

Details of Detention of Hong Kong Ships
(1 January to 31 December 2011)

No.	Ship Name	PSC Country	PSC Port	Detention Date	Age		Deficiencies	Deficiency Action Code
1	Ship No. 1	Australia	Port Hedland	05-Jan-11	13	1)	Frequency of compass error not as per STCW 95.	16
						2)	Garbage record book - entries not as per Marpol requirements.	16
						3)	No.2 generator - oil leaks.	17
						4)	Galley vents oily/dirty.	17
						5)	Fwd embarkation ladder missing.	17
						6)	Operation of MF/HF DSC on reserve source of energy (DC power) - not demonstrated.	17
						7)	No evidence of monitoring of passage plan during pilotage.	17
						8)	Charts AIS 52, 53, 54, 739, 726 and BA 4722 are photocopies in use for voyage to this port.	17
						9)	The safety management system (SMS) has not ensured that the vessel is supplied with charts for intended voyage.	30
2	Ship No. 2	Australia	Port Hedland	12-Jan-11	13	1)	Records of rest of watch keeping personnel does not reflect actual hours of rest/work.	17
						2)	SMS fails to ensure watch keeping rest hours are recorded correctly. Master unable to ensure watch keepers are rested as per STCW.	30
						3)	Fwd draft marks - difficult to read.	15
						4)	SOLAS training manual not ship specific.	16
						5)	Passage plan not as per SOLAS.	17
						6)	Frequency of compass error not as per STCW 95.	16
						7)	Fire alarm panel - battery failure indicated.	17
						8)	Water ingress alarm - FPT sensor faulty.	17
						9)	Sat C incorrectly CONFIGURED FOR THE RECEPTION OF Marine Safety Information.	17
						10)	Hydraulic oil leaks - Holds 4 ,5 , & 6.	17
						11)	No. 1, 2, & 3 generators - oil leaks.	17
						12)	ME fuel filter in purifier room - lagging wetted through.	17
						13)	Life jackets in engine room - lights defective.	17
						14)	Record of drills as required by safety management system do not reflect actual drills undertaken.	18
3	Ship No. 3	Turkey	Mersin	12-Jan-11	16	1)	Main engine is not ready to use due to maintenance.	17
						2)	Electric insulation missing in engine room.	17
						3)	Forecastle stairs steps heavy corroded.	16
						4)	One leakage and one hole on main fire line on deck.	30
4	Ship No. 4	India	Kandla	05-Feb-11	25	1)	Accommodation fire doors were found tied with rope in open condition.	17
						2)	Vessel loading plan not respond with the terminal for sequence of loading and stress/stability calculation not worked out for intermediate stages.	99
						3)	Ship staff not familiar with FFA on board, a) foam applicator in engine room, b) use and donning of SCBA, c) use of fire fighting extinguisher.	30
						4)	Stbd lifeboat wire falls strand broken.	30
						5)	Hatch pontoon closing arrangement - (a) cleats crutches damaged at few locations (approx. 5 numbers) this cleats could not be put in place, (b) No. 3 aftward side of hatch pontoon, hole for cleats & crutch arrangement not provided for securing hatch pontoon, after new insert welded.	30

						6)	Longitudinal strength for No.3 hatch coaming cracked.	17
						7)	Master could not explain nor show how clause 9.2 of ISM Code is achieved / complied with.	17
						8)	Emergency light fwd at many places & spare light/bulbs available on board.	30
						9)	Liferaft and lifeboat launching instruction not placed below emergency light.	17
						10)	Side-light (Navigational screening not proper, light can be seen from stern.	30
						11)	Non segregate garbage kept on poop deck.	17
						12)	Deck keel has oily water upto sounding of 10 cm.	17
						13)	Engine room fire damper (local) not operating properly.	17
						14)	Hydraulic oil leaking from many place from hatch closing arrangement.	17
						15)	Portable fire extinguisher found defective & could not be fired/discharged.	30
5	Ship No. 5	USA	Huston	03-Feb-11	3	1)	Sulfuric Acid shall not be carried in cargo tanks adjacent to permanent ballast or water tanks unless the tanks are empty and dry. Vessel's #1 S' cargo tank is loaded with Sulfuric Acid. The adjacent #2 S' water ballast tank is loaded with water.	30
						2)	Appropriate load lines on side of ship corresponding to the season of the year and the zone or area in which the ship may be shall not be submerged at any time when the ship puts to sea, during the voyage or on arrival. Vessel is in the Summer Zone on 3 Feb 2011, which is within the Winter seasonal period, restricting the vessel to be loaded to the Winter load line and an additional 219 mm Fresh Water Allowance. Vessel is loaded down to just above the Fresh Water load line, exceeding its allowance by more than 200mm.	30
						3)	The liferaft painter system shall provide a connection between the ship and the liferaft and shall be so arranged as to ensure that the liferaft when released and inflated is not dragged under by the sinking ship. For'd 6 man liferaft is of the hydrostatic release type and was not properly equipped with painter line attaching liferaft to vessel.	30
						4)	Rescue boat shall be in a state of continuous readiness and ready for launch in no more than 5 minutes. Ship's crew had to carry out maintenance on outboard engine well beyond 5 minutes prior to starting engine.	30
						5)	Any certificate required by STCW must be kept available in its original form onboard the ship on which the holder is serving. None of the vessel's eight (8) officers required by the safe manning certificate have original flag state endorsement nor proof of application onboard.	17
						6)	Tankers shall be equipped with suitable means for the calibration of gas measurement instruments. Portable instruments were not properly calibrated.	17
						7)	Ships 500 gross tons and upwards shall carry at least two radar transponders. Both radar transponders' batteries expired in January 2011.	17
						8)	Each free-fall lifeboat shall be of sufficient strength to withstand, when loaded with its full complement of persons and equipment, a free-fall launch from a height of at least 1.3 times the free-fall certification height. The No. 8 seat in the free-fall lifeboat has crack the bas causing seat a decrease in structural integrity.	17

						9)	No person may cause a vessel to enter or get underway into the navigable waters of the United States unless no more than 12 hours before entering, the equipment listed in 33 CFR 164.25 has been tested. According to the vessel's deck log book, pre-arrival test were conducted beyond the permitted 12 hours.	17
						10)	Each completed page of the garbage record book shall be signed by the master of the ship. Three (3) pages dating back to 19 November 2010 have not been signed by the Master.	17
						11)	Based on the deficiencies listed objective evidence exists that the company had not ensured the crew have adequate knowledge of SMS procedures and relevant standards to perform their duties. Recommend an independent third party ISM safety and environmental audit.	17
						12)	Company should establish procedures, plans, and instrument for key shipboard operations concerning the safety of ship's personnel, instrument and ship. Procedures regarding cargo operations were found insufficient. Vessel loaded high density cargo without consulting loading manual as required by companies high density cargo lading procedures. action resulted in overloaded vessel with potential hazardous cargo stowage. In addition, no procedure exist to ensure crew operated loading computer/software in correct loadline mode. System was found in "Summer" mode VS "Winter" also assisting in overloading. Third party ISM audit has already requested.	17
6	Ship No. 6	Australia	Melbourne	10-Feb-11	16	1)	Voyage chart - AUS357 not onboard.	17
						2)	CWT vent head defective.	17
						3)	Sewage Treatment Plant defective.	30
7	Ship No. 7	Viet Nam	Vungtau	08-Mar-11	26	1)	Wrong cap for the sounding pipes.	17
						2)	Missing some cap of the sounding pipes.	17
						3)	Hole on the No.1 F.O.T. air pipe (port side).	30
						4)	Poor condition of the some air pipe at forward	17
						5)	Gangway - safety net damage.	17
						6)	Oil record book - not recorded as per instructed.	17
						7)	Main fire pump - leaked water from the gland packing.	17
						8)	Sea water pipe of No.1 generator - cracked.	17
						9)	The door of emergency generator - damaged.	17
						10)	Fire alarm in galley - out of order.	17
8	Ship No. 8	Australia	Kwinana	11-Mar-11	5	1)	Starboard lifeboat on load release device defective.	30
9	Ship No. 9	USA	Houston	17-Mar-11	3	1)	Oil tankers 150 GT and above shall be equipped with an oil discharge monitoring and control system approved by Administration. Vessel was unable to demonstrate proper operation of the system	30
						2)	Vessel failed to operate in accordance with vessel's Safety Management System and created a serious threat to the vessel, vessel crew and environment. Vessel continued to discharge a cargo that requires inert gas despite failure of the vessel's inert gas system contravening section 7.05 of the vessel's document number 4990 (Petroleum Manual).	30
						3)	For tankers 20,000 DWT and upwards the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the FSS code. Crew was unable to satisfactorily demonstrate proper operation of the inert gas system, unit consistently tripped offline without alarm or acknowledgement from personnel conducting discharging operations.	17

