

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.1	United states	Portland	15-Jan-2022	8	<p>1. In meeting these requirements. The company should ensure that : inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known, appropriate corrective action is taken, and records of these activities are maintained. Objective Evidence during an expanded ISM Exam revealed that the vessel failed to conduct required inspections and take appropriate corrective actions relating to essential life-saving Equipment as seen by deficiency number two, an External third party SMS Audit is required.</p> <p>2. Maintenance, Testing and Inspections of Life-Saving Appliances shall be carried out in a manner having due regards to ensuring reliability of such appliances. During examination, PSCO's noted major non-conformities concerning the maintenance and operation of the vessel's life saving appliances, to include inoperable zippers on immersion suits, missing and inoperable lights on life jackets, and starboard and port side life buoy lights wired to the railings, not in accordance with the manufacturer's specifications. Exam expended to include the vessels SMS, and in doing so PSCO's identified that the vessel was not following the maintenance procedures as outlined in their plan. The numerous deficiencies identified relating to the vessel's life saving appliances creates a substantial risk to the safety and well-being of the crew by impeding the crew's ability to safely disembark the vessel in the case of an emergency.</p> <p>3. The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirement is shall be met. Means shall be provided to control leaks of flammable liquids. PSCO noted during examination, the insulation on the fuel oil intake line on #3 cylinder has been completely saturated with fuel oil. In addition, fuel oil soaked rags were observed wrapped around the insulation. The main engine fuel oil strainer and #1 Generator found to have excessive accumulation of pooled fuel oil, and fuel oil soaked rags in the bilge. The excessive of fuel oil soaked rags present significant fire hazard which impacts the safety of the crew.</p>
Ship No.2	UAE	Khor Fakkan	18-Jan-2022	22	<p>1. Toilets flush system is out of order not working.</p> <p>2. Some W.T doors rubber were brittle, W.T doors are not fully functional.</p>
Ship No.3	Spain	Algeciras	21-Jan-2022	12	<p>1. Vessel proceeded through CABO GATA traffic lane in opposite direction traffic flow.</p> <p>2. Due to problem GPS connection ECDIS not properly working.</p> <p>3. Vessel voyage plan not properly followed and information missing.</p> <p>4. Evidence of lack communication observed on traffic lane and checked during inspection operation DSC to Algeciras traffic.</p> <p>5. SMC audit by ADMIN is required before departure. Mark as ISM are objective evidence of failure or lack of effectiveness of implementation ISM code ship eligible for INSP after 3 months.</p>
Ship No.4	Germany	Wilhelmshaven	18-Feb-2022	13	<p>1. Strong water ingress through the stern tube seal flooding the engine room. To be repaired by qualified company under supervision of R.O. Temporary repairs have to carry out before departure to ship Yard. Vessel can sail to ship Yard in Bremerhaven for final repair in Ballast Condition under Towage.</p> <p>2. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM code.</p> <p>3. Due to stern tube seal leakage oil was entering into the sea.</p> <p>4. Found a not approved Battery Charging installation.</p> <p>5. Found on AE 1 and 3 Exhaust Gas leakage on T/C. A/E 1 with oil leakage on cylinder heads, AE 3 exhaust gas manifold metal insulation defect.</p>
Ship No.5	Bangladesh	Chattogram	24-Feb-2022	21	<p>1. Emergency fire pump is not taking suction.</p>
Ship No.6	Russia	Vladivostok	25-Feb-2022	13	<p>1. Davit of rescue boat - no pressure in hydr. system. Davit is not ready for emergency use.</p>
Ship No.7	Australia	Fremantle	9-Mar-2022	14	<p>1. Three out of four engine room fire dampers defective.</p>
