

Details of detention of Hong Kong Ships  
( 1 January to 31 December 2016 )

Ship	PSC state	PSC Port	Detention Date	Ship Age	Deficiencies	Action Code
1	Japan	Osaka	8-Jan-16	15	1) All Cargo Holds have no CC marks.	99
					2) Contact point list of SOPEP - Not up to date.	17
					3) Gangway access control - Not carried out properly.	99
					4) 1. Discharge pipe of fixed CO <sub>2</sub> fire extinguisher system - holes due to corrosion at the following locations: (a) outside of CO <sub>2</sub> room under a grating near Frame 28 centre; (b) backward starboard side of No. 2 cargo hold; (c) side line starboard side of No. 2 cargo hold near Frame 34.	30
2	USCG	Long Beach, California	9-Jan-16	15	1) 1. Due to the objective evidence found in deficiencies 2,3,4,5,6,7, there are clear grounds that the safety management system (SMS) is not being implemented properly.	30
					2) The Machinery, boilers, and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. Numerous soft patches not reported to class/company including 03 on Seawater discharge for #1 Generator. 01 on the enductor line for ballast water, Saltwater cooling piping for the main engine flange is leaking and has a soft rubber patch on the flange and the #1	17
					3) Before the ship leaves port and at all times during the voyage all life saving appliances shall be in working order. Both Lifeboats have patches above the propeller that are de-laminating and damage near the anchoring lift point, port lifeboat has a separation between the deck and hull showing light and the restraining strap has damaged/crushed the deck. Stbd lifeboat shows signs of hull/deck, but not complete worn.	17
					4) The Machinery, boilers, and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. Active steam leak in oil purifier room near valves requiring manual operation from crew.	17
					5) Electrical installations shall be such that the safety of passengers, crew and ship from electrical hazards will be ensured. PSCO observed a class approved portable generator on deck that is in use due to the #2 Generator being inoperable, the electrical wiring is open to the weather, not in junction box and signs of heat damage and open wire splicing.	17
					6) The function of a fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air at the appropriate temp., or smoke or aerosol particles having the appropriate range of density or particle size, or other phenomena associated with incipient fires which the detector is designed to respond. PSCO asked crew to test flame detector, crew attempted to test with flame detector with a lighter in the oil purifier room. Testing procedures do not state open flame to be used to test flame detectors. Provide documentation from Class attesting to the proper operation and procedures for	17
					7) The Machinery, boilers, and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. Conduit for numerous wiring connections are broken, with exposed wires.	40
					8) The Machinery, boilers, and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The steering gear system has multiple leaks at the pump, crew needs to fill hydraulic tanks on a regular basis.	40
					9) While conducting Accommodation space exam, PSCO observed narcotics where in a box, in an unlocked room. Spoke with Captain and informed him that he was responsible for the secure stowage of Narcotic medication. Captain locked	17
3	Australia	Port Headland, WA	22-Jan-16	7	1) Vessel arrived short 1 AB and 1 Oiler.	17
					2) No evidence that the Lifeboat was manoeuvred during last lifeboat launching drill.	15
					3) Annex II not updated.	17
					4) SOLAS training manual not ship specific.	18
					5) GMDSS MF/HF unable to operate on battery power.	30
					6) Passage plan failed to use appropriate large scale charts.	17
					7) Frequency of Compass Errors not as per STCW.	15
					8) No evidence to indicate manual testing of auto pilot as per	15
					9) Starboard side lifeboat brake release handle in lifeboat missing.	17
					10) No evidence of periodic testing of Emergency Generator auto	15
					11) Fire hose on poop deck leaking at huydrant.	17
					12) Galley exhaust ducting has excessive oil build up.	17

					13) Free standing fridge in Crew mess defective.	15
					14) Multiple wirings found in poor condition with temporary tape. Lifeboat search light and laundry room wiring	17
					15) Galley Fire Screen Door defective.	17
					16) Communal shower facilities not kept in hygienic condition.	17
					17) No evidence available onboard that the Master or Owner has reported the defective GMDSS batteries to Flag, Class or Port	17
					18) The Safety Management System, as implemented onboard falls to ensure effective implementation of ISM Code Element 7,8,9 & 10 as evidenced by deficiencies 2-12, 12-15 & 17.	30
4	Italy	Naples	29-Jan-16	12	1) Fire drill in the galley carried out some crew did not show to know their duties for the subsequent reasons; the fireman did not wear correctly the mask of breathing apparatus; the fireman did not use any kind of equipment to fight the fire, no fire extinguishers and no fire hoses used.	17
					2) During inspection verified that Voyage Data Recorder do not working properly, at the moment of the inspection was present the service technicians to perform the annual survey according the annual survey for Safety Equipment Certificate.	17
					3) The Record of rest hours are not correctly filled, missing indication of work hours, incorrect use of proper symbol, Master instructed to rectify.	17
					4) CSR nr.3 missing form nr.3 and CSR nr.2 missing form nr.2	16
					5) The SEA of the Seafarers, in number of 13(thirteen) included in the crew list with joining date 01-01.2015 are expired since three months (time limit 8 months plus 2 as per owner's option). During inspection found on board other SEA's signed by seafarers on 01.01.2016 against the Seafarers bill of rights, no possible sign two consecutive SEA, maximum period of agreement is 12 months. No annual leave provided to the	30
					6) There is no evidence that the system for on board complaint procedure is correctly in place. The Seafarers do not have the possibility to present the complaint regarding the possibility to repatriate after the termination of the agreement.	30
					7) 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 Code.	30
