

Ship Name: **ALGOMA VALUE**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **7926148**

Date of Action: **12/15/2020**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Algoma Ship Tech Ltd

Algoma Shipping Ltd

Charterers

CSL International Inc.

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**15109 - Maintenance of the ship and
equipment**

Description

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations. PSCO observed fuel oil covering the aft starboard side of the main engine; the aft portion of the main engine including 3 pipelines into the engine; dripping from the second deck of the main engine; leaking from gaskets on the main engine; pooled in an unapproved container below a gasket; and pooled under fuel oil purifier.

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. PSCO's requested maintenance checklist for the engine room and firefighting equipment. Ship's crew provided completed "Algoma central corporation pre-inspection checklist" where the engine department had checked "yes" for engine room machinery clean and free of oil. They had also marked "yes" for steering gear save-all clean and free of oil, overall cleanliness of engine room acceptable, and no leaks in the purifier room. Completed "Algoma Ship Tech LTD Firehoses/Hydrants/Nozzles and attachments" maintenance logs were also notated as "Checked All SAT" weekly, over the last two months. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the flag or RO is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to the USCG prior to departure from port.

Ship Name: **ANGELINA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9218791**

Date of Action: **10/23/2020**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Sea Justice S. A.

ENYO NAVIGATION CO

Charterers

Phaethon International Ltd.

Deficiencies: Code - Category

07113 - Fire pumps and its pipes

Description

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed the light indicating operation of the emergency fire pump on the bridge was lit but no water was observed from either two hoses that were rigged, one on the bridge wing and the other on the forecastle , for the emergency fire pump test. An hour later, PSCO observed second test where the emergency fire pump alone could not provide water to the open nozzles.

Ship Name: **ATLANTIC MEXICO**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

IMO Number: **9578775**

Date of Action: **3/4/2020**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

PACC Ship Managers PTE Ltd

Atlantic Mexico PTE Ltd

Charterers

Pacnav De Mexico

Deficiencies: Code - Category

11104 - Rescue boats

**15109 - Maintenance of the ship and
equipment**

Description

Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order. PSCO observed rescue boat unable to start after 3.5 hours.

The company should establish procedures to ensure that the ship is maintained in conformity with the relevant rules and regulations. Vessel was detained on 20DEC19 for rescue boat not starting. Vessel was unable to produce any evidence of corrective actions taken. Based on this fact and as noted in deficiency 01 PSCO believes objective evidence exists that the vessel is not following their maintenance procedures outlined in SMS for ensuring critical life saving appliances are ready for immediate use. Request an additional external ISM audit to be carried out.

Ship Name: **ATLANTIS UNITY**
Ship Type: **Bulk Carrier**
Flag: **Marshall Islands**
IMO Number: **9594444**
Date of Action: **2/27/2020**
Action Taken: **Detention**
Port: **Seattle, Washington**
Unit: **Sector Puget Sound**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Atlantis Management Inc.
Atlantis Blue Shipping Co. S.A.
Charterers
Schnitzer Steel

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

15108 - Reports of non-conf., accidents & hazardous occur.

11104 - Rescue boats

Description

The company and the ship shall comply with the requirements of the international safety management code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. In meeting these requirements, the company should ensure that: .1 inspections are held at appropriate intervals .2 any non-conformity is reported with its possible cause, if known .3 appropriate corrective action is taken, and .4 record of these activities are maintained. Upon inspection of the ships maintenance records, it was found that the ships general emergency alarm and public address systems have been inoperable since 01/04/2020. During the PSC exam on 2/17/2020, the captain confirmed the non-conformity had not been reported and that no corrective actions had been taken.

The safety management system should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company, investigated, and analyzed with the objective of improving safety and pollution prevention. According to weekly maintenance records, both the general emergency alarm, and the public address system were in -operable since 01/04/2020 and there was no report made to the company until 02/27/2020 while the port state exam was being conducted

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The rescue boat's propeller was not engaging properly due to the faulty remote operating throttle cable.

Ship Name: **BBC CENTURY**
Ship Type: **General Dry Cargo Ship**
Flag: **Antigua & Barbuda**
IMO Number: **9253260**
Date of Action: **7/28/2020**
Action Taken: **Detention**
Port: **Baltimore, Maryland**
Unit: **Sector Maryland-NCR**

Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Jungerhans Heavy-Lift-Fleet Services GmbH & Co. KG
MS "Luna J" Schiffahrtsgesellschaft
Charterers
BBC Chartering & Logistic GmbH & Co KS

Deficiencies: Code - Category

15110 - Documentation-ISM

Description

The company should ensure any non-conformity is reported with its possible cause, if known. PSCO observed hydraulic oil pooled on and under the steering gear due to hydraulic oil leak. The vessel's planned/preventive maintenance listed the steering gear as "ok". PSCO observed non-reflective retroreflective tape on the lifeboat and rescue boat as well as wasted gasket on the lifeboat door. The vessel's planned/preventative maintenance for the lifeboat and rescue boat were "all in satisfactory condition."

07126 - Oil accumulation in engine room

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention. PSCOs observed pooled oil throughout the engine room to include below and on top of the main engine, under the HFO purifier, under the air compressors and next to the boiler. Fuel oil was also leaking from the MDO pipeline next to the OWS.

14104 - Oil filtering equipment

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention. The vessel's crew failed to properly operate the oily water separator.

Ship Name: **BELMEKEN**

Ship Type: **Bulk Carrier**

Flag: **Malta**

IMO Number: **9576014**

Date of Action: **11/12/2020**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Navigation Maritime Bulgare

Belmeken Maritime Ltd

Charterers

ASR Group Commodities LLC

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**07106 - Fire detection and alarm
system**

15106 - Shipboard operations

Description

Means shall be provided to control leaks of flammable liquids. PSCO observed oil accumulation under the No. 1 and No. 2 MDG turbos and excessive fuel accumulated around the NO. 1 & No. 2 MDG fuel pumps and cylinder heads.

Fire detection & fire alarm systems shall be kept in good order so as to ensure their required performance if a fire occurs. A smoke detector was found covered in the "electrician room 101" on the 2nd Deck of the E/R, rendering the alarm ineffective.

The company should establish procedures to ensure that the ship is maintained in accordance w/ the regulations established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance w/ relevant conventions. The COTP questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the Flag or RO is recommended within 30 days to determine if this ship is operationing IAW the ISM code. Provide copy of completed audit report to USCG prior to departure from port.

Ship Name: **BETTY K VI**
Ship Type: **Ro-Ro-Cargo Ship**
Flag: **Panama**
IMO Number: **8801216**
Date of Action: **8/18/2020**
Action Taken: **Detention**
Port: **Miami, Florida**
Unit: **Sector Miami**

Recognized Org: **Isthmus Bureau of Shipping**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
MMS Americas LLC
Dorick Navigation , S.A.

Deficiencies: <u>Code - Category</u>	<u>Description</u>
04102 - Emergency fire pump and its pipes	Ships shall be provided with independently driven fire pumps as follows: cargo ship of 1, 000 tons gross tonnage and upwards shall be provided with at least two. PSCO observed that the emergency fire pump is unable to provide adequate pressure to fire hoses.
07126 - Oil accumulation in engine room	The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. PSCO observed excessive fuel leaks on the #2 and #3 generator and main engine quick closing valve creating a fire hazard.
07101 - Fire prevention structural integrity	In addition to complying with the specific provisions of fire integrity of bulkheads and decks mentioned elsewhere in this part, the minimum fire integrity of bulkheads and decks shall be prescribed in tables 44.1 and 44.2. PSCO observed an approximately 2' x 1.5' opening in the Class A bulkhead between the galley and the crew mess.
15109 - Maintenance of the ship and equipment	Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: Review of the vessel's SMS confirmed discrepancies with vessel maintenance, checklists, reporting of non-conformities, and training, in addition to other material deficiencies , are evidence the vessel/company failed to implement the requirements of the SMS code through approved SMS procedures. The condition onboard the vessel and the failure of the crew to know and implement company policies and procedures is a key indicator that the SMS onboard is invalid. Require an external audit.

07126 - Oil accumulation in engine room

The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. PSCO observed excessive hydraulic oil leaks from the solenoids on the emergency steering gear pump.

Ship Name: **BETTY K VIII**
Ship Type: **General Dry Cargo Ship**
Flag: **the Cook Islands**
IMO Number: **8410328**
Date of Action: **2/28/2020**
Action Taken: **Detention**
Port: **Miami, Florida**
Unit: **Sector Miami**

Recognized Org: **International Naval Surveys Bureau**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Equipment**
Organization Related to Detention: **International Naval Surveys Bureau**
Ship Management: Owners, Operators, or Managers
Betty K Agencies Ltd
Dorick Navigation , S.A.
Charterers
Betty K Line

Deficiencies: Code - Category
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.

Ship Name: **BEYLERBEYI**

Ship Type: **LPG Gas Carrier**

Flag: **Turkey**

IMO Number: **9480370**

Date of Action: **2/1/2020**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Anadoluhisari Tankercilik Anonim Sirketi

Charterers

Carib LPG Trading LTD.

Deficiencies: Code - Category

**07123 - Operation of Fire protection
systems**

**15101 - Safety and environment
policy**

Description

A water spray system on ships carrying flammable or toxic products should be capable of covering all areas mentioned in 11.3.1 with a uniformly distributed water spray of at least 10l/m² per minute for horizontal projected surfaces. While testing the deck water spray system the PSCO observed less than 20% efficiency/coverage of installed water spray line. Less than 5% of nozzles on # 1 cargo tank and both manifolds were operational.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Vessel provided documentation that annual testing of the water spray system was conducted on January 23, 2020. However, it is clear with substantial evidence that the vessel is not following their maintenance procedures outlined in shipboard SMS for ensuring the nozzles are clear of obstructions. Request an additional ISM audit.

