

Details of Detention of Hong Kong Ships
(1 January to 31 December 2012)

No	Ship Name	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Deficiency Action Code
1	SHIP NO. 1	Turkey	Izmit	05-Jan-12	14	1) Forecastle deck skylight not watertight. Not as required.	17
						2) Sounding pipes in E/R self closing devices. Not as required	30
						3) Engine room (separator area) excessive oil leakage.	30
						4) Main engine fuel oil unit excessive oil leakage.	17
						5) F/O tanks drainage boxes under F/O unit oily, insulations oily.	30
						6) M/E F/O booster pump No. 1. Inoperative.	17
						7) One of the Ballast pumps leaking from the gland. Leaking.	17
						8) One of the portable fire extinguishers in E/R. Empty.	17
						9) Some of the lighting covers in engine room. Damaged/cracked.	17
						10) Liferafts in boat deck improperly secured. Not ready for use.	17
2	SHIP NO. 2	India	Mundra	14-Jan-12	30	1) Rest Hour: Noted that in the month of Dec-11 Master didn't had a continuous rest of six hours for three consecutive days and second engineer didn't had rest of continuous six hours for 11 consecutive days. During inspection signs of fatigue noted on senior officers.	17
						2) Safe Manning: As per MSMD vessel is short of second officer and 4th engineer. Valid dispensation obtained from administration. Vessel has only one AB and one oiler where as three watch keeping ratings for deck and two for E/room is required. Vessel is provided with 3 deck cadets and 2 e/cadets who hold watch keeping certificate however their total sea time from 10 month to 24 months only.	17
						3) Third officer has taken over his duties and performing them independently however no familiarization was done and no proper handing over and taking over time provided. Many crew member s/off without proper handing and taking over. In general noted poor familiarization of ship staff with ship equipment.	17
						4) Its been recorded in Garbage log book that garbage has been disposed during vessel stay at Kandla anchorage and during port stay. There is an entry reg. garbage disposal to shore bin at Kandla however no such shore bin is available at Kandla. Last shore disposal of garbage is on 27.08.11 however plastic accumulated is only 0.2 cu. ORB has a entry of oily rags incineration however no such entry made in garbage log.	30
						5) BA chart used for present voyage found not corrected, T&P correction not plotted. NP 38 found not corrected.	30
						6) No entry made in GMDSS log since 20.12.11, no record of communication entered and record of	17

							weekly DSC test not found.	
						7)	Water ingress alarm showing sensor failure alarm	30
						8)	Smoke sensor on bridge stbd side found not operational.	30
						9)	Difference between gyro heading and magnetic heading is 15 deg. No calibration record of magnetic compass available.	15
						10)	It took 32 second while changing wheel from hard port to hard stbd with both steering motors on. There is error of 5 deg in rudder angle indicator.	17
						11)	One of the two way emergency radio not operational	17
						12)	During inspection noted hot work being carried out on boat deck. Ship has received conditional permit which states that during tanker operation on tanker berth hot work must be stopped however hot work was not stopped. Also noted no fire patrol, fire extinguisher of charged hose standby near area of hot work. Gases not checked prior hot work.	30
						13)	Funnel dampers could not seal properly. Funnel casing found wasted and holed at four different places. Galley vent damper locking pin was nuts and bolt which found jammed and can't be operated.	30
						14)	One Spliced rope used for mooring	16
						15)	Sewage overboard valve found in open position. Vessel has holding tanks which were empty during inspection.	30
						16)	Oily engine room bilge well and pool of oil noted below generators.	17
						17)	Muster card to be updated prior departure.	17
						18)	Emergency exit signs are marked about 1.5 ~ 2.0 m above deck	17
3	SHIP NO. 3	Japan	Nagoya	08-Feb-12	22	1)	Starting battery of emergency generator. Not charged to start engine	17
						2)	Garbage. Not separated properly.	17
						3)	Hook releasing device of starboard side lifeboat. Not resetting certainly (fore and aft hook cam plates has shifted from reset position)	30
						4)	Number of lifeboats. Not marked at canopy.	17
4	SHIP NO. 4	Spain	Barcelona	31-Jan-12	1	1)	15 ppm alarm arrangements (3-way valve) does not work properly. Open and close permanently. Not as required. (ISM)	30
						2)	No correct operation of OWS. 15 ppm content sensor can manipulate by crew during test. Crew members seem do not know correct way to operate with OWS. (ISM)	30
						3)	Continuous synopsis record original document No.2 not on board. Invalid.	16
						4)	Some IMO life-saving signals to be posted. Missing.	17
						5)	Galley general lack of cleanliness. Not as required. (ISM)	17
						6)	Fish and meat room overheated. Some water leakages at refrigerator plant. (ISM)	17
						7)	Level indicators for bunker tanks at engineer room are permanently open and communicated with tanks. (ISM)	17
						8)	MARPOL last edition not on board (ISM)	17

						9)	Internal safety audit and corrective action is required within 3 months. Deficiencies marked (ISM) are objective evidence of a failure or lack of effectiveness, of the implementation of ISM Code.	18
5	SHIP NO. 5	India	Visakhapatnam	01-Feb-12	18	1)	Off course alarm on auto-pilot and power failure on steering motor defective.	17
						2)	Performance monitor on radar (port side) defective.	17
						3)	Under-keel Clearance is not maintained in voyage/passage plan while entering channel or arrival Vizag	99
						4)	MF/HF DSC test records not available.	17
						5)	Smoke detection system for cargo holds defective.	17
						6)	Water ingress system for cargo hold no power available.	30
						7)	Immersion suits service records not available	17
						8)	Incinerator not working.	30
						9)	Oil leakage noticed on generators and main engine area.	17
						10)	Drain plugs missing for oil trays.	17
						11)	On load release gear wire parted during the lowering of lifeboat. Brake slipping during hoisting.	30
						12)	Lifeboat lowering instruction sticker is of open lifeboat where as ship is fitted with closed lifeboat.	17
						13)	Lifeboat five year load-test record not available.	17
						14)	Steel wasted on windlass gypsy, main deck, hatch coaming	17
						15)	Second officer flag endorsement expiring on 1/2/2012	17
6	SHIP NO. 6	USA	Savannah, GA	09-Feb-12	4	1)	Ship shall comply with the relevant requirements of this chapter and of part of the ISPS code at security level one. The following activities shall be carried out; controlling access to the ship. Ship Security Plan requires record of employee ID Document under their stevedore access procedures. This shall be regularly updated onboard. No record of stevedore identification was being maintained.	30
						2)	Ships shall comply with the relevant requirements of this chapter and of part A of the ISPS code. The duties and responsibilities of the ship security officer shall include: Maintaining and supervising the implementation of the ship security plan. Enhancing security awareness and vigilance on board, and ensure adequate training has been provided to shipboard personnel. The ship security officer was unfamiliar with the stevedore access control measure, unfamiliar with conducting.	30
						3)	Drills when more than 25% of the crew changes, and unfamiliar with plan audits and reviews. SSO unable to conduct proper training because he is unfamiliar with the training requirements in the Ship Security Plan. Recommend security plan audit by recognized security organization, proper training and security drill shall be completed in accordance with security measures outlined in the ship security.	30
7	SHIP NO. 7	USA	New Orleans	15-Feb-12	2	1)	When asked, crew could not produce operator's maintenance manual for OWS. PSCO requested equipment test, however after 25 minutes, crew was	30

