

PHOTOGRAPHS (DEFICIENCIES/OBSERVATIONS)

SHIP'S HEAD				GYRO COMPASS				MAGNETIC COMPASS				REMARKS			
DATE	TIME	LAT	LONG	DEVIATION	ERROR	DATE	TIME	DEVIATION	ERROR	DATE	TIME	DEVIATION	ERROR	REMARKS	
2018-11-12	08:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	08:00	1.5°	1.5°	2018-11-12	08:00	1.5°	1.5°	Good	
2018-11-12	09:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	09:00	1.5°	1.5°	2018-11-12	09:00	1.5°	1.5°	Good	
2018-11-12	10:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	10:00	1.5°	1.5°	2018-11-12	10:00	1.5°	1.5°	Good	
2018-11-12	11:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	11:00	1.5°	1.5°	2018-11-12	11:00	1.5°	1.5°	Good	
2018-11-12	12:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	12:00	1.5°	1.5°	2018-11-12	12:00	1.5°	1.5°	Good	
2018-11-12	13:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	13:00	1.5°	1.5°	2018-11-12	13:00	1.5°	1.5°	Good	
2018-11-12	14:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	14:00	1.5°	1.5°	2018-11-12	14:00	1.5°	1.5°	Good	
2018-11-12	15:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	15:00	1.5°	1.5°	2018-11-12	15:00	1.5°	1.5°	Good	
2018-11-12	16:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	16:00	1.5°	1.5°	2018-11-12	16:00	1.5°	1.5°	Good	
2018-11-12	17:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	17:00	1.5°	1.5°	2018-11-12	17:00	1.5°	1.5°	Good	
2018-11-12	18:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	18:00	1.5°	1.5°	2018-11-12	18:00	1.5°	1.5°	Good	
2018-11-12	19:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	19:00	1.5°	1.5°	2018-11-12	19:00	1.5°	1.5°	Good	
2018-11-12	20:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	20:00	1.5°	1.5°	2018-11-12	20:00	1.5°	1.5°	Good	
2018-11-12	21:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	21:00	1.5°	1.5°	2018-11-12	21:00	1.5°	1.5°	Good	
2018-11-12	22:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	22:00	1.5°	1.5°	2018-11-12	22:00	1.5°	1.5°	Good	
2018-11-12	23:00	10° 15' N	101° 15' E	1.5°	1.5°	2018-11-12	23:00	1.5°	1.5°	2018-11-12	23:00	1.5°	1.5°	Good	

Picture 1: the deviation measurement for magnetic did not checked compare with Gyro Compass when bad weather



Picture 2: the Magnetic error was found more than abt 16 degree after compare with Gyro Compass



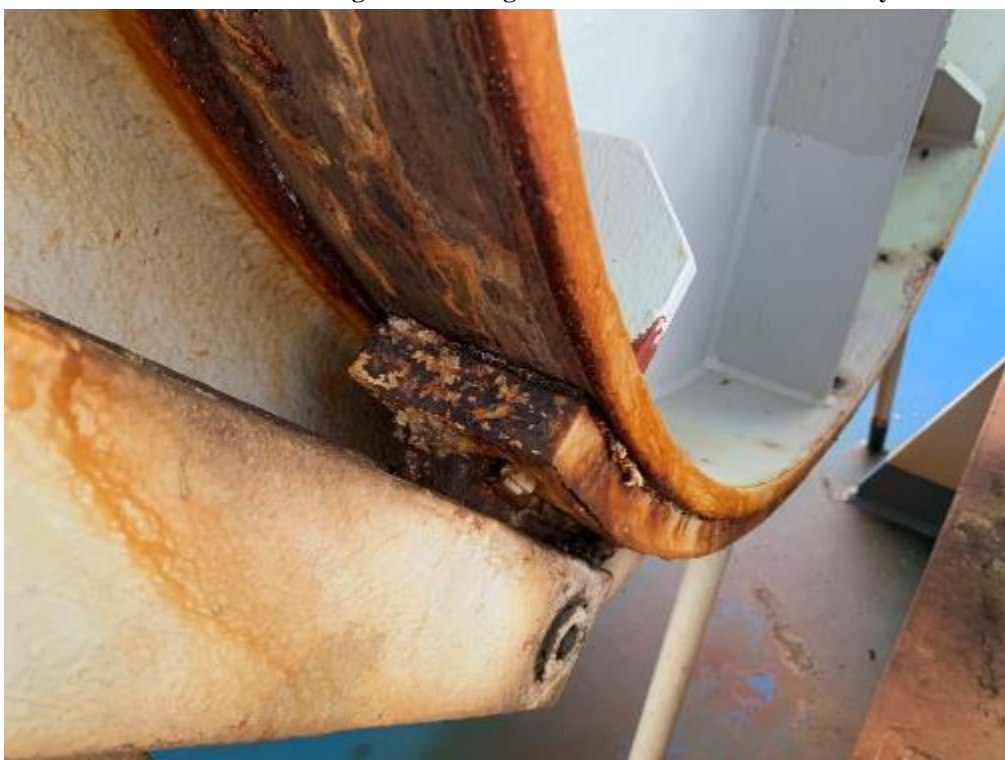
Picture 3 : the UKC setting in echo sounder was found incorrect



