

Details of Detention of Hong Kong Ships
(1 January to 31 December 2014)

Ship No.	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Action Code
1	Australia	Newcastle	2-Jan-14	2	1) Unable to close isolation valve for #6 cargo hold hatchcover air vent. Vessel carrying coal cargo.	17
					2) Side and end cleats for hatchcovers having excessive clearance (few places).	17
					3) Crew unable to demonstrate operation of rescue bhoat launching davit on hydraulic accumulator.	17
					4) Launching davit for rescue boat defective. Unable to launch rescue boat.	30
2	Australia	Melbourne	9-Jan-14	24	1) Meat and Fish cold room doors not closing/securing	17
					2) Meat and fish cold rooms iced up; refrigeration system	17
					3) Some key personnel not familiar with OWS test	17
					4) No risk assessment, pre-work checklist completed for main engine cooling system work undertaken 7 Jan 14, which resulted in serious injury to crew member.	17
					5) Scavage drain pipes disconnected on all auxillary	17
					6) Split/damaged lino covering, store alleyway deck.	17
					7) Inappropriate minor burn/sunburn treatment cream applied to serious scalding injury sustained by crewmember.	17
					8) Vessel did not use available medical treatment and evacuation options in managing the on board medical emergency, 7 Jan 2014.	17
					9) Inadequate shipboard work planning and supervision of personnel undertaking critical tasks.	17
					10) SMS as implemented, does not ensure compliance with procedures for critical shipboard operations, as evidenced by deficiencies No.1,2,3,4,5,7,8,9, and that the pre-work checklist for work on main engine cooling system resulting in injury to crewmember, was completed post	30
3	Vietnam	Hai Phong	15-Jan-14	25	1) Oil record book part 1, Item 11.4 not record is required.	16
					2) Fire damper of funnel can not close tightly.	17
					3) Voyage plan not be caculated like when ship sailing and in restricted area.	17
					4) No.1, No.2, No.3 G/B area pound much oil leakage.	17
					5) Charts BA 3881, 3882 not availabel on board.	17
					6) Fire door from B/R to steering gear room can not close	17
					7) Engine of Lifeboats (Both side) can not be started for over 30 minutes.	30
					8) The door at funnel can not be closed tightly.	30
					9) Exhaust gas turbo charger pipe of No.3 G/E	17
					10) Daylight signal lamp short of or pe spare buld.	17
					11) 15 ppm alarm unit monitor screen depect.	17
4	Indonesia	Tanjung Priok	21-Jan-14	7	1) Fire Safety/Fire doors/openings in fire-resisting divisions/Fire door Entrance to Engine Room at Lower Deck, Ungastight	17

					2) Water/Weather Tight Conditions/Doors /Weather Tight Door at	30
					3) RADIO COMMUNICATIONS/Performance standards for radio equipment/MF/HF RADIO DSC, DEFECTIVE	17
					4) CERTIFICATE AND DOCUMENTATION - SHIP CERTIFICATES/Engine International Air Pollution Prev. Cert./M/E SERIAL NUMBER IN IAPP CERTIFICATE AND TECHNICAL FILE NOT	17
					5) FIRE SAFETY/Fire prevention structural integrity/FIRE INSULATION A60 IN ENGINE ROOM PART DAMAGE	17
					6) FIRE SAFETY/Personal equipment for fire safety/BA SET 1 UNIT OF MASK, LEAKING	17
5	Germany	Bremen	4-Feb-14	14	1) Navigation lights port and starboard are not in required working position due to broken access flaps;	30
					2) All hydraulic jacks for hatch cover lifting are oil leaking;	30
					3) New continuous synopsis record after change of operator and ISM-R.O. missing;	30
					4) Fuel oil change over time before entering SECA 28.01.2014 insufficient. Vessel has to enter SECA with fuel in use with not more than 1.0%. Same deficiency as	30
					5) Quick closing valve D.O. tank inoperative;	30
					6) Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness of implementation of the ISM Code.	30
					7) Crew not familiar with the operation of the emergency generator;	30
					8) Exhaust gas pipe insulation of auxiliary engines	30
					9) Several nautical charts for the intended voyage towards W-Africa are expired.	17
					10) ITU list of coast stations and ITU manual (the Maritime Mobile and Maritime Mobile-Satelite Services).	17
					11) BA NP 131 expired.	17
					12) IAMSAR - Manual Vol. III expired.	17
					13) Several Admiralty lists of Light's and Lists of Radio Stations expired (All & ALRS).	17
					14) One washing machine damaged.	17
					15) A damaged Refridgerator and other rubbish to be removed from drying room.	17
					16) Vessel is equipped according the expired WHO int. med. Guide Medical equipment to be checked by a pharmacy and replenished.	17
					17) Wire rope of Remote release Stb - Life Boat broken. P - Life Boat damaged/corroded.	17
					18) Equipment according IMDG Code MFAG list Incomplete.	17
					19) Stantions on platform of Stb mooring winch forward	17

