

Annual Report 2024  
Port State Inspections



INDIAN REGISTER OF SHIPPING

## FOREWORD:

This Annual Report on Port state control (PSC) inspections for the year 2024 covers the summary of statistics & analysis on results of PSC inspections of vessels for which Class and Statutory certification (as Recognized Organization) was undertaken by Indian Register of Shipping.

While total number of PSC inspections for the year 2024 have almost remained similar to previous year, IRS has been able to achieve a significant reduction (almost 60%) in PSC detentions for Classed vessels for year 2024 with the strategic monitoring of fleet vessels throughout the year & necessary care, support from owners/managers of vessels.

Even though detention percentage has reduced in year 2024; results of PSC inspections towards verification of mandatory requirements applicable to marine safety, emergency preparedness indicates that, deficiencies pertaining to “Fire Safety” continues to remain on higher side.

During the year, two concentrated inspection campaigns were conducted by PSC MOUs from 1st September 2024 until 30<sup>th</sup> November 2024. One of which was on Maritime Labor Convention, which prioritizes seafarers’ basic rights on board ships including crew wages & Seafarer Employment Agreements (SEAs). While the other one was related to Ship Lifting Appliances conducted by RIYADH MOU; to verify training & familiarization of crew with the use of different types of crane equipment including readiness to handle any emergencies. Overall compliance levels were found satisfactory for both the CICs.

While detentions under USCG & Abuja MoU continue to remain zero for last three years, detentions under Tokyo MOU have reduced almost by 66 percent as compared to year 2023. PSC detentions under Mediterranean & Black Sea MOUs for year 2024 have also shown reduction as compared to previous year.

Slight increase in number of detentions was noted in year 2024 for Paris & Riyadh MOUs as compared to year 2023; however Indian Ocean MOU has no change in total number of detentions comparing with year 2023.

Number of “RO related detentions” has decreased in year 2024 as compared to previous years.

Detailed information related to performance under port state control follows in the subsequent pages.

### 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
2020-2022	“Zero RO related detentions” with overall Satisfactory results	0.00%	MEDIUM
2021-2023	High	0.00%	MEDIUM
2022-2024	High	0.00%	MEDIUM

**DETENTIONS IN YEAR 2024 BASED ON CERTIFICATES ISSUED BY IRS:**

CERTIFICATION STATUS OF DETAINED VESSELS		
No. of detentions where Class & Statutory Certificates were issued by IRS	No. of detentions of Non- Classed Vessels where only company DOC or single statutory certificate to the vessel was issued	Total no. of detentions
<b>24</b> (in 5 cases ISM code certification was not by IRS)	<b>19</b> (in 2 cases ISM code certificate to vessel was also issued by IRS)	<b>43</b>

Out of total 43 detentions, 24 detentions are for Classed vessels and 19 detentions are for non-classed vessels.

**DETENTIONS OF CLASSED VESSELS IN YEAR 2024:**

Total of 24 detentions of classed vessels under various PSC MOUs were recorded as detailed below:

PSC MOUs/ Authorities	Number of Inspections	Number of Detentions of Classed vessels	Ratio of Total No. of Detentions/ No. of inspection	Attributed to RO Responsibility
PARIS	85	9	0.1	0
TOKYO	189	6	0.03	1
INDIAN OCEAN	42	3	0.07	0
RIYADH	80	3	0.03	0
BLACK SEA	143	2	0.01	0
MEDITERRANEAN	73	1	0.01	0
USCG	15	0	0	0
ABUJA	10	0	0	0
<b>TOTAL</b>	<b>637</b>	<b>24</b>	<b>0.04</b>	<b>1</b>

(# one detention under Indian Ocean MoU & Riyadh MoU is common and recorded only under Riyadh MoU in above table)

One detention under Tokyo MoU has been attributed to RO responsibility.

**DETENTIONS FLAG WISE**

PANAMA	COOK ISLANDS	GABON	PALAU	ANTIGUA & BARBUDA	INDIAN	BELIZE	ST. KITTS & NEVIS	REP. OF TANZANIA	TOTAL
07	04	04	03	02	01	01	01	01	24

**DETENTIONS SHIP TYPE WISE**

OIL TANKER	GENERAL CARGO	BULK CARRIER	OTHER CARGO	GAS CARRIER	TOTAL
10	07	04	02	01	24

**DETENTIONS SHIP AGE WISE**

>25yrs	20 to 25yrs	15 to 20yrs	10 to 15yrs	5 to 10yrs	0 to 5yrs	TOTAL
08	07	08	01	00	00	24

## DETAILS OF PSC DETAINABLE DEFICIENCIES:

Total 175 detainable deficiencies were recorded in year 2024 on Classed vessels.

Fire Safety	A-class division damaged by penetration of pipes on escape enclosure bulkhead in bottom of engine room.
	Thermal insulation material for exhaust manifold of the main engine missing.
	Found rust holes in funnel house. Tight closing of Engine room spaces for use of CO2 system affected.
	Several self-closing valves for sounding pipes in engine room found stuck.
	The insulation material on the bulkhead between the engine room and steering gear space found damaged partly.
	Fire door of engine room to S/G room containing emergency fire pump found not complying with A-60 class standard.
	Found several doors not properly closing and/or self-closing. e.g. Engine room entrance door self-closing device is not as required (open position). Several doors around accommodation have no handle and/or the door locks are broken. Other doors are holed in way of the door lock/handle. Padlocks found used for several cabins/lockers.
	Found several self-closing fire doors not as required: kept open by obstruction, modified with screws and plates, bent, missing locks, not self-closing.
	Several fire doors e.g. galley door leading to boat deck from accommodation, are not properly closing. Door leading to provision room is tied with rope. Wrong IMO symbol used for fire door leading to laundry.
	Two numbers of self-closing fire doors of galley not properly closing.
	A smoke detector has to be fitted above the auxiliary boiler. This smoke detector is completely detached. Only electrical cables are remaining. A smoke detector in the galley shows a bad electrical connection.
	Fire control panel indicates GENERAL FAULT (POOP DECK). Crew can't explain the reason.
	Fire/smoke/heat detector not in operational mode inside accommodation and engine room spaces.
	BA sets: Insufficient pressure and leaking in way of hose. FIFI (marked) locker inside the accommodation found empty.
	Fire blanket in galley found torn and not fit for purpose (found inoperative).
	Cargo-hold fire extinguishing system- CO2 pipe located on main deck (PS) found cracked.
	Found one fire hose holed.
	Found position of pilot valves in CO2 remote activating cabinet in accommodation not according to posted instructions. Instruction book of this CO2 activating cabinet in accommodation cannot be shown. Familiarisation of engine room staff insufficient.
	During fire drill, breathing apparatus not working properly. Breathing apparatus stopped delivering oxygen and air bottle was found empty.
	Isolation valve in fire station supplying water to engine room found defective and unable to isolate during operational test with emergency fire pump.
	Two portable extinguisher which is pressurized type found completely discharge and not in a state of readiness. (not properly maintained).
	During main fire pump test, pressure reported on gauge found not over 2 bar and also not sufficient for the use of two fire hoses in working condition.
	The quick closing valves for D.O tank and HFO tank of the auxiliary boiler out of order.
	Quick closing valve air chamber found with very low air pressure and not in state of operational readiness. (not as required).
	Fire dampers related to ventilation mushroom (exhaust) of pump room and galley were found blocked
	Fire alarm station- Indicates- Failure "power supply", failure "Emergency" mode.
	Found several fire dampers and flaps not properly closing: i.e. stuck, holed by rust, missing toggles, worn out rubber gaskets etc.
	Found some fire dampers obstructed by stored water bottles.
	The aircon room fire damper/vent found stuck. Fire dampers near corridors/stairs found non-functioning.
	The fire dampers at the AFT of the funnel casing did not work during the test.
	The engine room ventilation system does not work due to electrical failure.
	Auxiliary engine - Fuel leakage alarm found inoperative. <b>(3 times)</b>
	Auxiliary engine - All external high pressure fuel delivery lines between the high-pressure fuel pump and fuel injectors not double skin (single skin).
	Auxiliary engine - Fuel leakage drain collecting pipe found broken.
	Auxiliary engine - Fuel leakage collecting drain pipe not connected to fuel leakage sensor

	During reinspection found, fuel leakage alarm for emergency generator is in-operative.
	Purifier room found dirty and leaks observed at many places.
	Emergency exits on deck found blocked by things stored on top. Not properly opening from inside, not keep open. Emergency exit from cabins in front of accommodation steps bent and unsafe. Emergency exit from crane partly bent platforms. Emergency exit inside accommodation inside stored items.
	During fire drill, crew missed to stop ventilation & electrical power in the area of scenario. Also, during the drill air bottle stopped to supply oxygen to one of the fire operators.
	During the fire drill (in galley), the crew didn't demonstrate that they were able to undertake their duties and use fire-fighting equipment properly, including proper donning of equipment. One BA set was not properly tested prior use (one fireman entered into the galley with the breathing apparatus whistling with alarm). Face masks were not correctly dressed & were leaking. The manometer of BA was covered inside the fire clothes. Flash lights were not used. The galley was not completely isolated.
	MLC
	Eleven no. of crew members have not received salary since joining.
	Found unauthorized deductions on crew wages like 'IMO Deduction' or 'Training Deduction'. All deductions to be paid back to crew. All salaries to be recalculated since joining the vessel and differences to be paid to the crew.
	The wages as per SEA are less than in CBA. To be recalculated for all seafarers and to be paid on board before departure. Evidence is to be sent to PSC Authorities before departure.
	No evidence that the wages has been paid to the crew. As reported by the crew the wages have been pending for last three months.
	Vessel's crew not paid salaries for more than six months.
	Found sanitary rooms in outworn, damaged condition: Broken tiles, misplaced tiles, dirty, broken sinks, damaged flushing for toilets, missing shower curtains, temporary repaired drainage pipes etc.
	In crew common toilet the sink is broken & the waste water comes directly in the working area. Space is occupied by a broken dry machine (with a loose electric cable). Other shower head has the handset not properly working & scupper is completely obstructed. In all the crew cabins there isn't the hot water.
	Crew rooms in outworn condition: Damaged/ outworn furniture, some windows found glued partly from outside with silicon, damaged lights, damaged ventilation handler, no evidence of proper functioning air condition, but a lot of ventilators found without protection cases
	No food available onboard. Small amount of rice available.
	Found expired food items in dry provision store. (not properly segregated, expired).
	Fridge (refrigeration system) found switched off and under repair. Meat room and fish room found not being used due to the same reason. Above rooms temperature found not recorded in engine room log book.
	Crew sleeping rooms are found not properly equipped, so as to ensure reasonable comfort and to facilitate tidiness: 1) Light covers are broken; 2) Sofas are ripped; 3) Cabin desk light is not working & the mirror over the sink is broken; 4) Shower curtain is missing.
	The floor of galley is partially broken. The galley extractor duct is dirty and full of grease. The garbage bins in galley are made of plastic. One light cover is broken. There is no hot water in galley faucet. One ventilation opening is broken and another one is missing.
	Found some food expired in dry provision store (e.g. eggs, pasta).
	Embarkation light(s) not functioning (e.g. S/B side near life raft. Work lights around accommodation found non-functioning (1 out of 10 tested lights is working). Found around ship many Open electrical wires/components, e.g. bridge wing, electrical vents and others. All electrical boxes found broken. "High level alarm unit light" found broken.
	Several lights on deck, mooring stations and around accommodation are out of order including emergency lights.
	Some portable gas detectors found not operational, leaving the vessel without any available means for atmospheric testing.
	Few numbers of mooring ropes (1 no. forward spring, 2 no. head ropes and 1 no. aft spring) found with strands damaged.
	E/R found dirty and with materials improperly stowed (garbage, oil cans and various other materials). " This deficiency shows a non-effective implementation of the ISM code where ISM related technical and or operational deficiency/(ies) was/were found during the PSC inspection on 25/10/2023.
	Some insulation of pipes in E/R heavily damaged. This deficiency shows a non-effective implementation of the ISM code where ISM related technical and or operational deficiency was found during the PSC inspection on 25/10/2023.