Ship No.8	Italy	Venice	18-Mar-2022	12	<p>1. Flag State Endorsement letter of application for 3rd Officer, 3rd Engineer, and 4/Engineer are expired on 05/03/2022.</p> <p>2. Corrective action taken on the ISM system by the Company is required with 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 months from the final date of the report.</p> <p>3. A refrigerated cell for food (with the refrigerating system in operation) is used as a garbage deposit (with a large amount of organic waste / food garbage deposited inside). The chief mate reports that it will be reused as a food deposit after the garbage is given away. In addition, the other cell is precariously arranged (food piled up indistinctly, poorly preserved and deposited directly on the floor)</p> <p>4. The fire drill highlighted the following irregularities: (i) failure to adopt preventive measures to isolate the area (damper / ventilation closure - access closure) ; (ii) lack of adequate information on the area affected by the emergency (transit of people other than firefighters in the burned area); and (iii) incorrect execution of the specific risk verification activities (opening of the door of the fire area - galley - by other personnel than the firefighters, lack of protection of support personnel)</p> <p>5. Three way valves of OWS is not working. The chief engineer reports requesting replacement. There is no evidence of exemption / derogation / formal information or other valid documentary evidence of the competent RO / Flag State. No preventive information evidence to PSC Office and Harbour Master.</p> <p>6. During the EFP test the following was found: (i) failure of local pressure gauges in the EFP; (ii) the stern fire hose has 2 holes and a leak at the connection to the hydrant; and (iii) two portside main fire line joints have water leakage.</p>
Ship No.9	Australia	Port Kemble	21-Mar-2022	19	<p>1. The SMS as implemented onboard has failed to ensure the ship is appropriately ISM/S6 manned in accordance with the regulations, and that crew are familiar with codes, regulations and their duties. Deficiencies 1 to 4.</p>
Ship No.10	Canada	Vancouver	25-Mar-2022	18	<p>1. Ten out of twenty Top Side Tanks manholes observed not to be watertight and overflowing ballast water from within the tank to deck. Most of the top side tank manholes on deck observed with missing studs, nuts or with loose nuts on studs or nuts reaching only half of the nut when tightened.</p> <p>2. Safety Management Audit by the administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM Code.</p>

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Ship No.11	Indonesia	Belawan	28-Mar-2022	13	1. Water mist system - defective.
Ship No.12	Chile	Las Ventanas	05-Apr-2022	11	1. Certificate and Documentation-Crew Certificates/ Manning specified by the minimum safe manning doc/Minimum Safe Manning is not covered with AB crew member. 2. Labour Condition- Conditions of Employment/Other (Conditions of employment)/ Nine crew members have more than 11 months on board. Their time on board is: 1 year 2 months and 19 days.
Ship No.13	Australia	Gladstone	12-Apr-2022	7	1. No.3 Engine room exhaust fan fire damper defective; repeated tests at interval failed during this inspection. 2. Above objective evidence indicates shipboard safety management system failed to comply with ISM code 7,8 & 10.
Ship No.14	Ghana	Tema	06-Apr-2022	24	1.Oily Water Separator out of order but not logged in ORB. 2.Illegal pumping of sewage overboard. 3.Due to the above deficiencies. It is evident that there is breakdown of ISM on board
Ship No.15	Greece	Piraeus	28-Apr-2022	8	1. During operation of the vessel in Terminal a serious accident took place. A stevedore worker during his work fell from a great high. At the time of inspection in the forth floor of lashing bridge No16 (Bay 55-57) guard rails found corroded in many points. At the exact position of the serious occupational accident the horizontal guard rails (two pieces) were found heavily corroded and broken. Similarly at the same corridor of the forth floor of passageway (a little further away, at a distance of about 20 meters from the position of the accident) another part of guard railing was found heavily corroded and broken which also poses a serious accident hazard for crew and workers. Additionally corroded rails observed in No.6, No.9 and No.11 lashing bridges which randomly visited. All lashing bridge railings to be checked accordingly under the R.O. supervision 2. Regarding the railings (mainly at the 4th floor of the lashing bridges), effective and reasonable precautions and measures had not been taken to reduce and prevent occupational accidents that may arise from presence of the worker stevedores or crew at the specific points. This specific dangerous area was unsafe and as a result of the extended corrosion, these specific rails broken and the stevedore worker fell from a great high to the main deck about 15 meters high). Classification Society should be notified and further investigation to be carried out in order to evaluate the condition of guard railings to all lashing bridges of the vessel. 3. 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.
