

Ship Name: **AAL GIBRALTAR**
Ship Type: **General Dry Cargo Ship**
Flag: **Cyprus**
IMO Number: **9393565**
Date of Action: **6/13/2022**
Action Taken: **Detention**
Port: **Houston, Texas**
Unit: **Sector Houston-Galveston**

Recognized Org: **DNV**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Mastermind Shipmanagement Ltd.
Melato Shipping Co. Ltd.
Charterers
Austral Asia Line Pte Ltd

Deficiencies: Code - Category
01107 - Safety Management Certificate (SMC/ ISM)

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 additionally requirements which may be established by the company. 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; records of these activities are maintained.
As noted in deficiencies 02-08, there is objective evidence that the ship is not being maintained or operated as required in relation to fire-fighting and maintenance. An external ISM audit is required with a focus on fire-fighting, maintenance in engine room, and control of flammable liquids

07126 - Oil accumulation in engine room

Means shall be provided to control leaks of flammable liquids.
Numerous oil leaks were discovered in the engine room with rags and plastic containers used as temporary collections. An oil leak on the L/O leak for cooler for MDE w/ two collection pans totaling approx. 1 gal of L/O cooler for MDE with two collection pans totaling approximately 1 gallon of L/O. #2 GEN had plastic pan and rags collecting leaking oil with approximately 1/2 gallon of oil collected. Two F/O supply pumps found leaking with steady flow rate being collected in temporary pans. Two replacement pumps received at last port and are currently being replaced. F/O pump in purifier room had steady leak being collected in plastic bottle.

07124 - Maintenance of Fire protection systems

The maintenance plan shall include at least the following fire protection systems and fire-fighting systems and appliances, where installed: automatic sprinkler, fire detection and fire alarm systems.
Port State Control Officer requested to review maintenance and log book records for water mist system. Crew could not produce requested records. Water mist system procedures are not included in the maintenance plan, thus no guidance currently exists on board.

07124 - Maintenance of Fire protection systems

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 liters and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. Air receiver for engine room quick closing valves had an uncontrolled leak and was unable to maintain pressure. Crew changed gasket at source of leak, and condition persisted.

07124 - Maintenance of Fire protection systems

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Water mist control panel breaker was found off w/ no power supplied to the unit. Crew turned it on.

Ship Name: **AGENA**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

IMO Number: **9197430**

Date of Action: **7/18/2022**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

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

GRS Rohden Shipping GmbH & Co

Agena Shipping Company Limited

Deficiencies: Code - Category

06107 - Cargo operation

Description

Carriage of Dangerous Good shall be in compliance with the IMDG Code. Vehicles not meeting the conditions of special provision 961 shall be assigned class 9 and shall meet the following requirements; for flammable liquid power vehicles the fuel tanks shall be not more than one fourth full. Installed batteries shall be protected from damage and short circuit and accidental activation during transport. A spot check of two damaged vehicles on deck noted fuel tanks at one half full and batteries connected & operational/ not protected from short circuit/activation. All vehicles to be inspected for compliance with IMDG.

05102 - Functional requirements

Every company should develop, implement and maintain a Safety Management System with the following functional requirements: Instructions and procedures to ensure the safe operation of ships and protection of the environment in compliance with relevant international and flag state legislation. Maintenance of machinery is not being implemented in accordance with the company's procedures. The main diesel engine failed while underway resulting in a marine casualty. The vessel was improperly loaded with Packaged Dangerous Goods and no Dangerous Cargo Manifest or equivalent was available or created. Deficiencies 2 thru 5 are objective evidence of non-conformities relevant to the ISM Code, elements 7 & 10. An external audit is required.

Ship Name: **ALGOMA VALUE**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **7926148**

Date of Action: **2/9/2022**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

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 Ltd

Deficiencies: Code - Category

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

**02101 - Closing devices/watertight
doors**

13108 - Operation of machinery

Description

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 observed unapproved modifications to watertight door alarm sensors and the pumps and piping arrangements on the heavy fuel oil purifier system. The non-conformities and modifications were not reported to either class or Flag. Due to the objective evidence in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

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. During the cargo tunnel examination, the PSCO observed 9 out of the 9 water tight doors did not close properly 4 watertight doors on the port side failed to close properly. 4 watertight doors on the starboard side failed to close. The watertight door leading from the engine room to the tunnel also failed to close properly. The failures were caused by leaking hydraulic lines, frozen wheels, and modification to the sensor detection closed position.

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. PSCO observed the #1 SSDG was leaking from the shaft causing the leaking oil to heat up and smoke in the shaft area creating an extreme fire hazard.

Ship Name: **APOLLO BULKER**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9459151**

Date of Action: **9/21/2022**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

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

Sincere Industrial Corp

Bravo Shipping Corporation

Charterers

Agriculture & Energy Carriers Ltd-Brazil

Deficiencies: Code - Category

11119 - Immersion suits

**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 and ready for immediate use. 27 of 31 immersion suits found to have inner liner separation at glued seams. In Addition, multiple suits had failed seams around the boots allowing for water ingress.

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. SMS states immersion suits shall be inspected monthly for rips, tears, or punctures and if identified, repaired in accordance with manufacturer's instructions. Vessel has failed to follow SMS procedures for inspection of immersion suits. Vessel is required to conduct ISM audit prior to departure from port.

Ship Name: **ARTEMIS**

Ship Type: **Containership**

Flag: **Latvia**

IMO Number: **9366225**

Date of Action: **4/14/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Waterway Shipping Ltd

Baltnautic Shipmanagement Ltd

Deficiencies: Code - Category

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

**07108 - Ready availability of fire
fighting equipment**

**07108 - Ready availability of fire
fighting equipment**

Description

The company should identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The safety management system 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. Due to the objective evidence in the below deficiency, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy, clarity, and implementation of the vessel's SMS under the ISM code. During expanded ISM exam, PSCOs observed that procedures to inspect fire systems do not provide necessary guidance to ensure systems are fully operational as required by regulations.

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use . Any required automatic sprinkler, fire detecting, and fire alarm shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. PSCOs found water-mist nozzles obstructed by plastic and tape.

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Any required automatic sprinkler, fire detection, and fire alarm shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. PSCOs discovered the fire-extinguishing main control panel was turned off. PSCOs could not verify the duration at which the panel was switched in the off position.

Ship Name: **ARTEMIS**

Ship Type: **Containership**

Flag: **Latvia**

IMO Number: **9366225**

Date of Action: **12/1/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Waterway Shipping Ltd

Baltnautic Shipmanagement Ltd

Deficiencies: Code - Category

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

02112 - Hull - corrosion

02129 - Bulkhead strength

Description

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 below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel's material condition, equipment and components are not being maintained in accordance with the SMS procedures. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

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. PSCO's discovered several corroded and wasted cable runs pipes and vents leading into cargo holds, therefore compromising the watertight integrity of the spaces. Additionally, a vent pipe was completely wasted to the extent it could be moved by hand, causing exposure of a 3-inch hole at the bottom of vent.

The number of openings in watertight subdivisions is to be kept to a minimum compatible with the design and proper working of the ship. Where penetrations of watertight bulkheads and internal decks are necessary for access, piping, ventilation, electrical cables, etc., arrangements are to be made to maintain watertight integrity. PSCOs discovered over 15 small holes caused by corrosion and wastage within the compartment aft of the forepeak tank, compromising its watertight integrity.

