing electrical foundation heavily rusted.
- Starboard side life raft foundation corroded and damaged.
- One of the cargo hold hatch seal drain non return valves missing from the aft end.
- Few hatch coaming non return drain valves defective or obstructed by cargo.
- Gangway hand railing broken and gangway safety net not fitted well.
- Deck line (S) not in contrast colour with ship hull.

Water/Weather tight conditions

- C/H FWD access hatch unable to close weather tightly - Rubber gasket missing & Securing device found stuck with gap.
- Watertight door from 2nd Deck to E/R not properly maintained.
- Some stairway doors unable to close fully.
- There is one hole on upper deck leading to engine room.
- Air pipe of emergency G/E M. G. O. tank corroded seriously.
- The gasket on the skylight of Engine room found in bad condition.
- Electric cable penetrated through bulkhead between within accommodation area.
- Doors in bridge not closing properly.
- Galley vent mushroom type hand wheel operate with difficulty. To be properly maintained.
- All cargo holds hatch covers and vent covers, booby hatch covers etc. found not closing and they are not weather tight.
- Air leakage from engine room ventilation.
- Some of water ballast tanks vent heads - meshes missing.
- The air vent covers on deck were sighted corroded with holes.
- Some upper wing tank manhole covers on main deck found with securing bolts not fully secured.

- Stbd side watertight door was not closing properly.

Fire safety

- Some of the fire-proof material of bulkhead between paint store and fire station found broken and fall-off.
- The fire doors must be closed at all times. Any retention must be eliminated.
- Fire door in accommodation place on A-Deck unable to close tightly.
- Connection of CO2 pipe to cargo hold corroded.
- Suction Pipe of emergency pump in engine room short of heat insulation material about 0.5 M.
- Fire line insulation valve not marked.
- IMO Symbol of fire control plan in the vicinity of gangway not available in accordance to MSC/Cir.451.
- One torch light not readily available in the fire locker.
- Most fire hoses in engine room have gaskets not maintained / dried up / cracked and broken.
- On top of the oil tank in engine room found oily rags, oil cans, empty oil canisters and other material.
- Doors required to be self-closing shall not be fitted with hold back.
- Manually operated call point not installed in engine room.
- Fireproof lifeline of firemen outfit not in good condition.
- Fire damper of port side ventilation for compressor motor room on main deck unable to be closed.
- Open and close mark for fire damper of engine room ventilation not properly marked.
- Fire dampers of Engine room and purifier ventilation cannot be closed during inspection.
- Symbol of escape route from accommodation not direct to muster station.
- The location sign for fire control plan near the gangway not meeting with requirement.
- F.O. pipe underneath F.O. service tank leaking.
- Insulation material for D/G exhaust pipe detached.
- Isolating valves on deck were not marked with IMO symbols according to fire plan.
- Fire flap damper aft funnel (stbd side) not closing properly.
- Fire door for bridge and engine room to steering gear room not closing properly.
- Manual fire call points at the entrance of the engine room are inoperative.
- Junction box for foam room ventilation fan at A-deck broken.
- 220V feeder panel shows low insulation (less than 0.1M).
- Two two-way portable radiotelephone apparatus for each fire party for fire- fighter's communication was not found to be carried on board.
- Ships fire detection system found not operational and giving wrong indication.
- Fire alarm panel found switched off.
- Fixed CO2 installation inoperative. Discharge valve blocked.
- Fire hoses in bad condition.
- Various EEBDs found not ready for use in emergency viz. bottles found empty, hose and face mask found missing.
- F.O. stored in unmarked drums in the engine room.
- Main fire pump tried out and found to be severely leaking from the gland packing.
- Oily water found accumulated in all bilge areas of engines posing fire hazard.
- Paints stored in place which is not fire protected.
- Some of smoke detectors wrongly connected to fire detection alarm control panel.
- Air vent damper to Engine room P/S unable to close.
- Some smoke/heat detector in engine room having no IMO Symbol.
- Main fire line holed in main deck fwd port side, fire valve in engine room next to main fire pump broken.
- One fire line hose in forecandle pierced and one nozzle in bridge deck port side missing.