Ship No.16	Germany	Brake	04-May-2022	4	1. Even after two hours repair during ongoing inspection rescue boat engine can not get started. 2. Fire flap on bridge deck ps not closable - fixed during ongoing inspection. Several fire flaps on hatch covers found wingnuts broken. 3. Found doors and other entrances not properly closing: door provision store, entrance to cargo hold 2 fwd, emergency exit engine room. Partly repaired during ongoing inspection. Found fire detection system damaged and inoperative.
Ship No.17	Italy	Cagliari	04-May-2022	9	1. Exhaust gas comes out of the generator exhaust line number two in the engine room. 2. Guard rails port and starboard side, near muster station of both lifeboats are broken and damaged. 3. During fire drill, one fire man wore the compressed air breathing apparatus with the valve not fully open. Second fire man was unable to read the pressure because the gauge was cover by the protective jacket. 4. Found main engine not ready to use with engine cylinders scavenges open. 5. 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.
Ship No.18	USA	Mobile	05-May-2022	11	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. During the exam, the PSCO identified that the emergency diesel generator would not start from the primary starting battery bank. 2. Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 lites and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. During the exam, the PSCO identified that the emergency diesel generator service tank quick closing valve failed to close when operated from outside the space.
Ship No.19	France	Rouen	11-May-2022	15	1. At the time of the inspection, emergency generator cooling system is inoperative. It makes shut down the generator due to high temperature. 2. At the time of the inspection, the fixed fire extinguishing installation (CO2) alarm not working. No visual or audible alarm at the opening of the CO2 cabinet.
Ship No.20	Australia	Mackay	31-May-2022	17	1. Objective evidence: shipboard officers demonstrated insufficiency of operational SOLAS XI-1/Reg 4 proficiency/unfamiliarity of essential operational procedures with regards to safety of navigation.
Ship No.21	Japan	Osaka	20-May-2022	30	1. The maximum duration service periods on board of one A.B ((Crew list No.11), one A.B (Crew list No.12) and M/M (Crew list No.15 ) are 29, 31 and 21 months respectively. And permission from Flag State for extension of Seafarer's Employment Agreement (SEA) were not presented at the time of inspection.
Ship No.22	Thailand	Bangkok	21-May-2022	3	1. ECDIS chart for intend voyage not up to date (Chart expired)

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Ship No.23	Indonesia	Tanjung Priok	17-May-2022	16	<ol style="list-style-type: none"> <li>1. M.O.B drill never conducted</li> <li>2. Fire Funnel Damper, can not to close</li> <li>3. Ship use illegal tank for sewage holding tank</li> </ol>
Ship No.24	USA	Mobile	31-May-2022	22	<ol style="list-style-type: none"> <li>1. Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed a pipe rupture in the fire main during the operational test of the emergency fire pump due to excessive corrosion/wastage.</li> <li>2. The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the space being ventilated. PSCO witnessed two crew members unsuccessfully attempt to close three cargo hatch ventilation closures amidships on the port side on cargo holds 3 and 4 due to improper seating, inadequate lubrication, and general lack of preventative maintenance despite having been logged as checked and in good working order three days prior. In one instance, the frame of the ventilation and adjacent hinge were deformed and no longer seating correctly.</li> <li>3. The following fire protection system shall be kept in good order so as to ensure their required performance if a fire occurs: structural fire protection. PSCO observed excessive rust and corrosion on the inlet pipe to the paint locker fixed-firefighting system. Crew removed rust and repainted, exposing deep areas of pitting and wastage on the pipe.</li> <li>4. In meeting these requirements, the company should ensure that any non-conformity is reported, with its possible cause, if known. PSCO noted the vessel failed to report several non-conformities, per vessel's safety management system (SMS) procedures, of a technical and operational nature which collectively provide objective evidence of a serious failure or lack of effectiveness of the implementation of the ISM Code. Due to the failure of lack of effectiveness of the SMS, an external SMS audit shall be carried out.</li> </ol>