02117 - Decks - corrosion

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. During deck walk PSCOs observed excessive corrosion and wastage on decks, piping, vent pipes, ladders and hull. PSCOs observed excessive corrosion on cargo holds fan motors and their supports. Fan motors were missing mounting bolts. Watertight hatch door open/close indicators felt off due to wastage. CO2 piping had parts of excessive corrosion.

14699 - Other (MARPOL Annex VI)

A ship, when in a port or an offshore terminal under the jurisdiction of another Party to the Protocol of 1997, is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of air pollution from ships. While examining fuel oil change over procedures, PSCOs requested to see vessel standard procedures. Vessel could not produce any manuals or procedures to specify the exact time required for a full changeover to be completed before entering the Emission Control Area. Crew member advised that he was conducting changeover using personal experience rather than using company procedures.

Ship Name: **ARTEMIS**

Ship Type: **General Dry Cargo Ship**

Flag: **Latvia**

IMO Number: **9366225**

Date of Action: **3/19/2022**

Action Taken: **Detention**

Port: **Fort Macon**

Unit: **Sector North Carolina**

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
Baltnautic Shipmanagement Ltd
Waterway Shipping Ltd

Charterers
Baltnautic Chartering

Deficiencies: Code - Category

15106 - Shipboard operations

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

07115 - Fire-dampers

Description

Objective evidence discovered in an expanded ISM examination revealed the following major nonconformity: The vessel failed to fully implement the requirements of the SMS. The vessel failed to fully establish maintenance to ensure the ship is maintained in conformity w/the provisions of the relevant rules. This is made evident by deficiencies 02, 03, 04, and 05. Ships maintenance records state that the emergency generator and rescue boat steering were tested satisfactory by the ships crew six days prior. Deficiencies 06, 07, and 08 show that this vessel did not meet the requirement to provide for safe practices in ship operation and a safe working environment. An external audit is required within 90 days.

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 onboard. During check of the emergency generator PSCO discovered an excessive leak coming from lube oil drain line on turbo, which was falling onto the exhaust pipe that was smoking. In addition, the fuel oil rack cover on engine top was removed causing lube oil to pool and drip along sides of engine, creating a significant fire hazard onboard.

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 onboard. During spot checks of the emergency dampers in the emergency generator, the crew was unable to close them as designed. Upon further examination, PSCO noted the closing device was wasted which prevented activation in the event of fire onboard.

11104 - Rescue boats

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. During testing of rescue boat, PSCO observed the steering cable was broken which failed to operate as designed. Took crew approximately 20 minutes to rig the cable so it would operate.

Ship Name: **AVONTUUR**

Ship Type: **General Dry Cargo Ship**

Flag: **Seychelles**

IMO Number: **5336600**

Date of Action: **12/15/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Timbercoast Pty Ltd

Avontuur Shipping Co Ltd

Deficiencies: Code - Category

01214 - Endorsement by flagstate

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

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 in accordance with regulation I/10, paragraph 5. PSCOs discovered the captain did not have a Flag State Endorsement on his license.

The Administration shall ... issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1. Vessel master does not hold a valid flag state endorsement and therefore does not meet the requirements of the minimum safe manning certificate issued by the Administration.

Ship Name: **BAKER RIVER**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9284269**

Date of Action: **9/11/2022**

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
Pacific Basin Shipping (HK) Ltd
Baker River Ltd

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

Description

OBJECTIVE EVIDENCE DISCOVERED DURING AN EXPANDED ISM EXAM REVEALVED THE FOLLOWING DEFICIENCY: VESSEL FAILED TO FULLY IMPLEMENT THE REQUIREMENTS OF THE ISM CODE THROUGH THEIR SMS PROCEDURES. VESSEL FAILED TO REPORT DEFECTIVE EQUIPMENT AFFECTING SAFE SHIP OPERATION, FAILED TO MINIMIZE AND DISCARD COMBUSTIBLE MATERIALS, AND AVOID LARGE COLLECTIONS OF OLD USED SPARE PARTS STORED IN AREAS WITH RISK OF FIRE. THIS IS MADE EVIDENT BY DEFICIENCIES 02 & 04. AN EXTERNAL AUDIT IS REQUIRED.

THE PURPOSE OF THIS REGULATION IS TO PREVENT THE IGNITION OF COMBUSTIBLE MATERIALS OR FLAMMABLE LIQUIDS. FOR THIS PURPOSE, THE FOLLOWING FUNCTIONAL REQUIREMENTS SHALL BE MET: MEANS SHALL BE PROVIDED TO CONTROL LEAKS OF FLAMMABLE LIQUIDS; THE IGNITABILITY OF COMBUSTIBLE MATERIALS SHALL BE RESTRICTED. FUEL OIL TRANSFER PUMP HAD DRAIN HOSE RUNNING FROM CONTAINMENT INTO A FILLED CATCH BASIN BELOW THE DECKPLATE, FILLED CONTAINERS OF DIESEL WERE PLACED ON THE PORT WING WALL, PURIFIER ROOM HAD MULTIPLE (7+) FILLED CATCH BASINS, DIESEL GENERATOR #3 HAD A LEAKING FUEL OIL BOOSTER PUMP, AND A FILLED CATCH BASIN WAS LOCATED UNDER MDE AUX BLOWER TO DRAIN LUBE OIL. ADDITIONALLY THE VESSEL WAS ACCUMULATING A LARGE QUANTITY OF COMBUSTIBLE TRASH AND SPARE/USED PARTS IN THE ENGINE ROOM, IN VICINITY OF THE GENERATORS.

Ship Name: **BBC NAPLES**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

IMO Number: **9484223**

Date of Action: **8/22/2022**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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

**MS "Dutch Verena" Shipping Gmbh & Co.
KG**

Held Bereederungs Gmbh & Co. KG

Charterers

Shoreview Shipping Limited

Deficiencies: Code - Category

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

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: Appropriate corrective action is taken.

As it relates to deficiency 02, the crew was originally questioned on the nature of oily water in the bilge well, and could not identify the source. It was later stated by the crew that the oily mixture was leaking from the main engine. 02 cookie cans were discovered in the bilge well intended to catch oil leaks, indicating that the crew was aware of the nature of the leaks prior to examination. Port State Control Officer (PSCO) also discovered oil mist detector (OMD) alarm activated on the main engine. Vessel's PMS stated that the crew should follow OMD's manufacturer instructions if alarms were activated. PSCO reviewed instructions and confirmed with the crew that instructions had not been followed when OMD alarm was received 03 times on 22AUG2022. PSCO also discovered the No. 2 generator disabled. The crew stated that the generator had been disabled due to a recurring alarm. Objective evidence exists for lack of corrective actions taken on deficient items and alarms discovered by the crew.

An external ISM audit is required with a focus on fire safety and engine room maintenance.

**07126 - Oil accumulation in engine
room**

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: Means shall be provided to control leaks of flammable liquids.

PSCO discovered a flowing pool of oily water spanning half of the engine room bilge.

Ship Name: **CAPE NATALIE**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

IMO Number: **9181118**

Date of Action: **2/1/2022**

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

Kormos Shipping Company Limited

Charterers

LSS Ocean Transport DMCC

Deficiencies: Code - Category

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

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

Description

The company should establish procedures to ensure the ship is maintained in accordance with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The vessel management system states that defects in critical equipment systems must always be reported in accordance with procedures and be handled with priority among pending items for scheduled and unscheduled maintenance. The vessel's engineering crew was unable to provide any documentation as required in the SMS for any defective items. Deficiencies #2-#7 provide evidence of a serious lack of effectiveness of the planned maintenance system and required routing inspections/rounds by ship's crew. 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 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 to the ISM Code. Provide a copy of the completed audit report to the USCG prior to departure from port.

