

Annual Report 2021 Port State Inspections

IRCLASS

INDIAN REGISTER OF SHIPPING

FOREWORD:

This Annual Report provides statistics and analysis of Port state control (PSC) inspections of ships for the year 2021.

The year 2021 saw a rise in number of PSC inspections & detentions under various PSC MoUs compared to year 2020, as the situations of COVID-19 Pandemic improved. It is heartening to note that few companies remained committed & maintained their ships which resulted in "NIL" deficiencies during PSC inspections held during year 2021.

While total number of detentions found increased from 9 in year 2020 to 15 in year 2021; no detention was recorded under USCG and detentions under Black Sea MoU were reduced. There were two detentions each recorded under Tokyo MoU & Riyadh MoU and one detention each under Mediterranean and Indian Ocean each in year 2021. Maximum number of detentions in year 2021 were under Paris MoU.

Results of concentrated inspection campaigns on Stability (in general) conducted jointly by Paris & Tokyo MoUs in year 2021 and no detention was attributed to the inspection item pertaining to the CIC.

PSC PERFORMANCE UNDER VARIOUS MOUs:

Performance of IRS under Tokyo, Paris MOUs and under USCG is provided below:

BLOCK YEARS	PERFORMANCE CATEGORY UNDER TOKYO MOU	THREE YEAR'S AVERAGE DETENTION RATIO UNDER USCG	PERFORMANCE CATEGORY UNDER PARIS MOU
2017-2019	HIGH	0.00%	MEDIUM
2018-2020	HIGH	0.00%	MEDIUM
2019-2021	HIGH	0.00%	MEDIUM

Performance of IRS continued to remain 'HIGH' under Tokyo MoU, 'Zero percentage' under USCG and 'Medium' category under Paris MoU.

DETENTIONS IN YEAR 2021:

A total of 15 detentions under various PSC MoUs were recorded as detailed below:

PSC MOUs/ Authorities	Number of Inspections	Total Number of Detentions	Ratio of Total No. of Detentions/ No. of inspection	Attributed to RO Responsibility
PARIS	58	7 [#]	0.12	1
BLACK SEA	66	2	0.03	0
TOKYO	44	2 [#]	0.04	0
RIYADH	34	2	0.06	0
INDIAN OCEAN	23	1	0.04	0
MEDITERRANEAN	28	1	0.03	0
USCG	10	0	0.00	0
ABUJA	17	0	0.00	0
TOTAL	280	15	0.05	1

(# one detention under Paris & Tokyo MoU is common and recorded only under Paris MoU in above table)

Maximum number of detentions were recorded under Paris MOU. One of the detentions under Paris MoU has been attributed to RO responsibility.

DETENTIONS CATEGORY WISE:

CERTIFICATION STATUS OF DETAINED SHIPS		
Total no. of Detentions	Class & Statutory Certificates by IRS	Only Class Certificates by IRS
15	11	4

ISM CERTIFICATION STATUS OF DETAINED SHIPS		
Total no. of Detentions	ISM by IRS	ISM by other RO/Flag
15	9	6

DETENTIONS FLAG WISE							TOTAL
Republic of Panama	India	Republic of Vanuatu	Myanmar	Liberia	Antigua & Barbuda	St. Kitts & Nevis	
5	4	2	1	1	1	1	15

DETENTIONS SHIP TYPE WISE					TOTAL
General Cargo Ships	Bulk Carrier	Oil Tanker	Other Cargo Ship	Gas Carrier	
9	3	1	1	1	15

DETENTIONS AGE WISE						TOTAL
>25yrs	20 to 25yrs	15 to 20yrs	10 to 15yrs	5 to 10yrs	0 to 5yrs	
7	3	3	0	1	1	15

Out of total 15 detentions; four of the detained ships were issued only with class certificates by IRS; while remaining eleven were issued both Class & Statutory Certificate by IRS.

Ships registered under Rep. of Panama were detained maximum in number in year 2021, followed by ships registered in India. Number of detentions for ships registered under these flags increased compared to year 2020.

General Cargo ships were the maximum to be detained based on the ship type followed by Bulk Carriers. Maximum number of detentions are for ships of higher age group.

DETAILS OF PSC DETAINABLE DEFICIENCIES:

Total 96 detainable deficiencies were recorded in year 2021 as follows:

Category	Deficiency
Safety of Navigation	Gyro repeater showing different information.
	Magnetic compass not showing correct information.
	N.U.C lights obscured by Mast Angular sectors of more than 6 degrees.
	Navigation lights platform corroded through PS Red, S/B side green cover in bad condition.
	Port side navigation lights – Foundation corroded.

	Stern light is showing wrong sector, Port side upper light case broken, Two navigation lights and three signal lights not operative.
	Several charts for next voyage found expired, No Navigation marking on charts from Pilot station to berth, Voyage plan for river passage found with waypoints from non-approved electronic chart.
	1005, 1015, 1195 charts missing, other charts not updated.
	Admiralty chart no. 167 necessary for intended voyage (xx-xx) not up to date.
	BA chart 2712 missing.
	Nautical charts (Admiralty no. 908 & 954) necessary for the intended voyage missing.
	Ships chart found not corrected.
	ECDIS license invalid (not updated).
	AIS is found not operational.
	Nautical publication license invalid (not updated).
	Navigational charts found not available for the area of operation of the Ship.
	Echo Sounder not operational.
Emergency Systems	Some of speakers of PA system around accommodation not working.
	Emergency fire pump not ready for use.
	Emergency fire pump not ready for use.
	Emergency fire pump not ready to use due to problems in suction pipe.
	Emergency lighting system found not operational.
	Fire drill substandard, fireman not properly dressed (belt not closed), crew not aware of smoke areas, fire fighter stopped in front of locked door for several minutes instead going other way, second fire man on low level alarm for several minutes without any reaction or retreating.
	Emergency D/G not working.
	Emergency diesel generator not working.
	Emergency generator found in operational.
	Second means of starting (batteries) unable to start emergency generator.
	At the time of the inspection the command air bottle for quick closing valves was found empty and so not ready to use. Despite the air bottle was recharged by compressor located in engine room, the test of QCV's group which serves service tank for separator found blocked in open position through a rag.
	Emergency exit crane sealed & blocked by construction foam, Escape ladder from crane cabins missing, Escape outside accommodation on PS platform blocked by obstruction, Emergency exit from E.R. workshop blocked.
	Quick closing valve of emergency diesel generator found inoperative. The valve is not able to stop fuel after closing.
	Direct bilge (emergency bilge) suction valve found stuck.
	Several lights on deck not working, including emergency lights.
Fire Safety	Most fire doors inside accommodation not closing properly, damaged, secured in open position by obstruction.
	Several fire doors, required to be self-closing, found blocked in open position through cables; moreover fire door which gives access in engine room from accommodation do not close properly.

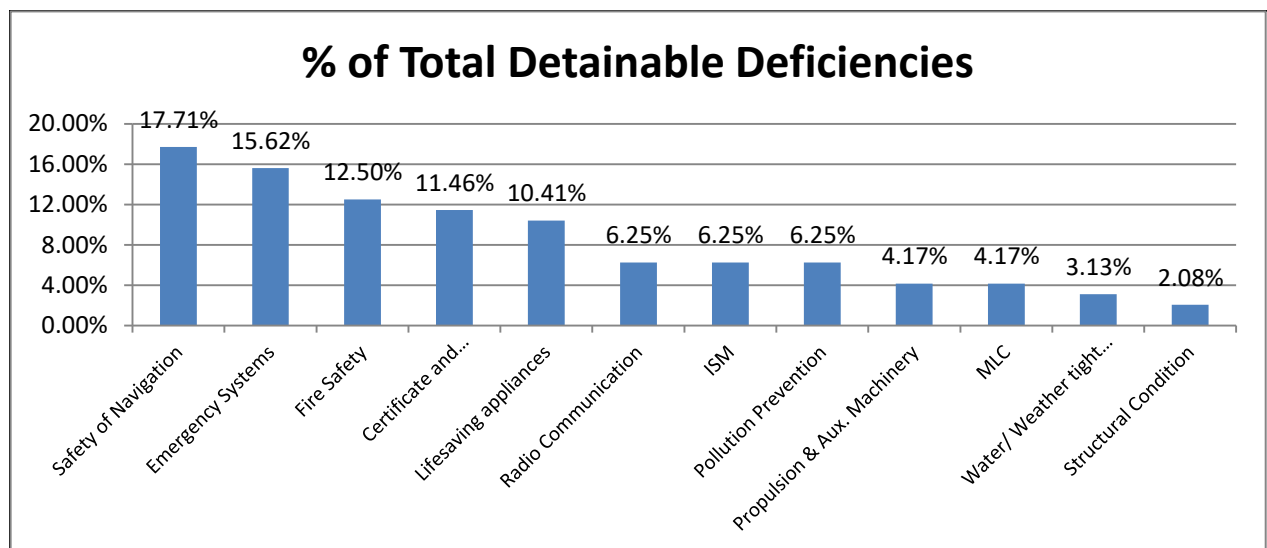
	At the time of inspection fire detector alarm control panel failure.
	During test of several smoke/heat detectors in E.R & staircase in crew accommodation area; the fire detection panel on navigation bridge report "FAULT" & all information on the panel are given in Japanese language (working language recorded on board: English), No. 2 smoke detector in engine room found disconnected and one in E.C.R found inoperative.
	Fire detection system found in operational.
	Fire damper to E/R port/STBD unable to close
	Some of ventilation tunnels around accommodation fire flaps not closing properly, some of the wing nuts missing.
	The fire damper of the ship funnel not closing.
	4 unit air ventilation damper to E/R unable to close properly.
	Galley exhaust hood dirty and greasy.
	An unauthorized rubber hose has been found connected at the fuel pipeline near QCV of the MGO tank starboard side.
	In engine room all bilges are full of dirty oil/fuel.
Certificate and Documentation (Ship and Crew certificates)	Ship certificate valid up to dd/mm/yyyy.
	Additional SMC audit to be carry out by class or flag state.
	Additional DOC audit to be carried out by class or flag state.
	According to minimum safe manning 3 A/B, 2 O/S, C/E, 3/E, 2 M/M not on board.
	CSR not having correct information.
	IAPP Interim certificate valid up to dd/mm/yyyy.
	Bunker CLC, CLC and wreck removal certificate on board (Invalid date).
	Health certificate for one AB expired since more than three month.
	At time of inspection Master & Chief Officer seafarer employment agreement expired.
	No entry in oil record book since dd/mm/yyyy.
According to the CBA, the ship is not properly manned – on board only two deck officer while as per CBA 3 required.	
Lifesaving appliances	Lifeboat starboard side rudder found inoperative along with the indicator of RPM meter of engine. Lifeboat port side magnetic compass gives wrong magnetic heading indication & glass window found very dirty.
	PS Lifeboat poor condition, search light not working, EL box not closing, bilge water found inside boat, seat belts partly missing, outside light of L/B not working.
	S/S Lifeboat- Magnetic compass has no light, some of the seat belts missing, Poor housekeeping.
	Starboard side life boat engine unable to start.
	The lifeboat and rescue boat not visible to the person on deck operating the launching mechanism.
	P/S lifeboat davit some parts corroded. (support for wires)
	Outboard motor or rescue boat not working at minimum range.
	Rescue boat engine found in operational.
	Rescue boat not ready for use. Can't run continuously.
Launching arrangement to rescue boat unable to operate by electrical power and accumulator power.	
Radio Communication	One SAT-C Terminal found in-operational since November 2020.