Ship No.25	Japan	Nagoya	01-Jun-2022	10	<ol style="list-style-type: none"> <li>1. Ten (10) crew members mentioned below have been on-board beyond 11 months without the crew change plan approved by flag State.</li> </ol>
Ship No.26	Belgium	Antwerpen	02-Jun-2022	14	<ol style="list-style-type: none"> <li>1. Several plates and eyes for brake of winches severely corroded, bent or holed.</li> <li>2. Presence of Lub. Oil &amp; FO in bilges around running A/E No. 1 &amp; 2, cotton waste in bilges. Refer to PSC Report dd 14/04/2021 at Slovenia. Purifier room fuel oil contaminated insulation.</li> <li>3. Vent heads for ballast tanks on deck damaged/corroded/seized. Aft engine ventilation structure not closing.</li> <li>4. Pipes and connections of CO2 for holds in poor conditions, bolts rusted off, ...</li> <li>5. Condition of walkway, gratings, connections, bolts, supports, pipes, ... severe corroded, wasted, cracked, holed, ... + monkey bridge pipes for wires.</li> <li>6. Aft navigation lights (stern light) armature damaged. Screen hold on place by silicone.</li> <li>7. In Engine Room several floorplates mainly A/E platform and purifier room, some at bottom deck not secured. Refer to PSC Report dd 14/04/2021 at Slovenia.</li> <li>8. 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.</li> </ol>
Ship No.27	China	Qingdao	29-Jun-2022	21	<ol style="list-style-type: none"> <li>1. Hatch cover for No.1 ventilator of engine room can't keep air-tightly when closed.</li> <li>2. Haven't indicate possible risks and identify them when the tanker sailing past the shallow in passage plan.</li> <li>3. Two all-round red lights in a vertical line which exhibited when the tanker not under command were located within angular sectors of more than 6 degrees.</li> </ol>
Ship No.28	Germany	Bremerhaven	30-Jun-2022	22	<ol style="list-style-type: none"> <li>1. From 94 voyage charts in ECDIS 23 not up to date, 4 withdrawn.</li> <li>2. Several ventilation flaps not properly closing because rusted through.</li> <li>3. Several lights on deck. ER and in working spaces not working (including emergency lights). Lights not properly fixed, cases damaged missing fluorescent tubes.</li> <li>4. Found in funnel house one crack and one hole.</li> <li>5. Found several access hatches to cargo holds not properly lockable because toggles stuck in open position. Obviously hatches not properly closed for long time.</li> <li>6. Found lifeboats inside full of mold.</li> <li>7. Hatch covers frame touching directly the coaming (metal to metal); resting pads outworn; hatch coaming leading frames damaged, rusted through, holed, bent; cleats bent, locker for cleats partly missing. After inspection crew showed class condition for part of problems.</li> <li>8. Found in ER workshop alarm panel with defective audible alarm and other Alarm panels in ER with poor visual alarms and illuminated signs. See also last PSC report. Found Alarm Bell in Hospital not working.</li> <li>9. Vent heads checked, one not properly closing, one acceptable. All vent heads to be checked.</li> <li>10. Vegetable store dirty and unhygienic cooling unit and ceiling/walls around. Bottom in lobby, meat and vegetable store dirty. Old carton on bottom.</li> <li>11. Found sanitary rooms and installations in outworn condition; broken sinks, missing water taps, drainages missing, leaking, temporary repaired by tape, tiles broken in crew cabins...</li> <li>12. Found several lashing eyes for lashing sticks outworn. Partly missing, self-made welded, bent, dent, cracked. After inspection crew presented class condition for this. Partly containers can not get lashed properly because of missing lashing eyes, but no restriction on container load is given.</li> <li>13. Forward masthead light case damaged and only temporary repaired. Aft anchor light case one cover broken, only three of four screws for fixing light.</li> <li>14. Found deck area in outworn condition: Several frames and installations like mooring winches partly rusted through or holed by rust. Grids on lashing platforms partly rusted through, foundations rusted through, partly temporary repaired. Door frames rusted, so partly holed by rust or not properly closing (for example from AC room to open deck. Most upper part of main mast holed by rust. Antenna foundation partly holed by rust or rusted through. Fire flaps frames partly rusted away, only rubber remaining. Several ventilation flaps on hatch covers poor condition.</li> </ol>