- One EEBD in escape way from engine room inoperative.
- The main boiler gauge glass light connection found with exposed electrical part.
- Fire dampers (mushroom type) for main engine and for generator room seized.
- Electrical cable penetration at boundary bulkhead between engine room and steering gear room not provided fire insulation material partly.
- Fire door in W/H - not closed completely due to the cable.
- Engine room entrance door (A-60) - gasket partly damaged.
- Fire damper of funnel cannot closed tightly.
- CO2 Pipe near connection to hold found broken.
- Some of fire bells not working.
- Some of fire hydrants found leaking.
- Fire man outfit B.A. Alarm signal found not working.
- Jacketed high pressure lines and oil leakage alarm ME Double skin pipe - Return pipe not connected.
- Firefighting outfit's lockers - VHF radios are missing in place.
- Firefighting outfit in accommodation is not ready for use, pressure of air in BA is less than required.
- One fire hose in ER - length more than 15 meters, sealing rubber O-rings are too hard.
- Portable foam applicator on upper deck - spare tank is missing.
- FF outfits not ready for use - VHF radio batteries are not charged, pressure in air cylinders are low.
- Main switchboard with glass broken.
- Electrical cables on deck partly not fixed.
- Foam application unit not completed.
- Some of fire hoses nozzles in engine room found or missing not approved type.
- Diesel generator heat insulation for exhaust manifold is missing partly.
- Fire hydrant packing need to be renewed.
- Two fire flaps on accommodation deck, fire flaps rubber packing worn out.
- One fire detection in engine room not working.
- The stairs, galley, laundry, engine room emergency exist and provision store self-closing fire doors found blocked withhold-back hooks and ropes in open position.
- Portable fire extinguishers, certificate is expired.
- During testing of a smoke detector in the engine room, although there was a fire alarm indication, no sound signal alarm in the engine room.
- Suction gauge for emergency fire pump malfunction.
- One of the breathing apparatus air cylinder pressure insufficient.
- Electrical cables not approved by RO and found unsafe leading to steering gear room.
- Firefighting equipment and appliances - radio telephone for firefighting communication is missing.
- Oil rags found in the trays of diesel generators and oil found accumulated in the trays.
- Joints in all conductors shall be made so as to retain the original electrical and mechanical properties of the cable. Incinerator motor wires were spliced outside of an approved box.
- Fire detection and alarm system - Some fire detectors IMO symbols missing.
- Firefighting equipment and appliances near ECR missing.
- Fire detection on bridge not working.
- E/R control room fixed CO2 System outlet covered with tape.
- Some fire hydrant nozzles missing on deck fire boxes.

Safety of Navigation

- IAMSAR manual volume III old edition.