						unable to maintain operation of OWS in recirculation mode. MEPC 107(49) states "Ship staff training should include familiarization in the operation and maintenance of the equipment." Crew was unaware that Oil Content Meter recorded and stored data, nor were they able to recall data. The Engineering Department was unaware that the Oil Content Meter recorded the start and stop time of the Oily Water Separator and did not know how to recall information from the Oil Content Meter memory. MEPC 107(49) states OWS operator's maintenance manual should be kept on board at all times. Provide corrective action plan from Company with concurrence from Administration.	
						2) Each operation and failure required to be recorded in the Oil Record Book (ORB) shall be completed in accordance with the Convention. The PSCO reviewed the 15 ppm bilge alarm {Oil Content Meter (OCM) - 107(49) approved] recorded data history in comparison with the ORB entries. The PSCO noted the following 3 dates for OWS operations in the ORB that did not correspond with the OCM: 27 Dec., 2011, 15 Nov., 2011, 19 Sep., 2011. The accumulative amount of discharge of the aforementioned dates was: 34m ³ . In addition, the following four entries on the OCM were noted, but not entered in the ORB: 31 Oct., 2011, 13 Jan., 2012, 16 Jan., 2012, 17 Jan., 2012. The accumulative time for these dates is approximately 7 hours and 45 minutes. Provide corrective action plan from Company with concurrence from Administration.	30
						3) Cargo ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the LSA Code. The following equipment was not on the rescue boat in accordance with the Code: one waterproof electric torch, one whistle or equivalent sound signal, a first aid outfit, two buoyant rescue quoits, thermal protective aids and portable fire extinguishing equipment. Provide documentation from certificate issuing authority stating that all required equipment is stowed on board the rescue boat.	17
						4) Each bunker line transfer pipe must be tested annually and not leak under static liquid pressure at least 1.5 times the maximum allowable working pressure. Vessel is prohibited from conducting bunkering operations in U.S. waters until bunker line is static liquid pressure tested and written documentation is provided to U.S. Coast Guard in accordance with 33 CFR 155.820.	17
8	SHIP NO. 8	Australia	Kwinana, WA	02-Mar-12	13	1) Oil record book Part I - obsolete version.	15
						2) Stern light - defective.	17
						3) VHF aerial on monkey island - not secured.	17
						4) Funnel fire flaps (Port) - unable to close	30
						5) Main deck and boat deck guard rails - pins missing for many gates, rails broken or distorted.	17

						6) Several hatch drain non-return valves broken or missing	17
						7) Deck light on forward mast - detached	17
						8) Engine room fire main isolation valve not operational	30
						9) Fire main - leaking dresser coupling on main deck (S)	17
						10) Cabling for emergency light on starboard davit - not properly secured	17
						11) Hatch covers for access to cargo holds - many wing nuts missing.	17
						12) Cargo hold hatch cover cleats - some sockets for cleats defective IWO hatches 1 and 2.	17
						13) Line between lifebuoy and bridge wing smoke float - too short.	17
						14) The SMS (Safety Management System) does not ensure effective maintenance of the ship and equipment in accordance with regulations as evidenced by deficiencies 2-12 above.	30
9	SHIP NO. 9	Australia	Melbourne	19-Mar-12	11	1) C/O and 3/O not adequately rested as per STCW for first and subsequent bridge watches. C/O 10/02/2012 and 3/O 14/02/2012. Additionally no hours of rest records onboard for 2/O for period 01/02/2012 to 13/02/2012.	17
						2) No bridge visibility calculation available for arrival Melbourne or departure Long beach.	17
						3) Port and Starboard lifeboat have not been maneuvered in last 3 months.	15
						4) Twist locks in use onboard are not contained in vessels Cargo Securing Manual.	99
						5) Vessels has utilized defective and improvised lashing equipment extensively in cargo securing.	30
						6) Numerous oil tank gauges gagged open in engine room.	17
						7) ME fuel pumps No. 2 and 3 fuel oil leak lines disconnected. No. 2 Diesel Generator No. 4 fuel pump fuel leak line missing.	17
						8) No. 1 Diesel Generator fuel oil leak alarm by-passed.	17
						9) EEBD marked number 5 in engine room defective.	17
						10) SMS fails to ensure that bridge officers are fit for duty and that records are maintained of crew working hours as evidenced by deficiency number 1.	18
						11) SMS fails to ensure that vessel is maintained to the required standard as evidenced by deficiencies 5, 7, 8 and 9.	18
10	SHIP NO. 10	Australia	Newcastle	21-Mar-12	6	1) EGC not configured correctly to receive marine safety information.	17
						2) No records maintained for vessel's position during pilotage leg of voyage.	99
						3) Fire hoses in engine room (few) perished and leaking.	17
						4) Starboard lifeboat on-load release defective.	30
11	SHIP NO. 11	Brazil	Rio Grande	20-Mar-12	15	1) Ladder - Poop/Mess (Port & Stbd) - all steps with excessive corrosion.	17
						2) Bunker Station (Port & Stbd) - all materials (gauges, pipes, flanges) with excessive corrosion (bad condition of the maintenance)	17
						3) Garbage - there are lot of garbage on mess deck (plastic)	17