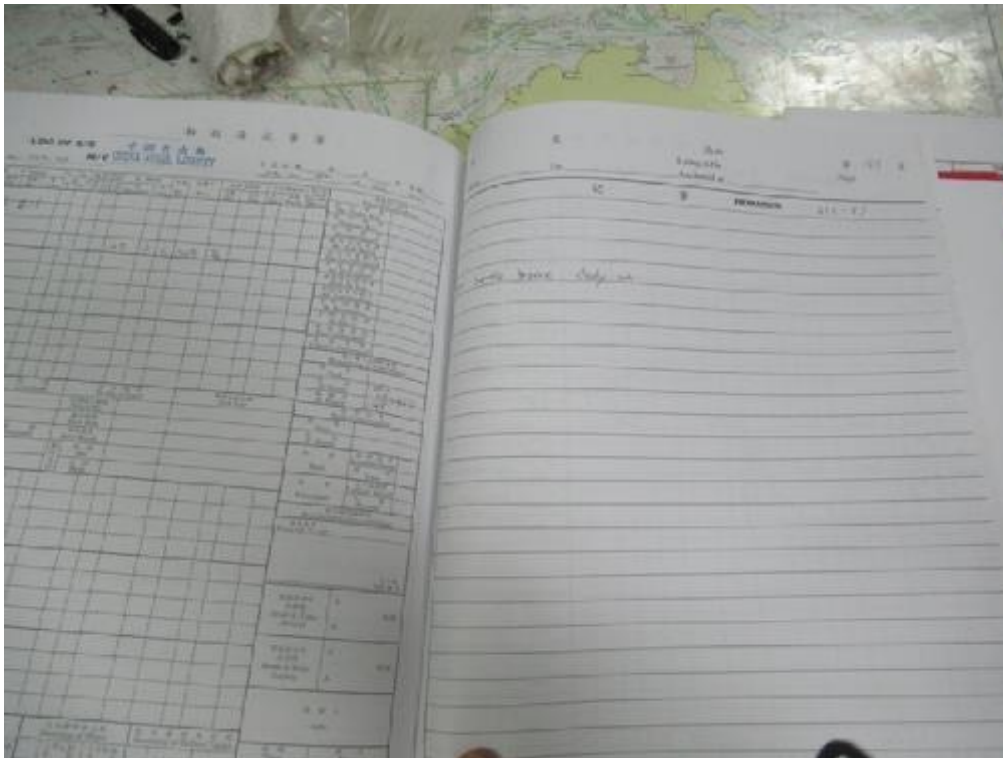
Picture 4 : Service hours for X/S-Band Radar were found more than 4K, replacing magnetron is in progress



