

PHOTOGRAPHS (DEFICIENCIES/OBSERVATIONS)



Picture 1: The grease windows for both anchor was found clogged.



Picture 2: Some of the drainage balll acting as non return valves was found cloggd by foreigh materials.

DRILL MINUTES AND EVALUATION REPORT		SHIP NAME	
IN EMERGENCY RESPONSE TRAINING			
Vessel Information		Date	
Vessel Name: [REDACTED]		Date: 22 JUN 2023	
Vessel Type: [REDACTED]		Vessel Size: [REDACTED]	
Vessel Flag: [REDACTED]		Vessel Status: [REDACTED]	
Drill Details			
Drill Title: [REDACTED]			
Drill Date: [REDACTED]			
Drill Time: [REDACTED]			
Drill Location: [REDACTED]			
Drill Description: [REDACTED]			
Drill Results: [REDACTED]			
Drill Evaluation: [REDACTED]			
Drill Summary: [REDACTED]			
Drill Conclusion: [REDACTED]			
Drill Sign-off: [REDACTED]			

Picture 7: the entries for fire drill was found not in compliance with the requirement of SOLAS Ch III, Reg19, 3.5

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Drill Description: [REDACTED]			
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Drill Summary: [REDACTED]			
Drill Conclusion: [REDACTED]			
Drill Sign-off: [REDACTED]			

Picture 8: the simulate drill for freefall was carried out on 22/Jun/2023, but not evidence show the jobs was really done accordingly



Picture 9: –Lots of wrongly connected between life buoy and life lines were observed.



Picture 10: Lots of light pedestals for lighting system was found obstructed and clogged by paint and heavy rust. And tightening bolts also found wear down, advised to thoroughly check and repairing



Picture 10 : the brow ladder supplied by shore side not protect with safety nets in compliance with AMSA recommendation



Picture 12: the turntables for accommodation on port side was found rust and obstructed, advised to fair up and grease up for freely operation.



Picture 13: - Lots of oil rags were observed not improperly collected stored in suitable steel drum to prevent possible fire



Picture 14-1: Oil leakage was observed under No.2/3 generator. Need to inspect and removal asap.



Picture 14-2: spilling oil was observed for both generator of No.2/3.



No.15 -1: Insulation laggings for hot surfaces and flanges in engine space were observed broken and oil taints.



No.15-2 : oil taints and broken insulation laggings on the hot pipes in purifier were observed.



No.16 : Lots of newly supplied spare box in engine room were found not sea fastening for safe purpose.



No.17 : the insulation resistance for 440V systems was found below 1 M during inspection.



No.18 : the min level of oil gauge for LO steering gear oil tank not marked in place.