Where the emergency storage of electrical power is a generator, it shall be: started automatically upon failure of main source of electrical power supply unless a transitional source of emergency electrical power in accordance with paragraph 3.1.1 is provided. PSCO observed the emergency generator fail to start on 3 attempts. The vessel crew started the emergency generator on the 4th try; however, the generator was stalling and a significant amount of smoke was observed coming from the emergency generator's turbo.

Ship Name: **CAPTAIN JOHN NP**

Ship Type: **LPG Gas Carrier**

Flag: **Bahamas**

IMO Number: **9347504**

Date of Action: **4/28/2022**

Action Taken: **Detention**

Port: **Delaware City, Delaware**

Unit: **Sector Delaware Bay**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

CJNP LPG TRANSPORT LLC

Dorian LPG Management Corp

Charterers

Mercuria Energy America , LLC

Deficiencies: Code - Category

11119 - Immersion suits

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. 24 out of 49 immersion suits are unserviceable, due to unsealed seams.

Ship Name: **CK ANGIE**
Ship Type: **Bulk Carrier**
Flag: **Republic of Korea**

IMO Number: **9595864**

Date of Action: **9/19/2022**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

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

Chang Myung Shipping Co Ltd

Charterers

Admintermare

Deficiencies: Code - Category

**11129 - Operational readiness of
lifesaving appliances**

**11131 - On board training and
instructions**

11101 - Lifeboats

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 observed 24 of the 35 immersion suits onboard had substantial deterioration of the rubber seal-mating surface of the zipper.

Instructions for onboard maintenance of life-saving appliances shall be easily understood, illustrated wherever possible, and, as appropriate, shall include the following for each appliance: a checklist for use when carrying out the inspections required by 20.7; maintenance and repair instructions; schedule of periodic maintenance; diagram of lubrication points with recommended lubricants; list of replaceable parts; list of sources of spare parts; and log for records of inspections and maintenance. PSCO observed the vessel did not have maintenance procedures for immersion suits nor did they have the manufacturer's instructions as required by the ship's maintenance procedures for the lifeboat propulsion. Additionally the vessel did not have a checklist for carrying out the maintenance of the free fall lifeboat

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 observed the propulsion of the free-fall lifeboat unreliable and difficult to engage in forward and astern. However, the ship's crew was able to engage the propeller, a harsh mechanical/gear grinding noise was observed.

Ship Name: **COREWISE OL**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9636395**

Date of Action: **4/25/2022**

Action Taken: **Detention**

Port: **New London, Connecticut**

Unit: **Sector Long Island 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

Oceanlance Maritime Co., Ltd

Corewise Maritime S.A.

Charterers

G2 Ocean AS

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 appliances shall be in working order and ready for immediate use. While conducting an abandon ship drill, the crew was unable to lower the starboard lifeboat/rescue boat. Vessel examiners stood by and observed for over 1.5 hours while crew was trying to troubleshoot the problem. Examiners were unable to witness port side lifeboat due to vessel being moored on port side. Class must attest to the operational readiness of both port and starboard lifeboats.

Ship Name: **COSCO NAGOYA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9380271**

Date of Action: **1/28/2022**

Action Taken: **Detention**

Port: **Los Angeles, California**

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

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

Jasmine Shipping SA

Alfa Ship Managers Pte Ltd

Charterers

Sea Lead Shipping Pte Ltd

Deficiencies: Code - Category

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

**14121 - Suspected of discharge
violation**

07199 - Other (fire safety)

Description

OBJECTIVE EVIDENCE DISCOVERED DURING AN EXPANDED ISM EXAM REVEALED THE FOLLOWING DEFICIENCY: THE VESSEL FAILED TO FULLY IMPLEMENT THE REQUIREMENTS OF THE ISM CODE THROUGH THEIR SMS PROCEDURES. THE VESSEL FAILED TO FULLY ESTABLISH PROCEDURES TO ENSURE THE SHIP IS MAINTAINED IN CONFORMITY WITH THE PROVISIONS OF THE RELEVANT RULES. COMPANY DID NOT TAKE APPROPRIATE ACTIONS ON IDENTIFIED NON-CONFORMITIES. THIS IS MADE EVIDENT BY DEFICIENCIES 02, 03, AND 04. AN EXTERNAL AUDIT IS REQUIRED.

THE OIL RECORD BOOK PART I SHALL BE COMPLETED ON EACH OCCASION, ON A TANK-TO-TANK BASIS IF APPROPRIATE. PSCO DISCOVERED DISCREPANCY NOTED BETWEEN ORB AND DAILY SOUNDING LOGS INDICATING APPROXIMATELY 30m3 UNACCOUNTED FOR W/IN BILGE HOLDING TANK. ON FOLLOW UP EXAM, PSCO DISCOVERED OIL W/IN COFFERDAM LOCATED BETWEEN FRAMES 47 TO 71, 18 TO 36.

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. PSCO OBSERVED BOILER PIPING IN NUMEROUS LOCATIONS WITH TEMPORARY PATCHES AND THE CONDENSER UNIT PIPING, AUX BOILER CASCADE TANK LEAKING DARK UNKNOWN OILY/SOOT WATER.

07126 - Oil accumulation in engine room

THE PURPOSE OF THIS REGULATION IS TO PREVENT THE IGNITION OF COMBUSTIBLE MATERIALS OR FLAMMABLE LIQUIDS. THE FOLLOWING FUNCTIONAL REQUIREMENTS SHALL BE MET. MEANS SHALL BE PROVIDED TO CONTROL LEAKS OF FLAMMABLE LIQUIDS. PSCO OBSERVED THE FOLLOWING CONDITIONS WHILE CONDUCTING EXAM OF ENGINE ROOM: EXCESSIVE OIL LEAK FROM FUEL RETURN LINE ON MDE #4 CYLINDER, FUEL PUMP ON #6 CYLINDER, OIL SOAKED LAGGING THROUGHOUT THE MACHINERY SPACE, CATCH BASINS IN PURIFIER ROOM AT THE PNEUMATIC ACTUATOR FOR THE FILTER/RECIRCULATION UNIT, CATCH BASIN UNDER FUEL OIL PIPING FOR THE #4 SSDG, OIL LEAK DRIPPING FROM OVERHEAD ON BOILER EXHAUST SHIELDING.

Ship Name: **DA TONG YUN**
Ship Type: **General Dry Cargo Ship**
Flag: **Hong Kong**

IMO Number: **9451343**

Date of Action: **10/19/2022**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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
Chinese-Polish Joint Stock Shipping Co
COSCOL (HK) Investment & Development
Co Ltd

Charterers
Chipolbrok Sun Maritime Co Ltd

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 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 any non-conformity is reported, with its possible cause, if known; and appropriate corrective action is taken.

Vessel SMS pt02 describes ship maintenance, inspection and control procedures.

As delineated in deficiencies no.2-5 objective evidence attests that proper maintenance and inspections of shipboard equipment to include emergency lighting, lifesaving appliances, firefighting and emergency generator; has not been conducted in accordance with vessel SMS. Further evidence attests that reporting procedures of non-conformities has not been followed as per vessel SMS.

An external audit focusing on maintenance procedures and inspection intervals for emergency lighting, life-saving appliances, firefighting, and emergency generator is required to be conducted prior to vessel being cleared for departure.

