

Details of Detention of Hong Kong Ships

(1 January to 31 December 2015)

Ship No.	PSC Country	PSC Port	Detention Date	Age	Deficiencies	Action Code
1	Russia	Tuapse	2-Jan-15	12	1) Incorrect mooring - different type and size of mooring ropes are in some direction.	17
					2) Directions and muster station symbols are not posted for stay way and corridor.	17
					3) Save all (some) not plugged.	17
					4) Pre arrival check list not recorded in engine log book.	99
					5) Aux gen no-01 not operative.	99
					6) Oxygen and acetylene pipe line in ER not colored.	16
					7) Deck line to be marked properly.	99
					8) Life boat not marked according to the IMO Res 658 (retro reflective tape to be past close to the grab line).	17
					9) Medical chest certificate expired.	17
					10) SOLAS old edition (New edition 2014)	17
					11) Emergency fire pump not working.	17
					12) Emergency fire pump not operate.	30
2	Australia	Fremantle, WA	2-Jan-15	10	1) Reserve source of energy, DC24V batteries for GMDSS radio equipment defective.	30
					2) General back up DC 24V batteries for bridge equipment defective.	17
					3) Operation of MF/HF radio for DSC test call with coastal station on DC reserve source of energy not demonstrated.	17
					4) Various larger scale navigation charts (AUS 332, 752 & 753) required for the inbound voyage passage not provided to vessel.	17
					5) No password programmed on the Bridge Navigation Watch Alarm System (BNWAS).	17
					6) Oily water separator 15ppm alarm monitoring device for automatic stop of bilge pump motor circuit is fitted with a bypass (cancel)	17
					7) MF/HF radio antenna wire insulator shackles worn and badly corroded.	17
					8) Starboard side pilot ladder many stabilizing wedges for steps missing.	99
					9) Internal surfaces of galley range hood exhaust duct heavily coated with oil.	17
					10) Galley range hood exhaust system not provided with filter mesh for collection of oil fumes.	15
					11) Various vegetables in cold room in stale, dried and mouldy condition.	17
					12) Record of rest hours for seafarers - company recording software does not allow monitoring of hour of rest in any 7 days.	16
					13) A few errors noted in November 2014 record of work hours for engine room department during engine manoueuvring.	17
					14) With reference to all of the above deficiencies, they are objective evidence that the Company Safety Management System as implemented onboard does not ensure safe ship operations and maintenance of vessel equipment.	18
3	Russia	Novorossiysk	4-Jan-15	14	1) Mooring ropes to be good;	17
					2) National flag broken;	17
					3) "Yellow" (quarantine) flag dirty;	17
					4) Accommodation ladder guard net to fix;	17
					5) Lighting (working spaces) partly not working;	17
					6) Russian flag partly broken;	17
					7) CSR partly miss, Chinese Language;	17
					8) Charts old edition;	17
					9) VDR buoy corrosion;	17
					10) Steel ladder corroded, slippery;	17

					11) Outside safety sign to be refreshed;	17
					12) Hot pipes in engine room, insulation to be restored;	17
					13) Diesel generator RPM gauge variation;	17
					14) Steering gear room communication poor connection;	17
					15) EPIRB damaged cracked, cover of antenna damaged, start seal broken;	30
					16) Rescue boat engine not readily to start.	17
4	India	Mumbai	9-Jan-15	24	1) Engine room blower flaps not closing. ISPS not effective as vessel is in Mumbai Port under security level 2, all access points/doors found open. As per safe manning, 1 no. other deck rating (VI/1) short.	30
					2) Ship staff unable to lower lifeboat.	30
					3) Water level indicator non-operational viz. paint store, busun store, FBT	30
					4) Magnetic compass deviation beyond acceptable limits (713 °)	17
					5) Garbage segregation not implemented on board.	17
					6) OWS overboard pipeline found connected to overhead bilge water tank. (class to verify)	99
					7) Engine room log book entries found with overwriting.	17
					8) L.O. & F.O. Leakages from M/E.	17
					9) Gangway stunchions corroded/broken.	17
					10) IN E/R LOG Book F.O. ROB on 6/1/15 is 515.2L whereas on 7/1/15 same recorded as 518.298.	99
					11) Battery Log book entries are made only in chinese language.	17
					12) ISPS not effective as vessel is in Mumbai Port under security level 2, all access points/doors found open.	30
					13) As per safe manning document 4 Nos. rating do not have STCW certificate 11/4.	30
					14) As per safe manning, 1 no. other deck rating (VI/1) short.	30
					15) Engine rating (111/4) 3 nos. do not have certificate.	30
5	Jordan	Aqaba	26-Jan-15	18	1) Accumulation of Garbage in the aft station.	30
					2) Ventilators and air pipes not marked.	17
					3) Launching arrangement of life boat not clear on P.S.	17
					4) S-VDR not working.	16
					5) Quick release hooks not as required (Alluminium)	16
6	New Zealand	Tauranga	28-Jan-15	24	1) Positions recorded on chart not as required by passage plan.	99
					2) Starboard lifeboat hook aft hook wasted.	18
					3) Emergency fire pump not operating as required	30
7	Spain	Huelva	29-Jan-15	11	1) Garbage Management Plan missing of new amendments;	16
					2) Crew unable to demonstrate normal operation of several equipment;	17
					3) Engine room manhole connecting with Ro-Ro ramp space opened while navigating;	17
					4) Lack of training and familiarity in fire & abandon drill.	30
					5) Protection of the grinder missing;	16
					6) Deck crane next to bridge, pulley inoperative;	16
					7) Bilge/fuel pump/pipes leaking;	17
					8) A lot of leakages spills, auxiliaries, purifier room, etc.;	17
					9) LRIT conformance test report invalid;	16
					10) No oxygen analyzer on board;	17
					11) Cargo information missing;	99
					12) Ozone depleting substance record book missing;	16
					13) Fire alarm panel inoperative	30

