

**Annual Report 2016**

**Port State Inspections**

**IRCLASS**

**INDIAN REGISTER OF SHIPPING**

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## **FOREWORD:**

We are glad to present the Annual Report of the Port state control (PSC) inspections for the year 2016.

2016 was a challenging year considering continuing market downturn based on global recession. During the year, concentrated inspection campaigns were carried out on Cargo Securing Arrangements, Crew familiarization for Enclosed Space Entry, Pilot transfer Arrangements and MLC 2006 by various MOU's under their Port State Control regime.

Overall compliance level was found satisfactory related to cargo securing arrangements, crew familiarization for enclosed space entry and pilot transfer arrangement with no detainable deficiencies recorded. However a total of 10 detainable deficiencies were recorded resulting in 5 detentions related to MLC 2006 compliance.

While the number of detentions increased from a total of 13 in year 2015 to 15 in year 2016, number of detentions under Tokyo MOU decreased significantly from 6 in year 2015 to 2 in year 2016. However this was offset by increase in the number of detentions under Indian Ocean from 2 in year 2015 to 5 in year 2016. Similarly number of detentions under Paris MOU increased from 2 in year 2015 to 3 in year 2016. There was one detention in year 2016 under USCG compared to NIL detention in the previous year.

The report provides more insight and analysis while providing a detailed statistics of performance under port state control.

## **PSC PERFORMANCE UNDER VARIOUS MOUs:**

Port State Control has been a deterrent to sub-standard vessels and provides an additional layer of supervision ensuring high standard of safety at all times. Indian Register of Shipping (IRS) has always been supporting such inspections and endeavor has been to maintain a high standard of performance under MOUs of various Port State Controls.

Year on year performance of IRS under various MOUs is provided below:

### **Performance of IRS as published under various MOUs**

<b>BLOCK YEARS</b>	<b>PERFORMANCE CATEGORY TOKYO MOU</b>	<b>ZERO POINT CATEGORY USCG</b>	<b>PERFORMANCE CATEGORY PARIS MOU</b>
2012-2014	HIGH	YES	MEDIUM
2013-2015	HIGH	YES	MEDIUM
2014-2016	HIGH	YES	MEDIUM

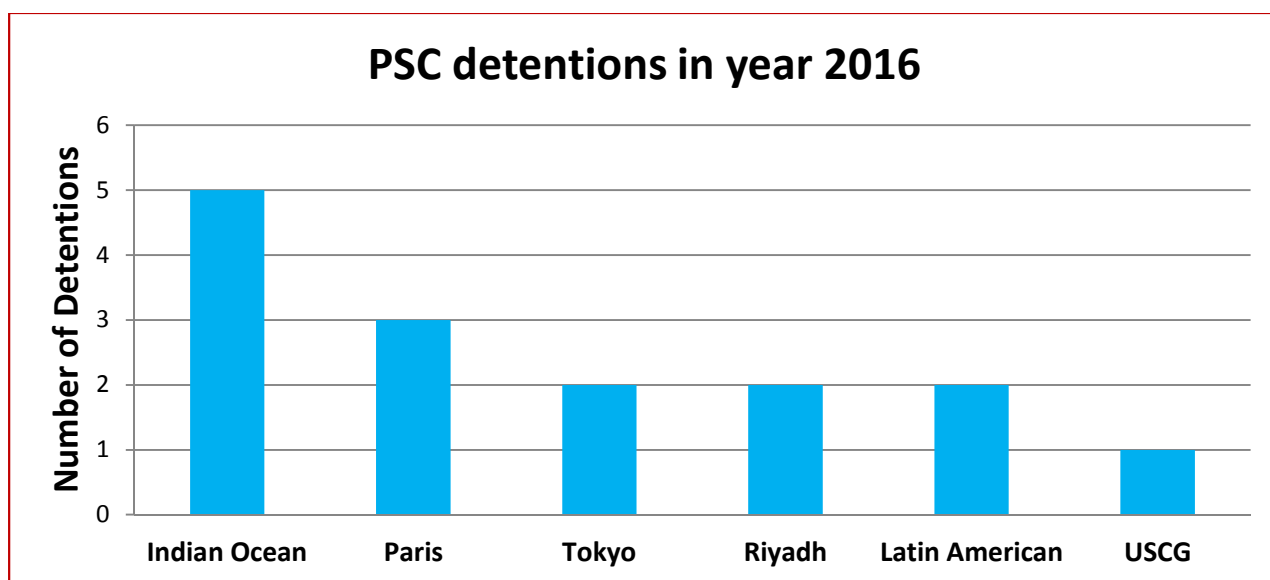
Performance of IRS as published has been consistently 'HIGH' under Tokyo MoU, 'Under Zero Point Category' with USCG. Under Paris MoU it is 'Medium' and same is due to the number of inspections are less despite RO related detentions having been zero over the years.

## DETENTIONS UNDER VARIOUS MOUs IN YEAR 2016:

A total of 15 vessels were detained under various PSC MOUs in the year 2016 for which Statutory Certification was provided by IRS. Distribution of detentions under various MOUs as detailed below:

PSC MOUs/Authorities	Number of Inspections (as published)	Number of Detentions (as published)
INDIAN OCEAN	31	5
PARIS	38	3*
TOKYO	86	2
RIYADH	Data not published	2
LATIN AMERICAN	6	2
USCG	13	1
<b>TOTAL</b>		<b>15</b>

5 detentions were under Indian Ocean MOU, followed by 3 detentions under Paris MOU. Latin American, Riyadh and Tokyo MOU had 2 detentions each, while one detention was under USCG.



\*Under Paris MOU one vessel was detained twice.

## STATISTICS OF PSC DETENTIONS IN YEAR 2016

DETENTIONS SHIP TYPE WISE						Total
Supply Vessel	General Dry Cargo	Bulk Carrier	Oil Tanker	Oil/ Chem. Tanker	Container	
5	3	2	2	2	1	15

DETENTION BASED ON AGE OF THE SHIP					Total
>20 yrs	15 to 20yrs	10 to 15yrs	5 to 10yrs	0 to 5yrs	
5	3	3	2	2	15

FLAG OF THE SHIPS DETAINED				Total
India	Panama	St. Kitts & Nevis	Sri Lanka	
12	1	1	1	15

CLASSIFICATION STATUS OF THE SHIPS DETAINED		Total
Dual Class	Single Class with IRS	
9	6	15

DETENTIONS SHIP MANAGEMENT WISE		Total
Owned & Managed	Managed	
10	5	15

DETAINABLE vs OTHERS DEFICIENCIES FOR DETAINED VESSELS	
Detainable Deficiencies (Code 30)	Other Deficiencies
36	122

## DETAILS OF PSC DETAINABLE DEFICIENCIES:

Compared to year 2015, where 45 numbers of detainable deficiencies were recorded, in the year 2016 same were reduced to 36 which showed 20% reduction. Description of detainable deficiencies with Thetis Code is tabled below:

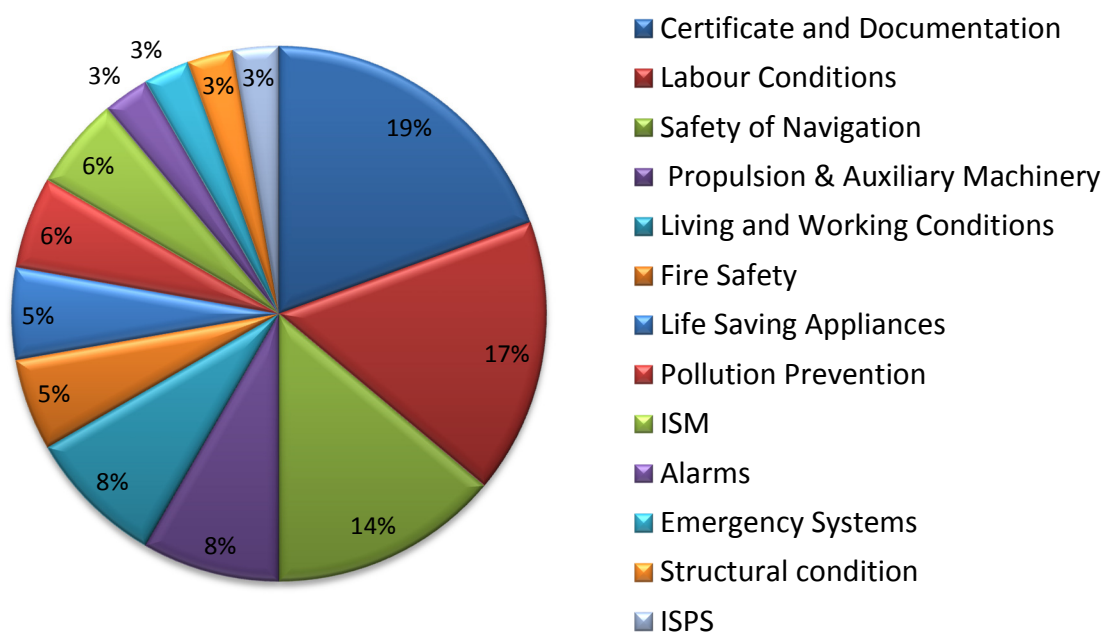
Deficiency Code	Thetis Code	Details of Deficiency
<b>Certificate &amp; Documentation – Ship Certificates</b>	01113	Minimum safe manning & document – compliance of safe manning manned.
	01199	Found all vessels statutory certificates expired, exception the certificates DOC, SMC and ISSC.
<b>Certificate &amp; Documentation – Crew Certificates</b>	01202	Following crew not holding flag endorsement – 2 <sup>nd</sup> Officer and Chief Engineer.
	01209	No Chief Engineer on board – Manning not in accordance with minimum safe manning document.
	01220	7 Seafarers Employment Agreements expired, repatriation of affected seafarers overdue.
	01220	4 Seafarers Employment Agreements expired, repatriation of affected seafarers overdue.
	01220	1 Seafarers Employment Agreement expired.
<b>Structural Condition</b>	02131	Cargo water ingress system not functional.
<b>Emergency Systems</b>	04102	Emergency fire pump is not operational since 08/08/2016 as starting system is defective – not properly maintained.
<b>Fire Safety</b>	07123	The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measures the ship is provided with for this purpose, the following functional requirements shall be met. Fire protection systems and fire fighting systems and appliances shall be maintained ready for use. PSCO noted that the quick closes valves #7, #6 for MGO service and HFO storage were disconnected from the pneumatic control air preventing them from closing in the event of an emergency.
	07126	Following location in engine room oily and dirty.
<b>Alarms</b>	08103	Fire safety measures – fire detection and alarm system installed on board malfunctioning.
<b>Working and Living Conditions – Living Conditions</b>	09209	Unauthorized electrical installation on bridge deck.
	09129	The company not paid crew wages for last 8 months. Also onboard no proper supply of food items.
	09223	Starboard gangway inoperative.

<b>Safety of Navigation</b>	10110	ALDIS lamp not operational.
	10114	SVDR not working, same deficiency has raised in last PSC inspection on 2014 (not rectified).
	10116	Chart & publications not up to date. Last NTM on board
	10117	Echo sounder malfunctioning.
	10117	Echo sounder not working.
<b>Life saving appliances</b>	11101	Engine of lifeboat can't be started.
	11104	Rescue boat can't be lowered.
<b>Propulsion and auxiliary machinery</b>	13101	Propulsion and Auxiliary machinery at time of inspection there is an overhauling of main engine cylinder head exhausted No. 2 without permission taken.
	13103	Cargo pump temp. monitoring system in CCR not operational.
	13105	UMS alarm in C/E's cabin malfunction and visual alarm in 2 <sup>nd</sup> engineer's cabin not operational.
<b>Pollution Prevention – Marpol Annex I</b>	14104	Oily water separator in-operative.
<b>Pollution Prevention – Marpol Annex IV</b>	14402	Sewage treatment discharge pump out of service.
	15110	There is clear evidence that the ship does not substantially comply with the requirements of the ISM Code – Ref.. ISM 10.2
	15188	The safety management system as implemented on board failed to ensure compliance with ISM Code relating to shipboard operating and emergency preparedness required to conduct new audit.
<b>ISPS</b>	16101	Wrong ship name displayed found STB bow and stern area.
<b>Labour Conditions – Conditions of employment</b>	18203	Wages missing – 14 Seafarers wage payments outstanding.
	18203	Wages – All Seafarers (Total 14) wages not paid for August.
	18203	11 Seafarers wages not been paid for 3 months or more.
	18204	Calculation and payment of wages – No records of wages to seafarers from the company.
	18204	Calculation and payment no records – No record of wages paid to seafarers as above.
	18204	No records of wages to seafarers from the company.



## DETAINABLE DEFICIENCIES IN YEAR 2016: CATEGORY WISE

No.	Categories	No. of Detainable Deficiencies	% of Total Deficiencies
01.	Certificate and Documentation	7	19.4%
10.	Labor Conditions	6	16.66%
07.	Safety of Navigation	5	13.88%
09.	Propulsion & Auxiliary Machinery	3	8.33%
11.	Living and Working Conditions	3	8.33%
02.	Fire Safety	2	5.55%
04.	Life Saving Appliances	2	5.55%
06.	Pollution Prevention	2	5.55%
08.	ISM	2	5.55%
03.	Alarms	1	2.77%
05.	Emergency Systems	1	2.77%
12.	Structural condition	1	2.77%
13.	ISPS	1	2.77%
	<b>Total Detainable Deficiencies</b>	<b>36</b>	<b>100%</b>



## COMPARISON OF INSPECTIONS OVER DETENTIONS IN LAST 3 YEARS

Year	Result	MOU						
		Indian Ocean	Paris	Tokyo	Riyadh	USCG	Black Sea	Latin American
2014	Inspections	18	19	51	27	DNA	7	DNA
	Detentions	2#	Nil	4#	2	1	1	Nil
2015	Inspections	26	22	98	39	13	5	DNA
	Detentions	2	2	6	4	0	0	Nil
2016	Inspections	31	38	86	DNA	6	DNA	13
	Detentions	5	3*	2	2	2	Nil	1

Above statics are taken from respective MOU websites.

