

## ISM related deficiencies raised during PSC inspections

Date	Port	Country	ISM Code	Deficiencies	Action Code
2007.03.07	ROTTERDAM	NETHERLAND	8	Found objective evidence that emergency preparedness is not according to ISM standards, deficiencies number 5,6,7,8,9,10,11,12,13,14,15. (related to radio, electric, lifesaving equipment)	18
2007.04.25	NIIGATA	JAPAN	7	Crew not aware of ship operation procedure (entries for deck logbook, oil record book, GMDSS logbook checking of departure and pre-arrival)	18
2007.05.15	GLADSTONE	AUSTRALIA	1	SMS fails to comply with mandatory rules & regulations, objective evidence items 1,2,3,4,5,7,8,13.(related to pollution, navigation & lifesaving equipment)	30
2007.05.15	GLADSTONE	AUSTRALIA	7	Ships SMS inadequate in procedures for cargo operations	18
2007.05.30	HIROSHIMA	JAPAN	7	Development of plans for shipboard operations procedure for charts control – not properly implemented.	18
2007.05.30	HIROSHIMA	JAPAN	9	Reports/analysis of non-conformities, tec – shipmaster was not properly verifying, reviewing and evaluating non-conformities. Non-conformities not reported for previous PSC deficiencies to the company.	18
2007.05.30	HIROSHIMA	JAPAN	10	Maintenance of ship & equipment – not implemented honestly.	18
2007.06.12	BILBAO	SPAIN	9	NC's from September 2005 not colsed.	17
2007.06.12	BILBAO	SPAIN	10	Maintenance of ship & equipment – not according to SMS.	30
2007.06.23	BUSHEHR	IRAN	8	Emergency preparedness (not satisfactory).	30
2007.06.23	BUSHEHR	IRAN	10	Maintenance of ship & equipment (not according to SMS).	30
2007.07.02	MOJI	JAPAN	6	Deck officers are not familiar with their duty enough	18
2007.07.02	MOJI	JAPAN	10	Maintenance for ship & equipment has not been made enough	18
2007.07.04	LIVERPOOL	UK	8	Crew unable to conduct effective fire & boat drill	30
2007.07.04	LIVERPOOL	UK	10	Engine room fire main isorating valve seized	30
2007.07.07	GIJON	SPAIN	8	ISM Emergency preparedness missing – files for drills not on board.	15
2007.07.07	GIJON	SPAIN	11	ISM Incompleted Documentation – files for weekly LSA inspection not updated.	15
2007.07.23	OAKLAND	USA	7	Ballast management plan is missing record of training and sediment documentation	17
2007.07.23	OAKLAND	USA	10	Soft patches/temporary repairs in E/R. No N/C report have been submitted to the Company	17
2007.07.23	OAKLAND	USA	10	Soft patches/temporary repairs on deck. No N/C report have been submitted to the Company	17
2007.08.14	FUKUOKA	JAPAN	10	Crew not maintained hatch cover cleats.	18