	NAVTEX printer unreadable.
	EPIRB HRU invalid.
	EPIRB certificate not as required.
	Panel and instruments for measuring A.C. volts, D.C. volts found inoperative & broken. It's not possible to know if batteries are in charging or not.
	Emergency GMDSS VHF batteries missing.
ISM	Emergency preparedness of the Ship was found inadequate due to in-operational and non-maintained LSA, FFA & other critical equipment on board the ship (intimated to the shore management.)
	Safety management audit by Administration is required before departure of the ship. Deficiency(s) marked ISM is objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
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	Crew members with assigned emergency duties not familiar with their duties during fire drill.
	Fire drill in the galley- Crew members need training (operator entered galley without fire hose).
Pollution Prevention	OWS pump found not taking suction.
	Oily water separator not working.
	FO bunkering pipe ship side found having cement box.
	Test of 15 PPM bilge separator failed.
	Aft bilge well full of fuel.
	On dd/mm/yyyy, during the voyage from France to Italy polluting material discharged at sea (polyurethane foam and bags in waters under France jurisdiction), as reported by French Maritime Authority. During inspection found on board evidence of the discharge.
Propulsion & Aux. Machinery	Main engine is not ready for use.
	The ship is provided with 3 generating set which serve as a main source of electrical power. At the time of inspection 2 numbers A/E found in-operative (no. 1 and no. 3). As declared by chief engineer he is waiting to receive spare parts from ashore; on engine log book is specified that A/E no. 1 is inoperative from this early morning and no. 3 from dd/mm/yyyy). A/E no. 2 detected with leakage of lub. oil and water and air filter found damaged.
	Extra generator on main deck without approval from the classification society.
	No.1 & 2 Diesel generator excessive oil leakage.
MLC	Found unauthorised deduction for sailors- Costs of flag state endorsements are taken from sailors.
	No monthly account of the payments is made or given to the seafarers.
	The wages in the SEAs and paid to the crew are much less than requested by CBA in force (e.g. oiler shall get 1806 US\$ according to CBA but in reality only 850 US\$ mentioned in SEA). All salaries for the last months since crew joined ship to be calculated and difference to be paid to the sailors.
	Found vegetable store in dirty, unhygienic condition. Rotten vegetables inside. Exhaust pipe of exhaust hood in galley dirty.

Water/ Weather tight Conditions	Rubber gaskets for hatch covers found partly damaged.
	One bridge window replaced by unknown glass window. No marking whether safety glass or not. Another window replaced by some acrylic glass. No approval, no information from flag or class about this.
	Found manholes on main deck not properly secured. Several bolts rusted away or wingnuts missing. On vent flaps missing toggles or wingnuts. Cable penetrations done through comings.
Structural Condition	Structural corrosion in various positions (e.g. reinforcement flange at PS aft edge of hatch coaming, foundation for accommodation ladder etc.). Cabin of cargo cranes heavily corroded. Handrails rusted & partly missing (especially on mast platforms). Foundation of lights on mast corroded.
	Both bridge doors seriously damaged, rusted worn out.

DETAINABLE DEFICIENCIES IN YEAR 2021:

No.	Categories	Number of Detainable Deficiencies	% of Total Detainable Deficiencies
1	Safety of Navigation	17	17.71%
2	Emergency Systems	15	15.62%
3	Fire Safety	12	12.50%
4	Certificate and Documentation	11	11.46%
5	Lifesaving appliances	10	10.41%
6	Radio Communication	6	6.25%
7	ISM	6	6.25%
8	Pollution Prevention	6	6.25%
9	Propulsion & Aux. Machinery	4	4.17%
10	MLC	4	4.17%
11	Water/ Weather tight Conditions	3	3.13%
12	Structural Condition	2	2.08%
	Total	96	100

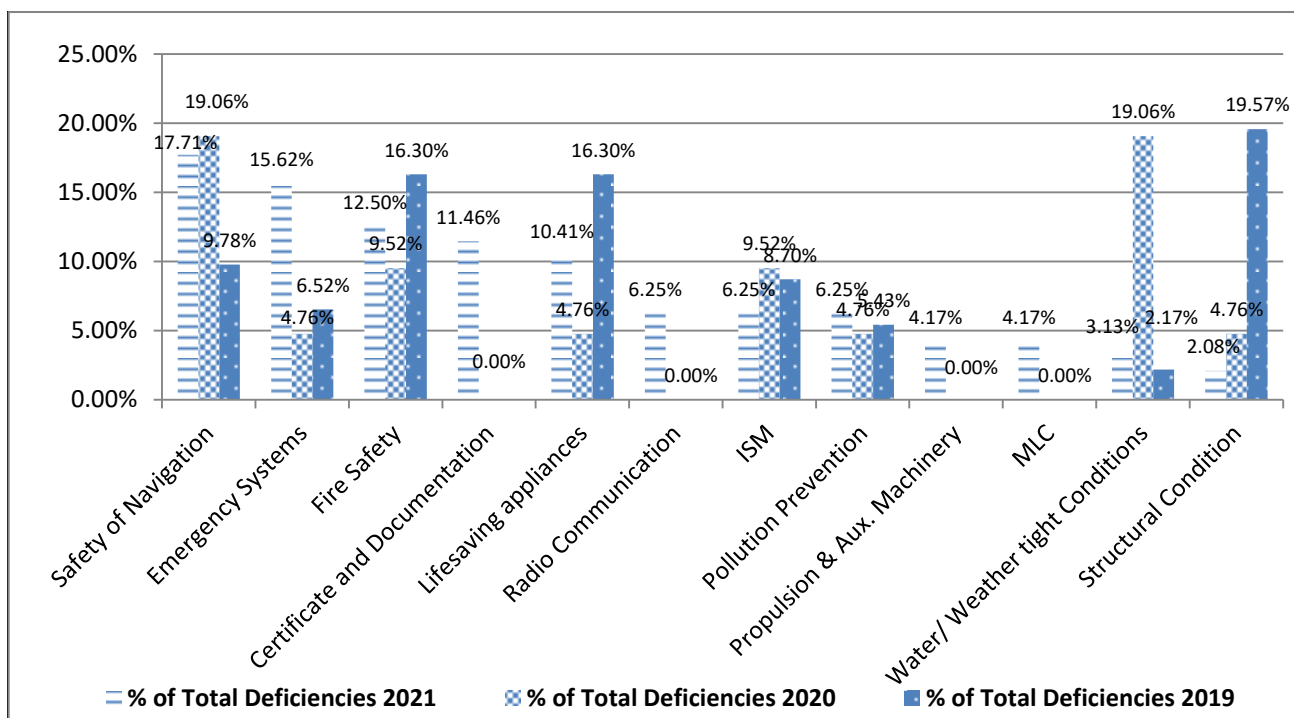


COMPARISON OF DETENTIONS & DETAINABLE DEFICIENCIES OVER LAST 3 YEARS

Year	2021	2020	2019
Number of detentions	15 ↑	9	20
Number of detentions attributed to "RO Responsibility"	1 ↑	0	2
Number of detainable deficiencies	96 ↑	21	92
Ratio of Number of Detainable Deficiencies over Number of Detentions.	6.4 ↑ (96/15)	3.00 (27/9)	4.6 (92/20)

There is rise in total number of detentions for year 2021 compared to year 2020. One of the detentions in 2021 was also attributed to RO responsibility against NIL in year 2020. "Number of detainable deficiencies" and "Ratio of number of detainable deficiencies over number of detentions" are also found to have increased in year 2021 as compared to previous years (2020 & 2019).