						4)	Air condition compartment with lot of water in floor and drain obstructed.	17
						5)	Steering gear compartment stowage FO, DO, garbage, tunnels and dirty of oil.	17
						6)	Steering gear is leaking hydraulic oil by seal in pump No. 2.	17
						7)	Boiler - failure in low water test - shall be retested.	30
						8)	Emergency fire pump compartment without maintenance and dark.	17
						9)	Heating water tank is in general bad condition and holed.	17
						10)	Provision compressor plant is in bad condition and pipe of cooler in and out is holed with provisional repair.	17
						11)	M.E. cylinder No. 3 is leaking water.	30
						12)	FW jacket cooler with cover in bad condition and leaking.	17
						13)	Oil moisture detector – graviner optic test failure.	30
						14)	Auxiliary engine No. 1 - sea water pipe is holed. Sea water pipe out is in bad conditions.	17
						15)	Cascade tank cover and valves of condenser are in bad conditions.	17
						16)	Engine room - in general is dirty, floor is slippery with garbage and tools with risk of personal accident.	17
						17)	Air condition pipe to overboard near stuff box L.O. is holed.	17
						18)	FW hydrophone tank is holed.	17
						19)	Shaft generator is out of order.	17
						20)	Sludge dewatering unit is out of order.	17
						21)	Engine room fan No. 3 and No. 4 is dirty and the door not closed.	17
						22)	There is a lot of mixture oil onboard - Remove to ashore facility.	17
						23)	Endorsement of flag state - all officers endorsements available onboard only copies.	17
						24)	There is a clear evidence the ship does not substantially comply with the requirements of the ISM code.	30
12	SHIP NO. 12	Australia	Brisbane	26-Mar-12	6	1)	Australian Sailing Directions Vol. 15 not corrected since 2009.	17
						2)	Galley main ventilation damper not marked with open and close.	17
						3)	Main mast stay wire insulators broken.	15
						4)	Sat C not setup to receive MSI for area of operation.	17
						5)	220V circuit installation monitor earth test function defective.	17
						6)	Numerous fire nozzles missing in several locations around the ship.	17
						7)	Number 1 and 2 auxiliary engines cooling system valves wheel handles missing.	15
						8)	Engine room walkway plates (various) not secured - trip hazard.	17
						9)	Boiler blow down valve insulation missing.	17
						10)	Emergency light funnel defective.	17
						11)	Rescue boat windscreen defective.	15
						12)	Fwd liferaft ladder shackles seized.	17

						13)	Cargo hatch stoppers not in place at time of inspection.	17
						14)	Windlass hydraulic room weather tight door missing dogs.	17
						15)	Fore peak valve handle missing from location.	17
						16)	Free fall lifeboat engine defective.	30
						17)	The SMS does not ensure that the vessel can effectively respond to emergency situations as evident by deficiency No. 4, 6, 10, 11 and 16.	18
13	SHIP NO. 13	Australia	Dampier, WA	17-Apr-12	18	1)	Port and starboard life boats, engine cover hinges defective.	17
						2)	Starboard life boat on load release not correctly reset.	17
						3)	Starboard life boat engine unable to start.	17
						4)	starboard life boat battery change over switch defective.	17
						5)	Emergency generator not ready for immediate use.	17
						6)	Emergency generator secondary means of starting defective.	17
						7)	Emergency steering position, gyro compass mounting unsecured.	17
						8)	Cargo hatch covers No. 1 to 9, sealing rubber channel severe wastage.	99
						9)	Forward starboard mooring winch, hydraulic oil leak.	15
						10)	Emergency switch board, insulation monitoring, earth test defective.	17
						11)	No.3 generator, cooling water pipes, temporary repair.	17
						12)	Galley stove exhaust, excess oil accumulation.	17
						13)	Deficiencies No. 2, 3, 4, 5, 6, 7 & 10 are objective evidence the vessel's ISM SMS does not provide for emergency preparedness.	30
						14)	Deficiencies No. 1 to 12 are objective evidence the vessel's ISM SMS does not provide for maintenance of ship and equipment.	30
14	SHIP NO. 14	Indonesia	Tanjung Perak - Surabaya	23-Apr-12	7	1)	IMDG Code old edition.	17
						2)	Supplement IAMSAR Vol. III not available.	17
						3)	Reflector tape lifeboat worn out.	17
						4)	MF/HF DSC unit defective.	30
						5)	High pressure M/E and emergency generator not isolated with anti-splashing tape.	17
						6)	Some instruction and standing order in engineer room not in working language.	17
						7)	Chemical safety handling tool kit not available.	17
						8)	High pressure pipe M/E not isolated with anti-splashing tape.	17
						9)	Self closing valve hydraulic tank steering gear secured by wire.	17
						10)	Hatch cover maintenance record not recorded properly.	99
						11)	OWS approval certificate not available.	17
						12)	Original LRIT certificate not available on board.	16
15	SHIP NO. 15	USA	Stockton	01-May-12	9	1)	The Machinery and associated piping systems shall be of design and construction adequate for the service for which they are intended. When de-ballasting CH.	17

					#3 the mechanical seal on the ballast pump failed and caused 100m3 of ballast water to leak into the Engine Room bilge, the 100m3 of ballast water was contaminated with oil as a result. Oily water mixture was transferred to pipe tunnel, which is not a designed holding tank. Class must verify that vessel may store oily water in tunnel until it may be processed through OWS.	
					2) The machinery and associated piping systems shall be of design and construction adequate for the service for which they are intended. The valve from Cargo hold #3 to ballast water system has failed	17
					3) Before the ship leaves port and at all times during the voyage all LSA shall be in working order and ready for immediate use. The fwd hatch on the port lifeboat does not seal and there are holes from missing bolts allowing for water ingress.	17
					4) Ships shall comply with the relevant requirements of SOLAS and Part A of the ISPS code, taking into account the guidance given in Part B of the ISPS code. The vessel has a conflict between safety and security. The vessel has locked all the doors of the house leading to the outside decks. No keys to access the house from outside during an emergency have been provided. Also unaccounted for keys were found in Engine Control room and Paint Locker.	17
					5) Machinery, associated piping, and fittings shall be of design and construction adequate for the service intended and installed to reduce danger to persons onboard. The forward mooring arrangement piping was found to be leaking hydraulic fluid	17
					6) Machinery, associated piping, and fitting shall be of design and construction adequate for the service intended and installed to reduce danger to persons onboard. The following discrepancies were found in the Engine Room -1. The Port Side No.3 HFO tanks steam heater piping has cracked welds and is leaking 2. The bunkering line has numerous leaks on all the flanges. 3. The Aux Generator lube oil storage tanks is leaking oil from the sight glass	17
					7) Before the ship leaves port and at all times during the voyage, all LSA shall be in working order and ready for immediate use. A) The Rescue Boat: Forward limit switch sticks in the open position B) Releasing control wire modification impedes the release of the boat during emergency operations C) Releasing control wire sheaves are seized preventing wires to move freely, this causes the brake to pull up and disengage the winch.	17
					8) Sewage processing system must be operated and maintained in accordance with manufacturer's instructions. The crew is using the incorrect tablets in the sewage systems. The tablets the crew is using are crumbling and clogging the system.	40
					9) Every ship 400GT and above shall carry a Garbage Management Plan which the crew shall follow. The	40