Ship No.29	Australia	Sydney	07-Jul-2022	19	<ol style="list-style-type: none"> <li>1. The SMS as implemented has failed to ensure the main engine is maintained as required as evidenced by findings 11 and 12.</li> <li>2. Vessel not maintained in accordance with required provisions after survey as evidenced by findings 11 and 12.</li> </ol>

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Ship No.30	Germany	Hamburg	13-Jul-2022	21	<p>1. Separated oil tank is already filled more than 81% Sludge and oil residue discharge needs to be arranged before departure.</p> <p>2. Fire &amp; G/S pump is leaking at shaft seal delivery valve (flap type) to distributor line / fire line is not maintained and very hard to operate. Only temporary repairs on the sea water pipes of the main fire pumps.</p> <p>3. The load line certificate is expired.</p> <p>4. There is no valid foam concentrate analysis available onboard. Since 2020 no analysis carried out.</p> <p>5. There is no standard for ballast water treatment or exchange marked in the BWM certificate (neither D1 nor D2), but vessel conducted ballast water exchange.</p> <p>6. Fire drill. - Fire in galley-one person missing. Shown fire drill just meet substandard. One BA's bell rings after two minutes of action, Fire-team splitted up during rescuing the missing person. No fire line or fire extinguisher were used for firefighting or self-protection. No pressure-check of BA sets were done. Border of smoke was not attended - more than three crew members running through the fire-/smoke area. "</p> <p>7. (i) Portside rotating window cracked; (ii) No adequate pressure on water line for cleaning windows.</p> <p>8. (i) Portside Lifeboat Broken Exhaust line inside the boat, crew not familiar with engaging of the engine-gear. Reflecting tape partly blind. (ii) Stb Lifeboat. Engine not starting anytime - under service during the inspection. Outer Lifeline damaged. To be investigated by RO. Report to be sent to PSC-Germany before reinspection."</p> <p>9. Turnbuckles of lashing gear of PS lifeboat heavily corroded.</p> <p>10. PS &amp; STB doors on B-Deck. Each cracked and corroded, fixed by duct tape and paint. To be investigated by RO Report to be sent to PSC-Germany before re-inspection.</p> <p>11. Several fire doors of staircase in accommodation are not closing by themselves.</p> <p>12. There are found several doors of accommodation blocked from inside. In case of emergency (firefighting or rescue operation) It's not possible to have access from both sides. Permanent locking bar installation were found at doors of different other locations all over the vessel.</p> <p>13. Steel of the windows around the Wheelhouse and in general of the Accommodation in bad condition. Frames of windows of the crew and officers mess room already bended by rust and salt-intake. To be investigated by RO. Report to be sent to PSC-Germany before reinspection.</p> <p>14. (i) Chain / -drives of the Hatch covers no. 3 &amp; 5 undersized by corrosion - Chain guides wasted; (ii) Rubber gaskets in general bad condition. Rubbers of opened hatches no. 7, 5, 1 outworn - hatch partly touching the tightening line.; (iii) Roller guides of hatch drive under seized by corrosion.; (iv) Cleads and their fastenings at the hatch covers mostly outworn - hatch bulwark already cracked on hatch no.3; (v) Hydraulic arrangement for hatches in general poor condition - piping mostly corroded and leakages at the control station between hatch no. 3&amp;4 and wheel stamps.; (vi) To be investigated by RO, report of rectification to be sent to PSC-Germany before re-inspection.</p> <p>15. Fireline on Deck between hatch 6 &amp; 7 on PS permanent lacking.</p> <p>16. Stations of no.2 DGPS, 2INM-C, FBB and radar on Nav-deck and several cable piping on deck/accommodation to electricity arrangement heavily corroded.</p> <p>17. Light of lifejacket in engine control room expired and not working.</p>