Propulsion and auxiliary machinery	Engine room in general dirty - minor leaks observed from machineries.
	Main engine control & monitoring system defective as evidenced by the vessel reporting to the company defects relating to main engine exhaust gas deviation alarm, Jacket water high temp alarm unit #2, Jacket water pressure low alarm, Unit#5 exhaust temp alarm that occurred enroute to one of the ports on 08/04/2024 which are still not resolved and main engine operated continuously with slow-down override activated.
	Main engine found to have fuel leaking from the oil filters.
	Main engine fuel oil filters - At the time of inspection live electrical wires observed.
	Main engine circulation P/P No.1 dirty.
	Crew can't start one of the auxiliary engines from engine control room. (UMS vessel).
	Crew can't start one of the auxiliary engines from local stand. (UMS vessel).
	One of the generators - Fuel leaking from pump.
	Found gasoline leakages in both auxiliary diesel engines.
	Both Diesel Generators have automatic starting arrangement defective.
	One of the Diesel Generators jacket water cooling pressure gauge inoperative.
	Bilges below all Diesel Generators very dirty & oily. (2 times)
	All three Diesel Generators - At the time of inspection live wires noticed.
	During bilge level alarm test, alarm not sounding in E.R. and also not reported on alarm synoptic column in E.R.
	Top of auxiliary boiler: one of the two safety valves shows a steam leakage at one connection flange. Man hole above boiler burner shows a strong steam/water leakage. Repairs are to be carried out under the supervision of class. Prior departure a class repair reports/survey report is to be send to Port state control authorities
Certificate & Documentation	Vessel's SAFCON, SRT, SEQ, IOPP, IAPP, ILL, IBWM certificates are expired.
	The International Load Line Certificate found expired.
	The vessel's minimum safe manning document found expired.
	Ballast water management certificate found expired.
	Ship's Classification certificate found expired.
	Ship found trading with expired certificates and without flag endorsement certificates of crew competency. Vessel's inspection suspended.
	The fourth annual survey for International Ballast Water Certification was not carried out.
	The fourth annual survey for Safety Equipment Certification was not carried out.
	The fourth periodical survey for Safety Radio Certification was not carried out.
	Vessel's flag was change in February 2024. Many flag certificates (Registry, Tonnage, MSM, Bunker pollution etc.) are in copy only. Original certificates not available onboard.
	Certificates of watch-keeping for rating not in compliance with STCW convention.
	Crew engaged as able seamen, found not having the requisite certificate as per minimum safe manning document.
	Personal safety training of the crew is not in compliance with flag requirements.
	Some contract(s) found expired, e.g. AB2 (over 12 months on board). Contract one officer, electrician found expired. Electrician will be onboard over 11 months in next 3 days.
	The Seafarer Employment Agreement (SEA) for one AB, two OS & Steward found expired.
	Procedures and arrangements manual is not approved by present F. S. Administration.
ISM	There is evidence to show that passage plan not prepared by the ships staff for the last voyage from one port to next.
	There is no evidence onboard to state that, checklist for entering into enclosed space has been filled and necessary precaution has been taken during repair works on forepeak tank and AFT peak tank for water discharge.
	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 will be eligible for reinspection after 3 months from the final date of the report.
	Deficiencies marked (ISM) are objective evidence of a serious failure or lack of effectiveness. Maintenance of ship and equipment as required by ISM code - Element 7, 8 & 10. <b>(2 times)</b>
	SMS as implemented fails to ensure that the vessel is maintained in conformity with the provisions of the relevant rules and regulations as evidenced by deficiencies 1 to 19 as listed in PSC report.

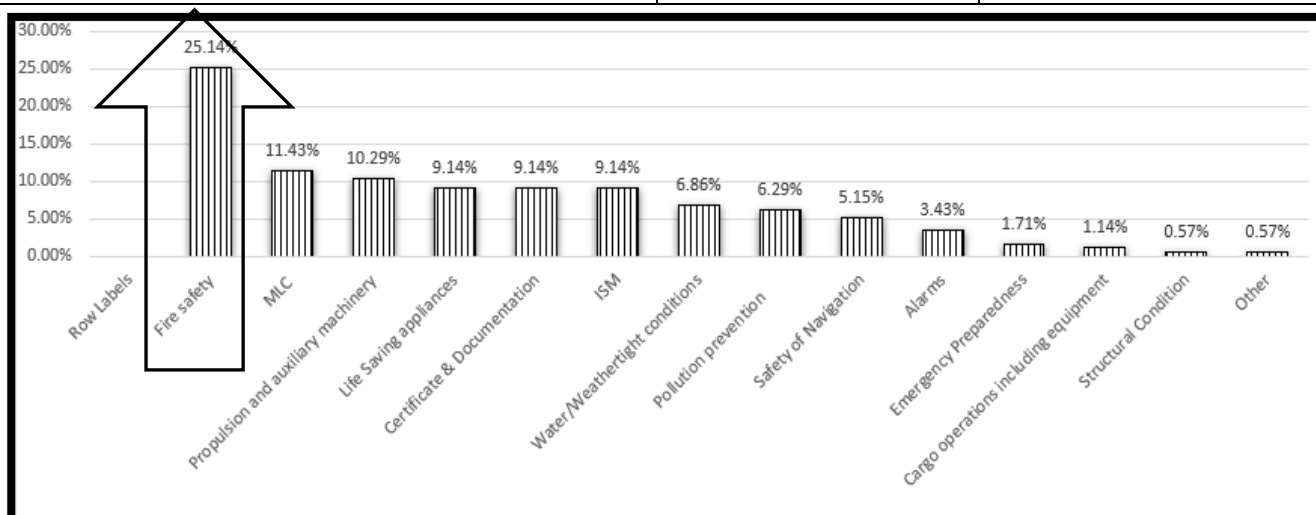
	Vessel unable to provide objective evidence for any review process recording in engine room logbook and deck logbook as required by Bunkering Procedure. As evidenced with ISM related deficiencies reveal that shipboard safety management system was not effectively implemented onboard as per ISM code element 7 and 10.
	E/R found dirty and with materials improperly stowed (garbage, oil cans & various other materials). Deficiency shows a non- effective implementation of the ISM code as same deficiency was raised during PSC inspection on 25/10/2023.
	Found several sanitary facilities not working (public toilet, seamen cabin toilet). Deficiency shows a non- effective implementation of the ISM code as same deficiency was raised during previous PSC inspection.
	Found several fire doors around the vessel not closing properly and blocked in open position. Deficiency shows a non- effective implementation of the ISM code as same deficiency was raised during previous PSC inspection
	Some insulation of pipes in E/R found heavily damaged. Deficiency shows a non- effective implementation of the ISM code as same deficiency was raised during previous PSC inspection
	The fire line on the main deck in front of the superstructure leaks significantly when the emergency fire pump is operated. The fire line is broken. Deficiency shows a non- effective implementation of the ISM code as same deficiency was raised during previous PSC inspection.
	Crew personal wasn't able to demonstrate the function of the oil, water separator. PSCO couldn't understand if the equipment is working or not.
	Found non-functioning Nitrogen system. No flag or class condition could be shown. Portable bottles in use
	During steering gear test Chief Engineer did not switch the system from bridge steering to local steering
Life Saving appliances	Free-fall lifeboat rudder-inoperative
	Lifeboat STBD side both limit switches found hanging.
	Port lifeboat hooks found corroded & wasted. Ship's staff could not demonstrate the lowering of the boat.
	STBD life boat & rescue boat - While lowering the boat, forward hook uprooted from boat.
	Davit of rescue boat is not working by means of accumulator, cylinder was found to be empty. Motor of rescue boat could not be started for about 10 mins.
	Emergency launching of rescue boat not ready for use (accumulator power failure).
	Engine of the rescue boat was found inoperative. Engine started working after several attempts. <b>(2 times)</b>
	Survey report of H.R.U for life-raft expired.
	Rescue boat davit does not work on emergency mode (from accumulator bottle). Remote control wire for slewing out of davit found disconnected from operating lever.
	Found lifebuoy and MOB of starboard side blocked with a rope.
	Two numbers of child life jackets as required under record of equipment for cargo ship safety form E not found onboard. (missing).
	The starboard side embarkation ladder side rope broken.
	LTA onboard found expired.
	Boat deck AFT area found piled up with garbage and scrap materials. Lifebuoys stowed near same found not easily accessible. (not as required).
Water/Weathertight conditions	Missing piece of the handrail along port side of the walkway.
	Starboard gangway found damaged.
	Found all single way valves for drainage pipe on hatch coamings missing. Vessel ordered spares but not received from company.
	All cargo-hold hatch cleats not in place.
	Most of the Cleats for cargo hatch covers found missing (in workshop for maintenance). The ones found in place are heavily corroded and having damaged rubber.
	Found one bridge window cracked, several damaged.
	Several outside doors not properly closing: Damaged locks, outworn hinges, missing or outworn rubber gaskets, damaged by Rust or bent.
	Air vent head for DWT found with several missing bolts and nuts at flange and air vent head for one of the CW TK found severely rusted and parted at time of inspection.
	Found several vent heads in damaged condition: Opening on top plates, ball stuck or vent heads full of rust. Spark nets for fuel tanks missing.

