Deficiencies:  

<table>
<thead>
<tr>
<th>Code - Category</th>
<th>Description</th>
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<tbody>
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<td>015102 - Company responsibility and authority</td>
<td>Objective evidence discovered during an expanded ISM exam revealed the following nonconformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following deficiencies indicating that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.</td>
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No 1 - The company should endure that each ship is manned with qualified, certificated, and medically-fit seafarers in accordance with national and international requirements. The Chief Engineer has been onboard since June of 2018 without a flag endorsement. The 2nd Engineer boarded the vessel on December 12, 2018, and does not have a flag endorsement. Evidence onboard demonstrated that a request was made by the Master to the DPA via electronic correspondence on May 3, 2018, requesting the submittal of the application for endorsement for the Chief Engineer. No action was take on the endorsement request by the company.

No 2 - The company should establish procedures to ensure that the ship is maintained in conformity with the provision so the relevant rules and regulations and with any additional requirements which may be established by the company. In meeting these requirements, the company should ensure that appropriate corrective action is taken. On April 19, 2018, the Chief Officer submitted a non-conformance /corrective action report to the DPA reporting the failure of the HF/SSB DSC, and on June 22, 2018, the master submitted another report for the failure of one handheld VHF radio. On October 15, 2018 the Master submitted a purchase request to the DPA to attain update nautical publications to include the U.S. Coast Pilot, Light List, and Sailing Directions. Although no non-conformance/corrective action report was files, it was identified that the ship[s crew notified the DPA of damage and wastage in the port anchor winch drive gear, rendering the anchor unsafe to use. Up to date, none of the identified issues have been corrected by the company.

No 3 - Every company should develop. Implement and maintain a safety management system which includes the following functional requirements: instructions and procedures to ensure safe operation of ships and
protection of the environment in compliance with relevant international and flag state legislation. The vessel cargo loading procedures were not in compliance with international regulations for the loading of vehicles. Several vehicles were loaded in such a way as to prevent immediate access to fire-fighting equipment, rendering unavailable for immediate use.

01214 - Endorsement by flagstate

All seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificated or a valid dispensations, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The Chief Engineer’s Tanzanian endorsement became invalid on June 7, 2018, and sailed for a period of approximately six months without readily available documentary proof that an application for an endorsement had been submitted to the administration. A copy of electronic correspondence with an enclosed application was sent from the master of the vessel to the company’s DPA dated May 3, 2018, but no action was taken. Additionally, the 2nd Engineer boarded the vessel on December 12, 2018, without a flag endorsement. No physical or electronic evidence was in the process of reviewing the application. The lack of flag state endorsement or readily available documentary proof that an application for an endorsement has been submitted voids compliance with meeting the minimum safe manning requirement of the administration.

07108 - Ready availability of fire fighting equipment

Fire extinguishing appliances in new and existing passenger ships and cargo ships shall be kept in good order and available for immediate use at all times during the voyage. Access to the fire hydrant stations were obstructed and inaccessible by loaded vehicles, rendering the equipment not available for immediate use.

05105 - MF/HF Radio installation

Every ship, while at sea, shall be capable of transmitting ship-to-shore, shore-to-ship, and ship-to-ship distress alerts by at least two separate and independent means, each using different radio communications service. It was discovered by PSC Officers that the VHF radio installation is not functioning and the MF/HF SSB/DSC has a malfunction, causing the installation to power cycle when attempting to transmit, thereby rendering the equipment inoperable.