						4)	Cargo tanks shall be fitted with a visual and audible high level alarm. Multiple cargo tanks do not have functioning high level alarms. Vessel will not conduct cargo operations in the United States until corrected.	17
						5)	Suitably marked decontamination showers and an eyewash shall be available. The showers and eyewash shall be operable in all ambient conditions. Vessel's starboard shower and eyewash were secured by an isolation valve due to leaking equipment.	17
						6)	Vessel's loadline ring, lines and letters shall be painted in white or yellow on a dark ground and shall be plainly visible. The loadline markings on the port side of the vessel are corroded and not legible.	17
						7)	For tankers 20,000 DWT and upwards the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the FSS code. Vessel's deck water seal has sealing water leaks in two locations, one location has been temporarily repaired by an unapproved soft patch.	17
						8)	Each cargo tank must be equipped with an overflow device that meets the alarm requirements for tank overflow alarms that meet the requirements of 46 CFR 39.20-7 (b) (2), (3) and (d) (1) through (d) (4).	17
						9)	Based on the deficiencies listed objective evidence exists that the company had not ensured the crew have adequate knowledge of SMS procedures and relevant standards to perform their duties. Recommend an external ISM safety and environmental audit conducted by the certificate issuing authority.	17
10	Ship No. 10	Chile	San Antonio	21-Mar-11	8	1)	Rescue Boat not ready to use.	30
11	Ship No. 11	France	Dunkirk	24-Mar-11	11	1)	No evidence that SOPEP Report to Authorities according to IMO Res.851(20) (6 days after oil spill on board)/ (ISM) Bunkering Procedure.	30
						2)	According to SMS not respected during bunkering (the 4th Engineer alone on the deck without any communication equipment.	17
						3)	Lack of familiarisation of engine crew; unable to identify No.2 fuel ballast sounding pipe and engine crew not aware about bunkering procedure.	17
						4)	Lack of communication between engine crew. Second engineer is unable to speak English and to communicate with Chief Engineer (see captain report dated 03/02/2011).	17
						5)	Deficiencies marked (ISM) are objective evidence of a serious failure or lack of effectiveness of the implementation of the ISM Code.	19
12	Ship No. 12	Russia	Murmansk	26-Mar-11	18	1)	Crack on the tank top plating in the hold #4, has to be repaired under Class supervision prior to departure.	30
						2)	Harbour master/Port Administration have not been informed about hold #4 damages.	30
						3)	Steering gear - leakages of hydraulic oil.	17
						4)	Lighting in working space, engine room particularly - defective shades lamps.	17
						5)	Engine room - manometers partly no reading / partly not properly secured.	17
						6)	Floor plates in engine room have to be secured.	17
						7)	Bilge and sludge to be discharged ashore.	17
13	Ship No. 13	Australia	Gladstone	04-Apr-11	1	1)	Emergency generator not ready for immediate use.	17
						2)	Gyro Repeater in Steering gear room not aligned to ships heading.	17
						3)	ECDIS in use (as evident by voyage plans) with no approved ENC's onboard.	17

						4)	Sewage Treatment Plant not ready for immediate use.	17
						5)	Rescue Boat Engine Defective.	30
						6)	SMS fails to ensure vessels officers are trained and familiar with equipment being used onboard as evident by ECDIS in use and lack of officers understanding.	18
14	Ship No. 14	Australia	Melbourne	12-Apr-11	21	1)	Hours of rest record for C/O does not reflect actual hours of work. No hours of rest records available for the C/O between the 1st and 14th March. For the 2/O 1st - 8th March. For Master 107th March.	17
						2)	Rescue boat engine not starting.	17
						3)	Cover for rescue boat not secured and plug in resulting in 3 inches of water in bottom of rescue boat.	17
						4)	Rescue boat davit not operational in emergency mode.	17
						5)	Battery charging panel for emergency generator insulation protection device disconnected.	17
						6)	Both 440V and 220V earth leakage detectors on main switchboard disconnected.	17
						7)	Earth fault on reefer panel P.	17
						8)	Securing dog between bays 19 and 21 missing.	17
						9)	Oil tank sight glasses in engine room gagged open.	17
						10)	Metal waste bins in engine room do not have metal lids.	17
						11)	Bench grinder in engine room workshop does not have guards.	17
						12)	SMS fails to ensure that watchkeepers rest records are recorded correctly. Master unable to ensure watch	30
						13)	SMS fails to ensure vessel is maintained to the required standard as evidenced by deficiencies 2, 4, 5, 6, 7, 8.	18
						14)	Magnetic compass deviation excessive.	16
15	Ship No. 15	Australia	Port Botany	12-Apr-11	6	1)	Emergency Fire pump unable to deliver any water.	30
						2)	Engine room fire flaps not closing.	30
						3)	Hull markings contrast color marking not visible.	16
						4)	Emergency generator quick closing valves unable to close from outside.	17
						5)	Ships crew not aware of operation of funnel flaps.	17
						6)	Inmarsat C not set to receive correct EGC messages.	17
						7)	No. 3 aux engine not having insulation on exhaust pipes and fuel covers in open condition.	16
						8)	ISM unable to ensure emergency preparedness.	18
16	Ship No. 16	USA	Kenner Bend	11-Apr-11	17	1)	Fire fighting systems shall be kept in good working order and readily available for immediate use. PSCO discovered a wooden block, disabling the automatic closing fuel v/v for the number 1 and 2 generators. The No. 2 generator valve at some point had attempted to close and was inhibited by the wooden block. Provide documentation from certificate issuing authority, attesting to both valves' ability to remain open without the assistance of the wood blocks prior to movement.	30
						2)	Means shall be provided whereby normal operation of the propulsion machinery can be sustained. Vessel sustained a propulsion loss at Kenner Bend Anchorage. Provide documentation from the certificate issuing authority attesting to the proper operation of the main engine.	17
						3)	The condition of the ship shall be maintained to ensure the ship will remain fit to proceed to sea. The ship's HFO service tank has a hole in the side leaking into the engine room. Provide documentation from certificate issuing authority attesting to the acceptance of this condition.	17

