


FAREAST SHIPMANAGEMENT HONGKONG LIMITED FORM MANUAL		REVISION# 1	PAGE 1/19
		FORM NO:1.11	DATE 01/07/2017
SHIP'S FILE NO: M31	OFFICE FILE NO: 180.2.10	APPLICABLE FOM SECTIONS:-	
THIRD PARTY DEFICIENCY SUMMARY (SEND BY E-MAIL ONLY)			

THIRD PARTY DEFICIENCY SUMMARY

VESSEL : MOKSHA

INSPECTED BY: RIGHTSHIP


DATE: 17.06.2025

SHIP STAFF						OFFICE	
SR NO	DEFICIENCY	MASTER'S - CAUSE ANALYSIS	CORRECTIVE ACTION	PREVENTIVE ACTION	COMPL DATE	COMPANY ANALYSIS	REMARKS*
2.1	According to the "Cargo Ship Safety Construction Certificate" issued by "China Classification Society" dated 01/Dec/2021 item no.5&6. The ship was subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 of the Convention. A document of approval of alternative design and arrangements for machinery and electrical installations/fire protection appended to this Certificate. However, there was no any document of approval of alternative design and arrangements of machinery and electrical installations/fire	The issue was raised immediately to CCS class as the vessel has no any alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 of the Convention.	Upon receipt of mail by Class CCS, they confirmed that the alternative design and arrangements was not applied on this ship and the CSC certificate was re-issued accordingly. Re issued Cert. attached.	Master and Chief Officer again checked all Class and statutory documents for any error or wrong details. All vessel certificates checked and found satisfactory.	17.06.2025	Master and QHSE dept ensured that all vessel certificates are not with any error or wrong mentioning of details. All certificates issued in future must be verified properly before giving confirmation to get it issued.	Closed Satisfactorily.  01.07.2025


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	protection was available on board during inspection. Remark : The "Cargo Ship Safety Construction Certificate" was re-issued and amended information of item 5&6 by the "China Classification Society" during the inspection						
2.5	According to the rest period/work hours recorded for month of Jan/2025 till May/2025. The hours of work or rest as applicable in any 7-day period were not declared in days. The declaration was done only on date of 07, 14, 21 and 28 of every months. BB). Deck cadet joined the vessel on date 19/May/2025. However, his hours of rest as applicable in any 24-hours period had been declared from the 01/May/2025 until the 31/May/2025.	The incorrect entries were inadvertently made due to a misunderstanding of the recording frequency and failure to update crew joining dates accurately in the rest hour log system.	Rest hour entries were reviewed and corrected for compliance. Crew joining date for the deck cadet was updated, and incorrect rest hour entries were removed. All crew advised to double-check entries before submission.	Crew rest hour entries were verified by the responsible officer to ensure format and accuracy are maintained in line with MLC. A new software (ISF Watchkeeper) for Rest hour management has been installed on the vessel and crew briefed on how to use the software. All the work rest hours are automatically calculated and can be verified by senior officers easily.	30.06.2025	Master and CE to conduct training for all officers and crew on how to fill the rest hours in the newly installed software. The senior officer to ensure that all crew are given proper rest hours as per the requirement of MLC and correct entries are documented.	Closed Satisfactorily.  01.07.2025