					20) Several stowage positions of safety equipment are not in compliance with the fire and safety plan.	17
					21) Port contact list for Bremen missing.	17
					22) Temperature of meat & fish room too high.	17
					23) Self closing device of laundry door damaged.	17
					24) Notice to Mariners weeks 46 up to 51 2013 are missing.	17
					25) SOLAS training Manuals (fire and LSA) to be ship -	17
					26) IMSBC code expired.	17
					27) Common lavatories and showers unhygienic, missing toilet lids, missing soap and paper towels.	17
					28) Door of escape trunk in engine room not closing properly.	17
					29) Found a big amount of fuel oil sample bottles, partly from	17
					30) Several pressure gauges in engine room inoperative.	17
					31) Crew needed more than 30 minutes to bring emergency fire pump into operation.	17
					32) No SWL marks at main engine crane bars.	17
					33) Safety data sheets in chemical store incomplete.	17
					34) Several pipes in the engine room are strong leaking.	17
6	Brazil	Sao Francisco	5-Feb-14	13	1) Cargo operation - The Hydraulic Sistem to opening and closing of the cover of cargo holds is leaking hydraulic oil in several points.	16
					2) Emergency generator is leaking oil.	16
					3) Tank of service of the Emergency Generator - valve presenting oil leak.	17
					4) Electrical - Emergency Generator Compartment - Transformers of High Tension (2) - without insulating carpet in front of the equipments	17
					5) Nautical publications - IANSAR is not updated	16
					6) Winches (Stern - Port Side) - is leaking hydraulic oil.	16
					7) Main engine propulsion fuel oil system leaking;	16
					8) Insulation wetted through (oil) - Propulsion Main Engine (Port Side)	17
					9) Other (machinery) - Propulsion Main Engine - sistem of Fuel Oil - leaking oil.	30
					10) Operation of machinery - Circulating Pump (Viscomeeter) presenting oil leak.	17
					11) Auxiliary engine - Diesel Generator #3 - is leaking gasses for the carter.	17
					12) Sanitary Facilities - Service Toalet (Main Deck) - unsatisfactory cleaning.	17
					13) Gauges and thermonmeters Panel (Generator#1 and #2) - it is not possibel to see the indications in the equipments.	17
					14) Machinery - Diesel Generator #1, #2 and #3 - presenting fuel oil leak and oil lubricating.	17
					15) Protection machinery - piping of discharges of the gasses - diesel Generator #1, #2 and #3 - damaged.	17
					16) Cleanliness - Purifier Room	17
					17) Access/structure - TUNNEL OF THE KEEL FLOODED.	17

					18)	Pumping, piping and discharge arrangements - pump of transfer of fuel oil (Port Side) is leaking.	30
					19)	Pumping, piping and discharge arrangements - S W generator pump is leaking and in bad condiction.	16
					20)	Pumping, piping and discharge arrangements - ME Pump Cool S W is leaking wather by seal.	16
					21)	Steering gear - is leaking hydraulic oil.	16
					22)	cleanliness - GENERAL CLEANING OF ALL OF THE COMPARTMENTS AND BATHROOMS CONSIDERED UNSATISFACTORY.	17
					23)	CLEANLINESS IN ENGINE ROOM CONSIDERED UNSATISFATACTORY	17
					25)	Piping and discharge arrangements - fuel oil transfer pump port side leaked oil;	16
					24)	Maintenance of the ship and equipment - there is clear evidence that the ship does not substantially comply with the requirement of the ISM code.	17
					26)	Other (accident prevention) - PIPELINE OF FUEL OIL THE BOILER IS LEAKING.	17
					27)	Electrical devices - Engine Control Room - Switchboard #1 (230 VOLTS) - fault of eletric isolation.	17
					28)	Electrical devices - Engine Control Room - switchboard #5 (440 VOLTS) -fault of eletric isolation.	17
					29)	Emergency, lighting, batteries and switches - Emergency Generator Room - Switchboard - fault of eletric isolation.	17
					30)	Garbage - AFTER GENERAL CLEANING OF THE SHIP (INCLUDING SPACES OF ENGINE) - REMOVED TO PORT FACILITIES.	17
					31)	Maintenance of the ship and equipment - THERE IS CLEAR EVIDENCE THE SHIP DOES NOT SUBSTANTIALLY COMPLY WITH THE REQUIREMENTS OF THE ISM CODE (THE CLASSIFICATION SOCIETY SHALL ISSUE A TECHNICAL REPORT ABOUT ALL DEFICIENCIES	30
7	Australia	Newcastle	12-Feb-14	17	1)	Sewage treatment plan defective	30
8	Australia	Brisbane	18-Mar-14	9	1)	EGC coastal station setting incorrect	17
					2)	Largest scale chart AUS 815, AUS 816, AUS 490 not on baord during the voyage coming to Brisbane. Largest scale chart AUS 809, AUS 810, AUS 811, AUS 812 and AUS 813 not available for the next voyage to Sydney	17
					3)	Oil drum in way of escape route on E deck	17
					4)	Numerous lashing bar locking nuts for transit cargo	17
					5)	Bumerous occasions of vilation of maximum working hours in any 24 hours period in Feb 2014	17
					6)	E/R hyper mist fire fighting system set in MANUAL	17
					7)	Bilge vent deck save-all plug missing	17
					8)	Pressure gauge for CO2 main indicating positive	17
					9)	Deck securing point at FWD liferaft embarkation station on both side incompatible with embarkation ladder	17

					10) L.O. storage tank level indicator pipe disconnected, HFO service tank self-closing drainage valve gagged open, Double bottom sounding pipe self-closing cock defective.	17
					11) SMS failed to ensure effective implementation of procedures and instructions for key shipboard operations concerning the safety of personnel, ship and environment, as evidenced by deficiencies No.2 and 5 (largest scale charts not onboard and violation of maximum working	30
9	Indonesia	Tanjung Priok	8-Apr-14	5	1) Fire safety / Fire doors / openings in fire-resisting divisions/Fire door entrance to E/R and fire door emergency escape trunk bottom deck, defective.	17
					2) Oily water separator of 15 ppm defective.	30
					3) Oil mist detector system failure.	30
					4) ISM/Company responsibility and authority/Company not renspons ship requesition.	18
					5) Incinerator equipment out of order.	30
					6) Pollution prevention - Marpol Annex IV/ other (Marpol Annex IV) discharging over board of sewage operation,	99
					7) Fire safety / fire-dampers/ fire funnel damper engine room, not properly closed.	99
					8) Failure to comply with ISM Code	18
10	Australia	Townsville	15-Apr-14	17	1) Port and starboard lifeboats onload release arangement defective.	30
					2) Aft vechicle ramp door 2/4 locking clamps not in locked position.	17
					3) Speed log decfective since December class not informed.	17
					4) Solas training manual not ship specific. No evidence of onload release mechanism.	17
11	Indonesia	Tanjung Priok	30-Apr-14	7	1) Starboard weather-tight door in main deck untight;	30
					2) fire door entrance to E/R, Ungastight	17
					3) Navigation light STBD No.1 Unlit	17
					4) ISM Code failure in maintenance system.	30
					5) Fire insulation A60 near fire door wall, damage	17
					6) Oil mist detector M/E, Defective	17
12	Argentina	VILLA GOB. GALVEZ	1-May-14	14	1) Diesel generators No. 1, 2 and 3 had excessive oil & fuel leakage - with fire risk.	30
					2) Bilge under diesel generators is dirty - rags oily/dirty - with fire risk.	30
					3) F.O. circ. pumps No.1 and No. 2 with fuel oil leakage - valve/connection/joint - fire risk.	30
					4) G/E F.O. 2nd strainer control fuel oil leakage. Insulation pipe and control temp. in bad condition.	30
					5) Main engine has fuel oil leakage at connection/joint. The cooling system pipes have water leakage.	30
					6) Main fire lines has seious deterioration - water leakage on main deck.	30