5	United Kingdom	South Shields	29-Jan-16	18	1) Shippers declaration for bulk cargo not in IMSBC.	17
					2) Wreck removal certificate missing-copy e-mailed Original to be onboard.	17
					3) Not all crew meeting hours of rest requirements.	17
					4) Lights upper mast head.	17
					5) VDR in alarm condition.	17
					6) Emergency steering COMS hear set cable damaged.	17
					7) Emergency Generator fuel oil tank valve closed.	17
					8) Port lifeboat engine will not start;	30
					9) Pilot ladder portside not to be used until repaired-loose.	17
					10) Railing lower rail portside detached.	17
					11) Pump gland packing leaking.	17
					12) Engine room L.O. gauge glass valve held open.	17
					13) EEBD (Emergency Escape Breathing Device) in engine room inoperative;	30
					14) Light of several areas fish room/moorine deck/safety locker.	17
					15) Cable conduit on main deck cracked /corroded through in pipes leading underdeck.	17
					16) ISM - number and nature and deficiencies indicate a lack of implementation of ISM Code.	30
6	France	Bordeaux	4-Feb-16	5	1) Main fire line insulation valve found unwater-tight during emergency fire pump performance drill;	30
					2) Two front fore-castle doors found buckled and unwater-tight and unweathertight;	30
					3) Remote control systems of engine room fire dampers not fully working;	30
					4) Some of the fire hydrants found seized inside emergency generator and CO2 room.	30
					5) At the time of inspection, steam leaked located in purifier room and upper part of boiler.	17
					6) Substance and condition of insulation in purifier room, steam pipes to heater no. 1 and no.2.	17
					7) Steering Gear room floor found slip condition.	17
					8) Fore-castle front at steel box as container removed to shore.	17
					9) At the time of inspection, E/R staff fails to demonstrate use of (e.g. automatic stopping device).	17
					10) Bitter end access removed condition of storage and cleaned.	17
					11) Initial safety audit and correcting action taken by the company is required within 3 months - deficiencies marked ISM are objective evidence of FAILURE on lack of effectiveness, of the implementation of the ISM code.	18
7	Chile	Antofagasta	8-Feb-16	4	1) 3rd Engineer's Certificate without flag's endorsement.	30
					2) Navigation chart No 4227 (Antofagasta port) not on board.	17
					3) Passage plan not updated to actual voyage and use of chart not on board.	17
					4) Paper chart maintenance record not updated.	16
8	Germany	Hamburg	15-Feb-16	15	1) Dieselgenerator No. 2 exhaust gas leakages and insulation incomplete.	17
					2) Official charts for approach and river passage Elbe and Hamburg Port expired;	30
					3) Sewage plant not properly working;	30

					4) Rudder angle indicator on STB side wing not readable.	30
					5) Filler warning at both steering gear hydraulic units.	17
					6) Valve symbol in the modification drawing not matching with the installed valve type.	17
					7) Aft anchor light partly over painted;	30
					8) Funnel fire dampers not properly closing;	30
					9) Crew did not find one quick closing valve for remote means of control for machinery during test. One quick closing valve found	30
					10) No gangway net rigged out, no guard rails on lower gangway platform, steps partly bended.	17
					11) Incinerator inoperative;	30
					12) Bolts of winches on fore and aft stations heavily corroded;	30
					13) Man overboard lifebuoy on port side wing cracked;	30
					14) Frames of hospital bulleeyes found damaged.	17
					15) Door from main deck to the hospital not weathertight;	30
					16) Display of reserve source of energy on GMDSS station not	30
					17) Escape trunk of the engine room inside strong corroded. Signs of sea water leakages.	17
					18) UV filter for fresh water disinfection found not in use. Drinking water not hygienic MLC not signed by flag state but no more favourable treatment as per Paris MoU procedures.	17
					19) SWL on emergency lowering arrangements partly over painted.	17
					20) Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness of implementation of the ISM	30
					21) Engine monitor scheme for Diesel I Generator No.1, the exhaust gas thermometer after T/C inoperative, for Diesel generator No.2 exhaust gas temperatures not shown.	17
					22) Fire door to main engine room not closing properly.	30
9	Gibraltar	Gibraltar	16-Feb-16	5	1) Galley sink not working;	30
					2) Fridges and freezers not clean and unhygienic;	30
					3) Galley very dirty including shelves, deck, oven and storage	30
					4) Fresh water discoloured in cabins and galley.	30
					5) Dogs not secured on hatch.	17
					6) W/T door removed in forecandle.	17
10	Australia	Hay Point, QLD	18-Feb-16	16	1) Emergency generator not connecting to emergency switchboard automatically.	30
					2) Emergency fire pump unable to pressurise fire line.	30
					3) Lifeboats Port and Starboard - rigged with aft painter. No safe method of internal release.	17
					4) ECDIS not referenced in vessel's Passage Plan Preparation Checklist and no ECDIS procedures in vessel's Bridge Procedures Guide. ECDIS briefly referenced in bridge Procedures Guide at section 8.13.	18
					5) Large quantity of hydraulic oil leakage at forward winches power pack. Repeat deficiency of Deficiency 4 of PSC inspection of 1/7/2015.	17
11	Australia	Brisbane	29-Feb-16	21	1) Magnetic compass deviation excessive. Also compass has large bubble in it.	17
					2) Voyage plan from Brisbane to Loe has a position fixing interval greater than company requirements when transiting Jomard	17
					3) Emergency generator defective.	30
					4) Rescue boat davit defective.	17
					5) Rescue boat hoisting limit switch defective.	17
					6) 40' flatracks have been loaded in excess of the maximum capacity. 15 flatracks (approximately 5 tonnes each) have been loaded onto a flatrack with maximum capacity of 50 tonnes. Values significantly less than actual weight of flatracks have been entered in vessels stability computer.	17
					7) Lashing platform Bay 19 starboard aft defective.	15
					8) One hatch cleat defective and numerous hatch cleats loose number 4 cargo hold.	17
					9) Deck store fire door lashed open.	17
					10) DG fuel oil leak tank drains open.	17
					11) Both 440V and 220V earth alarms disconnected on main switchboard.	17
