Deficiencies: 15113 - Other (ISM)

Description
Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: 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.

The company should ensure that each ship is manned with qualified, certified, and medically fit seafarers in accordance with national and international requirements. The vessel has 03 crewmembers with expired medical certificates. ISM Code Part A 6.2.1

The company should ensure that valid documents are available at all relevant locations. The vessel does not have a valid Cargo Ship Safety Equipment Certificate onboard or the original copy of the Continuous Synopsis Record #8. ISM Code Part A 11.2.1

The company should establish programs for drills and exercises to prepare for emergency actions. The Vessel’s SMS outlines the frequency the vessel should be conducting drills in form 305. The vessel is not following the drill schedule and is overdue on their enclosed space entry and rescue drill and their security drill. Last drills conducted on 21SEP19 for both. ISM Code Part A 8.2

In meeting these requirements, the company should ensure that… any non-conformity is reported, with its possible cause. Vessel’s SMS includes weekly and monthly checklists of the rescue boat and equipment. The 2nd Officer completed a weekly inspection of the boat on 22FEB2020 and did not note any non-conformities. When asked by PSCO’s about the rescue boat, the crew attempted to start the boat but engine did not start. The 2nd Officer admitted to the PSCO this was a problem and never notated this on the check sheet mentioned above nor reported the non-conformity. ISM Code Part A 10.2.2
| 01101 - Cargo ship safety equipment (including exemption) | After any survey of the ship under regulations 7, 8, 9, and 10 of this chapter has been completed, no change shall be made in the structural arrangements, machinery, equipment, etc. covered by the survey, without the sanction of administration. The Cargo Ship Safety Equipment Certificate states the vessel must have a rescue boat on board. The rescue boat’s engine found was found to be inoperable and a non-conformity report was not submitted to company until after PSCO requested to test the boat. See deficiency number 1. |
| 02101 - Closing devices/watertight doors | The construction and means for securing the weather tightness of cargo and other hatchways in positions 1 and 2 shall be at least equivalent to the requirements of regulation 16, unless the application of regulation 15 to such hatchways is granted by the administration. The seals on the three escape hatches from the cargo hold to the open deck are not watertight. PSCO’s had the crew close the hatches and observed areas of sunlight. |