

Annual Report 2020 Port State Inspections

IRCLASS

INDIAN REGISTER OF SHIPPING

FOREWORD:

Indian Register of Shipping (IRS) presents the Annual Report based on results of Port state control (PSC) inspections for the year 2020.

Number of PSC inspections held under various PSC MoUs in year 2020 have dropped compared to previous year 2019, which can be mainly attributed to COVID-19 Pandemic. No detention was recorded under USCG, Mediterranean, Riyadh & Indian Ocean MoUs for year 2020; however detentions were recorded under Black Sea, Tokyo & Paris MoU. There was decrease in number of detentions under Paris and Tokyo MoUs for year 2020 compared to year 2019.

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	THREE YEAR AVERAGE DETENTION RATIO UNDER USCG	PERFORMANCE CATEGORY UNDER PARIS MOU
2016-2018	HIGH	0.00%	MEDIUM
2017-2019	HIGH	0.00%	MEDIUM
2018-2020	HIGH	0.00%	MEDIUM

Performance of IRS continued to remain 'HIGH' under Tokyo MoU, 'Medium' category under Paris MoU and detention ratio for three year average under USCG remained maintained at 0.0%.

DETENTIONS IN YEAR 2020:

There were total 9 detentions under various PSC MoUs for ships issued with only class or both class and Statutory certificates by IRS as detailed below:

PSC MOUs/ Authorities	Number of Inspections (as per annual published report or MoU website data)	Total Number of Detentions (as per annual published report for, MoU website data)	Ratio of Total No. of Detentions/ No. of inspection	Attributed to RO responsibility
BLACK SEA	50	5	0.10	0
TOKYO	40	2	0.05	0
PARIS	52	2	0.04	0
INDIAN OCEAN	27	0	0.00	0
MEDITERRANEAN	37	0	0.00	0
RIYADH	19	0	0.00	0
USCG	5	0	0.00	0
TOTAL	230	09	0.04	0

Maximum number of detentions (i.e. five numbers) were recorded under Black Sea MOU, followed by two detentions each under Tokyo and Paris MOU. Number of RO related detentions were Nil.

DETENTIONS CATEGORY WISE:

DETAILS OF DETENTIONS BASED ON CERTIFICATES ISSUED TO SHIP BY IRS			
Total no. of Detentions	Class & All Statutory Certificates	Only Class & Single Statutory Certificates (ILL/IBWMC)	Only Class Certificates
9	3	3	3

DETENTIONS FLAG WISE						TOTAL
Republic of Panama	Republic of Vanuatu	Cook Islands	India	Sierra Leone	Indonesia	
2	2	2	1	1	1	9

DETENTIONS SHIP TYPE WISE			TOTAL
General Cargo Ships	Oil tanker	Bulk Carrier	
6	2	1	9

DETENTIONS AGE WISE						TOTAL
>25yrs	20 to 25yrs	15 to 20yrs	10 to 15yrs	5 to 10yrs	0 to 5yrs	
6	1	0	1	1	0	9

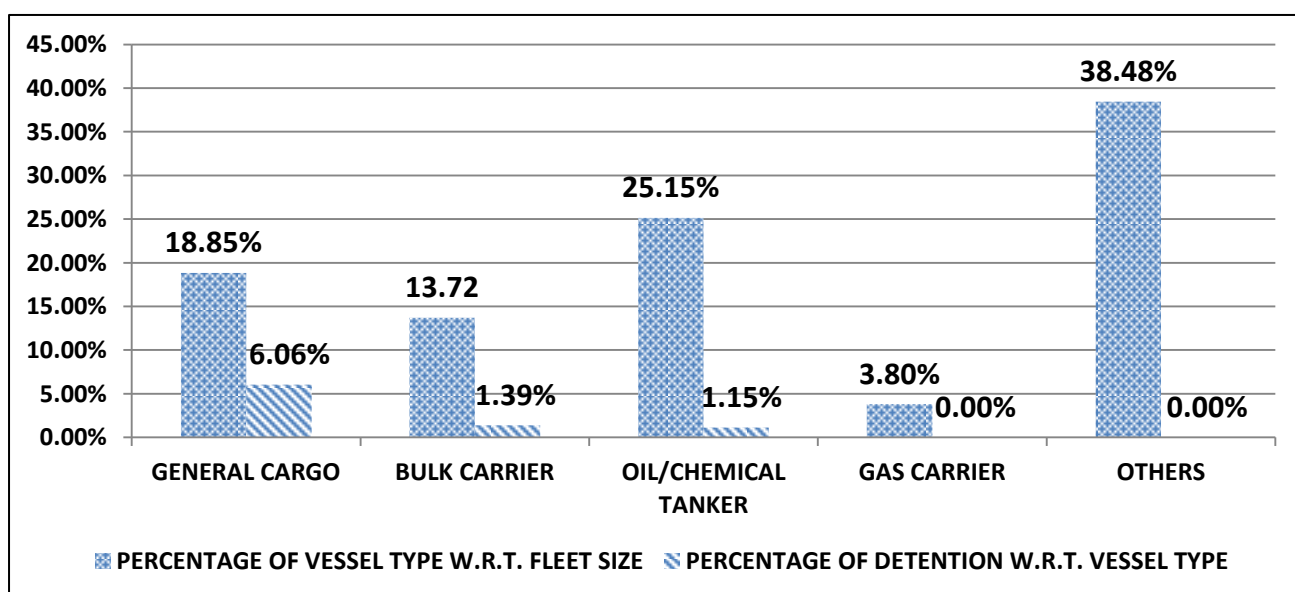
Out of total 9 detentions mentioned above; three of the detained ships were issued with both Class & Statutory Certificates; while six were either issued with only Class or Class & Single Statutory Certificate by IRS.

General Cargo ships were the maximum to be detained based on the ship type wise; followed-by Oil Tankers and Bulk carriers.

Maximum number of detentions involved ships of higher age group. Six detentions were for ships of above 25 years of age while lower age groups recorded 1 detention each.

Ships registered with Republic of Panama, Cook Islands and Republic of Vanuatu flag administrations had two detentions each; while ships registered with India, Sierra Leone and Indonesia Flag administrations had one detention each.

COMPARISON OF SHIP TYPE WISE DETENTION PERCENTAGE FOR YEAR 2020:



Above graph provides

1. Percentage of vessel type for IRS with respect to total fleet size as on December 2020
2. Percentage of detentions of a particular vessel type in year 2020 with respect to total number vessel of the same type in the fleet.

Detention percentage for General Cargo ships was maximum followed by bulk carriers and Oil/Chemical tankers. There was no detention for Gas carriers and other ship types.

DETAILS OF PSC DETAINABLE DEFICIENCIES:

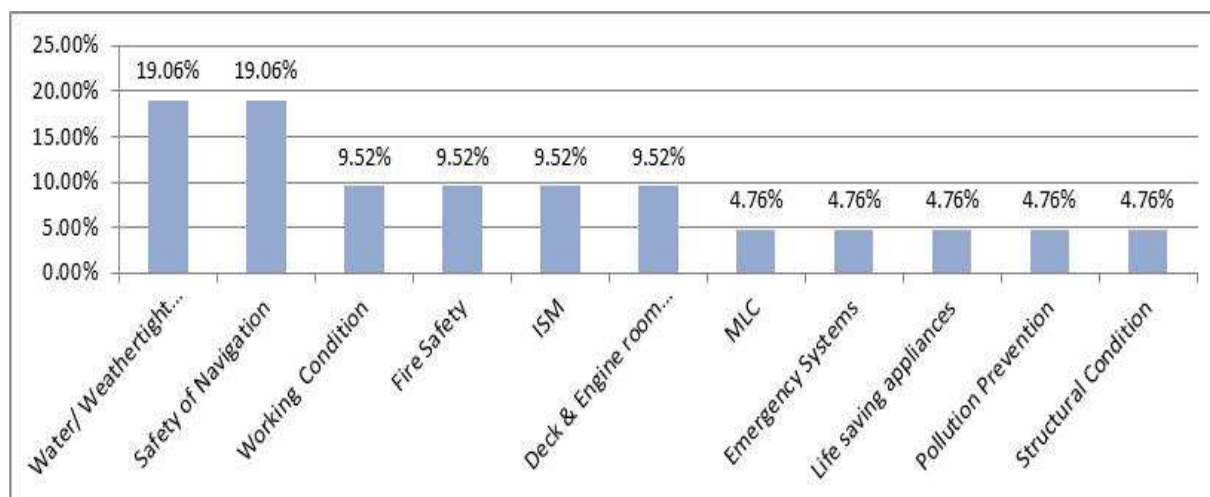
21 detainable deficiencies pertaining to the class & statutory certificates issued by IRS were recorded as follows:

Water/ Weather tight Conditions	Several hatches (e.g. emergency escape hatch steering gear room, emergency escape hatch engine room) can't be secured properly for sea. Dogs to doors damaged/broken/missing, excessive play found on hinges.
	Access doors to cargo holds are not able to secure weather-tight conditions for sea. Dogs to doors not engaging under wedges.
	W/T Door can't ensure the weather tightness: (1) Starboard & Port Accommodation doors on boat deck. (2) Starboard, Port & Astern Accommodation Doors on Poop Deck. (3) Hospital door.
	Watertight bulkhead in engine room with an unauthorized hole to pass electrical wiring.
Safety of Navigation	BA Nautical Publication (Sailing direction 43) for engaged & intended voyages found out-of-date of edition and not updated latest Notices to Mariners.
	List of lights and fog signals Vol. E (NP78) not available on board. List of Radio signals 283(1) Vol. 3, last edition missing.
	Both of top navigation lights (FWD) – Sectors are missing
	Existing numbers of Maritime Safety Information for Russian South part of Far-East region in which ship engaged voyages missing on board (Coastal warning Vladivostok- Bombing, Gunner)
Working Conditions	Engine room without lighting.
	Guard Rails fitted on boat deck defective: (1) One section of guard rail missing (port). (2) Three removable stanchions not capable of being locked in the upright position (port)
Fire Safety	Fire alarm panel on bridge – not working.
	Sections 4 and 6 of fire detection panel disconnected.
ISM	Safety Management Audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure Or lack of effectiveness of implementation of the ISM Code.
	Deficiencies identified are objective evidence of a failure or lack of effectiveness of the implementation of the ISM.
Deck & Engine room machinery	Four mooring rollers through corroded, damaged.
	Leakages in engine room.
MLC	SEAs are valid for the period of 7 months for Master and Ch. Eng., 10 months for Officers and Ratings (plus/minus 1 month company's option with the consent of the employee). 2nd Mate joined the ship on 29.06.2019, 2nd Eng. on 11.12.2018, Bosun on 26.08.2018, AB2 on 31.03.2019, AB3 on 01.07.2019, Oiler 2 on 10.12.2018.
Emergency Systems	Emergency fire pump not ready for use.
Lifesaving appliances	All lifebuoys painted; losing their original/approval properties.
Pollution Prevention	Sewage treatment plant (DVZ-SKA-20 BIOMASTER), air blower out of order, water found leaking on top of the tank through securing bolts, bad smell around area, working of vacuum pump not visible through the control glass.
Structural Condition	During manoeuvring in port Tuapse, ship has contact with already berthing ship. As result of this contact, ship's bow damaged(forecastle free board, fwd fair lead)

DETAINABLE DEFICIENCIES IN YEAR 2020:

No.	Categories	Number of Detainable Deficiencies	% of Total Detainable Deficiencies
1	Water/ Weather tight Conditions	4	19.06%
2	Safety of Navigation	4	19.06%
3	Working Condition	2	9.52%
4	Fire Safety	2	9.52%
5	ISM	2	9.52%
6	Deck & Engine room machinery	2	9.52%
7	MLC	1	4.76%
8	Emergency Systems	1	4.76%
9	Lifesaving appliances	1	4.76%
10	Pollution Prevention	1	4.76%
11	Structural Condition	1	4.76%
TOTAL		21	100%

Detainable Deficiencies Percentage for year 2020



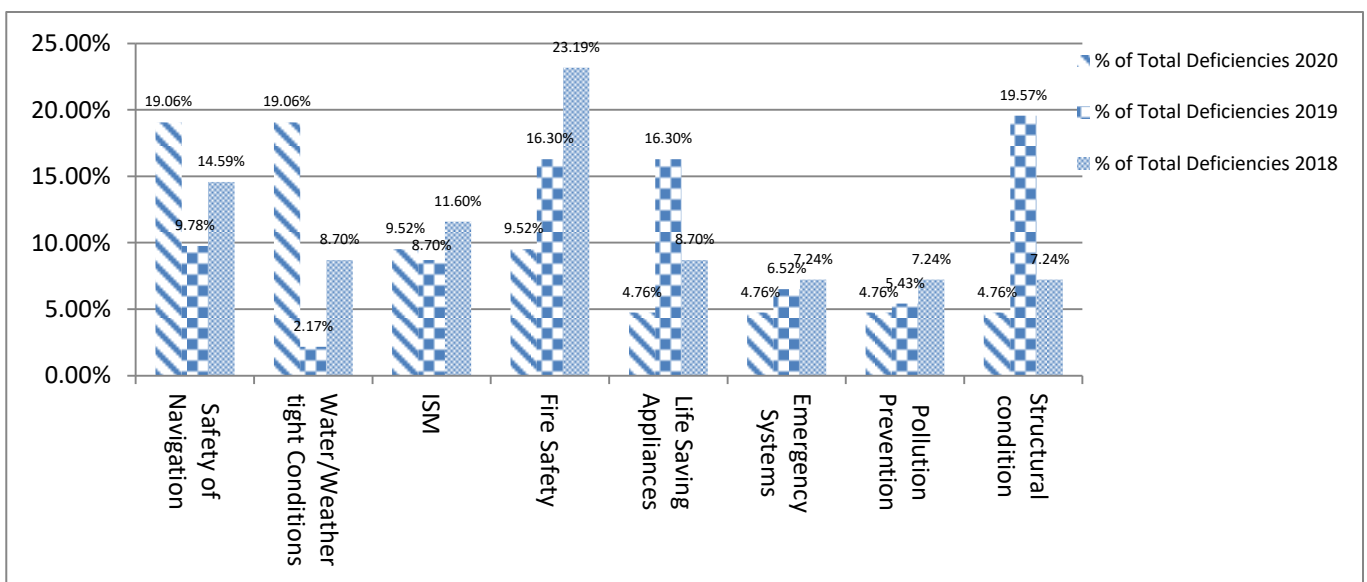
From the list of detainable deficiencies, maximum numbers of detainable deficiencies were recorded under water/ weather tight conditions and safety of navigation followed by other categories.

COMPARISON OF DETENTIONS & DETAINABLE DEFICIENCIES OVER LAST 3 YEARS

Year	2020	2019	2018
Number of detentions	9	20	19
Number of "RO Related" Detentions.	0	2	4
Number of detainable deficiencies (Relevant to the Certificates issues to the vessel)	21	92	69
Ratio of Number of Detainable Deficiencies over Number of Detentions.	2.33 (21/9)	4.6 (92/20)	3.63 (69/19)

From above data it is evident that, there is no detentions marked under "RO Related" in 2020. Also number of detainable deficiencies, including total detentions have reduced compared to previous years 2019 & 2018

Comparison of Detainable Deficiencies over three years:



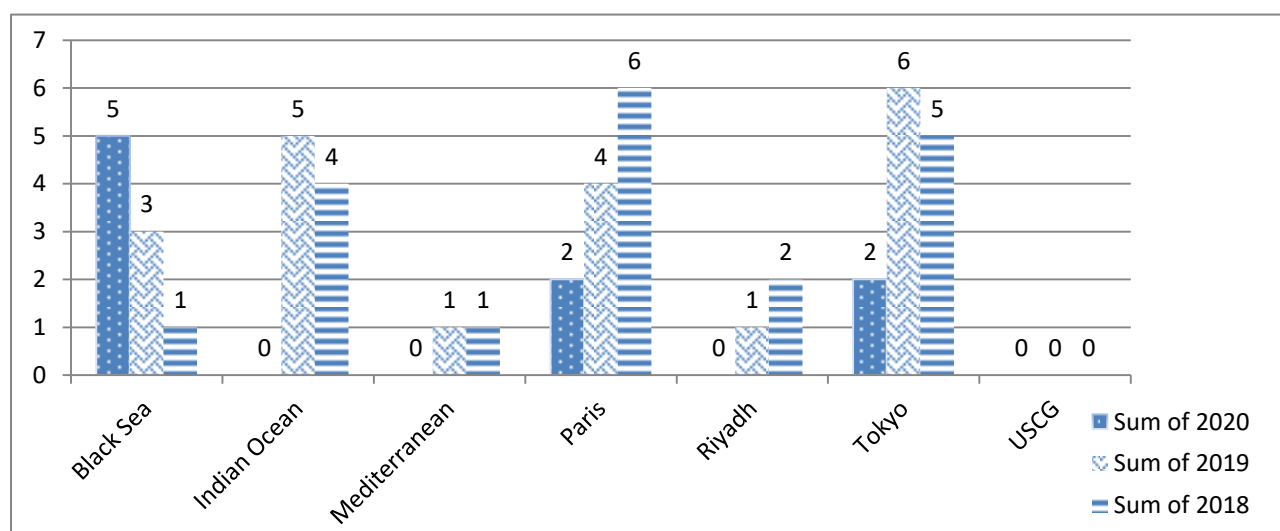
For year 2020; rise in percentage of detainable deficiencies was found in areas related to Safety of navigation, water and weather tight conditions & ISM shown above.