					12) Significant number of instances were rest hour records for February do not reflect actual hours work. Most instances would have led to rest hour breaches. No record of duty	17
					13) Numerous oil tank gauges gagged open in ER.	17
					14) Bunker samples stored with rags in combustible container in steering gear.	17
					15) SMS as implemented does not ensure that: previous PSC deficiencies are reviewed and evaluated as evidenced by deficiency 3; and that the vessel is prepared for an emergency as evidenced by deficiencies 3, 4, 5, 10, 11, 13 and 14.	30
12	Australia	Fremantle, WA	1-Mar-16	2	1) Largest scale charts (various) for previous and intended voyage not installed on ECDIS.	17
					2) Largest scale ENCs for intended voyage not include in passage	17
					3) Two independent position fixing means not used on arrival	15
					4) Ship-shore safety checklist not signed by shore representative after 4 days alongside.	99
					5) Recorded rest hours of master do not reflect actual hours on several instances in February.	17
					6) The SMS, as implemented on board, fails to ensure the safe navigation of the vessel as evidenced by deficiencies 1-3.	30
13	Australia	Sydney, NSW	7-Mar-16	26	1) Rescue boat unable to be launched using reserve source of	30
					2) Vents on ballast wing tanks Stbd 2 & 3 defective.	17

					3) Section of insulation missing on aux eng and main engine turbocharger exhaust pipes.	15
					4) Boiler safety valve flange bolts not secured.	17
					5) 220 V insulation on the ESB low.	17
					6) Oxygen and accetylene bottles secured incoorectly together at several locations.	17
					7) Chain locker vertical bulkhead cracked.	30
					8) Record of work & rest for engineers do not reflect the actual hours worked.	17
					9) ISM as implemented does not ensure effective maintenance of the ship as per the def 2,4 & 7 and emergency preparedness as per the def 1.	18
14	Australia	Dampier, WA	9-Mar-16	12	1) Engine room fire damper number 4 found corroded and	30
					2) Emergency Switch board (ESB), 220 Volts system, low	17
					3) Bridge Navigation Watch alarm system (BNWAS) not security protected, Operation Key available for all officers to operate.	17
					4) Sewage discharge connection valves on main deck, (Port and starboard sides) found seized.	17
					5) Main switch board (MSB), 220 Volts system insulation monitoring device found by passed and 220 Volts low insulation	17
					6) Engine room skylight hatch on main deck, 4 of 8 holding down bolts not operational.	17
					7) Insulated piping located above Generator No.1 found oil soaked and dripping.	17
					8) Lagging (Heat Insulation) pieces missing on hot surfaces areas around Turbocharger of A/E 1 and 2.	17
					9) Noticed an unsafe work practice on board, found cadet and electrical officer working on main switch board without footwear, without warning notices or isolations.	17
					10) Cargo hold Number 6, hatch cover ventilator flaps (5 of 6), unable to close effectively.	17
					11) The above deficiencies are objective evidence that the safety management system as implemented on board fails to adequately satisfy the requirements of the ISM code elements 7	18
15	Australia	Adelaide, SA	28-Mar-16	8	1) Engine room port and starboard dampers defective.	17
					2) Voyage plan does not comply with IMO Circ 893(21) in regard to frequency of position fixing,	17
					3) Australian Seafarers Handbook AHP20, not on board.	17
					4) Port and starboard lifeboat Hook release lhandle pull rod glass protection cover B not in place.	16
					5) Sewage treatment plant defective;	30
16	Italy	Naples	31-Mar-16	18	1) Speed log malfuction (with exempted certificate) not reported to port Authority;	30
					2) VDR malfunction (with exempted certificate) not report to port Authority;	30
					3) Safety Equipment Certificate is considered invalid due to the fact that the ISM Company and the Master did not advice the RO to make an occasional survey; and	30
					4) Safety Management audit by the Administration is required before departure of the ship. Above deficiencies are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	30
17	Australia	Port Hedland, WA	12-Apr-16	1	1) Class surveyor status report not available on board.	17
					2) passage plan does not include reference to ENCs required for the voyage.	17
					3) There are no operation procedures available for the emergency generator sequence test.	17
					4) Emergency generator defective.	30
18	Australia	Port Hedland, WA	22-Apr-16	12	1) No evidence loading monitored to ensure compliance with agreed loading plan.	99
					2) Vessel not loaded according to agreed loading plan.	99
					3) Forward and Aft draught guage defective.	15
					4) Security impining upon safety, access to emergency Fire Pump not readily available.	17
					5) Multiple flame arrestors defective.	17
					6) Multiple pipes with oil soaked lagging.	17
					7) Multiple self closing cocks defective. 1 missing closing device.	17
					8) Guarding to engine room workshop grinder defective/missing.	17
					9) Lifeboat has excessive mould growing inside.	15
					10) Funnel fire dampers defective.	30
					11) No evidence oif periodic testing of Emergency Generator Automatic Starting.	15
					12) The Safety Management System, as implemented, fails to ensure effective implementation of Element 7 & 8 of the ISM Code as evidenced by the above deficiencies and the failure of the crew to effectively use the vessels Permit to Work system for working aloft and hot work.	30
19	Turkey	Aliaga	25-Apr-16	7	1) An annual survey within 3 months before or after each anniversary date of the cargo ship safety equipment cert. (CSSEC) should be carried out , although annual verification of CSSEC survey carried out on 22/04/2016, survey date is written on CSSEC as 20/04/2016 which end of the annual verification date. Also LSA annual test related with CSSEC carried out on	30
20	Iran	BIK	1-May-16	8	1) O.W.S panel show error (out of service);	30
					2) Speed log not working.	30
					3) Fire detector show fault.	17
					4) Magnetic compass unable to read from steering postion.	17
					5) Window wiper (middle and port) not working.	17

					6) Aft horn not operational.	17
					7) Some part of E/R (purifier & fuel pump trays) oily. (fire hazard)	17