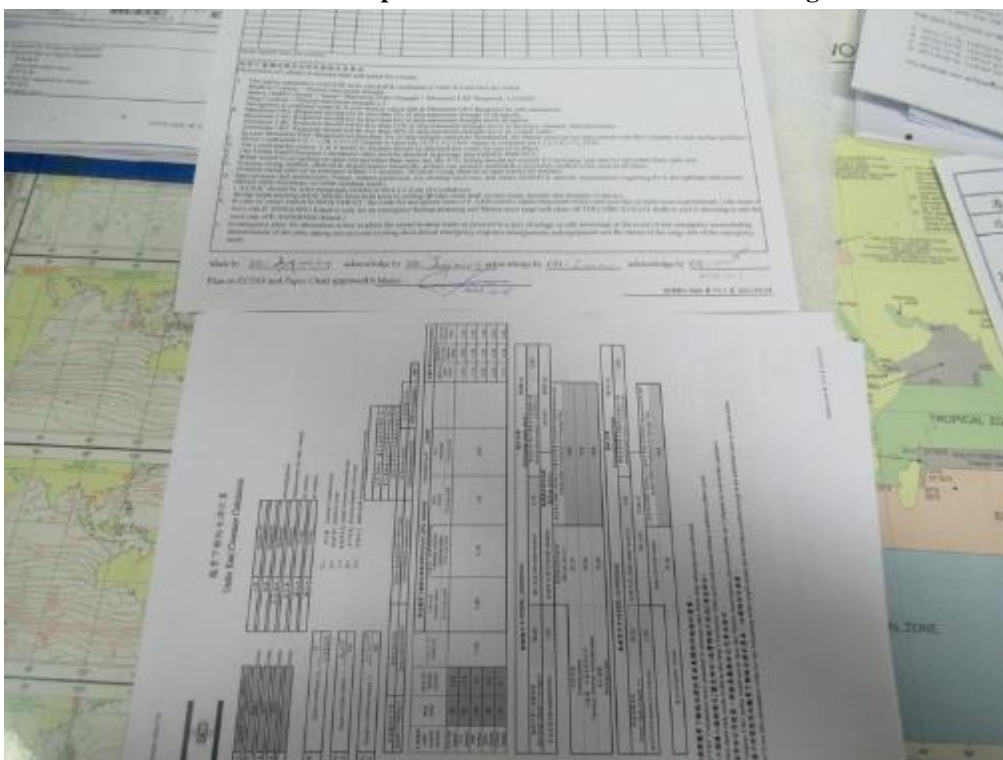
Picture 5: - 1.the mooring winch with grease windows was found heavily rust.



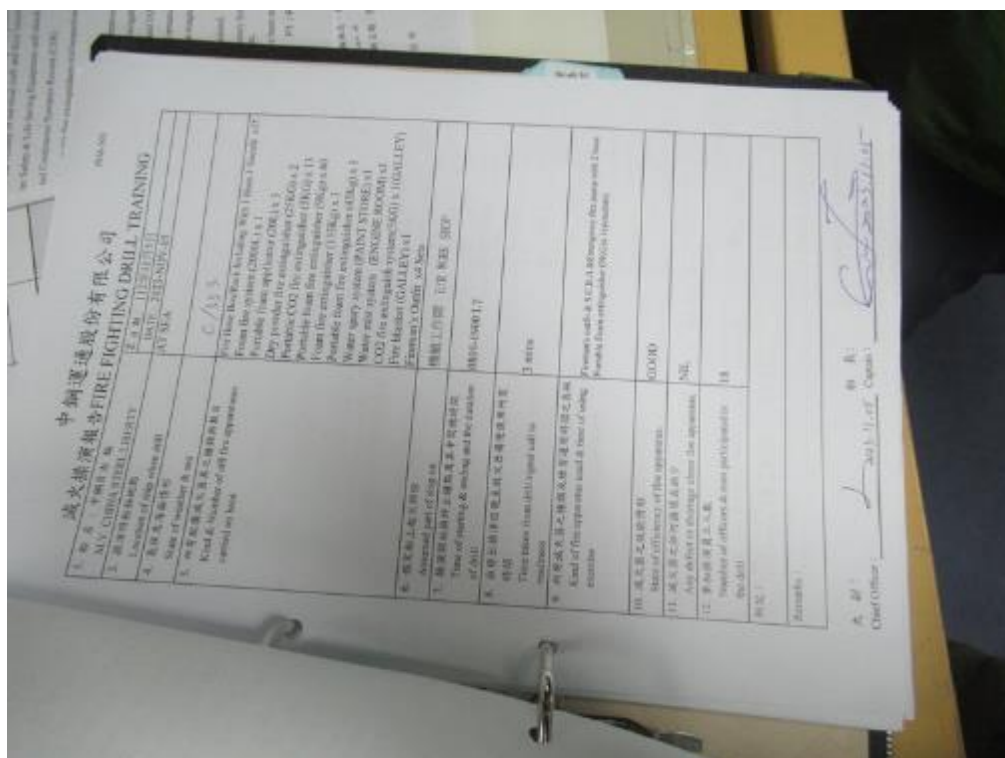
Picture 5: - 2. The brake for mooring winch was found worn down