						vessel is not following the Garbage Management Plan. There is mixed garbage throughout the ship and they are burning metal and plastic in the incinerator	
						10) Cylinders must be secured and when not in use they must be stowed in a rack in an upright position, with the valve protection cap in place. Acetylene and Oxygen bottles are not stowed for sea or secured in a rack.	10
						11) Oil Filtering Equipment shall be such to ensure that oily mixture discharged into the sea shall not exceed 15 ppm. The vessel crew was unable to prove proper testing of the oily water separator.	17
						12) Any ship at 10,000 gross tons or more shall be fitted with oil filtering equipment complying with relevant regulations, Upon testing the oily water separator under the previous deficiency #11 Code 1736, it was found that the coalescer high level oil probe has a broken connection block which causes the coalescer to continue fill with oil since the bilge pump and three way valve never gets the signal to activate during a possible high oil level. The oily water separator is currently not operational until a replacement oil level probe is purchased, installed and tested.	17
						13) The company should ensure that each ship is manned with qualified seafarers in accordance with national and international requirements. The Chief Engineer was unfamiliar with the operation of the vessels Oily Water separator.	17
						14) Due to the above objective evidence, the Captain Of The Port of San Francisco questions the adequacy of the implementation of the vessels Safety Management System under the International Safety management System Code. An external audit is recommended to be conducted by the flag state or recognized organization to determine whether the ship is operating in accordance with the International Safety Management Code.	17
						15) Any ship of 10,000 GRT or more shall be fitted with oil filtering equipment complying with the relevant regulations. The oily water separator onboard is inoperable due to broken connection block on the coalescer high level probe. In addition, the vessel's crew was unable to sustain operability of the OWS and or properly conduct testing of the OWS	30
16	SHIP NO. 16	Germany	Hamburg	15-May-12	2	1) ISM Code- Deficiencies marked (ISM) are objective evidence of a serious failure or lack of effectiveness of implementation of ISM Code	30
						2) Operation of GMDSS - Due to communication problem (English language) the requirements according SOLAS Ch. V.R.14.4 are not fulfilled (ISM)	30
						3) Table of shipboard working arrangements missing	17
						4) Other (SOLAS operational) – The communication with officers and crew is difficulty. English knowledge are poor. The new master on board since 14.05.2012 is unable to speak and understand English	30

						language. The insufficient ability of the previous officers and crew is the reason for the Message from VTS-Aaland-sea as the vessel not passed through DW route the TSS. (ISM)	
						5) Life rafts not secured as required. Pelican hook missing (ISM)	17
						6) In front of main switchboard a rubber mat missing. Has to be one in front of and behind the switchboard (ISM)	17
						7) Welding gas and O2 station unsafe. Cylinders not safe secured, no wood underneath (ISM)	17
						8) Passage plan past voyage, the sailing direction for North Sea not included. The squat schedule or diagram is missing (ISM).	17
						9) ITU list of ship stations 1st digital edition 2011 missing	17
						10) Galley disorderly and dirty sideboards full of rubbish. Rotten foodstuffs, corroded knives etc. fitter devise above the oven greasy danger for fire (ISM)	17
						11) BA charts 323, 1632, 1635 expired. Notice to Mariners week 16 up to 20 to be delivered onboard.	17
						12) In SOPEP file list of port contacts and list of ship interest contacts not filled as required	17
						13) Pt. C 11 to be filled in oily sludge system tanks, never bilge water holding tank (ISM)	17
						14) In Garbage record book found wrong entries. Only to enter what is required.	17
17	SHIP NO. 17	Australia	Melbourne	22-5-2012	4	1) Oily water separator auto stop device is defective	30
						2) Sewage treatment plant is defective	17
						3) Freefall lifeboat recovery limit switch, cable is missing, sheaves frozen	17
						4) No manufacturers instruction for simulated launching provided, but general instructions posted adjacent to boat	16
						5) Access to boat is dangerous. Gap in excess of 400mm	17
						6) Rescue boat crane sheave is frozen	17
						7) Large scale charts not provided for previous and next voyage. AUS757, 758, 759 and AUS 802, 357	17
						8) Mooring lines are tied up on drum ends instead of on the bollards	17
						9) ISM system does not ensure the maintenance of ships and equipment is carried out as required	30
18	SHIP NO. 18	Australia	Fremantle	22-05-2012	12	1) F/F L/B quarterly maneuvered in water on 30/1/2012 not recorded in official logbook	17
						2) Last special survey executive hull summary not onboard.	16
						3) Deck cargoes not secured as per cargo securing manual	17
						4) Navigation officers unable to verify deck cargoes not compromise bridge visibility requirements.	17
						5) Various cargo securing equipment not in accordance with cargo securing manual	17
						6) Oily water separator 3-way valve function (open/close) not demonstrated.	17
						7) Pilot ladder steps fixtures many found loose	17
						8) Emergency fire pump not accessible without passing	17