- The echo sounder is out of order.
- Passage plan not properly done.
- Ship's working language not marked in log book.
- ITU manual expired, should be 2016 edition on board.
- Navigation bridge visibility - The central wiper system is not working.
- Compass repeater of wheel house in steering position out of order.
- The magnetic compass cannot read clearly at steering position.
- One white signal light unlit.
- Side light of navigation light system on portside shall be fixed.
- Nautical chart not available on board.
- IMO symbol of the high voltage must be posted in the MF/HF antenna box.
- BA Chart not up to date.
- Damage control plan not posted on bridge.
- Port anchor and chain missing.
- The backup for ECDIS is nautical chart, which is not found on board.
- There is no date on last restricted visibility control form and last heavy/ bad weather control form recorded in deck log book.
- Portable battery for ALDIS lamp not on board.
- The Steering Gear (S/G) operating instruction in S/G room found unreadable.
- Radar Antenna (x-band) bent backwards.
- Navigational light FWD mist upper side not working.
- LRIT conformance test must be updated.
- S-VDR found not connected with RADAR even though RADAR is of a recent type (wheel mark type).
- NP284: Admiralty list of Radio signals Volume 4, Meteorological Observation stations: 2018/2019 Edition missing and instead 2017/2018 edition found on board.
- Lots of paper charts for last voyages were not updated.
- Ship's radar found to be showing gyro compass feeder alarm.
- Gyro compass repeater found to be non-operational.
- Spare magnetic compass found to be non-operational.
- Fog horn is not operational and aft anchor light is not secured in place.
- Global Positioning System found to be showing faulty date output.
- Various nautical publications such as ALRS, Notices to Mariners, etc. found not available.
- Ship log found to be showing large error.
- Barometer not found onboard the vessel.
- The nautical almanac not update edition.
- Bridge window wiper seized.
- Five degree error in bridge rudder angle indicator when moving port side.
- Side screen for the navigation light (both side) not painted matt black.
- The power off of AIS not recorded in log book on 31/10/2018 and not recorded reason.
- The call sign in AIS not correct.
- RPM indicator fitted on SB side wing found malfunction.
- Magnetic compass/Air bulb inside.
- Magnetic compass/Main magnetic compass not working properly, not able turn inside bulb.
- Operating instructions of steering gear with block program not posted on bridge.
- Anchor shape (Ball) damaged.
- Lights, shapes, sound-signals/Wings navigation lights fixed not as required.

- Panama & Russian flag - found in poor condition.
- Magnetic compass deviation not properly adjusted.
- Magnetic compass lighting not working properly.
- ALDIS - emergency batteries inoperative.
- Existing numbers of maritime safety information for present navigation area of ship missing.
- Passage plans for engaged and intended voyages found not properly kept.
- S Band difference between VRM (Variable Range Marker) and range rings X Band.
- Waypoints not entered into GPS.
- Magnetron not operating.
- Echo sounder not operational.
- No records of steering test after prolonged use of auto pilot.
- Passage plan made without charts for intended voyage. Tracks not consistent amongst adjoining charts.
- Position fixing not available on charts.
- Compass correction log/Filled not regularly.

Radio Communications

- SAT C not set up to receive the maritime safety information for the operational area.
- MF/HF remote distress and alarm in radio room not extended to wheelhouse.
- Found that NAVTEX not able record any message.
- Record of last DSC test to coastal station with acknowledgement could not be found.
- GMDSS battery capacity test not done.
- No record to establish that monthly test of GMDSS equipment is carried out.
- GMDSS equipment found not operational on emergency power.
- INMARSAT C out of service.
- GMDSS log book not filled properly.
- The information recorded in the EPIRB must be posted on the cover of FT.
- No evidence that 5 year EPIRB shore based maintenance has been carried out.
- Radio antennas not fixed.

Lifesaving appliances

- Limited switch of L/B starboard side malfunction.
- Means of arrangement for keep the access hatch of lifeboat in opening position defective.
- A search light must be supplied. One of the buoyant line (30M) must be renewed.
- Monthly inspect recorded for LSA equipment not entered in log book.
- The light in free-fall boats no operation.
- Parachute flares found fraud.
- Starboard lifeboat hydrostatic release housing for diaphragm top cover cracked.
- Life-ring grab line wasted, dried and brittle and broke on test.
- Three pieces seats in free fall life boat not fixed.
- One of the lifeboat battery problem. Can't start engine during inspection.
- Reflective tapes of lifeboat found aged.
- There are wrong/missing information related to immersion suit.
- Port side lifeboat steering gear out of order.
- Electric torch suitable for Morse signaling out of order and a set of spare battery and bulb not provided.
- The safety lashing lines of life-rafts not cut off.
- Port side lifeboat unable be launched by remote wire due to the connection damaged.
- The life line for life buoy with line on stbd main deck not non-kinking type.
- The ship's name not found on the immersion suit in bridge.