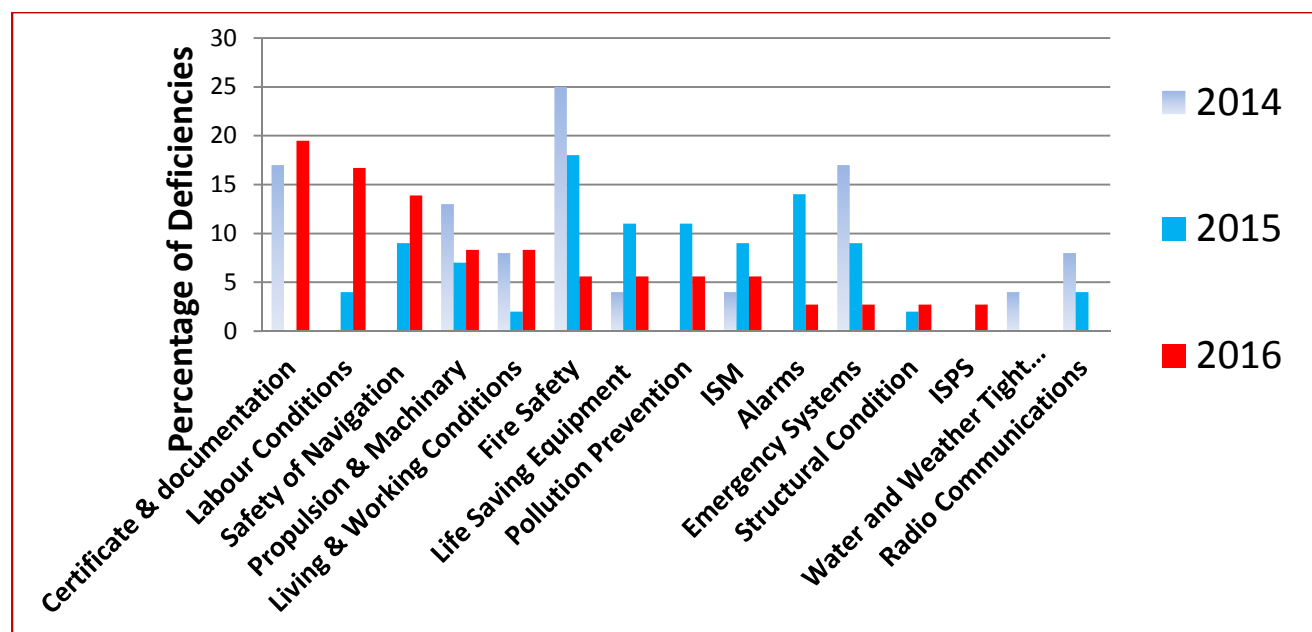
1. # Australia is member of both the Tokyo MOU and Indian Ocean MOU. Hence one detention in Australia is included in both Tokyo and Indian Ocean MOUs.
2. (DNA – Data Not Available).
3. \*Under Paris MOU one vessel was detained twice.

From comparison of above data for three year period from 2014 to 2016 following can be summarized:

- ✓ As the number of inspections have increased under various MOUs in last 3 years, number of detentions have also increased.
- ✓ Maximum numbers of detentions have occurred under Tokyo MOU.

## COMPARISON OF DETAINABLE DEFICIENCIES OVER LAST 3 YEARS

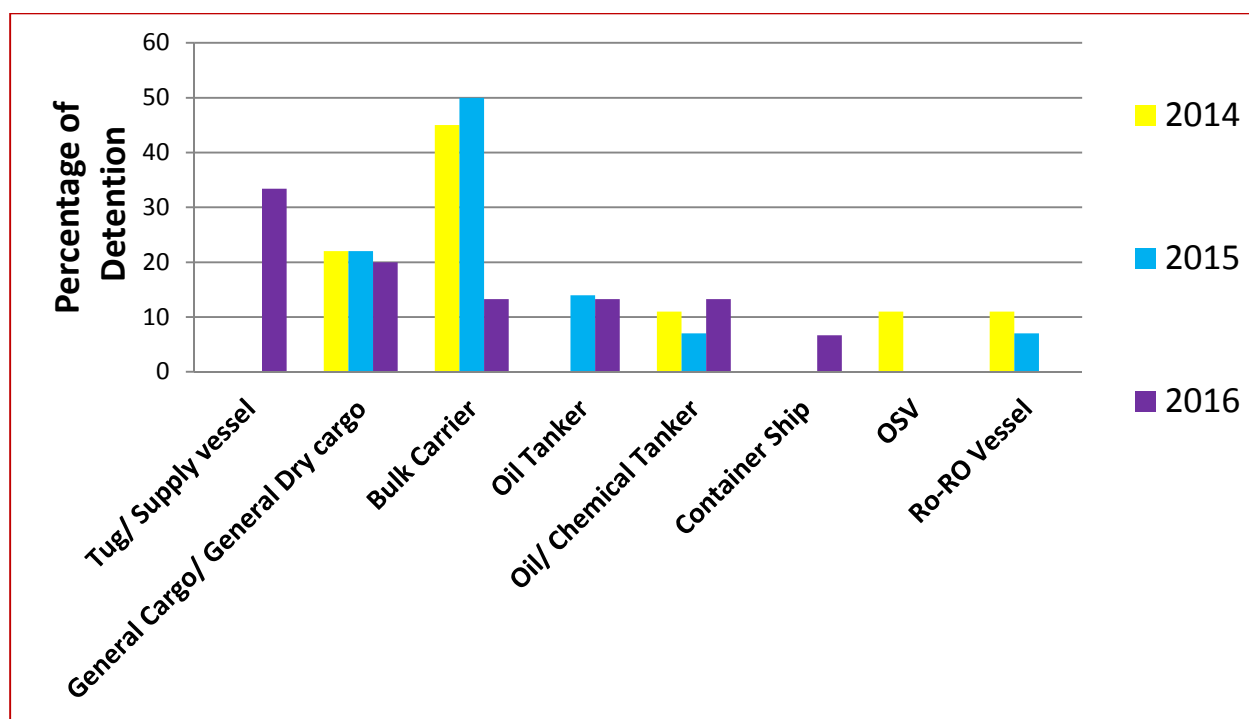
Deficiency Category	% of Detainable Deficiencies		
	2016 = 36	2015 = 45	2014 = 24
Certificates & Documentation	19.5%	-	17%
Labor conditions	16.7%	4%	-
Safety of Navigation	13.9%	9%	-
Propulsion & Machinery	8.3%	7%	13%
Living & Working Conditions	8.3%	2%	8%
Fire Safety	5.6%	18%	25%
Life Saving Appliances	5.6%	11%	4%
Pollution Prevention	5.6%	11%	-
ISM	5.6%	9%	4%
Alarms	2.7%	14%	-
Emergency Systems	2.7%	9%	17%
Structural Condition	2.7%	2%	-
ISPS	2.7%	-	-
Water/Weather tight Condition/Load line	-	-	4%
Radio Communication	-	4%	8%



From above it is evident that in year 2016, there has been rise in deficiencies in areas such as Certificates & Documents, Labor Conditions, Safety of Navigation, Propulsion & Machinery, Living & Working Conditions compared to year 2014 and 2015. However deficiencies related to fire safety, Life saving appliances and Pollution prevention has decreased in year 2016 comparatively.

## COMPARISON OF SHIP TYPE WISE DETENTIONS IN LAST 3 YEARS

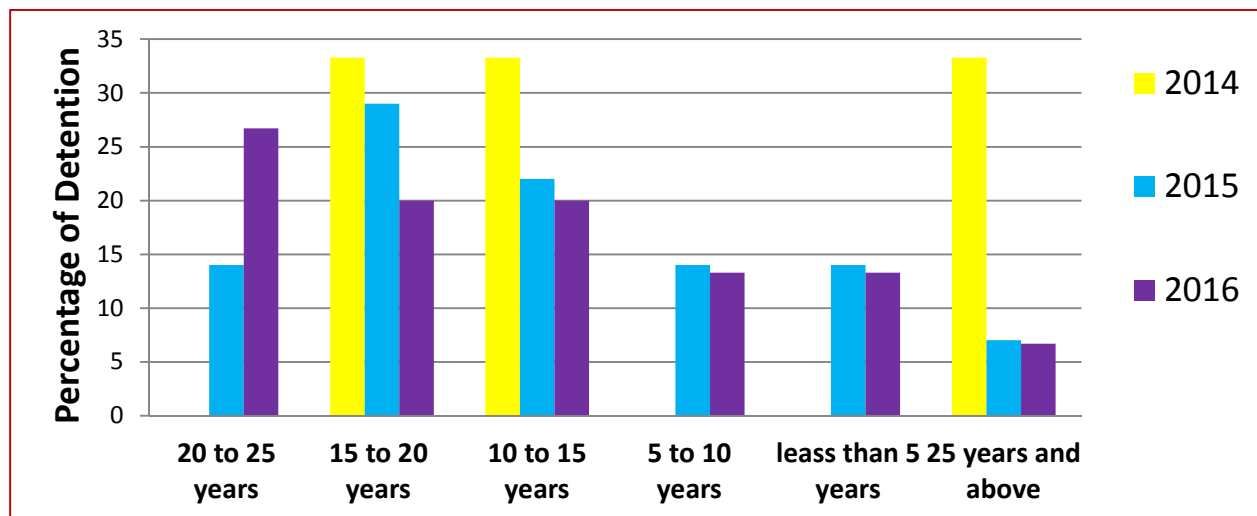
Ship Category	% of Total Ships Detained		
	2016	2015	2014
<b>Tug/ Supply Vessel</b>	33.4%	-	-
<b>General Cargo/General Dry cargo</b>	20.0%	22%	22%
<b>Bulk Carrier</b>	13.3%	50%	45%
<b>Oil Tankers</b>	13.3%	14%	-
<b>Oil/Chemical Tanker</b>	13.3%	7%	11%
<b>Container Ship</b>	6.7%	-	-
<b>OSV</b>	-	-	11%
<b>Ro-Ro</b>	-	7%	11%



In 2016, Tug/ Supply vessels were the most detained followed by general cargo/general dry cargo category. Detention of Bulk Carriers has reduced considerably compared to the year 2014 & 2015.