						through E/R - escape hatch to aft deck chained from inside.	
						9) Rescue boat hand pump discharge hose kinked and unable to insert pump operating handle	17
						10) Searchlight missing from rescue boat.	17
						11) Rescue boat engine difficult to start and unable to hold in idle speed without stalling	17
						12) Rescue boat engine starting cables & other electric connections in poor condition	17
						13) Emergency fire pump priming device not adjusted for ready operation	99
						14) Structural fire protection insulation on E/R aft bulkhead IWO emergency fire pump priming unit deteriorated.	17
						15) Emergency generator secondary means of starting - hydraulic system air lock and not readily available for use.	99
						16) No. 1, 2 & 3 E/R fan fire dampers defective (unable to close fully - large gap between flap & seat)	30
						17) Port side fire main isolation valves defective (E/R & Deck).	30
						18) Stbd side fire main isolation valves no indication of open & close positions.	17
						19) Various ballast tanks air pipe ventilators closing device defective	30
						20) Various indicator lights for open & close positions of E/R fire damper in fire station not working.	17
						21) P&S D/A T/B exhaust insulations in poor condition	17
						22) Auxiliary air bottle in E/R empty.	17
						23) Record of parameters for main & aux. engines not in accordance with NOx Tech. Files	99
						24) Provision store room floor wet and electrical wiring in poor condition.	17
						25) Various fwd mooring ropes shown signs of excessive wear/local damage	15
						26) The Company SMS does not ensure effective maintenance of the ship and equipment in accordance with regulations as evidenced by all of the above Code 17 deficiencies except Def.#1, 3, 4, 5, 22 & 23	30
						27) In view of the quantity & nature of the above deficiencies, they are objective evidence that vessel has not been maintained between surveys.	30
19	SHIP NO. 19	India	Visakhapatnam	31-5-2012	22	1) Rudder moving rapidly to hard port when no. 2 steering motor switched on – on both hand & auto modes off course, alarm not working on auto pilot.	30
						2) Nav. Tex printer - print out is not clear	17
						3) UKL - not mentioned in passage plan	17
						4) Boiler auto controller / guard glass column wasted	17
						5) Steel wastage noted at places -save all tray near port gangway wasted heavily	99
						6) Stbd JRC radar -officers unable to demonstrated guard zone alarm	17
						7) Oil spills near generators & hyd. winches	99
20	SHIP NO. 20	Greece	Thessaloniki	17-06-2012	13	1) Wash oil tank ventilator pipe damaged.	16

						2)	Provision davit hooks safety pin missing.	14
						3)	Lack of knowledge about lowering procedure of life boat.	30
						4)	Lack of knowledge about manual release of life raft.	30
						5)	Manual release lever of life raft found stuck due to lack of maintenance.	30
						6)	Lashing material & brake operation of life boat release with hammer.	30
						7)	Two self closing fire doors found blocked with hooks.	30
						8)	Soap not available in bridge toilet.	17
						9)	ISM not as required.	19
21	SHIP NO. 21	Australia	Hay Point	20-06-2012	8	1)	Midship locker - pump room - numerous paint tins stored in close proximity to electrical equipment & cordage	17
						2)	Hatch cover auto cleats - almost all auto-cleats on every hatch are seized. Excessive clearance between hook and wedge on coaming evident on hatches that are closed	30
						3)	Vessel's safety management system does not ensure the maintenance of the ship and equipment as evidenced by deficiency # 2.	18
22	SHIP NO. 22	New Zealand	Auckland	22-06-2012	5	1)	Safety of navigation/voyage data recorder b (VDR)/simplified voyage data recorder (S-VDR)/VDR annual certificate expired	99
						2)	Water/weathertight conditions/cargo & other hatchways/Engine room hatch aft deck-missing 4 butterfly clips	99
						3)	Water/weathertight conditions/Ventilators, air pipes, casing/ Ventilator gauzes failed / debris behind gauzes fore peak	99
						4)	Fire safety / Fire -dampers / No.1 stbd fwd engine room fan damper non operational	30
						5)	Fire safety / fire dampers/ no.2 port fwd engine room fire damper non operational	30
23	SHIP NO. 23	Korea	Incheon	20-06-2012	3	1)	Vehicles loaded in cargo hold (no DOC of dangerous cargo)	30
						2)	Emergency light for GMDSS not installed permanently	17
24	SHIP NO. 24	Japan	Moji (Yahata)	05-Jul-12	2	1)	Both side deck line of draft mark - Unpainted.	17
						2)	Record of security drill - Not recorded in English, French or Spanish language.	99
						3)	Parameter record for Nox-emission control of main engine and auxiliary engines - Not recorded.	99
						4)	Hours of crew rest - Not recorded properly.	99
						5)	Emergency towing plan - Not coincided with mooring arrangement between plan and actual.	16
						6)	Charts of intended voyage (JP135, JP1263, JP1265) - Not updated.	17
						7)	Emergency battery for daylight signalling lamp - Not available on board.	17
						8)	Electric safety lamp of fireman's outfit - Not turned on.	17
						9)	Galley exhaust fan and duct - Greasy.	17
						10)	Dual type navigational light of starboard-side -	17

						Broken the topside cover.	
						11) Safe working load of each shipboard fitting for mooring arrangement - Not marked cleared.	16
						12) Securing nuts of F.P.T. manhole - Missing.	17
						13) Fire door of the entrance to engine room on upper deck - Not properly closed by self close.	17
						14) Rubber spring washer of five sets of cargo hatch cover cleating devices - Wasted.	16
						15) Weekly inspection for life boats - Not properly carried out.	99
						16) Fire integrity of machinery space boundaries - Not completed. (Bulkheads between the machinery space ventilator casings and corridor, lavatory, mess room and store room have not been insulated to meet A60 class).	30
25	SHIP NO. 25	Vietnam	Ho Chi-Minh City	24-Jul-12	14	1) Boiler high level alarm not working.	30
						2) Steering gear alarm not working.	30
						3) Engineer unfamiliar with O.W.S. safety valve test operation.	30
						4) No. 2 G/E too much oil leaking.	17
						5) Cumulative list of Admiralty Notice to Mariner 6/2012 not on board.	17
						6) Notice to Mariner not update.	17
						7) List of ship's station and maritime mobile services identity assignment 2012 not on board.	17
						8) Stair step to starboard lifeboat and port lifeboat corroded and holed. (railing)	17
26	SHIP NO. 26	Australia	Brisbane	25-Jul-12	22	1) Responsible officers not able to demonstrate operation of the Emergency Fire pump from the Emergency Switchboard.	30
27	SHIP NO. 27	Morocco	Jorf Lasfar	05-Jul-12	14	1) Additional level II not respected by crew; access to the ship not as required by ISPS code.	18
						2) Dynamic test for life boats missing on board.	17
						3) Log book for fire drills and abandon ship drill to be up dated.	17
						4) Lack of familiarity for the master concerning answering question for safety.	30
						5) More than 5 degree difference in Gyro Compass to be adjusted.	17
						6) Chart BA862 missing on board.	17
						7) Log book for GMDSS to be up to date.	17
						8) Many parts in engine room of leakage to be cleaned.	17
						9) Alarm arrangements to indicate when the level of 15ppm not exceeds, not tested properly.	17
28	SHIP NO. 28	Indonesia	Tanjung Priok, Jakarta	20-Jul-12	18	1) Fire funnel damper not properly close.	30
						2) Lifeboat PS - Un stowage position.	99
						3) Air ventilation of M/E (Main Engine) - Without screen.	99
						4) Operation of discharge of sludge of waste oil - unsafely discharge.	99
						5) According to deficiency, ship ISM code failure maintenance system, emergency preparedness and safety environmental system.	18