Comparison of Detainable Deficiencies over three years

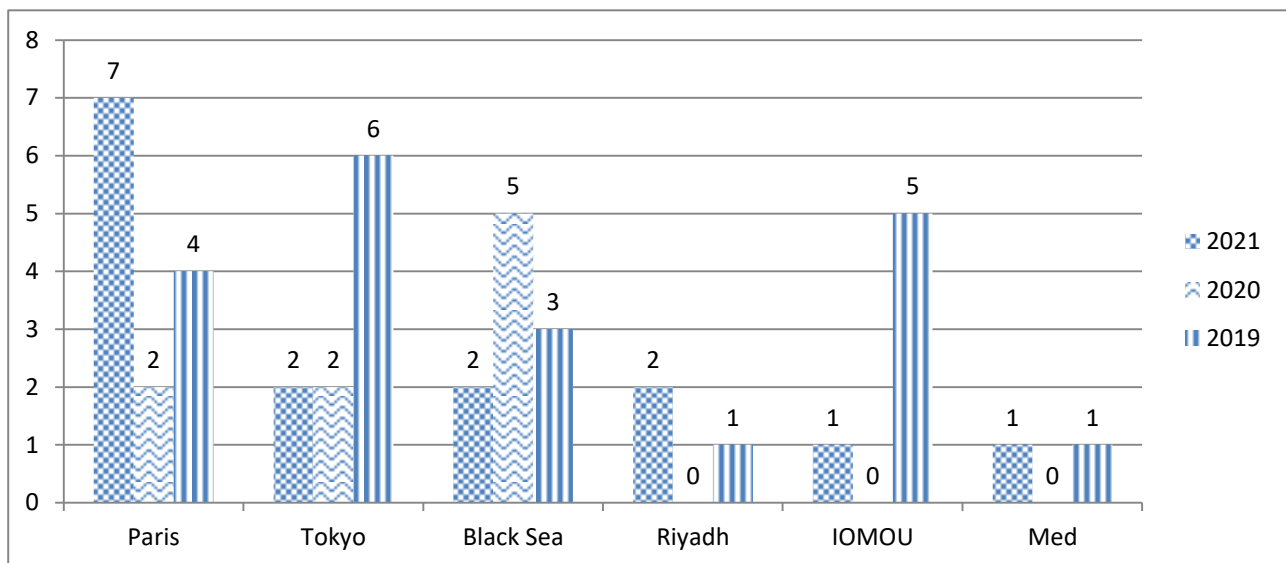


For year 2021, rise in percentage of detainable deficiencies was found in areas related to Emergency systems, Certificate and documentation, Radio communication, Pollution prevention, Propulsion and aux machinery, MLC 2006.

RATIO OF “TOTAL NUMBER OF DETENTIONS OVER NUMBER OF INSPECTIONS” MOU WISE OVER LAST 3 YEARS:

MoU/ Years	2021 (Detention/Inspection)		2020 (Detention/Inspection)	2019 (Detention/Inspection)
Paris	0.12 (7/58)	↑	0.03 (2/52)	0.06 (4/68)
Tokyo	0.04 (2/44)	↓	0.06 (2/31)	0.08 (6/79)
Black Sea	0.03 (2/66)	↓	0.11 (5/47)	0.05 (3/56)
Riyadh	0.06 (2/34)	↑	0.00 (0/12)	0.03 (1/35)
Indian Ocean	0.03 (1/23)	↑	0.00 (0/36)	0.19 (5/26)
Mediterranean	0.03 (1/28)	↑	0.00 (0/37)	0.02 (1/57)
USCG	0.00 (0/10)	↓	0.00 (0/5)	0.00 (0/23)

MoU wise Number of Detentions over Last 3 Years



There is a rise in number of detentions under Paris & Riyadh MoU in year 2021 as compared to earlier two years.

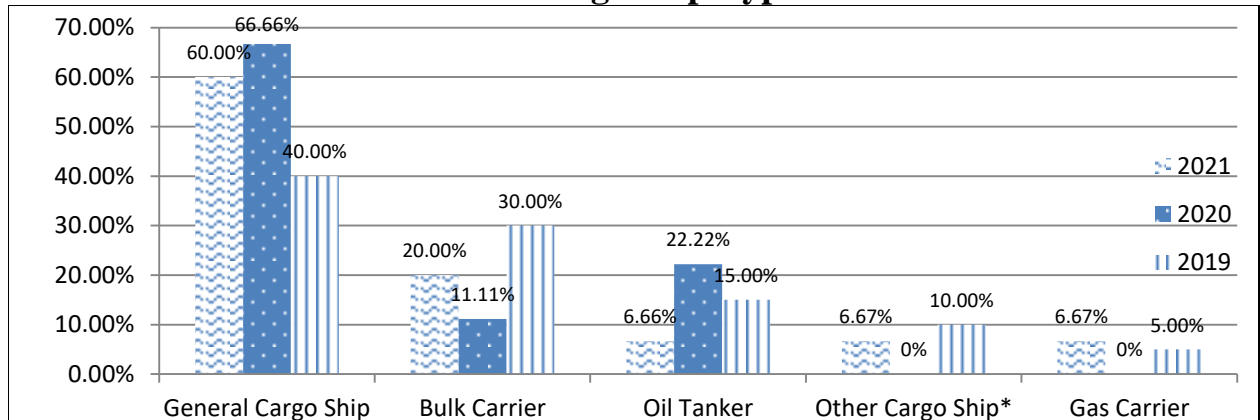
While, the number of detentions under Tokyo MoU remained same in year 2021 & 2020; reduction is noted in number of detentions under Black Sea MoU in year 2021 as compared to year 2020.

COMPARISON OF SHIP TYPE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Ship Type/ Years	2021	2020	2019
General Cargo Ship	60.00% ↓	66.66%	40.00%
Bulk Carrier	20.00% ↑	11.11%	30.00%
Oil Tanker	6.66% ↓	22.22%	15.00%
Other Cargo Ship*	6.66% ↑	0%	10.00%
Gas Carrier	6.66% ↑	0%	5.00%

*Other Cargo Ship: Offshore Supply Ship, Tug, Diving support Ship

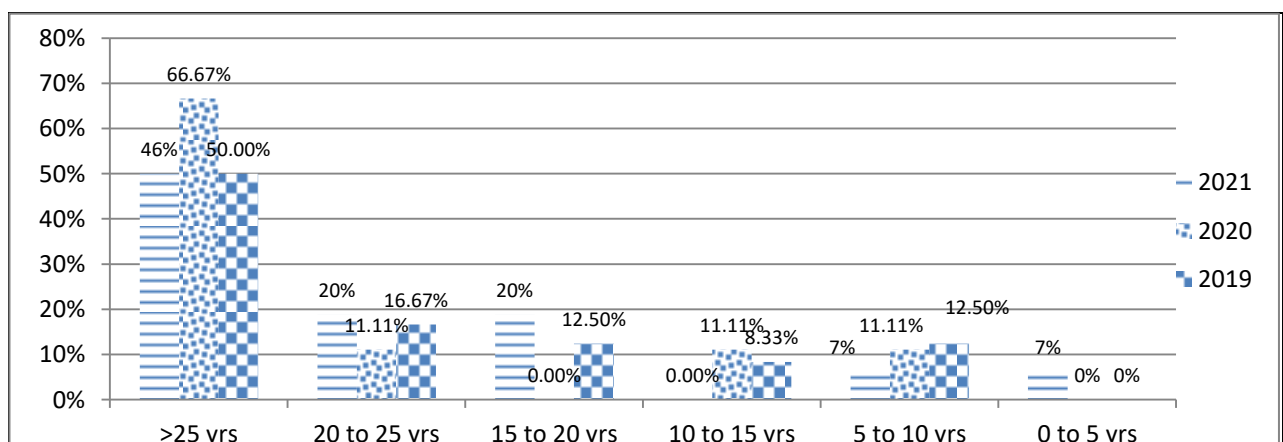
Detention Percentage Ship Type Wise



Detention percentage for General cargo ships remained maximum. Detention of these ships were mostly under Paris & Black Sea MoUs.

COMPARISON OF AGE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Age/Years	2021	2020	2019
>25 yrs	46% ↓	66.67%	50.00%
20 to 25 yrs	20% ↑	11.11%	16.67%
15 to 20 yrs	20% ↑	0.00%	12.50%
10 to 15 yrs	0% ↓	11.11%	8.33%
5 to 10 yrs	7% ↓	11.11%	12.50%
0 to 5 yrs	7% ↑	0%	0%



Detention percentage for ships of higher age group i.e. 25 years and above remained maximum in last 3 years.

DEFICIENCIES OTHER THAN DETAINABLE DEFICIENCIES:

Deficiencies other than the detainable deficiencies recorded during PSC inspections in 2021 are listed in Annex 1. These deficiencies have been categorized under various headings for ease of reference.

Following table compares six categories under which maximum number PSC deficiencies were recorded over last 3 Years.

Year	Categories under which maximum number PSC deficiencies were recorded (Listed in descending order from left to right based on number of deficiencies)					
2021	Fire Safety & Detection System	Safety of navigation	Life Saving appliances and associated equipment	Operational defects and general maintenance	Certificates and Documentation	Emergency systems
2020	Safety of navigation	Life Saving appliances and associated equipment	Fire Safety & Detection System	Propulsion and Auxiliary machinery	Certificates and Documentation	MLC - Working and Living Conditions
2019	Fire Safety & Detection System	Life Saving appliances and associated equipment	Navigation equipment	Propulsion and Auxiliary machinery	Certificates and Documentation	Structural and Water/Weather tight Conditions

CAUSES ATTRIBUTING TO THE DETENTIONS:

Following is summarized from detention cases:

1. Ten ships detained under Paris MoU & Black Sea MoU) were of higher age (>20 years) and General cargo or Bulk carrier type, which were prominent reasons for targeting of the ships for PSC inspection. Deficiencies raised on these ships indicate failure to ensure readiness of firefighting/lifesaving appliances, emergency systems including failure to maintain ship board equipment, documentation and non-compliance to MLC requirements. For four of these ships, only class certificates were issued by IRS, limiting the scope of verifying the compliances with statutory requirements for which deficiencies were noted by PSC.
2. One of the ship was detained twice in less than a month under Black sea MoU. Information related to first detention was not timely provided, thus before the ship could be attended for detailed examination & verification of repairs; it was boarded again by PSC and got detained with additional deficiencies. Poor upkeep of navigation/lifesaving/firefighting equipment, lack of PMS routines & scheduled maintenance, lapses in safety inspections were the major reasons for this ship getting detained. Further, non-compliance to timely reporting to Class/RO, inadequate corrective/preventive

actions based on previous detention, lack of monitoring & supervision also attributed to second detention in short period.

