

Annual Report 2025
Port State Inspections



INDIAN REGISTER OF SHIPPING

PREFACE

The year 2025 highlighted the continuing importance of regulatory compliance, operational discipline, strengthened survey effectiveness, and proactive fleet management in an increasingly risk-based Port State Control (PSC) environment.

During the year, IRS-classed vessels were subject to extensive PSC oversight across all major MoU regions. Although the total number of inspections in 2025 decreased compared to 2024, an increase in focused inspections was observed for certain vessel types and age groups.

Classed vessels recorded a total of 30 detentions out of 498 inspections across global MoUs, highlighting the continued focus on compliance performance within an evolving regulatory landscape and inspection environment. The Tokyo MOU and Indian Ocean MOU recorded high number of detentions, highlighting the importance of staying prepared in these regions where detailed inspections are conducted more frequently.

Detentions under the USCG and Abuja MoU have remained consistently at zero for the past three years, demonstrating sustained compliance in these regions. Detentions under the Riyadh MoU also showed significant improvement, reducing to zero in 2025 from three cases in 2024, while detentions under the Paris MoU decreased by approximately 55% compared to the previous year. PSC detentions under the Mediterranean and Black Sea MoUs remained unchanged in 2025 compared to 2024, indicating stable performance in these regions.

The age-wise breakup reiterates an established pattern: vessels over 15 years of age accounted for most detentions, reaffirming the need for proactive maintenance by vessel operators for higher age vessels and due diligence during surveys. Vessel type-wise, oil tankers and bulk carriers continued to account for the highest number of detentions, reflecting both their operational complexity and the increased scrutiny these vessel categories receive under PSC regimes worldwide.

The results of PSC inspection outcomes indicate that fire safety, statutory certification, ISM implementation, and environmental compliance remain the principal areas influencing PSC performance and detention risk. Most detentions were associated with recurring deficiencies that reflected not only technical shortcomings but also weaknesses in maintenance planning, onboard execution, and management oversight.

Systematic monitoring and timely communication with relevant stakeholders helped reduce detentions associated with vessels where IRS provided only limited certification services, such as single statutory certificates or Company DOC, while the vessel was classed by another classification society. Such detentions decreased from 19 cases in 2024 to 8 cases in 2025.

During the year, a joint Concentrated Inspection Campaign (CIC) on Ballast Water Management (BWM) was conducted by the Paris and Tokyo MoUs from 1 September to 30 November 2025. Overall compliance levels were found to be satisfactory during the campaign.

In response to emerging risks and industry trends, IRS continued to strengthen its quality assurance framework through focused monitoring of high-risk vessels, enhanced survey interventions, targeted training initiatives, and closer engagement with shipowners, managers, and Flag Administrations. These efforts are aimed at identifying systemic issues at an early stage and supporting continuous improvement across the fleet.

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
2021-2023	High	0.00%	MEDIUM
2022-2024	High	0.00%	MEDIUM
2023-2025	High	0.00%	MEDIUM

DETENTIONS IN YEAR 2025 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 where only company DOC issued by IRS and where detainable deficiencies not related to statutory certificate were issued to the vessel by IRS	Total no. of detentions
30 (in 6 cases ISM code certification was not by IRS)	08 (in 3 cases ISM code certification of the vessel was issued by IRS)	38

Out of total 38 detentions, 30 detentions are for Classed vessels, and 08 detentions are for non-classed vessels (5 detentions where pertaining to vessels for which only company DOC was issued by IRS and in 3 cases single Statutory Certificate (ITC, EIAPP) was issued by IRS.

DETENTIONS OF CLASSED VESSELS IN YEAR 2025:

Total of 30 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	43	4 #	0.09	2
TOKYO	187	14	0.07	4
INDIAN OCEAN	39	9	0.23	2
RIYADH	63	0	0.00	0
BLACK SEA	95	2	0.02	0
MEDITERRANEAN	50	1 #	0.02	0
USCG	10	0	0.00	0
ABUJA	11	0	0.00	0
TOTAL	498	30	0.44	8

(# Two detentions under Paris MoU & Mediterranean MoU are common & recorded only under Paris MoU in above table)

4 detentions under Tokyo MoU have been attributed to RO responsibility, followed by 2 each under Paris and Indian Ocean MoU.

DETENTIONS FLAG WISE

PANAMA	INDIAN	ST. KITTS & NEVIS	COOK ISLANDS	PALAU	Liberia	BARBADOS	Djibouti	Marshall Islands	Sao Tome and Principe	TOTAL
8	6	4	3	2	2	2	1	1	1	30

DETENTIONS SHIP TYPE WISE

OIL TANKER	BULK CARRIER	OTHER CARGO	GENERAL CARGO	GAS CARRIER	TOTAL
16	07	04	02	01	30

DETENTIONS SHIP AGE WISE

>25yrs	20 to 25yrs	15 to 20yrs	10 to 15yrs	5 to 10yrs	0 to 5yrs	TOTAL
03	12	09	06	00	00	30

DETAILS OF PSC DETAINABLE DEFICIENCIES:

Major detainable deficiencies are listed below.

Main category	Deficiency Description
Fire safety	Pump room ventilation fans found in-operative.
	On one of the stairways, fire doors found holed.
	Many fire doors were found damaged and inoperative. (2 deficiencies)
	Several self-closing fire doors found blocked in open position. (Purifier room, engine workshop, outer entrance to Cargo control and A/C room, steering room)
	Safety device in pump room found in-operative.
	Fault alarm for fire detection and alarm system found not working.
	Fire alarm panel in fire control station is malfunctioning.
	Fire detection and alarm panel on bridge has fault.
	Fire detection panel found in a continuous fault state.
	Smoke detection system is out of order.
	Foam line could not be pressurized as required.
	Big quantity of paint found in locker which is not protected by fixed fire system.
	CO2 room inspection was not possible to carry out because of water inside room.
	Few of actuating pins of fixed CO2 bottles were found missing.
	Fixed fire extinguishing installation service is overdue.
	Nozzle of water sprinkler were found chocked and fire line in paint store found broken.
	Five yearly maintenance record of water-mist system was not readily available.
	Fire main isolation valves found stuck. (Foam and water)
	Paint store sprinkler system discharge pipe found holed and water leaking profusely.
	Portable fire extinguishing equipment servicing overdue.
	Fire pump cannot deliver water on deck. Pump indicators on the bridge are not working.
	Isolation valve for main fire line in fire control room inoperative.
	Main fire pumps pressure gauges found not working and hydrants found leaking.
	E/R ventilators fire dampers are not working.
	Fire damper between duct space & deck cannot operate from both sides.
	E/R vent flaps found corroded and rubber packings found missing.
	E/R blower flap found not closing.
	Alarm for high pressure fuel lines of one of the generators found failed.
	Lowest escape trunk platform at engine room found with unknown oil leak.
	Cargo hold CO2 extinguishing lines on main deck found damaged.
	Fuel oil isolation valves for G/E out of service.
	Hyper mist system in the engine room was found not operational.
Certificate Documentation &	Cargo Ship Safety Equipment, Cargo Ship Safety Construction, Cargo Ship Safety Radio certificate found expired (3 deficiencies)
	As per safe manning certificate & documents presented; deck rating with II-4 required are 3 numbers. However, only 2 crews with II-4 as deck rating and 3rd crew member with II-4 certification is working as the pumpman.
	Only photocopies of the certificate were presented during inspection.
	Minimum safe manning document for trading in international waters is not presented.
	Presented photocopies of CSR & last two CSR are missing.
	The class of the vessel found suspended since 07/07/2025. Therefore, all the statutory certificates issued by class found invalid as per SOLAS reg II- 1/3.1
	Flag registry of the ship is unclear at the time of inspection. (2 deficiencies)
	The chief mate found without original certificate of competency.
	Third officer GOC found missing
	Only application for endorsement is available for crew, i.e. older than 3 months. Submitted documents do not contain unique identification numbers or expiry dates.

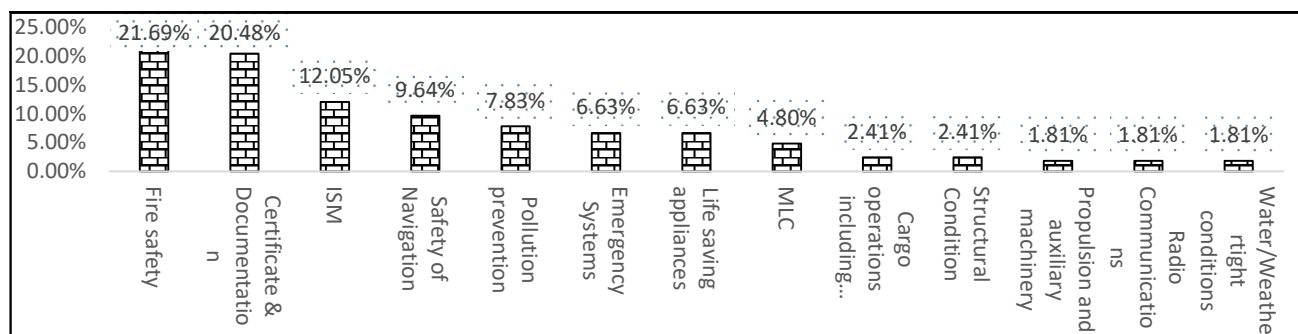
	Some crew members have expired contract.
	Vessel does not have ETO as required by Minimum Safe Manning Document.
ISM	Fire drill failed. Ventilation was not closed. One fireman did not know how to use BA. Fire in emergency generator was performed without preparation of portable extinguisher.
	Fire and rescue boat launching drills not carried out at appropriate frequency.
	Crew failed to demonstrate emergency start by manual operation during inspection.
	Engine officers are not familiar with automatic operation of water mist system. Deck officers are not familiar with rescue boat launching operations.
	Ship's master was not familiar with fire system in paint locker.
	Fire drill failed. Some crew members were not following their duties. Firemen entered in affected area without opening air from bottle.
	Fire hose was found short to reach the fire site. Instead, crew declared that the fire had been extinguished. Fire team was not properly dressed up. One fireman tried to enter danger zone with closed air cylinder. The mask was loose, so air could get into mask. Air cylinders were not tightly fastened on most of the fire team members. Wrong approach point was chosen to fight fire. Crew without any protective clothing & breathing apparatus entered hazard zone repeatedly. Fire drill was unsatisfactory
	Enclosed space entry was found to be carried out at multiple instances, without completing the enclosed space permit. The crew found signed the checklist without reading it or without checklist compliance.
	Ship staff responsible for ballast operations found not familiar with procedure to follow in case BWTS malfunction.
	Designated person responsible for ballast operation not properly familiar with BWTS operation, proper record keeping and contingency measures.
	As evidenced with ISM related deficiencies reveal that shipboard safety management system was not effectively implemented onboard as per ISM code element 10.(4 deficiencies)
	Considering number and nature of deficiencies, the inspection is now suspended. Class board the vessel and submit the closure report.
Safety of Navigation	One of the steering gear cannot move rudder to 35 degrees (actually 29 degrees).
	S-Band radar inoperative.
	Navigation mast head light found not working.
	No evidence that VDR is able to record certain error codes.
	VDR Control panel showing few alerts including capsule not recording.
	VDR is showing error (FPDC) and float free device base is corroded.
	VDR remote alarm panel failed to give GPS failure alarm when signal from GPS device was disconnected during inspection.
	Publications on back up computer (in captain's cabin), are not updated.
	Some publications on navigation bridge, were found missing.
	Ship's echo sounder is not giving depth reading.
	One window on bridge found cracked & another found in Plexiglass
	ME was not available for 24 minutes while the vessel was berthing. The ME use restrictions were not communicated to the pilot.
	BNWAS was found inoperative.
Pollution prevention	BNWAS password not known to crew, cannot be operated.
	No records were found in oil record book for certain period.
	OWS found not working, OCM showing wrong timing and date.
	The 15-ppm alarm unit of OWS found out of order.
	Inspector discovered that chlorine tablets were not inside the plant, therefore the plant did not operate according to design.
	Sewage treatment plant found not operational and switched off.
	Sewage treatment plant manhole cover found damaged and in open condition.