However percentage of detainable deficiencies related to other categories recorded in year 2020, showed a decrease compared to previous year.

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

MoU/Years	2020	2019	2018
Paris	0.04 (2/52)	0.06 (4/68)	0.07 (6/77)
Tokyo	0.05 (2/40)	0.08 (6/79)	0.06 (5/84)
USCG	No data available	0 (0/23)	0 (0/22)
Indian Ocean	0 (0/27)	0.19 (5/26)	0.09 (4/43)
Black Sea	0.10 (5/50)	0.05 (3/56)	0.04 (1/28)
Mediterranean	0 (0/37)	0.01 (1/57)	0.02 (1/41)
Riyadh	0 (0/12)	0.03 (1/35)	0.05 (2/37)

MoU wise Number of Detentions over Last 3 Years

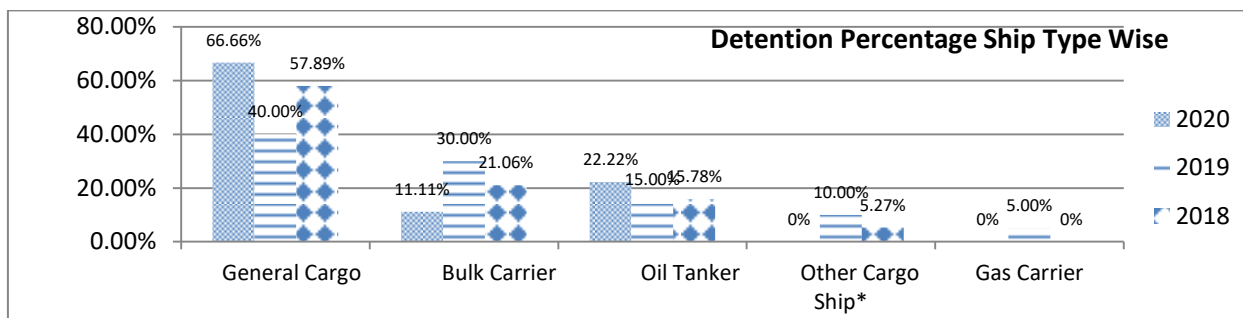


As seen from above, there was a rise in detention under Black Sea MOU compared to earlier two years. Total number of detentions under Paris, Tokyo, Mediterranean, Riyadh and Indian Ocean MoUs have reduced in year 2020 compared to previous years. No detention has been recorded under USCG for last three years.

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

Ship Type/ Years	2020	2019	2018
General Cargo	66.66%	40.00%	57.89%
Bulk Carrier	11.11%	30.00%	21.06%
Oil Tanker	22.22%	15.00%	15.78%
Other Cargo Ship*	0%	10.00%	5.27%
Gas Carrier	0%	5.00%	0%

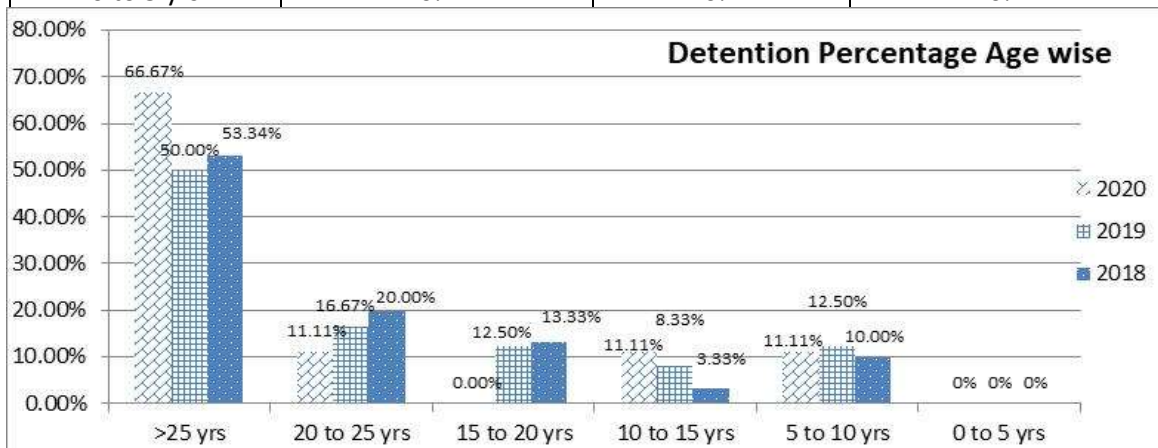
*Other Cargo Ship: Offshore Supply Ship, Tug, Diving support Ship



Detention percentage for general cargo ships increased in year 2020 compared to year 2019. Detention of these ships was mostly under Black sea MoU. Also the detention for these types of ships have been maximum for last three years. There was rise in detentions percentage of Oil Tanker compared to previous year while there was fall in number of detention percentage of Bulk Carrier, other cargo ships and Gas carriers.

COMPARISON OF AGE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Age/Years	2020	2019	2018
>25 yrs	66.67%	50.00%	53.34%
20 to 25 yrs	11.11%	16.67%	20.00%
15 to 20 yrs	0.00%	12.50%	13.33%
10 to 15 yrs	11.11%	8.33%	3.33%
5 to 10 yrs	11.11%	12.50%	10.00%
0 to 5 yrs	0%	0%	0%



Detention percentage for ships of higher age group i.e. 25 years and above remained maximum in last three years. There was slight rise observed in detention percentage for age groups 10 to 15, while the percentage has dropped for age group of 20 to 25, 15 to 20 and 5 to 10 yrs.

DEFICIENCIES OTHER THAN DETAINABLE DEFICIENCIES IN YEAR 2020:

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:

- **Safety of Navigation** (Echo sounding device, gyro compass, magnetic compass, navigational lights, ALDIS lamp, communication equipment found malfunctioning/ non-operational or navigation).
- **Life Saving Appliances** (Lifeboat, life-raft, rescue boat, Life buoy were found in poor condition or defective).
- **Fire Safety equipment** (Fire door, fire alarm and detectors, fire hose/hydrant, fire pump, fire men outfit, fire damper etc. found defective or non-operational).
- **Propulsion and Auxiliary machinery** (Leakages on machineries, non-functional or non-operational equipment, defective or malfunctioning safety systems or associated measuring devices).
- **Certificates and Documentation** (Endorsements issues, certificate in original not available or expired, contracts expired, records not updated or maintained).
- **Working and Living Conditions** – (Medicines and Medical Equipment missing, Forward & Aft mooring area is slippery. Found defective/ non-operational few lights, mooring ropes, pilot ladder).