	Sounding pipes caps on deck painted over so it is not possible to open and to make soundings. Other found rusted and outworn, so not properly closing.
	Emergency fire P/P operational issue.
	Several ventilations flap and manhole on deck not properly closing due to stuck locks, missing bolts or nuts, outworn rubber gaskets.
Pollution prevention	The bilge pump for Oily Water Separator can't start.
	During oil water separator (OWS) functional test, system was not working properly.
	Air blower for STP inoperative. Chlorine dosing pump does not deliver the liquid.
	Crew are not operating the sewage system. System found by-passed and discharging sewage direct to overboard.
	Objective evidence found on-board that oily water from the bilge well was transferred using hoses & air driven pump to the sewage holding tank, located in the engine room.
	Untreated sewage water discharged directly overboard in the port.
	Excessive garbage found retained onboard at aft garbage station.
	Garbage found piled up in not designated areas.
	Engine room bilges found dirty.
	The self-locking for incinerator door out of order.
	Ballast water Treatment system-inoperative. Chief engineer stated that, all UV lamps are broken.
Safety of Navigation	Masthead light found inoperative.
	Navigation lights - main mast port, starboard side- some damaged, some fixed by wires.
	Port side light sector rusted away, so light not showing right sector.
	The daylight signalling lamp was found with glass broken and with some parts dismantled.
	Found several nautical charts not updated with latest notice to mariners. Some charts found on board in the old edition.
	AIS found non-operational. Error shown on the VDR panel of its non-functionality.
	Simplified voyage data recorder- Battery found expired.
	Admiralty digital radio signals volume 6 (Area 3)- missing from back up computer.
	Some admiralty digital sailing directions missing from back-up computer.
Alarms	Auxiliary engine - Oil pressure stop alarm: LO trip not occurred on engine room alarm panel during test (UMS vessel).
	Booster unit panel indicates following alarms: Booster pumps fault, supply pumps fault - Even when pumps are running (UMS vessel).
	Engine room alarm monitoring system defective.
	Engine room alarm panel indicates: 153 alarms in manual suppressed mode, many alarms in manual cut-off mode (UMS vessel).
	Engine room alarm panel indicates following alarms: BILGE LEVEL ALARM, E/R BILGE WELL (FWD P) LEVEL HIGH, E/R BILGE WELL (FWD S) LEVEL HIGH. (UMS vessel).
	The alarm control panel of the auxiliary boiler malfunction.
Emergency Preparedness	Public address system not operational (inoperative).
	Emergency fire pump in stee. gear room: "start" knob fell out loose of the switchboard.
	Lack of familiarization of crew members with the use of rescue boat crane.
Cargo operations including equipment	Cargo tanks vent line blind end connection and intermittent connection found in open state and steam being released on main deck. (unsafe).
	Two no. of cargo pumps – found with dirty bilges and live wires.
Other	Pilot ladders damaged. Steps broken & chock damaged.
Structural Condition	It was reported that the vessel had crack in forepeak tank & vessel repaired the crack on August 2024. Vessel did not report to class, port state and flag state.



### DETAINABLE DEFICIENCIES IN YEAR 2024

Categories	No of detainable deficiencies	%of total detainable deficiencies
Fire safety	44	25.14%
MLC	20	11.43%
Propulsion and auxiliary machinery	18	10.29%
Life Saving appliances	16	9.14%
Certificate & Documentation	16	9.14%
ISM	16	9.14%
Water/Weathertight conditions	12	6.86%
Pollution prevention	11	6.29%
Safety of Navigation	9	5.15%
Alarms	6	3.43%
Emergency Preparedness	3	1.71%
Cargo operations including equipment	2	1.14%
Other	1	0.57%
Structural Condition	1	0.57%



Detainable deficiencies pertaining to “Fire safety” remains maximum in numbers for last 3 years. Detainable deficiencies in the category of MLC, propulsion & aux. machinery, life-saving appliances, certificate & documentation, ISM implementation, water/weathertight condition, pollution prevention & safety of navigation are more than 5% of total deficiencies for year 2024.

### COMPARISON OF DETENTIONS & DETAINABLE DEFICIENCIES OVER LAST 3 YEARS

Year	2024	2023	2022
No. of detentions	24 ↓	37	22
No. of detentions attributed to "RO Responsibility"	1 ↓	3	2
No. of detainable deficiencies	175 ↓	192	118
Ratio of No. of detainable deficiencies over No. of detentions	7.29	5.18	5.36

“Total number of detentions” including “RO responsible detentions” found decreased in year 2024 as compared to year 2023. However, “Ratio of no. of detainable deficiencies over No. of detentions” found increased as compared to previous years.

### RATIO OF “RO RELATED DETENTIONS OVER TOTAL NUMBER OF INSPECTIONS”:

Year	2024	2023	2022
RO related detention/Total No. of Inspection	0.001 (1/637) ↓	0.004 (3/668) ↑	0.003 (2/502)

Ratio of “RO RELATED DETENTIONS OVER TOTAL NUMBER OF INSPECTIONS” is found considerably reduced for year 2024 as compared to last two years.

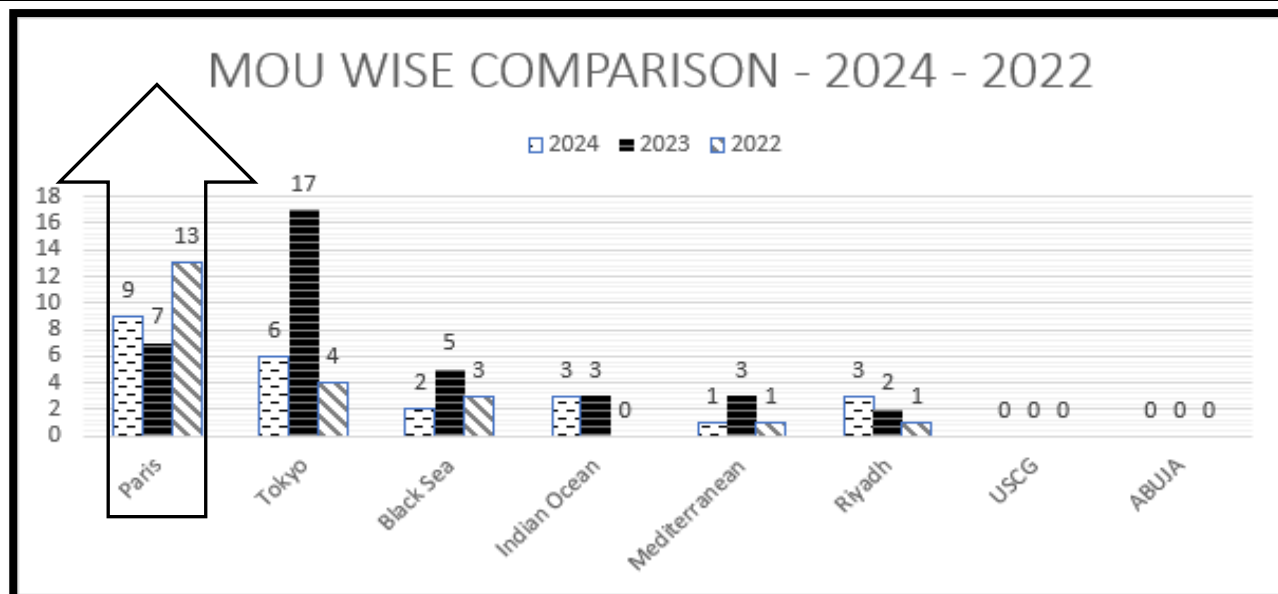
**RATIO OF “RO RELATED DETENTIONS OVER TOTAL NUMBER OF DETENTIONS”:**

Year	2024	2023	2022
RO related detention/Total No. of Detentions	0.041 (1/24) ↓	0.081 (3/37) ↓	0.090 (2/22)

Reduction of almost 50% is noted in ratio of “RO RELATED DETENTIONS OVER TOTAL NUMBER OF DETENTIONS” for year 2024 as compared to previous two years.

**RATIO OF “TOTAL NO. OF DETENTIONS OVER NO. OF INSPECTIONS” MOU WISE OVER LAST 3 YEARS:**

MoU/ Years	2024	2023	2022
	(Detention/Inspection)	(Detention/Inspection)	(Detention/Inspection)
Tokyo	0.03	0.07	0.04
	(6/189)	(17/230)	(4/89)
Paris	0.1	0.09	0.13
	(9/85)	(7/79)	(13/102)
Black Sea	0.01	0.03	0.02
	(2/143)	(5/147)	(3/128)
Indian Ocean	0.07	0.06	0
	(3/42)	(3/48)	(0/28)
Mediterranean	0.01	0.03	0.01
	(1/73)	(3/94)	(1/69)
Riyadh	0.03	0.04	0.02
	(3/80)	(2/47)	(1/58)
USCG	0	0	0
	(0/0)	(0/12)	(0/14)
Abuja	0	0	0
	(0/0)	(0/10)	(0/11)



While USCG & Abuja MOUs continues to show zero detentions for last three years, number of detentions under Tokyo MoU for year 2024 found considerably reduced as compared to year 2023.