3. A ship was detained subsequent to its delivery due to deficiencies pertaining to navigation lights, life boat launching arrangements and fire damper. Crew were new and failed to satisfactorily demonstrate operations of these equipment. Attention was required to ensure crew were familiarized.
4. A ship was identified with two deficiencies, out of which detainable deficiency was pertaining to non-compliance with MLC requirements i.e. seafarer employment agreement of Master & Chief Officer was found expired. Lack of monitoring and timely action can be attributed to the detention.
5. Detention attributed to RO responsibility included deficiencies pertaining to non-compliance to MLC requirements, deficient nautical charts/voyage plan, stern light, damaged wheel-house/fire door, structural corrosion and blocked emergency exits. Additional care was required to confirm compliance to requirements and prevent detention.
6. Non-satisfactory implementation of the safety management system was attributed to detentions in most of the cases. In four of the detention cases where ISM was undertaken by other non-IACS RO, ship had to undergo additional ISM audit prior departure.

IMPROVEMENT ACTIONS:

- A) Improvement in following areas considered required in order to ensure that ship remain in compliance to requirements and detentions are avoided:
1. Upkeep of navigation charts, nautical publications, maintenance of navigation lights and other navigational equipment requires attention. For navigation & radio communication equipment covered under shore based maintenance, advance planning is required for timely maintenance to ensure these are operational at all times and do not fail unexpectedly.
 2. Timely maintenance and periodic testing of firefighting, emergency equipment including lifesaving appliances needs to be done to ensure their ready availability.
 3. Efforts are required for upkeep of deck/hull areas including deck fitting such as hatch covers, air vent heads, ventilators etc. Routine inspections and testing of fire door, fire dampers are undertaken to ensure these are maintained as required.
 4. Planned maintenance of machineries and equipment needs to be adhered to while ensuring leakages from machineries are arrested immediately to prevent any fire or pollution hazard.

5. Availability of valid documents (vide FAL.2/Circ.131, MEPC.1/Circ.873, MSC.1/Circ.1586, LEG.2/Circ.3) e.g. class and statutory certificates, Continuous Synopsis Record, Certificate of Insurance or Other Financial Security in respect of Civil Liability for Bunker Oil Pollution Damage, minimum safe manning certificate, health certificates for crew etc. need periodic review and monitoring by Master as well as the Company.
6. For higher age ships, additional care in between surveys such as regular self-inspection by ship's staff, pre-arrival checks, timely identification & rectification of defects/deficiencies and effective monitoring from shore side is necessary. Additional examination as required by Class/RO/Flag can be helpful in ensuring ship remains in compliance with Class and statutory requirements.
7. Compliance to MLC requirements such as crew employment agreements, rest hours, crew wages, periodic inspections & upkeep of accommodation areas are to be ensured.
8. Communication with Flag Administration/ Classification Society/ Recognized Organization is required to ensure advice is sought when deficiencies are identified. It is also important that PSC inspection and detentions are immediately reported to Class/RO/Flag.
9. Effective implementation of safety management system, crew familiarization with ship specific safety procedures and equipment including ensuring improvement actions are implemented as required can help reduce reoccurrence of deficiencies.

B) Following actions are taken by IRS to improve on PSC performance:

1. Inspection records of ships are frequently monitored from PSC MoU websites.
2. Companies have been provided with advisories based on detentions in order to prevent reoccurrence of similar defects. Awareness sessions were conducted with the focus on commonly noted PSC deficiencies and care required for ship's upkeep.
3. Lessons learnt from each detention have been shared with surveyors and further training/monitoring as identified have been provided for improvement and to prevent RO related detentions.
4. For ships having higher age, general cargo type and identified under condition monitoring program; surveys are strengthened by engagement of experienced surveyors.
5. For ships issued with class certificate only, additional care is taken to verify commonly noted PSC deficiencies covering statutory items through checklist and attention is also given to confirm effective implementation of SMS on board. Where SMS implementation is found lacking reporting is done as required by IACS PR17 in order to ensure improvement.
6. Ships are attended to ensure compliance through checklists as applicable for Concentrated Inspection Campaigns (CIC) declared by various PSC MoUs.

7. Fleet Monitoring Program is reviewed regularly and improvement done for early identification of ships under the program; thus reducing the chances of detention.

CONCLUSION

While efforts are made during surveys to ensure compliance with class and statutory requirements, it is essential that due care is taken so that ship remains maintained in between surveys. A combined effort is essential to ensure deficiencies are avoided during PSC inspections.

ANNEX 1

LIST OF PSC DEFICIENCIES OTHER THAN DETAINABLE IN YEAR 2021

Fire Safety

- Some doors in superstructure, door to engine room not properly closed.
- Fire door- a deck fire door's self-closing device was defective.
- Manually operated call point located in emergency generator room-damaged. Red diode- missing.
- Symbol of Heat Detector Engine room - Missed.
- E/R entrance fire door is with faulty lock.
- One no. Fire hydrant v/v on deck found leaking.
- Fire and GS P/P gland packing found leaking.
- Oil Accumulation below A/E, M/E and Purifier.
- E/R Emergency Escape is very dirty and Lifeline, safety are missing.
- Fire Hose Box - All Empty (Main Deck).
- The fire damper of the ship funnel not closing.
- Fire door of emergency exit from ER not closing properly (the internal spring of the automatic closing system does not guarantee the required pressure)
- The closing system of the many automatic fire doors (closing spring and closing latch)leading to the stairs (boat deck-crew accommodation deck-engine entrance) is not correctly registered and does not guarantee correct closure.
- One heat sensor in galley does not work properly due dirty surface (greasy).
- The heads of the firefighting system in the bow section (paint room) are heavily rusty and encrusted.
- Fire detector's (heat) testing equipment is missing.
- Fire line isolation valve are not marked well.
- Main fire pump low water pressure.
- Ventilation dampers some of not closed tightly.
- Most fire doors inside accommodation not closing properly, damaged, secured in open position by obstruction.
- 1. Emergency exit crane sealed and blocked by construction foam. 2. Escape ruder or ladder from crane cabins missing. 3. Escape outside accommodation on PS platform blocked by obstruction. 4. Emergency exit from E.R. workshop blocked.
- E/R bottom platform EEBD covering jacket broken.
- At poop deck two supporting pipe hangers of fire main found corroded / broken.
- Fire detection system found in operational.
- Exhaust fan of CO2 room found in operational.
- Firefighting outfits (1 out of 2) on board are fire proximity suits type and may not provide the wearer sufficient thermal protection from radiated heat if entering an enclosed space including machinery and accommodation spaces where a fire is established. Close proximity clothing may be freely used for protection when boundary cooling fires or for search and rescue in an enclosed space without fire. Use of appropriate fireman suits to be included in the safety manual. Drills are performed with the suits in enclosed space and / or entering places.
- At the time of inspection fire detector alarm control panel failure. (Defective)
- Fire damper to E/R port/STBD unable to close.
- 4 unit air ventilation damper to E/R unable to close properly.
- Several fire doors, required to be self-closing, found blocked in open position through cables; moreover fire door which gives access in engine room from accommodation do not close properly.
- 1 self-closing fire door not properly closing (galley- mess room).
- Several fire doors have improper closing or different from the fire plan (Locking in open position on doors to be kept closed - automatic closing system not effective).

- During test of several smoke/heat detectors in E.R and staircase in crew accommodation area; the fire detection panel on navigation bridge report "FAULT" and moreover all information on the panel are given in Japanese language (working language recorded on board: English). No 2 smoke detectors in engine room found disconnected and one in E.C.R found inoperative.
- GS/Fire pump: delivery line leaking at flange gland, suction line temporary repair leaking. Gasket of emergency fire pump leaking.
- The FO valve emergency shutdown of compressed air system for ME and DG was not ready for use on the first attempt due to lack of circuit pressure.
- Not as required- The mechanical closing system (metal cable) of the F.O for the M-E has a divide in the final section which serves 2 valve. for one of these the length of the relative section of the metal cable is not adequately calibration while ensuring the closure.
- At the time of the inspection the command air bottle for quick closing valves was found empty and so not ready to use. Despite the air bottle was recharged by compressor located in engine room, the test of QCV's group which serves service tank for separator found blocked in open position through a rag.
- Air leaks noted on three of the quick closing valves.
- Not Readable- Fire prevention plan does not adequately describe the specific details of the fire doors (the indication are not understandable)
- Quick closing valve of emergency diesel generator found inoperative. The valve is not able to stop fuel after closing.
- Fire drill in the galley-Crew members need training (operator enter in the galley without fire hose)
- An unauthorized rubber hose has been found connected at the fuel pipeline near QCV of the MGO tank starboard side.
- Engine room fire hoses nozzles missing.
- Upper deck, inside accommodation - Fire Equipment box- SCBA - Low Air Pressure.
- Some EEBD manometer Red sector.
- Chief Engineer endorsement certificate only copy found on board.
- Fire flaps of E/R not maintained.
- Some of ventilation tunnels around accommodation fire flaps not closing properly, some of the wing nuts missing.
- ME high pressure pipe for fuel oil No.2, No.6 - Leaking of fuel.
- Steering Gear emergency exit is blocked by foreign objects.
- No any evidence of FFE regular inspection (No any safety rounds since 2020).
- Some breathing apparatus have low pressure.
- DG1 - heat insulation for exhaust manifolds are partly missing.
- All fire hoses are in bad condition.
- Emergency Escape can't be closed firmly.
- Self-closing fire door to the galley fitted with hold-back device.
- Control panel of the fire detention system located on the bridge indicates GENERAL FAULT.
- Fire doors in galley should be self-closing. Also stated in fire control plan.
- Exhaust duct for galley ventilation full off grease.
- Fire detection control panel while testing Loop No. 2 LEDs does not lit shines.
- Fire doors - 2 pcs in the corridor are lashed with rope in open position.
- Engine room emergency escape hatch not mark as required.
- Fire door at B deck can't be closed.
- Fire detectors system found switch off position during inspection.
- Emergency light on deck inoperative.
- Fire door in equipment room.
- Fixed fire extinguishing installation/Some extinguishing not properly fixed.
- Personal equipment for fire safety/ Breathing Apparatus mask in FS number one - must be replace.
- The fire door found open in fire resisting divisions.