## COMPARISON OF AGE PROFILE WISE DETENTIONS IN LAST 3 YEARS

Age Group	% of Total Ships Detained		
	2016	2015	2014
20 years to 25 years	26.7%	14%	-
15 years to 20 years	20%	29%	33.3%
10 years to 15 years	20%	22%	33.3%
5 years to 10 years	13.3%	14%	-
Less than 5 years	13.3%	14%	-
25 years and above	6.7%	7%	33.3%



Vessels of higher age group have higher number of detentions in year 2016.

### DEFICIENCIES OTHER THAN DETAINABLE DEFICIENCIES IN YEAR 2016:

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

Major contributors to the Category of these deficiencies were:

- Certificates & Documentation,
- Fire Safety & Life Saving Appliances,
- Safety of Navigation,
- Water and Weather tight conditions,
- Working and living conditions,
- Propulsion and Auxiliary machinery

## **ANALYSIS OF PSC DETENTIONS AND FACTORS ATTRIBUTED:**

Based on the nature of deficiencies leading to detentions, following can be summarized:

- (i) Five detentions were due to non-compliance to MLC requirements, all vessels belonging to a single company. Deficiencies were related to non-payment of wages, short manning and the reason being cash flow problem with the company, non-availability of relievers etc.
- (ii) Three detainable deficiencies related to certificates and documentation were pertaining to expired employment agreement, absence of record of wages, Chart & publications not up to date, crew not holding flag endorsement and expired statutory certificates.
- (iii) Three detention cases involved non-compliance to port requirements e.g. lifeboat lowered to water without prior information/permission from local port authority, overhauling main engine without prior permission from Port Authority, quarantine flag not raised before quarantine officer boarded the ship.
- (iv) Four detentions were recorded within 3 months of completion of the periodical surveys/ISM Audits.
- (v) Following were considered to be the major attributing factors for the detentions:
  - (a) Shipboard documentation and publications not maintained as per requirements specified by regulation.
  - (b) Maintenance of ship especially the upkeep of hull structure, machineries and equipment not implemented or planned.
  - (c) Emergency equipment not maintained in the state of readiness at all the times as required by various regulations and SOLAS.
  - (d) Ineffective crew familiarization in respect of essential shipboard procedures relating to the safety of the vessel and prevention of pollution.

- (e) Ineffective monitoring and supervision in order to ensure deficiencies are identified and timely corrective actions are taken.
- (f) Statutory regulations in particular, MLC 2006 requirements not complied with.
- (g) Lack of awareness and compliance to port regulatory requirements.
- (h) Flag State, RO and port state authorities not informed regarding defects when discovered as required by IMO conventions (e.g. SOLAS Ch. I/Reg.11(c)).
- (i) Lack of effective implementation of SMS not addressed for ensuring corrective and preventive actions are implemented with an aim to prevent any detentions.

### **AREAS IN WHICH EFFORTS ARE REQUIRED**

Based on the casual factors, it can be concluded that efforts are required to be made in following areas by the Ship as well as the Company to prevent detentions:

- Upkeep of documents and records,
- Upkeep of propulsion and machineries
- Upkeep of navigational and radio equipment
- Maintenance of living and working conditions including labour conditions
- General housekeeping and upkeep of the vessel,
- Emergency preparedness in terms of readiness of life saving and fire fighting equipment,
- Compliance to local port regulations,
- Compliance to statutory requirements especially compliance to MLC 2006 requirements,
- Crew familiarization and training,
- Routine inspections and timely corrective actions,

- Reporting to Flag State, RO and port state authorities as required by IMO Conventions (e.g. SOLAS Ch. I/Reg.11(c))
- Ensuring effective implementation of SMS in general and ensuring corrective and preventive actions are implemented effectively in particular.
- Inspection by Ship's Tech. Superintendent/DPA in respect of maintenance and upkeep to be carried out at reduced intervals in respect of:
  - vessels of type e.g. tugs/offshore supply vessels, dry cargo vessels and bulk carriers
  - vessels of age 10years and over

More emphasis is also considered necessary during surveys and audits, on crew familiarization/training, upkeep of documentation and records, state of maintenance of navigational and radio equipment, living and working conditions and labour conditions, readiness of life saving and firefighting equipment in addition to compliance to classification and statutory requirements.

Verification of compliance to MLC requirements will require special attention as these deficiencies are on the rise.

Noting cases of failure to report deficiencies to Flag State, RO and port state authorities as required by IMO Conventions (e.g. SOLAS Ch. I/Reg.11(c)), this aspect calls for more attention during surveys/audits.

Available data from past records of surveys, audits including port state inspections are a good tool during vessel inspections, and surveyor or auditor while making use of this, will be required to provide more focus on verifying the effectiveness of corrective and preventive actions for the deficiencies noted in the past.



Reporting based on identification of deficiencies possibly affecting the implementation of safety management system play a significant role in order to ensure not only failures are addressed but also to ensure preventive actions are put in place to avoid any detention.

#### **MEASURES BY IRS TO IMPROVE PSC PERFORMANCE:**

With an aim to improve fleet quality and hence PSC performance, Indian Register of Shipping has adopted following measures:

- (i) Maintaining database of deficiencies** and carrying out root cause analysis of individual cases.
- (ii) Sending advisory to owners/managers** based on analysis of PSC detentions.
- (iii) Ensuring necessary training is imparted to individual surveyors**, for the cases where deficiencies are linked to the surveys held prior to the detentions with the aim to focus on improving professional development which will be helpful for future surveys. Sharing lessons learnt from each case with all surveyors.
- (iv) Knowledge sharing by way of sharing compilation of deficiencies** with owners/managers with specific focus to verify existence of similar deficiencies on ships.
- (v) Providing more emphasis on reporting based on IACS PR 17** during periodical surveys, where surveyor has reason to believe that there is possible lapse in implementation of Safety Management System on board.
- (vi) Utilisation of computer based program** to monitor and identify vessels which need monitoring/improvement in respect of their condition thus reducing the chances of any detention.

## **CONCLUSION**

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 IN YEAR 2016**

#### **- Shipboard Documentation – Document**

- The class status report is not up to date.
- Numbers of shipboard oil response equipments in SOPEP not stated.
- Missing record about the last bunkering of Kalymnos 18/05/2016.
- Records of seafarers daily hours of work or rest – Do not correspond to log book entries (e.g. Drill record).
- Corrected entries found in oil record book without the signature of the officer in charge.
- Garbage Record Book – No records of garbage disposal in garbage record book.
- General arrangement plan is not approved (copy on board).
- Procedure for complaint under MLC 2006 incomplete – Seafarers on board do not have a personal copy of the onboard complaint procedure and the complaint form.
- IAMSAR manual volume III not up to date.
- GCC Book – ED 2012 to be updated as necessary.
- FSS Code Book Edition 2015/Ship routing book – Edition 2015 and guidance manual for tanker structure Edition 2016 to be dated on board – not up to date.
- There is no evidence or official document to show ship is double hull.
- ESP file not on board.