	Vessel stayed anchored for long time. No evidence of sewage delivery to port noted.
	Key component (cylinder cover) used for one of the A/E onboard not in compliance with requirement of NOX technical files.
	Statement of compliance for the year 2024 not shown by crew.
	BWTS in-operational, port authority not informed, flag administration not informed, no appropriate records in ballast record book, ballast water reporting form incorrectly filled, information falsified, ship staff cannot present BWTS operational memory on SD card for last two years. Ballast water quantity on arrival to port not found treated.
	Ship's staff can't provide BWTS electronic log for last ballast intake at previous Port. Flag administration and port authorities were not informed.
Emergency Systems	Public address system - Two loudspeakers on bridge wings inoperative.
	Emergency fire pump vacuum unit found not getting engaged. Pressure gauges found missing and suction valve found with leakage marks.
	Emergency lights at few locations inoperative & light supports damaged. (2 deficiencies)
	Emergency generator found not automatically connected to the Emergency Switchboard within 45 seconds (i.e. 1 min 37 secs) at time of Operational Test.
	Emergency generator unable to supply power to emergency switchboard, during operational test.
	Emergency lightning in engine room during blackout test was found insufficient. PS life raft emergency light not working.
	Quick closing valve for auxiliary boiler fitted on fuel oil service tank failed to be operated remotely due to the actuating device being removed. (2 deficiencies)
	Remote quick closing valve for fuel inlet to one of the auxiliary engine found seized after several attempts during operational test.
	Chief Engineer & Electrician unfamiliar with the operational test of Emergency Diesel Generator. As a result, the Simulated Black-Out test ended up being actual blackout.
Lifesaving appliances	Rescue boat unable to be launched / deployed in an emergency situation. Lifting arrangements (wire rope slings) damaged.
	Air cylinders of self-contained air support system of lifeboat not connected with air pipeline.
	Lifeboat unable to start after several attempts during operational test.
	Starboard side lifeboat forward hatch hinge broken.
	L/B boat engine cannot be started by any independent battery.
	Engine of rescue boat (STBD side lifeboat) out of order.
	Stored mechanical power was not sufficient to sleeve rescue boat davit to lowering position. Davit lost power once it was only 45 degrees from original position. Rescue boat cradles were found corroded and blocked and unable to release seaside arms.
	Lifeboat (Rescue boat) at starboard side not found ready for use as evident from: 1) Limit Switch failure on davit. 2) Person to release to recovery lifeboat cannot observe the whole process. 3) Inventories, including food, water and other provisions, are not in position.
	No evidence provided that starboard Side Lifeboat/rescue boat has been launched and maneuvered in the water by its assigned operating crew less than 3 months ago.
MLC	Embarkation ladders are in poor condition. Starboard ladder parted and fell in water while lowering.
	All crew (15 Person) salaries are not paid starting from the beginning of the contract until now.
	Double bookkeeping which was part of crew complaint was confirmed during crew interview. Crew is not paid properly.
	Galley was found in unhygienic condition (Live cockroaches and flies sighted)
	Provision stores found without fruits and vegetables
	Meat room found at -8 Celsius degrees instead of -18 Celsius degrees
	Crew is supplied by portable heaters in each cabin & common spaces not heated.

	Medical Oxygen bottle servicing overdue
Cargo operations including equipment	Water ingress alarm system out of order
	Cargo holds safety pins found missing, heavily corroded
	Gas sampling system for pump room was found defective while testing
	Overfill alarm found not working for one tank. Hydraulic units for cargo pump systems found leaking. Cargo manifold drain valve damaged. (2 Deficiencies)
Structural Condition	Few hatch-cover sections found corroded. - Structural Condition
	Various strengthening members on main deck were found rusted.
	Enclosure of the ship's funnel holed near skylight of engine room.
	The down end of companion way to CO2 room was found corroded and holed.
Propulsion and auxiliary machinery	Main Engine Start Air valve found defective.
	Two cylinders of M/E found with cooling water leaking seriously.
	Engine room bilge alarms are not working.
Radio Communications	One INMARSAT screen is not readable & 2nd INMARSAT for duplication found missing.
	No evidence that SART is operational.
	The capacity of the batteries shall be checked, using an appropriate method, at intervals not exceeding 12 months, but no record of last GMDSS batteries annual load test found
Water/Weathertight conditions	Air pipe of generator L.O settling tank corroded and holed on poop deck. Cylinder L.O tank filling port corroded.
	Air vent for HFO settling tank was found thinned down.
	One set of air pipe head floating plate seized.

DETAINABLE DEFICIENCIES IN YEAR 2025

Categories	No of detainable deficiencies	%of total detainable deficiencies
Fire safety	36	21.69%
Certificate & Documentation	34	20.48%
ISM	20	12.05%
Safety of Navigation	16	9.64%
Pollution prevention	13	7.83%
Emergency Systems	11	6.63%
Lifesaving appliances	11	6.63%
MLC	8	4.80%
Cargo operations including equipment	4	2.41%
Structural Condition	4	2.41%
Propulsion and auxiliary machinery	3	1.81%
Radio Communications	3	1.81%
Water/Weathertight conditions	3	1.81%
TOTAL	166	100%



Detainable deficiencies pertaining to “Fire safety” remains maximum in numbers for last 3 years. Detainable deficiencies in the category of certificate & documentation, ISM, Safety of Navigation, Pollution prevention, Emergency system, Life-saving appliances are higher in percentage (> 5%), as compared to other deficiency categories for year 2025.

COMPARISON OF DETENTIONS & DETAINABLE DEFICIENCIES OVER LAST 3 YEARS

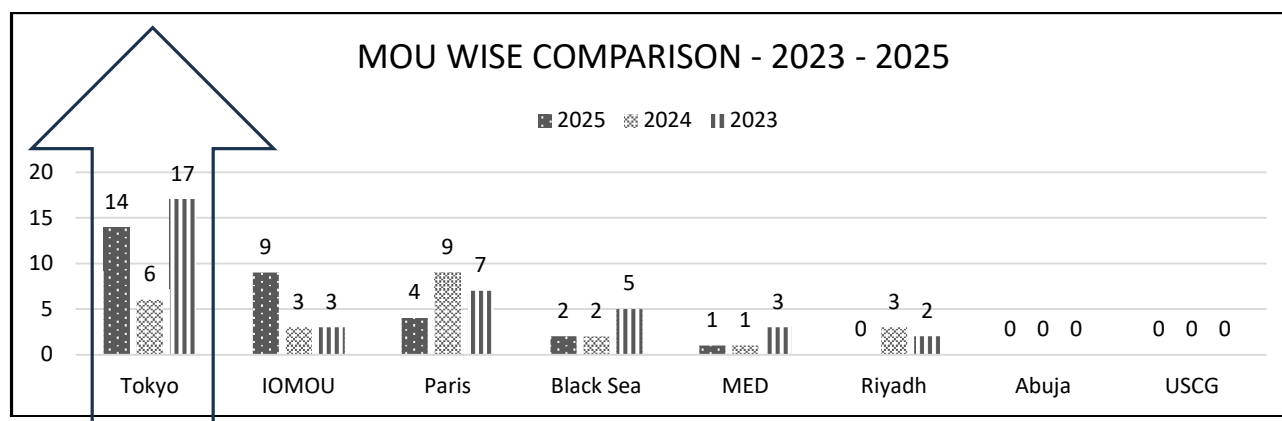
Year	2025	2024	2023
No. of detentions	30	24	37
No. of detentions attributed to "RO Responsibility"	8	1	3
Ratio of RO related detentions/ Total no. of Detentions	0.26	0.041	0.081
No. of detainable deficiencies	166	175	192
Ratio of No. of detainable deficiencies over No. of detentions	5.33 ↓	7.29	5.18

“Total number of detentions” including “RO responsible detentions” found increased in year 2025 as compared to year 2024. Increase in detention ratio regarding RO responsibility over total number of detentions is marginally high in year 2025 as compared to previous two years.

However, “Ratio of no. of detainable deficiencies over No. of detentions” found reduced in year 2025 compared to year 2024.

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

MoU/ Years	2025	2024	2023
	(Detention/Inspection)	(Detention/Inspection)	(Detention/Inspection)
Tokyo	0.07	0.03	0.07
	(14/187)	(6/189)	(17/230)
Paris	0.09	0.1	0.09
	(4/43)	(9/85)	(7/79)
Black Sea	0.02	0.01	0.03
	(2/95)	(2/143)	(5/147)
Indian Ocean	0.23	0.07	0.06
	(9/39)	(3/42)	(3/48)
Mediterranean	0.02	0.01	0.03
	(1/50)	(1/73)	(3/94)
Riyadh	0	0.03	0.04
	(0/63)	(3/80)	(2/47)
USCG	0	0	0
	(0/10)	(0/0)	(0/12)
Abuja	0	0	0
	(0/11)	(0/0)	(0/10)



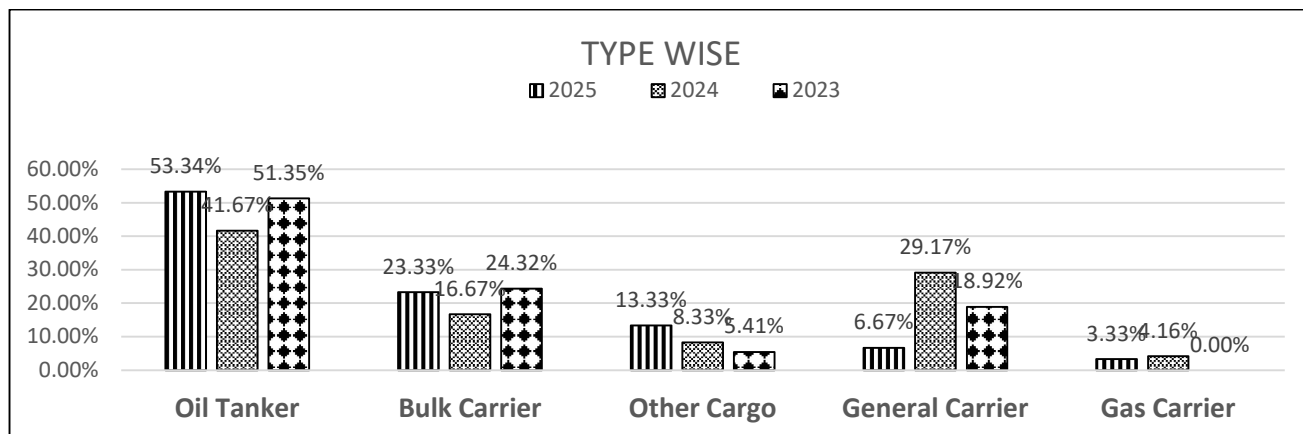
While USCG & Abuja MOUs continue to show zero detentions for last three years. No detention was recorded under Riyadh MoU for the year 2025, while detentions under Mediterranean and Black Sea MOUs have remained same in last two years. Number of detentions under Paris MoU for year 2025 was found to be considerably reduced as compared to year 2024. There is increase in number of detentions under Tokyo & IOMOU in 2025 as compared to previous years.

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

Ship Type/ Years	2025	2024	2023
Oil Tanker	53.34%	41.67%	51.35%
General Carrier	6.67%	29.17%	18.92%
Bulk Carrier	23.33%	16.67%	24.32%
Other Cargo	13.33%	8.33%	5.41%
Gas Carrier	3.33%	4.16%	0.00%

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

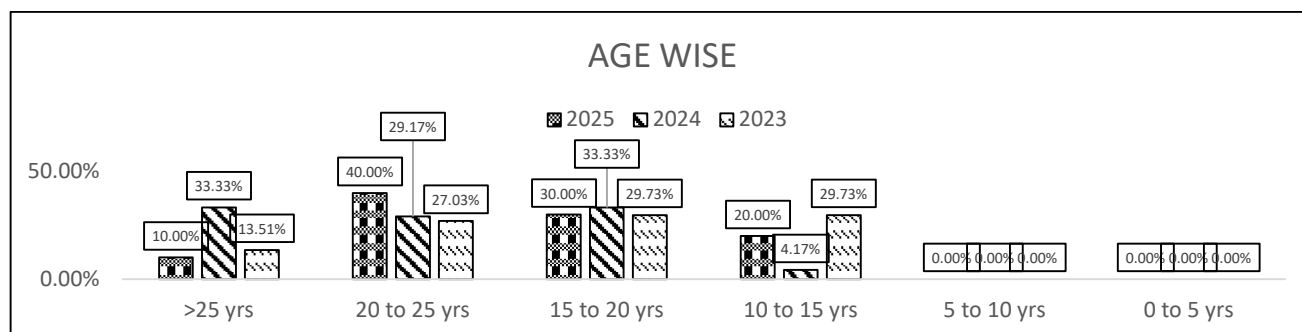
Detention Percentage Ship Type Wise:



Detention percentage for Oil Tankers remained maximum in year 2025 and these were mostly in Tokyo MOU. Bulk Cargo vessel's detention percentage is the 2nd highest as compared to year 2024.

COMPARISON OF AGE WISE DETENTION PERCENTAGE OVER LAST 3 YEARS:

Age/Years	2025	2024	2023
>25 yrs	10.00%	33.33%	13.51%
20 to 25 yrs	40.00%	29.17%	27.03%
15 to 20 yrs	30.00%	33.33%	29.73%
10 to 15 yrs	20.00%	4.17%	29.73%
5 to 10 yrs	0.00%	0.00%	0.00%
0 to 5 yrs	0.00%	0.00%	0.00%



Overall detention percentage in last three years is found on the higher side for the vessels between age bracket of 15 to 25 years.

OVERVIEW OF ALL DEFICIENCY CATEGORIES:

Based on deficiencies recorded during all PSC inspections in 2025, 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)					
2025	Fire Safety & Detection System	ISM	Safety of navigation	MLC - Working and Living Conditions	Emergency systems	Lifesaving appliances
2024	Fire Safety & Detection System	Lifesaving appliances	Certificates and Documentation	Water/Weather tight conditions	MLC - Working and Living Conditions	Safety of navigation
2023	Fire Safety & Detection System	Lifesaving appliances	Safety of navigation	Propulsion & Auxiliary machinery	Certificates and Documentation	MLC - Working and Living Conditions

SUMMARY OF OBSERVATIONS:

1. In 2025, an increase was observed in inspections of higher-aged (15 years & more) oil tankers and bulk carriers. The proportion of more detailed inspections relative to initial inspections was also found to have risen, indicating enhanced targeting of these vessel types by PSC authorities.
2. Fire safety continued to represent the highest number of deficiencies, mainly arising from discrepancies between documentation and on-board conditions, as well as non-compliance with planned arrangements.
3. Deficiencies related to ISM Code implementation were noted as the second-highest category. It was observed that multiple critical operational, safety, and emergency-response procedures were not effectively followed or implemented on board, indicating that the ship's Safety Management System was not functioning in accordance with ISM Code requirements requiring ISM Additional Audit in nearly half of the detention cases.
4. PSC findings under safety of navigation were associated with operational readiness of critical navigation equipment, passage planning, chart and publication management, and the implementation of bridge navigational procedures.
5. Several deficiencies were also noted in MLC category, indicating non-compliance in providing seafarers welfare and rights.
6. Many deficiencies were related to Lifesaving and emergency equipment, and these were attributed to systemic lapses in planned maintenance, ineffective routine checks and operational testing, and insufficient crew familiarization, collectively indicating significant shortcomings in on-board safety management and overall emergency preparedness.
7. One of the vessels experienced two detentions under the same MOU, attributed to recurring non-compliance with requirements and ineffective implementation of the safety management system.
8. In two cases, vessels had departed previous survey port without completing the recommended repairs leading to suspension of vessel from the Class. Detention of these vessels in next port were on account of invalid certification.
9. Unapproved modifications to critical equipment and the use of non-compliant components have been associated with three of the PSC detentions.