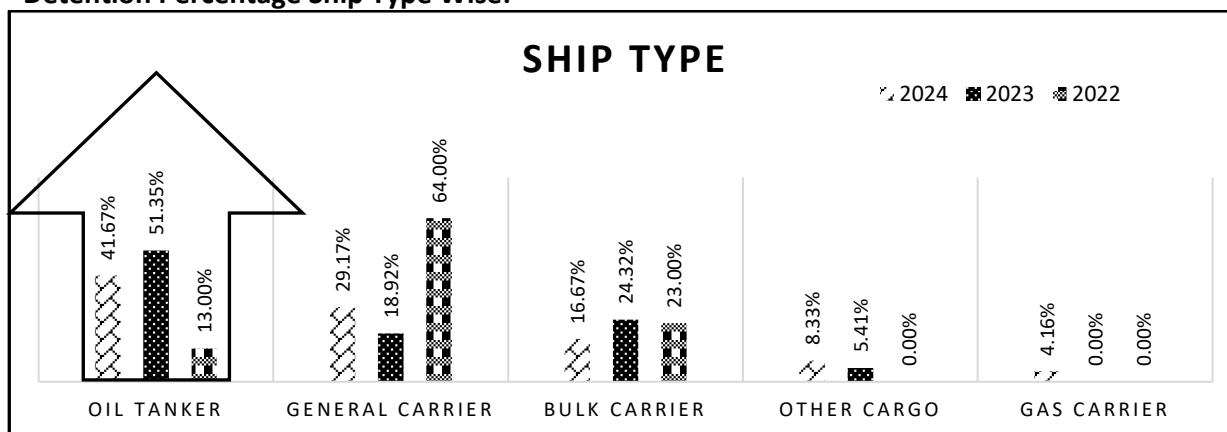
There is slight increase in number of detentions under Paris & Riyadh MOUs in year 2024 as compared to previous year.

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

Ship Type/ Years	2024	2023	2022
Oil Tanker	41.67%	51.35%	13.00%
General Carrier	29.17%	18.92%	64.00%
Bulk Carrier	16.67%	24.32%	23.00%
Other Cargo	8.33%	5.41%	0.00%
Gas Carrier	4.16%	0.00%	0.00%

\*Other Cargo Ship: Offshore Supply Ship, Tug, Diving support Ship, Container ship

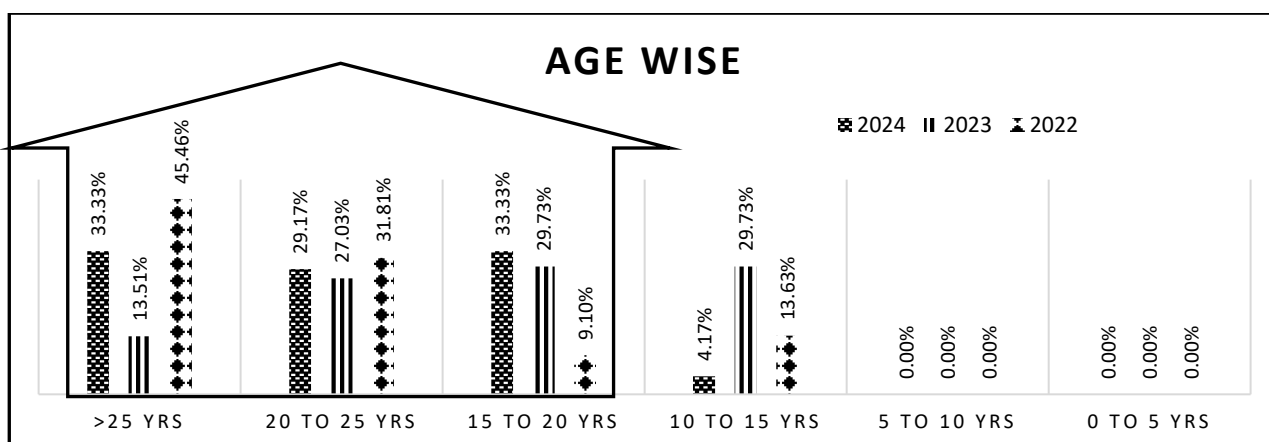
#### Detention Percentage Ship Type Wise:



Detention percentage for Oil Tankers remained maximum in year 2024 and these were mostly in Paris MOU. General cargo vessel's detention percentage is the 2<sup>nd</sup> highest in last 3 years.

#### COMPARISON OF AGE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Age/Years	2024	2023	2022
>25 yrs	33.33%	13.51%	45.46%
20 to 25 yrs	29.17%	27.03%	31.81%
15 to 20 yrs	33.33%	29.73%	9.10%
10 to 15 yrs	4.17%	29.73%	13.63%
5 to 10 yrs	0.00%	0.00%	0.00%
0 to 5 yrs	0.00%	0.00%	0.00%



Overall detention percentage for vessels of age 15 years and above in last three years is on higher side. There is considerable rise in detention percentage for vessels of age over 25 years in year 2024 as compared to year 2023.

## **OVERVIEW OF ALL DEFICIENCY CATEGORIES:**

Based on deficiencies recorded during all PSC inspections in 2024 a list is provided in Annexure to this report. These deficiencies have been categorized under various headings for ease of reference.

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

Year	Categories under which maximum number of PSC deficiencies were recorded (Listed in descending order from left to right based on number of deficiencies)					
2024	Fire Safety & Detection System	Lifesaving appliances	Certificates and Documentation	Propulsion & Auxiliary machinery	MAPROL	MLC - Working and Living Conditions
2023	Fire Safety & Detection System	Lifesaving appliances	Safety of navigation	Propulsion & Auxiliary machinery	Certificates and Documentation	MLC - Working and Living Conditions
2022	Fire Safety & Detection System	Safety of navigation	Propulsion and Auxiliary machinery	Lifesaving appliances	MLC - Working and Living Conditions	Pollution Prevention

## **SUMMARY OF OBERVATIONS:**

1. Highest number of deficiencies continued to be pertaining to “Fire safety”, where majority of the issues were related to fire doors and Main/Emergency fire pump. Causal factors point to lapses in periodic inspections & testing, maintenance, pre-arrival checks. Lack of crew awareness with regards to fire safety requirements could also be attributed to some deficiencies.
2. Two of the vessels had repeated detentions in the year 2024. While the deficiencies generally indicated MLC non-compliances, documentation/record-keeping related issues & poor maintenance management; repeated detentions were majorly on the account of inadequate preventive measures, lack of supervision & monitoring along with ineffective implementation of safety management system.
3. One case of detention was due to the non-availability of original certificates & documents on board. Attributing factor to these irregularities indicated lack of monitoring & timely action by both the vessel and the Company.
4. Two of the detention cases involved vessels engaged in commercial operation with surveys overdue and Class & Statutory certificates invalid.
5. Unsatisfactory performance during fire drills & abandon ship drills conducted during PSC inspection were observed in some cases, which pointed to inadequate crew training & familiarization.
6. Five of the detained vessels were having MMSA (ISM/ISPS/MLC) certification undertaken by other RO, limiting the scope of verifying the compliances with statutory requirements along with implementation of safety management system on board for which deficiencies were noted by PSC.
7. In one of the cases, the vessel had a collision in the port area. Lapses in safe navigation & watchkeeping practices were the primary reason for the incidence, which led to detention of the vessel.
8. Some of the PSC detentions are result of failure of propulsion machinery due to unattended fault or unsafe action affecting safe navigation passage. Lack of response to initial defective condition, lapses in reporting (to PSC/ Flag/ RO) and unpremeditated condition such as timely arrangement tugs for safe passage are unacceptable attributes leading to detention of vessels.
9. In thirteen detention cases, an additional ISM audit for the vessel was imposed by PSC authorities. These can be linked to lapses in implementation of safety management system. Lapses in periodic inspection, timely repairs, reporting of identified deficiencies to the flag administration/ port authorities/ Class/ RO, inadequate pre-arrival inspections along with poor supervision & monitoring could be attributed to these cases.

10. In one of the detention case, detainable deficiency was attributed to “RO Responsibility”. Deficiency pertained to correct grade of the fire door installed between engine room to steering room could not be established.
11. Total 19 detentions for non-classed vessels were recorded where IRS is responsible for issuance of only DOC to the Company or SMC to vessel. Existence of deficiencies leading to detention were mostly pertaining to lack of routine shipboard maintenance, non-compliance with safe manning requirements, poor upkeep of documents & records, ineffective safety inspections & pre-arrival checks prior to port arrival, poor housekeeping & general upkeep, lack of crew familiarization with regards to operation of lifesaving appliances/firefighting/MARPOL equipment including lack of control & monitoring from company

#### **IMPROVEMENT ACTIONS BY IRS:**

1. IRS has implemented various actions to bring improvement in PSC performance. Fleet monitoring program is one of the tools to identify vessels requiring special care including higher age vessels. This program is used to examine vessels requiring attention to improve their condition. Further, additional examination at 6 monthly interval is also considered for some cases for verifying effectiveness of improvement actions for vessel performance.
2. Any request for classification is processed by considering age restrictions & only after satisfactory risk evaluation, to avoid any sub-standard vessel coming into class.
3. While analysis of vessel detentions including improvement actions are communicated to respective companies; database of PSC deficiencies is updated regularly and made available to Owners and the surveyors, so that existence of similar deficiencies can be verified during self-inspection and during surveys.
4. With an aim to reduce PSC detentions in general and RO related detentions in particular, emphasis is laid on both physical onboard training as well as regular online awareness sessions for continual improvement. Lessons learnt from PSC inspections/detentions have been focused to bring clarity in regulatory requirements and emphasizing checks & tests to be conducted to ensure bringing out non-compliances for necessary corrective action. Specific focus has been given to reduce “Fire Safety”, “Life Saving”, “Shipboard Certification & documentation” and other PSC findings which are repetitive in nature & high in number over the years.
5. It is important that surveyors identify and report deficiencies relating to possible safety management system failures during surveys as per IACS PR17 to ensure management system issues are addressed. This has been focused on and monitored. Previous PSC deficiencies are indicated to Auditors prior conduct of shipboard and shore-based safety management system audits to verify effectiveness of action taken.
6. Considering the number of deficiencies related to shipboard drills; conduct of such drills is emphasized so that familiarization of crew of duties, shipboard equipment and procedures including their emergency preparedness can be verified during Surveys and Audits.
7. Any request for dispensation due to non-operational equipment or spares received from vessel managers is reviewed & analyzed in detail prior to making decision and taking necessary actions in consultation with the flag administration.
8. Proactively verifying onboard conditions & vessel’s preparedness for the upcoming CIC is done with due diligence.
9. Noting 19 detentions were for non-classed vessels where IRS was responsible for issuance of only DOC to the Company, lesson learnt from these cases are utilized to improve conduct of DOC audits. With the intent to achieve improvement in vessel’s condition including safety management system

implementation, where necessary; a recommendation is made to the flag administration for additional ISM audit of the vessel and/or DOC audit of the company.