						4) All ship 300 GT and above shall be fitted with a speed and distance measuring device. Vessel required a deviation to enter due to an imooperable speed log. Provide documentation from a technician attesting to proper operation of the speed log.	17
						5) Each loading arm and transfer pipe system must not each under static liquid pressure at least 1.5 times the maximum working pressure. Vessel has no records of testing for the bunker line. C/E stated the line was tested with air. Provide documentation attesting to satisfactory liquid test in accordance with U.S. regulations prior to bunkering in the U.S.	17
17	Ship No. 17	Australia	Port Botany	18-Apr-11	13	1) Several charts in use for previous voyage - copies.	17
						2) Safety Management System fails to ensure that vessel has up to date charts on board for intended voyage as evident by deficiency 1.	30
						3) Records of hours of work/rest do not reflect actual hours work/rested.	17
						4) Safety management system fails to ensure records for rest/work are maintained accurately. Master unable to ensure watchkeepers are sufficiently rested as per STCW.	30
						5) Water ingress alarm on bridge - switched off.	17
						6) Two zones on fire panel isolated.	17
						7) Garbage record book not recorded as per Marpol requirements.	17
						8) RPM indicators on port and starboard bridge wings - faded astern markings.	17
						9) Walkway port side fan damper room - wasted.	17
						10) Mooring line aft - rotten.	17
						11) FPT and AFT vents - defective.	17
						12) Embarkation ladder fwd - rubber ring defective and shackles seized.	17
						13) Embarkation ladders port and starboard - rubber ring defective.	17
						14) Numerous sight glasses in engine room - gagged open.	17
						15) Purifier room - dirty.	17
18	Ship No. 18	Australia	Gladstone	21-Apr-11	21	1) Gyro compass showing excessive error.	17
						2) Main ventilation not marked open and close on monkeys island.	17
						3) Navigation side light screens not painted matt black.	17
						4) Emergency switchboard and main switchboard 220V earth leakage alarm.	17
						5) Funnel access area blocked by storage.	17
						6) Fire detector in funnel cover with plastic bag.	17
						7) Fixed fire fighting room door locked and key in break glass box missing.	17
						8) Portable foam equipment in engine room near the boiler not marked as per IMO.	17
						9) Sewage Treatment Plant defective.	30
19	Ship No. 19	Turkey	Gemlik	27-May-11	11	1) Cleanliness of engine room insufficient.	17
						2) No. 3 ship's generator don't stop due to low lube oil pressure.	30
						3) No.1 generator don't start automatically due to other D/G's power supply break down.	30
						4) Engine room untidy/	17
						5) Admiralty chart No. 1275 (next port) is missing.	17
						6) FSS Code 2007 edition, LSA Code 2010 edition, IMDG Code 2010 edition and ship's routing 2010 edition are missing.	17
						7) There are some mistakes on last voyage plan.	18
						8) The batteries of the lifejacket lights expire date is May 2011.	17

						9)	The safety belts of fireman's outfits are not as required.	17
						10)	Some ISM bridge checklists are not properly filing.	18
						11)	Some officers are not familiar above lifeboat.	18
20	Ship No. 20	China	Yantai	30-Apr-11	20	1)	Inflatable liferafts not fitted properly.	17
						2)	CO2 alarm to paint room out of order.	17
						30	Parts of fire extinguishers expired.	17
						4)	Fire Damper on vent of E/R seized.	30
						5)	Self closing device on fire door to boat deck damaged.	17
						6)	Insulation of 110V too low.	17
						7)	Rudder stock collar leakage.	17
						8)	Printer of Inmarsat out of order.	17
						9)	Notice to Mariners not up to date.	17
						10)	ARPA Radar malfunction.	30
						11)	Magnetic compass not clearly read by the helmsman at the main steering position.	17
						12)	Parts of signal lights not weathertight.	17
						13)	Fresh water circulating pumps gauge of main engine out of order.	17
						14)	Inlet valve of fire pump not satisfactory closed.	17
						15)	No.1 fresh water cooling pump of main engine leakage.	17
						16)	Smoke detector of engine control room not checked	17
						17)	Bilge pump in cargo pump room out of order.	30
						18)	Bilge alarm in cargo pump room malfunction.	17
						19)	Outlet valve of ballast pump damaged.	17
						20)	Hydraulic pipe on main deck leakage.	17
						21)	Excessive bilge water in cargo pump room.	17
						22)	ODM system out of order.	30
						23)	Fuel oil tank (starboard) leakage.	17
						24)	Bi, 1 ballast tank (starboard) leakage.	17
						25)	Sea water cooling pump of No.1 generator outlet pressure too low.	17
21	Ship No. 21	Canada	Montreal	06-Jun-11	7	1)	Safety cable on deck is rusted out to be renewed.	16
						2)	Hydraulic oil storage tank for steering gear is empty to be replenished.	30
						3)	Gantry crane in engine room has a damage cable to be renewed with suitable wire cable as per Class instruction.	30
						4)	Main engine has fresh water leak to be repaired. Believed to be liner #1 (FWD).	30
						5)	Outboard fridge sea water cooler pump is missing.	16
						6)	Auxiliary S.W. cooling pump No.1 is temporary repaired to be repaired.	30
						7)	Auxiliary S.W. cooling pump No.2 has a failed seal, to be changed.	30
						8)	S.W. pipe to main engine air cooler is temporary repaired to be permanently repaired.	30
						9)	Oily waste and rags to be removed where found - fire hazard.	30
						10)	One boiler water gauge glass does not allow a reading of water level - repair.	30
						11)	Boiler burner not functioning properly. Ex. Flame "ON" when fan's "OFF". To be made good and demonstrated as such.	30
						12)	Fuel leak on gear No.2 continuous dripping repair.	30
						13)	Hydraulic oil leak on hatch cover on distributed block.	16
						14)	Batteries for emergency generator to be renewed, suitable type for type of battery charger.	30

						15)	Emergency fire p/p priming system out of order. Whole equipment to be in good and demonstrated satisfactory to TC.	30
						16)	on main engine sea water pump the connector for small S.W. line to seal are temporarily repaired, to be permanently repaired.	16
22	Ship No. 22	Australia	Kwinana	09-Jun-11	21	1)	Sewage treatment plant defective.	30
						2)	ISM has not ensured plans for prevention of pollution as evidenced by deficiency No.1 and discharge of raw sewage directly overboard whilst berthed.	30
						3)	Build up oil - grease in galley uptake.	17
						4)	Engine room sounding pipe self closing valves - adjusted so that self closing operation is ineffective.	17
23	Ship No. 23	Japan	Shimizu	15-Jun-11	7	1)	Light globe of emergency lighting on A deck - broken.	17
						2)	Electric circuit of emergency lights for engine (L/E 40) on AC 220V feeder panel in emergency generator room - indicated below 0.01 mega ohm.	17
						3)	Side rope end of pilot ladder - connected to a loop.	17
						4)	Sewage directly overboard valves - kept open in port.	17
						5)	Fixed local application fire fighting system of engine room - malfunction (control panel was indicated "ABNORMAL" and some position "FIRE").	30
24	Ship No. 24	Australia	Melbourne	20-Jun-11	14	1)	Oil record book is in old format.	17
						2)	Garbage log records do not record start and stop positions for cargo residues.	17
						3)	No. flag state endorsements or evidence of application available from Master, 3/O, C/E and 2/E.	17
						4)	Records of rest for chief officer does not reflect actual hours of rest and hours worked (on 11/05/2011).	17
						5)	Records of rest for June 2011 not recorded.	18
						6)	IAMSAR Volume III out dated.	17
						7)	Several mooring lines secured on warping drums.	17
						8)	Fore peak isolating valve is seized.	17
						9)	Port and starboard navigation side light inboard screen not matt black.	17
						10)	MF/HF radio antenna securing loose.	17
						11)	Starboard liferaft painter not secured to HRU.	17
						12)	Emergency preparedness not taken into consideration when sending all SCBA sets ashore.	18
						13)	No insulation on lower turbo charger inlet pipe from exhaust on No.2 generator.	17
						14)	Salt water outlet pipe on No.2 generator charge air cooler leaking.	17
						15)	No.1 fuel oil circulating pump No. 1&2 generator fuel oil supply pump leaking excessively.	17
						16)	Key personnel operating oil separating equipment outside designed parameters.	30
						17)	Sewage Treatment Plant defective.	30
						18)	Records in ship's log book indicates abandon ship drill carried out in force 8 winds.	18
						19)	ISM system does not ensure effective maintenance of ship and equipment as evidenced by deficiencies 8,9,10,11,13,14,15,16,17.	18
						20)	Hot water tap in galley is defective.	17
						21)	Hot and cold water not available to second wash basin in galley.	17
						22)	Crew shower on main deck defective.	17
						23)	Corrosives stowed in fore-castle store next to spare crane wires and not adequately secured.	17