Ship Name: **CAPTAIN P. EGGLEZOS***

Ship Type: **Bulk Carrier**

Flag: **Malta**

IMO Number: **9332224**

Date of Action: **12/17/2020**

Action Taken: **Detention**

Port: **Kalama, Washington**

Unit: **Sector Columbia River**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers

Axis Bulk Carriers Inc

Notis Marine S.A.

Charterers

Universal Navigation PTE LTD

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

**07114 - Remote Means of control
(opening,pumps,ventila**

07199 - Other (fire safety)

Description

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; appropriate corrective actions is take; and records of these activities are maintained. Objective evidence during an expanded ISM exam revealed the vessel failed to follow their Safety Management System regarding reports and analysis of nonconformities (Chapter 9) and planned maintenance on vital machinery systems. Long standing non-conformities throughout the engine room have not been reported as required and machinery maintenance is overdue. Recommend an external third party ISM audit.

Means of control for flammable liquids in the space shall be provided. Observed the remote quick closing shut-off valve to the diesel oil service tank blocked open with two bolts, severely limiting the vessel's ability to control fire growth in the machinery space in an emergency.

Means shall be provided to control leaks of flammable liquids. Observed active fuel oil leaks from the diesel oil settling tank valve and fuel oil line on the main burner assembly for the auxiliary boiler, creating a significant fire hazard.

Ship Name: **CLIPPER PANORAMA**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9598995**

Date of Action: **5/11/2020**

Action Taken: **Detention**

Port: **Boston, Massachusetts**

Unit: **Sector Boston**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MSI Ship Management (Shanghai) Co. Limited

Lotus Gold Shipping Ltd

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. PSCO discovered numerous items that holistically demonstrated a general lack of maintenance on board including a ruptured fire hose, an unserviceable firefighting suit, an inoperable fire door, electrical hazards and a leaking hydraulic ram on a cargo hatch. Recommend an external ISM audit.

Ship Name: **CONON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9520974**

Date of Action: **8/15/2020**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Union Marine Management Services PTE
LTD,**

Alison Finance SA

Charterers

Cargill

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

Description

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCOs identified excessive oil leaks, oil accumulation, and oil soaked lagging throughout the main engineering space, including the purifier flat, waste oil tank, generators and main engine due to insufficient maintenance of ship's systems. The excessive oil presents a significant fire hazard to the ship and crew.

Ship Name: **CONTINENTAL HIGHWAY**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Panama**

IMO Number: **9238519**

Date of Action: **2/18/2020**

Action Taken: **Detention**

Port: **Los Angeles, California**

Unit: **Sector Los Angeles-Long Beach**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

K Line RoRo Bulk Ship Management Co. Ltd

Continental Highway

Charterers

Kawasaki Kisen Kaisha Co Ltd

Deficiencies: Code - Category

**07109 - Fixed fire extinguishing
installation**

Description

The necessary pipes for conveying fire-extinguishing medium into protected spaces shall be provided with control valves so marked as to indicate clearly the spaces to which the pipes are led. Suitable provisions shall be made to prevent inadvertent admission of the medium to any space. PSCO identified the valve on the service line for the low-pressure CO2 system to be in the open position and with no blanking flange. The pressurization of the CO2 manifold would cause the low-pressure CO2 room to be inadvertently filled with CO2 and present a danger to life in the space and the local operating station.

15109 - Maintenance of the ship and equipment

The company and the ship shall comply with the requirement of the International Safety Management Code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. 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 appropriate corrective action is taken; and records of these activities are maintained. Objective evidence discovered during an expanded ISM exam revealed the following non-conformities the crew failed to fully implement the requirements of the ISM Code through their SMS procedures. These identified deficiencies are evidence that the ship and/or company are not meeting the SMS requirement. Recommend external audit. PSCO identified the valve on the service line for the low-pressure CO₂ system to be in the open position and with no blanking flange. The release of CO₂ from the system would cause the space to be filled with CO₂ and present a danger to life in that space to be filled with CO₂ and present a danger to life in that space. Date of last servicing on the system was in August 2018, and the crew indicated that the system may have been altered at dry-dock in August 2019, it is unknown how long the service line on the low-pressure CO₂ system was open, but potentially months. The ship's maintenance check list for the CO₂ system outlines weekly and monthly checks which includes verifying valves are in the proper position. While the inspection was being done on a weekly basis, the valve on the servicing line remained open and presented a hazardous condition.

Ship Name: **DIAMOND QUEEN**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9642136**

Date of Action: **5/22/2020**

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Unit: **MSD PORT CANAVERAL**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Misuga Kaiun Co., Ltd
Seavance Shipping S.A.

Charterers
Mitsui O.S.K. Lines Ltd.

Deficiencies: Code - Category

**14121 - Suspected of discharge
violation**

01315 - Oil record book

15106 - Shipboard operations

Description

Subject to the provision of Reg. 4 of this Annex and paragraphs 2, 3, and 6 of this regulation, any discharge into the sea of oil or oily mixtures from ships shall be prohibited. The chief engineer directed the overboard discharge of oily water through means other than through the approved oil filtering equipment on or about the following dates: 05JAN2020, 20JAN2020, 03MAY2020, 18MAY2020.

Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record book Part I, so that entries in the book appropriate to that operation are completed. The chief engineer admitted to falsifying entries (E.G. tank soundings, disposal methods and quantities) into the Oil Record Book Part I on the following dates: 06JAN2020, 02MAY2020, 19MAY2020.

The company and the ship shall comply with the requirements of the International Safety Management Code. The company should ensure that the Safety and Environmental-Protection Policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. The company policy states, "Under no circumstances modifications are to be made to the bilge pumping system or oily waters separator that may by-pass operation of separator". The chief engineer directed members of the engineering department to manipulate non-return valve (#027 VPG) and interconnect valve (#013 VPG) to discharge the contents of the bilge tank directly overboard utilizing the General Service/Bilge Ballast Pump. Recommend external ISM audit.

15106 - Shipboard operations

The company should establish and maintain procedures to control all documents and data which are relevant to the SMS. The company procedure states, "Records of all bilge water overboard discharges shall be maintained in the Oil Record Book as per the instructions in the ORB". The chief engineer entered false information in the Oil Record Book and into the chief's sounding log. Recommend external ISM audit.

14105 - Pumping, piping and discharge arrangements

After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or materials covered by the survey, without the sanction of the administration, except the direct replacement of such equipment and fittings. Vessel modified bilge piping arrangements, specifically non-return valve 027VPG in the bilge piping system to allow the direct overboard discharge of oily bilge water.

Ship Name: **ELITE FAITH**
Ship Type: **General Dry Cargo Ship**
Flag: **Panama**
IMO Number: **9454058**
Date of Action: **12/18/2020**
Action Taken: **Detention**

Recognized Org: **China Classification Society**

Recognized Security Organization (RSO):

Recognized Org (RO) Related: **Class Related**

Relevant Certificates: **Safety Equipment**
ILLC
Safety Construction
Safety Management Certificate

Port: **Charleston, South Carolina**
Unit: **Sector Charleston**

Organization Related to Detention: **China Classification Society**

Ship Management: Owners, Operators, or Managers
Tianjin Shun Xin Yuan Shipping Co., LTD
Dareon Shipping Co, Ltd
Charterers
BBC Chartering Carriers GmbH & Co KG

Deficiencies: Code - Category

11129 - Operational readiness of lifesaving appliances

Description

Before the ship leaves port and at all times during the voyage, all life-saving equipment appliances shall be ready for immediate use. PSCO found port and STBD life rafts tied down preventing float free arrangements. The cover for davit life raft sling was compromised exposing the raft to the elements. 6-man forward liferaft shell was cracked exposing the raft to the elements. Markings required by the LSA Code were missing on the liferaft containers including length of painter, and maximum permitted stowage height. Discrepancies identified in the packing/servicing of liferafts. Stern launch lifeboat missing seat restraint.

07108 - Ready availability of fire fighting equipment

Any required automatic sprinkler system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. System was found in manual operation rendering system not able to start automatically as required.

07113 - Fire pumps and its pipes

Ships shall be provided with fire pumps, fire mains, hydrants, and hoses complying with the applicable requirements of regulation 10. PSCO observed 25 minute delay in delivery of water to the hydrant after starting fire pump. Doubler was found port side FWD of the house on firemain. Leaks were observed on hydrants and piping. General service and emergency fire pump wiring to motor had conductors not insulated and strain relief was not provided to conductors.

07126 - Oil accumulation in engine room

Means shall be provided to control leaks of flammable liquids. Diesel oil leaks were observed on bulkhead fittings from storage tanks into engine room. Leak was observed at 1 drip/2 seconds. Additional leaks were observed on fuel oil piping under purifiers.