#### **ACTIONS IN RESPECT OF VESSEL & COMPANY:**

1. Vessels of the higher age group require additional care from ship staff and the company in terms of maintenance management, defect identification and timely rectification so that, vessel remains maintained at a high standard. Adhering to the regular self-inspection regime as per company procedures & planned maintenance as recommended by manufacturer guidelines can ensure that; machineries and equipment remain in defect free condition, do not fail unexpectedly and perform as required at all the time.
2. Availability, accessibility and readiness of all emergency equipment onboard requires attention from the vessel as well as from the company. Considering high number of PSC findings related to “Fire Safety”, “Life Saving”, “Shipboard Certification & documentation”, companies can conduct additional self-inspections routines or focused campaigns to eliminate these deficiencies and to prevent detentions.
3. Periodic review & upkeep of Certificates, Shipboard documents & records needs focus from vessel as well as company. Shore-based management are required to have procedures in place to oversee these activities and ensure that timely & necessary support is extended to the vessel.
4. Performance of navigating officers on situational awareness & decision-making aspects are monitored and further training needs can be identified which can avoid incidents or accidents.
5. Ensuring periodic inspection, maintenance, timely identification & rectification of defects, effective pre-arrival inspections and compliance with flag specific requirements/guidelines, can be effective way to ensure vessels remain in compliance with requirements all the time.
6. If any onboard equipment, safety-related item or component that affects regulatory compliance is replaced or exchanged, it is ensured that those are sourced from authentic suppliers/manufacture meeting regulatory requirements and valid supporting document/certificate.
7. Timely reporting of deficiencies to the flag administration/port authorities/Class/RO is essential to prevent unwarranted findings during PSC inspections and can prevent detention.
8. Any dispensation if obtained due to non-functional equipment or machinery affecting validity of certain certificate to be dealt with on priority by making necessary arrangements and repeated or prolonged dispensations requests to be avoided.
9. MLC-related non-compliances require specific attention in terms of maintaining valid & correct documents/records such as crew employment agreements, rest hours, timely payment of wages, upkeep of accommodation & galley areas, availability of safety equipment/PPE, keeping safe & hygienic working/living conditions etc.
10. To prevent vessel getting detained due to expired certificates or suspension from the Class due to overdue surveys; regular monitoring & timely planning of surveys by the company plays a vital role.
11. Increased number of ISM code related PSC deficiencies warrant due attention from the vessel and company. To avoid ISM code related findings, vessels are required to have crew well conversant their duties, related to shipboard operations, emergency procedures and familiar with the use of safety, security & pollution prevention equipment. Additionally, awareness of crew with SMS procedures, statutory/regulatory requirements applicable to vessel type & age becomes advantageous to have smooth PSC inspections.
12. Effective Shore based monitoring on shipboard safety inspections, mandatory drills including timely internal safety audit by the company representative to verify corrective actions & preventive measures can add significant value for vessel improvement.

**CONCLUSION:**

Summarizing above it can generally be made out that, due diligence along with proper implementation of safety management system could have improved the scenario.

Scheduled inspections & timely rectification, pre-arrival inspections, maintaining transparency & bring out deficiencies & timely repair, reporting to the flag administration/RO/PSC, effective training & familiarization, enhanced supervision & monitoring are essential to ensure that vessel remains in compliance with Class & Statutory requirements.

While IRS remains committed to provide quality service & maintain quality fleet by minimizing detentions, conscientious effort & active co-operation from vessel managers and owners plays important role.

## **ANNEX**

### **LIST OF PSC DEFICIENCIES IN YEAR 2024**

Main Deficiency	Sub - Category	Deficiency Description
Fire Safety	Documentation	No record of maintenance of water sprinkler system found onboard.
		No record of five yearly and ten early servicing of fixed CO2 fire-fighting system found onboard.
		Fire plan not updated & found poor condition of IOM symbols onboard (3 times)
	Fire Doors	Fire doors in accommodation, ECR space - kept forced open (2 times)
		Fire doors at engine room (fore & aft) found with hold back hooks and unable to perform self-closing.
		Self-closing fire doors not able to close effectively. (3 times)
	Fire-fighting Equipment & appliances	Foam monitor (gun) found leaking during inspection
		Foam fire-fighting system - Foam level found at low level.
		Foam monitor (on deck) - Flange not full bolted.
		Emerg. fire pump outlet pressure low and hose found leaking.
		Water leakages observed from gland of Emerg. fire pump.
		Fire nozzle at midship in main fire line found with leakage.
		Nozzles found missing at two fire hose boxes on deck area.
		Main valve of fire line having minor leakage at gland.
		Deck fire line clamps (U-bolts) need to be renewed (2 times)
		One set of BA apparatus- Air cylinder pressure insufficient. (3 times)
		Some fire hydrants on deck found leaking. (2 times)
		Hose of portable extinguisher kept in chemical store found damaged.
		In engine room some of portable fire extinguishers and fire hoses monthly inspection not carried out.
		Spare portable fire extinguishers as shown in the approved safety plan was not found onboard the vessel.
		Sprinkler valve for paint store not marked
		FFE locker (accommodation, main deck) - BA mask found dirty (2 times)
		FFE Locker (forecastle) -Safety lamp battery found weak (2 times)
		Few firemen outfit not having safety helmets & protection hoods to protect face.
		Engine room foam extinguisher not accessible due to obstructions
		Engine room wheeled dry power (50kg) fire extinguisher gauge does not indicate level.
		The international shore connection on S/B is not ready for use. The coupling to connect to the ship's fire main is missing.
	Fire pump	Main fire pump discharge gauge found not working
		Main fire pump does not build sufficient pressure.
	Isolation valve	Isolation valve of fire main on deck cannot be closed tightly. (3 times)
	Quick closing valve & arrangements	Quick closing v/v for (HFO, L.O., D.O., Generator engine) found inoperative (4 times)
	Insulation material	Some part of fuel oil pipe for main & emergency generator- Insulation found missing. (4 times)
	Fire Flap & closing devices	Rubber of air flap vents for Emerg. generator room not maintained.



		Fire damper not closing properly (3 times)
		Multiple ventilators & Ventilators flaps are not identified (missing marking) and missing with locking cleats.
		Remote control closing (e.g. scrubber overboard, main cooling S.W. overboard)- 'Indicator of operating positions' are malfunctioning.
		Few of the ER vent fan heads are not marked.
		ER lower platform - Two FO sounding pipes self-closing valves with counterweight cocks found fixed in open position
	Jacketed high pressure lines & leakage alarm	High pressure oil inlet pipe leakage alarm for generators not working.
		One Auxiliary engine found with excessive oil leakage in the hot box & fuel oil leakage alarm found not connected. (2 times)
		Main engine fuel oil injection pump high pressure jacketed pipe not properly installed and the O-ring missing
	Fire hazard-Operational issues	GMDSS battery room - Outlet vent cover found in closed condition
		Galley exhaust fan found oily.
		Oily rags observed at many places on board (3 times)
		Passage to funnel fire flaps found obstructed
		Torch lights used in the E/R are not approved type.
		Electrical boxes on deck found in bad condition (4 times)
		Earth lamp of 220V and 440v feeder panel not in good order.
		Electrical plugs in engine room in open condition (unsafe).
		Funnel of E/R holed on C deck, found holed
		Anti- splash tape for M/E high pressure line not provided
		Accumulation of oil under engine room machinery spaces & bilge areas not cleared. (5 times)
	CO2 system	Flexible hose of fixed CO2 fire extinguishing system not tightened properly.
		CO2 ventilation not working
		Entrance to CO2 room having lot of obstructions.
	Fire detection & alarm	Fire alarm found faulty. (7 times)
		One of the smoke detectors head above Aux. Eng. & Incinerator found cracked.
		Some smoke detector "fault alarms" could not be tested.
		Vessel fire detection system unable to reset and found erratic
		Fire detection and alarm sensors are not identified.
		Gas sampling system of pump room found malfunctioning
		Bridge Gas detection system alarm panel is missing
Life Saving Appliances	Signs/Symbols/Documentation	Launching instruction of rescue boat-missing.
		IMO symbol for life jacket in E/R missing.
		Lifebuoy with light and smoke at bridge - IMO symbol damaged
		Lifeboats not launched and maneuvered in last 3 months. (2 times)
		Lifeboat doors rubber for STBD side damaged.
		LSA code, IMDG code, GMDSS Manual - old edition found onboard.
		LSA and FFE inspection records are missing
		Stairways and corridors are not indicated by Muster station symbols
	Rescue boats condition & inventory	Connection wires observed on Rescue-boat engine laid unsafely.
		No record of lifeboat and rescue boat maneuvering found onboard
		Rescue boat top light not working. Water coming inside. (3 times)
		Rescue boat case temporary repaired (Near stern support).