Ship No.31	Canada	Vancouver	07-Aug-2022	6	<p>1. Seafarers' Employment Agreements not in compliance with the Maritime Labour Convention (MLC - 2006), specifically Regulation 2.1.</p>
Ship No.32	Australia	Amrun	10-Aug-2022	11	<p>1. Cargo hold 6 overloaded by approximately 2200t.</p> <p>2. SMS, as implemented, does not ensure that cargo operations are monitored to ensure that the cargo loading plan is followed and cargo operations are safe.</p>
Ship No.33	UK	Avonmouth	18-Aug-2022	21	<p>1. Rigid Inflated Rescue Boat's tubes found deflated.</p> <p>2. No documents available to show that the Rescue Boat is type approved as per SOLAS requirement. The plate affixed to the rescue boat shows that it is approved as per recreational craft directive and not MED. Record of Equipment not available on board to verify compliance.</p> <p>3. Fixed CO2 Fire Extinguishing System not maintained properly. 5 yearly maintenance for main valves and 10 yearly maintenance of flexible hose not carried.</p> <p>4. 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.</p>
Ship No.34	Australia	Burnie	24-Aug-2022	9	<p>1. Emergency generator cannot come on load automatically.</p>
Ship No.35	Canada	Vancouver	30-Aug-2022	18	<p>1. Hatch covers and booby hatches badly tapped. Tap has been used to adjust the compressibility of the hatch covers packings since tapes are placed horizontally at the coamings. In closed condition hatch cover packing channel sits over the tapes. Also tapped at the hatch cover joints. (Accepted Practice)</p> <p>2. Various vents packing hardened. Closing plates of vents thinned and/or edges wasted. Few places goose neck not identified. Hatch covers natural vents closing covers and packing channels wasted.</p> <p>3. Emergency fire pump unable to draw suction and deliver water on deck.</p> <p>4. Oily water separator relief valve non-functional.</p>
Ship No.36	Netherlands	Rotterdam	08-Sep-2022	2	<p>1. There are 3 cadets on board, however they are not in the possession of a certificate of enrolment of the cadet from a maritime education institute. Not keeping any notes in a training book or not in the possession of a training book. Since they came on board they only received 500 USD per month.</p> <p>2. Entrance hatch CH7 aft 1 x cleat is missing the inside part, cleats could not be closed. PS CH4 aft 1 x cleat wrongly mounted (handwheel operated). SB CH4 fwd 1 x cleat wrongly mounted (handwheel operated).</p> <p>3. Found almost all lashings of the CO2 bottles being loose, resulting in damaged hoses (outside rubber on some parts completely gone), 1 pilot line loose from the bottle, other pilot lines under too much tension. CO2 proper functioning of the installation to be verified by the RO.</p> <p>4. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p>

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Ship No.37	USA	Long Beach	11-Sep-2022	18	1. Objective evidence discovered during an expanded ISM exam revealed, the following deficiency: vessel failed to fully implement the requirements of the ISM code through their SMS procedures. Vessel failed to report defective equipment affecting safe ship operation, failed to minimize and discard combustible materials, and avoid large collections of old used spare parts stored in areas with risk of fire. This is made evident by deficiencies 02 & 04. And external audit is required. 2. The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional Equipment's shall be met: means shall be provided to control leaks of flammable liquids; the ignitability of combustible materials shall be restricted. Fuel oil transfer pump had drain hose running from containment into a filled catch basin below the deck plate, filled containers of diesel were placed on the port wind wall, purifier room had multiple (7+) filled catch basins, diesel generator #3 had a leaking fuel oil booster pump, and a filled catch basin was located under MDE aux blower to drain lube oil. Additionally the vessel was accumulating a large quantity of combustible trash and spare/used parts in the engine room, the vicinity of the generators.
Ship No.38	Panama	Balboa	02-Sep-2022	6	1. Four crew members exceed 11 months on board.
Ship No.39	Russia	Taman	19-Sep-2022	20	1. Rescue boat davit is not demonstrated for working conditions, lack of knowledge of crew members. 2. Crew members - lack of knowledge for using FFL.