					14) Incinerator inoperative;	16
					15) Fire pump - insufficient pressure in the line;	30
					16) X-band radar inoperative;	17
					17) AIS, VDR and EPIRB annual test overdue;	16
					18) Fresh water exhaust pump of injectors (1/4/5/6) of main engine leaking water;	30
					19) Lack of effectiveness of implementing ISM	19
8	Japan	Kobe	30-Jan-15	17	1) Hull of the port side lifeboat - had a crack	30
					2) Non-return valve of scupper for corner of No.1, No.2 and No.3 hatch coaming - stuck.	10
					3) Both side lifeboat engine - unable to started engine due to battery condition were poor.	17
9	USA	Houston	30-Jan-15	18	1) Cargo (steel pipes) on deck and in cargo holds was not stowed in accordance with Cargo Securing Manual;	30
					2) Cargo (steel pipes) stowed on deck had prevented the crew from accessing the lifesaving appliances forward of the pilot house;	30
					3) Emergency fire pump in the steering gear room had a soft patch on the outlet line;	17
					4) No safe passage was provided over the cargo for the crew;	17
					5) The paint locker had paint stored higher than the water spray	10
10	Australia	Melbourne, VIC	15-Feb-15	23	1) During navigation in Melbourne, no positions recorded on charts from Hovell Pile up to Port Melbourne channel, (1815-1947 hours). No course marked or monitored on chart for final approach to	17
					2) Unable to demonstrate distress frequency watch mode of MF/HF DSC unit.	17
					3) No record of external testing of MF/HF DSC equipment to verify operation.	17
					4) Inadequate quantity of fresh fruit on board, to next scheduled storing at Brisbane.	17
					5) SMS as implemented does not ensure compliance with procedures for critical shipboard operations, and the maintenance of ship and equipment to requirements (Elements 7 and 10), as evidenced by deficiencies No.1,2 and 3.	30
11	Australia	Kwinana, WA	4-Mar-15	3	1) Port Loadline Marks not painted in.	15
					2) Shackles for rescue boat strops nearly undone.	17
					3) Port and Starboard Pilot Ladders defective.	17
					4) Fire doors in Galley lashed/wedged open	17
					5) Automatic closing device of sight glasses for 2 x cylinder oil tanks gagged open.	17
					6) Fire dampers for four engine room fans unable to close.	30
					7) The Safety Management System as implemented on board has failed to ensure safe operations as evidenced by ships crew being suspended from provisions crane over quay in cargo net.	18
12	USA	Long Beach	11-Mar-15	9	1) Improper and unapproved repairs to fiberglass and water spray system of designated rescue boat;	30
					2) Vessel failed to report condition of the damaged rescue boat and leaking hydraulic piping as required by the safety management	30
					3) The hydraulic piping to power pack cooler for cargo pump leaking heavily and accumulating flammable fluid;	17
					4) The door entering the main engine machinery space would not stay secured due to damage to the latch;	10
					5) Vessel vapour connection flange studs were not permanently attached, 46 CFR39.20-1	40
13	Indonesia	Tanjung Priok	14-Mar-15	6	1) ISPS code not properly conducted on board	99
					2) Access control of visitor not available when PSCO on board	99
					3) Jacketed insulation of high pressure line in E/R, partly damage	17
					4) Sewage disposal record on board, not available.	99
					5) Fire funnel damper, not properly closed.	17
					6) Insulation a class division for emergency escape trunk in wall in 2nd deck E/R, Not properly.	30
14	Australia	Brisbane	16-Mar-15	7	1) All four cargo hold level indicators defective. No evidence of testing presented during inspection.	30

					2) Numerous unauthorised electrical connections found in cargo hold water ingress control panel.	99
					3) Bridge 24 V DC charging panel insulation meter has no power to it.	17
					4) One SCBA defective.	17
					5) Rescue boat davit defective. Davit failed 13/03/2015. No evidence that flag, class or, port state have been informed of defect.	30
					6) Food waste found stored in Meat room.	17
					7) CO2 pre release alarm found activated. Engineers unable to clear alarm.	17
					8) Stbd pilot ladder defective.	17
					9) Improvised electrical connection in boiler control panel.	99
					10) Paint stored in E/R.	99
					11) Numerous portable E/R tools have no guards or handles.	17
					12) Four out of nine main engine fuel pump leak lines disconnected. Also drain valve on ME fuel Oil leak tank found open.	30
					13) SMS as implemented does not ensure that the vessel is prepared for an emergency as evidenced by deficiencies 1,3,5,7, and 12.	18
15	Netherlands	Amsterdam	20-Mar-15	18	1) Found several door (door-frames) seriously corroded and holed. All accommodation doors and its frames to be checked.	17
					2) During a test (rescue boat drill) the wire of the davit broke off (roen down) when hoisting the rescue boat back to its position on board. As a result of the broken wire the rescue boat fell down into the water and the rescue boat is damaged. Repairs to be done under the supervision of the RO.	30
					3) Anchor light aft ship completely broken of its construction.	17
					4) Found several fire dampers not properly closing due to the fact the butterfly nuts could not be lightened.	17
					5) Found emergency escape hatch not property closing. e.g. EM hatch from emergency generator room to deck. In addition sky hatch on bridge deck not bolted at all.	17
16	Australia	Brisbane, QLD	26-Mar-15	5	1) Safety pins have not been removed from CO2 cylinders of vessels fixed fire fighting system.	17
					2) SMS as implemented does not ensure that the vessel is prepared for an emergency as evidenced by deficiency 1	30
17	Belgium	Antwerp	1-Apr-15	20	1) Safety management audit by the Administration is required before departure of the ship. Deficiency's marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	17
					2) Speed through the water input on ARPA differs from speed log (difference of 6 knots).	17
					3) Speed log inoperative.	30
					4) Some reefers above on deck not fixed. Same deficiency as previous PSC inspection dd 31.10.2014	17
					5) PS sidelight not fixed.	17
					6) CO2-alarm system fail indication in steering gear room next to entrance of CO2-room.	17
					7) Found 2 winch brakes twisted/bend. One forward and one aft. Holding pins out of alignment. Brake path not aligned.	30
					8) Launching arrangements from PS lifeboat not properly maintained. FWD sheave/hook not properly aligned with davit. Locking pin from hydrostatic interlock at hook release system seized (PS). Found cracks on cable protections from hook release system (PS). hook release system (SB) adapted, instructions do not match with system.	30
					9) Closing device from ventilation cargo hold 7 not effective due to corroded compression bars.	17
					10) Found several sockets for twist-locks on hatch-covers rusted-out some with cracks and indented/distorted.	30
					11) Cargo hold 7 entrance hatch penetrated by cables without appropriate cable gland.	17
					12) Found CO2 pipes leading to cargo holds corroded at fixation	17
					13) Major earth fault on 440V.	17
					14) Found several sharp edges on lashing platforms and distribution boxes for reefers.	17