					8) Gas sampling system show fault alarm.	17
					9) Cooling water press gauge for emergency generator defective.	17
					10) ECDIS not updated.	17
21	Australia	Gladstone, QLD	2-May-16	10	1) Vessel undertook last passage from Xiamen, China towards Singapore and on the way diverted passage towards Gladstone without appropriate passage plans in either case. No record of this deviation found in ship's deck/official logbook.	17
					2) Passage Plan presented for previous voyage not including all the components as mentioned in MSC circular A.893.21 and failed to appraise the proximity of navigational hazards and	17
					3) Objective Evidences suggest that vessel intended to navigate outside of the Designated Shipping Area (DSA) through Great Barrier Reef during last inbound passage to Gladstone.	17
					4) A significant number of appropriate largest scale charts were either not used or not on board while navigating through narrow/coastal during last voyage. Next passage plan not prepared yet while the vessel is planning to sail within next to	17
					5) Positions plotted at longer intervals and by single means of navigation (GPS) in contrary to the passage plan instructions and STCW convention requirements.	17
					6) Shipboard SMS as implemented does not ensure that vessel undertakes sea passages in accordance with SOLAS-V and STCW convention as evidenced by deficiencies found in PSC	30
22	Indonesia	Balikpapan	11-May-16	17	1) Safety of navigation/Charts/BA Chart no.2639 for intended voyage (Balikpapan port area) only copy on board.	17
					2) Safety of navigation/other (navigation)/weekly maintenance routine for battery room not recorede properly.	99
					3) Emergency fire pump defective.	30
23	Egypt	Alexandria	16-May-16	8	1) 3 main generators are out of order.	30
					2) Purifeirs room need to be clean.	17
					3) IMDG code Vol. 1, 2 and supplement 2014 need to updated.	17
24	USA	Lake Charles	18-May-16	5	1) The lagging on the propulsion engine fuel piping has been saturated with fuel oil from the cylinder heads down to the mid level and leading forward by the engine block on lower level. The three ship service generators have saturated lagging by the fuel strainers. excessive fuel oil under deck plate at no. 3	30
					2) There is evidence of numerous fuel oil leaks on the propulsion diesel engine and ship service generators that resulted in saturated fuel pipe lagging. Additionally, the no. 1 generator appeared to struggle under electrical load while paralleled with	30
					3) A safety Management Certificate shall be issued to every ship by the Administration or a Recognized Organization . The Administration or Recognized Organization shall, before issuing the Safety Management Certificate, verify that the company and its shipboard management operate in accordance with the approved safety-management system. - Currently the vessel crew did not follow all aspects of the Safety & Environmental procedures section 8.3 fire prevention. "Spillages of oil shall be wiped up and during safety rounds be on the lookout for possible fire hazards". Fuel oil was present and not addressed. Recommend external Safety Management System audit be	40
					4) The training manual shall explain in detail the operation and use of fire-fighting systems and appliances. - Currently the training manual states "A pressure gauge enables the wearer to ascertain the pressure of air remaining in the cylinder at any time, and a warning whistle indicates to the wearer that the cylinder capacity is low and that he should remove himself from any unsafe atmosphere". Two of the vessel's four breathing apparatus provided as part of the fire fighter's outfit do not have	17
					5) Nautical charts and publications, such as sailing directions, notices to mariners, and all other nautical publications necessary for the intended voyage, shall be adequate and up to date. - The Sailing Directions publication on the vessel, British Admiralty Sailing Directions sixth edition 2012 NP69A-Gulf of Mexico, is out of date and not correctly corrected. The last correction logged in the publication is week 11/2014.	17
					6) The identity of all visitors on board the vessel was not checked as per the ship security plan at security level 1. The vessel gangway security watch stander was observed not checking the identification of more than 15 stevedores at the access control	30
25	Australia	Brisbane	24-May-16	7	1) Crew unfamiliar with Marpol Annex V as evidence by 0.08m3 of food waste discharged 2.1 miles from the nearest land off the north-eastern coast of Australia on 23rd May 2016.	17
					2) The Safety Management System as implemented on board does not ensure effective compliance with MARPOL Annex V as evidenced by the dumping of garbage in a prohibited area	30
					3) Numerous tumbuckle securing pins not fitted correctly.	17
26	Iran	Bandar Khomeini	27-May-16	8	1) Oily-water separator auto-stop system malfunction;	30
					2) Breathing Apparatus cylinder hydraulic test overdue;	30
					3) ECDIS not updated.	17
					4) NP 282-ITU list V & FSS code old edition.	17
					5) Fuel circ pump no.2 & cyl. L.O. pump shaft leakage.	17
					6) One PC boiler level indicator not show water level.	17
					7) Sewage overboard valve holed.	30
27	Australia	Dampier, WA	10-Jun-16	6	1) Master's Standing Orders not complied with by Navigating	17
					2) Watch-keeping arrangements not complied with (Officer on watch the sole lookout on 4th June 2016 in restricted visibility).	17
					3) Key personnel unaware of operation of BNWAS.	17

					4) Collision regulations not complied with (including on 4th June 2016) when restricted visibility encountered.	17
					5) GMDSS log book entries do not reflect any urgency or distress calls made or received within the last month (including when vessel was involved in a collision.)	16
					6) Bridge log book entry pertaining to restricted visibility checklist completed on 4th June 2016 does not reflect actual events.	99
					7) 220 Volt Main Switch Board low insulation.	17
					8) Damage sustained to bulbous bow structure including indentations and cracked shell plate, buckled and cracked	99
					9) Deficiencies No. 1 - 6 are objective evidence that the vessel's Safety Management System fails to ensure the requirements of the ISM Code - Element 7 - are complied with.	30