		Rescue boat- FO tank is not full (less than half of capacity). (2 times)
		Rescue boat davit found non-operational. Fuel tank for rescue boat engine found temporarily repaired by putty.
		Rescue boat engine- Heavy to start.
		Bilge pump hose damaged.
		Fire extinguisher not sighted at time of inspection.
		Rescue Boat-drain pump discharge hose missed.
		Rescue boat canopy light defective. Magnetic compass
		Rescue boat paddles damaged.
		Rescue boat search light - corrector and battery missing.
		Rescue boat handrails not fixed tightly.
		Rescue boat engine starting battery not charged.
		The wire for lowering the rescue boat missing handle and far too short, as it is not possible to get hold of the wire from the rescue boat.
		Functional test of rescue boat davit revealed that slewing was not working in emergency operation mode.
		Limit switch of rescue boat davit not working properly (lever remain blocked after test).
		Motor of fast rescue boat can't be started in satisfactory time. Started at sixth attempt.
	Life rafts	Life rafts painter not connected.
		Life rafts connection painter with weak link - Not fitted as required (2 times).
		The identification card for all Life rafts found empty. Manufacture date or inspection date of forward L/B not marked.
		All three embarkation ladders for life rafts found rotten & rope ripped off.
		Stowage of life rafts not horizontal.
	Lifebuoys & associated equipment	Some lifebuoys found cracked & some of the lifebuoys having faded name, port of registry and retroreflective tapes. (2 times)
		Lifeline of lifebuoy not non kinking type
		Lifebuoy self-igniting light is in-operative (boat deck, port side).
		Lifebuoys dirty.
		Lifebuoys grablines not fixed, marks in bad condition.
		Lifebuoys with floating lines - incorrect connection of lines.
		Light missing in one lifebuoy.
		M.O.B. - Expiry Date not marked
		M.O.B.- Life ring weight less than 4 kg. (2 times)
		Line between lifebuoy and smoke signal twisted & short.
		One lifebuoy light needs to be changed.
		Reflective tape of one lifebuoy defective.
		Lifebuoy with a self-lighting light & lifeline, missing near the ship's safe access.
		Name and Port registry missing on two lifebuoys on main deck
	Immersion suits	Some immersion suit lights expired
		No ship Name and Port of registry marking on immersion suit.
		Last test record of immersion suits very old or missing. (2 times)
	Embarkation arrangement	Embarkation ladders for life-raft found aged & rope ripped off. (2 times)
		Embarkation ladders found with substantially frayed side ropes and parted or loose around thimble area. (3 times)

		Embarkation ladders hook fixed in poor condition.
		Embarkation ladder of life-raft is not connected to a strong point.
	On board training and instructions	Launching instruction for davit type life-raft missing on STBD side.
		SOLAS training manual in mess room found not ship specific.
		The SOLAS training manual in officer mess room - not in position.
		Crew could not assemble the radar reflector in the L/B.
	Lifeboat & launching arrangements	Operating instruction of life-raft on PS in-conformity with equipment.
		Poster with instructions for davit launched life-raft damaged and unreadable
		Some of the life-buoys grablines weathered/frayed and one lifebuoy at starboard gangway not working
		During lowering of one lifeboat, one wire pulley in davit found stuck due to rust
		During inspection, forward line used for one lifeboat found aged and taken off from fixed device.
		Both port and stbd. lifeboats automatic drain ball plugs cracked
		Free Fall Lifeboat and davit malfunctioning.
		Free fall lifeboat bottom engine cooler coils are partly painted, insufficient heat exchange. (2 times)
		Lifeboat window glass dirty.
		Free fall lifeboat forward air ventilation not working (3 times)
		Free fall lifeboat- One slipping roller is missing. (2 times)
		Freefall lifeboat port side lashing cleat is broken.
		Free fall lifeboat - Insufficient maintenance of lashing devices (bolts & nuts are seized, not rotated)
		One painter not placed at the forward end of port side lifeboat.
		Rescue boat retro-reflective tape is partly faded.
		Some safety belts in starboard side lifeboat not in a contrast colour with its surroundings.
		STBD lifeboat- One of the exterior buoyant 'hand hold' is loosen and the designated handle (for remote control wire for davit launching operation) was left behind on embarkation deck.
		The bottom of lifeboat engine found with excessive lubricating oil.
		The cover of lifeboat engine start battery in starboard side lifeboat not matching to box.
		Axe not stored at inside the Lifeboat.
		Reflective tape on Lifeboats over painted.
		Portside lifeboat - One cabin light not working.
		The drain valves of both side Lifeboats - Could not automatically open to drain water from the hull when the lifeboat is not waterborne and automatically close to prevent entry of water when the lifeboat is waterborne.
		The glass cover B of release mechanism for both sides of lifeboats found missing.
		PS & SB lifeboat davit: Supporting point for the aft lifeboat lashing cable on the fixed part of the davit is wasted (2 times).
		Arrangement nearby seaside for launching starboard side lifeboat found seized.
		Both port and starboard lifeboats floating blocks found not resting on davit horn

Certificate & Documentation		Lifeboat launching device wire is damaged. Wire is slacked. (2 times)
		Both Lifeboats - Remote control wire handles are missing, additional fixing wires installed. (2 times)
		Emergency embarkation lights (lifeboat deck, P/S) – Unable to rotate in some directions due to insufficient maintenance.
	Ship Certificates & Documents	The original minimum safe manning document- Not on board.
		Cargo Ship Safety Equipment Cert. Form-E section 2 item 9.2 entry is missing
		Date of last two inspections of outside ship bottom at Cargo Ship Safety Equipment Cert. need to corrected.
		Cargo Ship Safety Radio Cert., last annual survey entry is place incorrect.
		The record of Cargo Ship Safety Radio Equipment to be updated.
		Load line certificate- Place & date of last AS not properly indicated as per Format of ICLL 1966 Convention/ANNEX III/A (ILL Cert).
		Load-line certificates corresponding to summer freeboard values not matching with the actual load-line mark onboard for the WNA.
		The Plimsol mark initials on ship's hull is not compatible with the load-line certificate.
		Minimum safe manning certificate to be stamped or Bar code to be provided from flag.
		Cargo Ship Safety Equipment Cert. Form-E item 1.6 heading control/Auto pilot is not indicated.
		International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (IBC Code) was issued under the Authority of the Flag State and grant for vegetable oil carriage, while the Vessel and Ship Management was only recognized as Oil Tanker (since 2022) under the SMC and DOC respectively
		IOPP Certificate found expired
		Name & Capacity of sludge Tank indicated in IOPP certificate, form B, TAB.3.1- Not corresponding to ship's sounding tables.
		CSR is having wrong information.
		One of the CSR is not available onboard.
		The latest Continuous Synopsys Record (CSR) is indicating previous data. e.g. Name, Flag, Operator etc.
		The IAPP conditional certificate ceased as the result of provisions on pending installation of EPL
		The ship is fitted with designated sampling point(s) in accordance with regulation 14.10 or 14.11". However, IAPP certificate available onboard does not indicate same.
		VOC and SMPEP plans to be approved by class
		Antifouling certificate not issued in a new form to demonstrate whether Cybutryne is covered or removed.
		Approved max. Sewage discharge rate table not sighted onboard.
		VDR certificate of compliance not sighted onboard.
		The valves of the required EEXI, attained EEXI and EEXI technical file were blank in the supplement to the IAPP certificate.
		CSSC/ CSSE/ CSSR/ LL/ IOPP/ IAPP/ Sewage/ Tonnage Certificates digitally signed but without QR code or Tracking ID (some other certificates issued at same date with same surveyor with QR code)

		Multiple in use official documents found on board [e.g. in-use ship to ship (oil transfer) operations plan, crude oil wash manual].
		QR Code or Tracking ID for - MLC/SMC/ISSC not working. Received message (record not found) and certificates are digitally signed.
		The Cargo Ship Safety Radio and International Air Pollution Prevention Certificates were issued on a date before the completion date of the survey, on which these certificates are based.
		The Ship is not carrying updated certificates for new Flag and actual Ship's name.
		The last annual endorsement is not mentioned on the CSSE Cert and IOPP Cert
		SMC Certificate- Intermediate audit not mentioned on certificate.
		Copy of MLC and DMLC (part I and II) - Not posted in a conspicuous place on board. (2 Times)
		Date of DMLC Part II verification does not match the date stated for DMLC Part II on the Maritime Labour Convention Certificate.
		Watch keeping schedule not available or posted in ECR.
		Latest condition evaluation report not available onboard.
		Ultrasonic thickness report not on board.
		The exhibited fire control plan, did not provide with entire/consistence information [such as the engine ventilation fans activating locations (on A-deck) are not identified ...etc.]. (2 Times)
		SOPEP found only in English language (official working language onboard is English and Arabic).
		Official working language not established in any ship's record.
		In bridge team - Only 2nd officer found conversant with working language (English)
		SOPEP, Annex II -Contact details for national and local authorities, is missing. (2 Times)
		Ship's plans not updated and also approval dates not updated.
		Second engineer's rest hours and entry timing in GRB overlapping.
		Entries for garbage categories disposed to reception facilities recorded in the column for estimated incinerated.
		GRB- Port's name not recorded when garbage discharged to ashore, Garbage reception ship's name not recorded when garbage discharged to another ship, Key person not familiar with G.M.P.
		Garbage discharged to port facility, but incorrectly recorded under section garbage incinerated in garbage record book.
		No entries/records found in garbage record book part II
		No entry found in deck logbook about soundings of CH bilges
		Emerg. Towing manual not updated (Previous ship's name indicated)
		Emerg. Towing Arrangement Manual (ETA) is not available onboard.
	Crew Certificates	Certificate of competency and the other related documentation of the crew onboard the vessel could not be verified online.
		Endorsement by flag administration for certificate of competency for many crew members found only in copy. (5 Times)
		Original COE of two crew members not available on board.

Propulsion and auxiliary machinery		Seafarers' employment agreement (SEA) for some crew found expired (2 times)
		Application for endorsement by flag-state for one of the deck Officer was not submitted, as per SSO certificate.
	Propulsion main engine	VIT electric motor out of order.
		One of the high-pressure fuel oil pumps found leaking (3 times)
		Local measuring equipment for ME Exhaust gas temperature found non-operational
		ME failure during berthing operation due to starting issue
		Some alarms and safety devices found non-operational.
		Poor cleanliness and oil leakages in main engine areas. (3 times)
		Oil Mist Detector found not working.
		Main engine unable to declutch from the propellor shaft.
		FO circulating pump having minor leak.
		Fuel oil filter having leakage
		Cooling water found leaking from main engine units
		Temperature gauge for Jacket water cooler for two cylinders broken.
		Spare M/E Cylinder cover is missing
		Stern tube forward sealing found water leaking.
		Water in S/T cooling tank in E/R insufficient.
	Auxiliary engine	Pre lubricating oil pump for one auxiliary engine is out of service
		All Genset crankcase doors having leakages (2 times)
		All generator set indicating poor cleanliness & oil leakages (4 times)
		One of the Aux. Eng. has a temporary repair to cooling water pipe.
		One auxiliary engine in use in port has active alarm (fuel filter).
		Cooling water pipeline found leaking. (not as required).
		One of the Aux. Eng. is out of order and not reported. (2 times)
		Exhaust pipe of one Aux. Eng. - Not fully insulated.
		T/C outlet temperature thermometer out of order (2 times)
		Several temperature gauges for Aux. Eng. not readable or defective.
		One generator operated with unattended oil leakage of Diesel oil
		For one of the generators- F.O leakage audible alarm is not working.
		Oil leakages on generator from cam shaft covers
		Slight oil leakage observed from generator oil filters. (2 times)
		Temporary repair on diesel generators inlet seawater cooling pipe.
		The voltage relay in MSB found faulty.
	Other Machinery	During the local test of steering gear- Movement starboard side found with vibration and noise.
		Hydraulic oil leakages observed on Eng. Room, Deck machineries and in steering gear spaces (2 times)
		AUTO STOP Button for one of the fuel oil purifiers not in place
		SW pump found with some water leak from gland & gauge defective
		Lubricating oil purifier out of order
		One electrical wiring-box on the ref. compressor found damaged
		Main boiler water leaking badly.
		Aux boiler found to be non-operational. Also alarm and safety systems could not be tried out.
		Boiler water level indicates inconsistent with the control panel