29	SHIP NO. 29	U.K.	Tyne	06-Aug-12	4	1)	Cargo information - missing information - V/L required to mark hatch entrances as oxygen deficient and monitor hold O2 and CO content - not done	17
						2)	Launching arrangement for rescue boat - not properly maintained - davit will not hoist Boat unless brake is held down.	30
						3)	Lights - inoperative - lower foremast	17
						4)	Fitness for duty - rest hours insufficient - not all crew meeting hours of rest E.G. C/Eng failed to get continuous 6 hour rest period on 24 hours on 05-06 July 2012.	17
						5)	Electrical - not as required - electrical connection by forecastle unsafe	17
						6)	Emergency lighting - inoperative - port liferaft overside light	10
						7)	Fire doors - not as required- numerous fire doors do not close and latch or latch is broken	17
						8)	Fire dampers - inoperative - none of the 4 engine room louvres operated by remote wire worked - all wire broken, emergency generator, funnel and air conditioning room ventilator cannot be closed.	17
						9)	Means of escape - not as required - main deck means of escape loading from the outside.	10
						10)	ISM- not as required - deficiencies marked ISM are evidence of a serious failure of the implementation of the ISM code	19
						11)	Safe means of access shore-ship, damaged -standard gangway bottom step.	17
30	SHIP NO. 30	Republic of Honduras	Puerto Cortes	04-Aug-12	4	1)	Special requirements for ship carrying dangerous goods.	30
31	SHIP NO. 31	Republic of Honduras	Puerto Cortes	15-Aug-12	6	1)	IMO number is not permanent marked.	30
32	SHIP NO. 32	Australia	Weipa	21-Aug-12	9	1)	Bracket for number two cargo hold for coaming cracked.	99
						2)	Records of rest for 3rd officer not fully completed.	17
						3)	Crew recreation room seating defective.	18
						4)	Fire damper port side for engine room defective. Rectified during inspection.	17
						5)	Voyage to Weipa from Korea used with unauthorised photocopied charts. Intended voyage charts not onboard.	17
						6)	SMS fails to ensure the required navigation charts were onboard and in use for navigational passages.	30
33	SHIP NO. 33	Australia	Brisbane	22-Aug-12	9	1)	Master and some watchkeepers unfamiliar with testing of SART with appropriate RADAR (S band instead of X band).	17
						2)	Compass errors not being obtained as required by STCW.	16
						3)	Fire alarms switched off for previous 24 hours after carrying out test of system.	17
						4)	Magnetic compass deviations excessive.	99
						5)	SOPEP list of contacts not current.	16
						6)	Lifebuoy light for pilot defective.	17
						7)	Engine room fire door not closing effectively.	17
						8)	E/R DO bilge tank closing device defective.	17
						9)	Main engine exhaust lagging cover defective.	16

						10)	Machinery space opening between engine room and vehicle ramp not watertight.	17
						11)	Numerous hatch cover top cleats defective & seized in position.	17
						12)	Vessel arrived in port from sea with hatch cover top cleats not in use.	30
						13)	The SMS has failed to ensure procedures for the safe operation of the ship are in place. This is evidenced by deficiency number 12.	30
						14)	Vessels operators have failed to provide ship with appropriate large scale charts for this port. Vessel entered port with photo copied charts only.	30
						15)	Inner bulkhead door from stern ramp to cargo hold, some cleats defective and not closing effectively and closing handle locking pins missing.	17
34	SHIP NO. 34	Italy	Venezia	14-Sep-12	2	1)	Emergency sources of power - Emergency generator - inoperative - Automatic start of Emergency generator found inoperative during test. (ISM)	30
						2)	Ready availability of firefighting equipment - inoperative - fire damper for galley, CO2 room, emergency generator room and steering gear room found blocked in open position. (ISM)	30
						3)	Ropes and wires - not properly maintained - one mooring rope in stbd. Worn-out.	17
						4)	Other (ISM). Deficiency(s) marked (ISM) is objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code, internal safety audit and corrective actions is required before departure of the ship.	30
35	SHIP NO. 35	USA	Savannah	11-Sep-12	3	1)	Before the ships leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. The Rescue Boat engine was found to be inoperable due to a failed fuel tank primer.	30
						2)	There shall be in each space such approved foam type fire extinguishers, each of at least 45 liter capacity or equivalent, sufficient in number to enable foam or its equivalent to be directed onto any part of the fuel or lubricating oil pressure systems, gearing or other fire hazards. Fire-fighting systems and appliances shall be kept in good order and readily available for immediate use. 02-45 liter foam extinguishers located in the Engine Room, were reported to have inadequate pressure on 31 August 2012. Also, 02 fire call points located on the forecandle are also inoperable.	30
						3)	The arrangements provided (unattended machinery spaces) shall be such as to ensure that the safety of the ship in all sailing conditions, including, manoeuver, its equivalent to that of a ship having the machinery spaces manned. The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. The Main Engine crankshaft	30

						<p>position sensor for the cylinder lubricating system failed on 11 June 2012. Additionally, #2 auxiliary engine, low speed sensor failed on 21 June 2012. Based upon the malfunction on the Main Engine Lubricating System and the #2 Auxiliary Engine low speed sensor – the Unattended Machinery Space requirements are no longer met thus inoperative. The items must be corrected or Manning must be adjusted in accordance with the Minimum Safe Manning Certificate.</p>	
						<p>4) The Company should establish procedures for key shipboard operations concerning the safety of personnel, ship and protection of the environment. The Ship's crew failed to file Form S-023 Malfunction of Devices as required by the Safety Management System (SMS) page 59, for the failure of the Rescue Boat Fuel primer on 19 June 2012, the failure of the #2 Auxiliary Engine Low Speed Sensor on 21 June 2012, and the failure of 02 fire alarm call points on the main deck near the forecandle on 31 August 2012. The crew also failed to log the main engine malfunction and the #2 Auxiliary engine malfunction as required by their Safety Management System on page 153. Furthermore, the Third Mate incorrectly filed Form S-044 Weekly Inspection of Lifesaving Appliances, and Form S-074 Monthly Inspection of Lifesaving Appliances. The Third Mate continued to log the rescue boat as fully functional for over two months after the initial failure of the item. Based upon the above deficiencies regarding the lack of implementation of the Safety Management System on board, and ISM Internal Audit is Requested, and Corrective Action Plan to prevent reoccurrence of these items.</p>	50
						<p>5) The Company should ensure that appropriate corrective action is taken. The Ship's crew filed a Parts Requisition #58 for a replacement fuel primer for the Rescue Boat on 19 June 2012, #53 for Main Engine Crankshaft position sensor on 11 June 2012, #64 for #2 Auxiliary engine low speed sensor on 21 June 2012, #105 for 2-45 liter inoperable fire extinguishers on 31 Aug 2012, and #110 for two inoperable fire call points on 03 September 2012. The Company failed to provide spare parts for essential machinery, firefighting and lifesaving appliances in adequate time. Based upon the above deficiencies regarding the lack of implementation of the Safety Management System on board, and ISM Internal Audit is Requested, and Corrective Action Plan to prevent reoccurrence of these items.</p>	50
36	SHIP NO. 36	Australia	Hay Point	03-Oct-12	8	<p>1) Emergency generator - auto load test could not be demonstrated.</p>	30
						<p>2) Lifeboat davits Port & Starboard - limit switches defective.</p>	17
						<p>3) Engine room escape door on bottom plates not self-closing.</p>	