					15)	Found several hatch cover securing pins damaged.	30
18	Australia	Newcastle, NSW	8-Apr-15	10	1)	Oil water separator discharge control 3 way valve defective.	30
					2)	Shippers declaration for current cargo is unclear whether cargo is a marine pollutant or not.	99
19	USA	New Orleans	10-Apr-15	11	1)	The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs; fire detection and fire alarm systems. PSCO observed a failure in the smoke detectors above the boilers, service generators, and lube oil	30
					2)	There are clear grounds for believing that the master/crew are not familiar with essential shipboard procedures relating to the safety of ships. Ships crew was unable to provide instructions for testing procedures for each smoke detector and when each detector was tested. The maintenance plan does not identify testing of specific detectors along with no specific testing medium. The ship was observed using two mediums; actual smoke and smoke in a can. Provide a nonconformity report in accordance with SMS procedures.	b
20	USA	New Orleans	11-Apr-15	15	1)	A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear ground for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. Upon testing of Emergency Generator PSCO found Generator was not operationally ready due to quick closing valve not fully open resulting in the insufficient supply of fuel from the service tank, due to crew previously testing fuel quick closing valve and not resetting supply valve properly.	30
					2)	A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear ground for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. Current maintenance plan being utilized by crew did not specify how to reset Emergency Generator quick	b
21	Saudi Arabia	Dammam	19-Apr-15	17	1)	Cracked pilot ladder steps	17
					2)	Main generators and purifiers leaking	17
					3)	X-band radar not operational	30
22	Australia	Townsville, QLD	29-Apr-15	4	1)	Water/Weathertight Conditions/Ventilators, air pipes, casings/Ballast tank air vents defective 11 nos (4nos aft peak, water ballast tanks 6nos and fore peak 1 no) and 6 nos gaskets detached.	30
23	AUSTRALIA	KWINANA, WA	11-May-15	2	1)	Rescue boat outboard engine defective.	30
					2)	Securing devices (wing nuts and toggle screws) missing from all cargo hold access manway covers, forcle store rope hatch cover and aft rope store cover. (Reportedly, removed and stored away while vessel was in Chennal, India on about 15 April 2015.)	17
					3)	Frequency of rescue boat launch and manoeuvring in water exercise was not in accordance with SOLAS requirements. (Only one such exercise was carried out on 21/2/2015 in accordance with official logbook and vessel was newly delivered in July 2014.)	15
					4)	Onboard official drill records do not show compliance with 6-monthly freefall or simulation launching of freefall lifeboat as required in SOLAS Chapter III - Regulation 19 and 3-monthly manoeuvring in water. (Offical logbook shown freefall lifeboat was last launched on 21/2/2015 and 10/9/2014.)	15
					5)	Engine fire suppression system (hyper mist local system showing low freshwater tank level. (Reportedly, since 2 days ago.)	17
					6)	Most of the freefall lifeboat loose gears and inventory were left unsecured and not stored in designated locker.	17
					7)	Rescue boat fuel tank just about 30% full and spare fuel container just about half full. (Reportedly, there was not sufficient fuel onboard in May 2015 and just supplied today at this port.)	17
					8)	Self-contained breathing apparatus for fireman outfits in main and aft fire station not charged up as per manufacturer requirements (varies between 200 to 260 bars instead of 300 bars.)	17

					9) Various engine room external access doors fitted with pad locked security steel gate - not all personnel within the engine room are provided with the key for emergency escape purposes. (Reportedly, only 2 keys are provided to the pad locks.)	17
					10) Various vegetables in the provision store are mouldy or in decaying conditions.	17
					11) Password for Bridge Navigation Watch Alarm System (BNWAS) is posted next to the system panel and freely available to the watchkeeper (password is 0000).	17
					12) The above deficiencies no.1 to 8 are objective evidence that the Company's safety management system as implemented on board is not effective in the vessel's emergency preparedness.	30
24	USA	MOBILE, ALABAMA	1-May-15	19	1) On ships carrying flammable or toxic products or both, a water-spray system for cooling, fire prevention and crew protection should be installed to cover; cargo liquid and vapor discharge and loading manifolds and the area of their control valves and any other areas where essential control valves are situated and which should be at least equal to the area of the drip trays provided. PSCO noted when system was tested failure of the system. Main line to starboard manifold is deteriorated approximately 5 feet to the point pressure cannot be maintained to the entire system.	30
					2) Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight and the arrangements adopted for closing openings in them shall be to the satisfaction of the Administration. The PSCO observed three missing dogging devices with daylight showing into the space	17
					3) The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated. PSCO found two ventilation closures to the Compressor/Motor room supply fans inoperable.	17
25	Australia	Melbourne	13-May-15	16	1) The sides on small metal box on the roof of totally enclosed lifel boat (Port & Stb'd) is corroded and perished.	15
					2) Metal covers over drain in galley are uneven and loose and are a slip/trip hazard.	17
					3) Emergency fire pump defective.	30
26	Australia	HAY POINT, QLD	28-May-15	14	1) Starboard lifeboat on-load release defective.	30
					2) Lifeboats Port and Starboard fitted with aft painter. No safe means of internal release.	17
					3) Liferaft Starboard side Forward - painter not connected to weak link of hydrostatic release.	17
					4) Emergency Generator Room watertight door. Sill wasted and	15
					5) All hatch covers (1-7) - hatch cover rubbers all have a residual compression of 15 to 20mm. Manufacturer's allowable residual compression could not be presented on board.	15
27	Japan	Yokohama	9-Jun-15	24	1) Main engine including turbo charger has damage of degree that it can not be re-started.	17
					2) Fire detection panel installed in the bridge indicates a fault alarm. Some areas have been isolated.	17
					3) Vessel's mooring conditions are in poor condition.	17
					4) Cargo hatch cover's not properly secured.	17
					5) Chart of Tokyo Wan (JP 90) not provided.	17
					6) Garbage of final stowage - (over flow)	17
					7) Emergency light for launching area of free fall lifeboat not provided.	17
					8) Some lightings in the bosun store (working space) broken.	17
					9) Painter and buoyant tow lines of rescue boat equipment missing.	17
					10) EGC not properly received MSI thru POR.	17
					11) CO2 room floor has corrosion holes at different places.	30
					12) Sounding pipes (D.O) tank located on main deck missing original closure.	17
28	Australia	Kwinana, WA	18-Jun-15	6	1) Port side freeboard mark contrasting colour deteriorated.	15
					2) Large scale chart AUS 329 332 required for intended voyage not available.	17