03105 - Covers (hatchway-, portable-, tarpaulins, etc.	The construction and the means for securing the weathertightness of cargo and other hatchways in positions 1 & 2 shall be at least equivalent to the requirements of 15 & 16 of Annex I. Hatch covers were found with modifications/unauthorized repairs. Sounding tubes for voids and ballast tanks were missing caps allowing downflooding. Ventilator hatch covers were severely wasted preventing proper closure. Anchor wash was holed, allowing water into BOSN store.
13102 - Auxiliary engine	Main source of electrical power of sufficient capacity to supply all those services mentioned in regulation 40.1.1 shall be provided. Machinery and associated piping systems shall be made of adequate design and construction. PSCO observed leaks on #1 and #2 generator saltwater inlet pipes in way of temporary repairs presenting possibility of overheating and loss of 2 out of 3 generators.
07108 - Ready availability of fire fighting equipment	Firefighting systems and appliances shall be readily available for immediate use. Extinguishers were located in such a position that access is limited and inhibited by the ballast water treatment system. PSCO observed limited access to firesuits located at main deck stairwell. Foam applicator and containers in upper lever engine room by boiler were stored in a position not available for immediate use.
11129 - Operational readiness of lifesaving appliances	Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. Lifejackets and immersion suits for 6-man liferaft in BOSN store were stored in a manner not ready for immediate use.
13101 - Propulsion main engine	Internal combustion engines of a cylinder diameter of 200 mm or a crankcase volume of 0.6 cubic meters shall be provided with crankcase explosion relief valves. All crankcase explosion covers were excessively coated with paint preventing proper function in event of crankcase explosion.
09208 - Protection machinery	Machinery and associated fittings shall be designed and installed as intended to reduce dangers to persons onboard. PSCO observed all ships service diesel generators, and OWS bilge pump missing machinery guards presenting hazard to crew.
13102 - Auxiliary engine	Main source of electrical power of sufficient capacity to supply all services shall consist of at least 2 generating sets. Machinery and associated piping systems shall be made of adequate design and construction. The fuel supply system panel for generators is not functioning as designed. Several gauges and switches were disabled and rendering inoperable potentially leading to unnoticed generator fuel service tank loss.
07199 - Other (fire safety)	Means shall be provided to control leaks of flammable liquids. Tank tops for #2 sludge tank and bilge water holding tank were not bolted. Tank top bolts were reported removed in October 2020. No bolts were present and covers were not secured. Fuel leaks accumulating in bilge are disposed in sludge tank.

07105 - Fire doors/openings in fire-resisting division

The fire resistance of doors shall be equivalent to that of the division of which they are fitting. Self-closing A -60 fire door in lower level engine room for emergency escape failed to self close and is damaged. A-60 self-closing fire door on deck C ladderwell did not self-close as requires. A-15 door for galley found damaged and ineffective.

15102 - Company responsibility and authority

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations. Based on the overall materiel condition of the vessel as substantiated by the objective evidence cited above, an additional external verification is recommended.

Ship Name: **ES KURE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9537018**

Date of Action: **11/17/2020**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **China Classification Society**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Glory Ships (s) Pte Ltd

KTM Corp SA

Charterers

**Swire Bulk-The China Navigation Co. Pte,
Ltd**

Deficiencies: Code - Category

11119 - Immersion suits

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. PSCOs observed 30/31 immersion suits are unserviceable due to inoperable zippers and unsealed seams.

Ship Name: **GASCHEM STADE**

Ship Type: **LPG Gas Carrier**

Flag: **Liberia**

IMO Number: **9171123**

Date of Action: **8/11/2020**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Hartman Gas Carriers Germany GmbH &
Co. KG**

Sub Zero Inc

Charterers

Geogas Trading SA

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

**The company should ensure that the appropriate
corrective action is taken for any reported non-
conformity.**

**The ship reported a malfunctioning relay module of the
burner controller on the Inert Gas Generator on
February 25th 2020. The relay module was not ordered
until July 16th 2020. The hold spaces have not been
inerted as required in the ICG code 9.2.1 since January
7th 2020. There were no additional mitigating safety
measures implemented for the ship to follow and
maintain an inert atmosphere in hold spaces. Also, the
crew was unable to provide documentation attesting to
the proper notification to the vessel's classification
society in regards to the malfunctioning relay module of
the burner controller on the Inert Gas Generator.**

**Deficiencies #2 through #4 make up a systematic
breakdown of the vessel's Safety Management System.
An external audit is required.**

07102 - Inert gas system

**The condition of the ship and it's equipment should be
maintained to conform with the provisions of the Code to
ensure that the ship will remain fit to proceed to sea
without danger to the ship or persons on board.**

**The inert Gas Generator oxygen content meter cannot
operate properly without bypassing the flow regulator
for the sample gas tubing. Subsequently the hold spaces
have not been inerted IAW IGC Code 9.2.1 since
07JAN2020 as per their Dry Inert Gas Generator
Operations Log.**

Ship Name: **GLOBAL ORION**

Ship Type: **Supply Ship**

Flag: **Mexico**

IMO Number: **9249439**

Date of Action: **1/7/2020**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Adminstracion Tecnica Maritima, S.A. DE
C.V.**

Navarro Capital Partners, LLC

Deficiencies: Code - Category

**10137 - Long-range identification
and tracking system (LRIT)**

**01131 - International Anti-fouling-
System Certificate**

Description

Systems and equipment used to meet the requirements of this regulation shall conform to performances standards and functional requirements not inferior to those adopted by the organization. Vessel crew was unable to provide a long-range identification and tracking conformance test in accordance with the procedures set out in Appendix 1 of MSC. 1/Circ.1307.

Ships of 400 GT and above engaged in international voyages, excluding fixed or floating platforms, FSUs, and FPSOs, shall be issued after inspection and survey an international anti-fouling system certificated together with a record of anti-fouling systems. Vessel crew was unable to provide an international anti-fouling system certificate together with a record of anti-fouling systems.

Ship Name: **ISLAND EXPRESS**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Cyprus**

IMO Number: **8716954**

Date of Action: **1/6/2020**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Octo Maritime S.A.

Riaz Shipping S.A.

Deficiencies: Code - Category

**07106 - Fire detection and alarm
system**

**01107 - Safety Management
Certificate (SMC/ ISM)**

Description

The fire detection and fire alarm system shall be keep in good order so as to ensure their required performance if a fire occurs. The fire alarms in the engine space were inoperable.

The company and the ship shall comply with requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. The company should identify equipment and technical systems the sudden operational failure of which may result in hazardous situation. The safety management systems should provide for specific measures aimed at promoting the reliability of such equipment or systems. These measures should include the regular testing of stand-by arrangements and equipment or technical systems that are not in continuous use. The maintenance checklists provided by the safety management system do not clearly state what fire detection systems should be tested. Fire detection in the engine room was not operational. There is no system of records to identify which fire detection zones have been tested previously and there is no history of fire detection tests in the engine room. The vessel's safety management system does not specify which fire alarms are besting tested and at what intervals they are to be tested.

Ship Name: **JSP AMIHAN**
Ship Type: **Containership**
Flag: **Antigua & Barbuda**
IMO Number: **9449687**
Date of Action: **1/25/2020**
Action Taken: **Detention**
Port: **Jacksonville, Florida**
Unit: **Sector Jacksonville**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Rass Schiffahrt Gmbh
JSP Amihan Schiffarhrts GMBH
Charterers
Hohesand Shipping Company Limited

Deficiencies: Code - Category
15109 - Maintenance of the ship and equipment

Description
The company and the ship shall comply with the requirement of the ISM Code. The company should establish procedures to ensure the ship is maintained in conformity with relevant rules and regulations. PSCO observed a lack of maintenance for the ship and its equipment, especially regarding the engine room, structural fire protection, and lifesaving equipment. SMS "7.7 Risk Assessment S-07 refers to Safe Work Practices 20.3.2, 20.3.5 and 20.3.6 which requires various maintenance of oil leakages in machinery spaces. Objective evidence revealed through SMS "7.4.1 Daily Tests & Checks" which requires oil leakage in machinery spaces. Objective evidence revealed through SMS "7.4.1 Daily Tests & Checks" which requires oil leakage inspection (item 1) among other entries and completion must be entered into ships daily logs. Active leaks in engine room do not reflect the checklist is being completed or logged. Recommend ISM audit.

07126 - Oil accumulation in engine room

Means shall be provided to control the leaks of flammable liquids PSCO observed excessive accumulation of flammable liquids throughout engine room. Pooling was noted all along main engine, IVO two ships generators, and in the bilges. Oil soaked lagging was also observed in several locations. General condition of the engine room pose an immediate fire & safety hazard to this ship & crew.

Ship Name: **KALVOE**

Ship Type: **General Dry Cargo Ship**

Flag: **Cyprus**

IMO Number: **9518983**

Date of Action: **2/19/2020**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Intership Navigation Co, Ltd

Spring Tide Shipping

Charterers

Onego Shipping & Chartering B.V.

Deficiencies: Code - Category

**04114 - Emergency source of
power - Emergency generato**

**07126 - Oil accumulation in engine
room**

**15109 - Maintenance of the ship and
equipment**

Description

The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency. The fuel tank for the emergency generator does not have enough fuel for 18 hours of continuous operation.

Means shall be provided to control leaks of flammable liquids. PSCO observed fuel leaking from the valve from the fuel tank to the emergency generator and a valve on the #2 HFO tank as well as excessive oil accumulated under the main engine. There was also oil stored in buckets in the engine room and purifier room and excessive oil on deck in the purifier room.

The company should ensure that inspections are held at appropriate intervals, any non-conformity is reported, appropriate corrective action is taken and records of these activities are maintained. Vessel provided PSCOs with documentation showing weekly inspections are being conducted on firefighting equipment and the main engine but objective evidence proved otherwise. The chief engineer stated there were no checklists for weekly inspections.