					7)	There's objective evidence that maintenance of ship and equipment is not adequate. Refer to detention items 1, 2, 3, 4, 5 and 6.	30
					8)	No. 2 feed water pump has water leaks - glands/conection.	17
					9)	Bilge primaru tank has leaks - conection.	17
					10)	F. O. Purifier No. 1 has fuel oil leakers - conection/pipes/vavles/join	17
					11)	Cool S. W. pump has water leaks - glands.	17
					12)	Water suction indicator of main fire & G.S. Pump - No. 2 not working Fire & G.S. has water leaks - glands.	17
					13)	Water pressure indicator of fire, bilge & Ballast pump - not working.	17
					14)	L. O. Purifier has LUB oil oil leaks -	17
					15)	L. O. Trans pump has LUB oil oil leaks -	17
					16)	Pipes below the L. O. trans pump with losses of water and state advanced of corrosion.	17
					17)	Air compresssor No.1 and No. 2 has LUB oil leaks.	17
					18)	Hydraulic circuit - pipe/conections - of steering gear system had oil leaks.	17
					19)	Some lifejacket no indicate correct - name of ship -	17
					4)	G/E F.O. 2nd strainer control fuel oil leakage. Insulation pipe and control temp. in bad condition.	30
					5)	Main engine has fuel oil leakage at connection/joint. The cooling system pipes have water leakage.	30
					6)	Main fire lines has seious deterioration - water leakage on main deck.	30
					7)	There's objective evidence that maintenance of ship and equipment is not adequate. Refer to detention items 1, 2, 3, 4, 5 and 6.	30
					8)	No. 2 feed water pump has water leaks - glans/conection.	17
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					13)	Water pressure indicator of fire, bilge & Ballast pump - not working.	17
					14)	L. O. Purifier has LUB oil oil leaks -	17
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					16)	Pipes below the L. O. trans pump with losses of water and state advanced of corrosion.	17
					17)	Air compresssor No.1 and No. 2 has LUB oil leaks.	17
					18)	Hydraulic circuit - pipe/conections - of steering gear system had oil leaks.	17
					19)	Some lifejacket no indicate correct - name of ship -	17
13	USA	New Orleans	4-May-14	3	1)	Ship failed to comply with the ship's security plan - did not record on the gangway log book the details of all visitors boarding the vessel;	30

					2) Vessel SSO (Ship Security Officer) unfamiliar with essential shipboard security procedures, specifically concerning ship access control in regards to visitors;	30
					3) Garbage records were kept but not in a Garbage Record Book meeting the form requirements by MARPOL Annex V. Garbage record entries were not recorded in accordance with posted instructions, garbage management plan, and MARPOL Annex V. Total garbage discharged to facilities in cubic metres on 16.1.14 & 27.3.14 were not recorded.	30
					4) Master states that onboard familiarization training does not include security related familiarization training and no documentation could be produced stating that the SSO received ship specific security training prior to taking over	40
					5) Vessel is storing unsegregated garbage in areas not authorized by the garbage management plan: a. Metal and paper are being stored with plastic garbage on poop deck. b. 04 metal drums of cargo residues from LPOC are being stored onstarboard side without metal covers. c. Paper and plastic garbage is being stored in provision room, and d. unsegregated garbage is being stored in an unapproved	40
					6) 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 US Coast Guard in accordance with 33 CFR 155,820.	40
14	Germany	Bremerhaven	7-May-14	14	1) BA Chart 3617 expired, new edition since week 6, new chart on supply but not arrived in week 19. Vessel has contracting company for Nautical charts and publications. Vessel sailing second time to Bremerhaven with expired	17
					2) Main engine on emergency operation, vessel did not contact RO and flag state after failure occurred;	30
					3) Safety management audit by Administration is required before departure. Deficiency marked ISM is objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	30
15	Panama	Balboa	8-May-14	6	1) LRIT temporary not confirmation received.	17
					2) Fire door for accommodation E and B deck not working properly also E/ steering Entrance F/ door not working	17
					3) A/C not working	17
					4) 3/E flag endorsement expired since 15 Apr 2014 affecting	30
					5) Master Responsibility Def. mentioned	18
16	Japan	Wakayama	8-May-14	13	1) Crew unfamiliar with essential shipboard procedures relating to the safety of the ship. The crew were unable to perform a satisfactory fire drill.	30
					2) Resources and personnel - Senior officers were not aware of their tasks duties and responsibilities as evident by deficiency item no.1.	18
					3) Cargo information was not onboard prior to loading.	17
					4) Fire control plan - A class fire division bulkhead front of E/R was not indicated in fire control plan.	17