07110 - Fire fighting equipment and appliances

Deep fat cooking equipment shall be fitted with the following: an automatic or manual fire extinguishing system tested to an international standard acceptable to the organization. A primary and backup thermostat with an alarm to alert the operator in the event of failure of either thermostat arrangements for automatically shutting off the electrical power upon activation of the fire extinguishing system; an alarm for indicating operation of the fire extinguishing system in the galley where the equipment is installed; and controls for manual operation of the fire-extinguishing system which are clearly labelled for ready use by the crew.

PSCO observed installed deep fat fryer in the galley without presence of fixed or manual fire-extinguishing system.

**04114 - Emergency source of power -
Emergency generator**

The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain loads, of supplying simultaneously at least the following services for the periods specified hereinafter, if they depend upon an electrical source for their operation.

PSCO observed chief engineer attempt to start emergency generator via manual push button on control box. E-gen failed to start and several audible alarms sounded on control panel. PSCO also observed errors in digital ground readings for control box.

**02108 - Electrical installations in
general**

Electrical installations shall be such that all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power; electrical services essential for safety will be ensured under various emergency conditions; and the safety of passengers, crew and ship from electrical hazards will be ensured.

PSCO observed numerous deck lights, emergency lights, and overboard embarkation lights on main deck to be inoperable as well as several that are damaged so as to cause potential shock when energized.

Ship Name: **DOLE AFRICA**

Ship Type: **Containership**

Flag: **Bahamas**

IMO Number: **9046538**

Date of Action: **8/11/2022**

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

Ventura Trading Ltd.

Reefership Marine Service Ltd.

Deficiencies: Code - Category

**14121 - Suspected of discharge
violation**

Description

Any ship of 10,000 gross tons and above shall be fitted with oil filtering equipment that is provided with arrangements to insure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 ppm. During testing of the OWS the sampling/freshwater manual three-way valve was positioned in a way that there was not flow of sampling water or fresh water through the OCM, thus the automatic three way valve would not activate and deliver the oily water back to the bilge tank when required.

Ship Name: **DONALD**

Ship Type: **General Dry Cargo Ship**

Flag: **Liberia**

IMO Number: **9273791**

Date of Action: **5/31/2022**

Action Taken: **Detention**

Port: **San Diego, California**

Unit: **Sector San Diego**

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

Interunity Management (Deutschland) Gmbh

Donald Shipping Inc

Deficiencies: Code - Category

**14121 - Suspected of discharge
violation**

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

**14119 - Oil and oily mixtures from
machinery spaces**

Description

Any discharge into the sea of oil or oily mixtures shall be prohibited except when the oil mixture is processed through oil filtering equipment. Whistleblower reports corroborated by shipboard Officers reveal vessel utilizing means to discharge oily water into the sea by bypassing the installed oil filtering equipment. Picture and corroborated witness statements from shipboard Officers to USCG PSCO's evidence use of portable hoses and portable pneumatic pump connecting the bilge wells to the sewage holding tank via sewage holding tank sounding tube where the oily water mixture was discharged overboard.

The oil record book shall be completed on each occasion there is a discharge overboard of bilge water which has accumulated in machinery spaces. Whistleblower reports corroborated by shipboard Officers reveal vessel not recording overboard discharges of bilge water which has accumulated in the engine room bilge wells. Bilge water was transferred via portable hose and portable pneumatic pumps from the bilge wells to these sewage tank where it was discharged.

The company should ensure that the safety and environmental policy is implemented and maintain at all levels of the organization, both ship-base and shore-base. Whistleblower reports corroborated by shipboard Officers reveal vessel utilizing means to discharge oily water into the sea by bypassing the installed oil filtering equipment. Picture and corroborated witness statements from shipboard Officer to USCG PSCO's evidence use of portable hoses and portable pneumatic pump connection the bilge wells to the sewage holding tank via sewage holding tank sounding tube where the oily water mixture was discharged overboard. This serves as evidence that the company environmental protection policy is not implemented at all levels of the organization. In order to clear this deficiency, an audit must be completed and submitted to USCG.

Ship Name: **ELEEN SOFIA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9407512**

Date of Action: **3/28/2022**

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

Eleen Marine JSC

OCM Maritime Summer, LLC

Charterers

ACC Atlantic (Hellas) Maritime

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

07113 - Fire pumps and its pipes

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

Description

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 persons on board and shall at least comply with the requirements of regulation II-2/4.2.2. PSCO observed the following: excessive fuel oil leaking from the #2 stbd fuel oil tank at the crossover manifold, excessive fuel oil leaking from the #2 port fuel oil tank at main isolation tank valve, and excessive fuel oil leaks from all high pressure fuel lines & pumps on the main diesel engine.

If a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of an emergency fire pump complying with the provisions of the FSS Code. PSCO observed excessive leaks (approx. 25 gpm) from the emergency fire pump.

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. Due to objective evidence in deficiencies issued on 27 March 2022 & 28 March 2022, the vessel is not in substantial compliance with the relevant conventions calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. An additional audit, by the certificate issuing authority, is required prior to the vessel's release from detention.

Ship Name: **GALISSAS**

Ship Type: **Chemical Tankship**

Flag: **Panama**

IMO Number: **9397781**

Date of Action: **2/20/2022**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

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
Zeus Lines Management S.A.
Galissas Trading S.A.

Deficiencies: Code - Category

07102 - Inert gas system

15106 - Shipboard operations

Description

For tankers of 20,000 deadweight tons and upward the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code. Vessel departed Rotterdam and arrived to the U.S. with an inoperable inert gas generator. Cargo tanks 1P/S, 2P/S, 4P/S, 5P/S were sampled and found above 15 % oxygen in each tank.

Considering the deficiencies identified on the PSC form B dated 20FEB22 as objective evidence, the company has not established and carried out procedures as to ensure the ships material condition is in conformance with the provisions of the relevant rules and requirements. An external audit is required.

Ship Name: **GARFIELD**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9311842**

Date of Action: **11/18/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Conbulk Shipmanagement Corp

GW Galloway Holdings LLC

Deficiencies: Code - Category

02199 - Other (Structural condition)

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

Description

A cargo ship shall be subject to a minimum of two inspections of the outside of the ship's bottom during any five year period, except where regulation 14(e) or (f) is applicable. Where regulation 14(e) or (f) is applicable, this five year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months. The vessel's last out of water drydock was 10OCT17. The vessel had two UWILD inspections on 28SEP19 and 07OCT22.

A certificate ceases to be valid if the periodical, intermediate or annual survey, as appropriate, or the inspection of the outside of the ship's bottom is not completed within the periods specified in the relevant regulation or article. The vessel's last out of water drydock was 10OCT17 rendering the SOLAS Cargo Ship Safety Construction certificate invalid.

Ship Name: **GLOBAL BRAVE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9434606**

Date of Action: **10/20/2022**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

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 58 Shipping Co SA

Charterers

Integris

Deficiencies: Code - Category

**07106 - Fire detection and alarm
system**

11101 - Lifeboats

Description

The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: fire detection and fire alarm systems. The PSCO called into question the reliability of the fire alarm and detection system after four out of six fire detectors that were tested were faulty.

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 observed the free-fall lifeboat was overall not in working order or ready for immediate use due to an exhaust leak into the lifeboat cabin and steering that was not fully functional. PSCO observed exhaust leaking from the engine into the cabin from underneath the deck plates. Additionally, the hydraulic steering system had a leak at the ram and during the test it took 31 revolutions of the helm for any rudder movement from hard starboard.