- No IMO symbol provided for fire detectors inside galley.
- The ISC was found missing from its box.
- Most of the fire flaps were found seized.
- Rubber packing for some of the fire flap special on bridge deck found brittle due to paint and fatigue.
- Self-closing door on main deck (port side) defective, not self-closing.
- Escape trunk's fire door at E/R bottom side cannot completely close.
- Bilge oil tank sounding pipe self-closing valve not closed properly.
- Fire shield of engine room ventilation close not fully.
- One fire hydrant on main deck STB AFT small leaking.
- Galley exhaust hood dirty and greasy.

Safety of Navigation

- Air bubble in the MC.
- BA charts 2601 and 2452- expired.
- S-VDR panel indicates ERROR; IMAGE 080R VD01 NO INPUT. Manual instruction not available on board.
- S-VDR compliance certificate (for APT conducted on 12/05/2021) missing.
- The passage plan from Kolkata to Szczecin was prepared without taking into account TSS. As a result of that the Ship violated Rule 10 of COLREG, when navigation in Norra Kvarken TSS on 08/08/2021. The Ship was sailing SW course within NE traffic lane. The Master was instructed with immediate effect to obey COLREG rules at all times when the Ship is at sea and to check carefully voyage plans endorsing.
- Two independent means not used for the monitoring the position of the Ship.
- Astern light and AFT anchor light post and base completely damaged.
- Charts and publications are not updated to latest NTM.
- Magnetic compasses reading have an excessive deviation comparing with the GYRO compass.
- N.U.C lights obscured by Mast Angular sectors of more than 6 degrees.
- BSMP STPS on pilot ladder need to be replaced.
- X-band radar to be adjusted.
- The spare magnetic compass have some bubbles.
- An interview with the deck officer revealed that some of the navigation issues need to improve.
- Stern light is showing wrong sector (not 135 Degrees like stern lights but 225 degrees like masthead light because wrong light installed). Port side upper light case broken and wrong sector. Lower one red all around light, when touching complete port lights fall down because of rusted away foundation. Aft mast head lights foundation rusted away, only two of four screws keeping light in place. Two navigation lights and three signal lights not operative.
- 1. Several charts for next voyage found expired (since March). 2. No Navigation marking on charts from Pilot station to berth. 3. Voyage plan for river passage found with waypoints obviously from non-approved electronic chart.
- AFT gyro repeater found not operational.
- Steering gear room gyro repeater found missing.
- Ship's chart found not corrected to the later NTM which was available on board the Ship.
- AIS is found not operational.
- Nautical publications used on board found expired.
- Navigational charts found not available for the area of operation of the Ship (missing).
- Echo Sounder not operational.
- BNWAS found in operational.
- ALDIS lamp need maintenance, found inoperative.
- Source of electrical power not solely dependent upon the ship's power supply (battery) was found inoperative.
- Admiralty chart no. 167 necessary for intended voyage (Savona-Salerno) not up to date.

- Nautical charts (Admiralty no.. 908 and no. 954) necessary for the intended voyage (Savona- Salerno) missing.
- Found on board 2 charts, n.186 and 196 expired edition - new edition 01/2020 and 05/2020.
- Not as required- The VDR Display Show An Alarm – Failure Message (UTC Sync Failure) Which Required Consultation Of The Manual From The Verification Carried Out On The Relative Instruction This Signal Is Due To The Incorrect Reception Of The Date And Time Data.
- Bridge clear view screen device to be repaired.
- Master is not familiar with the operation of BNWAS.
- Incomplete passage plan: Constanta Anchorage area to Constanta berth passage plan no manual plotting position at the Constanta approach chart as per passage plan instructions. Master instructed to keep proper records from now on.
- Stern navigation lights foundation through corroded.
- Upper bridge Christmas tree lights lost colour.
- Stern navigation lights - Sectors shielded - Not adjusted properly.
- Navigation lights platform corroded through PS Red, S/B side green cover in bad condition.
- Port side navigation lights - Foundation through corroded.
- Magnetic compass reading not clear.
- On last voyage from Aalborg to Tallinn intervals between fixes up to 12 h. On the bridge is a electronic chart display marked as "not to be used for navigation". Master is instructed from the date of inspection to ensure that the watch keeping principles according to the standard are observed.
- Charts no: 354,355 and 356 used for last voyage was not updated.
- Nautical chart BA2399 (Burgos and approaches) and BA2283 (Cape Maslen Nos to Cape Kaliakra) necessary for the intended voyage are not adequate and not up to date.
- Passage plan not completed with all necessary information for last passage.
- A working language is not recorded in the ship's log book to ensure effective crew performance in safety matters.
- Gyro repeater showing different information.
- Magnetic compass not visible.
- Magnetic compass not showing correct information.
- 1005, 1015, 1195 charts missing, other charts not updated.
- BA 1618 (Approaching of Nemrut Bay) not updated.
- ECDIS license invalid (not updated).
- Nautical publication license invalid (not updated).
- BANWAS test not demonstrated during inspection.
- Foundation of radar on monkey deck heavy corroded.
- Compass Correction Not Determined At The Required Intervals.
- Lights, shapes, sound- signals {28.12.2020) horn on main mast foundation heavy corroded.
- Lights. Shapes, sound-signals {28.12,2020) signaling lights on main mast(Christmas) foundation heavy corroded, broken, fixed by clips.
- Signaling Lamp/during inspection was found signaling lamp doesn't work, request change bulb.
- Charts/ approaching chart corrected not fully.
- Revolution Counter Light- Inoperative.
- Two Window Wipers Inoperative.
- BA chart 200 (2015) old edition found on board.
- BA chart 2712 missing.
- ITC publication list V edition 2019 found on board.

Life saving appliances

- Starboard side life boat engine unable to start.
- Life boat limits switch P.S. to be fixed.
- Painter line of ILR installed not as per Reg.
- Oil accumulation below life boat and windlass (aft).
- Oil accumulation below lifeboat and windlass (aft).
- Severely damaged step at entrance of free-fall lifeboat. Ladder to access working platform on davit arm severely corroded.
- Port side lifeboat davit -aft floating block assembly and starboard lifeboat -forward floating block assembly - severe wastage and bent.
- Life Rafts are secured wrongly manner (Lashing by extra rope).
- Rescue Boat - Is not working properly.
- Life Buoys (Main Deck) - Some Rack without Life buoys.
- The lifeboat and rescue boat not visible to the person on deck operating the launching mechanism.
- Rescue boat engine is not working.
- MSC circular (1447-1182-1185) are missing.
- 2 rocket for line throwing to be replaced.
- Lowering system (limit switch lever, pulley, line rail) is in poor condition due to rust surface and encrusted movable joints.
- Liferaft / Rescue Boat Crane limit switch bonding device is missing.
- Training Drill MOB with launching & maneuvering rescue boat into the water dated 14/03/2021 not correspond to reality, ship was underway full speed.
- Free fall life boat not ready for to immediate use due to power supply not enough to start the engine.
- Rescue boat's davit found not being able to fully swing out with operation of accumulator.
- One out of three spare batteries of portable VHF units found unsealed.
- Rescue boat engine found in operational.
- Ships name marked on lifebuoy found faded.
- Launching arrangement to rescue boat unable to operate by electrical power and accumulator power.
- Lifeboat starboard side: Rudder found inoperative along with the indicator of RPM of engine.
Lifeboat port side: Magnetic compass gives wrong magnetic heading indication (205 deg. instead of 360 deg.); moreover glass window found very dirty (poor visibility).
- All steel wire ropes of the free fall winches are covered by plastic with risk to block the winch in case of use.
- Davit of rescue boat need maintenance.
- Not as required- the connection of the freefall rudder hydraulic line shows small oil dispersions in correspondence with the connecting bolts the system is operational following a test of the rudder movement.
- Davit liferaft launching instruction not as required.
- P/S lifeboat Forward hook-release foundation heavily corroded.
- P S Lifeboat poor condition, search light not working, EL box not closing, bilge water found inside, seat belts partly missing. Lop light water inside not working.
- Lifeboats: Some of the retro- reflective material found in poor condition.
- Port side bottom (Life boat) temporary repaired.
- S/S Lifeboat - Magnetic compass, no light, some of the seat belts - missing, poor housekeeping of inventory.
- Lifeboat, P S inventory - Food ration expiry date not visible.
- P/S lifeboat davit: Some parts through corroded (support for wires etc.)
- Liferrafts painters- wrongly connected to weak link.
- Life boat (stbd side) magnetic compass has air bubble.
- Life raft port is not ready for immediate use, incorrect connection of the HRU.
- Life boat STBD and Port side are in bad condition.