#### **- Crew Certificates**

- Chief Engineer's COC expired (11.08.2016) during the voyage. (Reported at the commencement of this inspection).
- Minimum safe manning document – The vessel does not comply the manning specified by the minimum safe document.
- Second officer has been found sailing since 06/07/2016 without appropriate flag endorsement (missing).
- Chief officer's flag endorsement for GMDSS radio operator expire.
- Vessel shortfall of one engineer with STCW III/1 in minimum safe manning.
- The ship's third officer was promoted to second officer onboard however his seafarer's employment agreement has not been amended accordingly.

- No Chief Engineer on board – Manning not in accordance with minimum safe manning document.
- Medical Certificates incomplete – No space provided in some medical certificates for signature of seafarer issued by a particular medical centre.
- 7 Seafarers Employment Agreements expired, repatriation of affected seafarers overdue.
- The standards of physical and medical fitness established by the party shall ensure that seafarers have no medical condition, disorder or impairment that will prevent the effective and safe conduct of their routine and emergency duties on board. During the port call to Los Angeles the vessels Master was diagnosed with a heart condition rendering him not fit for duty and not fit to sail.

#### **- Ship Certificates**

- Certificate the fixed and portable CO2 annual inspection expired.
- Certificate annual inspection of life rafts expired.
- Declaration of shore based maintenance certificate expired.
- Breathing apparatus certificate the 10 cylinder service 6 kg and all 04 unit EEBD expired.
- Rescue boats certificate expired.
- Certificates davits, winches and cranes expired.
- Ship owned multiple load line certificates on board, but unused one not kept in a sealed envelope.
- Ship's certificates – Cargo ship safety equipment Form E stating that the spare magnetic compass (Nil). However its required and available on board.
- Other (Certificates) – Ship sanitation control certificate and vessel's P&I certificates not on board.
- Original SMC certificate not on board.
- IOPP Cert. original not on board.
- EIAPP Cert. and related technical file not on board.
- Original MLC not on board
- Original WRC not on board.
- Original DMLC Part I not on board.
- LRIT Cert. not original.
- Annual inspection of the self-contained breathing apparatus with expiry date.
- Amendments & Index of amendments for CSR document no. 8 not available on board.
- Cargo ship safety equipment (including exemption – not properly filled).

- Two CSR's issued with same serial number (i.e. Document No. 7 by two different administrations).
- Bunker liability on board only in black and white copy, according to flag state document the certificate should be printed in color, however on board no color printers possible. Certificate will be printed by agent and brought on board before departure.
- Civil liability for bunker oil pollution damage cert. missing
- Maritime Labor Certificate Missing - MLC certificate not issued based on invalid arguments by Liberian letter. Stating that no surveyor could join in U.K. or NL. Directing to standard A5.1.3.7.

#### - **Structural Condition**

- Fenders absent on the side port and stbd.
- Hull cracking port side.
- There are excessive corrosion on main deck, hull and structural port/stbd.
- Hold space water ingress alarm system indicating no cargo tank alarm and high alarm.
- Foot rail on main deck broken.
- The shell plating of the lower and upper bow/forecastle area found damage, heavily buckled and holed in different area due to collision accident occurred 24/06/2016. Also fore peak tank holed.
- Beams, frames etc. damaged, inside the fore peak tank and in the bosun store area due to the collision accident, occurred 26/06/2016.
- Decks ladder corroded. To be repaired and paint within 14 days. s.
- Plates on Aft not secured properly.
- Operating instruction with block diagram not available in W/H.
- Port and stbd side ship hull plating spot rusted port areas to be painted.
- Numbers of accommodation superstructure lights brackets were found heavily wasted.
- The ship's main deck cover and their fittings e.g. railings platforms, hatch coaming etc. were heavily corroded and wasted.
- The ship's ballasting/de-ballasting control panel was malfunctioning and disconnected.
- Aft accommodation area (super structure) bulk heads boundary found corroded and not maintained.
- Manhole access to aft C/H No.1 gasket partly damage.
- Decks including side walkway found rusted and not maintained.
- Thickness measurement reports found missing in ESP file of current class society (IRS). Note: It has been a month since the end of due range date.
- All the lashing platforms found severely rusted and needs renewal.

- Bunker davit arms and foundation found rusted and not maintained.
- The insulation penetrated for electric cable at E.C.R. at "C" deck was not fully treated.

**- Water/Weather tight conditions**

- Load line mark - not consisted with load line certificate.
- SWL marking on gangway bottom platform is faded on way.
- Port accommodation stantion upright securing device not working.
- STBD gangway SWL and decline angle limitation not marked.
- Chain hook of guard rail on main deck portside mid missing.
- Position indicator 'open and close' not marked in ventilator of steering gear room.
- Many ventilator pipe flanges of ballast tanks are not secured with all bolts and nuts. Only secured with few bolts and nuts - not as required.
- No. 3 Starboard ballast tank vent pipe is found corroded and wasted – not properly maintained.
- D.O. service tank air vent broken.
- Some of air vents poor condition (on main deck).
- Deck line and draft mark blurred.
- Manholes access to aft C/H No.1 gasket partly damaged not properly maintained.
- The mushroom vent heads for engine room ventilators at aft of the accommodation were removed for repairs.
- The ship's computerized valve control system for operating the ballast tank valves was out of order.
- Forecastle ventilator repaired with synthetic material/canvas.
- The rise lines and letters shall be painted on white or yellow on a dark ground or in black on a light ground. The marks shall be plainly visible and if necessary several arrangements shall be made for this purpose. PSCO observed that vessel's port side load line was not a color in contrasting to the ships hull.
- Multiple load lines (Plimsol marking) ships noted on hull whereas no certificates for Load Line which are not in use is found on board. De commissioned (if any) ships were not removed in last dry docking happened a month ago.
- W/T door located on main deck for compressor room both side were noted with wasted sides and steering gear room entrance door located on poop deck had a dog missing.
- Weather tight doors opening to accommodation area found rusted.

- Wire mesh of CO2 room ventilator located near rescue boat was corroded and holed.
- Galley skylight corroded and wasted.

#### - **Emergency Systems**

- No.1 Cargo hold water ingress alarm, pre-alarm active.
- Emergency lights outside the paint store damaged.
- The readings of gyro repeater at emergency steering position not the same with master gyro.
- The door of emergency generator not open full because of stacking cable.
- No photos were taken for entering enclosed spaces drills.
- Emergency fire pump and its pipes leaking.
- Emergency fire pump is not operational since 08/08/2016 as starting system is defective.
- Emergency lighting, batteries and switches at boat deck and life raft deck not functional.
- Accommodation emergency lights burnt out.
- Emergency steering system was not ready for emergency use during testing.
- Emergency light in CO2 room found out of order.
- During abandon ship drill, crew did not check emergency lights.
- The frequency of emergency generator abnormal. When emergency generator is running the voltage of emergency generator lower than 440V.
- Many push-buttons of start/stop panels broken or missing.
- Enclosed space entry and rescue drills not as required.
- Emergency stop for sludge pump protection box door missing.
- No enough signs to indicates engine room emergency exit.
- Manhole access to aft C/H No.1 gasket partly damage.
- Both side embarkation emergency lights fused.
- Lights above emergency generator power missing, non-operational.
- The ship's emergency generator was unable to be started up using either spring loaded means or battery set for operational test.
- Voltage and Hertz meters of emergency generator found defective during the operational test.
- Emergency exit from engine room door lock and handle missing.

