

To: Related departments of CCS Headquarters; Branches and Offices; and Ship Companies

Notice of 2010 PSC Inspection Deficiencies List of HK-flagged Vessels

Further to the Circular letters dated March 4, 2010 on PSC inspection and August 25 2010 on hour of work/rest, and in order to improve the PSC inspection performance, HK Marine Department issued the Circular letter on April 29, 2011 to update the latest situation of the PSC inspection to HK-flagged vessels for the full year of 2010 and first quarter of 2011. To enhance the awareness of PSC detention to HK vessels, a list showing all detainable deficiencies and other serious deficiencies is included in this Circular letter. With an aim to give an overview of PSC issues that should pay more attention to, we forward the Circular letter together with the unofficial Chinese translation to all the parties that may concern.

The PSC detentions at the first quarter of 2011 revealed that special focus has been concentrated to the following particular areas:

- Watch keeping rest hours were no recorded correctly
- Charts were not updated, corrected or scanned charts were in use.
- Lifeboat on-load release system was not properly reset.
- Engine room quick closing valves were blocked.
- Sewage plant was defective.
- Safety management system was not properly implemented.

HK Marine Department have to reiterate that deterioration of the detention rate would definitely increase the risk level and target factor value to the HK fleet and consequently, more HK ships would be selected for PSC inspections under PSC MOU regimes. You are strongly urged to take immediate actions to upkeep HK vessels in good condition and to ensure the crews are familiarized with safety management system, safety and pollution exercises. The measures mentioned in the previous circular letters pertaining to PSC inspections are still valid and are helpful to reduce PSC deficiencies that could be avoidable.

(http://www.mardep.gov.hk/en/pub_services/cirletter.html).

HK Marine Department emphasized that the ship management company and shipboard staff should be fully aware of these circular letters and would be checked for its implementation through company visit and ship inspection.

All the surveyors and auditors of CCS branches and offices are required to organize the study of this Circular and its attachments, and make sure whether the ships have

the similar deficiencies mentioned in this Circular. It is required to take immediate action to the deficiencies that found during the ship survey and verification. It is encouraged to make continuous efforts from all stakeholders to maintain a good record of HK-flagged ships in PSC inspections.

Attachments:

1. Circular letter issued by HK Marine Department on April 29, 2011
2. Details of Serious Deficiencies of HK Ships

For any problem please contact the Certification Management Department of CCS Headquarters without hesitation

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29 April 2011

To: Shipowners / Ship Managers and Classification Societies

Dear Sir/Madam,

Port State Control Inspections

Further to our circular letters dated 4 March 2010 on PSC inspection and 25 August 2010 on hour of work/rest to draw your kind attention to improve the PSC inspection performance, I am writing to update the latest situation of the PSC inspection to HK-flagged vessels for the full year of 2010 and first quarter of 2011.

2. In 2010, there were totally 56 HK-flagged vessels detained by Port State Control authorities. To enhance your awareness of PSC detention to Hong Kong vessels, a list showing all detainable deficiencies and other serious deficiencies is hereby shown below for your information and reference. The list is not exhaustive, but with an aim to give an overview of PSC issues you should pay more attention to. It is imperative for your HK vessels to treat all port state control inspections seriously.

3. The PSC detentions at the first quarter of 2011 revealed that special focus has been concentrated to the following particular areas:-


- Watch keeping rest hours were not recorded correctly.
- Charts were not updated, corrected or scanned charts were in use.
- Lifeboat on-load release system was not properly reset.
- Engine room quick closing valves were blocked.
- Sewage plant was defective.
- Safety management system was not properly implemented.

4. We have to reiterate that deterioration of the detention rate would definitely increase the risk level and target factor value to our HK fleet and consequently, more HK ships would be selected for PSC inspections under PSC MOU regimes. You are strongly urged to take immediate actions to upkeep your HK vessels in good condition and to ensure your crew are familiarised with safety management system, safety and pollution exercises. The measures mentioned in our previous circular letters pertaining to PSC inspections are still valid and are helpful to reduce PSC deficiencies that could be avoidable (http://www.mardep.gov.hk/en/pub_services/cirletter.html). It is emphasized that the ship management company and shipboard staff should be fully aware of these circular letters and would be checked by us for its implementation through company visit and ship inspection.

5. Maintaining a good record of HK flagged ships in PSC inspections requires continuous efforts from all stakeholders. As such, we would keep working closely and cooperatively with all HK shipowners, ship management companies and shipboard Masters in achieving this target. Should you have any questions related to PSC inspections for Hong Kong ships, please feel free to contact Senior Surveyor/ Cargo Ships Safety Section at

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Yours faithfully,



(S.H. Tse)

Senior Surveyor/Cargo Ships Safety Section
for Director of Marine

Details of Serious Deficiencies of Hong Kong Ships

(from 1 January 2010 to 31 December 2010)

Ship	PSC State	PSC Port	Detention Date	Age	Def No.	Deficiencies	Deficiency Action Code
No.1	Australia	Newcastle	12-Jan-10	23	1)	Main engine high-pressure fuel line jacketed piping not sealing at ends.	30
					2)	Oil content meter inoperative due to no separator discharge through meter.	30
					3)	Cracking in hull in way of No.2 starboard side ballast tank.	17
					4)	Port lifeboat engine unable to readily start on battery - unable to start from consol.	17
					5)	Starboard lifeboat engine unable to readily start on battery - unable to start from consol - engine running badly when started - covers loose & wiring in poor condition.	17
					6)	Starting batteries in lifeboats not secured.	17
					7)	Weather door starboard side not weather tight.	17
No.2	Japan	Shimonoseki	14-Jan-10	5	1)	On-load releasing device (aft side) of port side lifeboat - incorrect reset.	30
					2)	Safety management system - not ensure that duly officer of LSA maintenance is familiar with manufacturer's guidance of lifeboat.	18
					3)	Fire damper of No.1 engine room fan duct - not totally closed.	17
					4)	Familiarization of crew for inspection and maintenance of lifeboat's on-load releasing device - poor.	17
					5)	Gasket of A-0 class fire door frame on entrance of galley - wasted.	16
No.3	Australia	Hay Point	20-Jan-10	9	1)	Port and starboard lifeboat on-load release system not fully reset as per manufacturer's instructions.	30
					2)	Starboard lifeboat hydrostatic release cable seized.	30
					3)	Emergency generator unable to automatically supply power to the emergency switchboard.	30
					4)	Crew unfamiliar with the operation of the emergency power supply system.	17
					5)	Shore based radio Maintenance Contract Certificate expired.	17
					6)	Shippers declaration for carriage of coal cargo not onboard.	17

No.4	USA	Oakland, CA.	29-Jan-10	15	1)	The side shell in aft part of engine room workshop was found buckled revealing a fracture approx. 32" long. Water stains along an 8" section indicate the appearance of water ingress, threatening the ship's sea worthiness.	30
					2)	The smoke sample extraction system was found holed and wasted allowing fresh air directly into smoke sensor. There is no way for indication of fire in cargo holds rendering the system non-compliant for its intended use.	30
					3)	Limit switches for starboard lifeboat are not working properly which is increasing the stress on the falls and davit system.	30
					4)	The following items found supported insufficient cleanliness in the engine room: a. all auxiliary generators had excessive leakage and pooling of oil on deck. b. main engine No.1 fuel pump piping is leaking. c. excessive oil on deck of oil purifier room and equipment. The items listed pose a potential fire hazard. No NC reports have been submitted to the company and no corrective action has been taken by the crew. Address to the satisfaction of the class society representative.	30
					5)	The Captain of the Port questions the adequacy of implementation of the vessel's SMS. An external audit is recommended to be conducted by the flag State or RO to determine whether the ship is operating in accordance with the ISM Code prior to departure from San Francisco.	30
					6)	The following items were found discrepant with lifeboats: a. Both handlebars at entrance doors were patched; b. Both windshield wipers broken; c. Both batteries are not properly secured and have signs of acid leakage in port boat; d. Incorrect linkage to throttle found in port lifeboat.	17
					7)	A wooden plug is being used to fill a hole on the Bosun Stores entrance bulkhead, allowing water ingress.	17
					8)	Steering gear was found with excessive leakage on upper part of main assembly. Also, hydraulic storage tank was found empty.	17
					9)	The following patches were found in the engine room: a. Hot water heater system line; b. Salt water cooling line for main engine air receiver; c. No.1 generator lube oil cooling line; d. Fresh water generator saltwater intake and outlet lines; e. Main air compressor S/W cooling line.	17