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2007.08.14	FUKUOKA	JAPAN	10	Crew not maintained oily water filtering system properly.	18
2007.09.12	SHIMIZU	JAPAN	6	Introduction/familiarization for new crew members not carried out from June.	18
2007.09.12	SHIMIZU	JAPAN	8	Drills of fire fighting and abandon ship – not carried out appropriate interval.	18
2007.09.12	SHIMIZU	JAPAN	10	Maintenance of the ship and equipment – not carried out correctly.	18
2007.09.18	NAKHODKA	RUSSIA	10	Evidence that maintenance system was not implemented effectively on board.	99
2007.09.25	NIIGATA	JAPAN	6	Crew not aware of their duties and and ship's procedures.	18
2007.09.25	NIIGATA	JAPAN	7	Procedure for ship's personnel education not carried out properly (monthly education and training plan, training and drill record etc not being maintained)	18
2007.09.25	NIIGATA	JAPAN	7	Procedure for cargo operation not carried out properly (pre-stowage plan, trim GM calculation etc not being maintained)	18
2007.09.25	NIIGATA	JAPAN	7	Procedure for ship's operation not carried out properly (checklist for emergency, shipboard personnel handover note, alcohol test record etc not being maintained)	18
2007.09.25	NIIGATA	JAPAN	8	Emergency preparedness as required by the safety management system not carried out properly (oil spill drill not carried out)	18
2007.09.25	NIIGATA	JAPAN	9	Procedure for non-conformity etc not carried out properly (Non-conformity report, corrective action report, control list for non-conformity not maintained)	18
2007.09.25	NIIGATA	JAPAN	10	Procedure for ship's maintenance not carried out properly.	18
2007.09.25	NIIGATA	JAPAN	11	Internal audit not carried out within required period.	18
2007.10.02	BORDEUS	FRANCE	9	The boiler motor damaged found on 29/08/07 b chief engineer. The captain has not informed the company	17
2007.10.23	ST. PETERSBURG	RUSSIA	9	RADAR failure not reported to port authorities	18
2007.10.23	ST. PETERSBURG	RUSSIA	10	Maintenance of ship and equipment – not accurate, number of deficiencies above shows SMS breakdown.	18
2007.11.07	KOBE	JAPAN	6	Master's review record – recorded in Korean even if working language is English.	18
2007.11.07	KOBE	JAPAN	6	Familiarization of some crew members was not implemented completely judging by the other items pointed out in this inspection. (C/E,1/E- not familiar with operation of OWS, C/O – operation of AIS	18
2007.11.07	KOBE	JAPAN	6	Captain – not fully conversant with the company's SMS / Evidence – He could not answer the Safety and environment protection policy in SMS. He could not answer about his overriding authority in SMS.	18
2007.11.09	ROSARIO	ARGENTINA	7	Exsit objective evidence that some crew members don't know the test of control equipment of the bridge.	19
2007.11.19	RICHMOND	USA	7	Voyage plan not completed from berth to berth prior to sailing from previous port.	70B

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2007.11.28	ANTWERP	BELGIUM	8	Emergency preparedness – not according SMS.	30
2007.11.29	ANTWERP	BELGIUM	10	Maintenance of the ship and equipment – not according SMS.	30
2007.12.13	ODESA	UKRAINA	10	Maintenance of ship safety equipment not fitted as requirement	18
2007.12.31	GLADSTONE	AUSTRALIA	9	Vessel's SMS fails to ensure repeat of previous deficiency	30
2008.01.03	BUSAN	KOREA	6	Weather information not obtained fully before dep. from Japan	30
2008.01.03	BUSAN	KOREA	6	Procedure for non-take-off condition in master's decision support system not provided	30
2008.01.10	CHIBA	JAPAN	8	SMS didn't ensure that the emergency preparedness	18
2008.01.10	CHIBA	JAPAN	10	Maintenance of ship and equipment not properly implemented	18
2008.01.04	NEWCASTLE	AUSTRALIA	8	Management Plan does not take into account Min. Aft draught requirement.	15
2008.01.16	INCHON	KOREA	8	Electrical blackout simulation test & Em'cy procedure for using VDR not provided.	16
2008.01.16	INCHON	KOREA	10	Spare inventory of engine part – not carried out properly	18
2008.01.16	INCHON	KOREA	7	No "You are here" sign in public passage spaces	16
2008.01.16	INCHON	KOREA	11	Ship safety management manual not recorded in working language.	30
2008.01.16	INCHON	KOREA	7	LSA & FFE maintenance plan not made.	16
2008.01.16	INCHON	KOREA	10	Planned maintenance of deck part not carried out appropriately	16
2008.01.17	BUSAN	KOREA	5	Operational limitation procedure for master not fully established.	17
2008.01.17	BUSAN	KOREA	7	Response procedure for helicopter not fully established	16
2008.01.18	INCHON	KOREA	7	Automatic starting test procedure of emergency generator not provided.	16
2008.01.18	INCHON	KOREA	7	Provision for periodic exercises not included in SAR plan	16
2008.01.21	INCHON	KOREA	7	Black-out simulation test & VDR usage in accident procedure not provided.	16
2008.01.24	INCHON	KOREA	7	Procedure for em'cy generator auto starting test & VDR emergency usage not established	16
2008.01.24	INCHON	KOREA	6	Name of ship's machinery & equipment and room not marked in working language.	16
2008.01.25	DUBLIN	U.K.	ALL	Due to the number and nature of deficiencies 1~5 the ISM system is not considered to be working effectively.	19
2008.02.22	KASHIMA	JAPAN	6	Resources and personnel – Chief engineer did not understand procedure for discharge oil and oily mixture.	30