					3)	Starboard side forward engine room fire damper defective.	30
					4)	Weathertight doors for forecastle store, port side accommodation entrance and galley aft entrance closing arrangement defective and unable to close weathertight.	30
					5)	Emergency operating handle for fixed CO2 system not available.	17
					6)	Several closing clamps for cargo hold access hatch and ventilation cover missing.	17
					7)	Access to life jackets and immersion suits inside forecastle store blocked.	17
					8)	Portable oxygen and gas meter on board overdue for calibration.	15
					9)	A number of air pipes on deck found securing bolts and nuts not fitted.	17
					10)	Safety management system with respect to maintenance of ship and equipment and also emergency preparedness ineffective (objective evidence 1-9).	18
29	Australia	Brisbane	19-Jun-15	11	1)	Emergency fire pump failed to pressurize the fire main.	30
					2)	Sewage treatment plant not operational at the time of inspection.	17
					3)	One side ramp securing pin bent and not able to secure the side ramp.	17
					4)	Both port and starboard side liferaft not rigged as per SOLAS requirement.	17
					5)	Fire hydrant on top deck (aft starboard, close to vent A-14R) leaking.	17
					6)	Purifier room, junction boxes and indicators left uncovered.	17
30	Australia	Brisbane	22-Jun-15	10	1)	Numerous instances of bridge officers not following voyage plan in regard to frequency and method of position fixing. Most serious was a 1 hour and 25 minute interval between plotting vessel position on chart during Great Barrier Reef Transit. Both fixes were GPS. Voyage plan required fixes every 10 minutes using both radar and GPS. Vessel was 0.8' of navigational hazard.	17
					2)	Large scloe Charts AUS 311, BA 4042 and 4041 onboard but not used for voyage from Port Kiang to Brisbane.	17
					3)	Numerous instances of brtidge officers not recording alternations of course in Bridge log book or the actual time of alteration of course.	17
					4)	Magnetic compass has been adjusted by Great Barrier Reef Marine Pilot on 19/06/15. No certificate of adjustment has been provided by pilot.	99
					5)	Bridge officers unable to present AUSCOAST warnings for vessels voyage from Singapore to Brisbane and Brisbane to Sydney.	17
					6)	One firemans suit lamp defective.	17
					7)	Auxiliary Boiler being operated contiously in manual mode since 04/04/15. Manufacturers instructions state that boiler must be continuously supervised by the ship engineering personnel. Engine room has operated UMS whilst boiler has bee operated in manual mode with no certified engineer on watch just an oiler on a six hour	17
					8)	Numerous adhoc electrical connections in both of the auxiliary boiler control panels. Boiler High pressure cut out and Main engine trip due to high exhaust gas boiler pressure sensor valves have been closed. Both high and low water level alarms active at the same	17
					9)	Number 4 cargo hold bilge alarm active.	17
					10)	Fire detector 0104 defective.	17
					11)	SMS as implemented does not ensure that critical shipboard operations are carried out effectively as evidenced by deficiencies 1,2,3,7 and 11. and that the vessel is maintained to the standard required as evidenced by deficiency 8.	30
31	Australia	Gladstone, QLD	24-Jun-15	6	1)	Engine room fire dampers (1&3 and 2& 4) defective. (temporary repair in progress at the time of writing this report).	17
					2)	Emergency generator defective (it took about 1.5 hour to rectify the defect).	17
					3)	Accumulator for emergency operation of rescue boat davit not kept pressurised.	17
					4)	Lifeboat conning glasses opaque; battery charger outlet socket without cover.	17
					5)	Five Self-closing valves at engine room bottom platform defective.	17

					6) Purifier room door kept lashed open.	17
					7) Excessive collection of oil on purifier room floor, heat insulations on pipes and fittings oil soaked.	17
					8) Shipboard SMS as implemented does not ensure that vessel has emergency preparedness as evidenced by above deficiencies no.1,2,3,5 & 6.	30
32	Australia	Gladstone, QLD	26-Jun-15	5	1) Records of seafarers' daily hours of work or rest do not reflect actual hours of work or rest.	17
					2) Australian Seafarer's Handbook, AHP 20 not on board, NP 15 not corrected and up to date.	17
					3) VDR displays back up error alarm. Responsible officer unable to explain the alarm. Instruction manual not on board.	17
					4) Emergency generator does not automatically start and connect to SOLAS CHII-1 Reg 43 emergency switchboard.	30
					5) Stow position of freefall lifeboat wrongly marked in Form E of S.E. Code of Practice.	99
33	AUSTRALIA	FREMANTLE	2-Jul-15	6	1) Free fall lifeboat not manoeuvred in preceding three months.	15
					2) Main deck starboard engineroom fire damper defective.	30
					3) Sewage treatment plant aeration compressor defective.	15
					4) Starboard side navigation light background not painted matt black.	17
					5) Battery number 1 for rescue boat engine starting defective.	15
34	NEW ZEALAND	TAURANAG	10-Jul-15	24	1) Echo sounder Reading Incorrect Depth (on Repeater).	99
					2) E/R supply fan #1 damper seized in open position.	17
					3) EM. Generator fails to auto-matically connect to switch board (EM).	30
35	AUSTRALIA	TOWNSVILLE	15-Jul-15	3	1) Emergency generator failed to automatically connect to emergency switchboard.	30
					2) Admiralty Sailing Directions, NP 15 not kept updated.	17
					3) Inmarsat C not set up to receive maritime safety information for the operational area.	17
					4) Numerous emergency lights around accommodation external decks defective.	17
					5) Low insulation on 220V distribution panel on emergency switchboard.	17
36	EGYPT	ADABIYA	28-Jul-15	6	1) One of Radar display unit defective.	30
					2) EPIRB battery defective	30
					3) Vemtilators, air pipes, casing.	18
37	REPUBLIC OF KOREA	GWANGYANG	24-Jul-15	4	1) Emergency batteries weekly check not conducted. - dead line 29th week.	17
					2) Rescue boat launching according to ship's LSA maintenance record book - due date 2015 June.	17
					3) Rescue boat davit control line not working - remote unable to release hook to use rescue boat - ship's crew	30
					4) Discharged quantity of sludge not identical with receipt.	17
38	ITALY	VENEZIA	3-Aug-15	14	1) Main fire line found holed between hold n.5 and n.6.	17
					2) One nozzle for fixed water firefighting system in paint locker not working.	10
					3) Fixed firefighting system Foam test certificate missing.	17
					4) Engine department crew members don't known the position outside the engine room of the emergency stop for fuel pump, boiler, ventilation, purifier.	17
					5) Fuel leakage on main engine ch. N.7.	17
					6) S-VDR found with alarm (Protected Data Limit disconnected).	17
					7) Deficiencies marked (ISM) are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. Safety management audit by the Administration is required before departure of the ship.	17
					8) ISM Procedure to enter in enclosed space (Upper ballast tank n.1 stbd.) not followed (no ventilation, no light, no rescue equipment, atmosphere test instrument with only 1.5 meter pipe).	17
					9) Protection for the chain gears used to open the hatch covers missing.	16