				10)	The following fire fighting items were found throughout the ship:- a. Natural air vent cannot be closed in officer's mess, officer's laundry, and library; b. Vent ducting to A/C is holed; c. Hatch to engine room is not secured and is deformed, allowing CO ₂ to escape if released.	17
				11)	Emergency generator has excessive fuel leakage. Also, old and new batteries within the space are not properly secured. Louvers providing fresh air have seized and do not operate.	17
				12)	Vessel does not have current tide and current tables. Vessel entered port without this data. Passage plan indicated this data was onboard and accurate, but in fact it was not.	10
				13)	Vessel entered port without an operable echo depth sounding device. Vessel did not report to captain of the port or apply for a letter of deviation. Navigation casualty was not logged in bridge log.	10
				14)	Pipe trunks on all accommodation decks have been modified to be used as engineering stores and for storage of combustibles. Any alternations should be recorded on the fire control plan. Address to the satisfaction of Classification the updating of all fire control plans.	70
				15)	Covers to chain lockers were not secured prior to getting underway – only 2 of 20 bolts were found in place.	17
				16)	Hatch No.3 compression bars missing prior to getting underway.	17
				17)	APT and FPT modified with hose connection to add salt and fresh water.	17
				18)	Hatch to No.2 cargo hold aft missing securing devices and door not weathertight.	17
				19)	Door to forward Bosun Store is not weathertight.	17
				20)	The following items with visible leaks: - a. Aft starboard ram at No.1 hold is leaking fluid on deck; b. Forward mooring winch starboard has hydraulic leak with catch bucket; c. Aft mooring winch port has hydraulic leak with patches; d. Fuel oil bunkering station starboard containment is holed; e. No.2 & No.3 crane towers have excessive leakage from top of towers, causing oil to leak down and through crane base onto the deck; f. Hydraulics for hatches and mooring winch in Bosun Stores showing excessive leakage.	17

					21)	Main deck conduit lines leading to electrical conduit boxes have severe cracks at connection points, allowing water enter boxes. No non-conformity reports have been submitted to the company and no correct action taken by the crew.	17
No.5	Australia	Port Walcott	13-Feb-10	1	1)	Deficiencies 6,9,10,12,13,15,26,27,28,29 & 30 are objective evidence of the vessel's crew failing to maintain the vessel after survey.	30
					2)	The above deficiencies are objective evidence that the vessel's safety management system fails to ensure the emergency preparedness of the vessel.	30
					3)	Official log book insufficient entries.	17
					4)	SOLAS training manual - not ship specific.	16
					5)	406MHz EPIRB - no certificate available.	17
					6)	Passage Plan not as per SOLAS CV R34.	17
					7)	Frequency of compass error not as per STCW 95.	16
					8)	Fire alarms - five faulty sensors.	17
					9)	Chart corrections for Australian charts in use not carried out.	17
					10)	Sat C not set up for the reception of Marine Safety Information warnings.	17
					11)	Handle for port aft fire damper - defective.	17
					12)	Starboard forward engine room fire damper - small hole.	17
					13)	Hydrostatic release on port and starboard life rafts - not connected.	17
					14)	Door securing cleats for dampers on funnel - several missing.	17
					15)	Fire main isolation valve - stiff to operate.	17
					16)	Fire control station - no IMO symbols on entry door.	17
					17)	Fire main between No.5 and No.6 hold - leaking.	17
					18)	Bilge port side in forecastle - full of paint.	17
					19)	Chain locker manhole covers not secured.	17
					20)	Lifebuoys - not ready for immediate use - secured to rail.	17
					21)	Rescue boat - not ready for immediate use - davit not attached.	17
					22)	Rescue boat - key to rescue boat engine not readily available.	17
					23)	Rescue boat - no instructions available for release gear.	17

					24)	BA bottle for fire suit in fire control room - insufficient air.	17
					25)	Ship security provisions in place do not take into account crew safety.	17
					26)	No instructions available for the test of emergency steering.	17
					27)	No insulating matting available on electrical switchboards.	17
					28)	No sand box available for boiler.	17
					29)	Foam unavailable for foam hose on boiler deck.	17
					30)	No instruction for Fire Alarm system available.	17
					31)	General Alarm not sounding in accommodation.	17
					32)	Fire Alarm not sounding in accommodation.	17
					33)	Steering gear - controls for No.1 emergency steering gear - not available.	17
					34)	Loading plan - SF and BM calculations not in line with the requirements of the loading plan.	17
No.6	Japan	Yokohama	15-Feb-10	15	1)	Certificate of Chief Officer - Not complied with the requirements for restriction.	30
					2)	Certification of Chief Officer - Not duly certified.	18
No.7	USA	Portland	23-Feb-10	27	1)	As noted below, multiple deficiencies in MARPOL determined by the PSCO indicate that the vessel presents an unreasonable risk of harm to the marine environment. Discrepancies were noted that collectively indicate there is a serious lack of implementation of the vessels safety management system by the ship's crew as it relates to documenting, storage, and disposal of waste oil. Request an external audit of the safety management system prior to the vessel departing.	30
					2)	Crew did not follow essential shipboard procedures relating to the disposal and storage of waste oil. Evidence indicates that crew did not follow waste oil storage and disposal procedures in accordance with the vessels Garbage Management Plan.	30
					3)	Evidence discovered during Exam indicates that the vessel dumped oily waste from the bilge holding tank into the ocean. Discharge was not recorded in the oil record book at the time of the incident. Oil record book was amended by the 2nd engineer under advisement of the company lawyer to indicate the discharge while the PSCO's were attempting to conduct their Exam.	17
					4)	All engine room emergency escape doors do not self close.	17

No.8	USA	Baltimore	24-Feb-10	12	1)	PSCOs conducted 2 fires drills and an abandon ship drill. Both fire drills were considered unsatisfactory. The fire Team is unfamiliar with their equipment, specific duties, and fire fighting tactics. The crews inability to demonstrate proper fire fighting procedures poses a hazard to the vessel and crew due to the inability of the crew to extinguish or prevent the spread of a fire. Class to verify crew competency and familiarity with firefighting equipment and procedures prior to departure.	30
					2)	The inability of the crew to successfully demonstrate proper fire fighting procedures indicates a major non-conformity in way of vessels safety management system. Request RO conduct an external audit prior to the vessel departure.	30
					3)	The vessel is missing 4 chemical suits that are required to be onboard. Class to verify required chemical suits onboard prior to departure.	17
					4)	The vessel is required to have 4 working SCBA's onboard. Currently only 3 are working as designed. Class to verify proper operation of all required SCBAs prior to departure.	17
No.9	Iran	Imam Khomeini Port	01-Feb-10	4	1)	Sludge pump out of order.	30
					2)	Emergency generator not started with second power source.	30
					3)	Valve unapproved for transferring sludge used in engine room.	30
					4)	Hull & machinery insurance certificate not covering Persian Gulf.	17
					5)	Starboard side intermediate shaft bearing for main engine damaged.	17
					6)	One NUC light defective.	17
					7)	Nautical publications old edition.	16
					8)	Signal light control panel with faulty alarm.	16
					9)	Safe access between ship & shore not provided.	16
No.10	Canada	Montreal	02-Mar-10	32	1)	Vessel not complying with navigation bridge visibility arrival Montreal.	30
					2)	Vessel deck cargo too high to obstruct navigation bridge visibility.	30
No.11	Taiwan	Keelung	03-Mar-10	15	1)	S-VDR provided on board but safety equipment Form E not amended.	30
					2)	GMDSS - reserved power not understand by deck officer.	30
					3)	Emergency batteries x 1 set - specific gravity too low.	30