Year	Equipment or item which accounted for large number of PSC deficiencies (Listed in descending order from left to right based on number of deficiencies)					
2020	Safety of navigation	Life Saving Appliances & associated equipment	Fire Safety & Detection System	Propulsion & Auxiliary machinery	Certificates & Documentation	Working & Living conditions
2019	Fire Safety & Detection System	Life Saving Appliances & associated equipment	Navigation equipment	Propulsion & Auxiliary machinery	Certificates & Documentation	Structural & Water/Weather tight Conditions
2018	Fire Safety & Detection System	Navigation equipment	Life Saving Appliances & associated equipment	Defective deck fittings	Propulsion & Auxiliary machinery	Nautical Publications/ Charts

CAUSES ATTRIBUTING TO THE DETENTIONS:

Following is summarized from detention cases:

- a) Five detentions under Paris & Black sea MoU were for ships of higher age. Based on age & flag performance under PSC MoUs, these ships were targeted for PSC inspection. Deficiencies noted on these ships were mainly related to statutory matters such as navigation equipment, lifesaving & fire safety appliance, emergency preparedness and implementation of SMS on board; for all these cases Statutory surveys were not performed by IRS, thus limiting the scope of IRS to verify compliance to statutory matters.
- b) Six detentions under Paris & Black sea MoU together were for ship type "General cargo ships". Increase in number of inspections for this type of ships trading in above regions was one of the contributing factor, which resulted in higher number of detentions of the ship type.
Detainable deficiencies on these ships were mainly related to structural defects, payment of wages, navigation and emergency equipment, water and weather tight conditions, lifesaving equipment, machinery leakages, nautical publications and implementation of safety management system.
- c) Two of the ship had undergone postponement of Class or Statutory surveys based on alternate means of evidence compliance remotely, in proximity of detention. Detainable deficiencies on this ship were pertaining to nautical publications & charts, sewage treatment plant, corroded step at forecastle room entrance, partly missing heat insulation on generator and implementation of Safety management System. These were not detected during remote survey nor self-inspection report/declaration received from the ship during postponement revealed these.
- d) In one case the ship was boarded by PSC (Black sea MoU) on the account of contact damage to other Ship while berthing in the port. However when the detailed examination of the Ship was undertaken by PSC; further deficiencies pertaining to safety of navigation, fire safety & lifesaving appliances, maintenance of deck equipment, emergency instructions and onboard documentation were pointed out. These were attributed to lapses in mandatory inspections, effective monitoring & upkeep of ship from shore side including implementation of safety management system, indicating that overall upkeep of Ship was not as required and monitoring from the shore side between the survey periods was not effective.
- e) In one of case (under Paris MoU), detention was mainly accounted to MLC non-compliance pertaining to non-payment of crew wages and not providing monthly statement of wages. Other deficiencies identified by PSC were related to upkeep of documents/ navigation plans, maintenance of alarm & emergency equipment, condition of lifesaving appliances/ navigation equipment & embarkation arrangements, accommodation facilities. Basis of above PSC pointed to failure or lack of effectiveness

implementation of the ISM Code on board.

- f) Five detention cases out of total nine pointed to ineffective implementation of Safety Management System on board and indicated that; effective monitoring and additional care was required from the company in implementation of ISM on board. Also surveys on these Ships were considered to require more care in terms of bringing out system related lapses as on three of these ships Statutory surveys and audits were not carried out by IRCLASS.
- g) Further to above some other factors which contributed to the detentions on Ships are as below:
 - a) Deficiencies related to hatch covers, access doors, unauthorized penetration of bulk heads leading to poor water and weather tight conditions were in majority indicating inadequate attention to deck areas and planned maintenance system.
 - b) Other detentions were on the account of non-satisfactory operation of emergency equipment/ FFA and LSA such as emergency fire pump, emergency generator, emergency batteries, fire alarm system, rescue boat starting issues etc. and indicated lack of routine inspection, regular testing & maintenance.
 - c) Some ships were detained due to non-availability or poor upkeep of mandatory documents such as nautical publications/charts, Maritime safety information booklet; showing lapses in implementing shipboard procedures and inadequate monitoring.
 - d) Few detentions also pointed to lack of maintenance/timely repairs & housekeeping issues on the account of deficiencies pertaining to oil leakages, oil mixture accumulation in machinery space etc.

IMPROVEMENT ACTIONS:

- A) Based on lessons learnt from above cases, following improvement actions considered required in respect of maintaining the Ship in compliance with Class and Statutory requirements by Company:
 - 1. Ships of higher age group and especially of general cargo type are required to be provided with more attention in terms of planned maintenance of structure, machineries and equipment. Ships under this category are required to implement self-inspection regime by ship's staff and also need to be subjected to frequent inspections from shore side; so that defects/ deficiencies are brought out at early stage and rectified timely. An improvement plan needs to be drawn for such ships so that these are monitored closely and maintained as required.
 - 2. Undertaking regular and effective inspections of onboard equipment/machinery as required by regulations & manufacturer's guidelines is important. Ship to have mechanism to report defects/deficiencies. Focus to be given on Pre-arrival checks, compliance to flag

requirements/guidelines.

3. Ensuring availability and upkeep of original documents, records and mandatory documents is important & mechanism is to be developed for periodic review and monitoring.
4. Periodic inspection & testing requires focus in order to ensure readiness and reliable operation of firefighting, lifesaving, navigation, emergency & pollution prevention equipment.
5. Compliance to MLC 2006 requirements with regards to payment of crew wages, rest hours compliance, upkeep of accommodation and crew facilities require more attention, so that such deficiencies do not occur.
6. Reporting to Flag Administration/Classification Society/Recognized Organization seeking their advice and reporting to the Port State Control as necessary play a vital role.
7. As the purpose of the remote survey is to verify that the ship is in compliance with Class Rules and statutory Conventions, it is essential that Master, Chief Engineer and other personnel involved in remote survey/ audit/ inspection cooperate and provide information in a transparent manner so that deficiencies/ non-compliances are brought out, in the interest of the safety of the ship, crew and protection of the environment.
8. Implementing safe working practices and carrying out regular risk assessment can ensure safe working condition on board.
9. Also familiarization of ship's staff with shipboard procedures/new rules/regulations, regular supervision & monitoring from shore side with the specific focus on effective implementation of SMS on board is the key to prevent detentions.

B) Following areas considered requiring attention during surveys/audits and improvement action implemented internally:

1. Higher age and general cargo ship considered requiring more attention in terms of planning and execution of survey. Accordingly experienced surveyors will be deployed for survey of such ships.
2. While ships of higher age are generally not considered for classification, procedural requirement is put in place to ensure risk assessment is done for any request received for classification of existing ships which considers age of the vessel as a factor.
3. Verification of effectiveness of supervision/monitoring of ships by company including implementation of SMS on board during surveys; especially where Statutory Certificates are issued by another RO.
4. Additional attention during ISM Audits and MLC inspections towards verification of on board compliance to MLC 2006 requirements & effective implementation of corrective/preventive actions by company based on lessons learnt from detentions.

5. More care required during surveys of ships identified under fleet monitoring program in order that the condition of the ship is improved.
6. Mentoring/training of surveyors/auditors with an aim to improve performance.

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. Regular updates are being made to the checklist based on PSC deficiencies, available on IRS webpage for guidance to ship owners and managers.
2. Owners/managers are provided with analysis of the detention along with area of improvement in order to prevent reoccurrence of similar lapses.
3. Improvements have been made to Fleet Monitoring Program for early identification of Ships based on fleet performance under PSC MoUs and Safety Management Audits, thus reducing the chances of detention.
4. Compliance to upcoming concentrated inspection campaigns (CIC) by PSC MOUs are verified during surveys.

CONCLUSION

It has been the endeavor of Indian Register of Shipping to maintain its fleet in high standards. With proactive measures and active participation of owners and managers, it is possible to improve the PSC performance and achieve a target of “Zero PSC detention”.