						24)	Safety equipment certificate expired.	17
25	Ship No. 25	China	Caofeidin	22-Jun-11	14	1)	Fire extinguisher 1 pc on No.2 accommodation deck missing.	17
						2)	Parts of indication light on signal light and navigation light panel out of order.	17
						3)	Emergency light on lifeboat deck port side 3 pcs and on accommodation 2 pcs malfunction.	17
						4)	Emergency light 1 pc on port side lifeboat deck missing.	17
						5)	Fire hose connection for port side main deck missing.	17
						6)	Safety lamp for F.E not available.	17
						7)	Fire door from accommodation space to engine room bottom part disconnected and bad condition.	17
						8)	Fire damper 3 pcs in engine room unable to be closed.	17
						9)	Cascade tank air vent pipe rusted and holed.	17
						10)	Roller covers 3 pcs holed.	17
						11)	Air bottle for emergency generator starting low pressure, not ready for immediate use.	17
						12)	Air bottle for F.E. low pressure.	17
						13)	Much oily water mixture existed in engine room bilge well and double bottom tank top.	17
						14)	Stbd. Lifeboat engine unable to be started.	30
						15)	Fire damper for E/R funnel unable to be fully closed.	30
						16)	Sludge oil found on outlet pipe under surface of oily water separator.	30
26	Ship No. 26	Mumbai	India	06-Jul-11	5	1)	Voyage Data Recorder (VDR) is not operational	30
						2)	Direct overboard valve of sewage system observed in open position in port	30
						3)	Entries for pumping out to sea of engine room bilges not recorded since April 2011	30
						4)	Certificate of loose gear of lifting appliances expired in Feb 2011	17
27	Ship No. 27	Port Walcott	Australia	07-Jul-11	7	1)	Port and stbd lifeboats, hook release pull rod indicator, no contrasting paint, safe position unclear	17
						2)	Emergency fire pump defective	30
28	Ship No. 28	Vietnam	Quang Ninh	23-Jun-11	15	1)	One main air compressor motor is out of order.	17
						2)	Jacketed piping system for high pressure fuel line of generators and main engine are defective.	30
						3)	Two safety valves of the boiler are seized.	17
						4)	Two RPM of generators are damaged. All exhaust gas thermometers are missing.	17
						5)	Failure of DC power for GMDSS equipment.	30
						6)	Limit switches of lifeboats are seized.	17
						7)	One emergency light at port wing is out of order.	17
29	Ship No. 29	Hay Point	Australia	11-Jul-11	10	1)	Port & Starboard onload release systems defective	30
						2)	Sewage treatment plant defective	30
						3)	Hatch cover #6 automatic securing cleats defective (four pieces) & numerous hydraulic rams , clevis & fittings badly corroded on other hatch covers	30
						4)	Port & Starboard lifeboat winch safety cut out switch for manual operating handle defective	17
						5)	Condition Evaluation report not onboard for last special survey 01/2011	15
						6)	Company SMS has not ensured that critical equipment is maintained as required. (items #1, #2 # 3 are objective evidence)	18
						7)	Company SMS has not ensured the close out of non conformances found for critical items onboard. (ie Lloyds Register Report of possible SMS failures dated 11/01/2011)	30

30	Ship No. 30	Australia	Port Hedland, WA	12-Jul-11	8	1)	Records of hours of work/rest do not reflect actual hours worked	17
						2)	SMS fails to ensure that records of hours of work/rest are recorded correctly. Master unable to ensure watchkeepers are sufficiently rested.	30
						3)	Sat C incorrectly configured for the reception of Marine Safety Information warnings	17
						4)	Aft mooring line, fwd spring and aft spring - rotten	99
						5)	Windlass clutch pins - not in use	17
						6)	Fwd liferaft - hydrostatic release incorrectly rigged	17
						7)	Galley exhaust vent - flame guards not in use and dirty	17
						31	Ship No. 31	Australia
2)	Aft rope hatch cover 3/6 bolts missing/defective.	17						
3)	Port lifebuoy boat deck- light and bracket defective.	17						
4)	A/E #3 cooling water pipe for air cooler before valve corroded and holed.	30						
5)	A/E # 2 cooling water pipe for air cooler after valve holed.	17						
6)	Fire detection system trouble alarm fault.	17						
7)	Speed log monitor defective.	17						
8)	The above deficiencies are objective evidence of failure of the vessel's SMS in regards to maintenance of equipment.	18						
32	Ship No. 32	Australia	Port hedland WA	20-Jul-11	6	1)	Port and Stbd lifeboats on-load release defective	30
						2)	Port lifeboat - hook guides seized	17
						3)	Emergency generator room unable to access due to build up of gas	17
						4)	Fwd spring mooring line - defective	99
						5)	Fwd embarkation ladder - defective	17
						6)	Crew working aloft on main mast not wearing safety harness	17
33	Ship No. 33	Australia	Townsville	22-Jul-11	13	1)	Engine room-machinery space opening (port) coaming holed.	30
						2)	Port and Stbd lifeboat forward base plate for hook nuts wasted.	30
						3)	Air vents for tanks 3P, TST 2P, fore peak defective.	99
						4)	Stbd fan aft centre louvre bottom plate bent	17
						5)	Rubber gasket for fire hoses (Four nos checked) defective.	17
						6)	Laundry room and drying room flooring dirty.	17
						7)	Port lifebuoy brackets for pin wasted.	15
						8)	Open/ close for funnel dampers not marked.	17
						9)	Mast wires (monkey island) bottom bracket wasted.	15
						10)	Port life boat forward hook - cable bracket wasted.	17
34	Ship No. 34	Australia	Fremantle	01-Aug-11		1)	Passage plan not berth to berth	17
						2)	IAMSAR Vol III old edition	17
						3)	Water ingress alarm switched off at time of initial inspection.	17
						4)	Earth fault 110V at main switchboard.	17
						5)	Navigating officers not familiar with operation of MF/HF DSC.	17
						6)	Port & Stbd E/R Fire dampers seized in open position.	30
35	Ship No. 35	Australia	Kwinana	09-Aug-11	11	1)	Main mast navigation lights len covers in poor condition	17
						2)	Purifier room flag (funnel casing) defective	17
						3)	ER casing hatch cover securing devices missing	17
						4)	ER casing hatch manhole unable to close	17
						5)	Port and starboard lifeboats onload release device setting not in accordance with manufacturer instruction	17
						6)	Fireman outfit face mask in poor condition	17