					4) Life boat - use fall preventer chain - deck officers not understand on-off load release operation.	30
					5) No.3 cargo hold entrance hatch cover distorted.	30
					6) No.2 - generator fuel oil governor damaged and no function.	30
					7) AIS - wrong data of MMSI, IMO number and ship's position changed frequently.	17
					8) Load line marks - not permanently marked.	17
					9) SOPEP without contact point of local.	17
					10) Magnetic compass deviation curve absence.	17
					11) Both sides provision cranes - no protection device.	17
					12) CO ₂ room - all operation labels to be working language.	17
					13) No.4 cargo hold starboard side steam pipe leakage.	17
					14) Lifejacket light sea water battery expired at E/R.	17
					15) Some of fire extinguisher expired.	17
					16) 15ppm oily-water separator 3-way valve no function.	17
					17) No.1 engine room ventilation damper rusted.	17
					18) Engine room control room absence of immersion suit.	17
No.12	Australia	Kwinana	08-Mar-10	12	1) Port and starboard lifeboat un-load release mechanism defective.	30
					2) Starboard lifeboat davit winch wire fall drum side plates corroded & knife-edged. Port lifeboat davit winch remote release wire drum side plate also knife-edged.	99
					3) With reference to the above code 30 & 17 deficiencies, these are objective evidences that Company SMS is not effective regarding maintenance of ship & equipment.	18
					4) Port liferaft ID tube detached from capsule.	17
					5) Portable engine room aft bulkhead panel (approx. 2m x 2m) between boiler space & lower accommodation not secured in closed position.	17
					6) Emergency generator room DC24V panel indicated 'N' pole earthed.	17
					7) Galley exhaust mushroom vent & internal ducting accumulated with grease.	17
					8) Main engine cylinder covers oily.	17

					9)	Port, starboard and center engines turbo charger exhaust casings & main engine cylinders exhaust distance piece to manifold insulation deteriorated.	17
					10)	Laundry wash basin missing.	16
No.13	Italy	Civitavecchia	07-Mar-10	17	1)	Main fire line connection water leakage in correspondence of cargo hold No.4.	30
					2)	Some fire hoses on main deck holed.	30
					3)	All walking grates on main deck fixed with iron wire only.	30
					4)	UMS alarm system fault several alarm inoperative from 25 September 2009, temporarily cooling system provide without class assessment.	30
					5)	Speed and distance indicator log inoperative from 1 December 2008, repair postponed until next dry dock, class not informed.	30
					6)	Safety release valve on bunker station found stack.	30
					7)	Ship operate from 25 September 2009 with UMS alarm system out of order, minimum safe manning document is for UMS condition only.	30
					8)	Crew not able to lower the lifeboat in safe condition, lifeboat inclined because of partially seized with recovery wires aft and forward.	30
					9)	Starboard side lifeboat fire extinguisher found low pressure.	30
					10)	S-VDR show alarm due to failure of connection to speed log. Master instructed to rectify within 30 days. Bridge announcements to be made regularly by w.o. in order to be recorded by bridge audio every change of speed.	30
					11)	MNC. Speed log failure not reported to class from 1 December 2008 and neither after ISM audit by DNV on 4 March 2010.	19
					12)	MNC, no evidence of analysis of previous non conformities related to deficiencies for UMS and speed log.	19
					13)	MNC. Evidence of very low level of maintenance related to deficiencies found.	19
					14)	Pedestal embarkation lights provisional electrical connection fixed with adhesive stripes.	17
					15)	Some fire hoses box cracked.	17
					16)	Manual call point at main deck entrance starboard side broken fixed with adhesive stripes.	17
					17)	Oil leakages on hydraulic line for cargo hold hatch covers No. 2, 3, 4, 5, 7.	17
					18)	Generator No.1 oil leakage from cylinder No.1	17

					19)	Generator No.3 oil leakage from governor speed unity.	17
					20)	Receptacle connection for port side lifeboat, air compressed, found corroded and disconnected from bulkhead.	17
					21)	Aft and forward winches brakes worn out.	16
					22)	Many cover plates and clamps for cables, main fire and water line corroded.	16
					23)	Emergency generator rubber fan connection broken.	16
					24)	No.1 auxiliary generator, water leakages from cooling water pump, collection rubber line appeared fixed as permanent.	16
					25)	Generator No.2 inoperative.	16
					26)	Lube oil purifier No.2 inoperative due top cover damage.	16
					27)	Control station for HFO fuel oil several push buttons missing.	16
					28)	MNC UMS system alarm failure not reported to class from 25 September 2009 and neither after ISM audit by DNV on 4 March 2010.	15
No.14	Argentina	La Plata	14-Mar-10	26	1)	The annual survey of the liferafts that expired 27/12/09.	30
					2)	The annual survey of the liferaft forward this expired 27/12/09.	30
					3)	The emergency fire pump, not working properly - the water pressure is low.	30
					4)	There is objective evidence that the crew members conducted a adequate control to prevent entry of unauthorized persons and/or Stowaways on board were three (3) Stowaways who addressed the last port of call in Port Harourt - Nigeria.	32
					5)	There is objective evidence that crew members do not follow proper procedures records of persons on board - Visitor Log Book is not completed correctly.	32
					6)	There is objective evidence that the Company does not ensure the maintenance of vessel and its equipment.	19
					7)	There is objective evidence that the Company does not ensure that the crew - Deck Officers have the necessary licenses and documentation issued by the flag stat of vessel	18
					8)	The original title endorsement issued by Hong Kong for Second Deck Officer, and Third Deck Officer, not are available on board-only copy.	17
					9)	The annual inspection of the Automatic Identification System (AIS) is not available on board.	17

					10)	Recorder simplified voyage data not operated properly - Failure in registration card-data.	17
					11)	The original of the documentation relating to enhanced program recognition (bulk) is not available on board.	17
No.15	Germany	Hamburg	17-Mar-10	8	1)	Emergency generator without power supply. To be investigated by class society/RO.	30
					2)	Engine crew not familiar with the operation of the emergency generator.	30
					3)	Due to the above mentioned deficiency with the emergency generator external audit by RO required.	30
					4)	Several charts not properly corrected due to chart correction log missing.	17
No.16	U.S.A.	New Orleans	18-Mar-10	13	1)	Ladder accesses are to be manned with watchkeepers 24 hours a day while in use, in accordance with the Ships Security Plan as verified by the PSCO and the SSO. Upon embarking the vessel, PSCO observed no gangway watch present allowing unrestricted access to the interior of the ship. Provide corrective action plan from the company with concurrence from the RSO prior to departure.	30
					2)	Watch keepers shall execute identification registrations for any and every visitor and log in the Embarkation Register in accordance with the Ships Security Plan as verified by the PSCO and the SSO. Identification of PSCO's was not checked, nor requested by any of the crew. Provide corrective action plan from the company with concurrence from the RSO prior to departure.	30
					3)	The Chief Engineer is required to hold a valid Flag State endorsement from Hong Kong, acknowledge the qualifications on his Chinese National License. The Chief Engineer cannot provide a Hong Kong Flag State Endorsement or documentary proof that an application has been submitted to the flag state. The Chief Engineer has been on board since 25 Dec 2009.	30
					4)	PSCO observed remote safety shutoff valve from diesel oil service tank blocked open with two bolts. When questioned about this condition, the master stated that the valve routinely shuts, causing the generator to shut down. The valve cannot be remotely operated from outside the space as required. Provide report from Recognized Organization attesting to the integrity of the valve prior to movement.	30