10. RO-related detentions were primarily related to the timely closure of survey recommendations, alignment of information between the Flag Administration and the RO, completeness of statutory documentation, survey follow-up, and the application of appropriate certification status following registry suspension.
11. Five detentions involved vessels where IRS issued only the DOC. Deficiencies leading to detention mainly related to safe manning, documentation, hull & machinery maintenance, housekeeping, and crew familiarization, indicating inadequate shore-based oversight.
12. Despite the vessel withdrawal from the class, in two cases, International Tonnage Certificate (ITC) and in one case Engine International Air Pollution Prevention (EIAPP) previously issued by IRS were maintained on board & presented to PSC authorities. As the certificates had not been reissued by the gaining RO, the resulting deficiencies were attributed to IRS.

IMPROVEMENT ACTIONS BY IRS:

1. Age bar of 20 years applied for Class Entry of Bulk carrier and Oil tankers engaged in international trade. For ESP vessels aged between 15 to 20 years require surveyor recommendation following physical examination.
2. Enhanced risk-based screening and comprehensive review of change-of-flag applications, with due consideration of flag State performance and compliance with applicable safety, environmental, and statutory requirement
3. Increased oversight of higher-risk classed vessel segments through fleet monitoring, technical reviews, and compliance trend evaluation supported contributes to improvement in fleet quality.
4. Fire safety remains a key area of focus, with continued emphasis on strengthening compliance through enhanced awareness, analysis of recurring deficiencies, promotion of best practices, and verification of the operational readiness of critical fire protection and firefighting systems.
5. Focused attention on ISM compliance by encouraging surveyors to identify and report as per IACS PR17.
6. A structured training program and regular technical guidance for surveyors, complemented by meetings and awareness sessions for shipowners and managers to share lessons learned from PSC inspections and detentions, to support improved PSC performance and prevent RO-related deficiencies
7. Focused review of detention trends, stakeholder engagement through risk-based performance monitoring, dissemination of trading area-specific guidance and updated checklists including concentrated inspection campaigns (CIC) preparedness assessments, supports to enhanced fleet quality & vessel's readiness for PSC compliance.

ACTIONS IN RESPECT OF VESSEL & COMPANY:

1. Considering enhanced inspection regime applicable to higher aged oil tankers and bulk carriers, additional attention is emphasized from both shipboard personnel and shore management, particularly in hull & machinery maintenance planning, early defect identification and timely rectification. Strict adherence to company self-inspection regimes, planned maintenance schedules, and implementation of vessel specific improvement plan to ensure machinery & equipment remain reliable, fit for purpose, and capable of performing safely without unexpected failures.
2. Pre-arrival inspections considered important to confirm vessel's preparedness & require attention to implementation of appropriate corrective actions to ensure readiness for port state control. Unresolved or significant issues affecting Class or statutory compliance require reporting in transparent manner to the Flag Administration, Classification Society, and Port State authorities.
3. Periodic and category-specific inspection campaigns using tailored checklists along with effective implementation of corrective & preventive measures are helpful to avoid recurring PSC findings.

4. Focused oversight of the readiness of lifesaving, fire safety, and critical navigational equipment by shipboard and shore management can enhance onboard emergency preparedness.
5. Proper survey planning helps in maintaining valid shipboard certificates all the time. Periodic review and upkeep of documents, supported by regular monitoring from vessel & company plays a crucial role.
6. A well-implemented safety management system provides a structured framework for risk management, maintenance, and continuous improvement of shipboard operations for the crew. Consistent & sustained implementation is strengthened through coordinated efforts between the vessel & the company.
7. Upkeep of the vessel through good housekeeping practices, effective compliance to ISPS & MLC requirement are viewed positively during a PSC initial inspection. Well maintained vessel along with well versed crew with shipboard arrangements & operations can influence the PSC decision to avoid a detailed inspection.

CONCLUSION:

The lessons drawn from PSC performance during 2025 provide valuable guidance for further improving vessel quality, reducing detention risk of ships operating worldwide.

With the evolving regulatory landscape & increasingly risk-based oversight by Port State Control regimes, need for stronger commitment from shipowners and managers to maintain compliance with Class and statutory requirements between surveys is important.

Looking forward, IRS remains committed to promoting safe, secure, environmentally responsible and compliant shipping through sustainable maritime operations while reinforcing the global reputation and reliability of ships Classed with IRS.

Consolidated PSC Deficiencies Recorded during 2025:

Deficiency Area	Consolidated Deficiency	Nature of Deficiency (Representative Findings)
Certificates and Documentation	Continuous synopsis certificate	CSR from 1 to 14 missing.; CSR must be updated for ISSC.; CSR not properly recorded and provided - Vessel signature and form 2,3 data missing.; CSR records (Nos. 10 and 11) were not available onboard.; DOC Not matching with CSR
	Other (Certificates)	BA serial numbers are not compiled in periodical and hydrostatic test certificates.; Last annual endorsement is not reflected on the certificate.; Original (Register, MSM, CLC oil, CLC Bunker, Radio station license.) missing.; Ship's security plan not approved.; The class of the vessel found suspended since 07/07/2025. Therefore, all the statutory certificates issued by class found invalid as per SOLAS reg II-1/3.1 The vessel entered at Indian port without proper certification.
	Minimum Safe Manning Document	As per safe manning certificate and the documents presented onboard. It is noted that the deck rating with II-4 requirement is 3. However, vessel has only 2 crew with II-4 engaged as deck rating. the 3rd crew with LL-4 is engaged as the pumpman which is the special requirement as per MSMC.; M.S.M.C to be change ship's type to O.T; Minimum safe manning document is stating that engine room is periodically unattended while class certificates stating opposite.; Minimum safe manning document only cop
	Endorsement by flag state	All endorsement by flag state copy only, no original available onboard.; Certificate of competency for master and 3rd mates have not endorsed by flag administration.; Flag state endorsement for SOC of 3/E not provided as required.; No flag endorsement of CoC for following officers: Master, Ch. Officer ,2nd officer, 3rd officer, Chief Engineer, 2nd Engineer, 3rd Engineer.; Presented application of endorsement for the officers.
	International Prevention of Pollution by Oil (IOPP)	Evapouration means for sludge treatment record in O.R.B not approved by RO.; IOPP - The flag has not recognized the class; Oil record book not as required.; Rope diameter of MOB on Starboard side less than 11mm.; SBT capacity figure is different with IOPP and IBWMC clerical mistake.
	Log-books/compulsory entries	At the time of inspection Engine logbook entries were incorrect. Example, recording for temp continued while ME indicated stopped, (30 AP 19:20, until 06:05 the following day). On deck logbook also the events with pilot on board, and ME not recorded. Also, on bridge logbook it is recorded on the 30 APR ship to be at anchor, taking into account the statement of facts presented ship believed to be at anchor on the 29 APR. No record for that on bridge logbook.
	Oil Record Book	1) Correction liquid used on some entries 2) Inventory of bilge water tank filled under code letter C, but code letter C only to be used for inventory of oily residues(sludge). 3) Tank capacities stated in ORB not corresponding with annex of; Completed page No. 27 of oil record book - Absent of Master's signature. Item C of ORB - Not recorded as required (exceed one week);

Seafarers' employment agreement (SEA)	CBA AS PART OF SEA NOT PROVIDED TO CREW MEMBERS.; Electrician and chief cook found without any STCW Certification and MLC Certification, (not presented on board). Only found with training evidence.; Seaman's book of oiler from 02.12.2024 is broken (photo and QR code not any more readable) and needs to be renewed. SEA of captain found with wrong issue date of 19.11.2025. STCW license of O/S Is not signed by seafarer.; Seafarers' Employment Agreement (SEA)/SEA for 2E found expired on 1 Feb 2
Cargo Ship Safety Equipment (including exemption)	IMMERSION SUIT EXEMPTION CERT N.A.R; Immersion suit exemption certificate missing on board; L/R capacity, LOA etc. in safety equipment record is not updated.; Record of equipment is stating that publications are onboard without back up arrangement.
Maritime Labour Certificate	At the time of inspection, it was found that, MLC Certificate presented by issuing authority, makes reference to DMLC issued at Mumbai on 04/2024. That DMLC not presented onboard.; Crew unable to provide any valid Maritime Labour Certificate available onboard and existing MLC certificate is invalid as verified by QR code.; MLC - The flag has not recognized the class.
Other (load lines)	Closing cover of APT sounding pipe not available.; Fuel oil tank sounding pipe of FOT; Ship sides rusty. Load-line marks found rusty Ship sides rusty. Load-line and Plimsoll marks; The down end of companion way to CO2 room (under the freeboard deck) corroded and holed.
Ballast Water Management Certificate	BWM Certificate expired on 15.04.2025 (temporary permission issued by flag on 16.04.2025 until 25.04.2025 but a new BWM Certificate missing (not issued yet by class); Ballast water management certificate capacity- 38469.3 m3. Not comply IOPP certificate capacity- 38467.7 m3 (Item 5.2- Form B, Supplement); Presented Statement of compliance certificate. Flag has ratified the MLC. The flag has not recognized the class.
Cargo Ship Safety Radio (including exemption)	Cargo Ship Safety Radio certificate expired on 31st May 2025.; NAVTEX; SRT - The flag has not recognized the class.
International Sewage Pollution Prevention Cert.	AFP (WBT) has been changed to grey water treated sewage tank but none info about that in ISPPC; ISPP - The flag has not recognized the class. Sewage tank mentioned in cert.
Ship Energy Efficiency Management plan	SEEMP Part I not presented.; SEEMP Part III & II improper.; The DWT filled in fuel oil consumption reporting and operational carbon intensity rating is inconsistent with that of record of construction relating to energy efficiency.
Shipboard oil pollution emergency plan (SOPEP)	Drawings/Plan in SOPEP not in suitable scale; SOPEP - clean up equipment not listed. (SOPEP -03 - 024, P 6/6); The contact list of the port is missing in SOPEP APP.3
Shipboard oil pollution emergency plan (SOPEP)	Local contact points port of Kiel is missing.; Oil record book not found properly filled.; SOPEP national contact list not updated.
Ships certificates and documents	02 Nos. COCs found overdue; Bilge Alarm; EEXI Technical File not on board.
Cargo Ship Safety Construction (including exemption)	Cargo Ship Safety Construction Certificate expired on 31st May 2025; SAFCON - The flag has not recognized the class of vessel.

Cargo Ship Safety Equipment (including exemption)	Cargo Ship Safety Equipment certificate expired on 31st May 2025; SEQ - The flag has not recognized the class.
Certificates for master and officers	CE COC issued by flag (DOE-13th April 2027) could not be verified vide QR code.; The chief mate found without original certificate of competency. He was found not certified as per Reg II/2 required as per the minimum safe manning document.
Civil liability for oil pollution damage cert.	CLC 92 Cert. original not on board.; Civil Liability for Oil Pollution Damage Certificate - The flag of has been withdrawn all its certificates.
Declaration of Maritime Labour Compliance (Part I and II)	DMLC Part II-not approved by competent authority or RO; Ship is not registered in Djibouti. Therefore, information about ship is wrong on the certificate.
Fire control plan - all	Bridge - fire control panel found under annual service.; Fire control plan not approved by RO.
International Air Pollution Prevention Cert.	IAPP - The flag has not recognized the class of vessel. VCS manual to be approved by ship class
International Energy Efficiency Certificate	At the time of inspection neither the updated record of construction nor the EEXI technical file was found; IEEC - The flag has not recognized the class.
International Sewage Pollution Prevention Cert.	ISPPC does not contain info that AFP about 740 cubic m used for grey water; Sewage holding tank information not in the ISPP certificate
International Ship Security Certificate	ISPS - The flag has not recognized the class of vessel.; Immersion suits missing onboard safety certificate.
Safety Management Certificate (SMC/ISM)	Fire doors of staircase in accommodation space - kept open.; SMC - The flag has not recognized the class of vessel.
Shipboard oil pollution emergency plan (SOPEP)	Ship emergency response service (SERS) agreement was found issued for previous ship company (03.02.2025); Ship's emergency response service (SERS) agreement was found issued for previous ship company.
Signs, indications	Bridge lifesaving IMO symbol such as EPIRB, MAN overboard Buoys and SART found not self-luminous.; IMO signs & symbols (smoke detectors)
Cargo Ship Safety Construction (including exemption)	Cargo ship certificate will expire soon.
Cargo Ship Safety (including exemption)	Coastal vessel safety certificate found expired on 29 April 2025. However not operating since 29 April.
Certificate & Documentation - Ship Certificates	EEBD serial numbers are not compiled in periodical and hydrostatic test certificates.
Certificate for advanced fire-fighting	One EEBD beside staircase on bottom deck of cabin missing.
Certificate for radio personnel	Third officer GOC missing (ISM) - STCW Convention & Codes, 2010 Manila Amendments / STCW Convention / ANNEX / Regulation IV/2 [Missing]
Certificate for rating for watchkeeping	Ship's crew endorsement (flag) new crew missing & need training for new crew.
Civil liability for Bunker oil pollution damage cert.	Bunker 2001 certificate original not on board.