ANNEX 1

LIST OF PSC DEFICIENCIES OTHER THAN DETAINABLE IN YEAR 2020

Certificate & Documentation Ship Certificates/Document

- Ship sanitation certificate found expired.
- Bridge watch keeping schedule does not ensure that a lookout is scheduled throughout the day (no lookout scheduled between 06:00 - 18:00)
- Certificate and documentation - Ship certificate /Safety Management Certificate (SMC/ISM Code) ISM certificate not in original.
- Annex II of SOPEP need to be updated.
- Letters of PS load line mark (TF; F; T; S; WNA) not marked as required by issued International LoadLine Certificate.
- Deck log book working language is not established.
- Last bunker MSDS is missing.
- International ballast water management certificate not available on board.
- International energy efficiency certificate found expired (Invalid).
- Annual testing of AIS not available onboard (Missing).
- Emergency contact list port of Teluk Beyur not available.
- Record of approved Cargo Ship Safety Equipment is not marked as approved by RO.
- Load line condition of assignment not approved by RO.
- Original of M.S.M. Cert. not on board.
- WRC not on board (only blue card).
- CLC bunker oil pollution damage not available on board.
- Wrong entry in P & I Insurance.
- Since the ship is not UMS, the crew members on board are not in line with MSM document.
- Form 3 of CSR number 13 missing.
- The ship is not provided with documentary evidence to operate with periodically unattended machinery spaces. In the class certificate there is no evidence that the ship is in UMS.
- Safety Management Certificate - only copy available on board.
- BRS Certificates, in copy on board.
- GRT in IAPP Certificate differs from Tonnage certificate.
- GRT in LRIT Certificate differs from Tonnage certificate.
- Crew members are not having on hands procedure for complaint under MLC 2006, also not full contact information.
- Bridge nautical publication not in accordance with ship SSEC Item No. 2.4.
- Type of ship is Oil/Chemical Tanker as per Certificate of Class but in Document of Compliance "DOC", Safety Management Cert. "SMC", International Ship Security Certificate ISSC and MLC written as Oil Tanker only - To be Rectify by ASAP.
- MLC declaration does not matching with the Maritime Labour Certificate.
- ILO format must be used in 7 days period must be recorded, master instructed to fill up the right format from now on.
- Stability Information Booklet not approved by Flag State (Panama).
- Safety Equipment Certificate expired.
- Safety Construction Certificate expired.
- Safety Radio Certificate expired.
- Load Line Certificate expired.
- International Air Pollution Prevention Certificate expired.
- Continuous synopsis record is not properly filled.

- The supplement of International Energy Efficiency Certificate has wrong entry.
- The list of port contact points is not updated.
- As per oil record book bunkering operation on 26/10/2020 between 23.45 - 00.45. But in working resting hours from ENG on rest.
- Continuous synopsis record is missing Form 3 for last changes.
- Declaration of shore based maintenance indicates sea areas A1 + A2, while sea areas in which ship is certified to operate are A1 + A2 + A3 (as state in Cargo Ship Safety Radio certificate).

Certificate & Documentation - Crew Certificates

- 3rd Engineer Flag State application /Endorsement is missing.
- Colour vision test date missing for Chief Officer, 2nd mate, 2nd Eng., 3rd Eng., Bosun, AB1, AB2, AB3, OS,Oiler1 and Oiler 2. Date on medical certificate does not match with the effective duty on board (Welder on the certificate but 2nd Eng. Turners on the certificate but AB2 and oiler, Assistant mechanic on the certificate but ship'scook) Medical certificate of oiler 2 expired on 02.06.2020.
- Master is not onboard the vessel. Master taken into custody by Swedish authorities due to intoxication by alcohol.

Structural Condition

- Cargo deck, Forecastle & Aft part, accommodation decks are corroded.
- Main deck (AFT) found with pitting spots of rust. Maintenance required.
- Starboard side fender is damaged.
- Some plates on ladders corroded.
- Several supporting frames under foam line corroded.
- Hull rusty.
- Forward anchorage/mooring deck corroded.
- Partial corrosion side shell.
- Hull - General corrosion.
- Port side draft marks on the middle not readable due to corrosion, deck line not marked.
- Air pipes, ladders, decks corroded. Emergency Fire Pump room local floors found with a hole. General corrosion on board.
- Superstructure bulkhead and decks in the Aft area, Funnel Mast head cable lashing clamps and Air vent (gooseneck) covers- 4pcs are with spots of corrosion. Master instructed for the maintenance accordingly.
- Draft marks Fwd & Aft and mid-ship not clear.

Water/Weather tight conditions

- Several hatches (e.g. emergency escape hatch steering gear room, emergency escape hatch engine room) can't be secured properly at sea. DOGS damaged/broken/missing, excessive play on hinges.
- Access doors to cargo holds are not able to be secured weather tight for sea conditions.
- Some hatch cover quick acting cleats seized.
- BOSUN store side scuttles missing.
- Weather door need to be fully closed.
- Ventilation of ballast tanks, around accommodation, grids and gaskets are damaged.
- W/T Door cannot ensure the weather tightness: (1) Starboard & Port Accommodation doors on boat deck. (2)Starboard, Port & Astern Accommodation Doors on Poop Deck. (3) Hospital door.
- Cargo hold hatch covers corroded/ damaged.
- Air vent cover, upper bridge not weather tight.
- Stbd Load Line mark not marked as per LL Certificate.
- Water/weather tight conditions/ventilators, air pipes, casings/ boiler Feed tank sounding cap missing on deck and vessel wrapped with paper.

- Closing device for air pipe to Fore Tank to fore tank temporary repaired by rope.
- Superstructure watertight windows – 9 pcs are with spots of corrosion.

Fire safety

- Fire doors in 'D' deck and steering gear room are defective.
- Fire detection control panel while testing Loop No. 2 fault condition- Does not lit.
- Emergency generator ventilation flap is missing.
- Oil accumulation in steering gear room and purifier room.
- Fire detection panel in fault mode. Defect not reported to flag or port state.
- Officer unfamiliar with CO2 room ventilation for operation.
- No. 2 and No. 3 main generator remote operated fuel isolation valve sticking.
- Galley exhaust greasy uptake.
- Engine room supply and exhaust fan ventilation flaps are not in operational.
- Oil accumulation below Aux engine and M/E cyl head.
- Fire damper for emergency generator is not closing properly.
- Galley door in way of provision store defective.
- Fire detector's (Heat) testing equipment is missing.
- Galley suction ventilation is greasy and inoperative.
- One fire hoses found holed.
- Oily sludge in galley exhaust.
- Electrical cable boxes on main deck are corroded.
- Emergency fire pump RPM control not properly fitted.
- Air condition room and bridge doors (self-closing) are fitted with the hold back ropes. Captain's deck fire door is self-closing door but is not capable to be self-closed.
- Fire insulation of cable penetration between Nav. Radio locker and Navigation Bridge partly missing.
- A-Class fire self-closing doors unable to close: (1) Passageway doors on Boat/ Poop & Upper Deck (2) Galley (3) Thermal Boiler Room.
- FFE not corresponding with the Fire Fighting Plan: Gas Detector installed in Galley area and not Heat detector.
- Fire door self-closer not adjusted properly.
- Engine room fire proof door self-closing device not adjusted properly.
- Fire alarm panel on bridge – Trouble
- ME double skin pipe not properly fixed.
- Oxygen and Acetylene room opened, not locked or sealed.
- Emergency fire door in engine room (lower platform) is not having fire integrity. The door has hole for cylinder lock, but lock is missing.
- On fire detection and alarm system display indicated battery fault signal.
- One fire hose in engine room - length more than required (not to be more 15 mtr).
- Main deck, port side, FFE locker – one cylinder of breathing apparatus has low air pressure.
- DG 1 & 2- Heat insulation for exhaust manifolds are missing partly.
- Paint store sprinkler system during testing found 5 out of 6 nozzles unable to spray effectively during testing.
- No. 1 port forward engine room damper was not able to close fully during inspection after trying several times.
- Fire safety/ventilation / starboard side funnel flap was sighted with gap.
- Watertight bulkhead in engine room with an unauthorized hole to pass electrical wiring.
- Sections 4 and 6 of fire detection panel disconnected.
- Fire Door to galley blocked in open position by garbage bin.
- Fire hose used for testing fire pump is leaking.

- Tester for heat detector is not producing hot ai.
- Fire door on Captain's deck not properly closed.
- Two pieces portable fire extinguishers not checked on September 2020.
- Two pieces fire hose leaking.
- In engine room all fire detectors are without IMO symbols.
- Fire hydrant in steering gear room seized.
- One fire door inside accommodation is kept in open position.
- Fireman outfit radio VHF is not available.
- Many pipe and line isolation jackets in worn condition (in engine room).
- Smoke sensor located inside Emergency generator room was secured in place with cable tie.
- Shut off valve on fire station with no pressure.
- Ventilations of engine room fans are not marked open - close.
- One hose FWD bow holed. One Hydrant mid-ship STBD leaking.
- Fire hydrant on main deck STB Aft leaking.
- Main fire pump is delivering insufficient pressure.
- Oil accumulation in A/E area.
- Pipe duct (funnel) have fuel oil and oil mixture under GE No.1.
- No. 2 generators exhaust lagging incomplete.
- Found boiler junction box partly open, wiring exposed.