						7)	MSB 440V insulation meter reading low insulation and fault alarm defective	17
						8)	G/E LO storage and main LO storage tank gauges self closing cocks defective	17
						9)	Steel pipes in steering gear space -securing method defective	17
						10)	Above of that maintenance of life-saving appliances are defective (def. Nos 1-9)	30
						11)	CO2 cylinders head valves fitted with "Spot-pins" no instruction's onboard. Re: locking pins to refer to class surveyor before departure	99
						12)	Oil content meter for OWS defective	30
						13)	Above deficiencies are objective evidence that the company SMS does not ensure compliance with maintenance of the ship and equipment	18
36	Ship No. 36	India	Kolkata	05-Aug-11	4	1)	Emergency fire p/p in-operational	30
						2)	O.W.S. solenoid for 3 way v/v in-operational	30
						3)	E/R bilges, steering room full of oil trace	30
						4)	No visitor pass issued during entry to the vessel – ISPS Code requirement	17
						5)	Accommodation A/C in operational - Class to verify	17
						6)	O.R.B. entry in respect to retention on 06-06-2011 and 16-06-2011 some increase in retention is not matching with the fuel oil consumption during the period - Class to verify	17
						7)	Oil filtering equipment and oil content meter, type approval certificate not on board.	17
						8)	Electrical junction box in accommodation kept open - class to verify	17
						9)	Fire hydrant at aft leaking - Class to verify	17
37	Ship No. 37	India	Vizakhapatnam	10-Aug-11	15	1)	Aux. Engine trip mechanism defective at very low lub oil pressure. (Test by simulation failed)	30
						2)	Emergency fire pump priming mechanism jammed.	17
						3)	Off course alarm on Auto Pilot defective	17
						4)	5 yearly load test carried out on life boat/davit not indicating to what load test carried out.	17
						5)	Voyage/passage plan no mention of U.K.C while vessel transacting channels	17
38	Ship No. 38	Russian	Posiet	14-Aug-11	31	1)	All holds not be secured with steel bands, steel bands-missing	30
39	Ship No. 39	Australia	Geraldton	23-Aug-11	13	1)	Magnetic compass unable to read from steering position	17
						2)	EGC not configured for coastal warnings	17
						3)	Several emergency lights not working	17
						4)	Lifebuoy focsle - light not working	17
						5)	Battery locker Ex light fitting not secured in safe position (cable gland open)	17
						6)	Cargo hatchcover ventilation openings - cowlings holed # 4 & 5 stbd side	17
						7)	Focsle dewatering system - valves incorrectly set.	17
						8)	Self closing v/vs for level gauges serving E/R oil tanks gagged open several locations.	17
						9)	Aux engines- drain lines for jacketed high pressure fuel lines not secured several locations	17
						10)	Sewage treatment plant - sludge return lines painted over.	17
						11)	Speed indicator not reading correctly.	17
						12)	Stbd lifeboat on-load release cable connections wasted.	17
						13)	Port lifeboat on-load release defective.	30
						14)	Both lifeboats overdue for waterborne testing.	15
						15)	Deficiencies No 1 to 14 are objective evidence that vessel has not maintained conditions after survey.	30
						16)	ISM has not ensured maintenance of ship and equipment as evidenced by deficiencies No 1 to 14 above	18

40	Ship No. 40	Netherlands	Amsterdam	19-Aug-11	12	1)	Sulphur content above requirements (analysis result 1.33%, requirements <1%), changover procedure not properly followed. Vessel sailed in SECA sulfur content above requirements	30
						2)	Deficiency number 1 is objective evidence of a failure, or lack of effectiveness of the implementation of the ISM code	18
						3)	Port side lifeboat engine with cooling water leakage and lot of smoke generator	17
41	Ship No. 41	Australia	Brisbane	18-Aug-11	13	1)	Old ISM documentation retained onboard	17
						2)	Master & Deck officers unfamiliar with RADAR equipment & other bridge equipment	17
						3)	Garbage record book, receipt for garbage discharge does not correspond with entry date	17
						4)	sped log defective	99
						5)	Numerous lifebuoys reflective tape & grab lines defective	17
						6)	Firemans outfit, lantern defective at time of inspection	17
						7)	Emergency light boat deck port side, defective	17
						8)	Number 1&2 hatchcover pontoons, locking devices defective	30
42	Ship No. 42	Australia	kwinana	29-Aug-11	14	1)	ER Fire dampers - Stbd side (Fwd & Aft) and Port (aft) defective	30
						2)	Emergency fire pump unable to pressurise fire main	30
						3)	Oil discharge monitoring and control system defective	30
						4)	ER tank top and bilges excessive collection of oily mixture	30
						5)	Duct keel ventilator unable to close	17
						6)	ME cylinder heads collection of FO around fuel pumps saveall	17
						7)	HFO Service tank Quick closing valve gagged open	17
						8)	Steering gear room - floor plates oily and slippery	17
						9)	No.1 cargo hold access door (in Forecastle store) - three securing devices missing	17
						10)	Navigation lights - Forward Upper and Stern lower defective	17
						11)	Battery room door - lower frame corroded condition	15
						12)	Main mast wire stays securing fittings in corroded condition	99
						13)	ISM has not ensured maintenance of ship and equipment as evidence by deficiencies Nos 1 to 12 and 14	30
						14)	Fire and Bilge pump shaft gland leaking excessively	17
43	Ship No. 43	India	Mumbai	18-Aug-11	13	1)	EPIRB inoperational	30
						2)	MF/HF DSC, and navigational lights inoperational on reserve source	30
						3)	X-Band radar inoperational	30
						4)	Self closing device of DB overflow tank defective	17
						5)	Both port and starboard provision cranes inoperational	17
						6)	Air vent heads of DB ST-2, No.2 & 4 WBTP corroded	17
						7)	Hydraulic oil leakages from jumbo crane	17
						8)	Deck railings near hold No. 1 damaged	17
						9)	Forward mooring rope thinned down	17
						10)	Port side bridge wing door jammed	17
						11)	Local air dampers near A/E, boiler etc. not closing completely	17
						12)	Heavy fuel oil transfer pump leaking	17
						13)	Reverse power trip of A/E 3 inoperational	17
44	Ship No. 44	Australia	Melbourne	02-Sep-11	9	1)	Adequate scale charts not used for voyage Malaysia to Melbourne (Lombok passage to Melbourne)	17