		Master pressure & temperature calibrator not presented during inspection.
		One steam outlet valve on the top of oil fired boiler leaking seriously
		Hydrophore- pressure range not adjusted
		Safety valves of Hot & Cold fresh water hydrophores are missing
		Master pressure & temperature calibrator not presented during inspection.
		Main Air Compressor No.2 Oil pressure Gauge found Malfunctioning.
		Safety valves on starting air compressors inoperative
		Defective/Unreadable gauges observed in E/R. (3 times)
		General Service pump suction gauge not readable
		Bilge pump electrical motor dirty.
		Remote control devices of low & high sea chest seawater inlet valve failed to operate.
		Ballast and Anti-heeling system remote control out of order
		Fresh water pump leaking.
		Several engine room piping found leaking & temporarily repaired.
		seawater outlet line of freshwater generator, freshwater generator jacket inlet line, sea water outlet and in let line to atmospheric condenser.
	Documentation & Certification	The quantity & codes of dirty oil/ sludge transfers incorrectly recorded in oil record book (4 times)
		Master's signature is missing on completed page in Oil record book
		Item C 11.4 - Recovery of waste oil not recorded in ORB. (4 times)
		Lubricating oil bunkering units & codes incorrectly recorded in ORB. (2 times)
		ODME Calibration original certificate is missing
		Declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 18.3 of Annex VI and that the sulphur content of the fuel oil supplied does not exceed specific limit values, as referred in MEPC 286 (71), Reg, 18.5 missing from sampled BDN
		ECA zone by completion of change over the total quantity of low Sulphur fuel oil in each tank missing.
		Statement of Compliance for fuel oil consumption report expired.
		Sewage discharge rate not approval by administration. (2 times)
		Garbage management plan not up to date.
		Garbage management plan was found with wrong entries regarding the garbage storage capacity as per waste category.
		B.W.R.B.-The water depth not recorded sometimes when ballast water up taken outside of port, the remaining volume of ballast water not recorded sometimes.
		Ballast water record book- not recorded as actual, incomplete information (2 times)
		Vessel unable to provide objective evidence for crew training, familiarization as per ballast water management plan
		BWMP found only in English language (official language onboard English and Arabic).
MAPROL	Machinery & Equipment	OWS pump defective.
		ODME is defective. (4 times)

		The OWS 15 PPM display screen was noted with black/dark patches.
		Suction pressure gauge for bilge pump of O.W.S not connected properly
		While testing the alarm of OWS 15 PPM, a delay observed more than the requirement.
		The standard discharge connection is not as per regulation 13
		Air driven pump listed in the shipboard oil pollution plan out of order (2 times)
		Blower for the sewage treatment not in order. (5 times)
		Sewage treatment fan was found switch off. (2 times)
		Sewage treatment unit plastic hoses between tanks are not transparent
		Sewage treatment plant tank highly corroded and worn out.
		The High-water level alarm for sewage treatment unit- out of order
		The dosage tube foundation cover on the top of sewage treatment plant found cracked.
		The observation hole of sewage treatment plant very dirty, cannot look through.
		The comminutor listed in the garbage management plan which approved by flag state on 5th September 2023 is defective.
		Water ballast treatment system pressure differential sensor presently out of order.
		BWM Control panel: Many valves are not working (e.g. O/B valve)
		Ballast water treatment system malfunction.
	Operational issues	Lot of drums with oil residues found on deck.
		Bunker station oil spill trays capacity not marked (2 times)
		Abnormal Black smoke observed from ship's funnel.
		Garbage in waste receptacles found mixed (2 times)
		Garbage collection area poster near garbage collection not posted
		Large amount of unsegregated garbage found onboard the vessel with drums and empty boxes on the main deck. (5 times)
		The vessel was discharging sewage overboard through the sewage treatment plant (STP) and not complying with the Federal Environment Protection & Development Regulations (2 times)
		AFT garbage area to be cleaned from any debris.
		EPL delimiter on fuel rack is cut off.
	Documentation	Several crew records of rest hours do not tally with drill records or work records (2 times)
	Living conditions	Public toilet found dirty and unhygienic. (2 times)
		Records of work/rest hours & shipboard operations (e.g. bunkering) are not matching. (2 times)
		Engine Room Medicine box does not have all required medicines or found to have expired medicines. (6 times)
		Hospital found not hygienic.
		Eye-wash Liquid in First-Aid box on Bridge, battery room missing (2 times)
		Emergency shower is not operational.
		Bathroom shower in the chief engineer's cabin broken.
		Crew mess room found in bad condition with broken chairs (2 times)
		Galley found very dirty. (2 times)
		No record found for the cold room temperature.



		Air flow in the officer's cabin not maintained
		Laundry found very dirty and only one machine is working.
		Clothes dryer found missing & crew drying clothes in engine room.
	Working Safety	Large number of big size steel pipes and plates found lying unsecured on aft poop deck area, E/R areas (3 times)
		Catwalk plating is not secured properly. (2 times)
		Deck gratings, some pieces found with no clamps for securing.
		Parts of railing on STBD side broken. Port side railing corroded. (2 times)
		Stairway from Galley to Provision room: First & last steps found not highlighted.
		Few lights in Engine room & main deck flood lights- Not working (6 times)
		Covers for lights in accommodation spaces missing /broken (7 times)
		Ladder at bridge deck found damaged.
		Accommodation Ladder- Lower platform is too short or not equipped by guard net, platform was not in horizontal position. (4 times)
		Anti skidding floor wooden plank of steering gear room found broken.
		Safety net to fall prevent from gangway ladder - damaged. (2 times)
		E/R floors are oily/slippery due to the ongoing maintenance.
		No MSDS provided on paint locker for the currently used paint.
		Many items are stowed unsafely and not properly secured.
		Leaking steam pipes in engine room & cargo spaces (2 times)
		The air condition of engine control room malfunction.
		Very poor hygiene & housekeeping observed in all the parts of ship, including accommodation & E/R. (4 times)
		Some electrical cabinets in the engine room found without electrical insulation mats.
		Dielectric gloves and shoes certificate onboard is old.
		Forward provision crane - SWL poster is missing. (2 times)
		The housekeeping is substandard. Loose material and parts found on deck and in storage rooms, fore castle space etc. Garbage stored on deck and in the accommodation.
		Steam leakages noted from in E/R pipes & some steam pipes found without insulation. (4 times)
	Sanitary Facilities	Bridge toilet wash basin drain is removed. It is not possible to use it.
		Crew member toilets and showers dirty, signs of vermin. (2 times)
		Engine room fresh sanitary pipe thoroughly corroded.
		Hand wash in crew changing room have no water. One pipe disconnected. Public toilet in accommodation found very dirty.
		Public toilet door inoperative.
	Provision room Condition & Provisions quantity	Vegetable room, Galley & provision store - Insufficient cleanliness (5 times)
		Not enough vegetables, fish for the intended voyage & refrigerator found with only one chicken (2 times)
		Vegetable room-some food found spoiled.
		A temperature detector in the galley was found inoperative; no temperature records were found for any refrigerator.

Structural Conditions		Cold room temperature are not within the required range.
		In food storage, a record in use for monitoring food expiration date found indicating a date beyond today.
	Hull	Freeboard marks not readable on PS: Plimsol ring faded. (2 times)
		The Plimsol mark initials on ship's hull is not compatible with the load-line certificate (7 times).
		Draft marks not clearly visible (5 times).
		Load-line marks corresponding to the seasonal freeboard currently not in use is having authority letter of different RO.
		Hull is rusted at some places. Lack of Maintenance. (4 times)
	Deck equipment & structural areas	Deck bunker line heavily corroded.
		Oil valves on deck - Scale "Open - close" found damaged.
		Accommodation & pilot ladders not marked.
		Pilot ladder found damaged and worn-out.
		Ordinary frames in one of the double bottom tanks found deformed and skewed.
		Several supporting frames have corrosion.
		Deck areas found rusty & needs painting (10 times).
		Bulkhead between one of the D.O. Tank & Cargo Hold has crack.
		Main deck forward mooring bollards corroded in several areas.
		Mooring lines found worn out and damaged. (3 times).
		Mooring winch - Hydraulic motor has oil leakage. (2 times).
		Damaged PS anchor (Fluke).
		Provision crane hydraulic oil found leaking.
		Plates on deck found damaged.
		Some beams for support found in broken/holed condition. Some steps/stairs found deteriorated. Supporting frames, U-bolts are rusty.
		Floor in lifeboat deck (port side) found with a hole.
		Holes and damages found in some engine room ceiling areas.
		Various pipelines on deck including cargo, fire, hydraulic, air pipe including their frames & supports found heavily corroded/wasted.
		Part of port side rails near cargo hold deformed. Part of STBD side rails near cargo hold found broken.
		Two nos. cargo liquid manifolds & two nos. vapor manifolds not secured & bolts found loose.
		The heating steam pipe for one of the cargo-hold rusted and holed.
		For one of the manifold's pressure gauge, glass found broken and another press gauge unreadable.
		Several shoes for container twist locks are corroded. Last entry of maintenance & inspection in the cargo securing manual in 1 year old.
		Found structural damages & corrosions at many places such as air conditioning seawater pipes, main deck railings, bulwark and catwalks, with temporary repairs in the emergency generator room.
		Several stanchions deformed, corroded and cracked; detached from horizontal railings.
		Hatch cover control boxes in poor condition, rusty or leaking (6 times)
		Hatch covers corroded-Lack of maintenance. (2 times)
		Hatch coaming corroded and/or rusty. (2 times)