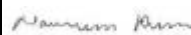
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2.9	The operator's drug and alcohol policy/procedures were not included with the following details: - a clear and consistent legally compliant stand-down procedure for those cases where the drug and/or alcohol test is confirmed positive. - highlight and describe those situations or behaviours where disciplinary or other action will be taken, up to and including termination of employment.	The procedure of what is to be done in case any crew member is found to be under the influence of alcohol/drug was already mentioned in Company's Fleet operation manual, however same was not reflected in the Company D&A policy.	The Company Drug and Alcohol Policy (QOPM 1.5 Drug and Alcohol Policy) has been updated which also include stand down procedure in case any crew member is found to be under the influence of alcohol/drug. The change in Company policy / Company Manual has been sent to the vessel, Master has briefed all crew regarding the changes in the Company Policy and updated the company manual. The D&A policy displayed at various location onboard has been updated.	All company Policies have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements.	24.06.2025	All company policies and SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025
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3.1	There was no evidence to show that the following detail was included in the ECDIS procedures. - Managing manual layers to ensure current important information is available and out-of-date material is archived or removed.	The procedure of Manual updates in the ECDIS was already mentioned in the Manual, however Management of manual layers and removing out dated information has been missed.	The Fleet Operation Manual was updated to include sec 8.22.9.1 Management of Manual Layers (Corrections, Navtex / EGC and MSI). The change in Company Manual (FOM) has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the Fleet operation Manual.	All Navigation procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements.	24.06.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025
3.2	The following details were not incorporated in the master's standing order. - ECDIS display layers for various navigation conditions. - The VHF or AIS text facility should not be used for collision avoidance purposes. - Master shall be called if the vessel is needed to exit the XTC.	The details were inadvertently missed during last revision of the Master's standing orders.	Master's Standing Orders were immediately updated during the inspection to include all missing guidance. Verification done and orders signed by all navigating	Master to ensure standing orders are thoroughly reviewed and compared against the latest company circulars and navigational best practices	17.06.2025	Bridge team briefing conducted on the updated standing orders, with emphasis on ECDIS settings, safe communication protocols, and	Closed Satisfactorily.  01.07.2025


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	The findind was rectified during inspection.		officers.			Master's call conditions.	
3.4	The operator's "preparation for proceeding to sea" was not included with the following details as required by checklist C2.6 of the Bridge Procedures Guide. - Passage plan checked and approved by the Master - Passage plan briefed to the bridge team - Route displayed on ECDIS and/or other electronic navigation aids, as appropriate	The procedures of "Passage plan checked and approved by the Master - Passage plan briefed to the bridge team - Route displayed on ECDIS and/or other electronic navigation aids, as appropriate"we re mentioned in passage plan checklist however same were missed in proceeding to sea checklist.	Form 2.3 preparation for proceeding to sea has been updated to include *Has the Passage plan approved By Master? *Has the passage plan briefed to all bridge team members. *All ENC's and paper / digital publications for the voyage fully updated and corrected, including T N P notices and Nav Warnings? * Both ECDIS properly set up for confined waters in regards of configuration and	All Navigation procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements.	24.06.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025

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			display settings. The changes in Form Manual has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the Form Manual.				
3.5	The following details were not included with the daily tests and checks of bridge equipment. - The synchronisation of all compass repeaters, including repeaters at the emergency steering position, that should be regularly checked.	The synchronisation of all compass repeaters, including repeaters at the emergency steering position has been missed in the daily tests and check of bridge equipments.	Form 2.20 Daily tests and checks has been updated to include * Check of Gyro and Magnetic compass and all compass repeaters. * Check and synchronize all Gyro Repeaters including Repeater at Steering Platform. *Check spare magnetic compass.. The changes in	All Navigation procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements.	24.06.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025



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			Form Manual has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the Form Manual.				
3.11	A 180 degrees red light located at lower part of the starboard side mast on the monkey island deck was unlit.	The light was working satisfactorily however when it was switch on to check during inspection, the bulb fused instantly.	The defective bulb was replaced, and the light tested. Functionality restored and confirmed satisfactory.	All navigation and signal lights checked during bridge rounds and recorded. Particular attention to be given to lights exposed to weather.	17.06.2025	Master and Chief Officer to conduct crew training on the importance of regular navigation light checks and instructed to report any failures promptly during rounds.	Closed Satisfactorily.  01.07.2025
3.20	The following details of navigation warning message related to next voyage sailing routes to Irag were not monitored & plotted in the ECDIS. - ZCZC WA54, 190907 UTC May 2025 for submarine cable	The NAVAREA warnings were downloaded, but this particular warning was	The relevant NAVAREA warning was identified and plotted on the ECDIS. Route planning was updated	All navigation warnings thoroughly reviewed and cross-checked against planned routes. Plotting of relevant warnings on ECDIS verified and recorded.	22.06.2025	Master and Chief officer to conduct training session with navigating officers on the importance of closely	Closed Satisfactorily.