39	USA	JACKSONVILLE, FL	6-Aug-15	7	<p>1) All lifeboats shall be properly constructed with rigid hull. Maintenance of lifesaving appliances shall be carried out based on guidelines developed by the organization and in a manner having due regard to ensuring reliability of such appliances. Damage found on freefall launch lifeboat of both the port and starboard sides of the stern, damage to port hull and damage to propeller guard. Repairs made to port hull and starboard stern; however, no reports from class or flag attesting to proper repairs, nor ISM non-conformities reported to company. 30</p> <p>2) Rescue boat shall be stowed in a state of inflated type, continuous readiness for launching, and if the inflated type in a fully inflated condition at all times. Port State Control Officer discovered that the inflatable rescue boat was of an inadequate pressure. After inflating the rescue boat to adequate pressure, that pressure could not be maintained. 30</p> <p>3) Unless expressly provided otherwise launching and embarkation appliances complying with the requirements of Section 6.1 of SOLAS shall be provided for all survival craft. Every launching appliance shall be fitted with brakes capable of stopping the descent of the survival craft or rescue boat and holding it securely when loaded with its full complement of persons and equipment. Brake on rescue boat launching appliance was inoperable. In addition, while testing rescue boat davit the limit broke. 17</p> <p>4) Not less than one half of the total number of lifebuoys shall be provided with self igniting lights complying with the requirements of paragraph 2.1.2 of SOLAS Chapter III Regulation 7.1.3. Life buoy self igniting lights were improperly stowed rendering them not self 17</p> <p>5) Firefighting foam concentrate stored onboard should be performed every year after the first three year period. Last form analysis completed over one year ago on 16-May-2015. 10</p>	
40	INDIA	PARADIP	6-Aug-15	5	<p>1) Dewatering system of Bosun store found not operational. 30</p> <p>2) SART found not operational. 30</p> <p>3) Lifeboat and Rescue boat not lowered and maneuvered as per SOLAS requirement. 17</p> <p>4) Rest hour record not filed up correctly not corresponding with actual work. 17</p> <p>5) Latest continuous synopsis record not found onboard. 17</p> <p>6) Muster card found not updated with latest crew. 17</p> <p>7) Chemical not found at designated place safety item not found. 17</p> <p>8) GMDSS radio communication emergency person not nominated. 17</p> <p>9) Oil record book not filed up correctly. 17</p>	
41	NEW ZEALAND	NZTRG - TAURANGA	13-Aug-15	20	<p>1) Emergency system/emergency source of power - Emergency generator/Emergency Generator failed to connect to the emergency switchboard under test conditions. 30</p>	
42	INDONESIA	JAKARTA	20-Aug-15	5	<p>1) Ship Security level not posted. 17</p> <p>2) Fire door (A60) entrance to E/R, defective. 30</p> <p>3) SCBA not available on board during inspection. 30</p> <p>4) Navigation light FWD mast light no.2 unlit. 17</p> <p>5) Steering indicator std side, dispute. 16</p> <p>6) Garbage record book not properly recorded. 17</p> <p>7) Rain water collector plug, stuck. 17</p> <p>8) 3 way valve for jacketed cooling, packing leaking. 15</p> <p>9) Fire fighting appliance for helideck not as per SOLAS chp. 11-2 17</p> <p>10) Strength calculation for Helideck, NA on board. 99</p> <p>11) Helicopter Operators training record, NA on board / crew familiarization. 99</p> <p>12) Untreated sewage directly over board during along side at port 30</p> <p>13) Incinerator combustion chamber, defective. 30</p>	

					14)	According deficiencies ship ISM code failure by : - Safety and environment policy - Resources and personnel - Emergency preparedness - Maintenance of the ship equipment.	30
43	NEW ZEALAND	AUCKLAND	21-Aug-15	4	1)	Port Bridge VHF Radio unable to receive channel 16 calling.	16
					2)	Port forward draft mark unable to read	16
					3)	Emergency D/ALT unable to automatically start and connect to emergency switchboard in blackout condition.	30
44	CHINA	SHANGHAI	22-Aug-15	3	1)	The date of building contract recorded in the supplement to I.E.E. differed from the one in S.C.	17
					2)	The shore-side crew kept on watch-keeping at berth of Shanghai port instead of ship's officer during inspection, which not authorized by Flag state.	17
					3)	The daily rest records of 2/E not reflected actual situation because of OWS operation or sludge pumping working of 7 times in June and July of 2015.	99
					4)	The rest period of 2/E between 2100 of 18-06-2015 and 2100 of 19-06-2015 less than 10 hours (only 8 hours) due to discharging E/R bilge water.	99
					5)	Compass bearing device of magnetic compass unable to take bearing over an arc of horizon of 360 degrees because of the obstruction of E/R funnel.	17
					6)	BA chart No. 1602 & No. 1603 not new edition.	17
					7)	Voyage plan (from Port KLANG WEST to Shanghai made on 16th Aug 2015) not made from berth to berth.	99
					8)	The lifebuoy not equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use.	17
					9)	The garbage of category A, B, C, D and F thrown into the sea at the Yantian harbour on 11.04.2015 according to the record of garbage record book.	30
					10)	SMS as implemented does not ensure compliance with authorized crew worked on board according to deficiencies of 01308, suggesting additional audit by RO.	30
					11)	SMS as implemented does not ensure compliance with key crew getting enough rest according to deficiency 01299, suggesting additional audit by RO.	30
45	AUSTRALIA	GLADSTONE, QLD	28-Aug-15	10	1)	Emergency fire pump defective.	30
					2)	Meat & Fish room temperature high.	17
46	INDIA	NHAVA SHEVA	2-Sep-15	6	1)	Engine Room Blower Flaps Frozen (No.2)	30
					2)	Main Engine Lube Oil Pumps not starting on auto standby.	30
					3)	Funnel Flaps could not be closed from remote location.	30
					4)	1 SCBA leaking from reducer valve and completely discharged within 2 min.	30
					5)	1 SI Light non operational.	17
					6)	Ship's name and port of registry not clearly marked on lifebuoy near STBD Gangway.	17
					7)	Vent head for F/O. 1 & 3 broken	17
					8)	Safety pin for APT mooring winch missing.	17
					9)	Gangway register not maintained properly.	17
					10)	No security boarding procedures followed for security level 2 (ship in JNPT under Level -2)	17
					11)	MSDS of chemicals missing in chemical store.	17
					12)	2 fire hydrant in STBD side leaking.	17
					13)	Code of safe working practices not being followed onboard.	17
					14)	Spares and other equipment found stored behind main switch board.	17
47	AUSTRALIA	TOWNSVILLE	8-Sep-15	3	1)	Auxiliary engine no.1 unable to start. Fuel valve nozzles running hours for both auxiliary engines well above makers recommendation. Spares on order from July 2014 not received.	30
					2)	The above deficiency is objective evidence of failure of the vessels SMS with regards to maintenance and company responsibility.	30