					5) While examining licences, PSCO observed the following discrepancies : 1) The master's flag state endorsement for GMDSS does not correctly acknowledge the number on his national license. 2) The Chief Officer's flag state endorsement for GMDSS does not correctly acknowledge the number on his national license. 3) The 3rd Officer, 2nd Engineer, and 3rd Engineer have an approved application submitted to Hong Kong for flag state endorsement, however the application expired 12 Feb 2010 and the flag state endorsements are not on board.	17
No.17	Brazil	Rio Grande	13-Apr-10	7	1) S.W. cooler main engine pipe inlet holed.	30
					2) Main engine lubricating oil cooler with connection holed.	30
					3) Sewage with pipeline section (2 meters) holed and bad conditions.	30
					4) Sea water aux generator with pipeline holed.	30
					5) Sea water fire/general purpose service pump port side with pipeline holed.	30
					6) There is clear evidence the ship does not substantially comply with the requirements of ISM - code.	30
					7) No.2 Boiler is leaking by level/connection.	17
					8) Calorifier fresh water. pump is leaking.	17
					9) Safety wires wall of boilers is not identified (release wire) (is missing a metal tag).	17
					10) Oil pipeline to miscellaneous tank 5581 is disconnect.	17
					11) L.O. settling tank 34310L - cleanliness oil.	17
					12) FRESH WATER. pipe holed UF of aux purifier.	17
					13) Ejector pump - pipe is leaking by connection.	17
					14) Jacket cooler pump is leaking.	17
					15) Shower cargo deck is dropping and drain obstructed.	17
					16) O.W. separator shall be retested.	17
					17) M.G.P.S. with pipe holed.	17
					18) Steering gear - cleanliness hydraulic oil (There is lot of oil).	17
					19) Fire hydrant of box No.7 is leaking.	17
					20) Fire hydrant - in general all hand wheels are in bad conditions - without maintenance rusted and dismantled material.	17

					21)	Liferafts - paint ship's name and port of registry on container.	17
					22)	Main deck - steam pipe secondary is leaking by valve.	17
					23)	Main deck - so many free material and dirty.	17
					24)	Main deck mid-ship pipeline of steam holed.	17
					25)	Cabinet for ballast system dirty and with lot of hydraulic oil.	17
					26)	Fresh water valve in main deck near tank 10S starboard is leaking.	17
					27)	Sea water pipeline is holed near tank 10P.	17
					28)	Fresh water valve is leaking near tank 6S starboard.	17
					29)	Fresh water pipeline is holed near tank 6S.	17
					30)	Pipeline fresh water is holed near tank 2S.	17
No.18	Iran	B. Abbas	27-Apr-10	5	1)	Emergency fire p/p unable to pressurize fire main.	30
					2)	Insufficient cleanliness in E/R.	30
					3)	M/E D.O. quick closing valve for D.O. service tank inoperative and F.O. settling tank quick closing valve leaking.	30
					4)	starboard side E/R ventilator means of closure seized.	30
					5)	D.O. and F.O. self closing control cocks tied open.	30
					6)	Funnel fire dampers (vent flaps) uncloseable.	30
					7)	Accommodation fire damper inoperative.	30
					8)	Echo sounder malfunction.	30
					9)	GMDSS does not work with batteries. (SG of battery less than 24V)	30
					10)	The SMS onboard the vessel does not ensure that satisfactory maintenance is carried out.	18
					11)	F.O. return line lagging defective.	17
					12)	M/E L.O. cooler line with leakage of oil.	17
					13)	Speed log defective.	17
					14)	Notice to Mariners from week no. 11/10 was not onboard.	17
					15)	NBDP does not work with DC power.	17
					16)	X-Band radar malfunction.	17

					17)	Fire alarm panel on poop deck defectives (electrical officer remove call points).	17
					18)	P.A. system outside of accommodation defective.	17
					19)	ITU list of radio determination old edition.	16
					20)	Lack of navigation. Activity on chart 3599.	16
No.19	Australia	Newcastle	17-May-10	10	1)	Lifeboat (port) - unable to start engine.	30
					2)	Cargo hold mushroom ventilators - many cannot open fully, many will not close fully.	30
					3)	Water ballast tank air vent heads - several floats, rubbers dislodged. (Fore Peak 2 floats jammed in air inlet).	30
					4)	No.4 water Ballast Hold - starboard side coaming forward - end bracket - crack at toe of bracket.	99
					5)	Emergency generator - radiator - fiberglass repair to pipe at top chamber. Evidence of leak bottom left.	99
					6)	Deficiencies 4, 5, 6, 8, 11, 16 are evidence that the vessel SMS is not satisfying the requirements for emergency preparedness.	18
					7)	The safety Management System has not ensured the ship is inspected & maintained in conformity with the provisions of the relevant rules, regulations and additional requirements of the company.	18
					8)	No navigation records maintained for pilotage.	17
					9)	Dual sternlight - upper lamp loose from base.	17
					10)	Lifeboat (starboard) - second start battery unable to start engine.	17
					11)	Lifeboat (port) - two batteries individual switches replaced by single combined switch - (one start).	17
					12)	Forward liferaft ladder - seizing on ladder rung chocks - weathered, broken. No shackles fitted to secure embarkation ladder.	17
					13)	Windlass (port) - gear wheel inspection cover missing.	17
					14)	Escape passage to deck from steering gear compartment unable to open from inside.	17
					15)	FO Transfer Pump - leak at seal.	17
					16)	Visible oil, oil soaked lagging around base of Sludge Pump.	17
					17)	Galley range hood and filters - dirty with oil/grease.	17
					18)	Galley - deck tiles dirty & debris beneath galley sinks, side benches, oven & range.	17

					19)	Emergency generator - radiator cap not sealing.	17
					20)	Gangway (starboard) - safety slats behind ladder steps - broken, loose, and missing.	15
No.20	USA	San Juan	15-Jun-10	22	1)	During E/R portion exam, the vessel crew could not prove proper operation of the oily water separator. While testing system the oil content meter reading 6ppm, but while opening a sample valve past the operating system, an oily like substance came out, strongly suggesting the oil content meter is not properly calibrated. Currently vessel crew does not operate the oily water separator and discharge oily water to shore side reception facilities. Vessel shall provide documentation attesting to the proper calibrating of the oil content meter and proper operation of OWS.	30
					2)	There's objective evidence that the vessel crew is not properly implementing the Safety Management System on board the vessel. The Chief Engineer and the vessel crew could not prove proper operation of the oily water separator as required by the SMS Bilge Separator (water) Plan and the requirements for the Chief's Engineer's duties (Sections 3.3b & 6.9a of SMS respectively). USCG is requesting ISM audit prior to departure.	30
					3)	After conducting a MARPOL Annex I expanded exam there was an oily like residue on the oily water separator discharging piping. Vessel shall have all discharge piping that is contaminated with oil like substance cleaned and properly disposed of prior of departure.	17
					4)	After lowering Port side lifeboat and recovering it the limit switch was not operating properly. Provide class society report attesting to proper operation of limit switches.	16
					5)	During the examination of the galley the PSC Officer noted that there was an infestation of roaches. Vessel is to fumigate galley to eliminate infestation.	17
No.21	Australia	Newcastle	17-Jun-10	13	1)	Emergency Fire Pump unable to pressurize fire main.	30
					2)	Incinerator - top furnace door - refractory insulation missing	17
					3)	Unable to demonstrate operation of oily water separator.	17
					4)	Crew mess room sink - no hot water.	17
					5)	Abandon ship drill - lifeboats launched and manoeuvred last 11/03/2010.	17
					6)	Emergency Fire Pump - priming pump not free - not engaging.	17
					7)	4T Provision crane (portside) hook block hoist cut-out arm bent.	17