		Hold cleats not as per specification & not in good condition (2 times)
		Some manholes on deck are missing bolts and nuts. (2 times)
		Closing device of side scuttles of windows located on poop deck found inoperative (blocked by paint).
		Deadlight (Tally Room) - Rubber seal defective.
		Few of the sounding pipes & escape hatches are not identified.
		Observation glass of deck seal on main deck not clear.
		Scrubber circulation pumps pipes & Flanges found corroded.
		Penetration hole for cable not sealed entirely in cable and duct room on accommodation deck.
		After collision with other vessel, there is a hull damage in forward part and bulb above and below the waterline.
Safety of Navigation	Documentation	EPIRB ANNUAL TEST Report not submitted during inspection
		Incorrect entries noted on compass logbook.
		Navigation Charts - Not corrected or updated properly. (2 times)
		No evidence to prove the proper maintenance of RADARs
		Gyro compass error logbook found not filled during all watch.
		Many ENC's are not updated on ECDIS. (2 times)
		Nautical publication- Latest edition not available on board. (4 times)
		Passage plan not prepared berth to berth. (2 times)
		Vessel not provided with latest IAMSAR manual. (2 times)
		GMDSS Radio log improperly filled up. Summary of communication relating to distress, urgency and safety traffic not recorded.
		GMDSS Logbook: 1. Section B- Qualified personal information is missing. 2. Master's signatures missing.
	Radio Communication	MF/HF antenna fastening of cable broken
		Illumination for standard magnetic compass not adequate (4 times)
		Both the SART tried out and performance found poor
		SART start seal broken
		Spare magnetic compass sighted with bubbles at time of inspection.
		Spare magnetic compass not found onboard.
		Both RADAR are non-operational
		Speed log not connected to RADARs
		Long-range identification and tracking system conformance test report – Only copy available on board.
		In-use indication lamp unlit on GMDSS battery monitor for MF/ HF controller.
		One of the GMDSS portable VHF radios was not working
		GMDSS console emergency source of power- Audio visual alarm found not operational.
	Familiarization	NBDP/TOR not checked and officers unable to operate
	Defective equipment	Some navigation light defective or busted. (3 times)
		Forward anchor light not working.
		Mast head light sighted with incorrect arc of visibility.
		Upper mast head navigation light unlit.
		Signaling lamp not ready for use.
		Some bridge window wipers not in working condition (2 times)
		Some bridge windows found in dismantled condition.
		One of the country's flag on board in poor condition- Need to change

		VDR capsule retro-reflective tape is faded.
		VDR reserve power source expired.
		VDR showing error code indicating the time difference between system time and time supplied by UTC.
		Fault warning on backup ECDIS indicating keyboard error.
		Bridge rudder angle indicator & Steering gear room rudder angle indicator not synchronized.
		Forward whistle is not operational.
		Forward ship's bell missing. (2 times)
ISM	Documentation	No evidence of Engine Room arrival check list completed, or record found logged in engine logbook (3 times)
		No evidence to indicate arrival check list completed for port. No record found in Deck logbook.
		As per records, starboard side lifeboat was last lowered and manoeuvred in water more than 3 months ago.
		No record of inspection sighted for crew cabin and accommodation.
		Enclosed space entry permit found not complete. (2 times)
	Emergency preparedness	Muster station position on upper deck- Not corresponding to safety plan.
		Muster list duties not updated for the duties assigned for one crew member with regard the preparation & launching of survival craft.
		Secondary muster station not identified as per fire plan.
		Engine room emergency exit safety harness is missing.
		The escape way from the forecandle found not properly marked.
		The escape ladder of steering gear room blocked.
	Familiarization issues & Drills	GRB: Port's name not recorded when garbage discharged to ashore, Garbage reception ship's name not recorded when garbage discharged to another ship, Key person not familiar with G.M.P.
		The crew has not been familiarized with ship's plan "Recovery of person from water".
		During fire drill, crew found unfamiliar with the fireman's outfit use and the relevant communications equipment. (2 times)
		The responsible engineers found unfamiliar with the manual release of local water mist fire-fighting system in engine room.
		Newly on-signed crew members not fully familiarized with their specific duties and with ship arrangements & equipment, relevant to emergency duties.
		During fire drill, lifelines found not properly in place as per FSS 12 Amend / Chapter 3 /2.1
		During fire drill, the fire team was unable to monitor the pressure from the BA set.
		Fire drill in air condition room- Poorly performed.
		More than 25 % crew change in port but abandon ship drill was not carried out within 24 hours after departure from port.
		Lack of control and communication, lack of training for rescue boat launching procedure.
		Record of instructions regarding First AID and resuscitation techniques was not found for the last enclosed space entry and rescue drill.
		Some crew members not properly familiarized how to emergency stop supply air fans outside of the E/R.

Emergency Systems	Unsafe conditions	Crew unable to demonstrate main engine oil mist detector alarm.
		Place in permission & actual location not consistent in the enclosed space entry drill.
		A wooden plate is unsafely used as a short gangway from jetty to vessel's gangway.
		Unattended Low insulation on AC 220 V, 440 V Emergency Switch Board (4 times)
		Snap Back hazard zone marking on poop deck faded.
		Grounding cable from shore is not connected to the ship's hull.
		Vessel has lot of pending repair job.
		Stationary drilling machine in engine workshop not fitted with protection screen (2 times)
		No safety harness in use by crew when entering MOB crane. Access ladder placed partly outside ship side and above jetty.
		ME skylight not closed while cargo loading.
		Forward provision crane - SWL poster is missing. (2 times)
		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 will be eligible for reinspection after 3 months from the final date of the report. (4 times)
		Interim ISM Audit by company is required within 3 months (4 times)
		Working Language in SMS is English. Crew not proficient. (2 times)
	Documentation/ Signs/Symbols	Several IMO symbols deteriorated (Around outside accommodation).
		Emergency fire pump-operating instruction missing. Also, IMO symbol not available (S/G room, fire control station)
		Engine room emergency bilge suction valve/ system is not marked.
		Onboard muster list not updated.
	Alarms	One general/fire alarm device found hanging with its electrical wire, due to broken supporting bracket.
		In steering gear room general alarm bell found out of order.
		Extension alarm in one of the engineer's cabin out of order.
		Engine room alarm systems- Audible alarms are not operational.
		Several alarms found nonfunctional such as bilge alarm system, steering gear hydraulic tank low level alarm, pump bearing high temperature alarm. (2 times)
		Water level indicator near vehicle ramps installed to lower ro-ro deck rusted & alarm did not indicated/transmitted to the navigation bridge
	Communication	Public address speaker system defective (Poop deck, Monkey-island, Bridge wings, Muster station)- (6 times)
		Handset of the sound-powered telephone in steer. gear room broken.
	Emergency equipment	Battery Room - Emergency Battery - 2 PCS with low voltage.
		Emergency Diesel Generator having hydraulic oil leakage. (5 times)
		Emergency generator found not starting on one of the batteries.
		Emergency Diesel Generator- Hydraulic starter is missing.
		Emergency generator tried out and found non-operational.
		Emergency switch board- ACB indicator (LED light) out of order.

		Fuel tank quantity for Emerg. Gen. insufficient to run for 18 hours.
		Emergency diesel generator room access area found obstructed.
		Emergency air compressor found to be non- operational.
		Emergency bilge system found non-operational.
	Emergency lighting	Boat deck, E/G room, Steering gear - Emergency lights in-operative. (7 times)
		Some emergency light covers are full of water. (2 times)
		Emerg. lights at few places are not marked. (5 times)
Water/ weathertight conditions	Watertight doors	Watertight door P/S unable to close properly.
		Clearance noted between bosun store watertight door & frame while the door completely closed. (2 times)
		Watertight door rubber packing found not as required. (3 times)
		Door to the steering gear room & paint store not watertight. (3 times)
		Upper deck STBD watertight door found corroded.
		Forecastle watertight door poor maintenance.
		Bolts of manholes on freshwater tanks on deck found.
		Various manholes on board found not completely secured.
	Weathertight doors	Some weathertight doors on deck found damaged & need maintenance (2 times)
		One hole found on the entrance door sill of forecastle.
		Port side emergency escape door to deck found not weathertight.
	Ventilators/ Air vents on deck areas	Few ventilators on deck in poor conditions.
		Forecastle ventilation closure lacks rubber sealing.
		Paint room ventilator on forecastle deck & battery room ventilator on compass deck found partly wasted.
		Several ventilators from Ballast tanks are missing O-ring at seat for float.
		Cargo-hold natural vent flap missing rubber packing on some part.
		Air vent head pipes for emergency generator fuel tank and waste oil tank found severely rusted and holed.
		Emergency Generator Diesel oil tank sounding pipe found damaged.
		Some of tank vent heads & pump room air vents found corroded/rusty. (5 times).
Shipboard Operations	Signs/Symbols/ identification marks	IMO number in E/R not permanently marked.
		IMO number at stern needs to be re-painted.
		Some tanks air vents are not marked.
	Safety & Operational defect	Four accommodation entrance doors were left full open while vessel was loading cargo.
		One of the scuppers plug in poop deck area was not plugged.
		E/R sounding pipe noted with one missing spring. Found tied with wire in open position.
		Skylight cover of E/R not reset.
		Flag "Bravo" not fixed during cargo operation.
		Some wheel for valves in cargo lines heavily corroded.
		Cargo control room tank gauging system not found to be calibrated.
		No agreement & confirmation between ship and shore on initial, maximum and topping-off rates for operations.
		Deck cargo crane SWL missing.

		Gangway not placed as required.
		Indicating lamps for control panel of FPT and bosun store dewatering system found defective.
ISPS & Cyber Security	Ship's identity	Ship's name on the bow is faded.
	Security measures	Security measures of visitors boarding are not implemented.
		All accommodation access doors kept open.
		FW pipes not secured.
		No visitor cards provided by gangway watch (2 times).
		No access control to the ship maintained at time of boarding the ship.
		Security measures of visitors boarding are not implemented. (10 times)
	Other (Maritime security)	Declaration of Security signed by Terminal & Harbour not presented during inspection.
		Emergency exit from engine room is not secured from inside.
		MARSEC Level II poster missing at Vessel entrance.
		One of the ISPS lights found to be dismantled. Also, inadequate lighting found on main deck of the vessel.
		USB port on bridge side computer not sealed.
Others	Other (Safety in general)	S/B side ship's anchor is damaged due to collision.
		Multi-Gas detector calibration records not found.
		Gauge for indicating the inert gas pressure in pump room missing.