Civil liability for Bunker oil pollution damage cert.	Civil liability for Bunker oil pollution damage certificate - The flag of has been withdrawn all its certificates.
Conformance Test Report	LRIT conformance test report wrong gross tonnage 25108
Declaration of Maritime Labour Compliance (Part I and II)	At the time of inspection, the DMLC mentioned on MLC Certificate issued at Mumbai on 27/10/2023 was not found onboard. Later on, the master provided exactly the same MLC Certificate with the regular text referring DMLC deleted.
Document of Compliance (DOC/ISM)	Flag state does not recognize the class. According to IMO database, no ships are operated by the company.
Engine International Air Pollution Prev. Cert.	EIAPP - The flag has not recognized the class of vessel.
Engine International Air Pollution Prev. Cert.	The EIAPP certificate for the 2 generators indicated in the IAPP not found on board, captain declares that the 2 engines are only 100 kW each. Clarification with the class is require.
International	OWS Calibration certificate missing.
International Air Pollution Prevention Cert.	The IAPP certificate found expired on 09/07/2025. The International Ballast Water Management Certificate found expired on 06/07/2025. The safety Management Certificate not sighted onboard.
International Anti-fouling System Certificate	AFS - The flag has not recognized the class of vessel.
International Prevention of Pollution by Oil (IOPP)	In supplement of IOPP-certificate the bilge water holding tank is recorded under point 2.5.2. But vessel has no waiver of regulation 14. addendum on 13.02.2025 during the re-inspection. RO issued a new IOPP certificate.
International Sewage Pollution Prevention Cert.	Rate of discharge card missing
Load Lines (including exemption)	LL - The flag has not recognized the class of vessel.
Log-books/compulsory	Records of Rescue boat lowering
Manning specified by the minimum safe manning doc	Vessel found during inspection that Minimum Safe Manning onboard not followed, on 24th of January 2025 vessel operated without chief officer.
Mobile Offshore Drilling Unit Safety	ISSP certificate rate of discharge missing.
Other (STCW)	Certificate of officers and crew could not be verified.
Passenger Ship Safety (including exemption)	Passenger Ship Certificate issued with wrong number of passengers.
Polar Ship Certificate	Statement of Compliance with respect to MARPOL 73/78 Annex V (Prevention of Pollution by Garbage) Name of Ship to be corrected.
Procedure for complaint under MLC, 2006	Complaint procedure cannot be produced by ship's crew.
Records of seafarers' daily hours of work or rest	The training hours are not included in crew's work/rest hour records.
Records of seafarers' daily hours of work or rest	Work/rest hour records do not indicate the hours of rest taken in any 24-hour period or any 7-day period.
Ship specific plans for the recovery of persons from t	Recovery of persons from the water manual not available on board.
Shipboard working arrangements	Shipboard working arrangements from previous company posted.

	Stability Information Booklet	Tanks in the IOPP Certificate not matching with stability booklet and tank capacity plan.
	Statement of Compliance CAS	Statement of compliance for fuel oil consumption reporting and carbon intensity rating not onboard.
	Survey report file	OEM authorization of life boat service engineer found expired during the time servicing was carried out.
	Thickness measurement report	Thickness measurement report not as required.
	Tonnage certificate	ITC - The flag has not recognized the class of the vessel.
MLC	Cleanliness of engine room	Accumulation of oil mixtures found in engine room bilges. All auxiliary engine body, bad plate; Addendum on 13.02.2025 during the re-inspection - The area below the main engines and diesel generators found with oil leakages (fire safety). This deficiency was already identified and noted at the PSC on 25.07.2024 in Greece.; Poor housekeeping and cleanliness were observed in the engine room, with oil leakages and accumulation of oily mixtures around auxiliary engines No. 1, No. 2, No. 3.
	Lighting (Working spaces)	EDG control panel three lamps unlit, to be recovered.; EDG room one light is unlit; Grounding cable broken near area lifeboat port side. (3); Numerous lights around accommodation, deck stores, battery room, main deck are in-operative. As well bulbs in emergency fire pump space broken. Lights on boiler control panel in CCR missing. (4); Switch link with illumination in VDR room malfunction.
	Provisions quantity	At the time of inspection there were no fresh vegetables onboard. Related deficiency was also raised on previous PSC inspection.; Insufficient quantity vegetables onboard.; No fresh fruits or vegetables are; Provision stores found without fruits and vegetables (ISM) - MLC 2006 / The Regulations and the Code I Standard A3.2 [Missing]
	Sanitary Facilities	Bridge toilet flushing not working. Drainage in quarantine cabin bathroom not working. (2); Found shower rooms in worn out and poor condition. i.e. one wash basin cracked, cabinets corroded, drain (cover) not fitting, one of the two showers not in use.; Hot water did not be available at the vessel; Toilet in the hospital found with broken/missing parts.
	Electrical	Bow bosun storeroom fan panel is unsafe. Some buttons missing, exposing electrical parts. Fan did not start at the beginning.; Low insulation noticed on 220V system in ECR.; Portside lifeboat embarkation light one grounding wire missing.
	Cleanliness	Many places on board the ship found dirty at the time of inspection: laundry, changing room, cabin crew (ISM) - MLC 2006 / The Regulations and the Code /Regulation 3.1 [Dirty]; Public toilet deck A on starboard side not lock. (the lock is missing)
	Dangerous areas	Both anchor hawse pipes are not covered. Risk of falling.; Cargo holds safety pins found missing, heavily corroded or not set up - MLC 2006 / The Regulations and the Code / Standard A4.3 [Not as required]
	Food temperature	Meat room found at -8 Celsius degrees instead of -18 Celsius degrees (ISM) - MLC 2006 / The Regulations and the Code / Standard A3.2 [Not as required]; Not all fridges and freezers temperatures are monitored where the food for the crew is held.

Galley, handling room (maintenance)	The galley and provision room were found in poor hygienic condition, with multiple live cockroaches and flies observed, dirty vent head filters, a molded refrigerator gasket in the mess room, no hot water supply for hand washing, one of four galley scupper drains choked (class to verify), and inadequate temperature control in the meat room, vegetable room, and galley refrigerator.; Indication of cockroach infestation in food handling spaces.
Heating, conditioning air and ventilation	A/C duct found broken inside the AC room; The heating and ventilation of accommodation is out of order.
Hospital accommodation (Sickbay)	Hospital alarm was not raised in bridge during inspection and the alarm in hospital obscured. Hospital not found prepared for use during inspection.; Recurring deficiency from PSC inspection in Belgium 01/06/2023. No water flow from sickbay shower. Only hot water available from the sink tab.
Insulation	AIS equipment wire missing.; Insulation of 220 V emergency feeder panel lower.
Medical Equipment, medical chest, medical guide	Multiple drugs in the medical chest were found to be past their expiry date.; Narcotics not effectively controlled as required.
Other (Accommodation, recreational facilities)	Accommodation ladder is not equipped by guard net. The overload alarm of ship's accommodation elevator malfunction.
Other (Health protection, medical care.)	Grinder in workshop is without protective glasses. Fan motor in deck is stored without protective cover. AFT wires of MAST support are hanging loose.; Rat guard some FWD and AFT unfixed.
Steam pipes, pressure pipes, wires (insulation)	Many pipes and wires found with insulation broken, damaged or removed (ISM) - MLC 2006 / The Regulations and the Code / Regulation 4.3 [Unsafe Improperly used]; Service steam line is leaking a steam.
Wages	Crew salary pending. (5); Wiper, who is holding same certificate as two oilers is receiving
Warning notices	Davit on Bosun Storage on forecastle SWL missing.; Main deck crane port and STBD side hook SWL missing
Water, pipes, tanks	Bridge faucet leaking. Water temperature of hot water is not reaching more than 45 degrees Celsius. Also, the sterilizer is bypassed.
Access / structural features (ship)	Multiple floor plates in the engine room, which were not fastened. Recurring deficiency from PSC inspection in Belgium 01.06.2023. Deck gratings around the midship crane is unsecured.
Cold room, cold room cleanliness and temperature	Gaskets of the door of meat cold room are leaking. Ice forming on the door frame.
Cold room, cold room cleanliness and temperature	Food was stored on the floor in vegetable room and meat room.
Cold room, cold room cleanliness and temperature	Meat room found with dirty floor and partly covered with ice.
Entry dangerous spaces	The enclosed spaces of water ballast tanks not marked.

	Food personal hygiene	Some of the flavors (Everest Chole Masala valid until 05-2023) in kitchen expired.
	Gas instruments	CCR PUMP ROOM H2S ANALYZER INACCRRATE.
	Heating, air conditioning and ventilation	Common heating is not working. Crew is supplied by portable heaters in each cabin. Common spaces are not heated. By crew statements, heating system broke down a year ago. Hot water in not available constantly.
	Legal documentation on work and rest hours	Working hours for deck officers while in port according to table of shipboard working arrangements prevent from achieving the minimum 6 hours block of rest required by the MLC & STCW.
	Lighting	Many bulbs missing or with insufficient brightness in accommodation and work spaces (ISM) - MLC 2006 / The Regulations and the Code / Regulation 3.1 [Insufficient]
	Medical Equipment, medical chest, medical guide	Medical Oxygen bottle servicing overdue (ISM) - MLC 2006 / The Regulations and the Code / Standard A4.1 [Expired].
	Medical fitness	Seaman medical certificate expired.
	Noise, vibration and other ambient factors	Leakage near the electric boiler system in laundry space. Water is leaking to floor and seems spreading as well to provision room.
	Other (Accommodation, recreational facilities)	Corrosion under floor covering in accommodation spaces, i.e. alleyways and 2nd mate cabin. Floor covering denting, cracked, partly worn out, tripping hazard.
	Other (Conditions of employment)	Crew shore leave is selective by ship's master. During interview some crew members stated that they were denied to shore leave.
	Other (Health protection, medical care..)	Many unsecured items stored in ER and steering gear room. e.g. Stores, spares, boxes, pipes, etc.
	Other (Health protection, medical care..)	BWS HC analyzer inaccurate.
	Other (Minimum requirements)	Meat room temperature is -10 degree Celsius.
	Personal equipment	Master instructed to make sure PPEs are used when required by the safety procedures. Ear protection was not worn inside ER.
	Preventative information	Some of IMO Symbols on Main Deck - Deteriorated. Some of them missed (Lifebuoys with line, heat detector in EDG room)
	Steam pipes, pressure pipes, wires (insulation)	One steam pipe near the fuel oil service tank found leaking.
	Steam pipes, pressure pipes, wires (insulation)	Steam valve spindle for hot water heater is broken.
	Ventilation (working spaces)	STBD side accommodation fresh air intake mushroom vent wire mesh detached.
	Winches & capstans	Two Hawse pipe covers found.
Fire Safety	Other (fire safety)	Acetylene/ Oxygen room to be pad locked /closed. Foam station: Last survey missing.; Barrels with oil removed from main deck manifold area.; Ceiling nearby entrance door at portside of A deck in accommodation peeled off.; DG 3 Insufficient heat insulation DG 3 insufficient heat insulation; ER workshop - Oxygen and acetylene pipelines are not indicated.

	Fire detection and alarm system	At the time of inspection the alarm panel on ER was found on a smoke detector (0375).; CH device serviced pump room inoperable (fails to check the warning during inspection).; CO2 alarm in Engine Room not working [Inoperative]; Fault alarm for fire detection and alarm system found not working.; Fire Door - 2 Nos need more maintenance.
	Fire pumps and its pipes	During inspection GS pump as well as for Ballast pumps were leaking from the seal.; Emergency fire pump - water leakage.; Fire and GS Pump leaking badly from gland.; Fire pump No. 2 cannot deliver water on deck. Pump indicators on the bridge are not working.; Isolation valve No.3 on main deck for fire main line leaked.
	Firefighting equipment and appliances	During testing of Fire pumps, in the anchor area, fire hose found slightly leaking from small hole (replaced).; Fire Hose found a leak on the Main Deck.; Flash light for fireman outfit has low battery.; Portable fire extinguishers hydrotest service reports (2015) not found on board; Pressure gauge for one portable water base fire extinguisher near main engine broken.
	Fire prevention structural integrity	07101: Fire insulation materials under the door from E/G to accommodations found damaged.; Air pipes penetrating F.C.R. deck not extended for 450mm A-60 fire insulation layer.; B class fire door for no. 1 locker on a deck not as required by FCP.; Bulk head for Fire integrity - had hole between changing room and corridor.
	Fire-dampers	D02 damper serviced air duct in VDR room cannot be closed tightly.; FIRE SAFETY/Fire-dampers/Fire damper for emergency generator room at B deck unable to close fully during operational test.; Funnel fire damper rubber gaskets found damaged; Funnel flaps unable to be closed completely.; No. 1 and No.3 E/R ventilator fire dampers not working.
	Firefighting equipment and appliances	1) The rubber hose of the wheeled fire extinguisher in engine room is showing cracks.2) The suction hose for the foam applicator in engine room is missing.; All fire hoses found to be of 30m length which is not In Accordance to the fire plan (15m) at the time of inspection. Class to verify.; During inspection, emergency fire pump and GS pump were tested. On bridge wing STB as well as FWD STB, hoses rigged were leaking, on bridge wing hose used was ruptured.
	Ventilation (Machinery spaces)	Battery room vent cover was found closed, some outside vent mushroom heads are not marked.; Both ER vent flaps are found corroded and missing rubber packings.; ER blower flap found not closing.; fan motor of co2 station and ventilation mushroom in steering gear room malfunctions VDR capsule retro-reflective tape faded.; ME - insufficient heat insulation of exhaust manifolds.
	Fire doors/openings in fire-resisting divisions	"A" class fire door at crew's lavatory in accommodation not able to close tightly. (2); A60 Fire Door frame between engine room and steering gear room found holed (diameter about 2cm). Many fire doors not closing properly. One self-closing fire door in the trunk has been found blocked in open position by a rope.; Recurring deficiency from PSC inspection in Belgium on 01.06.2024. Several self-closing fire doors found obstructed to open position, not closing properly, self-closing device.