Ship Name: **KALVOE**

Ship Type: **General Dry Cargo Ship**

Flag: **Cyprus**

IMO Number: **9518983**

Date of Action: **3/19/2020**

Action Taken: **Detention**

Port: **Fort Macon**

Unit: **Sector North Carolina**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Intership Navigation Co, Ltd

Spring Tide Shipping

Charterers

Shulte & Bruns

Deficiencies: Code - Category

**04117 - Functionality of Safety
Systems**

**15102 - Company responsibility and
authority**

Description

The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measures the ship is provided with. For this purpose for the following functional requirements shall be met. Fire protection systems and fire fighting systems and appliances shall be maintained ready for use. During testing of the EDG emergency quick closing valve. PSCO noted the handle outside the space separate from the steel cable. Attempts were made by the crew to pull the cable without success. Additionally, once the quick closing valve was closed the EDG continue to operate with minimal signs of fuel starvation. PSCO believes that these arrangements present a hazardous condition on board in the event of fire or emergency.

The company should establish procedures to ensure that the ship is maintained to conform with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The objective evidence in the deficiencies listed herein indicates a serious failure or lack of effectiveness of the implantation of the ISM code. Therefore the COPT questions the adequacy and/or implementation of the vessel's safety management system. An external safety management audit is recommended to be carried out within 30 days by the administration or RO to determine if the vessel is operating in accordance with the ISM code. Provide decision to USCG before leaving port. Vessel could not provide PSCO with maintenance checklist for the EDG or quick closing valve. In addition, the lifeboat which indicates SOLAS tape replacement but objective evidence indicated otherwise.

Ship Name: **KARAVAS**
Ship Type: **Oil Tankship**
Flag: **Panama**
IMO Number: **9420631**
Date of Action: **11/17/2020**
Action Taken: **Detention**
Port: **Houston, Texas**
Unit: **Sector Houston-Galveston**

Recognized Org: **Lloyd's Register**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Construction**
Organization Related to Detention: **Lloyd's Register**
Ship Management: Owners, Operators, or Managers
World Tankers Management PTE LTD
Karavas Shipping Co Ltd
Charterers
Litasco SA

Deficiencies: Code - Category
15109 - Maintenance of the ship and equipment

Description
The company and the ship shall comply with the requirements of the International Safety Management Code. The company should ensure that all personnel involved in the company's SMS have an adequate understanding relevant roles, regulations, coded, and guidelines (6.4) In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals (10.2.1), and that any non-conformity is reported with its possible cause , if known (10.2.), in accordance with the vessel's Safety Management System and Maintenance Procedures to include form "STD-GRL-P1-000", life saving and for fighting equipment are to be inspected weekly and monthly.
In accordance with the vessel's "Critical Operations Checklist", pump room electrical fixtures are to be inspected monthly. In accordance with the vessel's "Pump Room Entry Permit" procedures "WTM SF-010" there is to be a system of recording who is in the pump room, the space is to be vacated in the event of a ventilation failure, and the permit shall be rendered invalid should the ventilation of the space stop. As delineated in deficiencies 2-6, objective evidence attest to the vessel's crew failing to properly conduct maintenance and inspections of lifesaving, firefighting, and electrical equipment. Additionally, crew failed to follow pump room entry procedures, not logging PSCO entering, nor turning on ventilation despite walking down the fire stairwell leading down into the pump room. Note, marine chemist was recalled to re-certify the pump room space.
An external audit focusing on maintenance and inspection procedures is required prior to the vessel being released from detention.

12199 - Other (tankers)

In tankers, electrical equipment, cables, and wiring shall not be installed in hazardous locations unless it conforms with standards not inferior to those acceptable to the organization. Reference IEC 60092-502: 199/4.2.2

Multiple explosion proof electrical installations located into the cargo pump room, a Zone "I" hazardous area, were cracked, compromising the integrity of the fixtures. Note, the vessel is loaded with fuel oil and vacuum gasoline, both highly flammable cargoes.

07108 - Ready availability of fire fighting equipment

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use.

During operational test of the emergency fire pump, a dime sized hole was discovered on the fire main line causing the pressure to dissipate, thus not providing adequate pressure to the forward most and upper most fire hoses. Temporary repairs were enacted by the crew.

11129 - Operational readiness of lifesaving appliances

Each life raft or group of life rafts shall be bestowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the code so that each floats free, and if inflatable, inflates automatically when the ship sinks.

PSCO observed both life rafts on the port main deck tied together and secured to the stationary life racks, thus rendering the float free mechanism inoperable.

Ship Name: **KEN C-I**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

IMO Number: **7710264**

Date of Action: **2/6/2020**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Tsunami Marine Limited**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Grace Holding International S.A.

GIA International LTD S.A.

Deficiencies: Code - Category

**01209 - Manning specified by the
minimum safe manning**

Description

Deficiencies which may deem to pose a danger to persons, property of the environment include the following: Failure to comply with applicable safe manning requirements of the Administration. The vessel is not manned per the Safe Manning Certificate. Vessel currently is without properly credentialed mariners in the position of: 1 deck rating and 1 cook. The Safe Manning Certificate indicated the requirement of 1 deck rating and 1 cook.

Ship Name: **KOTA RATNA**

Ship Type: **Containership**

Flag: **Singapore**

IMO Number: **9167447**

Date of Action: **10/9/2020**

Action Taken: **Detention**

Port: **Apra, Guam**

Unit: **Sector Guam**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Pacific International Lines (Private) Limited

Deficiencies: Code - Category

07199 - Other (fire safety)

Description

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person onboard. During the PSC exam, found the emergency fire pump not ready for immediate use. Prior to starting the fire pump, an engineer was required to loosen the packing gland that was tightened down due to excessive leaks on the pump shaft. Additionally, the emergency fire pump discharge valve was found in the closed position, rendering it not available for immediate use. After opening the discharge valve and allowing sea water into the fire main system, the suction pipe to the emergency fire pump ruptured due to severe wastage and lack of routine maintenance rendering the fire pump inoperable in the event of emergency use. Furthermore, appropriate parties were not notified due to the crew's lack of knowledge of the reporting procedures as required by the vessel's safety management system.

07199 - Other (fire safety)

After any survey of the ship under regulation 8 has been completed, no change shall be made in the structural arrangements, machinery, equipment, and other items covered by these survey, without the sanction of the administration. During PSC exam, found unauthorized patch repairs on discharge pipe of No.2 fire pump and sea water pipe supply to fresh water generator. There is no documentation onboard recording these repairs. No notifications were made to the company regarding the wasted pipes, installation of patches, or who conducted the unauthorized repairs. Furthermore, appropriate parties were not notified due to the crew's lack of knowledge of the reporting procedures as required by the vessel's safety management system.

07199 - Other (fire safety)

The number of openings in watertight subdivisions is to be kept to a minimum compatible with the design and proper working of the ship. A rubber hose, used to supply water from the fresh water generator to the fresh water tank, was found passing through two opened hatch covers that are normally closed for fire and flood protection. The hose penetrated through two watertight and fire boundaries in the ship. The unauthorized modification poses a risk to the safety of the vessel and crew in the event of flooding or fire. Furthermore, appropriate parties were not notified due the crew's lack of knowledge of the reporting procedures as required by the vessel' s safety management system.

15101 - Safety and environment policy

The company and the ship shall comply with the requirements of the international safety management code. Due to the above objective evidence, the captain of the port questions the adequacy of the implementation of the vessel's safety management system under the international safety management code involving the machinery operations, maintenance, and the procedures for reporting/ notification to the responsible parties. The U.S. Coast Guard recommends an external audit to be conducted by the flag state or recognized organization to determine whether the ship is properly operating in accordance with ISM. The external audit is required based on the following objective evidence found during the examination: Crew's failure to follow maintenance procedures in accordance with safety management system, a lack of knowledge on reporting requirements for machinery equipment system malfunctions, and crew's lack of training and familiarization with ship's safety management system.

Ship Name: **LA TEMPERANCE**
Ship Type: **General Dry Cargo Ship**
Flag: **Togo**

IMO Number: **6719885**

Date of Action: **1/29/2020**

Action Taken:

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
S & B Blessing LLC

Deficiencies: Code - Category

15105 - Resources and personnel

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.

01 - The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of 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: inspections are held at appropriate intervals. The company's safety management manual states routine inspections of the vessels lifesaving and firefighting should be conducted weekly and monthly. The vessels did not conduct monthly inspections for December 2019 and did not conduct weekly inspections between November 30, 2019 and January 24, 2020. As a result, 04 smoke detectors throughout the vessel were found to have batteries installed backwards and were inoperable.

02 – The company should establish procedures, plans, and instructions, including checklists as appropriate for key shipboard operations concerning the safety of the personnel, ship and protection of the environment. The various tasks should be defined and assigned to qualified personnel. The vessels safety management manual states that the chief engineer is responsible for bunkering operations and before bunkering operations the bunkering check list form S-12 and bunker plan should be filled out. The chief engineer has not been using the required form when bunkering and had no records of the form S-12 ever being used.

03 – The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations codes and guidelines. The vessels safety management manual states that the chief engineer is responsible for ensuring correct and relevant entries are made in the oil record book. Upon inspection of the oil record book, PSCO's observed that incorrect entries were being made for weekly soundings and fueling. Code "H" was being used for non-fueling operations and the

capacity of the bilge tank was marked as “estimated.”