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	route surveying operation vessel "M.V. Subcom Ocean". This msg will be canceled on 290000 UTC JUL 25.	inadvertently overlooked during the planning process. There was a lapse in cross-verifying the plotted warnings with the received messages.	accordingly to reflect the advisory.			monitoring and plotting all voyage-related navigation warnings, with emphasis on proper ECDIS updating and verification practices.	01.07.2025 
3.24	As reviewed the passage planned from "Singapore" to "Koh Srichang, Thailand". There was no evidence to show that the parallel index techniques had been used during pilotage water when the vessel departure from Singapore.	Parallel index references were inadvertently missed during arrival pilotage due to oversight.	Passage plan was updated to include proper parallel indexing for all pilotage legs. All officers were instructed to ensure real-time application and marking of reference points during confined water navigation.	Passage plans for all voyages were thoroughly reviewed and cross-checked by both the OOW and Master, ensuring inclusion and verification of parallel index use in pilotage waters.	22.06.2025	Training to be conducted by Master and Chief officer for all navigating officers on the use of parallel indexing and its importance during confined/pilotage navigation.	Closed Satisfactorily.  01.07.2025
4.5	The following "enclosed space entry permits" were not declared with "name/rank of personnel entried", "time in/out", "OOW sign" as per	Details were inadvertently missed during permit completion	The training carried out to all crew to ensure all required details are correctly filled as per	Master and Chief Officer to verify all enclosed space entry permits prior to entry and after completion.	28.06.2025	Training session to be conducted by Master and Chief officer for all officers and	Closed Satisfactorily.

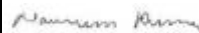
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	requirements of the operator's format of the enclosed space entry permit". - permit date 21/May/2025, entry into cargo hold no.5 - permit date 20/May/2025, entry into cargo hold no.4 - permit date 19/May/2025, entry into cargo hold no.3 - permit date 18/May/2025, entry into cargo hold no.2 - permit date 17/May/2025, entry into cargo hold no.1	due to oversight.	company format in Enclosed space permit. OOW verification and time tracking were properly documented. Attached properly filled Enclosed space permit during next entry.	Additional checks also to be implemented to ensure permits are fully completed and compliant with company procedures.		relevant crew on the importance of accurate enclosed space entry documentation and adherence to procedural compliance.	 01.07.2025
4.7	The following details were not declared into the hot work permit date 14/May/2025(hot work with forward ladder in cargo hold no.2) as required by the operator's format. - Has an enclosed space entry permit been issued? - Person(name, rank and signature) carrying out hot work. - Master (name/signature) - Person in charge of hot work team(name/rank/signature).	Details were inadvertently missed during permit completion due to oversight.	The training carried out to all crew to ensure all required details were correctly filled as per company format in hot work permit. The hot work permit was corrected promptly by entering the missing details including names, ranks, and signatures. The corrected permit was reviewed and	Responsible person to ensure all hot work permits reviewed for completeness before job commencement. Master and Chief Officer to verify all hot work permit prior to start hot work and after completion. Additional checks also to be implemented to ensure permits are fully completed and compliant with company procedures.	22.06.2025	Master and Chief Officer to conduct training for crew on correct filling of hot work permits and importance of documenting all mandatory details as per company format.	Closed Satisfactorily.  01.07.2025