- Both side lifeboat embarkation ladder side ropes aged and broken.
- Lower platform of port side accommodation ladder in conjunction with pilot ladder found broken.
- Hand flares for Port & STB lifeboats only 2 numbers. (Missing 4).
- Rescue boat davit limit switch not working.
- Three numbers of line throwing apparatus expired.
- Fuel tank only half way filled, leakage on topside vent valve Penetration.
- Rescue boat davit not working properly.
- Immersion suits zipper side open.
- Davit of rescue boat means of control lowering are corroded.
- Embarkation ladders at both sides found torn and not ready in use.
- Second means of starting boat not operational (Not properly maintained).
- Lifeboat reflective tape is faded.
- Life raft emergency light seized.
- Life boat not maneuvered in the water in the last 3 months.
- Two muster stations on different decks marked and not as per muster plan.
- Stbd life boat engine could not be started on second battery. Self-lowering arrangement for both lifeboats are damaged.
- Lifeboat forward hatch cover not closing.
- Inflatable life rafts not ready for use. They are not properly stowed.
- One of the SI light fitted in lifebuoys found not working.
- MOB marker found expired. Life jacket lights expired, EPIRB is not fitted in place.
- Life boat engine can be started with only one battery.
- Limit switch davit for P/S life boat out of order.
- No life rafts served by launching appliances on board.
- Rescue boat davit without remote control to move it from stowage position, storage power unit found empty, rescue boat engine starting mechanism broken.
- Self-starting light for lifebuoy of STB side not working.
- Painter of rescue boat not attached to the release device.
- For inflatable life raft on one of the decks, manual release instructions written differently from the actual method.
- The reflective tapes on top of lifeboat both side aged.
- The rescue boat engine found unable to be started during inspection.
- Lifeboats grab line not fixed.
- Lifeboats grab lines - Some of floats missing.
- Starboard side life boat davit (top) heavily corroded.
- Rescue boat - Outboard engine - Not able to start, FO minor leak, fly wheel cover not fixed.
- Rescue boat davit cover of electrical motor not fixed.
- Life ring in poor condition.
- Life buoys rope not correctly fixed.
- Rescue boat-wooden oars are cracked, different size.
- Rescue boat - fuel tank is not full, about half of capacity.
- MOB buoys with smoke signal (port and stbd) - weight less than 4 kg, not ready for use.
- MOB system (port/stbd) - ropes between buoys and smoke signal are not properly fixed.
- Davit for rescue boat is not working.
- Instructions for rescue boat operation are not found.
- One life raft damaged.
- Stowage locations for life-saving equipment are not marked with the number of devices stored inside.
- Rescue boat compass with bubble.
- Lifejackets found with defective radio reflective bands.
- Rescue boat davit 5 yearly load test certificate incomplete. Not witnessed and endorsed by Flag/RO.

- Lifebuoy on port side life boat deck was lashed to the holder.
- Life jacket lights would not illuminate.
- Lifeboats engine need to be cleaned, oily mixtures under engine.
- Life boats (P.S. and S.P.S.) belts worn.
- Life boat canning position front glass of both life boat have scratches and are not clearly visible.
- Approximate 10 mm hole was noted on the rescue boat port side gunnel.
- Rescue boat davit hydraulic system leaking.
- Few lifejackets found without lights.