## - Fire Safety

- Fire detection system not working properly failed faulty alarm.
- Busted sprinkler No. 4 nozzles PS/STBD to be replaced.
- Fixed fire extinguishers system expired inspection.
- Portable firefighting extinguishers expired.
- Fi-Fi system no records of testing found on ship.
- Emergency escape breathing device with expired date.
- Sprinkler system port stbd not working.
- Annual inspection of the self-contained breathing apparatus with expire date.
- Self-closing fire doors of steering gear room kept open by ropes.
- Accommodation deck AFT fire door handle bar broken.
- No IMO symbols for the fire detectors onboard.
- No electrical equipment shall be installed in any space where flammable mixtures are liable to sail unless the Administration is satisfied that such equipment is of a type which will not ignite the mixture concerned PSC observed an alarm button light (Model No. LTT-101 with a cracked in the vessel's cargo pump room. In addition the light did not appear to be safe and appropriate for the pump room (hazardous location). Request clarification from class society as to the suitability of the location of light in cargo pump room prior to the discharge of flammable cargo.
- Exhaust fan of CO2 room in-operational.
- Maintenance reports of Fixed CO2 extinguisher system expired (Last maintenance at 27.03.2015).
- Fire lines at No. 2 cargo hold position- water leaking.
- Engine room- both ventilation fire dampers corroded.
- IMO Symbol of fire control plant to indicated its location not available.
- Galley exhaust oily.
- Weighting device not provided in CO2 room.
- Fire safety measures – Two fire hoses plus two fire extinguishers not in place.
- Fire doors/openings in fire-resisting divisions malfunctioning - Three (03) fire doors in accommodation found not closed properly.
- Bridge door's, as per fire & safety plan not fire door.
- Fire detection panel show fault alarm (from Engine room).
- Ship's CO2 system not as per regulation.
- Some of fire hose nozzle poor condition & leakage from coupling.
- Monthly check for fire fighting appliances has not carried out.
- Fire line isolating v/v malfunction.
- Main fire line holed.



- Emergency fire pump unable to pressurize fire main sufficiently.
- F.O. service tank Q.C.V not operational.
- Engine room fan stop button is not provided from outside.
- Following location in E/R oily & dirty (fire hazard) - E/R bilge wells – Purifier area, A/Es.
- Two fuel supply pump in purifier room leaking from shaft.
- Most parts of Engine room oily and dirty (fire hazards).
- Fire hazard in engine room (Electrical line without safety cover and wire loose in engine room).
- CO2 system – few control pipes fittings found to be sluggishly fitted.
- Means of escape not as required – Emergency escape hatch bridge deck not provided with eyes for padlocks.
- The fire integrity of deck between bridge deck and "C" deck was destroyed and this penetration was not sealed properly.
- Responsible officers unfamiliar with the operation/maintenance of critical fire extinguishing system (Hyper mist).
- The packing of self-closing fire door on C deck-aged.
- Fire hose box fixing bracket on L/B Deck (P) corroded seriously.
- The body of the portable fire extinguisher in emergency generator room deformed.
- The soft pipe of the portable foam applicator in the boiler area damaged.
- Remote fuel closing valve No. 1 generator malfunction.
- EEBD for training not marked.
- The way of opening for the door on the escape route on upper deck is inward direction.
- The location sign for fire control plan not posed.
- Plug of fire control plan container cracked.
- The electronic cable on main deck (Stbd. side painted).
- Corroded fire main line on main deck (to be rectified within one month).
- Fire alarm and control system had its emergency power supply of control system fault.
- FWD store - BA set gauge unreadable, low level whistle not functioning when tested.
- The ship's emergency escape trunk for engine room was not provided with any lighting.
- The waste receptacles being used inside the ship's accommodation areas were not made of non-combustible materials.
- Bunker samples found kept in steering gear room where no firefighting arrangement is available.
- Fire dampers in galley without IMO symbols.

- Fire pumps & its pipes - Deck isolation valve not fully closed.
- Equivalent arrangement for emergency fire pump accepted by flag state not onboard.
- The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measures the ship is provided with for this purpose, the following functional requirements shall be met. Fire protection systems and fire fighting systems and appliances shall be maintained ready for use. PSCO noted that the quick closes valves #7, #16 for MGO service and HFO storage were disconnected from the pneumatic control air preventing them from closing in the event of an emergency.
- Oil level gauges may be used in place of sounding pipes subject to the following conditions failure of such gauges or overfilling of the tank shall not permit the release of fuel into the space. The use of cylindrical gauge glasses is prohibited. PSCO observed more than 6 sight glasses being held in the open position with plastic zip ties through the engine room.
- The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCO's observed the fixed gas sampling system in the disconnected position and when crew was asked to turn on the system multiple faults appeared.

#### **- Radio Communications**

- INMARSAT C not set up to receive maritime safety information for the operational area.
- Bridge radar transponder not working.
- SART - Lithium battery expired at 06/2016 Serial No. S41 1031759.
- Bridge portable VHF GMDSS spare batteries expired.
- Annual test of EPIRB expired from 27/03/2016.
- Converter RM battery charging & discharging board indicated control source fail alarm and two earth lamps unlit.
- Capacity test record for GMDSS batteries not available on board. No record of renewal of batteries.
- SBM not on board
- NAVTEX printer missing – Nav. Warnings unable to print.
- Operation of GMDSS equipment lack of familiarity - Master and chief officer were not able to send DSC test call to a coastal station. In the end the master managed to send a call but only with assistance of the PSCO. Master instructed to familiarize all navigation officers with the GMDSS equipment as soon as possible.

- **Cargo operations including equipment**

- Observed some hydraulic oil in the cabinet of deck cargo hydraulic system.
- Cargo securing manual illegible.
- The observing hole of deck seal found in failure.
- One handle of root water valve on main deck rusted.
- Ship's information on Cargo Securing manual mis-printed.
- Numbers of heavily wasted and unusable portable cargo securing devices e.g. lashing bars, two buckles twist leaks etc. were kept on deck mixing with usable ones.
- The minorities of ship's fixed cargo securing devices on deck e.g. contained sockets, lashing eyes and hatch cover lifting sockets were excessively wasted and not in loadable condition. Some of them were totally collapsed.
- Some shortages in carriage of the ship's portable cargo securing devices were noted with complaining the quantities shown in the latest inventory list and the ship's cargo securing manual's quantities and the instruction or procedures to determine the minimum quantity of cargo securing devices to be maintained onboard was unable to presented for PSC's verification.
- The ship's personnel in charge of cargo operations was unable to demonstrate a good familiarity to the ship's cargo securing manual.

- **Alarms**

- BNWAS power loss alarm defective.
- Fire alarm – panels located in bridge and control room indicating failure (fault).
- Fire safety measures - CO2 smoke detection system giving fault alarm.
- IGS-control valve in capacity of closing fully at the time of charging valve shutdown error time for IGS.
- Low electrical insulation was displaying on the gauge on the 440V main switch board in the engine control room however low electrical insulation alarm for 220 V main switch board was activated.
- The engine room bilge alarm fwd stbd was out of order.

- **Working and Living Conditions**

- Provisions Quantity - Quantity enough just a week.
- The company not paid crew wages for last 8 months. Also onboard no proper supply of food items.