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			re-verified by responsible personnel.				
4.17	There was no evidence to show that the annual check/record evidence of such check of the oxygen-acetylene welding equipment/installation on board had been carried out by a competent person in accordance with the equipment manufacturer's guidelines	The oxy-acetylene equipment and installation servicing were completed onboard by CE however shore service had not been carried out by competent person as per manufacturer instruction.	The oxygen-acetylene piping and equipment service was carried out at Singapore on 25.06.2025 by class approved service team. All equipment were found in good condition.	Briefing carried out regarding regular inspection of all equipments as per PMS and ensure strict compliance of all critical equipment and associated procedures as per Flag, Class and Manufacturer's instructions and guidelines. Such deficiencies to be immediately reported for rectification.	25.06.2025	Master and CE to ensure PMS is strictly check that record of service of all critical equipments is in compliance with Flag, Class and Manufacturer's instructions and guidelines.	Closed Satisfactorily.  01.07.2025
4.27	Five(5) numbers of the CO2 pipeline located at the port side gangway deck were found with moderate to heavy corroded condition in length about 1.5 meters.	Vessel is recently taken over under management. Since takeover the vessel has been under continuous	Affected portions of the CO2 pipeline were renewed. Integrity of the pipeline restored and pressure tested.	Training carried out by master to all deck crew and officers to carry out regular inspection and ensure strict compliance of all safety / critical equipment and associated procedures.	28.06.2025	Master / CE to ensure PMS is strictly followed and any significant corrosion must be immediately reported and rectified.	Closed Satisfactorily.  01.07.2025


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		improvement. The CO2 pipeline was planned but could not be completed due to vessel schedule.		Such deficiencies to be immediately reported for rectification.			
5.25	There was no evidence to show that the maintenance and testing of the ballast valves was incorporated into the PMS.	All the ballast valves are maintained as per company manuals and instruction but same was missed to be added in PMS.	The ballast valve maintenance has been added to the Form 3.31 Maintenance of Ballast Valves. The changes in Form Manual has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the Form Manual.	All Maintenance procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements. PMS software company has been notified to include the ballast valve maintenance in the PMS software as well.	01.07.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025

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6.2	The following ballast tanks inspection reports were not supported with photos and/or video evidence. - Date 23/May/2025, inspection of no.4DB(S) - Date 23/May/2025, inspection of no.1 TST(P).	Photographic evidence was inadvertently missed during documentation.	Training carried out to all crew regarding keeping evidence of any inspection especially tank inspection. Tank inspection was carried out for 1TST S and 3 TST S tank with photographic evidence and attached to report.	All future ballast tank inspections to be documented with mandatory photo or video evidence as per company guidelines. Responsible officers instructed to confirm checklist completion before submission.	28.06.2025	Master and Chief officer to conduct crew training on proper inspection documentation procedures, with emphasis on capturing visual evidence and ensuring thorough report completion.	Closed Satisfactorily.  01.07.2025
9A.6	The following rubber washers of quick-acting cleats were found with painted & cracked condition. - seven(7) rubber washers located at no.3 hatch coaming were painted. - three(3) rubber washers located at no.3 hatch coaming were cracked. - one(1) rubber washer located at no.4 hatch coaming was cracked. - one(1) rubber washer located at no.5 hatch coaming was painted.	Vessel is recently taken over under management. Since takeover the vessel has been under continuous improvement. Rubber washer condition was inadvertently missed during routine	All affected rubber washers were replaced with new ones to ensure proper sealing. Painted washers were also renewed to avoid any compromise in hatch cover tightness.	Master and Chief officer to ensure rubber washers of hatch cleats are checked during hatch maintenance and painting jobs. Care taken to avoid painting over rubber components and damaged washers to be renewed immediately upon detection.	28.06.2025	Crew training to be conducted for identifying damaged or improperly maintained rubber washers and instructed to avoid painting over flexible sealing elements. Training reinforced during maintenance	Closed Satisfactorily.  01.07.2025