Safety of Navigation

- BA Chart 2453 missing.
- At the time of inspection the Echo Sounder does not work.
- Large deviation observed in standard compass.
- No. 1 ECDIS not operational. Defect not reported to port state.
- Radar No.1 (Port side) to be operational.
- Gyro Repeater to be fully operational.
- Stbd navigation light and stern light out of order.
- Two navigation lights are faulty.
- AIS to be fully operational.
- Navigational Panel to be repaired.
- Approximate 60° difference between magnetic compass and gyro compass.
- Voyage charts to be updated. Voyage plan to be corrected.
- IMSBC Code 2020 to be kept on board.
- Sailing direction for the previous voyage from Lagos to Montour not recorded on voyage plan on and book are not on board.
- Gyro repeaters PRT/Std. sides are not adjusted.
- ITU CD list V is old edition.
- Passage plan not as required, shelter place is not indicated.
- Magnetic compass not readable.
- Passage plan for the current voyage was incomplete not with all their required information.
- Chart 1056 last notice to Mariner's was not included.
- Ship temporarily exempted from the LRIT installation which is under process.
- UKC found not calculated entered in the passage plan (Missing).
- Passage plan not berth to berth.
- Echo sounding device malfunction with respect to presentation of safe depth.
- Cumulative list of notices to Mariner's to be updated.
- Gyro Compass out of order.

- BNWAS reset function not located in a proper position on bridge and not able to provide adequate lookout at all time from Chart and Radio Space.
- Ship's equipment defect not reported to port authority before arrival.
- Pilot ladder steps poor condition.
- Steering gear gyro compass repeater not adjusted.
- Magnetic compass poor visibility.
- Magnetic & Gyro compass error not determine regularly.
- National flag in poor condition.
- Flag bravo missing during loading ops.
- Ship's bell basement broken.
- Towing light not properly fixed
- ALDIS lamp battery discharged; other ALDIS lamp-glass missing.
- Navigation charts didn't use during voyage, navigation plot missing (chart33/8).
- VDR alarm capsule not fixed.
- Echo sounding device not adjusted.
- Passage plan not full, not from berth to berth.
- Magnetic compasses have air bubble.
- Local chart BA 3312 is not available onboard.
- Nautical charts (paper) as required by Safety Equipment Certificate and Passage plan found missing on board (For engaged and intended voyages).
- Navigation chart BA 3312 was not available on board during arrival in port Tuapse.
- ENC full scale chart R46M8V60 for present position of ship is missing.
- BA Nautical Publication (Sailing direction 43) for engaged and intended voyages found out-of-date of edition and not updated latest Notices to Mariners.
- Port and starboard wings revolution counter repeaters are not readable.
- Existing numbers of Maritime Safety Information for Russian South part of Far-East region in which ship engaged voyages missing onboard.
- Bridge windows wipers rubber in bad condition.
- Nautical charts not updated (last notice to mariners received week 46).
- No signal for GPS report of the repair. Must be sent to Tarragona office.
- List of lights and fog signals Vol. E (NP78) not available on board. List of Radio signals 283(1) Vol. 3, last edition missing.
- Radar, GyroCompass, SVDR etc. were found defective.
- A gyro compass bearing repeaters, suitable placed to take bearings, over an arc of the horizon of 360 degrees using the gyro compass are not synchronized with master.
- The highest and lowest aft mast lights, do not light up.
- BA Chart 2399 necessary for the intended voyage is not present.
- The following nautical publication:NP 263 vol. NP 285, NP 24, NP 48 necessary for the intended voyage are not up to date.
- A graphic function of echo sounding device, to measure and display the available depth of water, found inoperative.
- IAMSAR Manual not up to date.
- Chart catalogue not up to date.
- Nautical publication NP-30 is not updated with latest correction of NTMs.
- Difference between Gyro Compass and repeater in STB wing is 100 degrees.
- Magnetic compass not readable from conning position due to broken bulb.
- Missing nautical charts for intended voyage.
- BA Chart 196 Edition 1994 found onboard.
- ITU publication list IV Edition 2017 found on board.

- Draft marks, Load marks found rusty, not properly painted in contrasting color.
- Ship's position not plotted in navigational chart.
- During maneuvering in port Tuapse, vessel has contact with already berthing vessel. As result of this contact, ship's bow damaged (forecastle freeboard, forward fair lead)
- Vessel has notified sector Corpus Christi, on behalf of the charterer (ADM), to cut 2.1 meters off the mast top, rendering the LRIT, or SAT C, and navigation light not operational. Vessel is required by class to fix mast prior to departure.

Radio Communications

- Reserve sources of energy to supply radio installations defective.
- SART to be correct on Form E to AIS - SART.
- GMDSS batteries annual test missing.
- NAVTEX warnings for vessel not available.
- NAVTEX printer head not adjusted.
- NAVTEX information partly missing.
- EPIRB top cover cracked.
- GMDSS log book last recorded 30.05.2020.
- Pre-departure test in GMDSS log book incomplete.
- A record in the Radio log book are not kept as required.
- Radio log Weekly test entries not as required.
- Light for VHF radio station is out of order.
- VHF DSC display message "Change Battery Test Failed".

Lifesaving appliances

- Lifejackets in engine control room to be ready for use.
- Rescue boat pointer release not original design.
- Rescue boat is unseaworthy.
- Rescue boat securing arrangement defective strap and securing eye pads wasted/broken.
- Life buoy (with man over board marked) on starboard bridge wing defective.
- Rescue boat and life boat instructions are incomplete.
- Free fall life boat lifting wires exhibit high corrosion and full length of wire cannot be inspected & maintained.
- Port life boat search light is missing.
- Lifebuoys on deck (2 pcs) - IMO symbols missing.
- Rescue boat stored power not ready for use at the time of inspection.
- Lights of both lifejackets in ECR expired.
- On-board LSA not as specified in SOLAS Training Manual: (1) Life Jacket (2) Immersion Suit (3) Line Throwing Apparatus (4) Rocket Parachute.
- Eyelets / thimbles of survival craft embarkation ladders are wasted.
- Life boat external fittings & structures corroded.
- Means, procedures of recovery position from water need to be completed.
- IMO annex of plan and procedure for recovery of person from water need to be provided.
- Tow life buoyant lamps need to be replaced.
- Starting battery of port side life boat to be properly secured.
- Launching instructions found missing for the starboard lifeboat (Other).
- Life Buoy at boats deck untidy.
- Some symbols related to life saving appliances and arrangement in particular to rescue boat are not properly readable.

- No.2 life buoys are not properly marked in block capitals of the Roman alphabet with the name and port of registry of the ship.
- Some symbols related to life saving appliances and arrangements in particular to rescue boat are not properly readable.
- Port of ship's registry not marked on lifebuoy bow.
- Weekly and monthly maintenance and inspection for LSA not carried out properly.
- Life boats on the both sides - All link stoppers on the boat fall hooks were stuck.
- One life buoy self igniting light.
- Rescue boat davit limit switch device seized.
- No.2 Lifeboat engine not ready for immediate use due to disconnected battery.
- No.2 Lifeboat davit limit switch stuck (forward).
- Hook Release system in lifeboat defective: Excessive space between safe lever and hook release handle.
- Port Life boat embarkation light wire broken.
- Freefall life boat P.S. Aft fender partly broken. STBD/S lifeboat extinguisher is missing.
- STBD/S lifeboat engine tachometer not readable.
- Rescue boat rubber mooring bar partly not connected.
- Rescue boat OARS cracked.
- Rescue Boat engine unable to start
- Rescue boat case bottom not properly indicated.
- Rescue boat magnetic compass with air inside.
- One of two Rescue boat oars cracked.
- Life raft painter is attached to HRU without a metal U-shackle.
- Life buoys not marked properly.
- Free fall life boat - 3 windows have cracks.
- Seats for crew members not marked inside life boats.
- Free fall life boat is not marked by retroreflective material according to regulation.
- Free fall life boat manual operated bilge pump - Rubber membrane has cracks.
- Rescue boat is not marked by retro-reflective materials according IMO Res.A.658(16).
- Rescue boat - FO tank is not full (less than half of capacity).
- Rescue boat has two FO tanks, one is full, another one is empty.
- Rescue boat - FO tank is not full (less than 1/4 of capacity).
- Life raft (port side) - Incorrect connection of painter to the HRU
- MOB with smoke signal- Length of ropes between buoys and signals not as required (too short).
- MOB with smoke signal (port/stbd) -length of ropes between buoys and signal is not as required.
- Emergency embarkation lights (port/stbd) are not movable, need maintenance.
- No.2 battery for port side lifeboat unable to start the lifeboat engine during inspection.
- All lifebuoys painted; losing their original/approval properties.
- Rescue boat not ready for use, released device for painter line not fitted as required. Not possible to release with tension on painter line.
- Lifebuoys on deck (2 pcs) - IMO symbols missing.
- The launching procedures for life boat, life raft are not clear.
- One EEBD in engine room found empty.
- Rescue from enclosed space is not maintained as required.