Propulsion and auxiliary machinery

- Diesel generator found out of service.
- Various oil pressure pipes on Main engine in the vicinity of exhaust piping not protected with anti-spill protection tapes.
- Water leaking from the surface between M/E cylinder head and water jacket seriously.
- Main cooling sea water pump and bilge pump leaking seriously.
- Steam condenser side cover leaking.
- LSMGO service tank drain pipe found modified from original and rubber hose used to drain for usage.
- Heavy fuel oil purifier out of order.
- Grease trap found damaged and broken in the ships galley.
- The oil lever indicator gauge of waste oil service tank found out of order.
- One mooring roller on main deck aft port side broken.
- G/E failed to start due to the defective of speed measuring process unit.
- Tachometer for diesel generators found out of order.
- Vessel crew performed temporary repair to salt water main pipe.
- Both fuel oil filters for generators near engine side found leaking oil.
- Sea water pipe line wasted and holed at different locations in engine room.
- Ballast, fuel and other tanks/Ballast pipe valves - Shaft seal leak.
- Observation glass for cascade tank not clear.
- Mooring ropes not properly maintained.
- Starboard anchor winch non-working at normal speed when the anchor is pulled up.
- FWD windlass not properly maintained.
- Some bollards forward unmovable.
- Two pressure gauges for the generator engines malfunctioning.
- Engine control room log printer not working.
- Suction gauge of bilge transfer pump found damaged.
- Number of indicating lamps on M/E panel not working.
- Oil mist detector for M/E out of order.
- The turbocharger end of generator not be insulated properly.
- Level indicating gauge on store tank of steering gear out of order.
- Scupper cooling water pump found leaking water seriously due to the damaged shaft seal.
- Stop valve in main stream pipeline for Aux boiler leaking steam badly.
- One of purifier for heavy fuel inoperative.
- F.O. Pumps of boiler leaking.
- Limit switch for box of CO2 cylinder for EDG and incinerator room inoperative.
- KW meter for D/G found inoperative.
- Both anchor winch corroded.

- As per the Chief Engineers statement Generator safety devices not operational and not able to synchronize with other generators.
- Generator panel found with broken and faulty indicators.
- Port and stbd bunker davits found in frozen condition.
- Some thermometer in engine room found malfunctioning.
- Deck crane found out of service.
- Oil leakage noticed from purifier.
- The indicator of emergency position of engine telegraph not properly working.
- Main engine auto back wash filter control air leaking.
- F.O. Viscotherm oil seal leaking.
- High pressure fuel oil pipes of the M/E found not covered with insulation materials.
- Auxiliary engine found leaking with lubricating oil from shaft seal.
- Running aux engine on electrical switchboard drops off load after synchronization.
- Auxiliary engine harbor generator panel having no power.
- Steam smothering line to M.E. air scavenging is not insulated.

Emergency Systems

- Emergency steering in-operational in local mode on one motor on either P/S.
- Instructions of the emergency mode (Manual) not posted in the steering Gear local.
- Emergency preparedness not as required: Emergency fire pump discharge valve found nearly closed and fire pump not ready for emergency remote immediate use.
- Lifting belt found damaged and hook found rusted in emergency escape from Engine room not as required.
- Pressure gauge of emergency fire pump faulty.
- ME local post - Instructions for emergency procedure are missing.
- Emergency exit from engine room not equipped with safety harness and rope.
- The instructions for the CO2 system of the exhaust duct in the galley to be improved, it is indicating that fire damper must be close before discharging the CO2.
- Remote control for fuel tanks not ready for use. No air in the system & it was necessary to enter engine room to fill air in the system which took several minutes.
- The instruction of the rescue boat launching procedures must be posted under and emergency light.
- Emergency fire pump diesel exhaust pipe in poor condition below forecastle deck. Holed/rusted through, but covered with new pipe insulation.
- Emergency fire pump RPM control not properly fitted.
- Insulation gauge on emergency switch board not working when testing.
- Emergency fire pump took more than 20 minutes to start.
- Emergency light near the operation instruction of launching and recovery unlit.
- Muster list not specified with the substitutes for key persons.
- Emergency generator fail to start automatically when had ship black out.
- Emergency compressor for starting emergency generator out of order.
- There is no exhaustive enclosed spaces list available on board.
- Anchor chain stoppers are not in use when ships is alongside in port.
- Emergency fire pump tried out and found to be developing inadequate pressure.
- Ships emergency lighting is not operational.
- Main method to start emergency generator (batteries) out of work.
- Engine room fuel oil and lube oil tanks quick closing valves found not operational.
- Loudspeaker of PA system near lifeboat out of order.

- The securing device of emergency light used for embarkation R/B broken.
- Steering gear phone number is wrong.
- Emergency generator fuel tank contents insufficient for required period of emergency operation.
- Emergency lighting batteries and switches - Emergency light cover near to P/S life raft broken.
- Emergency source of power - Emergency generator local mode not on standby.