99101 - Other (Safety in general)

Deficiencies which may be deemed to pose a danger to persons, property or the environment includes failure to comply with applicable safe manning requirements of the administration. The vessel is not manned per the safe manning certificate. Vessel sailed its last voyage without properly credentialed mariners in the positions of: one (1) oiler and two (2) able seaman.

Ship Name: **LA TEMPERANCE**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **6719885**

Date of Action: **6/24/2020**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Management Certificate**

Organization Related
to Detention: **CONARINA**

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
S & B Blessing LLC

Charterers
Norden Shipping (Singapore) Pte Ltd.

Deficiencies: Code - Category

15105 - Resources and personnel

Description

Objective evidence discovered during an expanded ISM Exam revealed the following non-conformities: review of the vessel's SMS confirmed discrepancies with vessel maintenance, checklists, reporting of non-conformities, drills, habitability, and training, in addition to other material deficiencies, are evidence the vessel/company failed to implement the requirements of the ISM code through approved SMS procedures. This vessel was issued an IMO detention in January 2020, with substantially similar systematic deficiencies. The condition onboard the vessel and the failure of the crew to know and implement company's polices and procedures is a key indicator that the SMS onboard is invalid. Require an external audit.

Ship Name: **LADY ROMNEY**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Togo**

IMO Number: **7047203**

Date of Action: **5/14/2020**

Action Taken: **Detention**

Port: **St. Thomas, USVI**

Unit: **MSD ST. THOMAS, USVI**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Marco Marine, LLC

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

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 identified deficiencies indicated that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

No. 1 - The company should ensure that the master is fully conversant with the company safety management system. During the expanded ISM examination, the Master stated several times that he and his crew were not familiar with or conversant with vessel's safety management system.

No. 2 - DELETED

No. 3 - The Safety management system should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company. PSCO discovered the #6 fuel oil supply line located in the engine room with a soft patch and two medical supply cabinets missing critical first aid supplies. Neither deficiency was documented as a non-conformity and reported to the vessel's company or approved by Recognized Organization.

No. 4 - The company should ensure that inspections are held at appropriate intervals. Maintenance checklist for fire-fighting, lifesaving, and critical equipment were not completed at weekly/monthly intervals as per the vessel's SMS resulting in the following deficiencies discovered during the PSC Exam: 06 lifejacket lights inoperable, corrosion on terminals for backup bridge navigation equipment battery supply, navigation charts not up to date, and tests were not recorded or conducted in the GMDSS Logbook.

**05118 - Operation of GMDSS
equipment**

A record shall be kept, to the satisfaction of the administration and as required by the Radio Regulations, of all incidents connected with the radio communication service which appear to be of importance to safety of life at sea. No tests have been recorded or conducted as per the GMDSS logbook since January 11, 2020.

Ship Name: **LOWLANDS MAINE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9304239**

Date of Action: **2/8/2020**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **Nippon Kaiji Kyokai**

Ship Management: Owners, Operators, or Managers

Misuga SA

Misuga Kaiun Holland B.V.

Charterers

Bunge S.A.

Deficiencies: Code - Category

07126 - Oil accumulation in engine room

Description

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The fuel oil pump on the #2 generator was found to be excessively leaking, effectively soaking all surrounding pipe insulation and creating a pool of oil below the generator.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended. Excessive pooling of fuel oil was found throughout the main engine cylinder housing area, filling component seams, coating horizontal surfaces, and continuing to run down the engine sides to level below.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended. The double jacketed fuel injector lines leading to the #5 cylinder were found to be leaking excessively to the point where fuel oil was dripping off the braided metal sheathing.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce a minimum any danger to persons on board. Excessive oily rags found throughout engine room, under generator, on the main engine, and throughout the fuel purifier flats, which presents a significant fire hazard and danger to the ship and its crew.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. Excessive leakage from all fittings was found on the #2 fuel oil purifier resulting in oil soaked insulation on all associated piping. In addition, a crew-engineered funnel-strainer apparatus was found installed on the #2 fuel oil piping.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. Excessive leakage was observed from all connections and fittings on the number 2 fuel oil heat exchanger manifold resulting in oil soaked insulation on all associated piping, thus creating a serious fire hazard and presenting a clear danger to the ship and its crew.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended. The #1 fuel oil circulation pump was found to be excessively leaking from the mechanical seal. Additionally a coffee can was utilized to collect the fuel oil with fuel oil coating the surrounding area.

07126 - Oil accumulation in engine room

The machinery, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended. Oil leakage from the generators and fuel oil purifier flats permeated through deck openings which saturated the cable runs below containing up to 7 electrical cables.

Ship Name: **MAZURY**
Ship Type: **Bulk Carrier**
Flag: **the Bahamas**
IMO Number: **9285122**
Date of Action: **7/20/2020**
Action Taken: **Detention**
Port: **Fort Macon**
Unit: **Sector North Carolina**

Recognized Org: **DNV GL MARITIME**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Polska Zegluga Morska P.P.
Nero Two Shipping Ltd
Charterers
Tiryaki Agro FZE

Deficiencies: <u>Code - Category</u>	<u>Description</u>
07109 - Fixed fire extinguishing installation	Fire protection systems and fire-fighting systems and appliances shall be maintained ready for use. PSCO noted all five of the vessel water mist system discharge valves in the closed position. Although the system was placed in automatic in the event of a fire, the closed valves would not have supplied fire-fighting water as designed.
07106 - Fire detection and alarm system	Fire protection systems and fire-fighting systems and appliances shall be maintained ready for use. The smoke detection system for all cargo holds was found disconnected from sample points, without following SMS procedures, rendering the system inoperative.
07115 - Fire-dampers	Fire protection systems and fire-fighting systems and appliances shall be maintained ready for use. PSCO noted four of the emergency generator room ventilation closures were not able to be closed by crew when spot checked during expanded exam.
07199 - Other (fire safety)	Means shall be provided to control leaks of flammable liquids. PSCO noted the #1 SSDG had excessive oil leaking from the inboard side of the turbo and was actively smoking during spot check of machinery.
15102 - Company responsibility and authority	The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The COTP questions the adequacy and/or implementation of the vessel's SMS under the ISM code. An external audit is recommended to be conducted within 30 days by the flag or RO to determine weather the ship is operating in accordance with the ISM Code. Provide decision to USCG prior to departure from port.

Ship Name: **MONARCH PRINCESS**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Bolivia**

IMO Number: **7725374**

Date of Action: **12/20/2020**

Action Taken: **Detention**

Port: **West Palm Beach, Florida**

Unit: **MSD LAKE WORTH (AKA. WEST**

Recognized Org: **CONARINA**

Recognized Security Organization (RSO): **REGISTRO INTERNACIONAL BOLIVIANO DE BUQUES**

Recognized Org (RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Monarch Shipping Co Ltd

Deficiencies: Code - Category

15101 - Safety and environment policy

01214 - Endorsement by flagstate

01128 - High Speed Craft Safety and Permit to Operate

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: Review of the vessel's SMS confirmed discrepancies with the vessel's fire detection system, life-saving appliances, maintenance and checklists, are evidence that the vessel and the company failed to implement the requirements of the ISM Code through the approved SMS procedures. The condition onboard the vessel and the failure of the crew to know and implement company policies and procedures is a key indicator that the SMS onboard is invalid. Require an external audit.

All seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, 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 and third engineer do not have valid Bolivian flag state endorsements. They both provided a copy for an application for endorsement that was signed on 21JUL20, but it is unknown if it was ever submitted to the administration. These crewmembers never received confirmation of application from the Flag State, nor did they obtain Flag State endorsements.

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. All four charges for the line throwing appliances located on the vessel bridge were expired as of November 2020. Crew was not aware expiration date and there was no requisition order for replacement charges submitted to the company.

07108 - Ready availability of fire fighting equipment

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. 60 percent of fire detectors in the engine room are not operational. 01 of those detectors has been manually disconnected due to an exhaust leak on auxiliary engine #2. 50 percent of the fire hydrants in the engine room are not operational due to manual removal of hose coupling and control valve. Aft engine room fire hose was deployed/charged and contained multiple leaks, rendering the hose ineffective. The nozzle associated with the aft engine room fire hose was unable to connect to hose.

10110 - Signalling lamp

All ships of 150 Gross Tonnage and upwards shall be fitted with a daylight signaling lamp, or other means, to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship's power supply. The vessel's daylight signaling lamp has not been operational since 16NOV2020.

07124 - Maintenance of Fire protection systems

Maintenance, testing and inspections shall be carried out based on the guidelines developed by the Organization and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances. Critical fire-fighting appliances, including fire hoses, fire nozzles, smoke detectors, and fire hydrants, located in the engine room have not been maintained in accordance with MSC.1/Circ. 1432.

11132 - Maintenance and inspections

Inspections on life-saving appliances and arrangements shall be carried out weekly and a report of the inspection shall be entered in the logbook. No weekly inspections have been conducted for the month of December.