					8)	Sewage Treatment Unit - tank top access openings, pipe threads corroded in way of plug threads. Openings (2) sealed with rubber bungs.	99
No.22	Ghent	Belgium	30-Jun-10	15	1)	Forward release hook stuck/hook release cable broke off during inspection.	30
					2)	Gangway net not properly secured/posters missing.	17
					3)	In emergency generator room, fire damper not closing properly.	17
					4)	Insufficient attention paid to safe boarding procedures of lifeboat.	17
					5)	Alarm printer engine alarms, printout barely readable.	17
No.23	Australia	Port Botany	02-Jul-10	1	1)	Emergency Generator unable to be started.	30
					2)	Cylinder lubricating Oil tank gauge glass auto-closing device obstructed from operation.	17
No.24	Viet Nam	Cam Pha Port, Quang Ninh Province	05-Jul-10	12	1)	Notices to Mariners is not up-to-date (lack of 09 weeks).	30
					2)	Echo sounder equipment is out of order.	30
					3)	Emergency fire pump pressure is low (1.5kg/cm ²).	30
					4)	Main engine jacketed piping for high pressure fuel oil lines is defective (rings broken).	30
					5)	List of lights and fog signals np.79 not update with VTMs available on board.	99
					6)	Tamsar manual volume III is old edition.	17
					7)	Outlet pipe of oily water separator is holed.	17
					8)	Some piping in engine room are holed.	17
No.25	Viet Nam	Ho Chi Minh City	06-Jul-10	7	1)	Starboard lifeboat cannot release.	30
					2)	One lifejacket in E/R; No Ship Name.	17
					3)	Fire main line on deck; leaking.	17
					4)	Some hydraulic jacks for hatch covers; oil leaking.	17
					5)	Control boxes for open-close hatch covers No.2 & 5; Oil Leaking.	17
					6)	Some emergency lights; not working.	17
					7)	Ship's equipments not in good maintenance condition.	18
No.26	Chile	Ventanas	09-Jun-10	12	1)	Cargo ship safety equipment (including Exemption), FORM E, item 1 not recorded (total number of persons which LSA are provided).	30
					2)	Satellite EPRIB 406MHz/1.6GHz, Annual test not done.	17

					3)	AIS System, Annual not done.	17
No.27	Australia	Brisbane	17-Jul-10	12	1)	The above deficiencies are evidence of a failure of the ships Safety Management System with regards to maintenance of these vessel.	30
					2)	Garbage record book some entries incorrect.	17
					3)	Navigation light panel indicating lights operating on emergency power.	17
					4)	Ships aft whistle defective.	17
					5)	E/R alarm panel in wheelhouse, buzzer defective.	17
					6)	2/O & 3/O unfamiliar with daylight signaling lamp procedures.	17
					7)	GPS antenna mast corroded & holed.	17
					8)	Emergency light starboard bridge deck defective.	17
					9)	Lifebuoy light starboard bridge deck lanyard rotten.	17
					10)	Starboard boat deck lifebuoy light defective.	17
					11)	Numerous SOLAS safety signs defective.	17
					12)	port lifeboat - search light defective.	17
					13)	port lifeboat - sea anchor defective.	17
					14)	Third Officer unfamiliar with operation of lifeboat emergency steering.	17
					15)	Numerous hatch cover wedges defective / missing.	17
					16)	Fore peak tank, air vent defective.	17
					17)	Numerous hydraulic oil leaks on deck.	17
					18)	Upper deck crew toilet, wash hand basin, water connection & drain defective.	17
					19)	Galley fire doors not closing effectively.	17
					20)	Engine room fire door not closing effectively.	17
					21)	GS Pump excessive water leaking into e/r bilges.	17
					22)	E/R bilges excessive oil on ships side.	17
					23)	Hot water shut off to galley and accommodation to save on fuel oil in boiler.	17
					24)	Pre-arrival checklist for arrival Brisbane not completed.	17

No.28	USA	New Orleans	23-Jul-10	6	1)	At Security level 1 access control should consist of controlling the embarkation of persons and their effects. PSCO team of 4 personnel came onboard vessel and gangway watch did not require identification of PSCO team as required by vessel security plan and ship security officer. PSCO verified with ship security officer that this is contradiction with ships security plan. Gangway also did not require PSCO member to sign security logbook as required by ships security officer and security plan.	30
					2)	Oil fuel pipe which if damaged would allow oil to escape from a storage, settling, or daily service tank shall be fitted with a valve capable of being closed from a safe position outside the space in the event of a fire occurring in the space in which the tank is located. PSCO found fuel oil settling tank to be blocked with 2 bolts / 2nuts, preventing valve presents a severe fire hazard.	30
					3)	Any required automatic sprinkler, fire detection and fire alarm system shall be capable of immediate operation at all times and no action by crew shall be necessary to set it in operation. PSCO found fire detector located in steering gear compartment covered with plastic bag rendering it inoperable.	30
					4)	Vessel is required to comply with Long Range identification tracking (LRIT) requirements in SOLAS /19-1. Vessel safety equipment certificate states that vessel has LRIT fitted and onboard, but does not have a valid Conformance test report.	70
No.29	Australia	Dampier	22-Jul-10	22	1)	Rescue boat not readily available for use in Emergency-Air chambers deflated. Drain plug missing. Bonding between Flotation chambers and hull is broken down. Rescue boat not in compliance with S83A/Ch3/R47.	30
No.30	India	Kochi	26-Jul-10	6	1)	Ship staff not familiar with the operation of IOPP equipment. Details of discharge of E/R oily bilges recorded by the 15ppm equipment is not in conformity with the Oil Record Book entries. Though the Oil Record Book shows entries of regular operation of the equipment for hours long (e.g. 17.07.2010), automatically recorded details of actual operation of the equipment shows operation of only few minutes for trail purpose, raising doubts about the authenticity of Oil Record Book entries.	30
					2)	Ship staff not familiar with the operation of Waste oil incinerator and the operation of the equipment could not be demonstrated.	30
					3)	Oil spill observed at several locations in the engine room such as auxiliary engine bilge, main bilge floor etc.	17
					4)	GMDSS battery capacity test not carried out as required under SOLAS Ch.IV Reg.13.6.	17
					5)	As per the records onboard, Statutory Note issued by the RO (GL) regarding the defect of X-band Radar is overdue for closure since 07.06.2010.	17

No.31	Australia	Port Hedland	27-Jul-10	3	1)	SMS fails to ensure watchkeeping rest hours are recorded correctly. Master unable to ensure watchkeepers are rested as per STCW.	30
					2)	Passage plan not as per SOLAS CV R34.	17
					3)	No evidence of monitoring of passage plan during pilotage.	17
					4)	Frequency of Compass Error not as per STCW 95.	16
					5)	Sat C incorrectly set up for the reception of Marine Safety Information warnings.	17
					6)	Records of rest for watchkeeping personnel does not reflect actual hours of rest/worked.	17
No.32	Australia	Port Botany	28-Jul-10	5	1)	Port & Starboard lifeboat on-load releases defective.	30
					2)	Engine room fire dampers not closing / working.	30
					3)	Remote lifeboat launching lead arrangement lead block eye and lugs thin & wasted on port & starboard lifeboats.	16
No.33	Vietnam	Ho Chi Ming	04-Aug-10	27	1)	Endorsement by flag State of chief engineer expired.	30
					2)	AIS annual test report expired.	17
					3)	Ocean passages for the world not updated.	17
					4)	Portable fire extinguishers not conducted monthly checked.	17
No.34	India	Mundra	09-Mar-10	12	1)	Sewage found being discharged overboard without using sewage treatment plant.	30
					2)	Ship staff could not demonstrate use/operation of CO2 fixed fire fighting system for cargo hold/engine room.	30
					3)	No proper access control maintained at ship's gangway - Security Level 2.	30
					4)	Engine room staff could not demonstrate use of foam applicator kept in E/R.	17
					5)	Pipe tunnel in engine room found filled with oily water (sounding of about 85cm).	17
					6)	Pilot ladder rubber steps found in poor condition.	17
					7)	Voyage plan not from berth to berth.	17
					8)	Starboard side liferaft painter not connected with HRU and weak link arrangement.	17
					9)	Garbage found unsegregated on bins kept at poop access.	17
					10)	CO2 fixed fire fighting compartment flooring puffed up and cracked (cement).	16