- 3 pieces of life jackets in E.C.R. are in bad condition.
- Life jacket in E.C.R. is bad condition.
- RPM indicator of free fall lifeboat.
- Release hook /system not ready for use (ISM).
- Self-igniting lights for lifebuoy's are inoperative.
- Painter line of inflatable life-raft on SB not connected to the weak link of HRU.
- Free fall - Main release/ emergency release. Lack of instructions and crew. Lack of familiarity with the release system (ISM).
- Crew not familiar with procedures for rescue boat painter line.
- Painter line release broken on Rescue boat.
- The lifeboat has not been in water for the last 5 months. 3.4.4 in the case of a lifeboat arranged for free fall launching, at least once every three months during an abandon ship drill the crew shall board the life boat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). The lifeboat shall then either be free- fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be maneuvered in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall with only the operating crew on board, or simulated launching shall be carried out in accordance with the guidelines developed by the organization.
- Painter Line release broken on rescue boat.
- Rescue boat search light is not ready for use. Cable disconnected from the battery.
- Liferaft's casings not marked as per SOLAS requirements.
- Port side lifeboat engine test not demonstrated.
- Emergency equipment of 2-way communication (28.12.2020) Emergency VHF GMDSS portable one battery seal broken.
- Life Boat Hull found dirty and the seat inside found unclean.
- Rescue boat motor not for immediately use.
- Rescue boat not ready for use. Cannot run continuously.
- 2 Lifeboats IMO signs placed near the direction sign are completely deteriorated and illegible. In addition several indication (dampers, vents, lifebuoys) are in poor conditions.
- Crew not wearing adequate PPE when inside the rescue boat to test the outboard engine.
- Chemical suite and mask missing.

Operational defects and general maintenance:

- Some plates around M.E not fixed.
- Oil leakages in M.E, around A.E
- Port side ladder damaged; Flag state condition issued; a gangway is in use as a substitute.
- Gangway (shore-ship) safety net is not fitted
- Flange Vapour loss of fuel oil heater system.
- Forward mooring winches, port outer and starboard outer and inner severely worn brake linings.
- Severe corrosion of hydraulic lines for winches on main deck port side.
- Some lights found inoperative in cargo hold No:2 aft access middle level , hold top fat starboard (2) and port (1).
- The lateral protection of the suspended inspection grille to the main motor consists of a double steel cable which replaces the railing.
- The internal ventilator of refrigerator (vegetable store room) is not protected (cover grid missing).
- Spring mooring ropes (in use) is in poor conditions (evident signs of wear and age along the entire length).
- One forward and one AFT mooring line- in use at the time of the inspection - are in poor condition.
- Several lights on deck are inoperative.

- Several lights on deck not working, including emergency lights.
- Found several unsafe electric installations, connection boxes not fixed to structure, junk boxes filled by construction foam, temporary repairs on damaged lights. Casing of reverse osmosis filter in engine room missing, cabling exposed, one smoke detector in bow thruster room hanging on cables only, various control lights in cabinets in E.R. not working.
- Ladder outside funnel port side, to reach upper fire flaps is worn out and unsafe to use. Agreed to solution, that upper fire flap stayed closed. Agreed to flag state condition for repairing ladder until 15/12/2021.
- 1. Both microwave ovens outworn, rusty, unsafe to use. 2. UV disinfection plant for fresh water not in operation. 3. Gangways lower platforms unsafe because of rusted through safety pins or shaft. 4. Mobile gangway bent. 5. Movable handrail close to rescue boat stanchion self-made and not safe. 6. Inside crane oil spills. 7. Numerous floor plates in engine room loose. 8. Engine room tank top oily.
- 220 volt feeder panel has low insulation showing in Megger Gauge which is not as required.
- One Mooring rope on the AFT side not as required and in poor condition.
- Two lights at poop deck port side found inoperative.
- In engine room several cover for light fixtures are broken along with some bulbs found inoperative; moreover one light (cover and bulb) missing at mooring station and one cover of light missing above the port side door of the navigational bridge.
- No. 4 roller fairleads found blocked at aft (no.2) and forward (no.2) mooring stations.
- No. 4 mooring lines have strands damaged or cut (no. 2 aft spring lines and stern line, no. 1 bow line).
- In engine room all bilges are full of dirty oil/fuel.
- Not as required-The general conditions of the engine room have some slippery areas (oily traces) and some wiring /electrical insulation not adequately arranged.
- Steering gear room-Some lights cases broken and cracked.
- ME scavenge air blower belts: Protection found missing.
- P/S Bunker hose handling crane - Elec. box damaged, Hook's safety latch stuck.
- Mooring rope not properly fixed on drum.
- Some of the mooring ropes in poor condition with broken strands.
- Some of mooring ropes stowed not as required as gypsy reels.
- Some mooring ropes found with cuts.
- Aft mooring station - Some of mooring winches clutch levers safety pins worn out.
- Guard net of gangway – Fixed not as required (Short).
- Safety net under ship gangway - wrongly rigged.
- Insulation of hydraulic line pipes is damaged.
- Accommodation ladders are not marked as required. Five yearly test is not presented.
- PS gangway is damaged and inoperative.
- Permit the work system is not as required .Enclosed spaces entry check lists are not presented.
- Insufficient cleanliness in engine room.
- Engine room cleanliness is insufficient.
- Some plates in ER floors are not properly secured.
- No.1 AFT fairlead roller not rotating.
- Medical chest cert. expired 04.10.2020
- Under main and aux engines oily.

Certificate & Documentation Ship Certificates/Document

- IOPP Supplement (Form A) indicates that ship has a waiver as record oil filtering equipment and holding tank not indicated in relevant field 2.5.2.
- Document No. 12 is not signed, date receiving on board missing.
- IAPP supplement in field 2.1.2 indicates that R 22 provided on board although as per crew it was removed in the last dry dock.
- Capacity of sludge tanks not according to Supplement to IOPP certificate.

- Oil record book not properly filled during sludge weekly sounding, name of the tanks not identical with those provided in Form A field 3.1. For delivery of sludge extra irrelevant information recorded (code 12.3). Also transfer of bilge from bilge wells not as required.
- Garbage store instruction not display on barge side.
- Annex II for SOPEP need to be up to date.
- The 4 EIAPP certificates of the Ship which are on-board have not been issued by or on behalf of the flag of the Ship (issued by LR on behalf of Antigua & Barbuda).
- Deck log book compulsory entries are missing (LSA; FFE; weekly inspections).
- Work & Rest hour's procedures not as required.
- Poti port emergency contact list missing.
- Sopep Poti PECL, Ship's interest contacts are not updated.
- Garbage record book part II - entries are missing.
- According to the CBA the Ship is not properly manned for example on board only two deck officer, requested by CBA three.
- CSR # 1 Item 11 not amended for DNV.GL.
- Ship certificate valid up to 02/04/2021.
- IAPP Interim certificate valid up to 02/04/2021.
- Not readable-Free Board Marks Not Properly Readable Due General.
- SOPEP, App.2 (port contacts), App.8 (list of oil spill equipment) are not updated.
- CSR not having correct information.
- Fire plan drawing - STB side not ready for use.
- Weekly and monthly inspections of LSA not recorded. Master instructed to record them from now on.
- Some pages of the garbage record book are not signed on by Captain.
- ISM Company in SMC and DOC - Address information wrong.
- Additional SMC audit to be carry out by class or flag state.
- Company identification number not match between SOC, SMC and ISSC.
- Additional DOC audit to be carried out by class or flag state.
- According to minimum safe manning 3 A/B, 2 O/S, C/E, 3/E, 2 M/M missing.
- Incinerator sludge tank and F.O. drain tank not mentioned in capacity plan.
- DWT information missing in IOPP Certificate.
- Sewage holding tank not mentioned in certificate nor any class information provided.
- CSR certificate original not on board. ISM company address information wrong.
- Bunker CLC, CLC and wreck removal certificate on board (Invalid date).
- Last entry in oil record book as 24/06/2021.
- Garbage record book last record 22.04.2019
- Log-books/compulsory entries /pre arrival checklist need to update.
- Bilge Discharge To Shore Facilities Not Recorded And Sludge Tanks Situation Not Recorded.
- The MSDS was not updated to cover all type of paints.
- Records of seafarers daily hours of work or rest found only in electronic form. Not endorsed by the Master and by the seafarer.
- SOPEP ANNEX 2 last update 31-07-2020.

Emergency Systems

- The muster list not specify which officers are assigned to ensure that life-saving and fire applications are maintained in good condition and are ready for immediate use.
- Emergency generator fuel quick closing valve was found closed. C/E not familiar with second source of starting (spring starter).C/E tried to turn spring starter counter clockwise.
- Second means of starting (second sets of batteries) unable to start emergency generator.
- Record are not conducted accurately.
- Accommodation Few Emergency Lights Found Water Inside.