Ship No.40	Italy	Venice	26-Sep-2022	23	1. Numerous structural parts and systems of service, locking, withholding, security and strengthening of the ship present evident and relevant precary conditions. In particular, through corrosion and damage to railings and rails, passing walkways, parts of localized superstructures such as ribs, locks, doors and hinges, pipes and remote supports, pins, brackets locks closing of the hatch covers. Fastenings and sealing rings of the locking systems. 2. i) The area concerned by the fire (Galley) has not been isolated (All fire doors have been left open) ii) Even in the availability of a designated secondary muster station. The primary muster station (Cargo control room) was used, located near the stairs leading to the galley but without locking the fire doors interposed between the two areas. iii) The area adjacent to the fire area was crossed, after the alarm, by at least 3 unprotected people, of which one went to the hospital to collect the stretcher. 3. The horizontal structures of the flooring of the landing of the stairs (Deck B), of the mess room (dining room) of deck A and of the prospicient corridor present evident and relevant deformations and differences. Following check (inspection under the flexible floor layer) The presence of repairs with cementitious material was also detected. 4. The walkway over the external access passage to the emergency fire pump is damaged, running and under precary conditions in more points with a clear risk of further breakages in the supporting and suspended. 5. During the test of the emergency fire pump the reduced pressure in the bow hydrant has been detected. 6. The local of the emergency fire pump was found full of water on the floor for a height of about 5 CM. 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.
Ship No.41	Indonesia	Tanjung Priok	26-Sep-2022	2	1. Emergency Generator of hydraulic test is defective. 2. OWS of 15 ppm alarm is defective.
Ship No.42	Netherlands	Tauranga	04-Oct-2022	15	1. Engine room, Insufficient cleanliness of engine-room, Oil residue accumulated on tank tops and bilge wells. 2. Digital publications necessary for the intended voyage not up-to-date.
Ship No.43	UK	Southampton	06-Oct-2022	14	1. Fire detector within the dry provisions store found covered up. Fire detection system covering the accomodation and engine room areas was not able to be demonstrated as operational.
Ship No.44	Australia	Townsville	11-Oct-2022	8	1. Engine room. Overboard discharge valve. Galley overboard discharge valve defective (cover holed).
Ship No.45	New Zealand	New Plymoyth	16-Oct-2022	14	1. 4th Engineer Flag endorsement not available on board.

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.46	USA	Houston	18-Oct-2022	14	<p>1. The company and the ship shall comply with the requirements of the international safety management code. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. In meeting these requirements the company should ensure that any non-conformity is reported with its possible cause. If known and appropriate corrective action is taken. Vessel SMS PT02 describes ship maintenance inspection and control procedures. As delineated in deficiencies no.2-5 objective evidence attests that proper maintenance and inspection of shipboard equipment to include emergency lighting. Life saving appliances, fire fighting and emergency generator; has not been composted in accordance with vessel SMS. Further evidence attests that reporting procedures of non-conformities has not been followed as per vessel SMS. An external audit focusing on maintenance procedures and inspection intervals for emergency lighting. Life-saving appliances fire fighting and emergency generator is required to be conducted prior to vessel being cleared for departure.</p> <p>2. Deep fat cooking equipment shall be fitted with the following : an automatic or manual fire extinguishing system tested to as international standard acceptable to the organization. A primary and backup thermostat with an alarm to alert the operator in the event of failure of either thermostat arrangements for automatically shutting off the electrical power upon activation of the fire extinguishing system; an alarm for indicating operation of the fire extinguishing system in the galley where the equipment is installed and controls for manual operation of the fire-extinguishing system which are clearly labelled for ready use by the crew. PSCO observed installed deep fat fryer in the galley without presence of fixed on manual fire-extinguishing system.