Fixed fire extinguishing installation	At the time of the inspection, in paint room, several bins have been found improperly stored upper sprinkler line.; Big quantity of paint found in locker which is not protected by fixed fire system. CO2 room inspection was not possible to be performed because of huge quantity of water inside room. Room was covered by approximately 20 cm of water.; FIRE SAFETY/Fixed fire extinguishing installation/Nozzles for sea water sprinkler system in paint store and cargo equipment store choked after several use.
Means of escape	Emergency escape way close to emergency escape door obstructed with overhead crane chains, suspension blocks.; Engine room emergency escape trunk on bottom platform found intentionally gagged open at the time of inspection.; Lowest escape trunk platform at engine room found with unknown leaking oil substances.; Many obstacles on the way to escape routes, emergency lighting inoperative and fire doors not closing properly.
Oil accumulation in engine room	Accumulation of oil on the tray of Aux. engine No. 01, 02 and 03 & on the floor of the HFO purifier area, on the tray of HFO transfer pump.; Accumulation of oil under the flywheel area of Aux Eng. No.1 and 3 and on the bilge floor.; Auxiliary engines are oily and dirty; Engine room, AFT of waste oil tank, excessive oil accumulation and poor housekeeping found between tank and AFT engine room bulkhead. Excessive oil accumulation sighted below hydraulic solenoid valve bank in engine room.
Evaluation of crew performance (fire drills)	During expanded inspection, a fire drill was carried out, being fire on galley as for scenario. During that drill, it was observed that; crew could not undertake their duties and use the firefighting equipment properly. Mask not properly fitted, also no pre-check for the equipment was performed (radios were missing/not used during drill, one of the air bottles was empty). Also to be recorded that no command was performed as for the fire team (Officer in command), as well as from Master.
Fixed fire extinguishing installation	Annual maintenance and inspection of water mist system not carried out according to SOLAS convention.; Few of actuating pins of fixed CO2 bottles found missing.; No key found to open CO2 release cabinet in foam room during inspection.; Sprinkler hydrophore system piping found corroded and wasted near the pump outlet; The fire main pipe and two hoses on main deck leaked.
Remote Means of control Machinery spaces	Machinery spaces/Quick closing valves for auxiliary engine no.3 and main engine fuel inlet seized after several attempts during operational test.; Quick closing valve for auxiliary boiler fitted on fuel oil service tank failed to be operated remotely due to the actuating device was removed.; Quick closing valve of D.O tank for emergency generator - not directly connected with the D.O tank.
Division - decks, bulkheads and penetrations	A thermostatic control cable for the air-conditioning has been installed from the medical locker via the corridor, cargo office, out onto the poop deck and into the engine room. The penetrations have been drilled with no glanding in place.; A60 fire insulation material for cable penetration on deck between bridge and captain's deck missing partly.; Emergency lightning in engine room during blackout test found insufficient. PS life raft emergency light not working.

Firefighting equipment and appliances	All fire hoses in engine room found with more than 15m at time of inspection.; Fire main isolation valves stuck. (Foam and water); Sea water nozzle & Hose coupling can't match.; Ship's Fire Station BA low signal be adjusted.
Fixed fire extinguishing installation	10-year inspection of CO2 sys not performed; CO2 lines on deck are corroded.; Ship is not equipped with flame detection kit.; some section valves foam and fire main line indicators broken.
Inert gas system	Buzzer of inert gas monitor panel in wheelhouse found malfunction.; Earth line attached on manifold of Inert Gas line broken.; IGS not working.; Slop port IG line No padlock arranged /closed.
Maintenance of Fire protection systems	Cargo hold CO2 extinguishing lines on main deck found damaged and corroded (ISM) - SOLAS 1999 / 2000 Amend / Chapter 11-2 / Reg. 14.1 [not as required]; Fire Hose Box in the engine room platform found damaged; Fixed CO2 system 10 yearly record were not available onboard.; Isolation valve STBD side was in-operative. Rectified during inspection.
Personal equipment for fire safety	One set of explosion-proof walkie- talkie in the wheel house for the fire fighter out of power.; Several SCBAs for fireman outfit at steering gear room and port side upper deck found with insufficient pressure during operational test.; Torch in fire main suit found not working.
Remote Means of control Machinery spaces	Isolating device for fuel supply line of No.2 G/E found defective.; No:7 & No:8 Air pipe for quick closing valve in E/R not marked.; Quick closing V/V of fuel oil tank for emergency generator system oil leaking.; The remote quickly closing valve of F.O. inlet pipe for No.3 D/G cannot closed tightly.
Fire control plan	Fire Control Plan is wasted; Fire control plan -not reapproved by RO.; On upper deck, outside the E.R. entrance, there is only one fire damper but on the fire control plan two fire dampers indicated.
Division - decks, bulkheads and penetrations	Multiple cable penetrations between engine room compartments found not as required.; one cable penetration on bridge control console not effectively sealed.
Information shore-connection	Flange thickness of international shore connection less than 14.5 MM and the length of each bolt more than 50 MM.; International shore connection was not stored in its designated place at the time of inspection.
Ready availability of firefighting equipment	Control of quick closing valve not as required.
Ready availability of firefighting equipment	Emergency fire pump and main fire pump not as requirement; Impossible access to emergency fire pump compartment due to corrosion on the access door.
Remote Means of control Machinery spaces	Quick closing valve of Boiler and Main Engine not working.; Quick closing valve on all tanks not closing. System cannot be pressurized.
Division - decks, bulkheads and penetrations	B deck stairway fire door holed.
Fire doors	A class fire door is not gas tight
Jacketed high pressure lines and oil leakage alarm	Alarm for high pressure fuel lines of No. 1 generator found failed.

	Jacketed high pressure lines and oil leakage alarm	Fuel oil isolation valve of No. 1 generator malfunction during inspection.
	Jacketed high pressure lines and oil leakage alarm	The alarm system designated to detect fuel oil leakage in the jacketed high-pressure lines of the main engine, experienced a failure during testing.
	Operation of Fire protection systems	Bridge - fire detection panel indication - "battery fault".
	Ready availability of fire fighting	Foam certificate expired
	Ready availability of firefighting equipment	Foam line could not be pressurized as required.
Working and Living Conditions	Lighting (Working spaces)	Flameproof light for battery room found not working.; Inadequate lighting in forward pump room; Lamp Shades in the paint store and Bosun store found broken.; Light in paint Store not working [Inoperative]; Lights fitted is not approved type for the flammable region area. Also, Intrinsic light in pump room found damaged.
	Pipes, wires (insulation)	Cargo deck Fireline two clamps (U-Bolt) to be renewed before departure. Portside lifeboat one cabin light not working.; Deck Fireline two clamps(U-Bolts) to be renewed. WBT 2P safety mesh installation is not correct.; Deck heating line two clamps to be renewed.; Some Closing devices – not operating. Pipe on large deck was defective; Steaming line two clamps (U-Bolts) to be renewed.
	Ventilation (Working spaces)	Air Conditioning of the vessel not found to be effective.; Engine blower flaps having only limited movement. Couple of flap plates on starboard found holed.; Exhaust fan in galley not working; Natural vents on monkey Is need to be identified and labelled.; STBD forward pump room ventilation fan not working.
	Cleanliness of engine room	Excessive oily water mixture found under Port AE.; Oily Bilge found on E/R tank Top.; Oily water found under ME flywheel.; Steering gear room: Traces of hydraulic oil.
	Electrical	Electrical duct found damaged on; Free cables of communication equipment on monkey island need to be secured.; Inspectors observed cracked wire casing exposing internal wires on emergency lighting at forward life-raft; Various electrical enclosures found thinned down and holed.
	Other (Accident prevention)	Emergency bilge suction found very hard to operate.; Forecastle entrance covers not safely locked at open position; Loose Electrical wires and cables found in the wheelhouse.; The enclosed space entry found to be carried out at multiple instances, without completing the enclosed space permit. The crew found signed the checklist without reading it or without checklist compliance.
	Winches & capstans	AFT mooring winch hydraulic motor seal found leaking.; All the mooring winches brake drum found thinned down and wasted. Brake lining found thinned down. Hydraulic oil found leaking from winch motor.; Mooring winch diptray plug missing.; Oil Catch Containers found on Hydraulic winches.
	Access/structure	Deck Gratings - Two clamps to be renewed. Numerous steps of the stairway outside accommodation were found seriously corroded and holed.

Obstruction/slipping etc.	Engine room and forward pump room plates found not secured; Hydraulic oil from STBD overboard sluice valve in forward pump room found leaking; The forepeak store floor found oily and slippery with hydraulic oil leakage traces all around with oil accumulation in aft parts.
Other (working space ILO)	A/C inside accommodation not working properly, need to be fixed soon due to summer time.; Coastal vessel safety certificate found expired on 29 April 2025.However not operating since 29 April Hydraulic oil from STBD overboard sluice valve in forward pump room found leaking PPE including VISOR to be provided at paint locker and battery room.; Provisional crane winch base found rusted and cargo gear annual survey found due.
Safe means of access shore - ship	Accommodation ladder safety net missing.; One step of MOT ladder found damaged.; Vessel's Port side gangway lifting frame found to be corroded and worn out. Also, starboard side gangway found to be damaged.
Ventilation (Accommodation)	Accommodation AC cooling pipe found leaking.; Air conditioning in accommodation space found not effective; Vessel main A/C found under maintenance and not operational at the time of boarding.
Cleanliness	Crew do not have enough PPE onboard.; Vessel Entrance - needs to be clean.
Cold room	Cold room lighting switch indicator found fused.; Vegetable room is out of order.
Gangway, accommodation-ladder	Gangway ladder STBD not meet requirement; rusting of gangway rollers
Gas instruments	The Certificate of Calibration for portable multi gas detector was expired on 8 March 2025.; The multi gas detector could not be tested.
Other (mooring)	Forward two heading lines manual stoppers to be removed.; Some of the mooring lines found to be damaged and worn out with loosed mooring eyes.
Personal equipment	Portable Gas Detector calibration certificate found expired.; Some crew observed working without PPE
Safe means of access	Accommodation ladder safety net to be put to low platform also. Wilden pump, portside hose connector loose, to be replaced.; Staircase at various places found thinned down, holed and railings parted.
Anchoring devices	Forward anchor cover missing.
Cold room temperature	Cold room (meat and fish) temperatures are not monitoring.
Danger areas	U clamps and brackets of various pumping lines on main deck in acid tank area found corroded and wasted.
Dirty, parasites	Accommodation spaces including galley infested with cockroaches.
Heating	Heaters on bridge found unsafe. [Unsafe].
Holds and tanks safety	No.3 hold hatch cover hydraulic cylinder found with oil leakage.
Machinery	Auxiliary engine L.O cooler S.W. line found leaking.
Minimum age	Deck Steaming Line two U-bolts (two clamps) to be renewed.
Other (Food)	There is open packaged foods in cold rooms.
Protection machines/parts	Stop water leaking at branch steam line near #5 cargo pump.

	Provisions quality	Mooring winches are very bad condition. There is oil leakages on them.
	Record of inspection	Food temperature very low, ventilations not working. Vessel inside accommodation very dirty.
	Ropes and wires	Container lashing wires found rusting.
	Sanitary Facilities	The toilet flushing system found not properly functional e.g Wheel house, ER change room.
	Steam pipes and pressure pipes	Main distribution valve gasket is not tight, steam leaking.
	Structural features (ship)	Accommodation structure rusty, lack of paint.
Lifesaving appliances	Lifeboats	A screw hole for port side lifeboat not sealed.; Air cylinders of self-contained air support system of lifeboat (Port side) not connected with air pipe line. One cylinder of self-contained air support system for lifeboat (starboard side) head V/V having air leakage when tested.; back-flow cover of water mist for L/B protection missing; Both Life boats reflective tape to be applied as per IMO res. A658(16); Both lifeboats reflective tape to be applied as per IMO Res. A 658
	Launching arrangements for survival craft	Document could not be furnished to confirm whether the service provider who carried out last annual servicing of lifeboat and rescue boat their launching appliances authorized as per MSC 402 (96) for the maker of equipment fitted onboard.; Lashing wire to secure the lifeboat not so arranged as to preclude boarding the lifeboat without first releasing it.; Lifeboat self-lowering wire found with excessive slack and ineffective for operation from within the boat at the time of inspection.
	On board training and instructions	3rd officer doesn't acknowledge with life boat on-load release procedures.; 3rd officer doesn't acknowledge with lifeboat on load release procedures (03.02.2025) 3rd officer is not familiar with number, types of firefighting equipment (for ex number and types of fire detectors provided on board) (03.02.2025); At the time of inspection missing instructions for operation of life rafts; During the Rescue Boat drill, a relative delay and lack of coordination by the responsible crew members were observed.
	Embarkation arrangement survival craft	Embarkation ladder in starboard not found ready use.; Embarkation ladder life-raft not permanent connection to ship (Port side); Embarkation ladder on ship bow in poor condition.; Side rope of embarkation ladder for STBD lifeboat aged; The lights at starboard embarkation station for lifeboats and life rafts were found to be inoperative.
	Inflatable life rafts	Forward life raft home-made securing rope to be removed.; The Life-raft sore deck main protect chain too loose so that the height and spacing cannot meet requirement. The information of crew list in ID tube for life-raft not provided.; The life-raft at bow not equipped with emergency lighting.
	Lifebuoys incl. provision and disposition	Lifebuoy damaged on portside.; Lifebuoy not placed at embarkation.; Lifebuoy not provided on poop deck.; Some lifebuoys are cracked.