ISM

- Deficiencies marked ISM are objective evidences of a serious failure or lack of effectiveness of implementation of the ISM Code. Corrective Action required by the Company within 3 months.
- Ch. Eng. standing order is not signed by Ch. Engineer and 2nd Engineer.
- Deficiencies marked under ISM are an indication of ISM failure on board and audit report by company is required within 3 months.
- SOPEP - familiarization list is missing, list of oil spill equipment is not up to date.
- Responsible crew member not familiar with the testing procedure of fire detection system.
- Capt. and one of the deck officer not familiar with contents of damage control booklet.
- The chief engineer is not familiar with the operation of the O.W.S. Overboard side three way valve can't close tight after the 15 ppm alarm have been activated.
- The SMS as implemented onboard does not ensure maintenance of ship. Equipment not found maintained effectively as evident by the deficiency.
- Working language not established in official navigational log book according to SOLAS.
- One of the deck officer not familiar with the operation of the hand pump used for discharging ballast water in the fore peak tank.
- Lack of training observed. Drill failed.
- Arrival check list in engine room for port arrival not filled completed.
- Watch keeping officer not familiar with AIS.
- Several of crew member not familiar with operation of davit launch of rescue boat and fire hose preparation.
- No evidence of maintenance carried out by the engine side on board the vessel as per the Planned Maintenance system.
- Vessel was fitted with a davit launched life raft. Vessel drill meter does not specify any requirement to conduct davit launch life raft and its frequency.
- A fire drill in the galley must be carried out.
- Responsible crew is not familiar with Ship's Ballast Water Management plan, ISM.
- Key officers not familiar with ship's emergency towing procedure.
- Engineer not familiar with the firefighting equipment usage/contents of the extinguisher.
- Deficiencies marked ISM are objective evidence of a serious failure of the implementation of the ISM Code or lack of effectiveness.
- Outstanding deficiencies from the report of inspection remained, not rectified.
- Company is not paying adequate attention for safety of navigation.
- The company and the ship shall comply with the requirements of the ISM Code. The company should ensure that any non-conformities reported appropriate corrective action is taken and records of these activities are maintained. Crew failed to report a ruptured pipe on the main salt water line near the bilge. The C/E acknowledged the hazard at the beginning of the voyage authorized a temporary repair, but did not record and ordered required spares as required by SMS. Recommend audit of vessels implementation of SMS.
- ISM/Training manuals on board - Crew familiarization missing.

Cargo operations including equipment

- Loading operation not as per agreed loading plan/sequence as evidenced by excessive difference between calculated and observed drafts.
- No spare lashing material for the present cargo available on board (steel coils).
- One temperature sensor for one of the cargo tank out of order.
- Cargo part gas detection panel power indicator lamp not working.
- Pressure sensor for one of the cargo out of order.
- Cargo system remote control lube oil system found stains of leakage, noted bucket for collecting leakage on cargo deck area.

Pollution prevention - MAPROL Annex I

- 15 PPM Alarm arrangements - Shows failure and not possible to read the information on the screen.
- The sampling unit for the 15 ppm alarm of the O.W.S. - leaking seriously.
- Accumulated oil in bilge water.
- Some bolts and nuts of standard discharge connection for bilge water on both side - missing.
- Pump and pipes for sludge tank missing.
- ORB not filled in accordance with MEPC.1/Circ.736/Rev.2 instructions. Bunkering of bulk lubricating oil quantities not recorded correctly.
- Bilge water valve seal number (overboard) did not recorded to logbook.
- Standard discharge connection for bilge missing on board.
- Plug for drip tray found missing.
- International sludge discharge connection missing.
- The contact list of port not found in SOPEP.
- ORB entries for transfer of bilge water not recorded for over one year.
- Log Book/ compulsory entries/ night order book: Last record found on 29/03/2019. Master and Chief Engineer signatures missing.
- Air conditioning line found to be leaking in engine room and bilges found to be full of oily water mixture.
- OWS pump not stopping automatically.
- Oil and oily mixtures from machinery spaces. There is excessive oil mixture in the engine room bilge.
- Capacity of some of tanks not corresponding between ORB and IOPP Certificate. Used evaporation of sludge but present method not approved by the class, not found clear information for capacity of sludge tanks, incorrect code used in ORS part I.