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		inspection.				toolbox meetings.	
9A.11	The rubber seal channel located at no.3 pontoon port side of no.5 hatch cover were found with moderate corroded & wasted in length about 1.5 meters.	Vessel is recently taken over under management. Since takeover the vessel has been under continuous improvement. The upgradation of pontoons was already been planned but could not be completed due to cargo operations.	The affected section of the rubber seal channel was renewed, and surrounding areas cleaned and coated for corrosion protection.	Master and chief officer to reinforce hatch cover inspections and include detailed checks of rubber seal channels. Any signs of early corrosion to be reported and addressed without delay.	21.06.2025	Training conducted for deck crew on the importance of hatch cover seal integrity and proper inspection techniques to identify early signs of corrosion or damage.	Closed Satisfactorily.  01.07.2025
9A.19	A continually drip of the hydraulic oil at the drive unit of the hoisting drum located in the machinery space of crane no.1 & 3 was found. BB). Hydraulic oil fully contained on the deck in the machnery	Due to prolonged port stay of about 1 month and continuous crane	AA) Hydraulic pressure pipes of Crane No.1 and No.3 were replaced and tested and found satisfactory BB) For Crane no 4	Regular monitoring of crane hydraulic systems reinforced, especially during extended port stays. All crane operations now followed by	25.06.2025	Training conducted for crew on detecting early signs of hydraulic wear and leakages.	Closed Satisfactorily.


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	space(high about 1 to 2 centrimeters) of no.4 crane was found. CC). A temporary repaired(by clamp) was made on the hydraulic pipeline of the hoisting system in no.4 crane machinery space.	operations daily, leakage has developed.	shore attendance was carried and the leakage was rectified by changing the seals. Oil leakage stopped as confirmed by technician report and photos. Oil traces cleaned, and systems tested for proper operation. CC) Temporarily repaired pipeline was permanently rectified.	inspection and logging of system condition.		Guidance provided on proper follow-up, safe containment, and timely reporting.	01.07.2025 
9A.20	There was no evidence to show that the inspection of the crane cabinet's structural integrity was included in the PMS.	All the crane cabinet are maintained as per company manuals and instruction but same was missed to be added in PMS.	The inspection of crane cabinet has been added to the Form 3.32. The changes in Form Manual has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the Form Manual.	All Maintenance procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements. PMS software company has been notified to	01.07.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025



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				include crane cabiner inspection in the PMS software as well.			
10.1	There was no evidence to show that the company had established guidelines and procedures for the wear zone management.	The Mooring system management plan mentions guidelines on wear and tear of mooring equipments and ropes however were zone management was not mentioned in detail.	<p>The Mooring system management plan was updated to include 2.10 Wear Zone management in detail.</p> <p>The changes in MSMP has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the MSMP. Attached revised section.</p>	All Mooring procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements.	24.06.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	<p>Closed Satisfactorily.</p> <p></p> <p>01.07.2025</p>
10.4	According to the "mooring system & management plan", the SDMBL was declared at 50 tons. However the actual breaking load of all mooring were declared in range of 635 kN to 899 kN which exceed the specified limit 100 to	Vessel is recently taken over under management and provided with the ropes with breaking load of 635 kN	Risk assessment has been carried out for the usage of current ropes with higher Breaking load till they are replaced by new. Requisition has	Training carried out to all deck officers and crew on proper Risk Assessment is carried out before each mooring operation regarding higher Breaking load of	24.06.2025	Master and CO to ensure that proper Risk Assessment is carried out before each mooring operation	Closed Satisfactorily.