28	Japan	Osaka	15-Jun-16	8	1) Self-closing door of escape trunk in E/R open by band.	17
					2) Discharge line of CO2 fixed fire extinguisher system detached because of severe corrosion at the following locations: (a) No.3 cargo hold on upper deck (starboard); (b) No.2 cargo hold on upper deck (port).	30
					3) Officer in charge was not familiar with emergency procedures for ship carrying dangerous goods (EMS Guide).	17
					4) Officer in charge - Unable to produce four(4) chemical glove for personnel protection in accordance with SOLAS Capter II-2	17
					5) Standard magnetic compass viewing system - not clear.	17
					6) Officer in charge was not familiar with compass correcting log.	17
					7) Crew members were not familiar with solation valve for fire	17
					8) Inside deadlight for side scuttle in provision store - unable to	17
					9) Lifeboat maneuvering of abandon ship drill - not carried out properly (Evidence) crew carried out maneuvering of life boat during navigation at 1300 on 13th March 2016 (ship speed 12.1	99
					10) Safety seatbelts for life boat - not contrasting color with adjacent seatbelt.	17
29	Iran	Kharg	20-Jun-16	12	1) CLC oil not on board.	30
					2) CLC bunker cert; copy board.	17
					3) Wreck removal cert; copy on board.	17
					4) MSM cert; copy on board.	17
					5) Ship' registry cert; copy on board.	17
					6) LRIT conformance test not on board.	15
30	Australia	Brisbane	6-Jul-16	8	1) Free Fall lifeboat not lowered or manouvered in the ater in the past 3 months.	17
					2) Rescue Boat not lowered or manouvred in the water in the past 3 months.	17
					3) Rescue boat identifying light defective.	17
					4) AIS Status not updated after arrival.	17
					5) Vessel navigated on scanned aus coastal Charts 235 and 815.	17
					6) Numerous waste receptables around accomadation made of combustible material.	16
					7) SMS fails to ensure vessel is supplied with appropriate official nautical charts for intended voyage as evidenced by use of scanned Navigation Charts Marked not for Navigation on voyage to Brisbane Australia.	30
31	Germany	Hamburg	8-Jul-16	1	1) Crew did not receive salaries since more than two months;	30
					2) Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM	30
					3) Found on board Seafarer employment agreements (SEA) for all seafarer starting on March 2016 for eight months but several crewmembers are on board since December 2016.	17
					4) Seafarer employment agreements (SEA) are not giving accurate expiry date as requested by MLC 2006 but saying a duration of eight months wich can be reduce or extended by company side only down from six up to twelve months.	17
					5) Seafarer employment agreements (SEA) are mentioning not the correct MLC owner (China Minsheung Shipmanagement,	17
					6) Payments for wages must be made at no greater than monthly intervals. Crew is not paid monthly.	17
					7) In the Seafarer employment agreements the salary is agreed in US-Dollar. The seafarers are pain in Yen. In monthly account no information about rate fo exchange found.	17
					8) In oil record book (ORB) the weekly entries for tanks(C11) are not made weekly (21,06, 30,06. since then no more). Master instructed to ensure that ORB is filled up properly from now on.	99
					9) Breathing apparatus found on borad are filled up only between 130 and 140bar. Volume of used bottles is 8 litres, so that requirement about minimum 1200 litres air is not fulfilled;	30
					10) Gymnasium on board is empty room. No equipment for crew available.	17
					11) Found both microwave ovens in dirty, worn out condition. To be replaced.	17
					12) Last update for Nautical Charts was NTM 20/2016.Actual week 28 available but company do not deliver on board .Company has to ensure , that vessel is always equipped with all actual and update charts for intended voyages and so to establish a procedure to deliver NTM on board in time.	30
32	Australia	Brisbane	18-Jul-16	8	1) Charts-Largest scale charts from previous voyage not available on-board AUS 235,236,237 and 238 at time of navigating these	17
					2) Compass corrects not conducted every watch.	17
					3) The SMS as implemented has not ensured the vessel is supplied with appropriate navigational charts for its voyage and intended voyage.	30
					4) Hold back arrangement fitted to steering flat fire door.	17
					5) All accommodation scuppers found permanently sealed.	17



					6) Galley waste receptacles are not made of non-combustible	17
33	Australia	Newcastle	18-Jul-16	7	1) Port accommodation ladder stanchion bracket supports wasted. (Few places).	16
					2) Both radars magnetron operating hours are in excess of maker's expected life expectancy.	15
					3) Numerous ballast tank air vents on main deck defective including critical locations.	30
					4) Cargo hold hatch covers' seals have permanent set at many	99
34	Canada	Port-Cartier	27-Jul-16	14	1) Many save all were found with leaky drain plugs. (ISM)	17
					2) Engine room bilge well found with excessive quantity of oil on surface. (ISM)	30
					3) Hot water temperature at wash bassins near boiling point.	17
					4) Engine room plateforme found oily and slippery.	17
					5) All the hatch covers venthinged doors found with corroded closing device and hinges. (ISM)	30
					6) Many electrical boards found without rubber mats.	17
					7) Deck radius corners plates N.2 STB-RWD, N.2 portside-AFT, N.8 portside AFT and N.9 STB-AFT were found with cracks.	17
					8) N.5 WBT(P) found leaking into cargo hold 8. (ISM)	17
					9) Emergency fire pupm packing rings to be renewed. (ISM)	17
					10) AIS found not operational.	17
					11) All hatch covers lifting system (Jacks) and lines found with eavy hydrolic leaks. (ISM)	30
					12) Bunker cranes (P&S) found without spring latches, inoperative limit switches and seize swevel hooks.	17
					13) Second set of starting battery found without power. (ISM)	30
					14) Chains used for opening/closing hatch cover were found corroded and many have to be replaced.	17
					15) 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 Code.	19
35	Spain	Santander	2-Aug-16	19	1) Embarkation arrangement for survival craft not properly	30
					2) Launching arrangement (wire) for rescue boats broken.	30
					3) Smoke defector in engine control room covered.	17