						4)	Engine room ventilation fans #1 & 2 - fire dampers not immediately operable - securing pins seized.	
						5)	Garbage record book - entries & operations not being recorded as per garbage management plan.	18
						6)	Monitoring of coal cargoes - gas levels not being regularly recorded & pH consistently being recorded as 7.	17
						7)	Charts for forthcoming voyage - charts AUS805 not on board and charts AUS349, BA4709 and BA4726 old editions.	17
						8)	Vessel's safety management system does not ensure the use of current official charts in voyage planning as evidenced by def #7 and the use of AUS4621 - old edition in previous voyage.	18
						9)	Vessel's safety management system does not ensure emergency preparedness of vessel as evidenced by def #1, 2, 3, 4.	18
37	SHIP NO. 37	Indonesia	Tanjung Priok	19-Oct-12	4	1)	Fire alarm panel delay alarm audible over 2 minutes (2.m 05sec).	30
						2)	Fixed CO2 box release system error.	30
						3)	Fire drill on board was not satisfactory.	30
						4)	Ventilation of E/R stbd unable to closed.	30
						5)	Fire door entrance to E/R main door non gastight.	17
						6)	Isolation valve in fire station not easily operation.	17
						7)	Crew not familiar with duty and responsibility on fire situation.	17
						8)	Alarm / general alarm fire on main deck accommodation not working.	17
						9)	MF/HF DSC radio failure test by DC power.	30
						10)	According deficiency and detention, ship ISM Code failure of : - Maintenance system. - Emergency preparedness. - Safety environmental system.	30
38	SHIP NO. 38	India	Paradip Port	25-Oct-12	18	1)	Bosun store dewatering system found not operational.	17
						2)	Few emergency and deck light not operational.	17
						3)	Emergency fire pump fail to take suction after considerable amount of time was given (2 hours).	30
						4)	Galley Exhaust mesh found dirty. Garbage not segregated in gallery.	17
						5)	Heavy oil leakage found in good side hydraulic pump in bosun store. Oil leakage found foam part and stbd windlass.	17
						6)	Oil on deck found near No. 5 hatch and in area of aft crane.	17
						7)	Wire mesh of aft vent corroded, wasted and damaged.	15
						8)	Fuel oil bunkering carried out on 6th Oct 2012. Entry for same not found in oil record book.	17
						9)	Entry for sludge/bilge water discharge ashore not found on oil record book.	17
						10)	Rest hour record found not duly signed by Master for entire deck department.	17

						11) Sign of Exhaust gas leaks found in the Auxiliary Engine Exhaust Bellow.	17
						12) Unsafe practice noticed while testing of Fire detector. Naked flame used.	17
						13) PPU Fore mast light not operational.	17
39	SHIP NO. 39	Netherlands	Rotterdam	13-Nov-12	14	1) Quality of fuel oil - not as required - According sample taken by PSC Netherlands the sulphur content in line between setting on service tank was 1.20% (in SECA the maximum sulphur content is below 1.00%)	30
						2) Lifeboats - not properly maintained - Several keel bolts in both life boats in very poor condition.	17
						3) Cargo operation - lack of information - Ship to shore checklist not signed by terminal. Ship is at the moment discharging.	99
						4) Cold room temperature - overheated - Records indicate that the meat and fish room temperature was -13deg C the last months.	17
40	SHIP NO. 40	Netherlands	Amsterdam	26-Nov-12	18	1) Fire pumps and its pipes (Found priming unit of main fire pump inoperative)	17
						2) Fire fighting equipment and appliances (Found 3 out of 7 tested fire hoses on deck leaking. All fire hoses on deck and accommodation to be tested and replaced where necessary) (ISM)	17
						3) Ventilation (Found closing devices of forecandle goose neck ventilation pipes wasted.)	17
						4) Launching arrangements for survival craft - Seized (Found several bolts and nuts of the portside and starboard lifeboat winch foundations totally wasted.)	30
						5) Emergency escape breathing device and disposition (Found EEBD in engine room low on pressure)	17
						6) Emergency escape (Found several brackets of outside)	17
						7) Lights, shapes, sound-signals - Damaged (Found the steel doors of the navigation light boxes port and starboard side wasted. As a result the starboard navigation light is totally detached from the bracket and the portside light is not placed in the correct horizontal and vertical sectors. Found the lower NUC lights not working).	30
						8) Electrical installations in general (Found several brackets of electrical switch boxes on several accommodation decks outside wasted)	17
						9) ISM (Deficiencies marked (ISM) are objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. With three months an internal safety audit and corrective action must have been completed	17
						10) Reserve source of energy - Inoperative (Found reserve source of energy of main GMDSS radio installation inoperative during test with AC power supply switched off).	30
41	SHIP NO. 41	Australia	Kwinana	05-Dec-12	5	1) Crane for launching rescue boat and liferaft not operational	30
						2) Rescue boat engine not able to be started	17
						3) Several emergency flood lights not operational	17