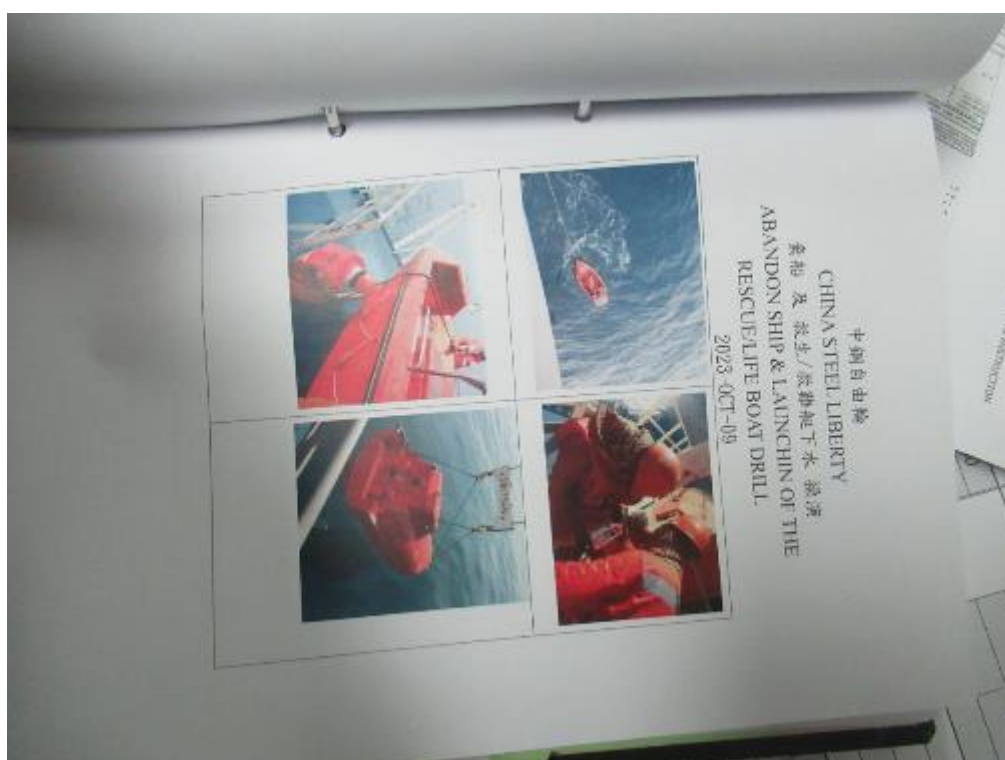
Picture 6: incomplete entries was observed for deck log .



Picture 7 : incomplete information was found on the preparation of passage plan.



Picture 8-1: the entries of fire drill was found incomplete as per SOLAS Reg.3.5 .



Picture 8-2: –No evidence show the simulate operation for freefall was carried out regularly only released boat with secondary methods



Picture 9-1: lots of oil rags in workshop was found incorrect storage.