					5) Parameter record of No technical file for M/E and G/E - Crew did not produce upon request.	17
					6) O2 and gas detector inspection report - Crew could not produce upon request.	17
					7) Sailing direction (Japan pilot 42B) - Outdated edition.	17
					8) Crew could not put on immersion suit properly.	17
					9) NUC light - crew could not produce upon request.	17
					10) Soft iron of standard magnetic compass - not fixed tightly.	17
					11) Limit switch for life boat davit on port side - stuck	17
					12) Steel plate starb'd side of funnel damper - had a hole for electric cable.	17
					13) Safety light for fire fighter - not working.	17
					14) Crew failed to ensure of proper shipboard operation by crew member marked objective evident by deficiency item No. 3,5,6,7,8 and 9.	18
					15) Chart of Japan(JP77) - not updated inspection was suspended at 15:30 on 8 May 2014.	17
17	Australia	Brisbane	16-May-14	13	1) Largest scale chart AUS 815 not intended to be used for the next voyage to Newcastle.	17
					2) Hospital toilet flush defective.	15
					3) No evidence of crew recruitment service in compliance with MLC on board.	16
					4) Deck save-alls under winches (aft) defective.	15
					5) Ballast tank air pipe WBT 5P and 1S defective.	17
					6) No evidence of insulation mat in engine control room	16
					7) Port and starboard lifeboats on-load release systems	30
					8) M/E L.O. Star. Tank level indicator self-closing cock gaged open.	17
					9) Numerous broken tiles in common shower area.	16
18	Brazil	Rio Grande	26-May-14	20	1) Steering gear - Pump #1 is leaking HYD oil by seal	17
					2) Steering gear - Pump # 2 is leaking HYD oil by seal	17
					3) Steering gear - Mooring compressor is dropping sea water by cooler connection	17
					4) Boiler: too low water alarm - testing system not working;	30
					5) Boiler alarm - The valve in front of engine control room's door is leaking water	17
					6) Sewage treatment plant - Tank sewage with a sea water pipe holed	17
					7) Other (machinery) - Circulation boiler pump is leaking a lot of water by gasket	17
					8) Other (machinery) - Lights burned in front M.E. air cooler and another near a L.G.S.P. Panel.	17
					9) Electrical - Ballast water control with panel without doors (was remove) and a lot of strangers and free materials on back include into EQPT.	17
					10) Other (crew and accommodation) - GYMNASIUM - is not a desig. smoke area but all crew use as normal smoke area	17
					11) Garbage - There is a lot of garbage into incinderator compartimento about 30 blacks plastic bags	17

					12)	Garbage - Oily rags - there is 6 drums full with oily rags and 2 drums with ash in engine room - remove to ashore	17
					13)	Incinerator: out of order;	30
					14)	Other (machinery) - steam valve near fire \$ G.S. is leaking steam	17
					15)	Other (machinery) - evaporate tank #2 (up deck of incinerator) without maintenance and is leaking a lot of	17
					16)	Emergency generator: is not work properly;	30
					17)	winches capstans - Windlass P.S. is leaking HYD oil.	17
					18)	Cleanliness - Mooring compressor in forecastle is dirty with HYD oil.	17
					19)	There is clear evidence the ship does not substantially comply with the requirements of the ISM Code.	30
19	Australia	Brisbane	29-May-14	24	1)	Hydraulic cargo hatch securing device for number 3 cargo hold defective;	30
					2)	Numerous (approximately 10%) cargo hatch securing devices defective. 25% of cargo hatch securing devices found either defective or not secure bays 25, 27 and 29.	17
					3)	Grinder wheels for focsle and engine room workshops defective and in a dangerous condition.	17
					4)	Oily water separator defective.	17
					5)	Key personnel unfamiliar with correct operation of OWS.	17
					6)	OWS defective.	30
					7)	SMS as implemented does not ensure that critical shipboard operations are implemented effectively as evidenced by deficiencies 1,2,4,5 and 6.	18
20	Greece	Patras	17-Jun-14	17	1)	Annual test report by approved surveyor missing (last cert. expired since 13/03/2014).	30
					2)	GMDSS log book not properly filled (daily and weekly tests not recorded since 31/05/2014).	17
					3)	Certificate of annual inspection of EEBD by recognized service station not found;	30
					4)	Annual performance test of VDR/S-VDR missing;	30
					5)	Firemen's outfits and equipment worn improperly. Also the air bottles used found not fully pressured;	30
					6)	Certificate of annual inspection of EPIRB found expired;	30
					7)	Minor water leakage observed in suction of E.F.P.	17
					8)	Certificate of annual servicing and maintenance of lifeboats launching appliances not found on board;	30
					9)	Railing found damaged (midship, starboard side). (permanent repairs to be carried out until 21/07/2014).	17
					10)	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 the ISM Code.	17
					11)	Water line used for cooling anchoring device in forecastle found with leakages.	17
					12)	Evidence of annual inspection of portable fire extinguishers not found on board.	17

21	Australia	Geelong	20-Jun-14	3	1)	International Sewage Pollution Prevention certificate not on board.	17
					2)	Continuous synopsis record not updated with the change of ISM Company name.	16
					3)	Ship does not comply with Minimum Safe Manning Document (ratings forming part of navigational watch +	17
					4)	Unable to demonstrate the operation of the rescue boat under dead ship condition.	17
					5)	Rest hours not accurately recorded for C/O & 2/O when compared with Deck logbook.	17
					6)	Free fall lifeboat drill not carried out in accordance with SOLAS regulation since ship was launched.	17
					7)	Verification of ship's position by other means and frequent position fixing when 6 nautical miles off the Australian coast not carried out.	17
					8)	Seafarers' employment agreement (SEA) for Bosun, Chief Cook and Deck cadet MLC Reg2.1 has expired more than one month.	30
					9)	Several fresh water tops defective and water discoloured.	17
					10)	Provision are of Poor quality.	17
					11)	Insufficient quantity of provision for intended voyage.	17
					12)	Two defective washing machines.	17
					13)	Seafarer's not receiving monthly accounts of payments due. As per MLC Reg2.2.	17
					14)	Defective door seal in galley fridge.	17
					15)	Engine room personal working in engine room not wearing appropriate PPE	17
					16)	Deficiencies 8,9,10,11,12,13,14 & 15 is evidence that MLC as implemented on board is not effective.	30
					17)	Three out of four engine room fire damper are defective.	30
					18)	SMS as implemented does not ensure effective maintenance of the ship and equipment as evidenced by deficiencies 1, 2, 3, 4, 5, 6, 7 & 17 and shipboard operations as evidenced by deficiency 7 as per regulations.	30
22	Australia	Dampier	8-Jul-14	5	1)	Portside and stern lower light defective.	17
					2)	Inmarsat C was not set up for receiving Australian coast marine safety information.	17
					3)	Vessel position fixing for inbound voyage was not recorded as per passage plan.	15
					4)	Vessel passage plan does not include appropriate large scale chart for arrival Dampier port.	17
					5)	Echo sounder printer not working.	15
					6)	Frequency of compass correction log not maintained as per STCW requirements.	15
					7)	Port and starboard bridge wing public address system speaker defective.	15
					8)	Singapore port and anchorage operation for the month of June 2014 not correctly recorded in Master, chief Officer and second officer rest hours record.	17
					9)	Rescue boat engine starting defective.	17