					4) Deficiencies marked (ISM) are objective evidence of a serious failure or lack of effectiveness, of implantation of the ISM code. External safety audit and corrective action is required before	19
36	Germany	Hamburg	10-Aug-16	8	1) Change over procedure for entering SECA with 0.1% sulphur not established. Fuel oil changeover Procedure is old version from 2010 with 1.5% sulphur content.	17
					2) ME room to be tidy up in general. Found for exanple on ME, AE and Purifier room bilge full of oil and oily rags. Found Fuel oil pump area of each auxiliary engine full of fuel oil.	17
					3) Found several cable isolation insufficient for example at auxiliary engine Fuel Oil leakage alarm.	17
					4) Retention of oil on borad -not as required;	30
					5) Gangway net worn out and damaged.	17
					6) Earth protection cables (protective conductor) all over the vessel partly disconnected;	30
					7) Miss entries in garbage record book. When garbage was incinerated the crew recorded for type of incinerated garbage Cal. E No. information about the true type of incinerated	17
					8) Charts not updated;	30
					9) Emergency lights all over the vessel partly Inoperative.	17
					10) Windows of free-fall-boat very dirty providing no view from inside to outside.	17
					11) Instruction for launching of rescue boat (poster on outside deck) partly not readable due to corrosion.	17
					12) Suspected of discharge violation-not as required;	30
					13) Hydraulic motor for hatch covers - piping of hydraulic with strong leakage;	30
					14) Winch and anchor control boxes in Bosun store heavily	30
					15) Isolation mats for switch boxes partly missing all over the	17
					16) Beams, frames, floors corrosion and cracked;	30
					17) Ready availability of fire-fighting equipment not properly stowed;	30
					18) Lashing material - not as required;	30
					19) Provisions quality and nutritional value - not as required;	30
					20) Galley, handling room not hygienic;	30
					21) Toilet on A deck EXTREME unhygienic. Floor and walls contaminated with unknown substances. All toilets has to be checked and cleaned thoroughly.	17
					22) Fire door on B deck not closing property.	17
					23) Deficiencies are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.	30
					24) SOPEP equipment presently stored in suez-crew cabin. All equipment spread all over the room. No information according SOPEP store could be identified by crew from the SOPEP plan.	17
37	Australia	Cairns, QLD	11-Aug-16	8	1) Failure to execute the agreed and approved passage plan, vessel exited designated shipping area;	30
					2) OOW failed to inform the master when the vessel deviated from the set passage plan.	17
					3) The deficiencies are objective evidence of failure of the vessels SMS with regards to position monitoring and execution of the passage plan.	30
38	Australia	Gladstone, QLD	12-Aug-16	7	1) Food and drinking water are not of appropriate quality, quantity and nutritional value for the seafarers on the ship.	30

					2) Seafarers not paid at monthly intervals in accordance with Seafarer's Employment Agreement since June 2016.	30
					3) MF radio equipment defective. (Reported prior start of	17
39	Japan	Toyohashi	31-Aug-16	8	1) Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew were unable to perform a satisfactory rescue boat drill. Crew failed two attempts to perform the boat drill as evident by unfamiliarity with boat launching procedures:	30
					2) Senior officers were not aware of their tasks, duties or responsibilities as evident by deficiency in item #1.	30
					3) Safety of navigation/other (navigation)/steering wheel indicator in W/H - different from actual rudder angle (about 10DEG).	16
					4) Safety of navigation/Charts/Intended voyage chart #1064 -	17
					5) Emergency system/ Emergency, lighting, batteries and switches/EM/CY Lighting for stowage position of FL - Not	16
					6) Structural conditions/Steering gear/Steering gear control system in STR RM. - Leaked oil.	17
					7) Propulsion and auxiliary machinery/other (machinery)/Air vent of do serv. TK - not installed trap line as per s CII-I R26.11.	17
					8) Cargo operations including equipment/cargo operation/person in charge of cargo operations - not familiar with the cargo securing manual.	16
					9) ISM/Company responsibility and authority/Company's responsibility and authority - not ensure the adequate resource for safe operation in accordance with solas (This ship has been carrying almost bulk cargo.)(This was not satisfied bulk carri)	18
					10) Labour conditions-accommodation, recreational facilities, food and catering/other (Accommodation, recreational facilities)/The landing of the stairs - had a step and have a danger of fall	99
					11) Fire safety/other (fire safety)/FO purifier & amp; amp; its vicinity - remain leaked FO.	17
					12) Fire safety/Fire doors/openings in fire-resisting divisions/store RM. On poop DK. - not installed a class door.	17
40	Australia	Gladstone, QLD	29-Sep-16	7	1) Excessive oil accumulation in engine room leading to major fire hazard. All 3 quick closing valves have oil accumulation due to oil leakages, have missing insulation, No.1 quick closing valve has smoke emerging from spilled oil. Purifier room bilges have excessive oil accumulation. All circulating pumps have oil accumulation. No.2 settling tank manhole has oil leaks. All of the above is evident that the vessel is not maintained in	30
					2) Fuel pipeline heat Insulation for all 3 A/Es is defective and missing at many places.	17
					3) No.6 cargo hold water ingress pre-alarm is active. (Repeated deficiency).	17
					4) Numerous lights (general and emergency) around accommodation external decks are defective.	17
					5) SMS as implemented has failed to ensure vessel can effectively respond to an emergency as evident by above deficiencies.	18
41	Australia	Brisbane, QLD	4-Oct-16	8	1) Bridge officers have failed to follow vessels voyage plan in relation to frequency and method of position fixing during great barrier reef passage. The crew have not fixed the vessels position on nautical charts for a two hour period whilst transiting Frederick shoals. Vessel has passed within 0.4' of navigational hazard at this time. Later a 1 hour and 33 minute period	17
					2) Crew have used an unapproved ECDIS for navigation.	