Picture 9-2 : Lots of oil rags was observed in engine space with disordered situation



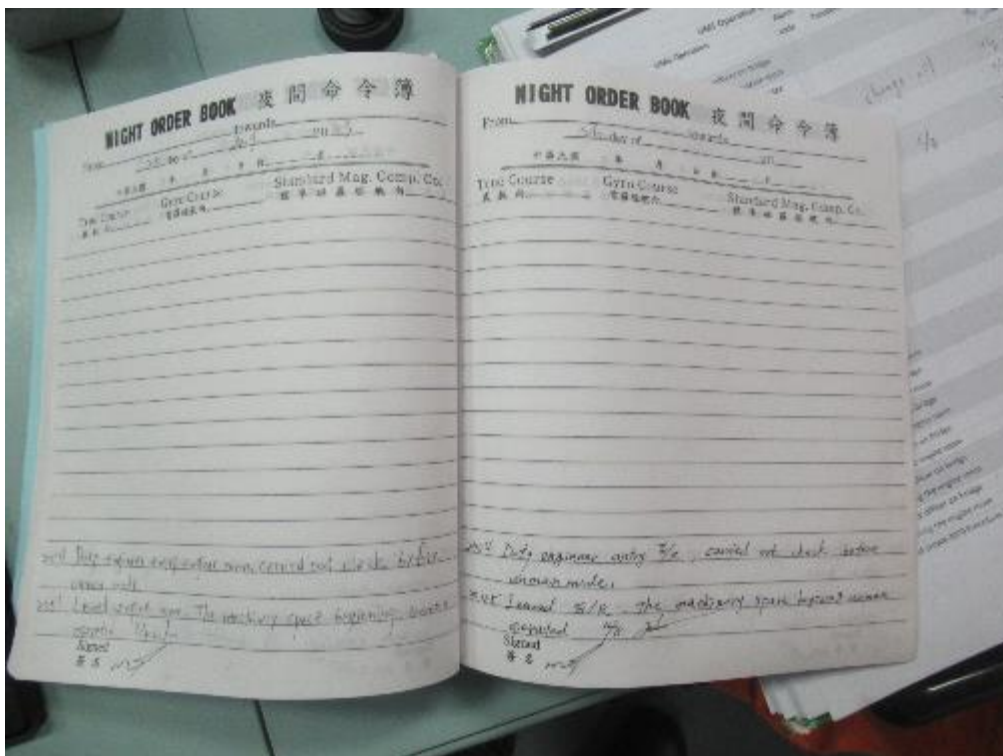
Picture 10: Continuous dropping oil from Level gauge of HSFOT was observed



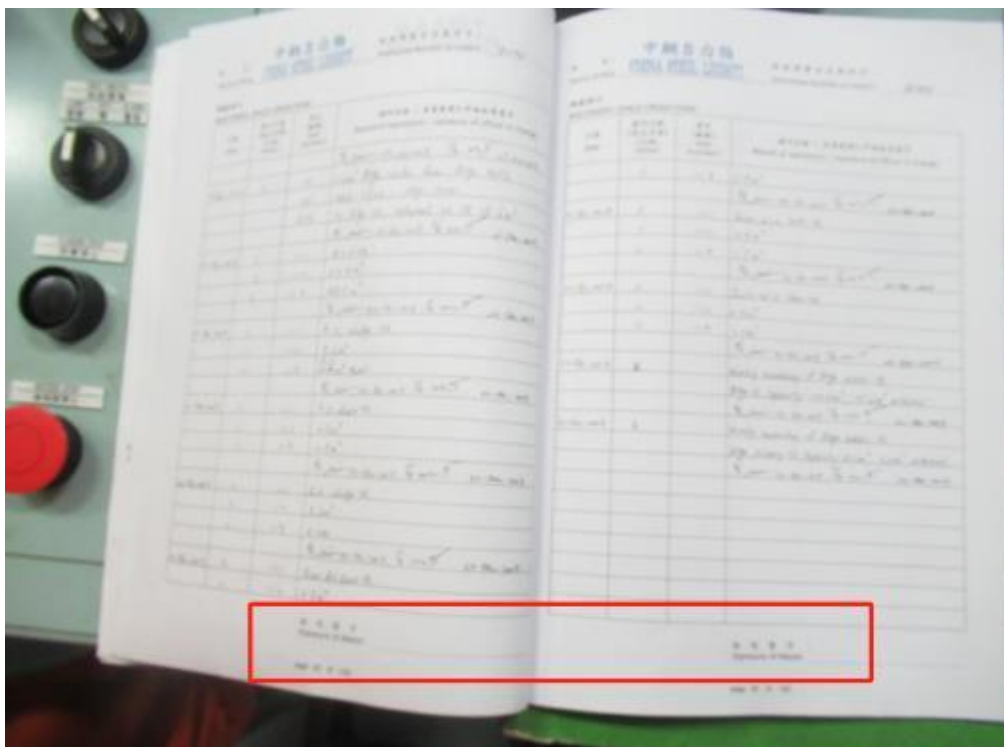
Picture 11: Oil taints was observed on the tanktop of engine bottom floor, need to cleaning