					3)	Magnetic compass corrector sphere losse.	17
48	EGYPT	ALEXANDRA	9-Sep-15	9	1)	sat-c (furuno) out of order (not working)	30
					2)	Sat-c (sailor) unable to make log out and have a problem in transceiver and antonna	30
					3)	one m.o.b (p.s) inoperative (flashing lamp not working)	17
49	COLOMBIA	BARRANQUILL ^	9-Sep-15	6	1)	15 PPM alarm arrangements	30
					2)	Oily filtering equipment	30
					3)	Onboard training and instructions	17
					4)	Fire fighting equipment maintenance	17
					5)	Launching arrangement survival crafts	17
					6)	Gauge of generator no.1	17
50	AUSTRALIA	FREMANTLE, WA	21-Sep-15	11	1)	Admiralty Sailing Directions for last port of call not on-board and for present area of operation not corrected upto date.	17
					2)	Passage plan for previous and intended voyage does not meets the requirement of IMO res A893(21) with regard to position fixing frequencies.	17
					3)	Oily water separator - unapproved valve fitted between automatic valve and overboard valve.	99
					4)	Fire damper for engine room fan (port side) defective.	30
51	UNITED STATES OF AMERICA	BELMONT ANCHORAGE	5-Oct-15	4	1)	Where the emergency source of electrical power is a generator it shall be started automatically upon failure of the main source of electrical power supply. PSCO observed vessel's emergency generator in-operable. E-gen has been inoperable since 9/25. Chief Engineer stated the high pressure fuel pump failed. Vessel is restricted to Belmont Anchorage.	30
					2)	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 aboard. Vessel experienced a propulsion loss and is restricted to Belmont Anchorage I.A.W. COTP 0673-15 dated OCT 5, 2015.	60
					3)	Whenever there is a hazardous condition either on board a vessel or caused by a vessel or it's operation the person in charge shall immediately notify the nearest Coast Guard Sector office. Vessel's emergency generator was not operational since 9/25, vessel failed to report hazardous condition on eNOA.	10
52	INDONESIA	TANJUNG PRIOK	5-Oct-15	1	1)	Appendix 3 port contact SOPEP not up dote.	17
					2)	Garbags record book not as garbage management plan.	99
					3)	MF/HF test by DC power, failure.	17
					4)	Record of hours of work not confirm with actual activity.	99
					5)	New joining personnel familiarization record not included captain.	17
					6)	Rescue training manunal not in working language.	17
					7)	1 main bottle BA set, empty.	17
					8)	Fire door 2nd deck at E/R, ungastight.	17
					9)	Engine or crew are not familiar with essential shipboard procedures relating to prevention of pollution by sewage.	30
					10)	Master or crew are not familiar with essential shipboard procedures relating to prevention of pollution by sewage.	17
					11)	Incienarator equipment, defective.	30
					12)	Rescue boat engine test, fail.	30
					13)	Crew members responsible for enclosed space not familiar.	17
53	AUSTRALIA	BRISBANE, QLD	27-Oct-15	13	1)	No cargo information as per IMSBC code been provided to the ship before loading at last loading port. The ship received cargo information after discharging started in Brisbane.	17
					2)	Stability calculation from loading port based on assumed stowage factor.	17
					3)	Port side ECDIS screen discoloured.	17
					4)	Ships engineers unable to demonstrate correct operation of Oily Water Separator.	17

					5)	The SMS does not ensure effective implementation of procedures ISMC/S7 and instructions for key shipboard operations concerning the safety of personnel, ship and environment, as evidenced by deficiencies number 1, 2 and 4.	30
54	CANADA	QUEBEC	5-Nov-15	7	1)	Numerous ballast vent pipes on deck have open flanges (below vent heads). (ISM)	30
					2)	Some toilet seats missing. Bridge urinal leaking at drain connection. Bridge washroom cleanliness poor.	16
					3)	No Safe Working Load indicated on the lifting rails, pad eyes in the Engine Room. (ISM).	17
					4)	Floor plates in Engine Room and Steering Gear room have no means of securing.	16
					5)	Hammers for both bitter ends release missing.	17
					6)	Insulation missing fwd bulkhead in engine room lower floor stbd side and vent cable trunk C deck. Recurring item (ISM).	30
					7)	Cable transit damaged and one new cable through bulkhead without proper cable penetration in Vent trunk C Deck. (ISM).	17
					8)	CO2 system in galley can only be released from inside the compartment. To be dealt with by class.	17
					9)	Discrepancy between local refrigerator thermometers and set points on refrigerating unit (AC Room). Drains inoperative on evaporators in all three refrigerating rooms.	17
					10)	Flame arresters not fitted on Oxy / Acetylene cabinet in Engine Room. Pressure gauge damaged on oxygen regulator. (ISM).	17
					11)	Nameplate on hook for Davit launched liferaft unreadable.	17
					12)	Emergency operation Instructions unreadable on rescue boat davit. Clear instructions to be posted. Crew to be familiarized with emergency operation.	17
					13)	Vessel failed to report failure of one of the fairleads, fwd of the accommodation port side. Fairlead out of commission. (ISM)	30
					14)	Steady FO leak on sightglass for LSMGO Setting tank overflow line. Vessel loading LSMGO in overflow FO tank through overflow line. Bunker plan was not followed. (ISM).	30
					15)	Maximum allowable number of persons not indicated on accommodation ladders.	17
					16)	Safety management audit by the Administration is required before departure of the ship. Deficiency's marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	30
55	AUSTRALIA	BROOME, WA	7-Nov-15	5	1)	Emergency generator defective.	30
					2)	Number 1, 2 and 3 generators defective	30
					3)	Crew facilities, Accommodation ventilation and lighting, sanitary and laundry facilities and food and catering not provided due to ship black out.	30
					4)	Cold room temperature not as required to conserve frozen and fresh provisions.	17
					5)	Temporary lighting in engine room insufficient to allow safe work and accident avoidance.	17
					6)	The SMS as implemented does not ensure mandatory reporting as evidenced by the vessel while on voyage Thailand to Australia drifted from 0600 27th October to 1830 28th October to make main engine repairs. This was not reported to port state and there is evidence on board it was reported to flag and class.	18
					7)	In engine room fuel oil tank lid removed.	17
56	USA	GLOBALPLEX, RESERVE, LA	11-Nov-15	18	1)	PSCO's boarded the vessel, walked forward between cargo hold 4 and 5 and made their way to the stern of the vessel before being challenged by ships crew.	30
					2)	PSCO observed fuel drain valve on the leakage oil alarm device form the F.O. high pressure pipe in the open position which may compromise the ability of the alarm to indicate internal leaks.	50
					3)	External high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors shall be jacketed piping capable of containing fuel from the high pressure line upon failure. PSCO observed the double jacketed fittings on the main engine not properly secured.	16