Propulsion and auxiliary machinery

- Oil leaking from Aux engine 1, 2, & 3.
- A/E - 1 Unit No. 6 exhaust thermometer is inoperative.
- D/O No. 1 bilge need to be clean.
- UMS daily checklist need to be provided.

- 2 fuel pumps and one FW pump and one SW pump are leaking.
- In engine room some of thermometers of cooling systems machinery are not readable or damaged.
- ME minor leakage of oil and cooling water.
- D.G. near of F.O. filter (Rubbergasket).
- Water cooling system pressure gauge not in working condition
- Accommodation ladder STB have heavy corrosion on steps and stringers.
- Engine room water expansion tank protection of level tube missing.
- One of the fuel oil booster pump leaking fuel oil.
- Propulsion brake not as required.
- Oil leakages found on the Main Engine cylinders, high pressure FO pumps body and close to local operating control panel.
- Cooling S.W. pipe is leaking.
- D/G sea water cooling line is leaking from elbow.
- Auxiliary boiler purge block unit pipe assembly found dirty by stains of oil leakages.
- Main air compressor found not properly maintained. Lub. oil leakages on body, foundation & deck area. Oily rags found under compressors for absorbing oil.
- Auxiliary engines found not properly maintained. Oil leakages on the body, under engines and on fuel pipe assembly.
- Power pack generators found not properly maintained. Oil leakages on body & on deck under generators. Filter found in a bad condition & rusty.
- Temperature and pressure gauge calibrators certificate expired on 20/02/2020.
- G.E.L.O storage tank level gauge leaking (Receptacle for collecting leaking oil found under the gauge).
- Fuel valve test device in workshop deck found dirty, oily & littered; close to and under the device.
- No. 2 circ. water pump for economizer found not properly maintained. Excessive stains of leakages found on pipe assembly.
- Heater above the cascade tank found in a bad maintenance condition. Excessive stains of leakage.
- Purifier room: Stains of oil leakages on purifiers body, on deck and on oil heating system.
- No. 2 M/E L.T. F.W. cooler found not properly maintained. Stains of leakage found through pipe flange connection.
- Waste oil tank pump found not properly maintained. Oil leakages on body, pipe assembly and also on top of waste oil tank.
- Main propulsion power of main engine is 9480 LW as per IAPP Supplement and EIAPP but in Cert. of Registry and Minimum Safe Manning is 9620 KW should be same.
- Generator No. 1-2 Oil leaking.
- Some gauges and thermometers in engine room inoperative.
- Piping diagrams and manufacturer's instructions missing.
- M/E major alarm switches such as lub. oil, fuel oil etc. is leaking and are not fixed safely.
- Emergency bilge suction valve maintenance and checking was not carried out.
- A/E No. 1, 2 have oil leak.
- A/E with oil leakages; oil found on body and bottom area were blackish and dirty.
- Main generator local control panel has damaged buttons and fittings.
- Found self-closing devices for double bottom tanks in engine room disabled by reversing counterweights or weights missing.
- Separator in engine room need to be cleaned.
- Steering gear room hand bilge pump not ready for use.
- Steering gear hydraulic system pressure gauge not working.
- Deck bunker line valve's indication of position not adjusted.
- No. 2 and No. 3 aux. engine exhaust pipes and turbocharger insulation partly missing.
- ECR 220 volt feeder panel is showing low insulation.

- Monthly running hours for main engine and generators missing.
- ER check lists are not in use.
- Mooring hawsers - one head line, one forward spring line and two stern lines were damaged.
- Stern mooring rope in poor condition.
- Forward port winch drip tray broken.
- Stern mooring winch controller leaking hydraulic oil.
- Anchor chain not locked by chain stoppers.
- Some parts of steam line corroded.
- Leakages in engine room.
- Water accumulation in main air compressor tray to be cleared.

Emergency Systems

- Few emergency lights are not marked.
- Emergency generator quick closing valve is not in order.
- Emergency lights defective at rescue and life boat embarkation stations.
- Few emergency lights are inoperative.
- Emergency light of life raft missing.
- Emergency generator ventilation flap not properly closing.
- Muster list need to be updated.
- Several emergency lights found out of order.
- Emergency communication phone in CO2 room and steering gear room are in poor working condition.
- During fire drill fire hydrant (Aft side) found with leakages.
- Emergency fire pump suction is out of order.
- Emergency generator not starting.
- Some emergency lights unable to work.
- The muster list does not specify which officers are assigned to ensure that life saving and fire appliances are ready for immediate use.
- Emergency pump started but did not produce sufficient pressure to provide water for two fire hoses on deck due to self-priming unit malfunction.
- Public Address Remote System out of order: CO2 Control Station.
- Emergency lightings defective: (1) Most of emergency light unlit. (2) Emergency light for Illuminating area of water near Life Raft launching is out of work (P&S).
- Emergency generator system defective :(1) Starting test failed. (2) Quick closing valve out of order.
- Battery room - Emergency battery empty. Desi-meter in red sector.
- Water Ingress Detection System not working.
- Emergency fire pump not ready for immediately use due to discharge valve in close position.
- Emergency Towing Manual - crew familiarization list is missing.
- Muster list not updated.
- Some Emergency lights inoperative.
- One piece emergency light on exit trunk unlit.
- Rescue boat deck starboard side emergency illumination cover cracked.
- One emergency light on deck inoperative.
- Emergency fire pumps leaking.
- Lack of control occurred during fire drill in emergency generator room.
- Instructions must be posted at the entrance of the CO2 bottles local.
- CO2 room missing safety hazard precaution signage.
- ME local post - the instruction for ME emergency starting procedures is missing.
- Launching instructions found missing for the starboard lifeboat (Other).

ISM

- Objective evidences indicate that vessel did not follow up & rectify PSC deficiencies issued in last port and SMS does not ensure that vessel maintains critical equipment/system.
- Safety management audit by the Administration is required before departure of the ship. Deficiencies marked under 'ISM' are objective evidence of a serious failure or lack of effective implementation of the ISM Code.
- Corrective action taken on the ISM system by the Company is required within 3 months. Deficiency(s) marked ISM is (are) objective evidence of a failure, or lack of effectiveness of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.
- Evidence of ISM Lack on board. Internal audit is required next 3 months.
- Internal Safety Management is required within 3 months, deficiencies are marked in column "ISM related" are objective evidence of failure or lack of effectiveness of implementation of ISM code.
- Internal ISM audit (corrective ISM actions) is required within 3 month; deficiencies are marked in column, ISM relating show lack of implementation of ISM.
- Deficiencies identified are objective evidence of a failure or lack of effectiveness of the implementation of the ISM.
- Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
- Critical equipment tests is not carried out periodically in engine room so internal ISM audit is required.
- Correction action taken on the ISM system by the Company is required within 3 months. Deficiency(s) marked ISM are objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for re-inspection after 3 months from the final date of the report.
- Muster list does not specify substitutes for key personnel.
- Fire drill failed: Working language is English but crew speak Arabic. No safety gloves donned, pressure of oxygen bottle of the fireman not checked, door of the Galley (scenario fire in the galley) left open, fireman left alone and barefoot, some crew member did not know what are their duties.
- Smoke drivers decide to continue the drill even they lost VHF before entrance to fire scene. Smoke divers decide to separate inside scene of fire due to securing the blockage.
- Working language is not recorded in the ship's log-book.
- Officers unfamiliar with rescue boat and davit operation.
- During abandon ship drill crew not familiar with procedure for removal of lashings. As a result turn buckles at deck level were disconnected and lashing was lost overboard during lowering. While trying to save it crew member was hardly pulled and almost fell overboard.
- Officer and crew is not familiar with Ballast water Management Plan.