Ship Name: **GRANDE CONGO**

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

Flag: **Italy**

IMO Number: **9437921**

Date of Action: **7/22/2022**

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Unit: **Sector Jacksonville**

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
Grimaldi Deep Sea Spa

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

01117 - International Oil Pollution Prevention (IOPP)

14105 - Pumping, piping and discharge arrangements

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. The objective nature of the deficiencies 02 and 03 demonstrate the vessel is not being maintained to international standards bringing into question the validity of the safety management certificate issued pursuant to the ISM Code. An external Audit is required to be submitted prior to departure from port.

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 material covered by the survey, without the sanction of the administration, except the direct replacement of such equipment and fittings. PSCOs observed unauthorized modification of sludge system after survey by utilizing an air driven pump.

Oil residue(sludge) tank(s) shall be provided and: shall be provided with a designated pump that is capable of taking suction from the oil residue(sludge) tank(s) for disposal of oil residue(sludge) by means as described in regulation 12.2. PSCOs observed piping modifications to utilize an air driven pump that was not authorized.

Ship Name: **GREEN OCEAN**

Ship Type: **General Dry Cargo Ship**

Flag: **Panama**

IMO Number: **9231028**

Date of Action: **6/4/2022**

Action Taken: **Detention**

Port: **Guam**

Unit: **Sector Guam**

Recognized Org: **Panama Maritime Documentation Service**

Recognized Security Organization (RSO):

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

Relevant Certificates: **Safety Equipment**

Safety Construction

Safety Management Certificate

Organization Related to Detention: **Panama Maritime Documentation Service**

Ship Management: Owners, Operators, or Managers

**Seamiles Marine and Offshore Management
Private Li**

Greenhill Grand Investments SA

Deficiencies: Code - Category

07126 - Oil accumulation in engine room

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

11112 - Launching arrangements for survival craft

11112 - Launching arrangements for survival craft

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. PSCO observed ship had excessive oil in main engine, throughout engine spaces, and bilges.

The Safety Management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the company. PSCO observed the general service pump excessively leaking water, giving significant risk of flooding. The crew identified the leaking pump on May 28, 2022, but could not provide records of company or class notifications upon request.

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 observed the port and starboard lifeboats were both ratchet strapped to the vessel's railings, davit hooks had fall preventer devices connected, and the remote control wires were found outside of the lifeboats preventing remote release of lifeboats in an event of emergency.

Each lifeboat shall be provided with an appliance which is capable of launching and recovering the lifeboat. PSCO observed during the lowering of the port lifeboat, the lifeboat davit winch motor brake failed to stop the lifeboat from lowering.

Ship Name: **GUNVOR MAERSK**

Ship Type: **Containership**

Flag: **Denmark**

IMO Number: **9302891**

Date of Action: **12/9/2022**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

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
Maersk A/S

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. The vessel's SMS states that relieving person shall inspect the engine room and fill in the checklist "Change of Duty Person." However there was no discrepancies noted on any of the checklists or the engine logbook addressing the material conditions of the engine room. As stated in deficiencies # 2 and # 3 the PSCO observed significant discrepancies throughout the machinery spaces, none of which were documented in the running worklist as indicated in the guidelines for engineers. These also provide evidence of a serious lack of effectiveness and implementation of the vessel's planned maintenance system and required routine inspections/rounds by the ship's crew. Due to 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 is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the Audit report to the USCG when completed.

**07126 - Oil accumulation in engine
room**

Means shall be provided to control leaks of flammable liquids. PSCO observed excessive oil leaks and fuel accumulations found around the following: fuel pumps, base of the main engine, crank case oil mist detector, main engine fuel injectors, # 1 & # 2 diesel generator fuel injectors, under the steam turbo, and throughout the engine room. This in conjunction with the increased risk of fire associated with exposed electrical wires noted in def #3 poses a serious risk of fire.

Ship Name: **HAI JIN**
Ship Type: **General Dry Cargo Ship**
Flag: **Singapore**
IMO Number: **9617674**
Date of Action: **9/13/2022**
Action Taken: **Detention**
Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Recognized Org: **DNV**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Alfa Ship Managers Pte Ltd
Gold Hyacinth Development Pte Ltd
Charterers
Hyundai Glovis Co Ltd

Deficiencies: Code - Category

11104 - Rescue boats

Description

BEFORE THE SHIP LEAVES PORT AND AT ALL TIMES DURING VOYAGE, ALL LIFE-SAVING APPLIANCES SHALL BE IN WORKING CONDITION. PSCO OBSERVED THE OUTBOARD MOTOR FOR THE RESCUE BOAT HAD AN INOPERABLE COOLING SYSTEM.

07126 - Oil accumulation in engine room

IN A SHIP IN WHICH OIL 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 PERSONS ON BOARD. PSCO OBSERVED EXCESSIVE FUEL OIL LEAKS ON THE FOLLOWING EQUIPMENT PRESENTING A SERIOUS FIRE RISK ONBOARD: MAIN ENGINE #3 AND #4 CYLINDERS, #2 AND #3 AUXILIARY ENGINE FUEL SYSTEMS. IN ADDITION, NUMEROUS CONTAINERS OF OIL AND OTHER COMBUSTIBLE OIL LIKE PRODUCTS ARE STORED IN THE STEERING GEAR ROOM PRESENTING A SERIOUS FIRE HAZARD.

15109 - Maintenance of the ship and equipment

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. DUE TO OBJECTIVE EVIDENCE IN DEFICIENCIES ISSUED ON 13SEP22, THE VESSEL IS NOT IN SUBSTANTIAL COMPLIANCE WITH THE RELEVANT CONVENTIONS CALLING INTO QUESTION THE ADEQUACY AND IMPLEMENTATION OF THE VESSEL'S SMS UNDER THE ISM CODE, AN ADDITIONAL AUDIT, BY THE CERTIFICATE ISSUING AUTHORITY, IS REQUIRED PRIOR TO THE VESSEL'S RELEASE FROM DETENTION.

Ship Name: **HAI JIN**
Ship Type: **Bulk Carrier**
Flag: **Singapore**

IMO Number: **9617674**

Date of Action: **9/1/2022**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Alfa Ship Managers Pte Ltd
Gold Hyacinth Development Pte Ltd

Charterers
Hyundai Glovis Co Ltd

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 this Code shall be treated as mandatory. In meeting these requirements the company should ensure that any non-conformity is repaired, with its possible cause if known; appropriate corrective action is taken; and records of these activities are maintained. (10.2)

Vessel's SMS document MPM 9.5 paragraph 2 states "when a non-conformity is reported it should immediately be evaluated for the need to implement immediate corrective actions including follow up actions to prevent its recurrence." Further, vessels SMS MPM section 10 outlines the maintenance procedures and required inspection intervals to be implemented.

Referencing deficiencies 2, 3, 4, 5, and 6 objective evidence attests that the non-conformities were identified, not reported and immediate action was not taken to rectify all non-conformities.

An external audit is required to be carried out with a focus on maintenance procedures and inspection intervals. Specifically for all equipment and appliances in the engine room, firefighting appliances, and the integrity of all fire boundaries.

07126 - Oil accumulation in engine room

The purpose of this regulations is to prevent the ignition of combustible materials or flammable liquids. For this purpose. the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids.

PSCO's observed excessive oil accumulation and leaks throughout the engine room including an active leak identified on the Fuel Oil Service Tank in the purifier space, a pool of oily water spanning the breadth of the forward engine room bilge, an approximately 3-by-5 foot patch of oil adhered to the purifier space overhead including piping and wiring, oil saturation beneath all 3 auxiliary generators, and various pools of oil located throughout the engine room and near machinery.