</p> <p>3. The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain loads of supplying simultaneously at least the following services for the periods specified hereinafter. If they depend upon and electrical source for their operation. PSCO observed chief engineer attempt to start emergency generator via manual push button on control box. E-Gen failed to start and several audible alarms sounded on control panel. PSCO also observed errors in digital gauge reading for control box.</p> <p>4. Electrical installations shall be such that all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power; electrical services essential for safety will be ensured under various emergency conditions and the safety of passengers, crew and ship from electrical hazards will be ensured. PSCO observed humerous deck lights, emergency lights and overboard embarkation lights on main deck to be inoperable as well as several that are damaged so as to cause potential shock when emergized.</p>
Ship No.47	USA	Wilmington	24-Oct-2022	11	<p>1. The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relavent rules and regulations and with any additional requirements which may be established by the company. Vessels SMS states to check for damage, rips, tears and punctures as well as zipper function during monthly inspections vessel has failed to follow SMS procedures for inspection of immersion suits, vessel is required to conduct ISM audit prior to departure from port.</p> <p>2. Before ship leaves port and at all times during the voyage all life saving appliances shall be in working order and ready for immediate use, 22 out of 31 immersion suits have broken zippers and can not properly seal. Additionally multiple suites found with holes, rips and tears.</p>
Ship No.48	Indonesia	Teluk Bayur	24-Oct-2022	11	<p>1. At the time of inspection launching arrangement of rescue boat unable - operate by storage mechanical power.</p> <p>2. Port E/R vent fan unable to close (stuck).</p> <p>3. STBD E/R vent fan unable to close.</p>
Ship No.49	Poland	Gydnia	28-Oct-2022	2	<p>1. Crew could not start and properly test lifeboat engine. When engine finally started it was stopped whenever tried to run it ahead.</p> <p>2. Emergency operation of rescue boat davit not possible. When crew opened valve to accumulator there was oil spill on deck as oil started leaking heavily through hole in oil tank.</p> <p>3. 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.</p>
Ship No.50	Indonesia	Teluk Bayur	30-Oct-22	13	<p>1. At the time of inspection STBD Fire Damper to E/R unable to close properly.</p> <p>2. Port air ventilation - Damper (vent fan) to E/R unable to close.</p> <p>3. STBD air ventilation damper (vent fan) to E/R unable to close.</p>
Ship No.51	Russia	Novorossisyk	01-Nov-22	21	<p>1. Line-throwing appliance rockets expired 02/2020.</p> <p>2. Public address system wings speakers on bridge not worked.</p>
Ship No.52	New Zealand	Auckland	02-Nov-22	14	<p>1. Deficiencies 1 to 10 above are evidence that the condition of the ship and its equipment are not maintained between surveys as required by SOLAS 1988 Amend/Chapter 1 (HSSC)/Reg.11.</p>
Ship No.53	Philippines	Surigao	17-Nov-22	16	<p>1. Maintenance of the ship and equipment maintenance procedure on crane structure is ineffective and shown objective evidence of serious failure on the implementation of ISM procedure.</p>
Ship No.54	Russia	Novorossisyk	21-Nov-22	21	<p>1. Deck foam monitors - some not fixed, some of not fixed, spring damaged, seal leak.</p> <p>2. Outside emergency lights fastening thorough corroded damaged.</p> <p>3. Star board side mooring winch heavy leak of hydraulic oil (hazard of pollution).</p>
Ship No.55	Australia	Gladstone	23-Nov-22	8	<p>1. The Safety Management System onboard fails to ensure the effective implementation of element 7 (def. 1,2 and 7), element 8 (3,4,5,6 and 9) and element 9 (def. 8).</p>
Ship No.56	China	Shanghai	26-Nov-22	1	<p>1. Certificate and documentation - crew certificates/Seafarers' Employment Agreement (SEA)/C/E, C/O and E/E signed on since 27-11-2021, Captain signed on since 20-12-2021, other crew signed on since 16-12-2021, all crew onboard service time exceeded 11 months. Seafarer &amp; spos;s Employment Agreements for all crew except C/COOK are expired without dispensation at the point of inspection.</p>

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.57	Australia	Geraldton	02-Dec-22	3	1. Emergency generator defective.
Ship No.58	Australia	Gladstone	22-Dec-22	10	1. Auxiliary Boiler Blowdown Overboard Pipe Defective. 2. Above are objective evidence that vessel is not maintained in accordance with the required conditions between surveys in compliance with SOLAS Chapter I, Regulation 11.