Pollution prevention - MARPOL Annex I

- Three way valve of the oil water separator does not operate correctly.
- Type approval of oil filtering equipment, 15 ppm calibration certificate not available on board (Documentation missing).
- 15 ppm alarm malfunctioning.
- Records in ORB are not as per requirements.
- SOPEP-Ship's interest contact is not updated.
- SOPEP, list of oil spill equipment is not updated.
- Oil Record Book Part I incorrect bunkering records (from 16.10.2020).
- ORB, P1 not maintained properly. No Sulphur contents indicated under the code 'H' as required by IMO resolution.
- Residues tanks weekly records missing.
- Oily water separator out of order. Temporary permission issued by Flag State where is stated that RO should issue Interim IOPP Certificate valid until 31.10.2020. On board found full term IOPP Certificate.

- Directional valves or sometimes 15 ppm alarm system not working- not recorded in oil record book.
- SOPEP locker inventory is not maintained properly.
- Oil spill kit not ready for use due to some barrel in front of store.
- Operating instruction of OWS to be properly posted beside the equipment.

Pollution prevention - MARPOL Annex IV

- Sewage inlet pipe treatment and cover for treatment are leaking.
- Sewage treatment plant (DVZ-SKA-20 BIOMASTER) air blower out of order, water found leaking on top of the tank through securing bolts, bad smell around area, working of vacuum pump not visible through the control glass.
- The sewage treatment plant blower was found off during inspection. Chief Engineer informed blackout test was carried out and forget to switch on.
- Max. rate of discharge of untreated sewage to be original.

Pollution prevention - MARPOL Annex V

- Entry in garbage record book found not done appropriately as per the shore disposal certificate (Other).
- Placard for garbage not posted.
- Garbage not dispose ashore.
- E-waste kept is placed in location not mentioned under Garbage Management Plan – storage capacity provided in GMP not sufficient.
- Food waste receptacles not arranged with tightly closing covers as required by “Garbage Management Plan”.
- Separator in engine room - need to clean.
- Garbage record book Part II entries are missing.
- Cargo residues never recorded in garbage record book.

Pollution prevention - MARPOL Annex VI

- The combustion of the main engine generates. A high quantity of ashes as it is checked on the decks, Aft deck dirty.

Pollution Prevention - Ballast Water

- Entries in ballast water record book found incomplete/missing. Sequential exchange incorrectly recorded under code 3.2., water depth missing on uptake of ballast water at sea. For voyages between some other ports: Noexchange carried out nor reasons recorded for not carrying out the exchange. Master instructed to comply from current date onward.
- Ballast water exchange at sea sequential method stress and stability monitoring calculation is not provided, no evidence.
- In ballast water management plan not clearly shown how to be use combined exchange method as per ballast water management certificate.
- Ballast water exchange not done as required.

Working and Living Conditions - Living Conditions / Working conditions

- Some lights broken outside accommodation area.
- SWL on gangway need to be posted.
- Forward & Aft mooring area is slippery.
- Stb. side accommodation ladder canister is damaged.
- Bridge air conditioner found not working.
- Auxiliary engine no. 1 exhaust pipe found not fully covered with lagging.
- Light cover glass in steering gear room cracked.

- Accommodation ladder low platform not guarded by safety net.
- Mooring ropes (stern) are in poor condition.
- Forecastle room entrance - one step is through corroded.
- Anchor chain stoppers are not in use, when vessel alongside in port.
- Numbers of spring ropes are not as required.
- No settling tank level gauge protection cover is not efficiency.
- Access to the tunnel verification door area is dangerous.
- Gangway SWL not marked.
- There are accidental obstacles on the walking ways of engine room.
- Cleanliness in engine room not satisfactory.
- Galley found unhygienic.
- Engine room without lighting.
- PH meter isolation device defective. Guard Rails fitted on boat deck defective: (1) One section of guard rail missing (port). (2) Three removable stanchions not capable of being locked in the upright position (port)
- Pilot Ladder Defective (Port): The lowest step made of rubber deformed.
- Some emergency lighting cable lines securing on open decks are found damaged.
- Guard net of gangway fixed wrongly.
- Several lighting in engine room found not working and broken light casing.
- Some switchboards without rubber carpets. Some lights in cabins without protection shell. Some cabins without lights.
- Ropes and wires not properly maintained - One forward bow spring and one aft quarter spring - mooring lines - to be replaced immediately.
- Insulation carpet was missing in front of boiler electrical control panel.
- Protective guards for shafts of Cooling S.W. Pumps for Diesel Generator missing.
- For some of the lamps in ER, fastening (clips) partly missing
- Some pumps without protection.
- Grinder in engine room protection missing.
- Improper lashing found on the garbage drums, lying on Main deck and also on embarkation ladder next to Life raft (Port & Stbd side).

Labour Conditions - Conditions of employment

- Seafarers are not given a monthly account of wages due and amounts are paid. Only bank transfer slips found onboard.
- Several crew members have not been paid their full wage since start of contract.
- Shipboard working arrangement not agreed with actual working time for AB1.

Labour Condi-Accommodation, recreation facilities, food & catering

- The refrigerated rooms must improve their cleaning. There is a high grade of humidity.
- Provisions, including vegetables and fruit must be supplied.
- Stock of provisions not adequate for next intended voyage.
- Food storage in galley & Dry provision store unclean & untidy.
- Accommodation air condition system found no cooling effect. Has to be rectified.
- Hose for showerhead of one of the common showers is heavily leaking.
- Galley exhaust trunk found to be full of oil and dirty at the time of inspection.
- Icing of evaporator coils in meat room and ice accumulation found on its cold storage floor.
- Some lights need to be changed in accommodation.
- Crew and officers WC found dirty, also captain's cabin WC needs to be clean.

- Shower curtain missing in Bosun's cabin, cook's cabin and AB2/AB3 cabin. Bed lights missing in AB1/oiler cabin and AB2/AB3 cabins.
- Missing thermometers in 3 fridges in the provision store.
- Some lights have damaged.
- Air condition dampers in cabins broken or missing.
- MLC 2006 requirements were not compiled.
- Toilet shower in locker room damaged.
- Door to officer's washroom not able to close.
- Galley floor tiles broken in corner.
- Open cans and trash can with no lids containing dirty oily rags.
- One deep freezer for meat without thermometer.
- Some fluorescent light on accommodation unlit.

Cargo operations including equipment

- Gas detector indicates Oxygen sensor error.
- Loading operation not as per agreed loading plan/sequence as evidenced by excessive difference between calculated and observed drafts.

Labour Conditions-Health protection, medical care social

- Medicines and Medical Equipment missing.

MLC

- Rest hrs records not maintained properly.
- Rest hour records of engineer officers not available on board (Missing).
- SEAs are valid for Master and Ch. Eng. and some officers/ratings Ship owner's name and address in all crew Seafarer's Employment Agreement is different than MLC ship owner's name stated in MLC Certificate.
- Not properly filled: Log Book entries (Drills) and schedule daily work hours at sea.

Alarms

- Several critical alarms for machinery found in fault mode.
- Noted several active engine room alarms on alarm console: EDG malfunction A59, Error safety system A70, Leakage injection pipe A31.
- Audible and visual alarm on bridge for low level of steering hydraulic oil tank not operational.
- Bilge level alarm in engine room inoperative.
- Audible boiler alarm not operational and not recorded in engine control room.

ISPS

- Watch at gangway did not follow security procedure about ship access.
- Ship security level not declared or posted in the access control from shore to ship.
- Access control to ship not as required: Nobody checked PSCO ID, PSCO filled himself visitor logbook, no visitor pass was issued to PSCO.
- IMO Number ahead of superstructure is poor readable.
- There is no evidence that exercises which may include participation of company security officer, relevant authorities of contracting Governments as well as ship Security officer have been carried out at least once each calendar year with no more than 18 months between the exercises.
- Bridge door left open with a rope. BNWAS keys left inserted in the system.
- The IMO Number was sighted not permanently marked in the forward bulkhead of engine room.

- Access control to the ship for visitors not carried out because there was no gangway watchman when PSCO came on board.
- Some IMO symbols on deck outside accommodation need to be renewed
- Access control to ship was not effectively implemented and carried out.
- PSCO identity card was not verified and checked when onboard.
- Identification not requested at the entrance.
- Security level not posted on security guard.