					3) Crew unable to show Coastal Navigational warnings for previous and intended voyage.	17
					4) A significant number of cargo hatch cleats found unsecured for cargo hatches where no cargo work is being undertaken. 100% of cleats for No 4 Aft Centre, 60% of 1 Starboard and 40% of 1 Port found unsecured.	17
					5) Crew unfamiliar with correct operation of galley fixed fire fighting equipment.	17
					6) Galley fire door jammed open and self closer removed.	17
					7) Main Switchboard 440V earth alarm has resistor fitted to circuit.	17
					8) SMS as implemented does not ensure that critical shipboard operations are implemented effectively as evidenced by deficiencies 1,2,3, and 4.	30
42	Australia	Melbourne, VIC	18-Oct-16	34	1) GMDSS log book not being filled in as per flag requirements.	17
					2) Grating in engine room deck causing trip hazard.	17
					3) Several self closing devices in engine room gagged open.	17
					4) Handrails on engine room steps deformed.	17
					5) Oil accumulation in bilge, under flywheel of main engine.	17
					6) EEBD hood defective (in steering gear room).	17
					7) Painter line to port lifeboat defective.	17
					8) Pt and Stbd open lifeboat canopy arrangements - wasted stanchion brackets, defective locking pins and rod connections, dirty canopies and defective reflective tape and illegible ship	17
					9) Pt and Stbd lifeboats - wasted and loose duckboards and	17
					10) No fresh fruit on board, inadequate quantity of fish to next scheduled storing port.	17
					11) Some poor quality fresh vegetable on board.	17
					12) Defective electric hot water urn in pantry.	17
					13) No refrigerator available in galley.	17
					14) Galley dirty.	17
					15) Numerous crew showers dirty.	17
					16) Defective dryer in crew laundry, drying rooms not operational.	17
					17) Some required information on SEA's not in English.	17
					18) Monthly statements of payments not in accord with MLC.	17



					19) UKC not calculated, as required in voyage plan.	17
					20) Inadequate seating in Officers mess room, areas of broken deck tiles, dirty deck.	17
					21) Officers mess room refrigerator iced up and defective. Pantry refrigerator iced up.	17
					22) Galley fire door lashed open.	17
					23) Defective escape devices on cool room doors.	17
					24) Sewage treatment plant holed between second stage and chlorination tank;	30
					25) Defective tank gauge, 3 Port ballast tank.	17
					26) Unsafe ignition process/fire hazard for diesel fired wok in galley.	17
					27) Defective low pressure alarm on one SCBA.	17
					28) Oil soaked range hood on oil fired wok in galley.	17
					29) Two defective ovens and large hot plate.	17
					30) Numerous breaches of MLC are evidence that conditions on board are clearly hazardous to the safety and health of seafarers, and a serious breach of seafarers rights. As evidenced by deficiencies No. 2, 4, 10-18, 20-23, 26 and 29;	30
					31) The SMS as implemented does not ensure (effective) maintenance of the ship and equipment in accord with regulations (requirements), as evidenced by deficiencies numbers 1, 3, 5-9, 19, 22, 24, 25, 27 and 28.	30
43	Australia	Geraldton, WA	2-Nov-16	4	1) Free fall life boat window poor visibility.	15
					2) Rescue boat painter line not connected to the quick release	17
					3) Engine room fire damper N.3 not able to be closed remotely from fire station.	17
					4) Engine room fire damper N.2 defective.	30
44	Australia	Gladstone, QLD	7-Nov-16	16	1) Fire main defective holed of two locations on weather deck as such not able to pressurise the fire line effectively.	30
					2) Couple of largest scale charts not available/used during in bound passage to Gladstone next passage plan not prepared as destination port not assigned yet (ETD 8/11/2016).	17
					3) Life boat (Port & Starboard) battery charger cable outlet sockets without protection covers.	17
					4) Stowage of one life raft on starboard side boat deck defective.	17
					5) Fire hose in (aft station) use defective.	17
					6) Accommodation access door on port side upper deck seized.	17
45	Canada	Quebec	11-Nov-16	8	1) Unable to start lifeboat engine. (ISM)	30
					2) Rescue boat davit found without any back up source of energy stored (hydraulic accumulator pressure 0 );	30
					3) Fire doors not closing property (especially from E/R).	30
					4) Crew members not familiar with proper use of life jackets, immersion suits, SOLAS 2006 Amend / Chapter III / Reg. 35	16
					5) Three faults alarms (on PC Boards) on water mist fire detection system. (ISM).	17
					6) Garbage collected on the poop deck in excess of storage container capability (overflowing out of storage containers).	30
					7) Numerous used oil drums stored fwd of accommodations main deck. Some in very advanced stage of deterioration (traces of leakage). (ISM).	30
					8) Crew members working on deck without hard hats. Some crew members on deck without work shoes. (ISM).	17
					9) #3 Crane hook has a damaged safety latch.	17