Lifebuoys incl. provision and disposition	Both port and starboard MOB smoke and light signals found with no labels and crew unable to provide any certification at time of inspection.; Lifebuoys incl. provision and disposition/Several lifebuoys throughout the vessel found with cracks at time of inspection.; Lifebuoys are not properly marked. Either name of ship or port of registry is not visible. MOB port and STBD side are not ready for use.
Other (lifesaving)	1-unit lifebuoys marking unavailable.; In LSA plan 4 safety items unreadable.; life boat davit painter tape faded; Stairways and corridors (escape routes inside of accommodation) are not indicated by Muster Station symbols.
Stowage and provision of life rafts	FWD life raft is equipped with ladders which are not suitable for abandon arrangements. Ropes of ladders are too thick to be fitted.; Release line of both PRS life-rafts found not properly connected to their HRU. Starboard side life raft not properly secured. The port and starboard side life-rafts were found not correctly stowed (the painter lines were not fixed to the weak link).
Distress flares	Both MOB not as required.
Launching arrangements for survival craft	Handle of manual release device for starboard lifeboat corroded; One limit switch of starboard side lifeboat davit - inoperative.; Port side life-raft embarkation light not working [Not properly maintained]
Lifeboat inventory	One seat belt fasten hook of lifeboat (port side) broken.; Safety belt of No.13 and No.16 seats in STBD side L/B in same colour.; Steering gear for port side L/B out of order when inspected.
Maintenance and inspections	Maintenance and testing record for ship's firefighting equipment and lifesaving appliances not maintained as required by instruction of fill - lots of tables empty, was not filled (03.02.2025); Maintenance and test record for ship's firefighting equipment's and lifesaving appliances not maintained as required. Monthly inspection of Life saving appliances (October 2025) not recorded in the navigational logbook.
Means of recovery of life saving appliances	The hand crank of Davit for lifeboat rusted and weakened at lifeboat portside and starboard.; The limiter of the port side lifeboat davit was not kept free
Rescue boat inventory	Rescue boat paddles with cracks.; Some equipment in STBD side lifeboat not secured, such as buckets. The towing line in rescue boat be less than 50M.
Rescue boats	Engine of rescue boat (STBD side lifeboat) out of order.; Rescue boat escape system not properly working.; Rescue boat painter line was missing.
Embarkation arrangement survival craft	All embarkation ladders throughout vessel found in extreme poor condition and excessive loose chocks at time of inspection.; Shackles on embarkation ladder for survival craft (STBD) not connected to PADEYE on ship structure.
Emergency equipment for 2-way comm.	GMDSS Handheld VHF radios - Two (2) of Three (3) radios not operational.; Spare batteries portable 2-way communication VHF on bridge found expired (ISM) - SOLAS 1996-1998 Amend / Chapter III / Reg. 6.4

	Launching arrangements for rescue boats	Oil leakage was noted on rescue boat davit system. Embarkation ladder thimble connection found rusted.; Stored mechanical power was not sufficient to sleeve rescue boat davit to lowering position. Davit lost power once it was only 45 degrees from original position. Rescue boat cradle found corroded and blocked and unable to release seaside arms.
	Evaluation, testing and approval	3rd officer is not familiar with number, type of firefighting equipment (for example number and type of the fire detectors provided on board.)
	Immersion suits	Crew of engine department didn't know how to put on immersion suit properly.
	Launching arrangements for rescue boats	Rescue boat could not be lowered on emergency power.
	Launching arrangements for survival craft	The inter-lock for lifeboat hand gear handle - out of order.
	Lifebuys incl. provision and disposition	Ship's name on LIFEBOUY faded partly - MOB (s), upp DH (s)
	Lifejackets incl. provision and disposition	11118: Lifejackets on bridge found missing
	Lifejackets incl. provision and disposition	Crew struggled with dunning of lifejacket. Some whistles on the lifejackets are not reachable while lifejacket is on.
	Operational readiness of lifesaving	Lifeboat (Rescue boat) at starboard side not found ready for use as
	Radio life-saving appliances	The portable VHF not provided with neck band or wrist band.
	Rigid life rafts	Rescue boat davit not operational
	Stowage and provision of lifeboats	Both sides lifeboats were found the painters deteriorated and partly broken.
Pollution Prevention	Ballast Water Management Plan	At the time of inspection, BWRB presented, entries made past 1st FEB 25, not in line with the requirements of the Convention. From this date on, requirements for the Convention while making entries on BWRB to be fulfilled. BWRB not update with; BWTS control panel at E/R to be adjusting; Ballast treatment warning system found malfunction: AFU02 outlet valve position failure during inspection.; Ballast water record book - was not new format on board as required by MEPC 369(80) (03.02.2025).
	Other (BWM)	Alarm history of BWMS (Ballast Water Management System) cleared.; At the time of inspection, checking BWTS control panel it was observe that, the system was having alarm, and the alarm was not acknowledged. Also, while checking log for the alarms, it was observed that alarms are being recorded. Also, the time for the active alarm is past the time for acknowledgement.; BWMS running however system gives EDU room blower running signal alarm.; BWTS in-operational, port authority not informed, flag administration not informed.
	Sewage treatment plant	Inspector discovered that chlorine tablets were not inside the plant, therefore the plant did not operate according to design.; Observing window found leakage on STP.; There is no return sludge sighted at sewage treatment plant at time of inspection.; STP inoperative; STU in-operative.

	Other (MARPOL Annex VI)	At the time of inspection checking Engine logbook, it was observed that Change over on the 30 APR at SET port call, was recorded as Start time 19:00 and completion time 19:40. Reviewing using a calculator for the ship specific inputs, the time needed for that procedure is much longer. Procedures from Company not being followed.; EGCS has got an exhaust gas leak from the below before inlet to the scrubber unit.
	15 PPM Alarm arrangements	15 PPM alarm found not working for oily water separator.; OWS 3-way manual valve for testing found hard to operate.; OCM showing wrong timing and date.; Serial number of 15 PPM alarm in calibration Cert not consistence with current equipment.
	Garbage	All garbage storage capacities are almost full. Garbage is to be discharged in port of Kiel before departure. Garbage receipt is to be sent to PSC Germany before departure.; Excessive garbage on board.; Excessive garbage onboard, some garbage containers heavily corroded and holed.; Garbage bins inside the galley and pantries found with mixed garbage categories.; Garbage drums found corroded and holed.
	Oil filtering equipment	OWS Not as required; OWS sensor inoperative and periodical test not performed (ISM)- MARPOL 2015 Amend / Annex I/ Reg. 14 [not properly maintained]; OWS- No evidence presented that tested regularly- Last testing recorded 11 Dec 2024 in ORB part 1. No any test mark on OWS body.
	Other (MARPOL Annex I)	Leakage of fuel oil and dirty soil leading to the sea.; OWS overboard found with flexible rubber hose.; Some of Gears for opening hatch covers - minor oil leak; Waste oil tank pump found leaking with accumulation of oil in drip tray.
	Placards	Deck cargo crane SWL (Hook) stencil missing.; Galley garbage bin without garbage placard posted.; Starboard manifold drip tray capacity to be stenciled, also cargo crane SWL stencil to be put in place; The garbage placard peeled and fell off at garbage station (poop deck).
	Incinerator operations and operating manual incl.	Refractory bricks in furnace of incinerator cracked.; The feeding port control valve for the Continuous-feed type incinerator not working.
	Oil discharge Monitoring and control system	CCR no.2 aux valve position displays incorrect. No.1 & no.3 cop exhaust gauge display inaccurate.; Engine room oil water separator, 15 ppm oil discharge monitoring alarm piping found with sensor unit drain line connected to sample outlet line from separator and not in accordance with maker's drawing at the time of inspection.; The ODME overboard valve hydraulic system found leaking. The ODME unit found showing calibration failure alarm.
	Control of discharge	15 ppm bilge separator overboard valve piping found out of position.; Oil water separator - irregular functioning.
	Making and labelling	Garbage bins to be marked according to MARPOL.; The cover of cargo in main deck is not marked with enclosed space.
	Oil discharge Monitoring and control system	ODME discharge valve found bolts missing on the flange.; Sample flow through the 15 PPM sensor is defective.
	Other (MARPOL Annex IV)	In garbage management plan, no colour coding sighted for categories of garbage and no record of garbage discharge form filled.; Sewage tank not mentioned in stability booklet and ship's plans. Vessel stayed anchored since 11/06/2025. No evidence found overboard delivering sewage.

	Pollution report- MARPOL Annex I	SOPEP locker inventory found deficient; There are minor oil leakages from the stern tube seal.
	Retention of oil on board	Air compressor for the sewage treatment plant - pumping not sufficient pressure.; IOPP Supplement Form B does not specify any means for disposal of residues, including no tanks specified for either retention of oil residues or oil bilge water. However, vessel recording retention in certain tanks in ORB.
	Technical files and if applicable, monitoring manual	EEXI technical file not presented.; The technical file for each diesel engine not on board.
	Approved method	GAS in calibration bottle of E.G.C. monitoring device found empty.
	Bunker delivery notes	Bunker delivery note dated 01/01/2025 does not contain all the relevant fields required by MARPOL. Master instructed to check BDN before received them from today.
	Other (MARPOL Annex V)	Improper garbage bins collectors.
	Other MARPOL Annex II	7P, 8P, 9P, 10P/SLP/ SLS cargo tank atmosphere pressure monitoring system faulty. IP Cargo Tank and 8P Cargo Tank level gauging system faulty. IP Cargo Tank and 8P Cargo Tank temperature monitoring system faulty. Pressure/vacuum valve for 10S cargo tank not working properly.
	Other MARPOL Annex IV	The sewage holding tank is full (11 m3 of max capacity 11.8 m3). Shore discharge has to be arranged immediately. Addendum on 13.02.2025 during re-inspection: Receipts from 30.01.2025 with delivery of 8.5qm & from 10.02.2025 with delivery of 9.5qm untreated sewage / water viewed.
	Ozone-depleting substances	Refrigerant media R134A of air conditioner service for E.G.C monitoring system not recorded in O.D.S book.
	Quality of fuel oil	MARPOL sampling points in engine room according to resolution MEPC.324(75) is not established.
	Sewage discharge connection	Sewage discharge connection at starboard upper deck is not compliant to MARPOL ANNEX IV regulation 10 at time of inspection.
	Standard discharge connection	International shore connection for bilge and sludge water-rusty.
	Sulphur oxides	Fuel sampling points in E/R not marked
	Technical files and if applicable, monitoring manual	The EEXI technical file not confirmed by ship's classification.
	Technical files and if applicable, monitoring manual	Key component (cylinder cover) used for No.2 A/E onboard not in compliance with requirement of NOX technical files.
Safety Navigation	Lights, shapes, sound-signals	A cover of NUC light missing; Anchor daylight shape was not displayed while anchored with two anchors.; Anchor light, aft, failure; Bell not fixed on the forecastle.; Daylight signal (round shape) at forward mast found damaged and distorted at time of inspection.
	Nautical publications	Accommodation ladder guard net is too short, not safety. ECDIS-coastal warning - the temporarily laid light buoys was not corrected during inspection; ENP 136 Vol 1 Ocean passage not presented. ITU publication - Maritime manual out of date edition.; IAMSAR manual volume not on board.; IMASAR Vol III found the old Edition Same to be replaced with the New Edition. Tide Table not found Onboard Vessel.; ITU Publication - Marine manual - out of date of edition (03.02.2025)

Voyage or passage plan	Method and periods of plotting positions and UKC information missing from last passage plan.; Passage plan not according to SMS manual established properly.; Passage plan not amended for deviation at anchor. Passage plan not maintained properly - for voyage from China to Russia found used nautical publications for Indian Ocean and Gulf, INC for Russian region not listed. Required ENP for China not indicated.; Passage plan not signed by ship's captain.
Magnetic compass	Air bubble observed in magnetic compass bowl.; Found air bubble in the spare; Magnetic Compass indicator is not readable (light in poor condition); Magnetic compass has air bubble inside.; Magnetic compass observed with a 7-degree error.
Other (navigation)	Barometer Calibration certificate found expired.; Bravo flag was not hoisted; Bridge wiper not working.; Equipment for celestial calculations - Marine adjusting spanner, watch; Equipment for celestial calculations-marine sextant adjusting spanner, watch stop-not presented.
Electronic charts (ECDIS)	Big scale ENC for current ship position missing. ECDIS ENC found not updated. ECDIS not updated with Vladivostok coastal; ECDIS does not have back up power supply. No NAV warning for previous voyage in ECDIS. Also, vessel is fitted with one ECDIS and back up is paper chart. Last passage plan does not have list of charts to be used and found not berth to berth.; ECDIS not found to be updated as per the area of operation of the vessel.
Signaling lamps	ALDIS Lamp - Emergency low battery.; Lamp missing.; ALDIS lamp found not working on battery power.; Aldis Lamp Battery found Discharged.; Aldis lamp when operated in battery mode found less illumination.
Radar	Both RADAR magnetrons have overdue maintenance time.; Both of the radar PM test found inadequate.; one set of radar not in good condition. pm test failed as required by performance standard.; Running hours of port radar Magnetron found 14722 hrs., need replacement.; S-Band radar inoperative.
Navigation bridge visibility	Bridge window wipers are not working properly. Middle wiper is not working.; Insufficient pressure of water for clearing bridge wings observed. Pipes are partly damaged.; One window on bridge found all cracked and another window on bridge found in Plexiglas (ISM) - SOLAS 2006 Amend / Chapter V / Reg. 22 [Not as required]; Two window wipers in bridge room out of work.; Two wipers for Bridge window found out of work.
Voyage/Simplified Voyage data recorder (VDR/SVDR)	Disconnected alarm for float-free record unit for VDR malfunction.; VDR connection with ECO NAR; VDR Control panel showing 5 alerts including capsule not recording.; VDR N.A.R; VDR indicate error alarm (code 304)