					11)	CO2 room being used as store room and presenting obstruction for ready use.	99
No.35	Australia	Gladstone	17-Aug-10	15	1)	Gas Sampling points on all cargo hatches do not have screw caps or permanent means of closure.	30
					2)	SMS fails to ensure watchkeeping rest hours are recorded correctly as evident by records of rest inspected for June and July 2010. Master unable to ensure watchkeepers are rested as per STCW.	30
					3)	Above deficiencies indicate several sections of ISM code are not being complied with.	30
					4)	Cargo Residues not recorded in Garbage Record Book as per Marpol Annex V.	16
					5)	Bulk Cargo Code not Latest Edition - 2004 edition on board.	15
					6)	Master allowed vessel to commence and complete loading without shippers declaration on board.	17
					7)	Numerous Bridge and Radio publications not latest edition (IAMSAR, ITU IV & V).	15
					8)	Australian Sailing Directions Vol.15 not corrected to latest notice to mariners.	17
					9)	Compass Deviation Records not as per STCW.	16
					10)	Voyage Plans not as per STCW requirements not berth to berth and latest voyage plan to incorrect berth.	17
					11)	Fire Detection Panel Zone 6 isolated - Crew unable to explain reason.	17
					12)	Earth Fault insulation resistance alarms set too low.	17
					13)	Ships Side Light Screens not painted in Matt Black.	17
					14)	Forward Liferaft embarkation ladder not ready for immediate use.	17
					15)	Numerous Fire Doors defective (Not latching , not closing, held open).	17
					16)	Second Mate unable to demonstrate MF/HF DSC test call on DC Power.	17
					17)	Chief Officer unable to demonstrate starting of Lifeboat Engine.	17
					18)	Crew unable to demonstrate correct donning and use of breathing apparatus.	17
					19)	Both Senior Engineers onboard unaware of location of Black Out Simulator Switch.	17
					20)	Rescue Boat Remote Release not ready for immediate use.	17
					21)	Diesel Settling Tank being filled to overflow level (Above High Level Alarm set point).	18
					22)	Emergency Bilge Suction valve not a Non Return Valve.	16

					23)	Seawater Service Pump discharge piping has temporary repairs and patches.	99
					24)	Masters monthly ISM review not completed for July and August as per review schedule.	18
					25)	Records of rest for watchkeeping personnel do not reflect actual hours of rest and hours worked.	17
No.36	Australia	Port Walcott	20-Aug-10	25	1)	Deficiency No5 [Master unable to provide verification (records) of hours of rest (fitness for duty) of crew in accordance with STCW section A-VIII-1] and no related documentation is objective evidence that the SMS does not adequately satisfy the requirements of the ISM code.	30
					2)	Engine room entrance door - main deck - wire lashed in open position	17
					3)	Machinery space opening on main deck - holding down bolts not fitted in place.	17
					4)	Auxiliary engine No.2 - numerous oil leaks.	16
					5)	Master unable to provide verification (records) of hours of rest (fitness for duty) of crew in accordance with STCW section A-VIII-1.	17
					6)	Vessel entered port with No.1 generator defective, no evidence of flag, class or port state being informed as required SOLAS Ch I / Reg. 11.	17
					7)	No record to verify life boats launched and manoeuvred in the water within the last 3 months.	16
					8)	Hatch covers No.1 to No.9 port and starboard - across structural members & sealing rubber channels - corrosion with significant wastage, No.1 hatch cover port side structural member holed.	99
					9)	No.3 generator defective, No.1 generator unable to support designed load.	99
No.37	India	Visakhapatnam	13-Aug-10	30	1)	Lifejacket in Engine Room Torn, whistle missing.	30
					2)	Engine Room full of oil water leakages and unclean.	30
					3)	Machinery and equipment not maintained.	30
					4)	Fire extinguishers/ breathing apparatus & immersion suits due for servicing.	30
					5)	First Engineer "COC" not signed by authority.	30
					6)	Exhaust manifold of main engine leaking.	17
					7)	Boiler gauge glasses opaque & lights not working.	17
					8)	Boiler alarms & trips to be shown (boiler off).	17
					9)	LSA & FFA equipment not kept clean & clear at many places in engine room.	17
					10)	Many cabin doors removed, used for garbage storage, including paint tins (old), oil rags, etc.	17

					11)	Accommodation A/C not working.	17
					12)	No multi gas detector onboard.	17
					13)	No test report of AIS.	17
					14)	GMDSS reserve power low voltage alarm on.	17
					15)	Cargo stowed on forecastle deck next to windlass on starboard side blocking passage/access to windlass.	17
					16)	oil leakages noticed on deck.	17
					17)	lighting very poor in engine room.	17
					18)	Ladder forward of accommodation for parking derrick boom wasted.	17
					19)	Passage plans not signed by Master	17
					20)	Overall steel wastage high (as per Master vessel is going to be scrapped).	99
No.38	India	Chennai	01-Sep-10	27	1)	Auto pilot and power failure alarm on steering defective.	30
					2)	Sludge disposal records not maintained properly in ORB.	30
					3)	LRIT - test report not available on board.	17
					4)	Lifeboat davit - 5 yearly load test reports not available.	17
					5)	Multi-gas gas detector calibrate report not available.	17
					6)	Reserve source of energy for supply of SVDR expires 07/2010.	17
No.39	Mersin	Turkey	06-Sep-10	2	1)	Emergency bilge suction valve inoperative.	30
					2)	Insulation resistance meter give alarm.	17
					3)	Emergency air compressor and air bottle to be marked START-STOP instruction missing.	17
					4)	International Air Pollution Certificate not on board.	17
					5)	5 yearly load test missing (lifeboat).	17
No.40	Australia	Gladstone	06-Sep-10	14	1)	SMS fails to ensure watchkeeping rest hours are recorded correctly as evident by hours of rest. Master unable to ensure watch keepers are rested as per STCW requirements.	30
					2)	AUS 244 Chart not corrected to latest Notice to Mariners.	17
					3)	Australian Sailing Directions Not corrected to Latest Notice to Mariners.	17
					4)	Pre Alarm Fault on Water Ingress panel for Cargo Holds No.1 and No.5.	17

					5)	Remote Emergency Whistle control defective.	17
					6)	Battery Room Air Vent was closed at time of inspection.	17
					7)	Navigational Side lights not painted Matt Black.	17
					8)	Magnetic Compass has Air bubble.	17
					9)	Earth Leakage on 220V.	17
					10)	3rd Officer unable to demonstrate the release of painter line inside lifeboats.	17
					11)	Steering Gear Gyro not aligned with vessels main Gyro.	17
					12)	Lifebuoy on Main deck not ready for immediate use (Light not connected as indicated).	17
					13)	Cargo Hatch No.P5767 ventilation hatch dogs defective.	17
					14)	FWD Liferaft Embarkation ladder not ready for immediate use.	17
					15)	Records of rest for watchkeeping personnel do not reflect actual hours of rest and hours worked.	17
					16)	Compass Error Frequency not as per STCW requirements.	16
					17)	SOLAS Training Manual not ship specific.	16
					18)	Cargo residues not recorded in Garbage record book as required by Marpol.	16
					19)	ITU Volumes V & IV not latest edition.	15
					20)	SMS fails to ensure maintenance and verification of critical shipboard equipment as evident by deficiencies 8,11,14,16,17.	18
					21)	SMS Fails to ensure procedures as per the BC Code for monitoring of gas in cargo holds for vessels carrying coal are complied with (Coal Cargo in May Consistently had CO readings over 30 PPM).	18
No.41	Australia	Gladstone	14-Sep-10	6	1)	SMS fails to ensure watch keeping rest hours are recorded correctly as evident by records of rest for August 2010.Master unable to ensure watch keepers are rested as per STCW requirements.	30
					2)	Vessels Loading/Sequence plan does not show correct loading rates for loading at Gladstone.	17
					3)	Numerous Self Closing Fire Doors in Engine room held open with unapproved methods.	17
					4)	Vessels gangway arrangements provide inadequate protection from fall.	17
					5)	Records of rest for watchkeeping personnel do not reflect actual hours of rest and hours worked.	17