Picture 12: - Engine room over head trolley cranes SWL was marked only on one location



Picture 13: - Chief engineer night order book was improperly recording.



Picture 14: - ORB for last two pages not confirmed by Master on completion of entries



Picture 15-1: - The Purifier room was found dirty and oil leakage, black oil tant was observed on the heat insulation lagging .



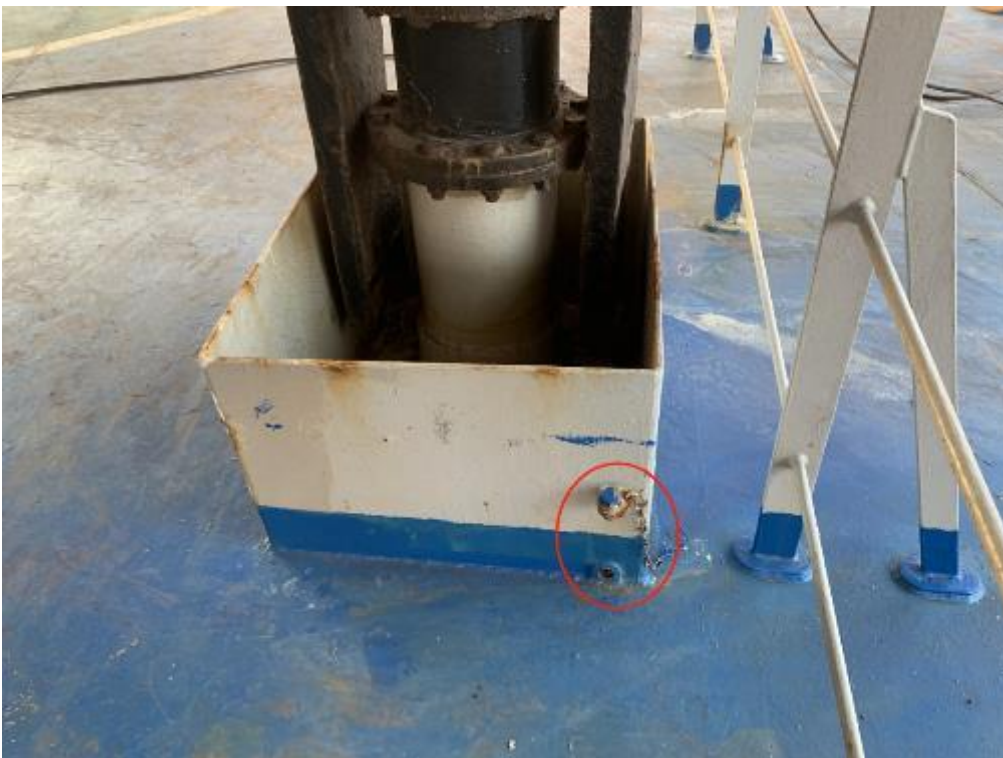
Picture 15-2: - Poor house keeping was observed in the Purifier room.



Picture 16: -The shore brow gangway attached to the bottom platform was found not improperly protect with safety nets .