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2008.02.22	KASHIMA	JAPAN	7	Procedure for oily water separator flashing – not developed.	18
2008.02.22	KASHIMA	JAPAN	10	Maintenance and inspection of LSA and FFA – not recorded.	18
2008.02.22	KIEL	GERMANY	10	Maintenance of ship and equipment – incomplected.	19
2008.02.22	KIEL	GERMANY	2	Safety and environment policy – incomplected.	19
2008.02.22	KIEL	GERMANY	3	Company responsibility and authority – incomplected.	19
2008.02.22	KIEL	GERMANY	6	Resources and personal – incomplected.	19
2008.02.21	SILVERTOWN	U.K.	10	Maintenance of ship/equipment – not according to SMS minor non-conformity	17
2008.03.03	SHEKOU	CHINA	10	Maintenance of equipment not carried out	18
2008.03.03	SHEKOU	CHINA	11	Liferafts capacity are different with SE cert.	16
2008.03.03	SHEKOU	CHINA	3	The company can not keep the nautical pub. Up to date for ships.	18
2008.03.04	CONSTANTA	RUMANIA	10	Due to above dificiencies – Maintenance of the ship and equip.	30
2008.03.09	POHANG	KOREA	8	Ship's SMS – Failed for em'cy response	30
2008.03.10	PORT HEDLAND	AUSTRALIA	10	Deficiencies 2,4,7 are objective evidence for maintenance of the ship & equipment are not fully functional.	18
2008.03.13	YEOSU	KOREA	7	Fire control plan not readable in some part(STBD upper deck)	99
2008.03.13	YEOSU	KOREA	10	Fire extinguisher in E/R not checked since Jan. 2008	17
2008.03.12	BUSAN	KOREA	8	Crew not familiar with life-boat launching procedure & operating severly	30
2008.03.12	BUSAN	KOREA	10	Major NC identified relating to em'cy preparedness maintenance of ship & equipment – Rescue boat operating – OFE trouble	30
2008.05.15	RIO GRANDE	BRAZIL	10	Maintenance of ship and equipment – there is clear evidence the ship does not substantially comply with the requirements of the ISM Code	30
2008.05.30	GLADSTONE	AUSTRALIA	10	Hatch cover maintenance plan inadequate objective evidence items 15 to 20	18
2008.05.30	GLADSTONE	AUSTRALIA	10	ISM procedure for maintenance inadequate objective evidence items 15 to 20 +11,12	30
2008.05.30	GLADSTONE	AUSTRALIA	7	Helicopter procedure require compliance ICS guide procedure inadequate & equipment missing	18
2008.06.11	HOUSTON	USA	9	Vessel failed to provide proof of notification to the company as per their SMS for the failed engine room automation alarm system.	30a
2008.06.05	PARANAGUA	BRAZIL	10	Maintenance of ship and equipment – there is clear evidence the ship does not substantially comply with the requirements of the ISM Code	30