Pilot ladders and hoist/pilot transfer arrangements	Main deck starboard pilot ladder found chocked on deck with shackles, weight resting on wooden step and side rope securing slack at the time of inspection.; Pilot ladder found with damaged rubber steps, missing chocks and deformed spreader and accommodation ladder not secured to ship side and bottom platform not horizontal for PSCO boarding.; Port and Starboard Pilot ladder found with several loose chocks on side rope. No makers ID plate on both Pilot ladder.
Voyage/Simplified Voyage data recorder (VDR/SVDR)	Retro-reflective tapes for VDR capsule on compass deck aged and deteriorated.; The VDR is covered with Opaque Plastic; VDR and Echo Sounding connection need to be check; VDR is showing error (FPDC) and float free device base is corroded.; VDR observed offline and displaying four alerts.
Echo sounder	ECHO SOUNDER N.A.R; Echo sounder shows wrong under keel depth.; Echo sounder showing erratic readings.; Ship's echo sounder is not giving depth.
Navigation records	Deck log book - insufficient details to restore a complete record of the voyage.; Insufficient entry in Deck log book to restore a complete record of the voyage pre-arrival checklist not completed. No evidence of PSN observation by radar/GPS or other methods on ECDIS during entire voyage and at anchor.; The ME was not available for 24 minutes while berthing. The master pilot information found not properly completed. The ME use restrictions were not communicated to the pilot.
Bridge operation	ECDIS SAFETY SET NOT COMPLIED WITH PASSAGE PLAN; Echo sounder alarm not working; Watchkeeping officers are not familiar with using of nautical publications e.g. ALRS
Pilot ladders and hoist/pilot transfer arrangements	No name plate installed on the bottom section of the pilot ladder.; Pilot boarding arrangements are not in accordance with regulation.; Pilot entrance area must be non- slippery.
Voyage/Simplified Voyage data recorder (VDR/SVDR)	No evidence that VDR is recorded since error code #109 indicates VDR capacity is reduced (ISM) - SOLAS 2022 Amendment (105th) / Chapter IV / Reg. 15 [Not as required]; VDR capsule tape faded.; VDR remote alarm panel failed to give GPS failure alarm when signal from GPS device was disconnected during inspection.
Charts	BA sailing direction e-NP 43 not presented.; Navigational paper charts were found in poor physical condition and torn at the folds.
Monitoring of voyage or passage plan	A proper lookout was not maintained during navigation.; Key personnel not familiar with shipboard essential procedures when pilot boarding -Ship's position not checked properly. -Necessary and appropriate communication not properly exchanged with pilot.
Pilot ladders and hoist/pilot transfer arrangements	Starboard Pilot Ladder Rubber Steps found damaged.; The foundation of the pilot ladder handhold corroded seriously.
Bridge Navigation Watch Alarm System (BNWAS)	BNWAS password is unknown, cannot be operated.
Bridge Navigation Watch Alarm System (BNWAS)	Screen of bridge watch monitoring panel illegible.

	Bridge Navigation Watch Alarm System (BNWAS)	BNWAS found inoperative - SOLAS 2013 Amend / Chapter V / Reg. 19.1.2 [inoperative]
	Compass correction log	Compass error correction not recorded at least once per watch. Master instructed to keep proper records from now on.
	Gyro compass	Bridge - gyro compass No. 1 is out of order.
	Long-range identification and tracking system (LRIT)	LRIT confirmation test report missing. Administration given authorization till 30/11/2025. Lighting (Working spaces)
	Rudder angle indicator	Steering wheel put at 35 degrees, but the rudder angle repeater only 32 degrees in bridge.
Structural condition	Other (Bulk Carriers)	Accommodation ladder (STBD Side) steel parts was found rusty, maintenance not carried out properly.; Accommodation ladder not maintained properly - sliding bar (fender) at lower platform damaged, on stanchion corroded and broken.; Accommodation ladder safety net not properly in place.; Accommodation ladder (STBD SIDE) some parts was found rusty, maintenance not carried out properly.; Brake band for starboard side winch found seriously abraded.
	Steering gear	A large number of oil barrels placed in SGR.; Ammeter on the local panel of No. 2 steering gear out of order.; No.2 Steering gear pump connection found to have hydraulic oil leakage; No.2 steering gear cannot put the rudder to 35 degrees (actually 29 degrees).; Oil in steering gear.
	Decks - corrosion	Cargo piping Flange - Thinned out, hole in hold educator piping.; Deck area corroded at various location.; Deck structure and equipment's corroded heavily. *Hatch cover of No. 4P (WBT) * Outer stair of Accommodation * Platform of embarkation * Ladder for survival craft; Deck-Corrosion; Planned maintenance is seriously regental vessel is corroded coating condition is not good.
	Electrical installations in general	Bridge - search light portside not elevating. Bridge - search light starboard side not turning. Engine room - many lights burnt.; Electrical switches in the port side entrance from main deck to accommodation broken and exposed. Lights under forecastle not properly secured, one hanging with electric cable only, one attached with only one side. Several broken light fixtures observed in the engine room area. Many lights are not attached properly. Fastening with iron wire and cable ties.
	Closing devices/watertight doors	Port side acc. entrance door and galley entrance door not weathertight.; Several cargohold hatch cleats found in operative and heavily damaged.; Two clamps for hatch cover to steering gear room missing.; Weathertight door at emergency generator - unable to close properly at the time of inspection.
	Hull - corrosion	On deck cargo line partly corroded.; Ship's hull partly dented and corroded.; Structural damage and thinning at many places in the vessel such as holed platform plating and corroded and damaged main deck railings; Various strengthening members on main deck found thinned down, holed and spot rusting was noted on hull (not as required).

Wheelhouse - door - window	Bridge doors not as required.; Gap existed after closing gas tight door for navigation bridge STBD wing.; Navigation bridge starboard side window, 3 pcs are missing.; Port side and STBD side entrance door of wheel house cannot vapor and gas tight
Ballast, fuel and other tanks	BWTS NOT OPERATIONAL; FUEL OIL ISOLATION VALVES FOR NO1 GENERATOR FOUND NOT IN GOOD WORKING CONDITION.; Leakage of fuel and water found from F/O settling tank.
Beams, frames, floors-corrosion	Catwalk plates corroded, holed and rusty.; Main Deck catwalk supporting beam between Frame no. 68-76 found holed and wasted.; No.2, No. 3 and No. 6 hatch cover STBD side AFT section corrosion serious and holed. (No.2 hatch 2 meters, No.3 hatches about 1 meter, No. 6 about 0.5 meter)
Enhanced survey programme (ESP)	At the time of inspection as per Class Certificate, it was that ship has ESP notation. The renewal took place on 2024 in; During the inspection, the ESP file was requested, but no evidence of it was provided. No condition evaluation reports and reports of structural survey are available on; Executive Hull Summary and Condition Evaluation Report found only copy on board.
Cargo pumproom	Both pump room ventilation fans inoperative.; Gas detection system - not calibrated and not able to test.
Marking of IMO Number	load line mark N.A.R; Ship's name not properly marked on Ship's stern
Bulkhead - corrosion	Superstructure bulkhead in way of Save all for air pipes found wasted and holed, permitting vapors from deck into the accommodation area. Temporarily repaired using cement.
Bulkhead - operational damage	Pump room forward bulkhead found damaged at three locations on the top platform inside the pump room.
Bulkhead strength	Bridge port side aft air conditioner electrical wire found penetrated through CLASS A bulkhead.
Cargo tank vent system	The vent of cascade tank penetrated from E/R to Up-deck rust and holed about 5 cm X 2cm.
Closing devices/watertight doors	Engine room double bottom tank Sounding pipe self-closing system is jammed.
Closing devices/watertight doors	Recurring deficiency from PSC inspection in Belgium 01/06/2023. The FWD hatch towards the pipe tunnel cannot be secured in the closed position (closing mechanism is in poor condition).
Damage control plan	All weather tight door and water tight door NAR
Hull damage impairing seaworthiness	Deformed STBD hull including shell plate structure from fr.41-45 and fr.54-58 by collision accident on 03-02-2025 in port.
Permanent means of access	Emergency Fire Pump room ladder is corroded
Stability/strength/loading information and instruments	Cargo tank sounding - not working.

Emergency Systems	Emergency, lighting, batteries and switches	Battery lights at engine room 1-2 found inoperative; EDF room tel. box emergency light unlit.; Emergency light for forward life raft missing, when found not working. Rectified during inspection. Several emergency lights on outer decks around accommodation found inoperative. One emergency light without; Emergency lighting not marked on starboard lifeboat deck.
	Emergency source of power - Emergency generator	Crew were unable to demonstrate the manual emergency start operation (energy-storing spring) and the operation of emergency floodlights at the life raft and lifeboat stations during the inspection.; Emergency generator found not automatically connected to the Emergency Switchboard within 45 seconds (i.e. 1 min 37 secs) at time; Solenoid valve of air supply pipe for G/E emergency MDO pump found malfunction.; The closing handle of the weathertight cover for EG window blind of emergency generator not working.
	Enclosed space entry and rescue drills	Enclosed space entry and rescue drill (20/02/2025) pre-entry atmosphere test not record.; Enclosed space entry drills not carried out every 2 months (ISM) - SOLAS 2013 Amend / Chapter III / Reg. 19 [Insufficient frequency]; Last enclosed space drill conducted on 23 Nov 2024 found due at time of inspection.; The Manhole cover for Lub cooling water tank in E/R tail shaft in enclosed space list. but not marked. The release control box of starboard gangway rust and fell off.
	Emergency fire pump and its pipes	Emergency fire pump shaft protection cover found missing.; Emergency fire pump vacuum unit found not getting engaged. Pressure gauges found missing and suction valve found with leakage marks.; Protective cover at shaft of Em. Fire pump was missing. Discharge pressure gauge not connected to its bracket.; Sprinkler line leaking in the paint store room.
	Public address system	At the time of the inspection public address system was not audible enough at engine room 3-4; Bow thruster room PA Speaker not working [Inoperative]; Public address system found inoperative at passenger deck muster station B.; Public address system talk back socket at starboard side of bridge wing malfunction.
	Abandon ship drills	FF LB was maneuvered in water on 05.10.2024 which is more than three months requirement.; FFLB and rescue boat launching drills not carried out on the appropriate frequency (ISM) - SOLAS 2013 Amend / Chapter III / Reg. 19 [insufficient frequency]; Life boats were not maneuvered in water since 25.10.2024.
	Emergency towing arrangements and procedures	Emergency towing arrangements and procedures not as required.; Ship information in emergency towing booklet not correct.; Ship introduction entries missing in the plan- Emergency towing arrangements & procedures
	Water level indicator	No. 2 section pre warning of water ingress system alarm found activated during inspection.; Water ingress Alarm Detector in No. 5 Cargo hold found false alarm.; Water ingress alarm system out of order (ISM) - SOLAS 2006 Amend/ Chapter XII /Reg. 12 [not as required]

	Crew Familiarization with Emergency Systems	Bridge team member not familiar with the operation of EEXI performance device (Onboard training, due date 19.07.2025); Engine officers are not familiar with automatic operation of water mist system. Deck officers are not familiar with rescue boat launching operations.
	Emergency source of power - Emergency generator	Deficiencies were observed in the emergency diesel generator (EDG) room, including traces of hydraulic oil, leakage from the fuel oil sampling point pump, and an inoperative bell alarm; additionally, during the fire drill, crew demonstrated inadequate firefighting preparedness and knowledge, including improperly worn and checked SCBA equipment, unsecured helmet chin straps, incorrect use of flash hoods, failure to verify cylinder pressures, and poor understanding of pressure-checking procedures.
	Emergency towing arrangements and procedures	Emergency towing arrangements requirements (Fire wires); fire wires requirements: FWD & AFT fire wire did not fixed.
	Functionality of Safety Systems	FWD Deck/ Windlass - Emergency stop not functioning.; The emergency stops switches at manifolds and pumproom entrance found not ready for immediate use while cargo discharge operations in progress.
	Means of comm. bet. safety center & other control stations	Communication means not equipped in E.D.G room.; nan
	Muster list	Muster station positions not marked; The muster list in engine control room is not properly prepared.
	Crew Familiarization with Emergency Systems	Ship's master was not familiar with fire system in paint locker.
	Emergency source of power - Emergency generator	The valve for tank level gauge of emergency generator not self-closing type.
	Emergency steering position com./compass reading	Steering gear room - gyro compass repeater scale lighting inoperative.
	Fire drills	Fire drill failed. Ventilation was not closed. One fireman did not know how to use BA. Fire in emergency generator was performed without preparation of portable extinguisher.
	Means of comm.	Sound power telephone dialing
	Shipboard Marine Pollution emergency operations	Contact port and drawings/plans missing in SMPEP file. Onboard training and Instructions
Water/Weather tight conditions	Doors	Bridge wing bulkhead penetrated to fit portable ACs. However, same not sealed properly. Steering gear bobby hatch coaming rubber packing retaining channel found damaged. Various weather tight door found not closing, such as for battery room, ER entrance.; CO2 room entrance door bottom section damaged.; Entrance door of S/G room on poop deck cannot be closed tightly; Entrance to E/R not properly maintained; No. 6 W.T door showing low oil pressure alarm [not properly maintained].

