Ship Name: FMT KNIDOS
Ship Type: Chemical Tankship
Flag: Malta
IMO Number: 9544683
Recognized Org: Bureau Veritas
Date of Action: 3/21/2019
Recognized Security Organization (RSO): Not Class Relat
Action Taken: Detention
Recognized Org (RO) Related: Not Class Relat
Port: Port Arthur, Texas
Organization Related to Detention:
Unit: MSU Port Arthur
Ship Management: Owners, Operators, or Managers
M.T.M. Ship Management Pte. Ltd.
Mysia Shipping Ltd

Deficiencies:

<table>
<thead>
<tr>
<th>Code - Category</th>
<th>Description</th>
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<tr>
<td>09209 - Electrical</td>
<td>Electrical equipment, cables and wiring shall not be installed in the hazardous locations unless it conforms with standard acceptable to the Organization. Numerous lights located in the hazardous location on deck have exposed wiring, or have water inside the fixtures; so they are no longer safe for use.</td>
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<tr>
<td>11101 - Lifeboats</td>
<td>Chemical tankers and gas carriers carrying cargo emitting toxic vapors or gas shall carry, in lieu of totally enclosed lifeboats complying with the requirements of section 4.6 of the code, lifeboats with a self-contained air support system complying with the requirements of section 4.8 of the code. During an operational test, there is an uncontrollable leak between the air cylinder and regulator rendering the require pressure unverifiable. Additionally, the vessel does not have the correct adapter necessary for filling the air cylinders.</td>
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<td>15101 - Safety and environment policy</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 above deficiencies, indicating that the ship and/or company are not meeting the SMS requirement. Recommend external audit. No. 1 - In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals, any non-conformity is reported, with its possible cause, if known; corrective action is taken; and records of these activities are maintained. The vessel's crew logged that maintenance has been performed on deck lighting in hazardous areas, lifeboat compressed air system, ballast tank fixed hydrocarbon gas detection system, the nitrogen systems, and OSME; however, during an expanded examination those systems on board displayed signs of long lasting, lack of preventative maintenance and/or are inoperable.</td>
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