Ship Name: **MSC JAPAN**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9110975**

Date of Action: **8/16/2020**

Action Taken: **Detention**

Port: **Long Beach, California**

Unit: **Sector Los Angeles-Long Beach**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MSC Shipmanagement Ltd.
Japan Inc

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

The Company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. 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; appropriate corrective action is taken; and records of these activities are maintained. Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: the crew failed to fully implement the requirements of the ISM code through their SMS procedures. These identified deficiencies are evidence that the ship and/or company are not meeting the SMS requirements. Recommend external audit. During the exam, PSCO requested engineering crew to conduct a test of the engine room bilge alarm system. Vessel's electrician was tasked by the Chief Engineer to conduct the requested tests. In the presence of the PSCO, the electrician removed the bilge containment gratings in vicinity of the high and low sea chests to access the bilge alarms. The bilge water in each location was found to be so high that it almost reached the bilge deck plate (i.e. at such a high level that the bilge alarms should have already been activated). PSCO asked the electrician why the audible and visual components of the bilge alarm system weren't engaging, the electrician stated that he had disconnected the alarms without providing further explanation. The PSCO determined that the consistent ingress of water into this area was attributed to excessive leaking from the general service pump and sea water intake piping. The inoperability of the bilge alarms, deterioration of the general service pump and lack of watertight integrity within the piping system demonstrates neglect of the crew to address these issues in a timely and proper manner. The SMS required weekly and monthly inspections of the E/R to include operation of the bilge alarms. None of the weekly logs indicated any report of the nonconformity of the bilge alarm nor corrective action taken. Additionally, the operational readiness and effectiveness of the CO2 fire suppression system was found to be in non-compliance with the system's intended design and installation. Two CO2 dispersion nozzles within the overhead of the main diesel engine was

missing (i.e. not installed).Maintenance of the CO2 system was conducted by a third party contractor in May of 2020; therefore the absence of these dispersion nozzles at the time of examination is inexplicable. The engineering department completed weekly and monthly inspection reports (i.e. logs), where the existing non-conformities on the CO2 system were not recorded, reported, or corrected as required by the SMS. This is clear evidence that the ship's crew was not performing adequate required inspections and/or not submitting notifications to the vessel's classification society.

08199 - Other (alarms)

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person onboard. Bilge alarm system is inoperable (disconnected) and unable to produce audible or visual alarm for water ingress.

Ship Name: **MSC JESSENIA R**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9215672**

Date of Action: **11/9/2020**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MSC Shipmanagement Ltd.

Jessenia Shipping LTD

Charterers

Mediterranean Shipping Co. S.A.

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

15106 - Shipboard operations

Description

In a ship which oil fuel is used, the arrangements for the storage, distribution and utilization of the fuel shall be such as to ensure the safety of the ship and persons on board. PSCO observed numerous fuel oil leaks from the main engine and generator #2, additionally there were oily rags and pooled oil in the aft void below the main engine. PSCO also observed oil soaked lagging around a fuel oil pipe connecting to main engine.

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. The vessel was unable to provide PSCOs with checklists for engine room maintenance. Additionally, the vessel is not following procedures outlined in the safety and quality management manual which requires cleanliness of the engine and surroundings. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and implementation of the vessel's Safety Management System under the International Safety Management (ISM) Code. An external audit conducted by the flag or recognized organization is recommended with 30 days to determine whether the ship is operating in accordance with the ISM Code.

Ship Name: **MSC LUISA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9225677**

Date of Action: **5/26/2020**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Mediterranean Shipping Co. S.R.L.

Deficiencies: Code - Category

**11113 - Launching arrangements
for rescue boats**

**07114 - Remote Means of control
(opening,pumps,ventila**

Description

Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. PSCO note that the starboard lifeboat, which is also the rescue boat, was lowered and could not be recovered with the hydraulic winch. Hydraulic winch was last tested on 11APR20

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO noted that two quick-closing valves for the starboard HFO fuel tank in the engine room were completely disconnected from the pneumatic closing system and thus preventing proper operation. Last maintenance of quick closing valves was conducted 27FEB2020.

Ship Name: **NAIYA**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Bolivia**

IMO Number: **8408454**

Date of Action: **2/6/2020**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Elicla Maritime Advisor & Broker Inc.

Heli Shipping, LLC

Deficiencies: Code - Category

**01224 - Certificate for rating able
seafarer deck/engi**

07113 - Fire pumps and its pipes

**11129 - Operational readiness of
lifesaving appliances**

Description

Failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the administration. The company employed seafarers for the vessel who were not properly credentialed mariners in the position of: 1 Able Seaman and 1 Oiler.

In cargo ships of 2000 Gross Tonnage and upwards...there shall be an alternative means consisting of a fixed independently driven emergency pump which shall be capable of supplying two jets of water. During the operational test of emergency fire pump, the pump was unable to create suction to provide water to the fire hoses.

All life-saving appliances shall be kept in working order and available for immediate use before the ship leaves port. PSCOs observed 6-8 inch cracks in the bow, center and stern sections of the upper rails on the port and starboard lifeboats.

Ship Name: **NORDIC BULKER 2**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9278973**

Date of Action: **8/12/2020**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Diligent Holdings S.A.

Freeway Fidelity SA

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

The company should ensure that inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken and records of these activities are maintained. A review of the vessel's safety management system during an expanded exam revealed the vessel failed to conduct or document required critical equipment and systems status testing at the appropriate intervals as state on form E35. Additionally, long standing nonconformities identified throughout the engine room were not reported to the company as state in chapter 9 of the vessel's SMS. Recommend external SMS audit.

**07126 - Oil accumulation in engine
room**

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person on board. PSCOs identified excessive oil accumulation and oil soaked rags throughout the engine room to include: between and below the diesel oil and HFO settling tanks from an unknown oil spill, purifier flats, under all three generators, at the fuel oil transfer pump, and under both air compressors creating a significant fire hazard.

**07126 - Oil accumulation in engine
room**

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and person on board. PSCOs identified an active fuel oil leak on the NO.2 generator fuel oil leak alarm reservoir creating a fire hazard and bringing the operability of the alarm into question. The reservoir would fail to fill and set off the alarm in an emergency due to the leak.

Ship Name: **PAC ADARA**
Ship Type: **General Dry Cargo Ship**
Flag: **Singapore**
IMO Number: **9272656**
Date of Action: **3/9/2020**
Action Taken: **Detention**
Port: **Fort Macon**
Unit: **Sector North Carolina**

Recognized Org: **American Bureau of Shipping**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
PACC Ship Managers PTE Ltd
Adara Maritime PTE LTD
Charterers
PACC Container Line PTE LTD

Deficiencies: Code - Category

04114 - Emergency source of power - Emergency generato

15109 - Maintenance of the ship and equipment

Description

The emergency source of electrical power and emergency switchboard shall be readily accessible from the open deck. PSCO observed the emergency generator room was not readily accessible due to improper securing of the space with a keyed padlock.

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The COTP questions the adequacy and/or implementation of the vessel 's SMS under the ISM Code. An external audit is recommended to be conducted within 30 days by the Flag or RO to determine whether the ship is operating in accordance with the ISM Code. Provide decision to USCG prior to departure from port. Master provided Flag dispensation for emergency generator (EDG) not operating automatically as required. While verifying conditions on board PSCO noted the EDG space was padlocked preventing access. The crew was unable to find key to gain entry. A crewmember attempted to beat the lock off thereby damaging the lock and securing tab. Another crewmember used bolt cutters and removed the lock after approximately 10 minutes. Once inside, PSCO also noted the secondary starting hand crank was missing which prevented crew from operating as designed. PSCO believes the crew would have been delayed in event of power failure, fire, or flooding. In addition, the requirements of the Flag dispensation were not met.

Ship Name: **PAC ALKAID**

Ship Type: **General Dry Cargo Ship**

Flag: **Singapore**

IMO Number: **9265914**

Date of Action: **3/17/2020**

Action Taken: **Detention**

Port: **Fort Macon**

Unit: **Sector North Carolina**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

PACC Ship Managers PTE Ltd

Alkaid Maritime PTE LTD

Charterers

PACC Container Line PTE LTD

Deficiencies: Code - Category

**04117 - Functionality of Safety
Systems**

**15102 - Company responsibility and
authority**

Description

The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measure the ship is provided with. For this purpose, the following functional requirements shall be met: fire protection systems and fire fighting systems and appliances shall be maintained ready for use. During testing of the quick closing arrangements it was noted the generators fuel oil valve could not secure the generator further more the piping bracket which holds the wire rope that operates the valve (in event of fires) broke away from bulkhead when the crew member tested. Two attempts by crew to repair valve without success. PSCO believes these arrangements present a hazardous condition onboard in the event of fire or emergency.

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules an regulation established by the company. Due to the objective evidence related to the documented deficiencies, the vessel is not in substantial compliance with relevant conventions. The PSCO questions the adequacy and or implementation of the vessel's SMS under the ISM Code. An external audit is recommended to the be conducted within 30 days by the flag or RO to determine whether the ship is operating in accordance with the ISM code.

Ship Name: **POSITIVE LEADER**

Ship Type: **Vehicle Carrier**

Flag: **Panama**

IMO Number: **9340776**

Date of Action: **3/11/2020**

Action Taken: **Detention**

Port: **Tacoma, Washington**

Unit: **Sector Puget Sound**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Oceanic Trader S.A.

ECL Ship Managment CO. LTD

Charterers

NYK Line (Japan) Ltd

Deficiencies: Code - Category

**02108 - Electrical installations in
general**

Description

**The company should ensure that the policy is
implemented and maintained at all levels of the
organization, both ship-based and shore based.**

Recommend ISM Audit.

**02108 - Electrical installations in
general**

**Electrical installations shall be that the safety of
passengers, crew, and ship form electrical hazards will
be ensured. Breaker lockout devices were installed in an
upside down position on the No. 2 freshwater cooling
pump and No. 4 engine room supply fan systems, both of
which were energized. This would have prevented the
tripping of the system in the event of a short circuit.**

Ship Name: **PROTEFS**

Ship Type: **Bulk Carrier**

Flag: **the Bahamas**

IMO Number: **9286633**

Date of Action: **6/10/2020**

Action Taken: **Detention**

Port: **Newport News, Virginia**

Unit: **Sector Virginia**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Diana Wilhelmsen Management
Cypres Enterprises Corp

Charterers
Phaethon International Ltd.