	Ventilators, air pipe, casings	Air pipe of generator L.O setting tank corroded and holed on poop deck. Cylinder L.O tank filling port corroded and holed on poop deck.; Air vent for HFO settling tank found holed and various air vents were thinned down.; ER ventilation head damper open/close indication not properly placed. Fire-fighting equipment and appliances; Engine room ventilator No. 01 & 02 found flaps not closing properly.; F.O. overflow tank sounding pipe's automatic shut-off device not working.
	Freeboard marks	Load line marks (Deck line, Disk, Season lines) not painted in contrasting colour.; Loadline marks not as required LL 66; Loadline marks not painted in contrasting colour (worn off); STBD side deck line not painted in contrast colour; Ship side draft mark Aft (Port & STBD) not clearly visible.
	Railing, gangway, walkway and means for safe passage	Gangway found unsafe (ISM) - ICLL 1988 Protocol / ANNEX I / Reg. 25 [not as required]; Guard rail at pilot ladder position on main deck starboard side missing; Handrail in corridor passage on upper deck not complete.; Rusting of safety guard rails.; The railing missing about 5m at lifeboat deck portside and starboard.
	Covers (hatchway, portable, tarpaulins, etc.)	Cover at engine room 3 and 4 find out in - insufficient watertight condition.; E/R hatch cover lack of gasket and some bolts on poop deck.; Engine room hatchway is kept open at sea. All bolts and nuts removed to secure weather tightness.; Hatch covers & hatch coming corroded - lack of maintenance.; Various Manhole doors observed thinned down.
	Manholes/flush scuttles	Bolts and nuts of manhole cover for pump room (port side) on the main deck - missing.; Chain lockers forward are not closed properly. Bolts and nuts are missing.; The manhole for STBD side No.4 ballast water tank short of one bolt for cover.; Various Bolts missing on manhole covers on Main Deck.
	Railing, gangway, walkway and means for safe passage	About one group of railings, in starboard side of poop deck found substituted by garbage can.; Lifebuoy fitted with the lifeline and self-igniting light in gangway to provided; One curse of railing at port side lifeboat deck missing.; The lowest railing wire on the port side of the boat deck found loose.
	Cargo & other hatchways	Almost all hatch cover cleats are worn out/damaged. Entrance hatch to cargo hold forward is not closing properly. Hinges are stuck.; One fastening nut of hatchway found heavy corroded.; The emergency escape hatch from the steering gear room to the poop deck has a securing device missing.
	Covers (hatchway, portable, tarpaulins, etc.)	M/E Cooling line clamp found wasted. Steering Room Booby Hatch Door found not closing properly.; Rubber gasket for starboard side manhole hatchway cover of No. 6 cargo hold missing.; The covers for the forward store entries inside bosun store cannot be closed properly, hinges not working correctly.
	Machinery space openings	Enclosure of the ship's funnel holed (size about 8CM*5CM) near the skylight of engine room at a deck.; One door for bosun store room and one door for accommodation space unable to close completely.; Rubber of closing device for E/rm opening on stern deck missing 40 cm

	Scuppers, inlets and discharges	Bolt on valve flange on sea chest for emergency fire pump missing. Handwheel on second valve on same sea chest is missing and spindle is broken. Addendum on 13.02.2025 during re-inspection - emergency fire pump test carried out with no apparent defects.; P/Side one scupper minor leakage.
	Windows, side scuttles and deadlights	The window of 2nd mate cabin cannot be closed watertight, rim is corroded. A lot traces of rust and corrosion below window.; Wheelhouse and accommodation window frames found to be damaged.
	Covers (hatchway, portable, tarpaulins, etc.)	At the time of inspection, in bosun store, hydraulic system for hatch covers found with leaks.
	Load Lines	Port authority reported that load line of vessel is over loaded and Load lines are submerged. At the time of boarding, vessel was pumping out ballast. By the time of completion of inspection tropical load line emerged.
	Overloading	Vessel is overloaded (17.5 cm from marking). ADDENDUM to re- inspection 13.02.2025. The ship is still overloaded approx. 2cm.
	Railing, gangway, walkway and means for safe passage	Gangway safety net not fixed as required labour conditions- health protection, medical care, social security/steam pipes, pressure pipes, wires (insulation)/engine room main boiler no. 1 pressure sensor line and main deck steam heating line/branch for cargo tank 5 port found with steam leaking profusely at time of inspection. (03.09.2024)
	Ventilators, air pipe,	One mushroom type air vent (STBD) missing.
Radio Communications	Facilities for reception of marine safety inform	Croatian NAVTEX statin (Q) not selected during voyage along Croatian coast.; One of the survival raft VHF radio was not working.
	Other (Radiocommunication)	ALRS publication expired.; VDR test certificate, SBMC not sighted.
	Reserve source of energy	GMDSS console emergency source of power audio alarm not found to be operational. (7); One emergency light for VHF DSC not work.
	SART/AIS-SART	No evidence that SART is operational SOLAS 2022 Amendment (105th) / Chapter IV / Reg. 7.1.3 [not as required]; One of the SART tried out in the RADAR and performance noted extremely poor.
	Facilities for reception of marine safety inform	NAVTEX not correctly programmed for the area in use. (3)
	Maintenance/duplicate on of equipment	One INMARSAT screen not properly readable and 2nd INMARSAT for duplication missing.
	Operation of GMDSS equipment	Navigating officer unfamiliar on how to configure Inmarsat.
	Operation/maintenance	Vessel walkie talkie antenna found damaged.
	VHF radio installation	Emergency independent light for VHF device not provided.
Alarms	Access control to ship	Gangway to be upgraded.; Improper access control from shore to ship; MARSEC Level-II poster missing at vessel's entrance.; Poster security level 2 missing. Security measures of visitors boarding are not implemented.

	Other (alarms)	Cargo tank high and overfill alarms found not working. Cargo pumps hydraulic operation system found leaking.; Emergency Fuel Oil Tank low level Alarm in activated condition; Emergency fire pump room bilge level alarm not working. ME LT FW expansion tank low level alarm found not working.; Smoke detector having faulty alarm.; Two insulation indicators of 220V panel in emergency D/G room malfunction.
	Machinery controls alarm	A large Number of continuous alarms found in the machinery control alarm panel in wheelhouse. Also lamp test of main propulsion alarm panel could not be carried out.; Foam analysis report missing.
	Engineers' alarm	Engine control room deck alarm signal not working.
	General alarm	No audible or visual alarm generated when emergency power is cut off from Navigation light panel on bridge.
	Other (Maritime security)	Rotating type STBD side ISPS light on top of wheelhouse found to be jammed.
	Security related defects	ISPS defective - Entrance door to Nav. Bridge (STBD) not marked as restricted area.
	Steering gear alarm	All engineer not familiar to test the S/G phase alarm.
Propulsion and auxiliary machinery	Auxiliary engine	A/E No. 3 is under maintenance.; ALL GENERATOR CLEANLINESS; Air conditioning system - one compressor is out of order. Auxiliary engine No.2 is out of order.; All Gen sets cleanliness - Exhaust manifold lagging + safety doors; All Gen. set need to clean (more Cleaning.)
	Propulsion main engine	ALL Gen. set Cleanliness Main engine cleanliness oil leakage OMD (NAR); Bridge telegraph printer unit paper finished 06/05/2025; Cylinder head No.3-No.6 cylinder leaking oil.; Cylinder head Unit numbers 1 ,5 and 6, major overhaul (24000 hrs. service not carried out). PMS overdue item since 13/06/2025 Exhaust valves Unit numbers 1 ,5 and 6, major overhaul (24000 hrs. service not carried out). PMS overdue item since 13/06/2025; FW from ME unit No.1 found leaking.
	Other (machinery)	AC Condenser cover found leaking.; Control panel of No.1 purifier control box missing.; Gauge for control electrical isolation 440 V on the main switchboard - not tested.; Heating system for fuel oil system in the purifiers room -leakage steam. Ventilator of emergency diesel generator -not covered properly. Heater for cooling system - inoperative.; Hydraulic leaks in steering gear room.
	Gauges, thermometers, etc.	Bilge and Ballast pump gauges are not working.; G/E No.3 cooler C.F.W inlet pressure gauge out of order.; Gauge of P.V. break not clear.; Glass water level gauge for exhaust gas boiler is in poor condition.; LO transfer pump pressure gauge glass broken.
	Operation of machinery	Boiler safety valve #1 gagged.; During the operational test of the Emergency Diesel Generator, it was noticed that both Chief Engineer and Electrician were not sufficiently familiar with the operation of the machinery. As a result, the Simulated Black-Out test ended up being a black out test.; ENGINE ROOM BILGE CLEANNESS; ER - AC out of order. ER bilge Cleanliness - oily water mixture. ER bilge corroded.; ER bilge cleanliness
	Bilge pumping arrangements	Engine room bilge alarms not working.; Fuel Monitoring pipeline in pump room found wasted and temporarily repaired.

	Insulation welted through (oil)	Insulation / lagging in various places in engine room/ purifier room wetted through oil.; Oil leakages found in engine room and hydraulic devices for cargo holds. [damaged]
	UMS - ship	No.1 D/G is not synchronizing.
Cargo operations including equipment	Other (Cargo)	Cable brackets inside cross decks between CH # 2 and CH # 3 found corroded and thinned down. Reefer socket box at bay 06 port side bottom plates found corroded and thinned down.; Cargo deck steam line and valves found badly corroded.; During inspection vessel was loading with high level monitor system was switched off. However, after switching on overfilling, monitor giving false overfill alarm for 4P.; Hatch cleat at Bay 18 aft found damaged.; Overfill alarm found not working for No.2
	Other (cargo)	Gas sampling system for pump room found defective while testing from 09:30 to 12:00 LT.; No.8 fuel injector pump of STBD dredge pump engine found leaking.; Security level 2 to be posted near entrance.; The ship uses a chlorine-release ballast water treatment system. The possible toxic gases must be tested before entering the ballast tank.
	Cargo operation	Cargo tanks other tanks vent heads not as required. (3); Failure to place sand, vermiculate and other similar non-combustible oil spill clean-up materials in the unloading area. The ship/shore safety checklist not completed cargo temperature before unloading is commenced on Qinzhou port.; O2 calibration certificate missing, ODME calibration certificate missing
	Cargo transfer - Tankers	Steam trap valve of cargo oil condenser out of work.; The anti-pollution pump located on the starboard side of the main deck area was not working.; Wilden pumps insulation requirements.
	Loading instrument	Ship/ shore checklist P56 to be corrected.
	Other cargo/timber/deck/ construction	Access on open deck uncarpeted anti slip materials.
	Other cargo/timber/deck/ construction	The isolation valve of the no. 2 liquid cargo system damaged.
ISM	ISM	Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. (12); ISM audit by administration is required before departure. (additional audit) (9); As evidenced by the ISM related deficiency indicates that the shipboard safety management system was not effectively implemented as per ISM Element 10. (3); Corrective action taken on the
	Company responsibility and authority	Company do not pay fully attention for maintenance of equipment and for crew living condition.
	Masters' responsibility and authority	Front gangway lower platform snow and ice presence.
	Other (ISM)	Alcohol detector found not operational and log not maintained.
	Safety and environment policy	Crew need more training, ships plan to be approved, No. of toilet Not as per requirements, Ships plans not approved.
	Shipboard operations	Stern tube oil tank has been regularly reduced

Dangerous Goods	Other (tankers)	Cargo filling valve F101 seized.; Deck water spray system not fully functional.; During the loading of the dangerous cargo at the berth on the ship was not raised flag brand.
	Instrumentation	Fixed gas detection system not on measuring mode during inspection.; Inlet pipe (E/R and cabinet) for fixed gas detection system wrongly connected.
	Operation of Life Saving Appliances	Embarkation ladders in poor condition. Starboard ladder parted and fell in water while lowering.; Liferaft launching instructions posters found damaged.
	Stowage/segregation/ packaging dangerous goods	Four containers each laden with Dangerous Goods (UN 3342, Class 4.2 stowage category D), were stowed beneath the deck at positions 210108, 230108, 210106 and 230106 during the final voyage from Qingdao to Shanghai, which occurred from 31st August 2025, to 4th September 2025; some nozzles of water spray system in deck malfunction the 2# cargo pipe slight leaking.
	Personal protection	At the time of inspection, the watchman and crew on deck without gas meter devices.
Others	Other (Safety in general)	Fire extinguishers near the boiler platform found tied up with rope. Safety harness with heaving line in engine room emergency escape found missing. Recent PSC inspection deficiencies closure report not sighted on board.; Owners instructed to offer vessel for reinspection once class and statutory certificates are reinstated.
	Other (Solas operational)	Engineers not familiar with release alarm of local water mist system.; Several of IMO symbol on cargo deck found broken.
	Other safety in general	Radio equipment maintenance log not sighted.; The management plan for inspection and maintenance of mooring equipment not vessel specific.
	Medical first aid, oxygen, resuscitation, antidote	CPP and gear oil storage tank level gauges not working.
	Other (MARPOL operational)	Recording requirements of the Ballast water management plan found not up to the date as per MEPC 369 (80)