Pollution prevention - MARPOL Annex IV

- Blower switch of sewage treatment plant found malfunction.
- No activated sludge return flowing for sewage treatment plant.
- Non- treated sewage discharged overboard, which violate local regulation.
- As per ISPP Certificate vessel is certified to carry 14 person. However vessel is carrying 15 person.
- Sewage treatment plant air blower not developing pressure.
- Sewage treatment plant defective.
- Sewage tank sounding pipe clogged.

Pollution prevention - MARPOL Annex V

- Compactor of handling garbage - Malfunctioning.
- The capacity LT/per charge of incinerator and compactor in garbage management plan not recorded.
- Incinerator used by crew, but crew in charge not signed three times in garbage record book.

- The refractory material of the incinerator partially damaged.
- MARPOL - placards were missing from garbage collection area AFT.
- Garbage in engine room not properly stored.
- Capacity of collection of garbage insufficient and high amount of garbage found on board.
- Garbage discharged to a reception facility was not recorded in the garbage record book.
- Garbage drums in galley missing which are not according with garbage management plan.
- Garbage on poop deck not properly segregated and was not in the right place.

Pollution prevention - MARPOL Annex VI

- Vessel producing black smoke while at anchorage Aux. engine fuel valve defective.
 - ODS Record book not on board.
 - The original technical files for all Auxiliary engine found not available during inspection.
 - IMO ID number of spare parts for turbocharger of A/E found recorded wrong in engine parameter book.
- Control air dryer found free from ODS charge and out of order.

Pollution Prevention - Ballast Water

- Depth information not included in BWRB when ballast water taken on board outside port.
- Proper unit of ballast water discharged not used in ballast record book.
- Ballast water book shows entries for intake of Ballast and discharge of Ballast only. Lacking information for exchange.
- Rate and capacity of ballast water pumps not corresponding to manufacturer's specifications and no corrections made in B.W. M. Plan.
- The vessel subject to this part shall use Ballast Water Management practices using an approved ballast water management system. The vessel did not adopt the alternate management system for ballast water management, and discharged untreated ballast water.
- Codes for Ballast Water discharge to shore not properly filled.
- Vessel was using flow through method for exchange from all tanks except peak tanks which is not as per approved BWMP and Certificate.

Working Conditions

- As the ship is holding a dangerous goods document, 40 liters of medical oxygen must be supplied to supply oxygen to two people at the same time.
- Living and working condition on board found very poor viz. poor lighting, un-hygienic sanitary conditions, lack of cleanliness of accommodation area etc.
- The light in Bosun store not working.
- Wheelhouse door window/Bridge wiper ring glass cracked.
- Safe access to tanker bow not arranged properly (some of screening hooks damaged, some of hinged rails missing).
- Housekeeping in steering gear room poor.
- Floor near purifier space slippery.
- Handrail for D/G working platform and steering gear missing.
- The protecting cover of guide roller on stern deck rusted and broken.
- Several electrical starting panels in engine room found missing with non-conducting mats.
- The light in the main vertical trunk in the engine room is out of order.
- Pilot ladder used for PSC boarding found in poor condition and looks loose.
- Port accommodation ladder found damaged and unsafe to use.
- Some covers of lamp in engine room broken.