- Forecastle, CO2 pantry, portside locker to be cleaned. All parts to be storage properly.
- Stevedores' room to be cleaned mattresses to be replaced, floor to be covered.
- Engine room control room to be cleaned.
- Main deck fire equipment room to be cleaned and international shore connect or to be removed before departure.
- A/C malfunction.
- The refrigerant on board is FR-22 ODS.
- Medicines & medical equipment missing.
- Sanitary facilities damaged master bathroom ceramic sink cracked.
- Cockroaches found in galley during inspection.
- Master bathroom sink cracked.
- STBD gangway defective.
- Mooring winch on poop deck leaking hydraulic oil.
- Main deck crane grill corroded broken.
- Tank clear line (deck fwd) one valve handle broken.
- In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions 2.2.1. PSCO's observed active fuel leaks from #2, #4 high pressure fuel pumps and a steady flow of fuel leaking through the fuel oil leak tank and collection points draining from the installed containments around the main engine.
- Navigational bridge space A/C system is defective.
- Sea water service pump found gland leaking.
- F.O. circulating pump #1 & 2 seal found leaking.
- M/E bilges found with traces of oil.
- Purifier tray A/E bilges found with oil.
- Insulating rubber mat for engine electric switch boards not good enough.
- Boiler water circulating pump No. 2 is not working.
- E/R FWD/STBD suction line holed.
- Portable gas detector calibration certificate overdue.
- M/E indicator cocks insulation missing.
- Nine (9) drums in steering not secured.
- The max, loading and the angle of inclination for gangway not marked on the each end of plate.
- D/G level several steel flooring plates not fastened to frames.
- Galley blower not in place
- Pilot ladder not as required
- Ship's access not safe.

- Oil leaking from steering gear.
- Mooring rope forward stbd is in very poor condition need to be replaced.
- Oily rags in engine room
- The ship lost Stbd anchor.
- H.S.O.S.B. wing steam heating pipe leaking.
- The condition of the ship and its equipment shall be maintained in confirm with the provisions of the present regulations to ensure from the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCOs observed a disconnected salt water line on the Main Engine cooler, a loose solenoid on the Aux. generator, a dismantled thermal sensor on the port side second deck and various electrical connections that come loose from the stuffing tubes
- The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCO noted that there was an active jacket water leak from the number 3 main propulsion engine cylinder.
- D/G level several steel flooring plates not fastened to frames.
- Electric junction box for LB No. 1 charging connection, holding bracket wasted and broken.
- Gangway safety net missing.

#### **- Safety of Navigation**

- Largest scale chart AUS 627 required for previous and intended voyages not on board.
- Australian seafarer handbook – AHP 20 old edition on board.
- Bridge magnetic compass deviation more than 32 degree west.
- Navigation charts not up to date.
- AIS Annual test expired.
- Bridge auto pilot not working.
- Ship equipped with ECDIS- 2nd officer without specific training.
- Radar blind sector for ship's bow not available.
- Deviation table of magnetic compass expired.
- Daylight signal not lit in bridge.
- NTM T&P correction for B.A. chart no. 1736 and 1760 not properly carried out.
- Numbers of crew in AIS not correct.
- Present voyage nautical publications NP-3 - not provided on board.
- Sailing direction (NP 32) not new edition 9th edition on board.

- Present passage plan- no adequate safety information for navigational officer.
- Key of BNWAS not found during PSC inspection course.
- Steering gear panel board light missing.
- One reset button of BNWAS in chart RM not located at the proper look out position.
- Course recorder device not working properly.
- STBD side gyro reflector not synchronized.
- Charts and publications for intended voyage not updated.
- Echo sounder malfunctioning.
- One window wiper of navigation bridge is not working properly, should be renewed.
- Wheel rudder indicator to be adjusted to the rest of indicators on bridge and the steering gear room.
- Spare magnetic compass not available on board as per Form E.
- Signaling lamp - Daylight signaling lamp not functional.
- SVDR panel showing alarm in normal working condition.
- Notice to mariners latest edition not available onboard (last weekly edition 12 dated 24/03/2016).
- Converter RM auto telephone exchanger indicated alarm.
- One reset button for BNWAS in chart RM not located at the proper look out position.
- Gyro compass annual service cert. expired.
- Magnetic compass deviation card expired.
- Navigation light for astern & foremast defective.
- ALDIS lamp not operational.
- ECDIS not updated.
- Secondary ECDIS monitor is not working.
- VDR showing fault.
- Electronic nautical publication SYS not updated.
- IAMSAR Manual old edition on board.
- ITU list Old Edition.
- FSS Code, NP282 and ITU Publications of old editions onboard.
- ALRS Vol 6(8) not on board.
- Admiralty notices to mariners (weekly edition) from week 30 are not on board.
- ITU Vol. V not updated.
- Speed log defective.
- Steering gear wheel in dispute by rudder angle indicator by 2 degree.

- Magnetic compass not clearly readable by helmsman at the main steering position.
- Part signal lights found out of work.
- The NP 131 not the latest edition.
- NUC lights defective.
- Nautical publications IAMSAR Vol. III not updated.
- The ship was only fitted with one set masthead lights on top of the wheel house in which it was not in compliance to the relevant regulations set out in COLREG 72 and no evidence showed that the ship's flag administration had granted the dispensation on such arrangement.
- The ship's passage plans did not sufficiently address the essential elements as listed in SOLAS V/Reg.34 that shall be identified in a ship's passage plan.
- The depth settings on the ship's ECDIS were not set appropriately with accordance to the ship's present draft condition.
- No permanent markings provided at regular intervals throughout the length of the ladder in order to facilitate the rigging of the ladders of the required height.
- Bubbles in magnetic compass bowl.

#### - **Life Saving Appliances**

- Both side lifeboats – not colored with contrasts with the belts for seats.
- Wire lifting slings for free fall lifeboat & rescue boat are covered in plastic sheathing and not easily accessible for inspections or maintenance as per SOLAS III/Regulation 20.3.1 & MSC.1/Circ. 1206/Rev.1.
- Rescue boat out order not working, not possible test.
- Inflatable life rafts expired inspection.
- Survival craft launching appliance test expired.
- Rocket parachute flares expired.
- Engine of lifeboat cannot be started.
- STBD lifeboat painter release malfunction.
- Crew lowered portside lifeboat on water without report to local MSA.
- Some buoyant lifeline around the outside of the stbd side lifeboat deteriorated.
- The STS side inflatable life rafts painter not attached correctly.
- Wire-Clip for stbd lifeboat lashing wire installed not correctly.
- Lifebuoy with light and life line not located near accommodation ladder.
- Number of lifejackets in engine room not marked.
- Lifejacket whistle missing.
- Weekly inspection for survival appliance not record into deck log book.
- One portable emergency 2-way VHF antenna found broken.
- Rescue boat canopy light unlit.



- Found lifebuoy 3 pieces ships name blur.
- Life boats entrance door rubber seal defective.
- Life boat access ladder is broken.
- Additional rescue boat placed on board without class approval.
- Life buoys (port & stbd wing) not meeting the requirement (less than 4kg).
- Lifebuoy incl. Provision and disposition not as required. MOB lifebuoy with light and smoke signal, mounted inside bulwark, not ready for quick release.
- Line throwing apparatus showing expiry date as 2020 on the body while cartridge inside shows 2014
- The painter lock of port side life boat seized.
- Some equipment in both life boat were not secured properly.
- The number of lifejackets in E.C.R. was not indicated.
- Inboard life raft located at both port and starboard side was secured by two HRU line outboard HRU used by inboard one.
- The ship's man overboard signal's (P&S) were not appropriately installed on the ship's bridge wings whereby they would not be able to be released readily with the lifebuoy attached.
- Procedure for launching rescue boat not under embarkation of emergency light.
- Life boats not lowered as per SOLAS requirements.
- MOB life buoy with smoke & light signal not mounted for ready release (mounted inside bulwark).
- Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. PSCO noted that the forward 6 man life raft screw pin shackle was seized preventing the use of the life raft in an emergency. Crew was able to replace the shackle prior to the completion of the exam.
- Life boat exhaust engine outlet defective and smocked.
- Engine of lifeboat started with incorrect mean, not as required.
- The magnetic compass on life boat defective.
- Enclosed space entry drill was conducted on Feb. 2016 and Dec.2015. However space entry checklist was not filled on both occasions.
- Training manuals missing (Recreation rooms).