					10) Rescue boat launching arrangements defective.	17
					11) Key personnel unable to demonstrate rescue boat launching operation.	17
					12) Modular type Meat room and Fish room for provision are not in use due to defective machinery.	15
					13) Purifier room and Galley fire door self closing mechanism defective.	17
					14) Galley fire door to mess room found tied open.	17
					15) Steam condenser leaking from shell body since 19 Jan	99
					16) Emergency fire pump is unable to deliver water in fire	30
					17) Valve fitted in between emergency fire pump sea chest and pump suction valve not as per approved drawings on	99
					18) Emergency fire pump suction line in engine room not insulated as per approved drawings on board.	99
					19) Above deficiencies are objective evidence that the vessels Safety Management System, as implemented, fails to ensure the requirements of the ISM Code.	18
23	Australia	Port Botany	8-Jul-14	8	1) Sewage treatment plant shows no sludge or scum return through the return pipes.	17
					2) Engine Oxy accetylene gas equipment hose defective.	17
					3) Thermal oil heater no 1 electrical terminal box not water tight. Cover missing.	17
					4) Incinerators operators not trained to comply with Marpol AnnexV1.	15
					5) Remote operation of the secondary fire damper on engine room supply fan no 1 defective. Local fire damper is	17
					6) Machinery space local high pressure water mist fire fighting system defective.	30
					7) Life boat 1 set battery defective.	17
					8) Flammable liquids stowed in the bosuns store without any fire protection.	17
					9) Pilot ladder securing does not comply with the IMO Resolution 1045(27).	17
					10) The voyage plan does not include environmental considerations for the intended passage as required by the	17
					11) Echo sounder defective.	17
					12) SMS as implemented on board fails to ensure that vessel is prepared for an emergency as evidenced by deficiencies 5,6 & 7 and maintenance of the equipment as evidenced by	18
24	Australia	Brisbane	21-Jul-14	16	1) Solas training manual not ship specific - contains no information on freefall lifeboat.	16
					2) Discrepancies noted between Actual hours worked and Recorded hours of work and rest for 3rd officer.	17
					3) Bridge Deck toilet defective.	15
					4) Gps fixing used during coastal navigation - Not as per agreed passage plan.	15
					5) Spare parts Crane on bridge deck - Hook safety latch defective.	99
					6) combustibile waste stored in combustibile bins around and inside vessels accomodation.	16

					7)	Deck Store 6 - Grinding wheel safety guard defective	99
					8)	Cracked tiles in Galley.	16
					9)	MF/HF reserve source of power defective.	30
25	Australia	Brisbane	24-Jul-14	23	1)	No 3 diesel generator insulation lagging wetted through by	17
					2)	No1 steering gear pump leaking.	17
					3)	Oily water separator defective.	30
					4)	Insulation lagging on No.1 generator exhaust broken.	17
					5)	Free-fall lifeboat davit hook safety latch defective.	17
					6)	Antenna (not in use) bracket wasted.	17
26	Japan	Kobe	24-Jul-14	6	1)	Starboard and port side engine room ventilation dampers unable to be closed;	30
					2)	Certificate and Documentation - Documents/Records of rest/Records of rest hours for engine department - not reflected actual rest hours. (The rest hours of bunkering was recorded as rest hours.	17
					3)	Pollution prevention - marpol Annex V/Placards/Garbage placard on upper deck (AFT.) - not reflected the content of amended marpol V.	17
					4)	No.1 lifeboat battery charger unable to charge the	30
					5)	Fire detection panel for cargo hold indicates "general fault " and "alarm fault warning silenced". The panel was	30
					6)	Life saving appliances/Lifeboats/No.1 life boat engine would not start by No.1 battery.	17
					7)	Water/weathertight conditions/Covers (hatchway-, portable-, tarpaulins, etc.)/Securing devices for center of No.1 & No.2 hatch cover (P&S) - Missing.	17
					8)	Water/Weathertight conditions/Covers (hatchway-, portable-, tarpaulins, etc.)/One clamping device for No.2 hatch cover (P) - not closing correctly due to foundation	17
					9)	Propulsion and auxiliary machinery/Gauges, thermometers, etc./Pressure Gauge of F. O. & L.O For No.1 Generator Engine - not working.	17
					10)	Fire Safety/Fire prevention structural integrity/Fire Resistant Putty is Partly removed for installing newly penetrated cable for BNWAS located on the each deck and bulkhead. Cable penetration newly installed not meet the requirement as required by	17
					11)	Living and working conditions - working conditions/Winches & capstans/clutch levers for forward mooring arrangement missing safety pins.	17
					12)	ISPS/Access control to ship/Access control to the ship not implemented properly.	99
					13)	Water/weathertight conditions/ventilators, air pipes, casings/CAPS for sounding pipes for B.W.T. and F.O.T. Located on the main deck, in front of the deck house.	17
					14)	Emergency systems/Emergency, lighting, batteries and switches/some emergency lights for escape route (out side) - UNLIT.	17
					15)	No. 1 lifeboat steering unable to operate from the wheel;	30