- Emergency Generator- The engine doesn't stop on panel (Only Manually).
- The instruction for launching the rafts are deteriorated and illegible.
- Emergency diesel generator service tank measuring device is missing and crew cannot determine diesel oil level inside.
- Enclose space entry and rescue drill is overdue.
- Fire drill substandard, fireman not properly dressed (belt not closed), crew not aware of smoke areas, fire fighter stopped in front of locked door for several minutes instead going other way, second fire man on low level alarm for several minutes without any reaction or retreating.
- Emergency lighting system found not operational.
- Emergency generator found in operational.
- Crew members with assigned emergency duties not familiar with their duties during fire drill.
- Emergency stop of emergency diesel generator found inoperative; moreover digital indication of RPM, water temperature, oil temperature etc. found inoperative.
- Not properly maintained - the generator auto start test was performed 2 time during the second test an anomalous reduction in the battery voltage was detected.
- Refrigeration sea water pump of the generator number 3 has leaks.
- Lack of communication. Fireman lack of familiarization with rescue.
- Engine room bilge alarm inoperative.
- PA system - Some of speakers around accommodation not working.
- Pas speaker (port near rescue boat) bracket broken.
- Emergency fire pump not ready for use.
- EFP, exhaust line gas leakages.
- Emergency fire pump not ready for use.
- E/R ventilation emergency stop switch (port side) cracked case.
- Emergency light non operative (port side, boat deck).
- Few lifejackets found without lights.
- Emergency lights around wheelhouse are not working properly.
- EDG room DO tank leaking.
- Steering gear room-Emergency escape trunk, safety harness missing.
- One emergency light is broken.
- Emergency diesel generator not working.
- Telephone communication between E/R and bridge not working.
- Emergency lighting at the rescue boat is inoperative.
- Check list for abandon ship drill not as per SOLAS requirements.
- Emergency light for launching posters of Rescue Boat & Liferaft missing.
- Emergency D/G not working.

Working and Living Conditions - Living Conditions / Working conditions

- STBD side gangway is damaged and holed a few locations.
- Hydraulic Pump Room- The save all have a lot of Hydraulic oil.(The Floor is very slippery- Risk of accident)
- Mooring winch Pump - The save all have a lot of Hydraulic oil.(The Floor of the Bosun store is very slippery- Risk of accident)
- The main engine filter assembly (cover gaskets), the plug points of the high pressure lines and the recovery connections to the oil leak collector show excess oil leaks. Functional tests performed show no leaks from operational or leakage from breakage.
- Navigation Compass deck cabling bulkhead isolation is missing.
- Fuel tanks gas free knobs are seized.
- Multi-gas analyser poor working condition/ performance need calibration.
- STBD side deck walkway found corroded and rusted.
- Gangway Stanchions found wasted and rusted.

- Oil accumulation in FWD hydraulic machinery save all tray.
- Some PPE in chemical locker missing.
- Some fairlead roller covers found wasted.
- General cleanliness of engine room found inadequate.
- Acetylene and oxygen bottles storage cabinets found damaged due to corrosion.
- Chain locker water discharge hand pump not operational.
- Both anchor winches and aft mooring winch corroded and with oil leakage.
- Some vegetable are stored in emergency steering gear room / deficiency code 18319 recorded on 16/04/2021 is not rectified as per PSC request.
- Port side platform ladder for hatch covers damaged.
- Forecastle- some drums with oil to be secured before departure.
- Incorrect mooring- mooring ropes are secured to the mooring winches wrapping ends.
- Mooring lines (forward) are not tight.
- ME Cleanliness found poor.
- Safety nets for accommodation ladder poor condition.
- Provision on board not as required.
- No.1 & 2 Diesel generator excessive oil leakage.
- Lighting (Accommodation) Some light bulb broken on deck.
- Lighting (Working spaces) few lamps inside accommodation inoperative.
- Gangway, accommodation ladder/ safety net missing.
- One rope on aft fixed on winch.
- Cleanliness of engine room, same place need to be cleaned.
- Out of 12 of stove plates found only 6 piece working.
- Galley exhaust duct was found unclean.
- Spots of oil found on galley ceiling.
- The washroom at engine room found unclean.
- The access door for water mist on galley ceiling found missing.
- Thick layer of rust found over all the hull in various locations.
- The pipe cable for aft mast found missing compound.
- The pipe cable at forward found rusted and corroded.

Propulsion and auxiliary machinery

- Main engine oil mist detector- inoperative. C/E cannot demonstrate proper test of oil mist detector. Green light READY not lit. E/R alarm panel indicates following alarm: ME OIL MIST DETECTOR FAIL.
- Exhaust gas leakages from pipe of M.E.
- A/E-1 Tachometer is faulty.
- Oil leaking from A/E.
- RPM indicator of both A/C inoperative.
- HFO transfer P/P gland packing found leaking.
- Aux engine sea water pump piping found holed.
- Engine room boiler panel broken.
- Leakage of oil from purifier system.
- The ship is provided with no.3 generating set which serve as a main source of electrical power. At the time of inspection no. 2 AA/EEs found inoperative (no. 1 and no. 3). As declared by chief engineer he is waiting to receive spare parts from ashore; on engine log book is specified that A/E no 1 is inoperative from this early morning and no. 3 from 28/08/2021; moreover from AA/EE no. 2 detected leakage of lube oil and water along with air filter found damaged.
- Thermometers for temperature of exhaust gas installed on exhaust manifold of AA/EE no. 1 and 2 found inoperative.
- Direct bilge (emergency bilge) suction valve found stuck.

- Steam leak on boiler level gauge flange connection.
- Leaking Oil.
- Auxiliary engine number 3 found with small quantity of oil leakage.
- DG No.2 control panel - Some manometers not working.
- ME LO cooler oil found leaking.
- Hydrophore pressure to be adjusted.
- Sewage tank sounding pipe clogged.
- Several electrical starting panels in engine room non conducting mats missing.
- High pressure pipe for M/E Unit No. 1 has fuel leakage.
- Diesel generator No. 1 & 3 has oil leaking.
- D/G No. 1, 2 and 3 have oil and fuel leaking with bad maintenance.
- D/G No. 1, 2 and 3 have oil & fuel leaking with bad maintenance.
- Extra generator on main deck without approval from the classification society.
- Purifier room drain line stuck.
- Leakage in ballast pump No.2 mechanic seal must be replaced.
- Auxiliary engine No 1 exhaust temperature gage not reading properly.
- Main engine is not ready for use.
- Auxiliary engine /D/G leak of oil.
- Gauges, thermometers etc. / some manometers out of order.
- Aux. boiler master valve found leaking.
- Steering gear room dirty.
- Boiler has water and steam leaking.

Water/Weather tight conditions

- Deck Line mark is not painted.
- Load line, main deck mark was not highlighted as required.
- Air vent for the galley filter to be cleaned.
- Plimsoll mark (Deep Line vague)
- Middle draft mark (STBD) side to be clearly visible.
- CO2 room door lower place got holed.
- Portable stanchions on gangway platforms are not secured by safety pins.
- Found on hatch covers partly damaged rubber gaskets.
- One bridge window replaced by unknown glass window, no marking whether safety glass or not. Another window replaced by some acrylic glass. No improvement, no information from flag or class about this.
- Found man holes on main deck not properly secured. Several bolts rusted away or wingnuts missing. On vent flaps missing toggles or wingnuts. Cable penetrations through comings.
- Manhole entrance to cargo hold on forecastle, three of sash locks not locking.
- Locking device on sounding pipes on deck stucked, rusted. Toggle anchor chain locker missing wingnuts or bolts missing on various manholes. Repair by workshop ongoing. Class report to be sent before departure to PSC authority.
- Latch bolt of mortise lock in Emergency exit door from engine room found stuck.
- Emergency exit bobby hatch cover found holed.
- Engine room FWD and AFT doors found with improper packing.
- Main deck air pipes of fuel oil TK 6P, 2DB, 4S found wasted/damaged.
- Several vents and air pipes to be marked.
- Some securing device for No3 cargo hold forward manhole cover missing.
- Not as required.
- PLIMSOLL mark forward and aft draft mark not readable.

- Accommodation ladder lower platform stanchions missing and safety rail not cover all the accommodation ladder.
- Load lines marks marked permanently only partially.
- The Liferaft sore deck main protect chain too loose so that the height and spacing cannot meet requirement.
- Plimsoll mark not properly marked.
- 1. CO2 room water weight window glass is cracked. 2. Deck water weight window - 2 pcs in front of superstructure, cover rubber gaskets are not properly maintained.
- Dry provision store and SOPEP room watertight window glasses - 2 pcs are cracked and closing devices 4 pcs are missing.
- Deck scuppers kept open.
- Railing, gangway Walkway and means for safe passage (28. 1 2,2020)/Safety ranking on monkey deck P/S heavy corroded.
- Covers (hatchway, portable, tarpaulins, etc.) (28.12.2020) gear drum for steel wires deck hold covers through corroded.
- Scuppers inlets and discharges (28.12.2020) deck drain pipes through corroded.
- Several manholes was found not identified.

Structural Condition

- Outside decks lighting devices are not secure as required.
- Oily Bilge separator pump cable entrance to motor terminal junction box defective.
- Electrical power supply cables for BA compressor in emergency generator room unsafe.
- Corrosion on deck and superstructure.
- The damage control manual for senior officer not provided.
- Structural corrosion in various positions (e.g. reinforcement flange at PS aft edge of hatch coaming, foundation for accommodation ladder etc). Cabin of cargo cranes heavily corroded. Handrails rusted, rusted through, partly missing (especially on mast platforms). Foundation of lights on mast corroded.
- Both bridge doors seriously damaged, rusted worn out.
- Steering gear room floor not of an anti-slippery type.
- Maine deck area - pipe line - hatch cover corroded.
- Non-conducting mats missing under switchboards in electric room.
- Floor area below the rudder apparatus present excessive amount of oil, there are cans of messy paintings.
- Steering gear found with small leakage of oil.
- Port Side main deck aft mooring deck, bollards and rollers corroded.
- Bunker tanks goosenecks - D/D save all trays plugs not properly closing.
- Bunker line valves indicators not working.
- Hull (p/Side) has precipitate corrosion. Master was instructed.
- Hatch covers, min fire line, funnel watertight door and FWD/AFT mooring winches - 3 pcs are with spots of corrosion. Master instructed for the maintenance accordingly.
- Scupper plugs are kept open position during inspection.
- Aft deck and Aft cranes heavily corroded.
- Hull-corrosion (28.12.2020)/ Ship hull heavy corroded.