					6)	Vessel arrived without appropriate large scale charts for approved voyage plan. As evident by emailed copy of AUS 820 for passage near Douglas Shoal and AUS 244,245,246.	17
					7)	Cargo Residues not recorded in Garbage Record Book as required by Marpol Regulation V/6(a).	16
					8)	Deck Log missing significant entries pertaining to navigation of vessel and history of movements in ports.	15
					9)	IAMSAR Old Edition (2008).	15
					10)	Company Failed to provide adequate resources (Large Scale Charts) for voyage as evident by above deficiency.	18
					11)	Vessel unable to produce Helicopter landing Site load limits as required under Marine Orders. (Pilot Boarded this port via Helicopter)	99
No.42	Australia	Melbourne	17-Sep-10	18	1)	Forecastle vent is thinned/holed.	30
					2)	Hydraulic motor room ventilation upstand is holed, taped over and painted to prevent discovery.	30
					3)	Starboard side forecastle vent is holed and taped as is Portside vent, and Port and Starboard Aft hydraulics room vents.	30
					4)	No.1 port double bottom ballast tank air pipe head is holed, as is No.3 center, No.4 port forward and aft, No.6 port, No.8 starboard, No.7 starboard FW tank forward and aft.	30
					5)	ISM system does not ensure effective maintenance of ship and equipment as evidenced by deficiencies 1-8.	30
					6)	No.6 Port BWT manhole cover is secured with four nuts only.	17
					7)	Starboard navigation light housing is not secure.	17
					8)	Starboard side engine room ventilation trunking above deck and below damper is wasted and substantially thinned in parts.	99
					9)	mainmast (aft) stay lugs are substantially thinned.	99
					10)	Mainmast forecastle stay lug bolt/nut is defective (too short).	99
No.43	Australia	Townsville	21-Sep-10	14	1)	The above deficiencies are objective evidence of failure of the SMS with regards to maintenance of the vessel and its equipment.	30
					2)	Main engine fuel pump motor No.2 and starter box No.1 defective.	17
					3)	Aux s/w cooling pipe holed in E/R bottom platform.	17
					4)	Engine room fan flaps louvere type operation sticky. Rectified during inspection.	17

					5)	Boiler gauges glass unable to read level.	17
					6)	Boiler water chlorides levels excessive.	17
					7)	Port aft winch hydraulic oil leak.	99
					8)	Boiler dashpots leak (2 numbers).	99
					9)	Entry into enclosed space form completed with defective gas meter. Crew sighted in tank.	99
No.44	Australia	Hay Point	01-Oct-10	14	1)	Sewage Treatment Plant defective. tank walls corroded and holed, internal walls wasted, bypass valve open.	30
					2)	The Magnetic Compass can not be read from the helm position during daylight hours.	17
No.45	Australia	Hay Point	04-Oct-10	10	1)	Emergency Generator not able to connect automatically to emergency switchboard.	30
					2)	No.4 & No.5 hatch cover cleats seized (7 in total).	17
					3)	AIS status not updated for port arrival.	17
					4)	No.2 hold pre-alarm sensor fault (intermittent).	15
					5)	Helicopter landing operation this port no checklist completed.	99
No.46	Japan	Kobe	25-Oct-10	2	1)	Garbage not separated properly according to the categories.	17
					2)	Emergency fire suction pipe in engine room - installed illegal flange.	30
No.47	Turkey	Iskenderun	02-Nov-10	2	1)	Hot work permit form not filed before the welding.	18
					2)	Entering into enclosed space area permit form not filled up before entrance to double bottom tank welding.	18
					3)	Life boat motor not ready to start.	30
					4)	Maintenance of lifeboat motor batteries insufficient.	18
No.48	Australia	Brisbane	16-Nov-10	2	1)	Abandon ship drills - Lifeboat 3 monthly drill, manoeuvring in water, not carried out as per SOLAS requirement since June 2010.	15
					2)	Operational readiness of lifesaving appliances - Secondary means of starting starboard lifeboat engine inoperative.	30
No.49	Honduras	Pro Cortes	18-Nov-10	6	1)	Crewmember certificates, the chief engineer officer and chief officer endorsement is not valid (copy held not original).	30
					2)	Minimum safe manning document the chief engineer and chief officer not have original flag state endorsement onboard.	30

No.50	India	Mumbai	19-Nov-10	13	1)	Oily water separator 15 ppm alarm is not functional.	30
					2)	Vessel all holds are not watertight due rubber packing missing at many places.	30
					3)	Vessel's meat room / vegetable room not working satisfactory as temperature is -3 deg centigrade and +25 deg centigrade.	17
					4)	There is no record of main engine lubricating oil tank (dirty oil) in oil record book, same is recorded in IOPP form A.	99
					5)	Rescue boat not lowered in water in last 3 months.	17
					6)	All 3 window wipers on wheel house not working.	17
					7)	Echo sounder is not working satisfactory as no transmission mark is generated.	17
					8)	Many fire hose boxes are in broken condition.	17
					9)	Brake lining of windlass is badly deteriorated.	17
					10)	No.1 crane is not operational.	17
					11)	Garbage management plan not implemented.	17
					12)	IAMSAR and ITU manuals are of expired editions.	17
No.51	USA	Portland	24-Nov-10	16	1)	Conditions of ship's equipment shall be maintained to ensure that the ship will remain fit to proceed to sea without danger to persons onboard. Sever exhaust gases from the starboard lifeboat engine are leaking into the fully enclosed lifeboat, causing a major safety hazard.	30
					2)	Detection of smoke shall initiate a visual and audible signal at the navigation bridge. Detection system on bridge was found in the off position. Multiple alarms activated when it was switched on, indicating line failures to four detectors. When tested, smoke detectors did not initiate alarm on panel.	30
					3)	The No.6 main engine cylinder is leaking jacket water at a rate of 1 litre per minute. All main engine cylinder showed evidence of persistent jacket water leaks.	17
					4)	The vacuum toilet system ejector pump continuously overheat and can only be run in short duration three times a day. Allows crew to only be able to flush toilet during pump operation.	17
					5)	Condition of the high sea chest on the port side show evidence of severe deterioration.	17

				6)	The electrical boxes located on the port side have excessive corrosion and cracks, making them inadequate for the hazard location they are in posing a safety concern for ship's crew.	17
				7)	During preparation and launches, the survival craft, its launching appliance and the area of water into which it is to be launched shall be illuminated by lighting supplied from the emergency source of electrical power. Emergency lighting on the port side embarkation deck are inoperable.	17
				8)	The condition of the ship shall be maintained to ensure that the ship can proceed to sea without danger to the persons onboard. Buckling and severe corrosion found on aft bulkhead of stack space. Condition poses a safety hazard to crew.	17
				9)	Cables shall supported to avoid damage electrical cable on the outside at the ship are broken and are not supporting the cable in a way to avoid damage.	17
				10)	Every lifeboat shall be arranged so that it can be quickly boarded by its full complement of persons. The life boat cannot be boarded quickly by the full complement of persons because of excessive gear being stored on passenger seating arrangement.	17
				11)	Every totally enclosed lifeboat shall be provided with water tight gaskets on the starboard and port side. Lifeboat are substantially deteriorated allowing water to enter.	17
				12)	Garbage placards shall be written in the working language of the ships crew and in English. Placards are written in English only.	17
				13)	Garbage management plan shall be written in the working language of the crew and English. The garbage management plan is written in English only.	17
				14)	Efficient guard rails shall be fitted to exposed freeboard. Broken courses near accommodation on port side.	17
				15)	Nautical charts shall be up to date. Nautical charts have not been corrected for over four years.	17
				16)	Liferaft operating instructions shall be easily seen under emergency lighting conditions. The operating instruction are not posted under the emergency lighting.	70
				17)	Access openings in bulkheads at ends of enclosed superstructures shall be weathertight when closed. All end bulkhead doors on superstructure decks A and B are wasted and allow water to enter.	70