Deficiencies: Code - Category

**14105 - Pumping, piping and
discharge arrangements**

Description

Any discharge into the sea of oil or oily mixtures shall be prohibited unless the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14. Vessel was bypassing oily water separator in way of suction hose from bilge holding tank, into suction valve of a void space, through the bilge cross connect valve, to the general service pump, which leads directly overboard. In addition, emergency bilge cross connect valve can be manipulated without breaking vessel's tamper seal.

**01102 - Cargo Ship Safety
Construction (including exemption)**

After any survey of the ship, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without the sanction of the Administration. Duct keel bilge alarm was going off every 03 days starting on 18MAR2020 due to a steam pipe leak, starting on 27MAR2020, vessel began manually disabling duct keel bilge alarm, there is no SMS record of notifications or requisitions to the company for repairs, nor did class or flag approve these repairs. There is no record of where the duct keel bilge water transferred.

01315 - Oil record book

The Oil Record Book Part I shall be completed for each discharge overboard or disposal otherwise of bilge water which has accumulated in the machinery space. After review of the Oil Record Book and bilge tank soundings, numerous inconsistencies were identified. Examples: unaccounted for bilge tank water on 16APR2020 (1.9 m3), 24APR2020 (1.86 m3). Soundings on 19May2010 was 9.4m3. OWS was run. Oil record book stated they discharged 6.96 m3 and retained 2.44 m3. Sounding on 20May2020 read 0m3.

15101 - Safety and environment policy

The company and the ship shall comply with the requirements of the ISM Code. Company should ensure the safety of environmental protection policy is implemented and maintained at all levels of organization. Company policy states " Chief Engineer is responsible for safe/efficient operation of systems and equipment on board." The bilge cross connect valve to the general service pump was manipulated to discharge contents of bilge tank directly overboard, recommend external ISM Audit.

15101 - Safety and environment policy

The company and the ship shall comply with requirements of the ISM Code. Company should establish and maintain procedures to control all documents and data which are relevant to SMS. Company procedure states "ensure that all local and international oil pollution laws are strictly observed and that the Oil Record Book Part I is maintained, as required by law." Oil Record Book Part I and daily soundings logs showed conflicting data.

14119 - Oil and oily mixtures from machinery spaces

Each operation described by Regulation 17.2 shall be fully recorded without delay in the Oil Record Book Part 1, so that all entries in the book appropriate to that operation are completed. The 2nd Engineer stated and demonstrated that he was transferring oily water from the bilge tank, through a diaphragm pump to the sludge tank, then to the waste oil tank for means of evaporating water. This is not approved by Class or Flag and was not logged in the Oil Record Book Part 1.

Ship Name: **PTI AMAZON**

Ship Type: **Chemical Tankship**

Flag: **Malta**

IMO Number: **9313474**

Date of Action: **12/19/2020**

Action Taken: **Detention**

Port: **Boston, Massachusetts**

Unit: **Sector Boston**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

G-Marine Service Co., Ltd

Triple H No. 2 LTD

Charterers

ST Shipping and Transport Pte Ltd

Deficiencies: Code - Category

09209 - Electrical

**15109 - Maintenance of the ship and
equipment**

Description

Electrical installations shall be such as to minimize the risk of fire and explosion from flammable products. Multiple lights on the cargo deck were not installed as designed. Multiple lights were missing grounding wires. The forward amidships light had an improper connection and the forward starboard light had frozen standing water in the light.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. PSCOs observed multiple issues related to lack of maintenance, fire hazards, and lack of adequate security measures. Recommend external ISM audit.

Ship Name: **SENTRY**

Ship Type: **Towboat/Tug**

Flag: **Saint Vincent and the Grenadines**

IMO Number: **9507946**

Date of Action: **5/6/2020**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Borinken and Salvage

Deficiencies: Code - Category

01201 - Certificates for master and officers

01201 - Certificates for master and officers

Description

Deficiencies which may be deemed to pose a danger to persons, property or the environment include the failure of seafarers to hold a certificate or to provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. Coast Guard inspectors were made aware upon arrival that the master and chief engineer both did not possess a flag state endorsement. After review, it was found that the master's contract began on board the 15th of March, 2020 and the chief engineer's contract began on board the 19th of December, 2019. Both the master and chief engineer have lacked a valid flag state endorsement since arriving on board.

Each Administration shall hold companies responsible for the assignment of seafarers for service on their ships and shall require every such company to ensure that each seafarer holds an appropriate certificate. The company failed to ensure its crew was properly licensed.

Ship Name: **SIDER BILBAO**

Ship Type: **Bulk Carrier**

Flag: **the Isle of Man**

IMO Number: **9338151**

Date of Action: **10/5/2020**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Nova Ship Tech SA

Bridge Shipping LTD-GBI

Charterers

Nova Algoma Short Sea Carriers

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**07123 - Operation of Fire protection
systems**

**07123 - Operation of Fire protection
systems**

15106 - Shipboard operations

Description

Means shall be provided to control leaks of flammable liquids. PSCO observed oil accumulation at the No. 1 & No. 2 generator, and fuel leaks at the cylinder heads, and fuel injector pumps. Fuel leaks were found at the M/E No.1, 2 and 4 fuel injectors.

Fire -fighting systems and appliances shall be kept readily available for immediate use. PSCO observed hyper-mist system was in manual mode. Ship has periodically unattended machinery spaces. Chief engineer could not verify when the hyper-mist system had been changed over to manual.

Fire detection system and appliances shall be kept readily available for immediate use. PSCO observed smoke detector in engine room covered with a plastic bag and unable to detect.

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The COTP question the adequacy and overall implementation of the vessel's SMS under the ISM code. An external audit conducted by the flag or RO is recommended within 30 days to determine if this ship is operation IAW the ISM code. Provide copy of completed audit report to USCG.

Ship Name: **SITC ZHOUSHAN**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9642502**

Date of Action: **7/10/2020**

Action Taken: **Detention**

Port: **Newport News, Virginia**

Unit: **Sector Virginia**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

SITC Ships Management Co., Ltd.

SITC Zhoushan Shipping Company Limited

Charterers

Norden A/S

Deficiencies: Code - Category

07199 - Other (fire safety)

Description

Oil fuel pipes fitted with valves directly on the tank shall be capable of being closed from outside the space. Found quick closing valve on stbd HFO tank incapable of being closed.

Ship Name: **SM QINGDAO**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9395939**

Date of Action: **8/3/2020**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

KLC SM Co. Ltd

Korea Tonnage No 45 Shipping Co.

Charterers

SM Line Corporation

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

Description

Means shall be provided to limit the accumulation of flammable vapors. PSCO's identified 10 to 12 inches of oil in the aft bilge creating a significant fire hazard due to the accumulation of flammable vapors. Additionally, significant amounts of oil were also identified in the forward port and starboard bilge wells.

Ship Name: **SUCCESSOR**
Ship Type: **Bulk Carrier**
Flag: **Cyprus**
IMO Number: **9321158**
Date of Action: **8/28/2020**
Action Taken: **Detention**
Port: **Baltimore, Maryland**
Unit: **Sector Maryland-NCR**

Recognized Org: **DNV GL MARITIME**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Olympia Ocean Carriers LTD
Cape Victory Navigation Co., LTD
Charterers
Oldendorff Carriers GMBH & CO. KG

Deficiencies: Code - Category
07126 - Oil accumulation in engine room

Description
Means shall be provided to control leaks of flammable liquids. PSCOs observed pooled oil under the main engine, all 3 generators, under the purifier control panel and purifiers-oil leaks were observed throughout the engine room. On the main engine, all 3 generators in the purifier room, on the fuel oil transfer pipelines, near the after peak tank from deck 3 to the bilge, and from the overhead in the EDG room. Multiple buckets and rags were collecting oil leaks throughout the engine room.

15108 - Reports of non-conf., accidents & hazardous occur.

The company should ensure any non-conformity is reported with its possible cause, if known. The vessel filled out required "PSC inspection and routine maintenance for Masters / Ch. Engineers" prior to arrival to Baltimore. Checking that the oil filtering equipment and emergency escape trunk self-closing fire doors were "ok".

14104 - Oil filtering equipment

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention. Vessel's crew failed to properly operate the oily water separator.

Ship Name: **TINA IV**
Ship Type: **Bulk Carrier**
Flag: **Panama**

IMO Number: **9465772**

Date of Action: **10/24/2020**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Maritime Enterprises Management S.A.
Steadfast Marine SA

Charterers
Reachy International (HK) Co., Ltd

Deficiencies: Code - Category

07126 - Oil accumulation in engine room

13108 - Operation of machinery

15108 - Reports of non-conf., accidents & hazardous occur.

Description

Means shall be provided to control leaks of flammable liquids. PSCO observed excessive fuel oil leaks on the following machinery: The main diesel engine, all ship service diesel generators, and the backwash filters of generator fuel oil pumps. PSCO observed excessive fuel oil leaks in associated piping for the fuel oil suction for the forward fuel oil storage tank, #1 fuel oil service tank, #2 fuel oil service tank, #2 fuel oil settling tank. PSCO also observed excessive fuel oil leaks from the fuel bunkering line in the engine room and the burner intake damper for the boiler.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respect will remain fit to proceed to sea without danger to the ship or persons on board. PSCO observed excessive fuel oil leaking from main diesel engine and auxiliary machinery identified into deficiency number 1.