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2008.07.10	GUNSAN	KOREA	7	Approval evidence for passage plan not sighted.	16
2008.07.12	GLADSTONE	AUSTRALIA	8	Company procedure helicopter operations to be operated for foam applicator & crash equipment requirements.	18
2008.07.29	DAESAN	KOREA	6	Change over report of apt. & C/E not made	16
2008.07.29	DAESAN	KOREA	5	Capt. Not trained with ship's SMS	17
2008.07.29	DAESAN	KOREA	10	Ship's SMS not effective by the above deficiencies.	30
2008.08.05	KWANG YANG	KOREA	3	No Captain, chief officer and 2nd officer on board	30
2008.08.11	GHENT	BELGIUM	7	1) See deficiencies lifeboats 2) Bosun store dewatering local valves to be open	30
2008.08.11	GHENT	BELGIUM	10	See numerous deficiencies above.	30
2008.08.11	GHENT	BELGIUM	10	Holed/corroded/excessive clearance mooring fairlead with deteriorated mooring rope – hazardous occurrence(identified during previous PSC inspection) – no follow up done.	30
2008.09.02	BIK	IRAN	9	Master has failed to report the flag state at first stages after collision.	30
2008.09.02	BIK	IRAN	5	Master has not full familiarity with his duty in case of emergency.	30
2008.09.02	BIK	IRAN	8	No procedure to be followed in case of collision found in ISM manuals.	30
2008.09.02	BIK	IRAN	7	Local BIK portstae authorities has not informed by master/agent at the time of enterance in to the port.	18
2008.09.03	KOBE	JAPAN	10	Maintenance of lifeboat – not carried out correctly	18
2008.09.03	GLADSTONE	AUSTRALIA	8	No ISM procedure for helicopter operations, critical equipment onboard.	18
2008.09.03	SIMONOSEKI	JAPAN	10	SMS – failed to maintenance of ship and equipment as evidenced by item #2 ~ #9	18
2008.09.03	SIMONOSEKI	JAPAN	10	SMS – failed to implementation of safety and environmental policy	18
20080903	GLADSTONE	AUSTRALIA	8	No ISM procedure for helicopter operations, critical equipment onbaord.	18
2008.09.05	GLADSTONE	AUSTRALIA	8	Vessels ISM fails to ensure emergency prepardness objective evidence items 1,3,5,6,7	30
2008.09.05	GLADSTONE	AUSTRALIA	8	No ISM procedure for helicopter operation, training crew, equipment onboard and ready for use.	18
2008.09.09	CHIBA	JAPAN	10	Maintenance of ship and equipment – not properly implemented as evidenced by #1,4,7,8,10,11	18
2008.09.09	CHIBA	JAPAN	6	Resource and personel – some officers not familiar with their tasks and responsibilities.	18
2008.09.11	ANGELES ANCHORAGE	USA	7	Master and crew are not familiar with essential procedures relating to the safety of ships.	30
2008.09.08	QINGDAO	CHINA	6	Captain and crew members on board can not communicate effieciently	17

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2008.09.08	QINGDAO	CHINA	6	Some operating instructions not in working language	17
2008.09.08	QINGDAO	CHINA	6	Some operating instructions for key operations not in place on board	17
2008.09.22	FUKUOKA	JAPAN	10	Maintenance of the ship and equipment – not maintained well	18
2008.09.22	FUKUOKA	JAPAN	6	Senior officers were not aware of their tasks, duties and responsibilities.	30
2008.09.08	DAYAWAN	CHINA	5	Master's review not carried out	30
2008.09.08	DAYAWAN	CHINA	12	Internal audit carried out on July 29, 2008	18
2008.09.19	GIJON	SPAIN	10	Above deficiency break down ISM system. (Hydraulic Release Unit 유효기간만료)	19
2008.09.19	GIJON	SPAIN	8	Above deficiency break down ISM system. (선원이 비상발전기 가동을 하지 못함)	19
2008.09.19	GIJON	SPAIN	8	1. Crew don't carry EPIRB & SART to abandonship drill scene 2. Crew undable to perform a satisfactory abandonship drill	19
2008.09.19	GIJON	SPAIN	7	Master & company failed to report to PSC that vessel has due to Mandatory Expanded Inspection	18
2008.09.19	GIJON	SPAIN	8	Crew failed to perform a satisfactory fire drill	19
2008.09.19	GIJON	SPAIN	7	Procedure for entrance to enclosed spaces to be done accroding to SMS	18
2008.09.23	PITTSBURG	USA	8	The crew failed to demonstrate proficiency in fire fighting procedures during two separate fire drills. There were apparent failures in communications and unfamiliarity with equipment and shipboard procedures drill was not conducted as if it was an actual fire. Persons entered space without adequate protection. Person entered space with improperly donned safety gear and alone. Procedures were not in accordance with fire safety manual, address to the satisfaction of class society.	30ab
	PITTSBURG	USA	8	The crew did not pass abandonship drill. The port lifeboat will not lower as designated when the brake is lifted. The winch brake will not disengage to lower the lifeboat. The forward lashing line parted due to deterioration during retrieval of the lifeboat. The circuit breaker tripped several times. The lifeboat annual servicing was performed by the lifeboat service technician in September 2008. Address the proper operation of the brakes on both lifeboats. The condition of all lashing lines and electrical integrity to the satisfaction of class society, flag administration.	30ab
	PITTSBURG	USA	10	The containers for port and starboard life rafts are cracked in several plates. Annual service certificate states last inspection was conducted in July 2008. Repair or replace to the satisfaction of class at an approved servicing facility.	15ab
	PITTSBURG	USA	2	Garbage management plan is not being adhered to. Receptacles are not designed in accordance with plan. Plan indicates green cans should be used for food. Blue cans and various others are being used in the galley. Plan does not provide guidance on the collection and segregation of hazardous waste. Address to the satisfaction of class society, administration.	70ab