						4)	SOLAS training manual not ship specific	16
						5)	The SMS, as implemented onboard, does not ensure the vessel can effectively respond to emergency situations as evidenced by deficiencies 1-4 above	18
						6)	Bridge wing tachometers not synchronised with bridge tachometer	16
						7)	Record book of engine parameters not completed in accordance with technical manual	99
42	SHIP NO. 42	India	Visakhapatnam	11-Dec-12	4	1)	Boiler flame failure not working	30
						2)	Engine room - 20L foam applicator tank level low	17
						3)	All LSA & FFA and engine room instructions in Chinese language, second engineer - Myanmar national does not know Chinese language	30
						4)	Under keel clearance (UKC) not mentioned in voyage plan	99
						5)	One fire extinguisher hose damaged in engine room	17
						6)	Two Nos(2) immersion suits shortage - SE certificate indicates 33 - on board list shows 31.	17
						7)	Multi gas detector calibration certificate not available	17
						8)	Wheel house toilet dirty	17
43	SHIP NO. 43	Indonesia	Jakarta	22-Dec-12	2	1)	Fire door entrance to E/R gasketed by combustible material	99
						2)	Fire protection and alarm system not provided at fire control station, galley	30
						3)	MF/HF DSC radio - failure test	17
						4)	Maintenance of battery for equipment not conducted	17
						5)	Fire door entrance to E/R from acc - ungastight	17
						6)	Rescue boat davit crane lever not ready for use	17
						7)	App. I of SOPEP booklet - non available	17
						8)	Safety drill not conducted properly (not confirm between log book and drill record)	99
						9)	Fire insulation A60 of emergency escape trunk, control station, change room to E/R -not properly posted.	30
						10)	FO over flow indication - malfunction	17
						11)	Endorsement of 3rd officers - only copy	16
44	SHIP NO. 44	India	Mumbai	28-Jan-12	2	1)	Last LO analysis last done on 30.03.2011	17
						2)	No passage plan: Its noted that passage plan prepared for Mundra port pilot boarding ground B. No passage plan prepared for vessel berthing at West basin, Mundra. Passage plan prepared is also not in accordance with BPG and no evidence that third officer and Ch. officer has read it. Plan lack information such as current, tidal stream ,parallel indexing, about point etc.	30
						3)	Navigational charts found not updated for latest navigational warnings that are issued. GMDSS log does not record rcpt of safety messages.	17
						4)	Fire hose found missing in forecandle store. All sprinkler units not operational in paint locker	30
						5)	MOB markers found tide up with rope and not in state of free fall.	17
						6)	Cargo unloading operation not being monitored by ship staff instead left to stevedores. Unloading from No. 3 hold done in dangerously uneven state. The cargo was discharged only from centre and wall of	30

						about 11-13m height left on side. Ship staff found unaware of person entering inside cargo hold also.	
						7) On 27.01.2012, One fatal accident took place on board vessel in No. 3 hold however no root cause analysis and corrective measures taken by ship staff.	30
45	SHIP NO. 45	Vietnam	Vung Tau	28-Aug-12	2	1) All Self-Closing device of sounding pipe in E/R-not self closed	17
						2) Emergency G.E- Can not start by second supply power (By Manual)	30
46	SHIP NO. 46	Iran	Khark Island	24-Dec-12	27	1) Deck corrosion, Lines & Transverse Framings etc	18
						2) Mid ship fire monitor seized not operational	17
						3) Numerous ventilator not properly marked & marking missing	17
						4) Navigating officer unable to communicate in English with shore staff	18
						5) 2nd mate not able to demonstrate his duties in case of emergency (As per Muster List)	30
						6) Engineer unable to demonstrate their duties in case of emergency (As per Muster List)	30
						7) CSR not O/B (Continuous Synopsis Record)	30
						8) GMDSS log book not properly maintained & handwriting not clear to be read	17
						9) Publications not corrected up to date up to WK 42. but NTM up to WK 49 O/B	17
						10) Mast Hd light & stern light burnt out	17
						11) O.W.S. found arrangement & alarm defective	30
						12) Generators No.2 & 3 leakage of oil	17
47	SHIP NO. 47	India	Haldia	21-Aug-12	14	1) Latest continuous synopsis record NOT available on board. Vessel changed management in March 2012	17
						2) Rest hour record not maintained as per actual working hours, Vessel bunkered on 3rd July 2012 but Ch/Eng'r , 2nd Eng'r 3rd Eng'r found on rest.	17
						3) Rescue boat launching davit limit switch not working	17
						4) Record of gangway load test not available on board	17
						5) Supplement to IOPP certificate states, vessel not fitted with a Alarm and stopping device for oil filtering equipment , Whereas vessel fitted with alarm and stopping device-R/O To verify	17
						6) Flag state endorsement certificate of officers not signed by the holder of certificate . Endorsement for SSO not available from flag state	17
						7) Self closing 'A' type fire door kept forced open at various Places.	17
						8) 100 Volt low insulation at emergency generator feeder panel	17
						9) Few fire hydrant in engine room leaking	17
						10) Incinerator door safety cut out switch not working	17
						11) Latest correction to IAMASR manual vol.111 NOT available	17
						12) ODS record NOT being maintained	17
						13) Gyro repeater at emergency steering position NOT Synchronized with master gyro.	17
						14) ITU publication "list of coast station"2012 edition NOT Available on board	17

						15)	Additional lashing found for securing free fall lifeboat , which is not as per the manufacturer manual.	17
						16)	Life raft / rescue boat / embarkation ladder launching area found blocked by wire--R/O to certify	17
						17)	Black oil found in the fire hydrant of steering fear room--Suspected MARPOL annex 1 discharge violation	99
						18)	No gasket / packing found at international shore connection coupling	17
						19)	Steam leakage from one pipe on bottom floor of Engine Room starboard side	17
						20)	Access control not as per prevailing security level on board No identity verification in practice	99
						21)	All above deficiencies indicates failure of safety management system on board on part of maintenance / inspection of ship and equipment	30
48	SHIP NO. 48	Indonesia	Tanjung Priok	05-Mar-12	8	1)	Calling Point at Upper Deck not working	17
						2)	Pointed Muster Station of Lifeboat not marking	16
						3)	Point grease of Lifeboat Davit not maintenance	99
						4)	EEBD Maintenance Record not available onboard as per manufacturer	16
						5)	Passage Plan Voyage 12-02 not available	17
						6)	BA Chart 932 no correction	17
						7)	BA Chart 933 old edition	17
						8)	SOPEP (App III List of Port Contact Point) not up to date	99
						9)	Emergency fire pump-Defective	30
						10)	No. 1 DO Service Tank -Drain Leaking	30
						11)	Fire Door A-O Class in Galley to Lower Deck - holed & unable to close	17
						12)	Funnel fire Damper -Not Properly closed	30
						13)	Fire Insulation A60 for Emergency Escape trunk Lower Deck - not properly	17
						14)	C/E & Engineer not familiar with Operation Procedure - Emergency Generator	99