The safety management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the company, investigate and analyzed with the objective of improving safety and pollution prevention. As per the vessel's SMS, "SP:15 inspection and maintenance/sudden defect*/identification of critical equipment" procedure, a hazardous situation/accident shall be reported to the master and the company. The chief engineer failed to report the hazardous conditions identified in deficiency 1 to the master. An external audit on the vessels SMS is required prior to departure.

15109 - Maintenance of the ship and equipment

The company should establish procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and regulations and with any additional requirement which may be established by the company. PSCO observed the conditions note in deficiency 2, which were not corrected in accordance with the vessel's SMS procedures. An external audit on the vessels SMS is required prior to departure.

Ship Name: **TRANSPORT**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

IMO Number: **7122572**

Date of Action: **2/28/2020**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Not Classed**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Morton & Company

Deficiencies: Code - Category

15113 - Other (ISM)

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: failure to use required checklists provided in SMS, failure to conduct required drills listed in SMS, toxic atmospheric testing equipment required by SMS found to be expired, cargo found to be improperly secured and not per SMS procedures. The failure to fully implement the requirements of the ISM Code through their SMS procedures indicates that the ship and /or company are not in compliance with ISM. Recommend an external audit.

**01101 - Cargo ship safety equipment
(including exemption)**

The certificates issued under Regulations 12 and 13 shall be readily available on board for examination at all times. Vessel unable to provide an original SOLAS Cargo Ship Safety Equipment Certificate including Form E.

Ship Name: **TS ALPHA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9719329**

Date of Action: **9/29/2020**

Action Taken: **Detention**

Port: **Panama City, Florida**

Unit: **Sector Mobile**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Dalian Tiger Shipping Ltd

Minsheng Ruiji (Tianjin) Shipping Leasing

Charterers

Lauritzen Bulkers

Deficiencies: Code - Category

**07114 - Remote Means of control
(opening,pumps,ventila**

**07109 - Fixed fire extinguishing
installation**

Description

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 L & above shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space in the event of fire occurring in the space in which such tanks are situated. PSCO observed the air actuating line for the #3 LSFO (S) storage tank remote quick closing valve disconnected, preventing the closure of the fuel valve in the event of a fire in the space. C/E provided documentation showing the remote shut off valves were tested on September 14, 2020. However, PSCO believes the valve has been disconnected for an extended period of time based on the excessive amount of dust build up on the connection flange.

Fire fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed the main water supply valve between the pump and the remote distribution valves for the water mist system in the closed position, rendering the system unable to provide fire suppression (water) when automatically activated. Ships crew place the supply valve in the open position and the PSCO observed excessive leaking from the flange forward of the remote distribution valve on the #3 Diesel Generator branch line. The vessel is endorsed and runs a periodically unmanned engine room.

15109 - Maintenance of the ship and equipment

The company and the ship shall comply with the requirements of the ISM Code, for the purpose of this regulation, the requirements of the code shall be treated as mandatory. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Objective evidence discovered in an expanded ISM exam revealed the following major non conformity; vessel failed to fully implement the requirements of the Safety Management System in regards to firefighting appliances as evident by the above 3 deficiencies related to firefighting. Recommend an internal ISM audit be conducted.

Ship Name: **UNISON POWER**
Ship Type: **Bulk Carrier**
Flag: **Hong Kong**
IMO Number: **9579406**
Date of Action: **7/10/2020**
Action Taken: **Detention**
Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Recognized Org: **Lloyd's Register**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Unison Marine Corporation
Potential Shipping (HK) Company Limited
Charterers
Norden Shipping (Singapore) Pte Ltd.

Deficiencies: Code - Category

07109 - Fixed fire extinguishing installation

Description

For maintaining and monitoring the effectiveness of the fire safety measures the ship is required with, the following functional requirements shall be met: fire protection systems and firefighting systems shall be maintained ready fore use. PSCO observed rag stuffed into all of the sprinkler heads of the fixed water sprinkling firefighting system in the paint locker, rendering the system inoperable and unable to comply with intended use. Additionally, PSCO observed flammable liquids stowed above the sprinkler heads, out of protection of the fixed firefighting system.

07109 - Fixed fire extinguishing installation

For maintaining and monitoring the effectiveness of the fire safety measures the ship is required with, the following functional requirements shall be met: fire protection systems and firefighting systems shall be maintained ready for use. PSCO observed a fixed carbon dioxide firefighting system nozzle in the lower level of the engine room was clogged and unable to comply with its intended use, rendering the space nearest the crankcase of the slow-speed diesel engine without adequate carbon dioxide extinguishing agent in event of activation.

09232 - Cleanliness of engine room

Means shall be provided to control leaks of flammable liquids & ignition sources shall be separated from combustible material and flammable liquids. PSCO observed insufficiently clean engine room: excessive amount of oily-water mixture in bilge rendering one high level alarm inoperable, large number of oily rags tossed throughout including on fuel oil pumps & main engine cylinder tops, improperly stowed & unlabeled chemicals placed on the deck or adjacent to a heat source, & open containers of oil observed haphazardly arranged throughout the engine room, including near running engines and areas of high heat.

Ship Name: **VEGA FYNEN**
Ship Type: **Containership**
Flag: **Liberia**
IMO Number: **9336359**
Date of Action: **3/15/2020**
Action Taken: **Detention**
Port: **Miami, Florida**
Unit: **Sector Miami**

Recognized Org: **KOREAN REGISTER**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Construction**
Organization Related to Detention: **KOREAN REGISTER**
Ship Management: Owners, Operators, or Managers
Vega Reederei GmbH & Co. KG
MS "Vega Fynen" Schiffahrtsgesellschaft mbH & Co.
Charterers
Ms Vega Fynen Shipping Company Limited

Deficiencies: Code - Category
15102 - Company responsibility and authority

Description
Objective evidence discovered during the expanded ISM exam revealed the following major non-conformities; the vessel failed to fully implement the requirements of the ISM code through their SMS procedures as evidence by following identified deficiencies: 1-4. These non - conformities, taken with the remaining deficiencies discovered during the exam are evidence that the company is not meeting the SMS requirements. An external audit is recommended.

13199 - Other (machinery)

A main source of electrical power of sufficient capacity to supply all those services mentioned in regulation 40.1.1 shall be provided. This main source of electrical power shall consist of at least two generating sets. Two of the three main generators on the vessel are non-operational. The number one generator has been broken since 11JAN2020 and the number two generator has been broken since 03JUN2019.

04114 - Emergency source of power - Emergency generato

Provided that suitable measures are taken for safe guarding independent emergency operation under all circumstances, the emergency generator may be used, exceptionally, and for short periods, to supply non-emergency circuits. The vessel has been using their emergency generator as their main power source due to two of the three generators being broken as of 03JUN2019 and 11JAN2020.

07113 - Fire pumps and its pipes

Each of the required fire pumps... shall in any event be capable of delivering at least the two required jets of water. Each of the vessel's required fire pumps are not able to deliver the required two jets of water independently due to malfunctioning impellers. Vessel has to run both pumps simultaneously to supply enough pressure. Additionally the fire main on deck has an approximately 1 inch crack leading to an additional loss of pressure.

14104 - Oil filtering equipment

Any ship of 400 gross tonnage and above... shall be fitted with oil filtering equipment. Vessel's oily water separator has not been used since 17JUL2019 due to a bad seal and pump and on 29DEC2019 vessel reported the oil monitoring device was also malfunctioning. Vessel has replaced the seal and pump and is waiting for the OMD to be replaced.

Ship Name: **VIKING ENTERPRISE**

Ship Type: **Other**

Flag: **Canada**

IMO Number: **8802404**

Date of Action: **1/9/2020**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Recognized Org: **Not Classed**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Arctic Pearl Fishing LTD

Deficiencies: Code - Category

01315 - Oil record book

**01305 - Log-books/compulsory
entries**

Description

Each operation shall be fully recorded without delay in the oil record book so that all entries in the book appropriate to that operation are complete. The oil record book has not been kept up to date, the last ORB entry was recorded on November 2, 2018. Records of discharging waste oil ashore in November 2019 were not recorded. Additionally, records of weekly quantities of oily residue haven't been documented on weekly basis.

Vessels greater than 400GT shall maintain a garbage record book. No records of garbage discharges have been made since May 4, 2018.

Ship Name: **ZIM VANCOUVER**

Ship Type: **Containership**

Flag: **Israel**

IMO Number: **9322334**

Date of Action: **7/26/2020**

Action Taken: **Detention**

Port: **Elizabeth, New Jersey**

Unit: **Sector New York**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Zim Integrated Shipping Services Ltd

Union Shipping Trading Corporation

Deficiencies: Code - Category

11108 - Inflatable liferafts

**15109 - Maintenance of the ship and
equipment**

Description

Cargo ships shall carry one or more inflatable or rigid liferaft conforming with the requirements of section 4.2 or 4.3 of the Code. The liferaft shall be packed in a container that is as far as practicable watertight. All liferafts onboard vessel have damage to the exterior container affecting watertight integrity.

The company and ship shall comply with the requirements of the International Safety Management Code. The company should ensure that; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken; and records of these activities are maintained. Liferaft maintenance procedures are not being conducted in accordance with vessel's maintenance program. Lifesaving equipment non-conformities are not being reported and not recorded in accordance with vessel's SMS. Recommend external SMS Audit.