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	105 percent of the Ship Design MBL.	to 899 kN which were more than 105% of 50MT SDMBL.	already been raised and ropes with correct breaking load will be provided at next suitable port.	mooring ropes. All Mooring procedures have been verified to be inline with latest regulations and requirements.		regarding higher Breaking load of mooring ropes and each crew must be briefed each time before mooring operation.	01.07.2025 
10.15	Device for locking the operation handle of the starboard side aft mooring winch and port side forward mooring winch were not move able and not in locking position. The finding was rectified during inspection.	Locking devices were found seized due to recent painting of the winches.	Both locking devices were freed, lubricated, and tested. Confirmed to be fully functional and capable of securing the handles in locked position.	Regular operation and inspection of winch handle locking devices reinstated. Lubrication and function checks to be made during all mooring equipment rounds. PMS to be strictly adhered.	17.06.2025	Master and Chief officer to conduct crew briefing on importance of ensuring all safety mechanisms including locking devices are checked and operated regularly. Training conducted on identifying signs of seizure or malfunction.	Closed Satisfactorily.  01.07.2025
10.17	Two(2) single stand bollard located at port & starboard sides aft mooring station were not marked with the relevant	SWL markings were inadvertently	SWL markings were stenciled clearly on both bollards and the	PMS to be strictly followed. All deck fittings inspected with focus on visible and	24.06.2025	Master and Chief Officer to conduct training for deck crew on	Closed Satisfactorily.


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	SWL. BB). One(1) single stand roller located at starboard side aft mooring station was not marked with the relevant SWL	missed during previous maintenance and painting activities. These fittings were overlooked during routine visual checks.	roller at the aft mooring station. Visibility and legibility confirmed.	clear SWL markings. Any faded or missing markings were restored promptly.		the importance of SWL markings and ensuring their visibility for safe mooring operations.	 01.07.2025
11.2	Second officer could not demonstrated the correct method to carry out daily test of the GMDSS battery voltage checks. The voltage value of "Off Load" was declared at 28 vol during the GMDSS equipment were connected by the AC power supply.	Though deck officer was aware of the procedure daily test of the GMDSS battery voltage checks, however same could not be communicated by the second officer to the Inspector.	Immediate re-demonstration carried out by the Master, showing the correct procedure to check GMDSS battery voltage in "Off Load" condition. Battery voltage was rechecked and found satisfactory.	All GMDSS checks were cross-verified by senior officer. Emphasis to be laid on correct testing method during daily rounds.	23.06.2025	Master and Chief officer to conduct refresher training for all navigating officers on GMDSS battery testing procedures, including practical demonstration and explanation of "Off Load" vs "On Load" conditions.	Closed Satisfactorily.  01.07.2025

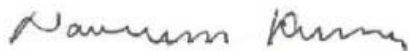
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12.5	There was no evidence to show that the procedures for combined responsibility to produce a voyage risk assessment by the company's security officer(CSO) and the vessel's Master had been established by the operator.	The procedures of Risk Assement before HRA was already in the manuals, however the combined responsibility to produce a voyage risk assessment by the company's security officer(CSO) and the vessel's Master was missed.	Fleet Operation manual section 8.14.11 has been updated to include procedure of Voyage risk assessment transiting HRA / "Go & No Go" Situation. The changes in Manual has been sent to the vessel, Master has briefed all crew regarding the changes in the Manual and updated the Fleet operation Manual. Attached Updated page of manual and Risk Assessment format.	All Navigation procedures have been verified to be inline with latest regulations and requirements. The quality management system is continually reviewed to ensure that it reflects the latest regulations and Company requirements.	24.06.2025	SMS to be continually improved and verified to be inline with the latest regulations and also updated as per the standards as required by Rightship and OCIMF.	Closed Satisfactorily.  01.07.2025
13.30	Found oily water (black color) contained in the engine room aft bilge well high about 15 to 20 centimeters. The finding was rectified during inspection	Due to vessel long stay at anchorage (for loading) bilge well water colour	Bilge well was drained, cleaned, and the area thoroughly inspected. No further	Chief engineer ensured checking of bilge levels and regular log keeping.	17.06.2025	Chief Engineer and 2 nd engineer to conduct crew briefing on the importance of checking all	Closed Satisfactorily.

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		has changes to black since the daily maintenance were carried out and dirt fall and accumulated in bilge.	accumulation observed post-rectification.			bilge wells, including less accessible areas. Additionally, training to be conducted on effective monitoring and early reporting of bilge water accumulation.	 01.07.2025
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*Superintendant to close out the deficiency in the remarks column with date & sign.



Naveen Kumar (DPA)
01.07.2025