**- Propulsion and auxiliary machinery**

- The aux. engine no. 2 found with D.O. leakage.
- Control Room - Port main engineering RPM and turbo "A" RPM are not working.
- Maine engine No. 01 and 02 are not of order no possible test.



- Emergency generator out of order no portable test.
- Stern thruster out order no possible test.
- Bow thrusters No. 01 and 02 out of order no possible test.
- M/E remote control system malfunction in ECR.
- Propulsion and Auxiliary machinery at time of inspection there is an overhauling of main engine cylinder head exhausted No. 2 without permission taken.
- Engine room main bilge accumulated with oil.
- M/E Jacket line leaking.
- M/E jacket cooling SYS temperature gauges missing.
- Aux. Eng. Jacket cooler S.W. line holed.
- Aux Eng No. 2 out of service.
- Aux. Eng. fuel pressure gauge defective.
- Cargo pump temp. monitoring SYS in CCR not operational.
- Air compressor pressure gauge defective.
- M/E saving air temp. gauge defective.
- Boiler level indicator malfunction.
- UMS alarm in C/E cabin malfunction and visual alarm in 2nd/ENG cabin not operational
- There is illegal flexible line use in engine room.
- Air compressor No. 2 have leakage.
- F/O transfer P/P have leakage.
- AC system have leakage.
- Engine room sea water cooling pump No.1 is under repair.
- GEN#1 – Exh. gas thermometer out of order.
- Auxiliary Engine leaking – Auxiliary Engine No. 1 and No. 3 are leaking from crank shaft and alternative.
- Ballast pump #2 is leaking from packing gland.
- Lub oil pressure gauge of No. 2 generator damaged.
- Incinerator gauge defective.
- Main generators not synchronizing.
- Emergency generator belt compartment lid cannot close.
- Port side main engine out of order due to worn M/E bearing.
- The ship's No. 4 diesel generator was out of service and under repair.
- The ship's No .2 and No. 3 diesel generator was out of order and undergoing repairs at time of the inspection.
- Aux. generator #2 - Leakage on machinery and sighted underneath oil accumulation.
- Aux. boiler S.B. water level glass drain pipe missing.

- Aux. engine No. 3 was stored up with 4 x 4. Reported this was done to avoid excess combustion noted day before yesterday 09th August 2016.
  - A/E No. 3 sump was full of black oil and dirty.
  - LO No. 2 purifier sump was full of oil.
- **Pollution prevention**
- Hyd leaks at No. 1 hold and No. 3 hold rams to be attended.
  - Leaking in engine room.
  - SOPEP coastal contact list not available.
  - Cargo hold No. 2 cover hydraulic distributors with minor leakages.
- **Pollution prevention – MARPOL Annex I**
- The sample water line of OWS alarm system leakage water.
  - ODME printer not working properly.
  - O.W.S. (15 ppm) alarm automatic stopping device inoperative.
  - Oily water separator not operational.
  - The safety valve of OWS found seized.
  - One gauge to 15 ppm bilge separator found malfunction.
  - Three way valve of OWS inoperative during the operational fleet of OWS and 15ppm.
- **Pollution prevention – MARPOL Annex II**
- Vent's around deck have not marking.
- **Pollution prevention – MARPOL Annex IV**
- Sewage – Almost full holding tank.
  - Discharge pump of sewage treatment plant leaking water.
  - Discharge rate form of holding tank not provided during inspection.
  - Sewage treatment discharge pump out of service.
  - Annual Survey ISPP Certificate not carry out.
  - The ship's sewage treatment plant chamber's water high level alarm was malfunctioning.
- **Pollution prevention – MARPOL Annex V**
- There are garbage store on main deck.
  - Garbage – Prolonged stowage, segregation on main deck.

- Master has not verified GRB since 16/11/2015.
  - Garbage separation not carries out.
  - Garbage management plan obstructed damage accumulated on deck between cross deck of cargo holds.
  - Garbage in air-condition and steering room.
- **Pollution prevention – MARPOL Annex VI**
- Ozone Depleting Record Book (ODRB) not updated.
  - Motor of incinerator out of order.
  - The inter lock of Ash door for incinerator failed.
  - Quality of fuel oil – Fuel Sulphur content to height ship have to use the proper fuel from now.
- **Dangerous Goods**
- Access to tanker bow constructed of combustible material.
  - High pressure in vapor collect main pipe.
- **ISM**
- There is clear evidence the ship does not substantially comply with the requirements of the ISM Code – Ref. ISM 10.2
  - The safety management system as implemented on board failed to ensure compliance with ISM Code relating to shipboard operating and emergency preparedness required to conduct new audit.
  - ISM Quality System indicate training for ECDIS will be performed I Office for every joined crew. Chief Officer received specific training in ECDIS by Master on board.
  - Last SMS master review not available.
  - Internal safety audit and corrective action 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.
  - PSC/FSI inspection file not on board.
  - Emergency rescue gear outside pump room not ready.
  - ISM not as required - Corrective action taken on the ISM system by the Company is required within 3 months. Result of corrective action to be sent to PSC within 3 months.
  - Internal safety audit and corrective action 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.

- Company safety management system was not implemented effectively to ensure ship's equipment was in a working condition.
- With reference to the deficiencies issued during the PSC inspection it was found failure in implementation of SMS procedures in maintenance of the ship and the critical equipment.
- Master was unable to provide required information at the time of inspection. Company ISM procedure has not been followed.
- Further inspections required. Suspended and inform to class to carry out more detail inspection.
- Vessel required to go and external ISM audit.
- Old antenna insulated connections on monkey island not in use any more but still hanging from brackets.
- The installed diesel generator on poop/life raft deck found fuel stored not in sufficient fuel tank and the fuel line not as required.

**- ISPS**

- Battery room as restricted area not locked as per requirement of ship's ISPS plan.
- Access control found not exercised in air gangway.
- Fresh water sounding pipe covers not secured.
- CO2 room not locked.
- Incomplete searching procedures.
- Wrong ship name displayed found STB bow and stern area.
- Access control to vessel was not effectively implemented and carried out.
- Crew did not follow the procedure for filling record of gangway log book.
- IMO No. and ship's name (aft) not clear.

**- Other**

- Quarantine flag not raised before quarantine officer boarded ship.
- No. 2 C/H gas hole cover seized.

**- Labor Conditions – Conditions of employment**

- Rest periods not maintained properly.
- Rate of currency not mention in the SEA.
- Master employment agreement expired.
- Wages not accordingly SEA.

- By random interview with ship's personnel it was found that majority of the ship's personnel was not familiar with or aware of some important clauses set out in the applicable CBA and the copy of CBA was only available in the ship's wheel house.
  - Wages - All seafarers (Total 14) wages not paid for August.
  - Wages missing - All crew missing wages since August - Some with wages owing since February/January.
  - 11 Seafarers wages not been paid for 3 months or more.
  - Calculation and payment no records - No records of wages paid to seafarers from the company since Jan' 2016.
  - Calculation and payment no records - No record of wages paid to seafarers as above.
- **Labor Conditions – Accommodation, recreation, facilities, food and catering**
- Fish room cooling system defective.
  - Three light fittings in crew accommodation noted to be missing covers with wiring exposed.
  - Galley filter to be cleaning.
  - MGAT & Fish RM drain logged.
  - Sanitary facilities not as required.
- **Labor Conditions – Health protection, medical care social**
- Medical equipment, Medical chest, Medical guide expired – Medical chest certificate expired.
  - Personal cook – Captain/Master reported that the Cook Aruna Kumar Bisoyi, Seaman book no CM15935 needs medical care.
- **Labor Conditions – Minimum requirements for seafarers**
- Medical fitness not as required – 1 medical certificate (from AB) the seafarer is only examined for the catering department, but he is working as a AB/cook.
  - Some of crew not using PPE on deck.