					16) Propulsion and auxiliary machinery/auxiliary engine/cooling water pump of the No.2 generator engine	17
					17) Pollution prevention - marpol annex 1/Other (Marpol Annex 1)/crew unable perform testing of the oil content	17
					18) Pollution prevention - marpol Annex 1/Oil/water interface detector/2nd solenoid valve of the only water separator malfunction.	17
					19) Living and working conditions - working conditions/ropes and wires/mooring rope for forward (head line)-	17
					20) The vessel's SMS does not ensure effective maintenance of ship and equipment, as evidenced by a large number of deficiencies.	30
					21) ISM/Shipboard operations/plan for deck maintenance regarding to cargo gear wires, windrass and mooring equipment as required by the ship maintenance plans and programs not implemented properly.	18
					22) Certificate and documentation - documents/Oil record book/Discharge record through log of the oil water separator in ORB not matched log of the oil content meter. Log indicates many oil alarms and defect alarms.	99
					23) Water/Weathertight conditions/Ventilators, air pipes, casings/Goose neck air vent closure for rope store, laundry room, bosun store, pump room unable to be closed.	17
					24) Water/weathertight conditions/Ventilators, air pipes, casings/No.3 WBT(P) and port FWT air vent closures stuck. Securing bolts for No.3 WBT air vent head cover	17
					25) Fire safety/ oil accumulation in engine room/leakage oil, many oily rags, and temporary storage found around the No.1 and No.2 generator engine.	17
					26) Safety of navigation/charts/charts for intended voyage (W1143, JP150C) - Latest Edition of above charts were	17
27	Australia	Abbot Point	29-Jul-14	5	1) AUS 827, 828 photocopied charts used for navigation.	17
					2) Australian Pilot Vol.3 (NP15) not on board.	17
					3) Passage plan from Cao Fei Dian (China) to Abbot Point did not take in account relevant shipping route (exit Designated shipping area))	17
					4) Deficiencies 1, 2 & 3 are objective evidence of failure of the SMS with regards ISMC/S7 to safety of navigation. (* Deficiencies 1, 2 & 3with action code 17. 1. AUS 827, 828 photocopied charts used for navigation 17/10,	30
					5) Portable petrol tank and batteries stored in the same compartment.	17
28	Australia	Port Walcott	30-Jul-14	5	1) Reserve source of energy not working (Battery indicating low voltage and supply fault during MF/HF DSC test).	30
29	India	Tuticorin	8-Aug-14	23	1) Gangway watch is not properly maintained, no ship personnel at entry to ship	17
					2) Hydraulic oil leak from few cargo tanks, cargo pumps controller is noted on main deck.	17
					3) Ladder from main deck to catwalk found corroded at port side manifold.	17

					4)	Lifeboat 5 yearly load test & brake test record is not available on board.	17
					5)	Latest class survey status is not available onboard, last available onboard is April 2013.	17
					6)	Vessek trading in eastcoast of India & passage plan does not adress NP-21 requirement.	17
					7)	Port & STBD lifeboat are starting with first set of battery, second set battery start is defective.	17
					8)	Emergency generator No-1 battery start system is	17
					9)	Forward & AFT mooring winches tray found with oil, leak from oil block valve is noticed.	17
					10)	Many fuel oil tank vents on main deck are badly coroded, lack of maintenance is observed and tank vents are wasted significantly.	17
					11)	Pump room bilge filled with water, suspect of water leak from sea water pump.	17
					12)	Accomodation crew bathroom scupper found choked, water found staggered.	17
					13)	Jacket water leak into cyliner of A/E-3 is observed. No rectification carried out for 2 months.	17
					14)	Fuel oil leaks noted on main engine body, oil pump trays, service tank trays, bilge well filled with oily water, house keeping is not effectively implemented.	30
					15)	Insulation lagging of emergency fire pump suction valve in engine room is soaked with fuel oil.	17
					16)	High voltage starter panel front insulation matt is missing from many pannels.	17
					17)	Cargo tanks loaded with cargo 1C, 4C, 7C is indicated with overflow alarms.	17
					18)	Main deck found dirty with cargo stains on many places, lack of cleanliness is observed.	17
					19)	Boiler port side gauge glass is found defectrive, level of water cannot be seen.	17
30	Iran	Bandar Khomeini	19-Aug-14	5	1)	Rest & working period records are not maintained;	30
					2)	L/Bs launching & manouvering drill have not been carried	30
					3)	Some of manually call point are not operational;	30
					4)	Man over board life bouys are not as required.	30
					5)	Positioning of NUC Lights are not according with COLREG requirements.	17
					6)	Gyro error book not maintained since April 2014.	17
					7)	L/B No.1 search light is out of order.	17
					8)	X-radar magnetron life time is over.	17
					9)	Stairways railing are missing.	17
					10)	ORB not maintained as required.	16
					11)	Severe breach of seafarers right have been observed in respect of C/E & two A.Bs	17
					12)	L/B instruction manually sketches is not clear.	17
31	Oman	Sohar	15-Sep-14	5	1)	2 generators not working.	30
					2)	Notices to Mariners.	17