					18)	The condition of the ships equipment shall be maintained to ensure that the ship can proceed to sea without danger to the persons onboard. The machinery stack space has clear indication of major exhaust leaks, posing a safety hazard to the crew.	70
					19)	Ship security officer shall ensure adequate training has been provided to shipboard personnel. 50% of crewmembers queried, could not identify ship security officer.	70
					20)	Accumulator batteries shall be effectively ventilated. The accumulator batteries found without effective ventilation due to clogged vents.	70
					21)	A radio record shall be kept onboard ship's radio logbooks have incomplete entries.	70
					22)	Ship's SMS requires flammable stores to be stowed together in a safe, non-flammable area. Chemicals must not be stowed with paints and lube oils. Crew has stowed these items together and unsecured in the boatswains's hold and hydraulic gear room. Crew not following SMS.	17
					23)	Ship's SMS requires watertight doors to be well maintained. Watertight door to hydraulic pump broken, ship crew not following SMS.	17
					24)	Ship's SMS requires paint to be stored in paint locker. Paint found stored in paint locker. Paint found stored in engine room causing locker, not in accordance with SMS.	17
					25)	Ship's SMS requires the maintenance of cleanliness in the engine room and the prevention of the accumulation of oil. Evidence of poor maintenance of cleanliness found on main engine, all three ship service generators, oil purifier room and near fuel oil transfer pump, ship's crew not following SMS.	17
					26)	Ship's SMS requires life rings and fire fighting nozzles to be placed on station as per arrival checklist provided by company. No life ring or outside nozzles were on station. Ship's crew not following SMS.	17
					27)	Objective evidence discovered in an expanded ISM examination revealed that the vessel failed to fully implement the requirements for safety and environmental practices onboard the ship as outlined in the vessel's SMS. Furthermore, failure to implement SMS evidenced by numerous material deficiencies and lack of non-conformity reports to the company. ISM Audit recommended prior to ship's departure.	30
No.52	Russia	Vostochny	24-Nov-10	6	1)	Access control to ship - missing	99
					2)	Emergency diesel generator starting batteries (Group No.2) out of order.	16

					3)	Manometers of oily water separator and emergency air compressor broken.	16
					4)	Level gauges of steam boiler out of order.	16
					5)	Fire hose in engine room out of order.	17
					6)	Engine of port side lifeboat - not starting.	30
					7)	Hazardous situation owing to failure engine of lifeboat.	18
No.53	China	Guangzhou	04-Jun-10	19	1)	Chief Officer, Third Officer and Third Engineer not hold certificate of competency issued by flag state.	30
					2)	VDR shown downloading data always.	17
					3)	On fire door from accommodation space to engine room not self-closed.	17
					4)	Control station for engine room fuel oil tank quick closing valve not IMO marked.	17
					5)	Emergency generator not started by battery because of battery explosion.	17
					6)	Access control to engine room funnel not implemented properly.	17
					7)	Quanzhou bay harbour chart not available on board.	17
					8)	Coastal warning message not received in time (last received date 1 June 2010).	17
					9)	Big air bubble existed in magnetic compass.	17
					10)	Officer not familiar with AIS operation.	17
					11)	Height over keel indicated in AIS is zero.	17
					12)	Navigation fore mast light unlit.	17
					13)	Operation instruction for rescue boat not posted in the vicinity of emergency light.	17
					14)	Flap of starboard engine room ventilator seized by securing dog.	17
					15)	Two smoke detector sensor for cargo hold defective.	17
					16)	Both side air pipe for fore peak tank on forecandle less than 760mm.	16
No.54	USA	Houston	28-Dec-10	8	1)	The crew contravened special requirements found in the IBC Code while loading xylene. Vessel high level was found to be giving false indications. Vessel high level alarms and overfill alarms were found in the off position several times during the exam. The certificated of fitness clearly states in the foot notes that high level alarms are to be tested prior to loading xylene.	30

					2) The oil record book part II shall be completed on each occasion of the cargo tank cleaning. The oil record book part II entries from 03 February 2010 through 20 February 2010 do not account for 89.9 m3 of sops in the starboard slop tank.	30
					3) Every crewmember with assigned emergency duties shall be familiar with these duties. During two separate fire drills crewmembers entered the space where the fire was simulated to retrieve first aid equipment, disregarding safe procedures for entering a space with fire.	30
					4) Doors and door frames in "A" class divisions shall be constructed of steel. Class "A" fire door between galley and officer's mess has multiple holes compromising the effectiveness of the door.	17
					5) Each cargo tank must be equipped with an overflow device. Overflow device was found to be giving false indications. Rectify prior to loading Marpol Annex 1 cargo.	17
					6) Vessel vapor connection flange must have a permanently attached 0.5 inch diameter stud at least 1.0 inch long. Vessel's vapor connection missing stud on port and starboard side; rectify prior to lading vapor controlled cargo.	17
					7) Overflow alarm shall be labeled with "Tank Overflow Alarm" in black letters at least 50mm high on white background. Vessel overflow alarm was labeled "High Level".	17
					8) Tank overflow alarm required must have a visual alarm that can be seen in the cargo deck area and where cargo is controlled. Overflow light fixture is severely corroded, covered with a plastic bottle, and cannot be seen.	17
					9) Based on the deficiencies listed objective evidence exist that the company had not ensured the crew have adequate knowledge of SMS procedures and relevant standards to perform their duties. Recommended an independent third party ISM safety and environmental audit.	17
No.55	India	Kandla	17-Dec-10	14	1) (Starboard) lifeboat engine not working.	30
					2) Fire line holed & leaking on main deck.	30
					3) Most of the hatch cleats frozen, rubber gasket of pontoon damaged at few places. Also pontoon found not secured weathertight.	30
					4) Liferaft (forward) embarkation ladder not provided, thus not in readiness for use.	30

					5) All 3 auxiliary engines having excessive oil leakages, gauges missing & many oil rags found placed on auxiliary engine.	30
					6) Boiler flame failure alarm not working, water level gauge glass not indicating water level.	30
					7) PVC pipe with flange found near sewage treatment plant, flange size matching with the flange of sewage pipeline.	99
					8) SW cooling pump for auxiliary engine not working.	17
					9) OWS not working.	30
					10) All engine room double bottom tanks sounding pipe self closing arrangement and cap missing.	30
					11) Paint drums in open condition found in accommodation cabins causing gas.	99
					12) Accommodation doors found locked from inside with padlock, thus hampering emergency exit.	99
					13) Garbage found unsegregated & kept on poop deck.	17
					14) Hatch pontoon securing arrangement, safety pipe arrangement not used when in operation.	17
					15) Top side tank ballast valve & fire valve wheel damaged on main deck.	17
					16) Lifebuoy stowage bracket damaged on mast house, this lifebuoy couldn't be stowed as manual inflation.	17
					17) Cargo hold ventilator found seized in open condition could not be closed.	30
					18) Passage plan not from berth to berth.	17
					19) Annual test of radio batteries (reserve source) not carried out.	17
					20) Oil record book entries not correct.	30
					21) Above deficiencies are objective evidences that SMS onboard has failed to comply with ISM clauses on maintenance and emergency preparedness.	30
No.56	China	Tangshan	17-Dec-10	4	1) Restricted area door not keep closed.	17
					2) No safety net on the entrance of the gangway.	17
					3) One stern light not lit.	17
					4) Notice to mariners not up to dated (latest 14/10/2010).	17
					5) Limited switch of lifeboat davit not free.	17
					6) Propeller of lifeboat on port side painted.	17

					7)	Lifeboat engine on both side cannot be started.	30
					8)	15PPM alarm of oily water separator out of order.	30
					9)	Fire damper on funnel immovable.	30