					<p>4) Those ships using separate fuel oil to comply with paragraph 4 of this regulation shall carry written procedures showing how the fuel oil change over is to be completed. PSCO observed that the change over procedures had occurred, however there was no current plan for crew to follow. The plan being utilized is out of date and non-compliant with current regulations MARPOL Annex VI/Reg 14.4.3.</p> <p>5) PSCO's identified several sections of exhaust lagging that is missing leaving exposed turbos and exhaust manifolds open as a burn hazard to the crew.</p> <p>6) PSCO's observed that the smoke detector located over the No.3 auxiliary generator was being held together by tape. PSCO's witnessed satisfactory test of the detector however the integrity of the housing is questionable since it's been modified with tape.</p> <p>7) PSCO observed a hose running from the sewage standard discharge connection to the Aft Peak Tank Ballast Vent. Request clarification from certificate issuing authority attesting to the proper cleaning of the aft peak tank from sewage effluent.</p> <p>8) The PSCO observed inconsistent Oil Record Book entries in regards to collection and disposal of oil residues (sludge) operations, specifically soundings of sludge and oily bilge water holding tanks (IOPP 3.1). Also, the PSCO observed entries in the Oil Record Book that appeared to have been modified by manually changing numerical values representing quantities processed through the oily water separator. IOPP indicates a throughput of 2.0m3/hr. Entries noted on 20 October indicated 4.5 m3 processed in a 2 hour period. Additionally, on 26 September, 5.6 m3 were processed in a 2 hour period.</p>	<p>40</p> <p>16</p> <p>16</p> <p>40</p> <p>16</p>
57	USA	SEATTLE, WA	11-Oct-15	3	1) Every ship shall be provided with a satellite emergency position indicating radio beacon (EPIRB) which shall be capable of being operated manually. Vessel's EPIRB could not be satisfactorily tested in the presence of the PSCO.	30
58	AUSTRALIA	GLADSTONE, QLD	11-Nov-15	3	<p>1) Old edition charts used for the previous voyage: AUS 292, 834, 835, 829, 367 (Same charts required for the intended voyage). Largest scale charts not used for the previous voyage : AUS 270, 281.</p> <p>2) Evidence indicate that vessel has prepared photocopied scanned charts for navigational purposes. Charts include : AUS 367 and other charts for previous voyages.</p> <p>3) Passage plan not in accordance with MSC Circ A.893.21.</p> <p>4) Old edition of Admiralty Sailing Direction, NP 15 on board.</p> <p>5) Compass error verification frequency, not as per STCW requirements.</p> <p>6) Cargo hold number 7, water ingress system alarm showing fault.</p> <p>7) Rescue boat launching instructions not provided under emergency lighting.</p> <p>8) 3 mooring ropes secured on mooring winch warping drums (2 forward and 1 aft).</p> <p>9) Non-return drain cocks on No.3 cargo hatch coamings defective.</p> <p>10) Open manhole covers (of 2 void spaces) on forward store without warning notices or protective guard railings. (Repeated deficiency).</p> <p>11) Forward store dewatering system not readily available for operation, local valves kept closed.</p> <p>12) Access to dewatering system in forward store blocked by stores and sundries.</p> <p>13) Ship staff not aware of location of forward store dewatering system, rescue boat davit operation and emergency generator sequence</p> <p>14) SMS as implemented has failed to ensure that the voyage is planned using the appropriate nautical charts and nautical publications prior proceeding to sea (deficiencies 1 - 4); that the vessel is prepared to respond to an emergency (deficiencies 6.7.11.12.13) and that the non-conformities are addressed to</p>	<p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>16</p> <p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>17</p> <p>30</p>
59	IRELAND	DUBLIN	11-Nov-15	14	<p>1) On inspection Garbage record book does not have correct record of cargo residues cat G.</p> <p>2) Emergency generator. Test of emergency starting/failed more than once. Vessel unable to repair.</p>	<p>17</p> <p>30</p>

60	INDIA	VISAKHAPATN AM	13-Nov-15	10	<ol style="list-style-type: none"> 1) DMLC Part 1 not available on board. Ship found DMLC Part 1 and same has been filed along with DMLC Part II. 17 2) No Record available on board to comply with SOLAS III Reg 19 17 3) GMDSS Power Supply in operational. Master did not inform flag. Radio technician checked and found that MF/HF unit 26pin ribbon cables (2Nos) damaged and needs to be replaced. 17 4) Echo sounder in operational. Radio technician attended and the system placed in order. 17 5) ESP file not available on board. Misplaced file has been found and kept in its place. 17 6) Bosun store de-watering system inoperational. Blocked suction well cleared, system tested and found working good. 30 7) Galley exhaust mesh dirty. Mesh thoroughly cleaned and made grease free. 17 8) Vents on deck for F.O. Tanks closing operation in effective. Vent covers opened and closing discs freed placed in order. 17 9) Emergency fire pump not building pressure as per MSC Resolution. Vacuum pump problem rectified, tested and found good at 0.5MPa. 30
61	SPAIN	GIJON	13-Nov-15	20	<ol style="list-style-type: none"> 1) Emergency fire pump and its pipes. 30 2) Ventilators, air pipes, casings. 17 3) MF/HF Radio Installation. 30 4) Fire control plan -all 17 5) Fire pumps and its pipes. 30 6) Launching arrangements for rescue boats. 30 7) Insulation wetted through (oil). 17 8) Food temperature. 17 9) Other (machinery). 17 10) Operation of Fire protection systems. 30 11) Stowage and provision of liferafts. 30 12) Enclosed space entry and rescue drills. 30 13) Launching arrangements for survival craft. 55 14) ISM. 30
62	USA	AMA ANCHORAGE	14-Nov-15	16	<ol style="list-style-type: none"> 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. PSCO noted the starboard life boat aft quarter had an approximately 15" x 1/2" fracture in the hull below the waterline. 30 2) 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. PSCO observed both port and starboard side davits did not operate smoothly during launching, the lower pins required additional grease during this exam. 17 3) The foam generator, its sources of power supply, foam-forming liquid and means of controlling the system shall be readily accessible and simple to operate. The vessels emergency instructions did not cover all valves in the emergency fixed fire-fighting foam system in the steering gear room. 17
63	CANADA	OTTAWA	16-Nov-15	11	<ol style="list-style-type: none"> 1) Deck sounding pipes plugs are replaced with wooden plugs, or damaged Teflon plugs. All sounding pipes to be fitted with appropriate means of closing (ISM). 30 2) Gasket missing on 3 accommodation port hole dead light. 16 3) Two dogs on Forecastle access door not working properly (ISM). 16 4) A bolt was observed on the shell plating aft Port near the transom. R.O. to investigate on this matter. Due date : 21-11-2015. 99 5) Four self-closing caps on engine room sounding pipes not working properly. 10 6) Bolts missing on two fire hydrants on main deck Port side. 16 7) Fire station box in front of accommodation Stbd side broken. 16 8) Several fire doors held open by mechanical means, or lack of adjustment (ISM). 17 9) Several cargo hold covers safety lock not in use. (ISM) 17