						2)	ISM system does not ensure voyages are planned, executed and monitored using the largest scale charts in accordance to regulations as evidenced by deficiency No.1	30
						3)	General house hold globes used for navigation side lights (only 2 approved spare globes available on board).	17
						4)	Fuel Oil vent head No.4 P float seized	17
						5)	One fire hose coupling and nozzle in fo'c'sle is defective	17
						6)	Several mooring lines turned up on warping drums	17
45	Ship No. 45	Spain	Algeciras	06-Sep-11	16	1)	Personal incharge cargo operations don't know properties handling and knowledge about cargo on board. Lack of familiarity on IMSBC code (ISM)	30
						2)	Some officers on deck can not performance DSC call (ISM)	30
						3)	Lack of familiarity and too much time trying operate on emergency steering (ISM)	30
						4)	Major non conformity deficiencies marked ISM are objective grounds of serious failure of implementaion ISM external audit carry out before	19
						5)	Navtex was not switch on for a long time.	17
						6)	Scupper plugs not fitted ocrrect, they are slack	17
46	Ship No. 46	India	Kolkata	06-Sep-11	14	1)	Accomodation AC is not working	17
						2)	Stbd lifeboat no record found in launching in water as per SOLAS requirement, Power hoist inoperational	30
						3)	SVDR annual performance test due	17
						4)	Load indicator, stability booklet & cargo securing manual not available in board	17
						5)	As per classification is a bulk carrier, however DOC & SMC showing other cargo ship	99
						6)	disperatly to FO sludge tank capacity between tank table to IOPP	17
						7)	E/R fire door from lower deck wasted	17
						8)	E/R workshop, air duct mesh wasted	17
						9)	No safety guard found on grinding machine in E/R	17
						10)	Fire detector system accommodation & E/R found in order	30
						11)	Oil maximum in E/R bilge	30
						12)	Boiler sight glass non clear	17
						13)	Emergency fire pump inoperational	30
						14)	Emergency generator first start arrangement inoperational	17
						15)	Dewatering system and hatch coaming could not check due to restricted approach on deck – Class to verify.	17
						16)	No record found that OWS monitor was calibrated and alarm checked as per requirement – Class to verify.	17
47	Ship No. 47	Spain	Bilbao	29-Sep-11	11	1)	Sensor damaged in fish room	17
						2)	International shore connection not properly maintained	17
						3)	Obstruction in bosun store	17
						4)	VSL entered into port without LSMGO (less than 0.1%) onboard, not according european directive 22/2005 and Spanish regulation RD1027/2008 at berth using different DO with a sulphur content more 0.1% (ISM)	30
						5)	VSL did not send notification to harbour master regarding deficiency with code 14614 (ISM Code)	30
						6)	Two naked lights (protection) in engine room	17
						7)	Gyro compass was inoperative	17
						8)	Notice of ship arrival for mei only 48hrs before arrival., not according european directive 20091161 EC (ISM)	30

						9)	Deficiencies marked (ISM) are objective evidence of a serious failure, or lack of effectiveness of the implementation of the DG cod, external audits required.	19
48	Ship No. 48	New Guinea	Rabaul	28-Sep-11	11	1)	Vessel found to be overloaded	30
49	Ship No. 49	India	Mundra	29-Sep-11	1	1)	Vessel is short of 1 MTM as required by MSMD	30
						2)	BA chart 682 not corrected for notices 2128/08, 1288/09, 2083/09, 1292/11, 2470/11, 3389/11 and nav warning 716. Ship does not have any record of Navigational warning	30
						3)	Water ingress alarm system showing Fault alarm	30
						4)	Rescue boat engine cannot be started	30
						5)	Funnel damper could not be closed. Ruber packing of welding room vent near g'way found hard and	30
						6)	Fire sensor in Emg generator room found not operational. Waited for 7 min to hear the alarm.	30
						7)	F.E. from battery room missing.	17
						8)	Garbage drum used for storing garbage are not non-flammable material.	17
						9)	Ship staff other than engineer not familiar with starting procedure of emergency generator.	17
						10)	Oil filtering equipment found showing 13 ppm all time. Vessel could not show any calibration certificate of 15 ppm.	17
50	Ship No. 50	Australia	Port Kembla	06-Oct-11	5	1)	Reserve source of energy for GMDSS system indicating low voltage on test	17
						2)	Unable to launch rescue boat	30
						3)	Engineroom fire damper defective	30
						4)	Internal fire dampers not rigged ready for use	17
						5)	Crew unfamiliar with operation of internal fire dampers	17
						6)	ECDIS system defective	30
						7)	Withdrawn chart in use for previous passage in critical area	30
						8)	Paper charts not corrected and up to date	17
						9)	No positions on paper charts for last 6 nautical miles of passage	17
						10)	Officers unfamiliar with ECDIS operation	30
						11)	Forward liferaft not in correct stowed position	17
						12)	Rescue boat painter release defective	17
						13)	Sewage treatment plant see through return lines painted over	17
						14)	Galley drain blocked	17
						15)	SMS fails to ensure Class, Flag and Port State Control are informed of defective equipment	18
						16)	The SMS fails to provide for measures ensuring that the Company's organization can respond at any time to hazards, accidents and emergency situations involving its ships, as evidenced by above issues	30
51	Ship No. 51	Indonesia	Tanjung Priok	10-Oct-11	17	1)	Fire door entrance to E/R in main deck defective	30
						2)	Responsible engineer not familiar with operation emergency generator	30
						3)	Suplement IAMSAR book vol. III MSC. Circ 1361	17
						4)	Drawing General arrangement not approved by RO/Adm.	17
						5)	Some thermometer poor A/E no.2,3 - defective	17
						6)	Safety inspection for gangway at end of step - not protect	17
						7)	Pipe diagram for OWS in E/R - not posted	17
						8)	All Vol K. notice new edition of correction not cutting in box	17
						9)	According deficiency 1-8, ship ISM code not properly failure maintenance system & emergency preparedness	30

52	Ship No. 52	Sweden	Stockolm	13-Oct-11	2	1)	Lights not mount on lifejacket in safety store	17
						2)	Nozzle missing fire hose box boat deck port side	17
						3)	Lights at liferaft staion inoperative	17
						4)	Breating appratus fire station port side not ready for immediate use	17
						5)	Inopeartive fire extinguisher placed in fire station	17
						6)	FIRE HOSE MAIN DECK PORT SIDE BROKEN	17
						7)	FIRE PUMP INSUFFICIENT PRESSURE	17
						8)	FIRE FRLPHEADNS ROOM INOPREARATIVE	17
						9)	FIRE DETECTOR COVERED GALLEY CORRIDOR	17
						10)	FIRE HOSE DOES NOT FIT TO FIRE HYDRANT GALLEY CORRIDOR	17
						11)	SHAFT SEAL LEAKING FIRE PUMP NO2	17
						12)	Fire door to M.E. room have not self closing	17
						13)	Rescue boat davit inoperative	30
						14)	Gas detection system indicating fault/ inoperative	17
						15)	Lack of training/familiarity external audit to be carried out	17
53	Ship No. 53	Canada	Port alfred	15-Oct-11	4	1)	Rescue boat davit inoperative in auto mode (no pressure in reserve cylinder)	30
						2)	Rescue boat engine cooling system not working	30
						3)	Lifeboat : marine diesel oil spilled inside boat, fire hazard	17
						4)	Many fire doors in fire bulkhead: gasket damaged and/or self-closing devices not as required	16
						5)	F.O.tank vents on deck not identified, sounding pipe valves without app. Handles	17
						6)	Galley exhaust fan & duct dirty: fire hazard	17
						7)	Rotary yellow alarm in sterring gear no more turning	17
						8)	Canadian notices to marines annual edition (2011) missing	17
						9)	Rubber mat in way of electrical panel not in place (main deck at mid-ship)	17
						10)	Provision store alarm panel: warning lights burnt out	17
						11)	Access doors, vent outlets, save all for various type of oil not identified	17
54	Ship No. 54	India	Viskhapatnam	03-Jul-11	26	1)	WATER INGRESS SYSTEM SHOWING SYSTEM FAULT	17
						2)	GPS (furano) FEED TO RADAR DEFECTIVE	17
						3)	VOYAGE/PASSAGE PLAN-SWAT EFFECT IS NOT CALIBRATED	17
						4)	FEW EXTINGUISHER SENT ASHORE FOR SERVICING	17
						5)	MULTI GAS DETECTOR CALIBRATION IS DUE	17
						6)	ONE CREWMEMBER IS SHORT AS PER MIN. SAFE MANNING	30
55	Ship No. 55	ISRAEL	ASHDOD	30-Nov-11	28	1)	NCR FOR LAST PSC INSPECTION NOT FILL PROPERLY	16
						2)	ALL DECK BAD MAINTENANCE	18
						3)	NO FIRE PLAN ON BRIDGE AND ENGINE	17
						4)	MAGNETIC COMPASS CAN NOT READ BY STEERING STATION	17
						5)	FIRE LOCKER MISSLY	17
						6)	NO SAFETY PLAN AND FIRE PLAN WITHOUT L.S.A	16
						7)	HEAVING LINE FOR LIFEBOUOYS WITHOUT RINGS OR BALLS	17