					3)	Rat Guards was unsecured on some ropes.	17
					4)	Gang way man did not check visitors ID	17
32	Australia	Brisbane	18-Sep-14	9	1)	Oily water separator defective.	30
					2)	Emergency generator failed to automatically connect to emergency switchboard	17
					3)	Twistlocks not locked closed (4) on in transit containers on bay 45	17
33	Japan	Shimonoseki	19-Sep-14	6	1)	Living and working conditions - working conditions/ropes and wires/one stern port side mooring hawser - some strings were frayed.	99
					2)	Certificate and documentation - documents/schedules for watchkeeping personnel/watchkeeping schedule - not properly made because all non-watchkeepers working time was described as watchkeeping.	17
					3)	Fire safety/ready availability of the fighting equipment/the following ventilation dampers were not ready for immediate use due to being stuck (1) starboard side vent for E/R (2) port side vent for no.2 cargo hold in stern.	17
					4)	Life saving appliances/lifeboats/both sides lifeboats - stern side link stoppers were stuck due to over painting.	17
					5)	No.1 Cargo hold ventilation fire dampers beside forecandle - not closed because the flaps were holed.	30
					6)	Fire safety/Fire doors/openings in fire-resisting divisions/A-Class fire door between steering gear room and accommodation space - not completely closed.	17
					7)	Life saving appliances/other (life saving)symbol stickers for life jackets and immersion suits in engine control room - not properly posted.	16
					8)	Fire safety/other (fire safety)/the range hood in galley - dirty with oil "there is a fire hazard in such situation.	17
34	Saudi Arabia	Dammam	3-Oct-14	5	1)	Chief offices completely certificate flag endorsement not available.	15
					2)	Oil record book entries not as required to be rectified within first (coming entry).	99
					3)	Draft marks (fore) not clear (to be rectified another one	99
					4)	Notices to maxiums not up to dat (last onboard) 27/2014)	15
					5)	Cracked lifebuoys.	15
					6)	Fire Hose nozzles not placed.	17
					7)	Starboard lifeboat engine not working; 2. Massive oil leaking from main generators.	30
					8)	Massive oil leaking from main generators.	30
					9)	Lifeboats glass windows not clear.	17
35	Japan	Nagoya	7-Oct-14	2	1)	Pollution prevention - Marpol Annex V/Garbage/GARBAGE - NOT collected properly.	17
					2)	Life saving appliances/Lifeboat Inventory/SEVERAL INVENTORY OF FREEFALL LIFEBOAT - DOES NOT SECURE OR STOW IN PROPER POSITION.	17
					3)	Rescue boat launching appliance malfunction.	30
36	Australia	Gladstone	10-Oct-14	10	1)	MF/HF radio equipment defective.	30

					2) MF/HF equipment not functional since 13 Aug 2014, same not reported to flag state or port state authorities.	18
					3) Old edition charts (4) used for previous voyage from New Castle; Intended voyage to Japan includes 4 old edition	17
					4) Largest scale chart (AUS 244) not used / included for the previous voyage.	17
					5) Bridge officers have fixed the vessels position using only one means of navigation (GPS) during pilotage passage to Gladstone berth.	17
					6) Ship staff not aware of performance test requirements for RADAR as required by manufacturers.	16
					7) Galley hot plate exhaust filter has oil accumulation.	17
37	Australia	Melbourne	10-Oct-14	10	1) Two crewmember SEA's expired.	17
					2) One seafarer has been on board for more than 12 months, another for more than 11 months;	30
					3) Copy of current CBA not available on board.	17
					4) Seafarer's not receiving monthly account of payments.	17
					5) The two ordinary seamen listed on crew list are contracted and paid as cadets.	17
					6) Defective and missing urinal, crew and officers common	17
					7) Shower cubicles dirty, one shower removed and used for storage. Defective hand basin in crew shower room.	17
					8) Defective clothes dryer in crew laundry.	17
					9) Unsafe electrical connections in crew and officers laundry.	17
					10) Dirty sink area/splashbacks in galley. Dirty cool room access space/stores handling area overstowed.	17
					11) Some poor quality provisions in galley refrigerator.	17
					12) Some defective chairs in crew messroom/seafarer cabins.	17
					13) Port windlass operating platform unsafe.	17
					14) One engine room fire door not closing.	17
					15) Sternlights defective/out of position.	17
					16) Deficiencies No. 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 are evidence that MLC2006 is not effectively implemented on board, and are serious breaches of Articles III and IV of	30
38	Chile	Caldera	21-Oct-14	4	1) 2nd Engineer has no Flag endorsement. Application Form expired 02.10.2014.	30
39	USA	AMA	11-Nov-14	5	1) Fixed water based fire extinguishing systme (hypermist), the manual valve leading to the freshwater pump was in the closed position;	30
					2) Clear grounds that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. There was no record of testing the system in accordance with the on board water based local fire fighting system instruction manual.	30
40	Indonesia	Tanjung Priok	12-Nov-14	10	1) Fire safety/fire doors/openings in fire-resisting divisions/fire door entrance to E/R unghostight.	17
					2) Fire safety/five doors/openings in fire-resisting divisions/emergency Escape trunk door in 2 deck E/R - Ungastight	17

					3) Certificate and documentation - documents/Schedules for watchkeeping personnel/Wacht Schedule in E.C.R. no	17
					4) Fire safety/jacketed high pressure lines and oil leakage alarm/INSULATION OF HIGH PRESURE LINE FO DAMAGE.	17
					5) Fire safety/Fire doors/openings in fire-resisting divisions/FIRE DOOR IN 2ND DECK E/R TO CORRIDOR TO CARGO HOLD NO. 7 -	17
					6) Propulsion and auxiliary machinery/operation of machinery/all engineer not familiar with operation procedure M/E over speed trip simulation.	17
					7) Incenerator equipment defective;	30
					8) Fire funnel damper not properly closed.	30
41	Germany	Hamburg	24-Nov-14	15	1) Rescure boat plunge into the water due to broken wire. The limit switch of the davit was set out of function. Official police investigation still in progress. The rescue boat and the david must be in operational condition before	30
					2) Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is(are) objective evidence of a serious failure or lack of effectiveness, of implementation of the ISM	30
					3) ITU The Maritime Mobile and Maritime Mobile-Satelite Service Manual found expired.	17
					4) BANP SD 1 Afric pilot Vol. 1	17
					5) The breathing appareatus in 3 FE stores are not ready for use due to missing quantity of breathing air in the	17
42	Egypt	Alexandria	16-Nov-14	10	1) Main engine under maintenance and not ready to start;	30
					2) Lub oil pump for main engine not ready to start; 3. Oil mist detector not ready to inspect.	30
					3) Oil mist detector not ready to inspect.	30
					4) Maintenance of main engine not recording in engine log	17
43	Australia	Townsville	26-Nov-14	16	1) Port and starboard lifeboat onload release arrangement defective.	30
44	Japan	Toyohasi	9-Dec-14	3	1) Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew were unable to perform a satisfactory fire drill. Crew failed two attempts to perform the fire drill as evident by unfamiliarity with procedures to attack a fire and donning/operation of the	30
					2) Senior officers were not aware of their tasks duties or responsibilities as evident by defficiency in item 1.	30
					3) Fire hose nozzles on navideck and E/R - corroded stuck -	17
					4) No entry in muster list for man overboard station.	17
					5) Crew did not put on immersion suit properly.	17
					6) Self colsing devices with sounding pipe for F.O. in E/R - kept in open position.	17