Labour Condition-Accommodation., recreation facilities, food & catering

- UV sterilizer - inoperative, UV sterilizer was found switched off.
- Found sanitary facilities (public and in cabins) in outworn condition. Toilet seat missing, shower curtain missing broken tiles.
- Found vegetable store in dirty, unhygienic condition. Rotten vegetables inside. Exhaust pipe of exhaust hood in galley dirty.

- Thermometer for meat room cold store in local not reading and not working.
- In some crew member's cabins the floor of the shower cabin is unsafe (slippery).
- Curtains shower missing in all cabins.
- Not as required- The ceiling of the galley is a precarious state (panels and ventilation vent not adequately fixed)
- Galley along with kitchen extractor hoods found dirty with fat residues inside; moreover several floor tiles found cracked.
- Food temperature log book (in engine log book) not properly filled in.
- Food stored in bad condition. Meat and vegetables are stored in the same refrigerated box.
- Missing thermometer in 2 freezers.
- Hydraulic oil pipes from the cargo holds cover partly corroded.
- Galley kitchen exhaust filters found dirty.
- One crew cabin found used as a store with presence of several paint cans.
- Discharge pipe from dishwasher leaking, water on the floor and behind the bulkhead. Bulkhead open directly to rusty and steel wet structure.
- Two thermometers of refrigerators in provision store out of order.
- Some fluorescent lights in mess room unlit.
- Drinking water bottles stored outside on main deck.
- Temperature indicator in refrigerators of provisions room not readable.

Radio Communications

- Maritime safety information for the area of operation not readily available.
- NAVTEX Georgian station "G" 409 khz is not selected.
- NAVTEX stations are not selected well.
- NAVTEX receiver not setup to receive Maritime Safety information's for present voyage.
- One SAT-C Terminal found in operational since November 2020.
- Panel and instruments for measuring A.C. volts, D.C. volts found inoperative and broken. It's not possible to know if batteries are in charging or not.
- NAVTEX printer unreadable.
- GMDSS log, sec A, B are completed not as required.
- MF/HF radio control unit is unable to perform self-test.
- Two-way VHF did not have provisions for its attachment to the clothing of the user and also be with a wrist or neck strap.
- Declaration of shore based maintenance indicates sea areas A1 + A2, while sea areas in which ship is certified to operate are A1 + A2 + A3 (as state in Cargo Ship Safety Radio certificate).
- BA Chart 2453 missing.
- EPIRB HRU invalid.
- EPIRB certificate not as required.
- Emergency GMDSS VHF batteries missing.
- S.B.M. Cert. not original and company sign missing.
- Shore base maintenance certificate not original and company sign missing.
- The weekly test of MF-HF was not successfully completed with coast station in weekly basis.
- On both SART batteries expired 12/2020. New batteries ordered. SART tested, both SART found functional.

Pollution prevention - MARPOL Annex I

- Oily water separator three-way- valve inoperative.
- Accumulation of oil on the purifier room floor.
- Accumulation of oil under the flywheel area of M/E.
- Accumulation of oil near the flywheel area under the alternator of A/E No. 1 & 2.
- Dirty oil contaminated with water bilge from machinery space in bilge well.

- Fuel oil bunker manifold found without drip tray.
- OWS pump found not taking suction.
- FO bunkering pipe ship side found having cement box.
- Test of 15 PPM bilge separator failed.
- Standard discharge connection save all is corroded and missing plug.
- Purifier tray found oily.
- Metal nets of air vent of bunker fuel tank are in poor conditions. Traces of fuel oil in overfill boxes.
- Overfill boxes (air vent of bunker fuel tanks, bunker station) are not marked.
- Oily water separator not working.
- Aft bilge well full of fuel.
- Oily water separator out of order. Temporary permission issued by Flag State where is stated that RO should issue Interim IOPP Certificate valid until 31.10.2020. On board found full term IOPP Certificate.
- OWS 15 ppm calibration report is not presented.

ISM

- Safety Management Audit by the Administration is required before departure of the ship. Deficiencies marked as ISM are objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM Code.
- Corrective action taken on the ISM system 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 is eligible for re inspection after 3 months from the final date of the report.
- SMS as implemented does not ensure the effective maintenance of ship and equipment to requirements as evidence by deficiencies number 1,3,4,5 and 6.
- Emergency preparedness of the Ship was found inadequate due to in operational and non-maintenance of LSA. FFA and other critical equipment's on board the Ship which has been intimated to the shore management.
- According to deficiencies identified on ship ISM code failure, maintenance of the ship and equipment, emergency preparedness, master responsibility and authority.
- Evidence of failure or breakdown of ISM Code on board. ISM Audit required within next three months.
- Navigation paper charts not used during voyage.
- The operator require the Ship to draw and store Bunker sample for 3 years .However no record or inventory conform the compliance.
- Safety Management Audit by Administration is requested.
- Crew performance / shipboard operation need to improve.

Certificate & Documentation - Crew Certificates

- At time of inspection Master and Chief Officer Seafarer employment agreement expired on 18.01.2021. Master and Chief Officer do not have valid seafarer employment agreement.
- The flag endorsement for C/E has expired.
- Health certificate for one AB expired since more than three month.
- 1. Seafarer Employment Agreements (SEAs) not mentioning the MLC ship-owner.
2. CBA is in force but not mentioned in SEAs. 3. According to CBA SEA shall be only for nine month, on board found 6+6 months.
- SEA of AB1, AB2 and AB3 not signed by seafarers.
- Original document of the Title recognition issued by the state of ship of flag to Captain and the Second Officer are not available on board (only copy available).
- Endorsement by flag state (28.12.2020)/Chf. Officer and Chf. Eng. endorsements by flag state not original on board.
- 3rd officer COC is expired 08/2021.

Pollution prevention - MARPOL Annex V

- Garbage Management in E/R is Poor.
- At time of inspection galley waste stored in meat room freezer.
- Some garbage kept on board not in garbage station in galley and in engine room.
- On 21.08.2021, during the voyage from Fos (France) to Savona (Italy) polluting material discharged at sea (polyurethane foam and bags in waters under France jurisdiction), as reported by French Maritime Authority. During inspection found on board evidence of the discharge.
- Garbage collection on board is not done according to Management Plan Trash. (Presence of plastic bottles, rags and nylon carton found in different places of the main deck (port side) and machine room: Rectify before departure.
- Accumulation of garbage on stern deck (Near Liferrafts).
- One bin used for collecting food waste has a cracked lid.
- Garbage not correctly separated.

Alarms

- Fire alarm in engine room - Inadequate visual and audible alarm.
- Engine room alarm panel indicates following alarms: STERN TUBE OIL TEMP-250,ME EXH GAS TEMP CYL 3 V1, MEEXH GAS TEMP CYL 6 V1, ME LINER TEMP CYL 1/3,ME LINER TEMO CYL 2/3, ME LINER TEMP CYL 6/3, LEVEL BILGE BOWTHR.R/FORCASTLE.UMS Ship.
- OWS 15 ppm alarm testing incorrect demonstration.
- Alarm cabinet unit in engine workshop audible alarm not working.
- Machinery alarm and general alarm panel in workshop, in engine room. Audible alarm not working.
- E.C.R. M.E. alarm panel some signalling lamps or switches not working.

ISPS

- Visitor log book is not properly filled in: Missing information about number of security badges and ID number. Master instructed from now on to fill in the visitor log book as required.
- The security check at the gangway is not carried (lack of identification - lack of registry - failure to delivery visitor badge - failure to acquire information on the reason for the visit).
- ID card for visitor not prepared at checkpoint.
- More than one access to acc. Area.
- Access control to ship / the entry about some visitors is missing in the visitor log book.
- IMO number and port of registry on the aft Hull was found withered and faded.

Pollution prevention - MARPOL Annex IV

- Unthreatened sewage discharge rate approved by Administration missing.
- The original of approved rate of discharge is missing (only copy on board).
- Sewage discharge connection is seized.
- Air blower of sewage treatment plant switch off power at the time of inspection.

Labour Conditions - Conditions of employment

- Found on documentation of resting times for September 2021 several crew members not keeping minimum resting time. For example CE, 2E, Elec and two Oilers resting on 24/25.09 only 1+1+2+5.5 hrs within 24 hrs. Master instructed to organize together with company the schedules for ship and crew to ensure every crew member is getting enough resting time as required by MLC 2006 from now on.
- The wages in the SEAs and paid to the crew are much less than requested by CBA in force (for example oiler shall get 1806 US\$ according to CBA but in reality only 850 US\$ mentioned in SEA). All salaries for the last months since crew joined Ship to be now calculated and difference to be paid to the sailors.
- No monthly account of the payments is made or given to the Seafarers.
- Found unauthorised deduction for sailors costs of flag state endorsements are taken in charge for the sailor.

- The master's period on board has exceeded 12 months.

Pollution Prevention - Ballast Water

- Ship only performed exchange (07/2020) when switching from black sea to the Mediterranean Sea. Since then, between ports of Italy, Malta, Turkey and Croatia no exchange was performed. Master instructed to comply as from this date.
- According to BWM certificate, Ship is authorized to carry out D-1 sequential exchange. Incorrect code (3.2. - circulation or treatment) used for ballast water exchange operations (e.g. 07.03.2021 and 21.03.2021). Master instructed to comply from current date onward.
- Not properly filed as per BWM 2004 / Appendix II.

Pollution prevention - MARPOL Annex VI

- European ECA entry on 28.02.2021 and exit on 16.03.2021 changeover records incomplete (tank contents, only one time and position recorded whereby it's unclear whether it shows commencement, completion or ECA entry.)
- Air pollution (smoke from the funnel).
- Air pollution observed.