8)	LIFE BOATS:STBD L/BOAT C'NOT RECOVERY;PORT L/BOAT C'NOT LOWER-LATTER OK ;NO BOWSING TACKLE ;COMPASS NOT READABLE;NO TOPVIEW SIGNS;1ST AID EXP;NO DOORS FOR LOCKER;MAST NOT READY FOR USE;MAST BASE FROZEN;OVERBOARD LIGHT TO ADJUSTS TO CHECK ALL EQUIP	17/30/15
9)	LIFE BOATS:LIMIT SWITCH C'NOT TEST ;BAD MAINTENANCE OF L/BOATS AND LASHING APPLIANCE	17/15
10	GARBAGE PLACARD PARTLY MISSING	17
11	LIFE BUOYS SOME LIGHTS NOT FUNCTION	17
12	HATCH COVER CLEATS MOST FROZEN	17
13	FWD LIFERAFT NO LAUNCH ON INSTRUCTION NO HOLDING BASE FOR EMBARK LADDER	17
14	HOSPITAL:NO OXY CYLINDERS; NO STRETCHER;NO MED BOOK;SOMES MEDICINES PARTLY MISSING; BAD CONDITION OF BATHROOM	17
15	EMERGENCY LIGHTS ON BRIDGE NOT FUNCTION WITH 24V	17
16	NAV LIGHTS ;ANCHOR LIGHTS;N.U.C LIGHTS NOT FUNCTION WITH EMERGENCY POWER 24V	17/30
17	SOME NAV/PUB MISSING OR OLD EDITION AS: SOLAS ANNEX; MARPOL ANNEX 5-6; STCW;L.S.A CODE;ISM CODE;COLREG; ETC,ETC	17
18	SOME WEATHER DOORS NOT CLOSING PROPERLY	17
19	GALLY HOT PLATE EXH FAN FILTERS OILY AND DIRTY	17
19A	LACK OF ENGLISH LANGUAGE AND COMMUNICATION BETWEEN SHIP'S OFFICER AND SHORE	99
19B	V/L NOT COMPLY WITH REQUIREMENT OF RECOVERY TIME(30M) FOR PORT L/BOAT	17/15
20	EMERGENCY LIGHT BATTERIES DEADCOMPLETELY IN VERY SHORT TIME AFTER BROKEN OUT	17/30
21	GENERATOR NO3 SERVO MOTOR NOT FUNCTIONING PROPERLY	17
22	GENERATOR NO3 UNABLE TO TEST REVERSE POWER RELAY SEE ABOVE	17
23	ENGINE ROOM FIRE DOOR NOT CLOSING PROPERLY	17
24	GENERATORS FLOOR OILY AND DIRTY	17
25	GENERATORS EXHAUST MANIFOLD INSULATION PARTY MISSING	17
26	STEERING PUMPS FLOOR OILY AND DIRTY	17
27	ELECTRIC HIGH VOLTAGE PROTECTIVE GLOVES MISSING	17
28	SOME PUMPS SHAFT PROTECTION MISSING	17
29	ENGINE ROOM STEPS TO MARK FOR SAFE WALKING	17
30	SOME LAMPS BULBS BURNTOR COVER MISSING AS IN ACCOMMODATION; AIR/COND ROOM; ENG/ROOM; STEERING ROOM; E/R FUNNEL;ETC,ETC	17
31	SANITARY FACILITY IN BAD CONDITION IN ACCOMMODATION; CREW CABINE; GALLEY ; STORES, ETC,ETC	99/16
32	BILGE OIL SEPARATOR CAN NOT DEMON STRAIT	17/30
33	BOILER MAN HOLE DOORS, VALVES INSULATION PARTLY MISSING	17
34	EMERGENCY FIRE PUMP HYD/ENGINE MINOR OIL LEAKS	16

56	Ship No. 56	Australia	Gladstone	07-Dec-11	1	1)	Numerous Flag Endorsment License's not signed by licensed Officers	17
						2)	Master Hours of Rest for Transit Great Barrier Reef under pilotage not accurately reflected in hours of rest records	17
						3)	Compass Error record book incorrectly filled out	16
						4)	Starboard Side Hydrostatic Release Units incorrectly rigged.	17
						5)	Chief Engineer unfamiliar with location and function of Fire Main Isolation valve	17
						6)	220v Earth Fault on Mainswitchboard	17
						7)	No Warning for PPE to be worn in Engine Workshop	15
						8)	Main Engine High Pressure fuel line jacketed piping not secured at ends	17
						9)	Engine Room Fire Damers (8 Lourves) not closing from remote location	30
						10)	ECDIS listed on FORM E, no official ENC's loaded in system and system in use as evident by loaded passage plans, log history or alarms acknowledged	17
						11)	Paper Chart 281, 260 for previous passage through Great Barrier Reef not on board, Paper Chart 252 and 244 for Gladstone Harbour not used for navigation	17
						12)	The SMS does not provide for proper familiarization with ECDIS equipment in use as evident by loaded voyage plans, and incorrect vessel parameter settings	18
						13)	SMS does not ensure effective implementation of procedures and instructions for key shipboard operations (Navigation) concerning the safety of the personnel, ship and environment as evident by Def 10.11	30
57	Ship No. 57	Philippines	San Fernando	08-Aug-11	3	1)	Ballast, fuel and other tanks and	30
						2)	Damage to hull due to weather or ship operation	30
58	Ship No. 58	India	Kandla	10-Dec-11	25	1)	"AIS" ANNUAL TEST CERTIFICATE IS NOT ON BOARD. PORTABLE FIRE EXTINGUISHER HYDROSTATIC PRESSURE TEST CERTIFICATE IS NOT ON BOARD. "EEBD" ANNUAL SERVICING NOT DONE.	17
						2)	SHIP INTEREST CONTACT POINTS NOT AVAILABLE IN "SOPEP" AND THE DRAWING AS REQUIRED BY "SOPEP" NOT AVAILABLE IN MANUAL	17
						3)	DECK LOG BOOK USED IN PHOTO COPIED PAGE STAPPLD TOGETHER. NO RECORD OF WEEKLY TEST AS REQUIRED BY "SOLAS"ch.II	17
						4)	LAST LUB OIL ANALYSIS REPORT IS DATED APRIL-2011	17
						5)	AIR BOTTLE FOR QUICK CLOSING V/V HAS ZERO PRESSURE. DURING TESTING NOT ALL V/VS FOUND CLOSING	30
						6)	"BA" CHART USED FOR VOYAGE FOUND NOT CORRECTED FOR T&P AND "NAV" WARNING	30
						7)	"GMDSS" LOG NOT MAINTAINED PROPERLY. NO RECORD OF COMMUNICATION RECORDED. NOT RECORD OF WEEKLY TEST OF "DSC" DONE.	17
						8)	GARBAGE DRUM USED INSIDE ACCOMMODATION ARE NOT MADE OF NON-FLAMMABLE MATERIAL.	17
						9)	MAGNETIC COMPASS CALIBRATED ON 31.03.2011 HOWEVER DEVIATION NOTED FROM COMPASS ERROR LOG BOOK IS 27 DEG. E&W	17