- Moring lines are secured to winches warping ends, operating levers are not secured by pins.
- Generator fan protection missing, not as required.
- Engine room floor plates not secured.
- Ropes and wires FWD and Aft not fixed on the bollards.
- The safety net not covering the accommodation ladder sufficiently.
- AFT & FWD mooring stations - ropes stowed in incorrect method.
- Land limit such as max. Load SWL not noticed near gangway embarkation platform.
- High voltage transformers area to be kept clear of all fire hazard items in close vicinity. Area around transformers to be clear at all times.
- Exhaust funnels of E/R machinery at chimney (Internal) thermal isolation covers found in poor condition.
- Obstruction/slipping etc. - deck oily
- Steering gear room need to be cleaned.
- Cleanliness of engine room is poor.
- All passages should be clear.
- Stbd side - brake pads worn port side - Unsafe for anchoring due to twist in anchor chain.
- A/B cabins lamps are unsafe need to be fixed.
- Lighting (working spaces) safety store lights not working
- Chemical and paint stores housekeeping require.
- Cleanliness of - purifier area- separator leaking, glass manometer found broken.
- Gangway platform not protected with safety net, Master advised to correct immediately.

Labour Condition- Accommodation, Recreation facilities, food & catering

- Insufficient fresh vegetables and fruits found on board.
- Accommodation A/C is not fully operational.
- Meat and chicken are not segregated.
- Medical O2 cylinders are not available on board.
- AC on the engine room control room out of order.
- Cold room temperature are not as required.
- Several common toilets found without flushing water.
- Mattress in crew cabins are not fire resistant.
- Some food items are expired.
- Various toilets without sanitary water, dirty and not maintained.
- Fresh provisions not sufficient for intended voyage.
- Various fridge and freezers found without thermometers.
- Several ventilation blow flaps not working.
- Crew cabins found having temporary heating and cooling arrangements.

Labour Conditions- Health protection, Medical care & Social

- Chemical dosing station in engine room not provided with Personal protective equipment.
- Ant infestation found on board.
- Medicines & Medical Equipment missing.
- Hospital being used to accommodate additional shore staff assisting loading of the vessel.
- Chemical store (PPE) not found in order.
- Seawater heater in pump room steam pipes found with missing insulation.
- The sounding pipe for the drinking fresh water tank did not locked properly.
- Thermal insulation material for generator T/C missing.

- Safety shoes and outfits not sufficient for all crew.
- Medical first aid kit in Engine room - some medicines expired.

MLC

- Seafarer's employment agreements found only in Arabic language and not properly signed by the company.
- Vessel was found undermanned as per MSMD. One deck watch keeping rating is missing. Also as per MSMD cook is needed.
- Certificate of insurance or other financial security in respect of ship- owners liability missing.
- Eight Indian seafarers employed directly by foreign owner without RPSL.
- Watch schedule table not posted in engine control room.
- Record of rest hours found not confirmed and signed by Captain or authorized person.
- Entries not consistent with seafarer's actual working pattern on board.
- Extension contracts missing for some crew members. Copies sent from company.

Alarms

- General emergency alarm on funnel deck shall be fixed.
- Engine machinery alarm in engine space horn for general engine alarms and fire alarm not clearly audible against engine noise.
- Engine room fan and pump room fan monitoring panel in cargo control displayed fault alert.
- Water ingress alarm system for one of the cargo hold is malfunctioning.
- General alarm not as required according LSA Code and SOLAS.
- The flame failure alarm for incinerator - out of order.
- Fire alarm for zone disabled.
- Minimum safe manning certificate showing ship is U.M.S. Engine extension alarm system out of order.
- Boiler drum low level alarm out of order on alarm monitoring system.
- Flammable gas detection sensor for general office out of order.
- One of the cargo tank high level alarm found defective.
- Engine room bilge alarm inoperative.

ISPS

- Security drill (exercise drill between ship and shore) is missing.
- Visitors log book not properly filled.
- Identity identification was not done at access to ship.
- Pilot ladder lowered down, on port side, without any control. Pre-arrival information form not on board.
- Inadequate access control to ship, visitors logbook incomplete records.
- Access control to ship/visit or cards missing.
- PSC inspector ID not checked when boarding the vessel.
- Access control to ship, i.e. outside doors are not keeping closed according to ISPS.