14104 - Oil filtering equipment

The condition of the ship and it's 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.

PSCO observed deterioration of OWD piping between the OWD and 3-way valve resulting in complete separation of the pipe.

Ship Name: **HANTON TRADER I**

Ship Type: **Bulk Carrier**

Flag: **Philippines**

IMO Number: **9691412**

Date of Action: **6/16/2022**

Action Taken: **Detention**

Port: **Port Isabel, Texas**

Unit: **MSD BROWNSVILLE**

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

Victoria Ship Management, Inc.

Charterers

Oldendorff Carriers GMBH & CO. KG

Deficiencies: Code - Category

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

**07109 - Fixed fire extinguishing
installation**

13102 - Auxiliary engine

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 Safety Management System (SMS) procedures as evident by the following deficiencies. Engineering department exhibited an overall lack of familiarity with the ship's SMS procedures. Previous months maintenance plan not completed. Ship service generators, main engine, fresh water systems, and circulating pumps were found in various states of disrepair. These deficiencies indicate that the ship and/or company are not meeting the SMS requirements. An external audit is required.

Fixed fire-extinguishing systems shall be installed having due regard to the fire growth potential of the protected space and shall be readily available. Vessels engine room hyper mist system was non operable due to failed pump. Vessel had class dispensation letter requiring additional portable fire extinguishers to be placed at nearby equipment for emergency use. PSCO observed no additional portable fire extinguishers stowed nearby essential equipment.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose means shall be provided to control leaks of flammable liquids. PSCO observed multiple excessive leaks coming from the fuel injector on the #6 cylinder of the #1 Ship Service Diesel Generator (SSDG); the fuel injector on the #6 cylinder and two area's on the return line of the #2 SSDG; and the fuel injector on the #2 cylinder of the #3 SSDG.

Ship Name: **INGRID**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9387607**

Date of Action: **11/8/2022**

Action Taken: **Detention**

Port: **Brooklyn, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **DNV**

Ship Management: Owners, Operators, or Managers

Oy Langh Ship AB

Charterers

Seaboard Marine Ltd Inc

Deficiencies: Code - Category

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

**07105 - Fire doors/openings in fire-
resisting division**

**07126 - Oil accumulation in engine
room**

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

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. Due to the objective evidence in the below deficiencies, the vessel is not in substantial compliance with the relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel is not reporting all non-conformities or their causes to the company. This includes fuel leaks from the main engine, leaking fuel valves, fuel filters, and modification of remote quick closing valves. The vessel could not produce evidence that the company was made aware of the serious non-conformities discovered onboard. An ISM external audit is required.

Doors required to be self-closing shall not be fitted with hold back-hooks. Several "A" Class fire doors which are required by the fire Control Plan to be self-closing were found blocked in the open position by wooden wedges. This includes self-closing doors in the machinery space boundaries and the main stairwell.

Means shall be provided to control leaks of flammable liquids. PSCOs identified excessive fuel leaks from main engine crank case, fuel filters, and cylinders. Excessive fuel leaks were also observed from valves and piping on fuel oil system. Hydraulic oil was also observed inside the base of the BWTS control switchboard. Additionally, crew was found to be using buckets, plastic sheets, cardboard, and other unapproved means to capture leaks.

Oil fuel pipes shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. Fuel oil quick close valve was found blocked by a fabricated metal sheet and tie on settling tank.

07199 - Other (fire safety)

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. Multiple valves on the HFO tank have been modified, including the disconnection of a quick-close valve.

07106 - Fire detection and alarm system

Means shall be provided to detect and give alarms at an early stage in case of fires near propulsion machinery. An oil mist detector was found to be inoperable, rendering it incapable of detecting an early stage of a fire.

01102 - Cargo Ship Safety Construction (including exemption)

The master or owner of the ship shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey, as required by regulations 7,8,9 is necessary. R.O was aware of conditions onboard the vessel and issued short term Safety Construction Certificate on 11/7/22, one day before the ship's arrival and before further inspection could be undertaken.

Ship Name: **INTELLIGENT PURSUIT**

Ship Type: **General Dry Cargo Ship**

Flag: **Germany**

IMO Number: **9336189**

Date of Action: **4/8/2022**

Action Taken: **Detention**

Port: **Los Angeles, California**

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

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

V. Ships (Hamburg) GMBH & Co. KG

Zweite Beteiligungs-Kommanditgesellschaft

Charterers

Ocean Network Express (ONE)

Deficiencies: Code - Category

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

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken. Objective evidence discovered during an expanded ISM exam revealed the following deficiency: The company failed to fully implement the requirements of the ISM Code through SMS procedures. Vessel reported structural failures in Sep 2021 to the company. Company failed to notify the vessel's classification society in order to seek corrective action.

Ship Name: **ITALIA STREAM**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Bahamas**

IMO Number: **9030137**

Date of Action: **9/27/2022**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

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

Seatrade Groningen BV

Italia Stream Shipping Co Ltd

Charterers

Seatrade Group NV

Deficiencies: Code - Category

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

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 action is taken; and records of these activities are maintained. Objective evidence discovered during an expanded ISM exam revealed that the vessel failed to properly inspect, maintain, and report nonconformities relating to fire doors, generator oil leaks, and oily water separator equipment. An external third party SMS audit is required prior to departure from port.

Ship Name: **JAEGER**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9284843**

Date of Action: **10/12/2022**

Action Taken: **Detention**

Port: **Wilmington, North Carolina**

Unit: **Sector North Carolina**

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

Eagle Ship Management LLC

Jaeger Shipping LLC

Deficiencies: Code - Category

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

Description

The Company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence; while onboard conducting a PSC Exam the PSCO found objective evidence to suggest vessel and company have knowingly lost 75 gallons of oil from shaft seal utilizing "Stern Tube Bearing and Air Seal Guard" log as well as the Oil Record Book. Ship's crew has added oil for several months to a closed system without identifying source of leak. Additionally, emails between vessel and Company show problem has existed since at least April 2022 w/ no resolution. An External ISM is to be conducted and a Corrective Action plan submitted prior to the vessel departing the Port of Wilmington, NC.

Ship Name: **JIA HUI SHAN**

Ship Type: **Bulk Carrier**

Flag: **China**

IMO Number: **9602966**

Date of Action: **5/5/2022**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

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

COSCO Shipping Bulk Co Ltd

Jia Hui Shan Shipping S.A.

Deficiencies: Code - Category

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

**04117 - Functionality of Safety
Systems**

Description

Where the emergency source of electrical power is a generator, it shall be started automatically upon failure of the main source of electrical power supply. During the exam, the PSCO identified that the emergency diesel generator would not start from the primary starting battery bank.

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500l and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. During the exam, the PSCO identified that the emergency diesel generator service tank quick closing valve failed to close when operated from outside the space.