10)	DURING INSPECTION "FPK" TANK HAS WATER SOUNDING OF 7.5 (m) HOWEVER NO WATER INGRESS ALARM ACTIVATED. "BOSUN" store water ingress alarm sensor not working	30
11)	FIRE ZONE NO. 13 SHOWING FIRE ALARM CONTINUOUSLY. CHECKED HEAT SENSOR AT BATTERY ROOM. GALLEY AND" FPK" . STORE BUT NO FIRE ALARM ACTIVATED. ONE OF THE PUSH BUTTON FOR FIRE ALARM AND BELL NOT FUNCTIONAL ON MAIN DECK	30
12)	MAIN GYRO SHOWING HEADING 171 DEG. HOWEVER REPORTERS WERE SHOWING HEADING OF 175 DEG. WHERE AS ACTUAL HEADING SHOULD BE 176 DEG.	17
13)	DAYLIGHT SIGNALLING LAMP NOT WORKING. SPEED THROUGH WATER INDICATOR NOT SHOWING CORRECT SPEED. LOG WAS SHOWING CONTINUOUS 0.6 KTS. WHERE AS ACTUAL CURRENT AT THAT TIME WAS ABOUT 2 TO 2.5 KTS.	17
14)	NAVIGATIONAL LIGHT FAILURE ALARM NOT WORKING	17
15)	NATURAL VENTS AROUND ACCOMMODATION FOUND EITHER NOT CLOSING PROPERLY OR WASTED.	30
16)	ENGINE ROOM BLOWER DAMPER NOT CLOSING COMPLETELY AND HARD TO OPERATE. FUNNEL DAMPERS NOT SEALING PROPERLY. CLOSING DEVICE FOR ONE OF THE BLOWER FOUND MISSING. ONE OF THE ENGINE ROOM BLOWER DUCT HOLED AND AIR DUCT INSIDE ENGINE ROOM FOUND WASTED IN SPARE LOCKER.	30
17)	LIFE BOAT AND LIFE RAFT LAUNCHING INSTRUCTIONS NOT PROVIDED WITH EMERGENCY SOURCE OF LIGHT.	17
18)	STBD. LIFE BOAT ENGINE COULD NOT BE STARTED. PORT SIDE LIFE BOAT BRAKES FOUND VERY HARD THAT IT COULD NOT BE OPERATED BY TWO PERSONS. FINALLY HAMMER WAS USED TO OPERATE THE BRAKE.	30
19)	4 MOORING ROPES AFT AND 2 MOORING ROPES FWD. THAT WERE IN USE FOUND IN VERY POOR CONDITION. AFT MOORING WINCHES HYDRAULIC LEAK NOTED.	17
20)	PAINT LOCKER SPRINKLER V/V FOUND JAMMED AND COULD NOT BE OPERATED.	17
21)	DURING CARGO OPERATION WIRE OF NO. 2 CRANE PARTED AND GRAB FELL ON TO THE HATCH COVER NO. 2 CAUSING DENT. BUCKLING OF HATCH COVER FRAMES. NO ACCIDENT/HAZARDOUS OCCURRENCE INVESTIGATION CARRIED OUT.	99
22)	INCINERATOR NOT WORKING	30
23)	ONE BLOWER OF SEWEGE TREATMENT PLANT NOT OPERATIONAL. VESSEL FOUND PUMPING OUT SEWEGE DIRECTLY OVERBOARD. THE OVERBOARD V/V WAS LOCKED IN OPEN POSITION.	30
24)	"OWS" CONTENT METER COMPLY WITH "MEPC" 107 (49) HOWEVER NO CALIBRATION CERTIFICATE ON BOARD. DURING INSPECTION IT WAS SHOWING CONTINUOUSLY 14 PPM AND ABOVE.	17

						25)	OIL FOUND IN THE DUCT KEEL. ALARM PANEL IN "ECR" SHOWING HIGH LEVEL ALARM FOR BILGE HOLDING TANK PIPE TUNNEL, AFT BILGE WELL AND SLUDGE TANK. C/E REPORTED BILGE HOLDING TANK IS FALSE ALARM.	30
						26)	MODIFICATIONS NOTED ON THE DISCHARGE LINE FROM NO. 2 "OWS" UNIT AND PIPE BETWEEN OVERBOARD V/V AND 3 WAY V/V. FOUND ONE SUBMERGIBLE PUMP, ONE WILDEN PUMP AND HOSE CONTAMINATED WITH FRESH OIL IN THE ENGINE ROOM BOTTOM PLATFORM AND IN SPARE LOCKER ROOM.	30
						27)	AS PER THE RECORD OF REST HOURS FOR DECK OFFICER, MASTER DID NOT HAVE REST OF CONTINUOUS SIX HOURS FOR THREE DAYS WHEN VESSEL TRANSITTING STRAIT OF HORMUZ. IT HAS BEEN NOTED THAT DURING CARGO OPERATION, 2ND OFFICER, 3RD OFFICER AND TWO "OS" HAD REST OF 8 HOURS ONLY ON ALTERNATE DAYS. AS PER ENGINE ROOM REST HOUR NO ENGINEER IS KEEPING WATCHES IN NIGHT EXCEPT 5TH ENGINEER AND MOTOR/TECH. EVEN DURING STRAIT OF HORMUZ.	30
						28)	MIN. SAFE MANNING DOCUMENT ISSUED BY FLAG INDICATE ENGINE ROOM AS "UMS" HOWEVER AS PER C/E, ENGINE ROOM IS BEING OPERATED IN MANNED CONDITION.	99
						29)	CEMENT BOX NOTED ON VARIOUS "SW" PUMPS AND LINE IN THE ENGINE ROOM.	30
						30)	SHIP STAFF FOUND NOT FAMILIAR WITH SAFETY EQUIPMENT ie. "SCBA" operation of life boat engine and various other equipments.	17
						31)	NOTED VARIOUS LEAKAGES ON THE LINE BASICALLY THROUGH HOSE CONNECTIONS AND GLAND PACKAGES.	16
						32)	MOST OF THE ELECTRICAL PANNEL DO NOT HAVE RUBBER MATTING.	17
						33)	PORTABLE GAS MONITORING EQUIPMENT WERE LAST CALIBRATED BY SHORE IN NOV-2010	17
59	Ship No. 59	India	Viskhapatnam	12-Dec-11	3	1)	The vessel was loading grain at EQ. Master and crew prevented the inspection of the vessel by PSCO raising suspision on the vessels condition and the intention of master. Therefore the inspection is suspended and further inspection of the vessel will be subject to clearance for the same by flag state.	30
						2)	Gangway not covered fully by the safety net	17
						3)	Fire plan holder at gangway does not contain fire plan as per duty officer same kept in accommodation	17
60	Ship No. 60	Australia	Melbourne	22-Dec-11	3	1)	Defective sewage treatment plant	30