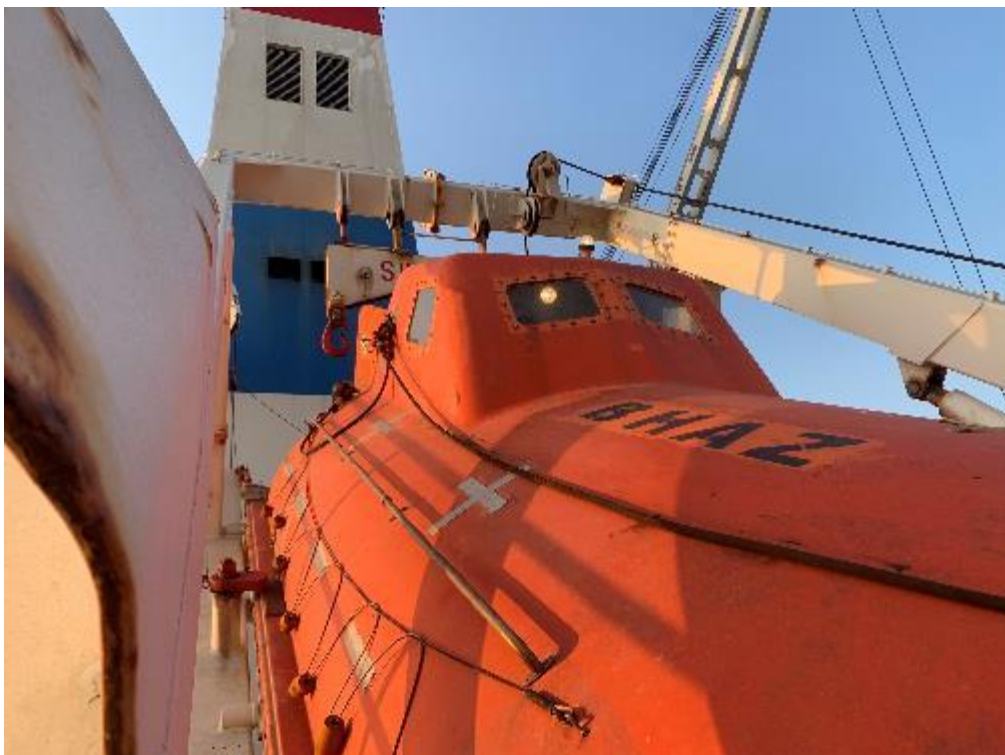
Picture 17: Expansion joint on fire lines on port side in way of about frame No. 60/90/265 were found leakage.



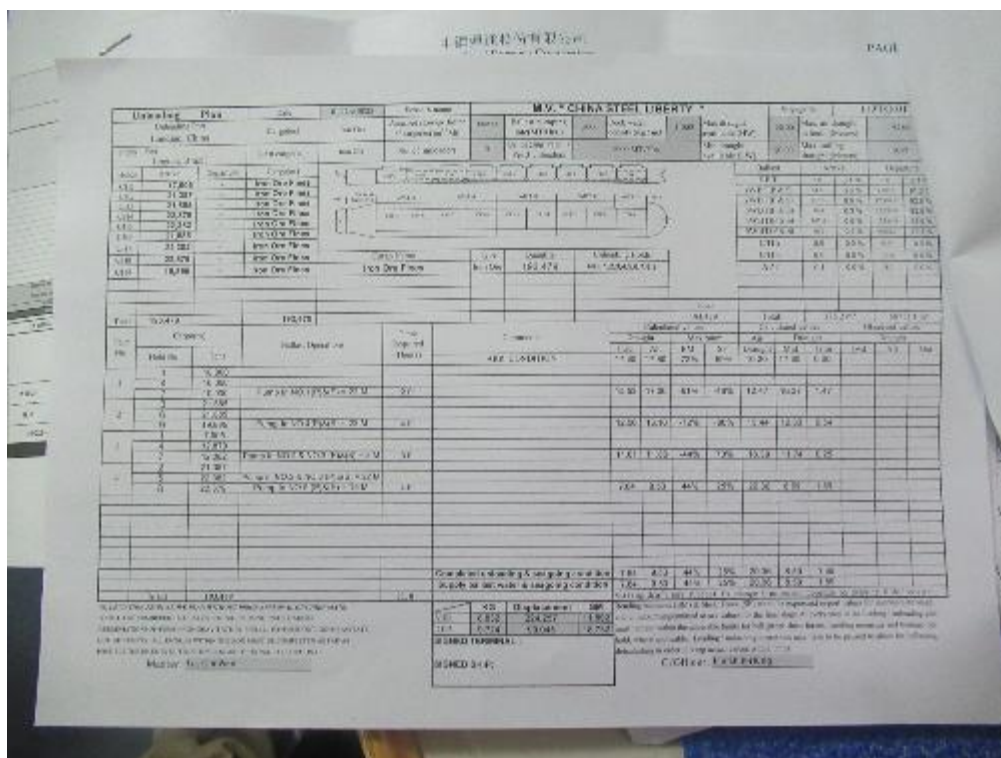
Picture 18: Lots of save-all drain plugs were found no improperly secured with a strap chain.