45	USA	ARTHUR	15-Dec-14	4	1)	Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Every rescue boat shall be provided with sufficient fuel, suitable for use throughout the temperature range expected in the area in which the ship operates, and be capable of manoeuvring at a speed of at least 6 knots and maintaining that speed, for a period of at least 4 hours, when loaded with its full complement of persons and equipment. During the exam, the rescue boat would not run continuously, and when the engineer took his hand off of the throttle, the engine stopped running. The ship's Log book also indicated that when the rescue boat was deployed on 13 Dec 2014, it failed to operate	30
					2)	The safety management system (SMS) shall be maintained in accordance with the provisions of the international safety management (ISM) code which states "the master is responsible for implementing the safety and environmental protection policy of the company. " The ship's SMS states that while working outboard the vessel, crewmembers shall be protected against drowning. On 13 Dec 2014, A crew-member was working outboard portside without a lifejacket, and the line holding the bosun chair in place parted. The crewmember fell into the water and has not been recovered. The vessel failed to fully implement the requirement of the international safety management (ISM) code through the safety management system (SMS) as evident in the identified deficiencies. Recommend an	40
46	Australia	Newcastle	23-Dec-14	2	1)	Engine Room fire damper louvre linkage broken on fans 1,2 & 3.	17
					2)	Freefall lifeboat loose equipment not secured.	17
					3)	No.3 Engine room fan fire damper not operational	30
47	New Zealand	Tauranga	21-Dec-14	6	1)	Fire safety /Ready availability of the firefighting equipment/CO2 room access obstructed by loose gear on	17
					2)	Fire safety/Maintenance of fire protection systems/fire Hose located at bow fire station leaked badly when	17
					3)	Living and working conditions - working conditions/winches & capstans/Fore and AFT Anchor windlass hand brake pins missing	17
					4)	Other/other safety in general/Forward paint locker dangerously unclean and MSDS not available for stowed paints and chemicals	16
					5)	Emergency Systems/Emergency, lighting, batteries and switches/Several Emergency Deck lights burnt out	17
					6)	Life saving Appliances/Operational readiness of lifesaving appliances/Fire control room and LSA gear locker in complete disarray; Fire suits not accessible by crew	17
					7)	Living and working conditions - working conditions/cleanliness of engine room/Leaky fuel oil pump and oil accumulation at generator flat	16

					8)	Emergency systems/Emergency source of power - emergency generator/Emergency Generator secondary means of starting (Air motor) inoperable (Worn Gear)	17
					9)	Cargo operations including equipment/ Cargo operation/#1 crane hoist line parted and released grab during cargo operations (PSCO Aboard at time)	17
					10)	Emergency systems/Emergency towing arrangements and procedures/Emergency towing booklet not placed for use in focsle	17
					11)	Pollution prevention - Marpol Annex I/Pumping, piping and discharge arrangements/Hydraulic power packs and port side main deck hydraulic line leaking	16
					12)	Living and working conditions - working conditions/Holds and tanks safety/#4 starboard side Hatch securement dog	17
					13)	Safety of navigation/Charts/Some chart corrections not	17
					14)	Safety of Navigation/Voyage or passage plan/Passage plan timing incorrectly noted as per IMO Res. 893(21)	17
					15)	ISM/OTHER (ism)/Taken together above deficiencies indicate a failure of the ISM system on this ship. Vessel is detained pending full ISM Audit by R.O.	30
48	Russia	Novorossivsk	22-Dec-14	13	1)	Flag dirty, partly broken.	17
					2)	Rescue boat reflective material partly miss.	17
					3)	accommodation ladder guard net partly broken.	17
					4)	Mooring ropes 3pcs forecastle and stern in poor condition.	17
					5)	Rescure boat cover of upper light to be cleaned.	17
					6)	Pilot ladder rubber on the step broken.	17
					7)	Engine room steel plate on deck to be fixed.	17
					8)	Diesel generator port side exhaust pipe from cylinder partly aren't insulated.	17
					9)	Last ten port of call port facility not indicated.	17
					10)	Gyro repeaters adjusted.	17
					11)	Signalling lamp mirror condition, battery.	17
					12)	M.O.B defect not watertight.	17
					13)	El cables no fix.	17
					14)	Signs indications to be correct.	17
					15)	Magnetic compass liquid no clean.	17
					16)	Garbage keeping.	17
					17)	Emergency light not watertight.	17
					18)	ST. G. RM Ventilation device not clos.	17
					19)	Freefall lifeboat hatchway FWD not closing, not	30
					20)	Free fall L/B Windows defects.	17
					21)	Lifeboat seating places broken.	17
					22)	Diesel generator st. transit taxometer isn't working	17
					23)	Oil fuel pump in engine room, leakage of oil.	17
					24)	Work shop welding place to be completed ventilation.	17
49	Canada	Vancouver	30-Dec-14	5	1)	A/E 3 - Non functional, founddamaged since Dec. 12, 2014. As per vessel Log Book. A/E 1 and A/E 2 unable to take independently sea load. As per VTS offshore report no defect was advised.	30

			2)	Galley EXH. Filters on top of cooking plate missing. EXH duct accumulated with Grease/Oil Waxyresidues)	17
			3)	FEW Accom doors, closures to be adjusted for positioning closing.	17
			4)	HYD Leak abreast No.4 hold, port side to be attended.	17
			5)	Common toilet at main deck, non functional, water accumulated in basin.	17
			6)	Meat room non functional, being used as garbage storage.	17
			7)	Steering Flat emergency escape not identified.	17
			8)	Galley garbage bins of plastic material.	17
			9)	At forcastle various winches and windlass corrosion rusted, repaired with tapes and painted.	99
			10)	Few fire hose clamps rusted.	17
			11)	Due to multiple deficiencies, class to have occasional survey for ISM compliance within 90 days.	99