					10) No hot water onboard due to damaged hot water boiler.	30
					11) No lighting in Forecastle due to damaged light switch.	17
					12) No MSDS available for chemicals stored in steering gear room. (ISM).	16
					13) To clarify feasibility to have access to internet for the crew as per MLC B3.1.11. Rec date: 2016-12-11	99
					14) Emergency fire pump not showing sufficient discharge	30
					15) Cargo hold #4 main water ingress alarm (2M height) showing fault status of sensor.	17
					16) Evidence of repairs by welding in #1 ballast tank visible on ships Stbd side. No condition of class available.	17
					17) Navigation officers on board do not have a valid type specific training for ECDIS. Ref STCW 2010 regulation 1/14.	17
					18) IAMSAR Vol. III edition 2016 not onboard as per Cargo Ship safety Equipment Certificate.	17
					19) Mooring ropes kept on the winch drums and not secured on the bollards. (ISM).	17
					20) Rudder indicator in steering gear room not operational.	17
					21) Phase failure alarm on both steering gear pumps electric motor when running.	17
					22) Main engine power reduction due to overtorque alarm.	30
					23) Fish room out of service. Fish stored in meat room. All three temperature gauges found inoperative.	30
					24) Corrective action taken by the Company is required within 3 months. Deficiency(s) marked ISM is (are) objective evidence of a failure, or lack of effectiveness, of the implementation of the ISM Code. The ship will be eligible for reinspection after 3.	18
46	Australia	Newcastle, NSW	21.11.2016	10	1) Voyage plan not made as per Company's procedures. Does not take into consideration critical issues such as abort manoeuvre. Incorrect control depth and squat values used to calculate UKC. UKC incorrect for departure pilotage.	17
					2) Latest edition chart for intended voyage (BA 3235) not available onboard.	17
					3) Free fall lifeboat releasehook markings for resetting as per maker's instructions have been painted over.	16

					4) Ballast tank and fuel tank air vents on main deck defective. (Numerous places including critical locations).	30
					5) Bosun's store dewatering system all valves kept closed. System not ready for remote operation. Same was noted during internal audit in March 2015 and a non conformity issued	17
					6) 3-way directional valve for directing sewage to overboard discharge or to sewage treatment plant unable to be operated.	16
					7) Company's verification procedures have not ensured recurrence of non conformities. The objective evidence is that ballast and bunker vent heads maintenance, remote operation of dewatering system and UKC calculations were subject of observations during internal audit in 2015 and 2016.	18
					8) A number of alarms in engine room alarm monitoring system put off scan (manual repose).	17
47	Australia	Dampier, WA	23.11.2016	7	1) Engine room fire damper number 3 not operational.	30
					2) Rescue boat outboard engine not operating as designed, no evidence of cooling water discharge from cooling outlet.	17
					3) Key personnel not familiar with the starting procedures of rescue boat engine.	17
					4) Emergency switch board, 220 volts system indicating low	17
					5) Oily and clean rags stored in numerous, open, non metallic storage containers in engine room workshop.	17
					6) Unsafe practice witnessed, 2 x ship staff found working at height (approx 15m) inside engine room trunking enclosed space, Work in progress without any permits to work, without PPE and without safety harness.	99
					7) All the above deficiencies are objective evidence that the safety management system as implemented on board falls to adequately satisfy the requirements of the ISM code Sections	18
48	Australia	Brisbane, QLD	27-Nov-16	8	1) Crew unfamiliar with operation of ECDIS. Crew unable to demonstrate manual position fixing using ECDIS. Crew unfamiliar with look ahead settings and purpose of look ahead. Vessel has been using paper nautical charts as back up.	17
					2) Secondary means of starting lifeboat engine. Crew had to use both batteries to start lifeboat engine.	17
					3) Emergency generator unable to auto stat. Air start valve	30
					4) Two SCBA's on deck defective. Foam applicator in ER	17
					5) Wooden box of oily rags in ER.	17
					6) Full 220V earth on Main Switchboard.	17
					7) SMS as implemented does not ensure that the vessel is prepared for an emergency as evidenced by deficiencies 2,3,4	18
49	Turkey	Antalya	1-Dec-16	16	1) SSAS type approval certificate expired.	17
					2) NP 49 expired.	17
					3) CO2 hydrostatic test certificate expired.	30
					4) Muster station is missing on fire plan.	17
					5) Last bunkering at 13.10.2016 non of engineers are working according to work & rest hours schedule.	30
					6) Sprinkler system not as required for paint room, sprinkling of the system is not sufficient.	30
					7) Some fire NOZZLE leaking.	17
					8) Deck rail broken at no3 hold stb side.	17