Picture 19-1: Rust on the hydraulic jack and davit for freefall lifeboat was observed, advised to maintenance and greased up as per PMS requirement



Picture 19-2: Lifeboat davit need to improve by enhanced maintenance



Picture 20: the discharging sequence plan not verified and signed by stevedores before cargo operation at Lanshan port. and incomplete information was identified. .



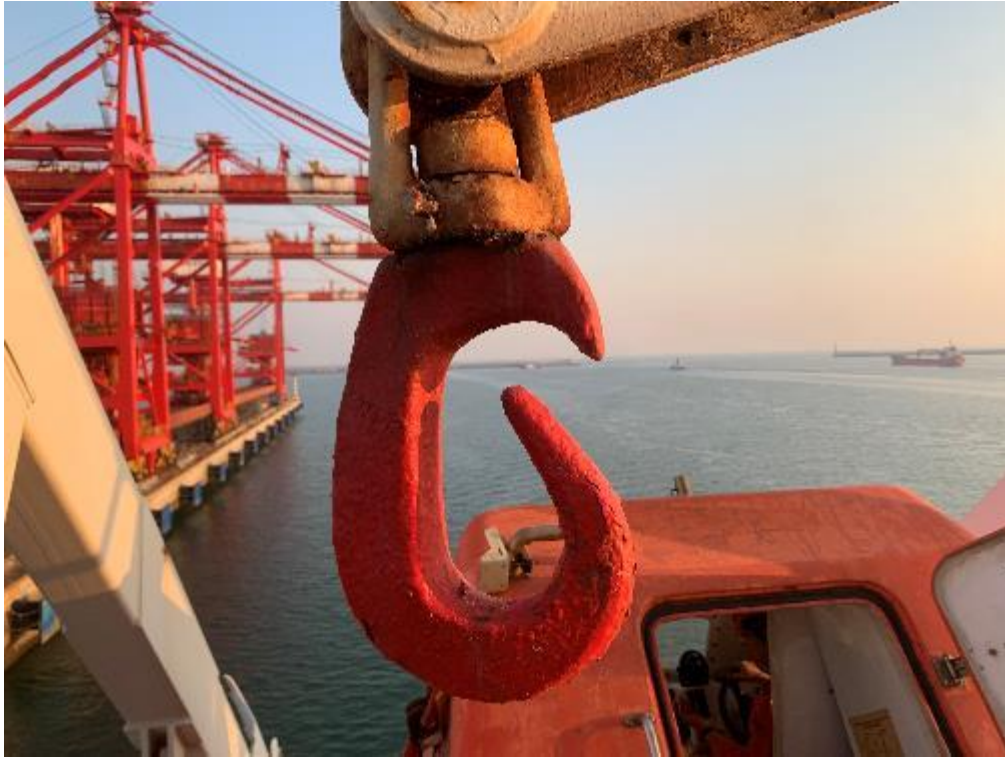
Picture 21: the step space of pilot ladder on gear on the starboard side was found not marked at regular intervals with meters



Picture 22: The spot rust on hatch coming area and double sweat channel were observed.



Picture 23: The side hull on the port side was found rust and partly scratched, advised to derust and touch up .



Picture 24: Safety latch on the hooks for freefall lifeboat falls were found missing.



Picture 25: the roller housing for accommodation ladder on portside was found obstructed and heavily rust.