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2008.10.14	VISAKHAPATNAH	INDIA	10	Master not aware of ESP and records not available	17
2008.10.14	VISAKHAPATNAH	INDIA	5	Master not fully aware of safety requirements also lack of familiarization	30
2008.10.23	PORT HEDLAND	AUSTRALIA	10	No records deficiencies is objective evidence ISM code requirement for maintenance is defective.	18
2008.11.07	WILMINGTON MARINE TERMINAL	USA	10	<p>Upon arrival to the vessel, it was observed that several repairs were being conducted by contracted shore side services.</p> <p>After further inquiry it was identified that repairs were being conducted on the following:</p> <ul style="list-style-type: none"> <li>* The vessel's conduit piping that was severely wasted has multiple repairs extending the length of the piping on the main deck.</li> <li>* Multiple repairs to wasted and damaged containment areas around tank vents and transfer stations.</li> <li>* Installation of security covers over the anchor hawse pipes.</li> <li>* Starboard lifeboat forward fall had parted during a test the day prior and was being replaced.</li> <li>* The portable hot water pump was being repaired and it was identified that the ship has been without hot water since May 2008 as per statement from the master.</li> <li>* A doubler was being installed over a 12" X 6" hole in the forward part of the superstructure under the conduit pipe at the main deck.</li> </ul> <p>All above repairs and discrepancies have not been reported or recorded in accordance with the vessel's safety management system (SMS). Deficiency to be rectified to the satisfaction of certificate issuing authority prior to departure.</p>	17ac
2008.11.07	WILMINGTON MARINE TERMINAL	USA	11	<p>It was identified when looking into the SMS that the company did not provide the vessel with the essential instructions, policies, forms and checklists to effectively implement the SMS. The SMM was on board, but all binders containing the instructions, policies, forms and checklists, referred to the SMM were found to be empty. Rectify to the</p>	30ac
2008.11.07	WILMINGTON MARINE TERMINAL	USA	14	<p>When questioning the master about the SMS, it was identified that he had not been following the procedures outlined in the SMM and was not familiar with the content and requirements of the SMS. No non-conformity reports had been filed, no reports of ongoing maintenance had been recorded or maintained and when the master was asked about the lack of records, he shrugged his shoulders and stated that he did not know why it had not been done. Rectify to the certification</p>	30ac
2008.11.07	WILMINGTON MARINE TERMINAL	USA	14	<p>The vessel was issued an interim SMC on 26 Aug. 08, but there is significant evidence indicating that all requirements in the ISM code Part B, 14 were not, as indicated by the following:</p> <ul style="list-style-type: none"> <li>* The company has no planned an audit of the ship within three months and the master stated that he knows nothing about any upcoming audits.</li> <li>* The master, who has been on board since May of 2008, was not familiar with the SMS as noted in discrepancy 003 of this report.</li> <li>* The company has not provided the instructions essential to the SMS and the vessel as noted in the discrepancy 002 of this report.</li> </ul> <p>Deficiency to be rectified and interim SMC to be addressed to the satisfaction of the Flag State Administration prior to departure.</p>	17bc

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