Ship Name: **KRITI RUBY**

Recognized Org: **American Bureau of Shipping**

Ship Type: **Chemical Tankship**

Recognized Security
Organization (RSO):

Flag: **Greece**

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

IMO Number: **9391282**

Relevant Certificates:

Date of Action: **9/15/2022**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Staten Island, New York**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers

Kriti Ruby Special Maritime Enterprise (ENE

Avin International Ltd

Charterers

Sacor Maritima SA

Deficiencies: Code - Category

Description

**14107 - Oil disch. Monitoring and
control system**

**OIL FILTERING EQUIPMENT REFERRED TO IN
PARAGRAPH 2 OF THIS REGULATION SHALL
COMPLY WITH PARAGRAPH 6 OF THIS
REGULATION...THE SYSTEM SHALL ALSO BE
PROVIDED WITH ARRANGEMENTS TO ENSURE
THAT ANY DISCHARGE OF OILY MIXTURES IS
AUTOMATICALLY STOPPED WHEN THE OIL
CONTENT OF THE EFFLUENT EXCEEDS 15PPM.
DURING TESTING OF OIL CONTENT METER,
PSCO'S WITNESSED THE OIL CONTENT METER
EXCEED 15PPM WITH NO ACTIVATION OF THE
VALVES CONTROLLING OVERBOARD
DISCHARGE AND RECIRCULATION. THE SAME
FAILURE OF THE VALVES TO ACTIVATE WAS
WITNESSED ON CONSECUTIVE TESTS.**

01315 - Oil record book

**THE OIL RECORD BOOK PART I SHALL BE
COMPLETED ON EACH OCCASION, ON A TANK
TO TANK BASIS AS APPROPRIATE. ORB ENTRIES
BETWEEN 24JUL-30JUL SHOW A DECREASE IN
QUANTITY OF RETENTION OF BILGE HOLDING
TANK WITH NO LOG OF OPERATION
REFLECTING THE CHANGE. FURTHER, 08SEP-
09SEP-10SEP SHOW INCREASE IN QUANTITY OF
RETENTION TO BILGE HOLDING TANK WITH NO
LOG OF OPERATIONS REFLECTING THE
CHANGE. 10SEP-12SEP OPERATIONS REFLECT A
2M³ DECREASE WITH WEEKLY SOUNDINGS
SHOWING A 4M³ DECREASE.**

14104 - Oil filtering equipment

**IN CONSIDERING THE DESIGN OF SUCH
EQUIPMENT AND APPROVALS, THE
ADMINISTRATION SHALL HAVE REGARD TO THE
SPECIFIC RECOMMENDATION BY THE
ORGANIZATION. APPROVAL STANDARDS FOR
ONBOARD OILY WATER SEPARATOR IS MEPC
107(49). MEPC 107 (49) REQUIRES RECORDING OF
DATA ASSOCIATED WITH OPERATION OF THE
OWS. CHIEF ENGINEER COULD NOT RETREIVE
DATA TO REFLECT LAST 2 OWS OPERATIONS
DATED 12SEP AND 17AUG.**

07199 - Other (fire safety)

THE PURPOSE OF THIS REGULATION IS TO PREVENT THE IGNITION OF COMBUSTABLE MATERIALS OF FLAMMABLE LIQUIDS. FOR THIS PURPOSE, THE FOLLOWING FUNCTIONAL REQUIREMENTS SHALL BE MET...1.3: THE IGNITABILITY OF CUMBUSTABLE MATERIALS SHALL BE RESTRICTED. PSCO OBSERVED OIL SOAKED ELECTRICAL APPLIANCES IN VICINITY OF AFT BILGE POCKET. ADDITIONALLY, PSCO'S OBSERVED BUCKETS AND VARIOUS OTHER CONTAINERS HOLDING OIL AND STOWED THROUGHOUT THE MACHINERY SPACE TO INCLUDE AREAS BEHIND BULKHEADS CONCEALED FROM SIGHT.

Ship Name: **LA TEMPERANCE**

Ship Type: **Containership**

Flag: **Togo**

IMO Number: **6719885**

Date of Action: **9/20/2022**

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

S & B Blessing LLC

Maritime Agency Inc

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 with any additional requirements, which may be established by the company. Due to the objective evidence in the identified deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCO's collected objective evidence that the Minimum Safe Manning Certificate is expired, the Load Line Certificate is invalid and the Caribbean Cargo Ship Safety Certificate Supplement is invalid and not updated with equipment currently onboard. Furthermore, Cargo Securing Manual requires securing devices to be inspected via routine visual examinations, periodic examinations and daily examinations while vessel is underway for damage and service as needed before and after each use. PSCOs collected objective evidence that the Cargo Securing manual is not being followed. In addition, the Master of the vessel is not following proper procedures for logging requirements as required by the SMS. An external audit conducted by the Flag is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

**01108 - Load Lines (including
Exemption)**

The International Load Line Certificate shall not be delivered to the ship until the officer or surveyor acting under the provisions of article 13 of the Convention has certified that the marks are correctly and permanently indicated on the ship's sides. Load Line Certificate does not have correct markings corresponding with the ship.

Ship Name: **LAGOON PHOENIX**
Ship Type: **General Dry Cargo Ship**
Flag: **Curacao**
IMO Number: **9047245**
Date of Action: **8/17/2022**
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
Seatrade Groningen BV
Centauri Partners Ltd
Charterers
Highgate Corporation

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. MAIN FIRE PUMP LOCATED IN ENGINE ROOM IS INOPERABLE DUE TO MALFUNCTIONING ELECTRICAL MOTOR DRIVE UNIT.

07199 - Other (fire safety)

CONNECTIONS WITHIN THE FUEL SUPPLY AND SPILL LINES SHALL BE CONSTRUCTED HAVING REGARD TO THEIR ABILITY TO PREVENT PRESSURIZED OIL FUEL LEAKS WHILE IN SERVICE AND AFTER MAINTENANCE. PSCO OBSERVED EXCESSIVE FUEL LEAK ON NUMBER NO.2 GENERATOR FUEL LINE RESULTING IN ATOMIZING FUEL COMING INTO CONTACT WITH A HOT SURFACE.

07113 - Fire pumps and its pipes

IN ADDITION TO THE REQUIREMENTS CONTAINED ELSEWHERE IN THE PRESENT SOLAS REGULATIONS, SHIPS SHALL BE DESIGNED, CONSTRUCTED AND MAINTAINED IN COMPLIANCE WITH THE STRUCTURAL, MECHANICAL AND ELECTRICAL REQUIREMENTS OF A CLASSIFICATION SOCIETY. THE PORT GENERAL SERVICE PUMP, WHICH IS PRESENTLY BEING UTILIZED AS THE VESSELS MAIN FIRE PUMP, HAS TWO SOFT PATCHES ON THE DISCHARGE PIPING

07113 - Fire pumps and its pipes

FIREFIGHTING SYSTEMS AND APPLIANCES SHALL BE KEPT IN GOOD WORKING ORDER AND READILY AVAILABLE FOR IMMEDIATE USE. EMERGENCY FIRE PUMP HAS A BROKEN BEARING SUPPORT ATTACHED TO THE VOLUTE AND EXCESSIVE LEAKING COMING FROM THE SHAFT PACKING GLAND. FUTERHERMORE, DURING OPERATION OF THE EMERGENCY FIRE PUMP, SMOKE WAS EMITTING FROM THE OVERTIGHTENED PACKING GLAND.

07199 - Other (fire safety)

CONNECTIONS WITHIN THE FUEL SUPPLY AND SPILL LINES SHALL BE CONSTRUCTED HAVING REGARD TO THEIR ABILITY TO PREVENT PRESSURIZED OIL FUEL LEAKS WHILE IN SERVICE AND AFTER MAINTENANCE. NUMEROUS EXCESSIVE FUEL LEAKS WERE IDENTIFIED ON THE NO.1 GENERATOR IN WAY OF THE NO.3 AND NO.5 JERK PUMPS CAUSING A FIRE HAZARD.