					<p>10) Safe working load missing on several monorails in the engine room. 16</p> <p>11) Cable duct 313 new electrical cable penetration not sealed. 16</p> <p>12) Fire extinguishing foam container not labeled (product spec. And expiry date), no mean to relate certificate to product. One container missing (spare) in engine room Port side kit (ISM). 30</p> <p>13) Pipe duct, pipe leaking in P.D. 517, leaking all the way down the galley P.D. 319. Water accumulating in galley P.D. 319. One pipe in P.D. 517 not sealed. 17</p> <p>14) Rescue boat davit not readily available, pressure was down to 7MPa and should be at 19MPa. 17</p> <p>15) Medical certificate for Fitter Ge Chongyang not meeting STCW or MLC 2006 requirements - information missing (ISM). 16</p> <p>16) No evidence of free fall or simulated launching being performed (life boat) ISM 17</p> <p>17) Internal safety audit and corrective action is required within three months. Deficiencies marked (ISM) are objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM 18</p>	
64	AUSTRALIA	BRISBANE, QLD	8-Dec-15	11	<p>1) Hypermist system supply water tank contents below low water level alarm. 17</p> <p>2) Transport safety pins still in place for all CO2 cylinders. Crew advised to bring system back into operable condition immediately. Crew have only removed two pins from system after two hours. System serviced at special survey on 22.03.2015. 99</p> <p>3) Grinder in workshop has guard removed. 17</p> <p>4) Oil content meter sample water piping has been modified out with manufacturers instructions. 99</p> <p>5) SMS as implemented does not ensure that the vessel is prepared for an emergency as evidences by deficiencies 1 & 2. 30</p>	
65	IRELAND	AUGHINISH	14-Dec-15	14	<p>1) The fire scenario was set involving a substantial fire in the galley. Once the alarm was sounded the crew were found to be running to their stations without mustering, some crew were on the poop deck, others were going into the accommodation without fire protection. Two unprotected crew entered the accommodation with a fire hose. The outside doors were opened from inside the accommodation in the vicinity of the galley. No. B. A. pressure readings were communicated to the bridge or recorded elsewhere. The fire learn entered the galley without fire fighting equipment. The drill was suspended and restarted by PSCO with the same outcome. The master was unable to produce the ISM procedure check list for emergencies until after the drills. 30</p> <p>2) the Fire drill identified several shortcomings in crew training. 30</p> <p>3) Deck officer responsible for lowering starboard life boat informed PSCO that the enclosed life boat is lowered to the "Embarkation" deck where the crew then board the vessel before lowering to the sea. This is also contrary to Reg 33. 30</p> <p>4) Safety management audit by the Administration is required before departure of the ship. Deficiency's marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. 30</p> <p>5) Several Galley / Provision A-Class Fire doors were found to be latched open or self closers modified to maintain fire doors in the 30</p> <p>6) The passage plan does not conform to company procedure QSEP-7.4.2. FMM04-1503 as parallel Index techniques are not being employed. 17</p>	
66	AUSTRALIA	BRISBANE	18-Dec-15	7	<p>1) One crew member SEA has expired. 17</p> <p>2) Stbd liferaft float free arrangements defective. 17</p> <p>3) voil space explosive gas detection system has sensors disconnected. Two from (50%) forward voil and one from aft void 99</p> <p>4) Crew unfamiliar with testing of fixed gas detection system. Crew have used gas for testing smoke detectors for test of gas detection 17</p> <p>5) Pumproom gas detector showing fault during testing. Voil space detectors showing LEL of over 50% when tested with 10% LEL calibration gas. 99</p> <p>6) Crew unfamiliar with correct operation of OWS. 17</p>	

					7) 15 PPM alarm arrangements not in compliance with requirements of MEPC 107(49).	30
					8) SMS as implemented does not ensure that; critical shipboard operations are carried out effectively as evidenced by deficiencies 4 & 6; and that the vessel is maintained to the standard required as evidenced by deficiencies 3 & 7.	18
67	AUSTRALIA	HAY POINT, QLD	22-Dec-15	13	1) Port lifeboat - both independent rechargeable energy sources of starting failed.	30
					2) Emergency fire pump unable to pressurise fire line.	30
					3) Enhanced survey programme - records unable to be presented on board.	15
					4) Earth fault on 100V switchboard in emergency generator room indicated.	17
					5) Steering gear - hydraulic oil tank for spare charge - approximately 25% full.	17
					6) Port lifeboat - steering porthole opaque.	15
					7) Sewage treatment plant not being operated in accordance with vessel's ISPP certificate nor in accordance with maker's instructions. Records indicate sewage 3-way directional valve being changed over at sea. Aeration air pressure very high with evidence of packing media plate pack breaking up.	15
					8) The SMS does not ensure the vessel can effectively respond to hazards, accidents and emergency situations, as evidenced by deficiencies 1,2,5,6.	30
					9) AUX boiler not provided with two seperated feeding water systems from and including feed pumps.	99