15109 - Maintenance of the ship and equipment

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. SMS STATES THAT THE DRAIN LINES ARE TO BE INSPECTED AND TESTED WITH WATER TO ENSURE OPERABILITY. PSCO OBSERVED MISSING DRAIN LINE ON FORWARD STBD SIDE OF NUMBER TWO CARGO HATCH AFTER MAINTENANCE RECORDS INDICATED THAT IT HAD BEEN VERIFIED OPERATIONAL ON 25JUL2022.

15106 - Shipboard operations

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 ADDITIONAL REQUIREMENT WHICH MAY BE ESTABLISHED BY THE COMPANY. DUE TO THE DEFICIENCIES OF A TECHNICAL AND /OR OPERATIONAL NATURE IDENTIFIED ABOVE WHICH INDIVIDUALLY OR COLLECTIVELY PROVIDES OBJECTIVE EVIDENCE OF A SERIOUS FAILURE, OR LACK OF EFFECTIVENESS OF THE ISM CODE. AN EXTERNAL AUDIT SHALL BE CONDUCTED BY THE FLAG ADMINISTRATION OR RECOGNIZED ORGINIZATION ACTING ON BEHALF OF THE FLAG ADMINISTRATION BEFORE THE VESSEL WILL BE RELEASED FROM ITS DETENTION TO DETERMINE WHETHER THE VESSEL IS OPERATING IN COMPLIANCE WITH THE ISM CODE. A COPY OF THE COMPLETED EXTERNAL AUDIT SHALL BE PROVIDED TO THIS OFFICE FOR REVIEW PRIOR TO DEPARTURE FROM THE PORT OF MOBILE.

Ship Name: **LAGOON PHOENIX**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Curacao**

IMO Number: **9047245**

Date of Action: **5/19/2022**

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

Seatrade Groningen BV

Centauri Partners Ltd

Charterers

Arctic Seafood

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. PSCO observed oil accumulation in engine room bilges and area underneath generators. Excessive oil was found in non-approved containments made of metal cans and multiple plastic bottles.

Ship Name: **LNG PORT HARCOURT II**

Ship Type: **LNG Gas Carrier**

Flag: **Bermuda**

IMO Number: **9690157**

Date of Action: **6/22/2022**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **Marine Safety Unit Lake Charles**

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
NLNG Ship Management Limited
Bonny Gas Transport Limited

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.
CREW WAS UNFAMILIAR WITH TESTING
PROCEDURES FOR FIXED GAS DETECTION
SYSTEM AND DID NOT FOLLOW THE TESTING
PROCEDURES. AN EXTERNAL SAFETY
MANAGEMENT AUDIT IS REQUIRED BEFORE
THE VESSEL MAY BE RELEASED FROM
DETENTION.**

**06105 - Atmosphere testing
instruments**

**IN THE CASE OF FLAMMABLE PRODUCTS,
WHERE CARGO CONTAINMENT SYSTEMS
OTHER THAN INDEPENDENT TANKS ARE USED,
HOLD SPACES AND INTERBARRIER SPACES
SHOULD BE PROVIDED WITH A PERMANENTLY
INSTALLED GAS DETECTION SYSTEM CAPABLE
OF MEASURING GAS CONCENTRATION OF 0%
TO 100% BY VOLUME. THE FIXED GAS
DETECTION SYSTEM COULD NOT DETECT ANY
GAS WHEN TESTED AT THE #4 INSULATION
SPACE.**

07116 - Ventilation

**THE MASTER GAS FUEL VALVE REQUIRED BY
16.3.7 SHOULD CLOSE AUTOMATICALLY, IF THE
REQUIRED AIR FLOW IS NOT ESTABLISHED AND
MAINTAINED BY THE EXHAUST VENTILATION
SYSTEM.
THE MASTER GAS VALVE DID NOT CLOSE UPON
LOSS OF VENTILATION IN THE GAS VALVE UNIT
ROOM.**

07116 - Ventilation

**A SYSTEM WHEREBY THE BOIL-OFF VAPOURS
ARE UTILIZED AS FUEL FOR SHIPBOARD USE OR
WASTE HEAT SYSTEM SUBJECT TO THE
PROVISIONS OF CHAPTER 16.
THE MASTER GAS VALVE UNIT DID NOT CLOSE
UPON LOSS OF VENTILATION IN THE GAS VALVE
UNIT ROOM OR THE GAS COMBUSTION UNIT.**

Ship Name: **LONGSHORE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9450806**

Date of Action: **2/22/2022**

Action Taken: **Detention**

Port: **San Diego, California**

Unit: **Sector San Diego**

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
New Trade Ship Management S.A.
Longshore Maritime, LLC

Deficiencies: Code - Category

14101 - Control of discharge

14101 - Control of discharge

**15101 - Safety and environment
policy**

Description

Any discharge into the sea of oil or oily mixtures shall be prohibited except when the oil mixture is processed through oil filtering equipment meeting the requirements of Reg 14.

Vessel utilized means to discharge oily water into the sea by bypassing the installed oil filtering equipment. Video evidence was anonymously provided to USCG evidencing use of portable hoses and portable pneumatic pump connecting the bilge water holding tank (via sounding tube) to the sewage holding tank where the oily water mixture was discharged overboard.

The oil record book shall be completed on each occasion there is a discharge overboard of bilge water which has accumulated in machinery spaces. The vessel did not record overboard discharges as noted in deficiency one.

The company should ensure that the safety and environmental policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. Video evidence was anonymously provided to USCG evidencing unauthorized bypass of oil filtering equipment resulting in oily mixtures being discharged to the sea evidencing that the company environmental protection policy is not implemented and maintained at all levels of the organization.

Ship Name: **LOYALTY EXPRESS**

Ship Type: **General Dry Cargo Ship**

Flag: **Comoros**

IMO Number: **7007514**

Date of Action: **3/8/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Dromon Bureau of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Management Certificate**

Safety Construction

Safety Equipment

Safety Radio

Organization Related
to Detention: **Dromon Bureau of Shipping**

Ship Management: Owners, Operators, or Managers
Maritime Steamship & Services S.A.
Loyalty Overseas Corporation

Deficiencies: Code - Category

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

Description

The company should establish procedure 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. Due to the objective evidence in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel is submitting request to the company for maintenance and repair support but could not find evidence of the company taking actions to support the vessel's request. Requested support and repairs include the non-fully functioning main steering gear, inoperable HF radio, inoperable two-way VHF portable radios, inoperable rescue boat motor, and the non-fully functioning AIS. In all cases, the vessel could not produce evidence that the vessel or company notified their Recognized Organization or Flag Administration of the serious safety deficiencies. External Audit required.

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

The hull, machinery and equipment of a cargo ship shall be surveyed on completion and thereafter in such manner and at such intervals as the Administration may consider necessary in order to ensure that their condition is in all respects satisfactory. Vessel's Safety Construction Certificate states the vessel was found to comply with the relevant requirements of the convention during the latest survey conducted on 16JUN2021. PSCO observed, in addition to the listed deficiencies, severe substandard conditions to include substantial water intrusion into the forward starboard side void space, an approximate 4 inch by 8 inch hole in the tank top of the ballast tank located starboard side engine room, inoperable high level bilge alarm, inoperable valves within the ballast water manifold system, soft piping patches on cooling water piping for man engine and diesel generator, inoperable ventilation system for engine room, and the raw water valve for generator No. 1 has a screw being used to stop a leak coming from the side of the valve.

07199 - Other (fire safety)

Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from outside the space concerned in the event of a fire... Vessel's quick closing valves are not capable of being closed from outside the machinery space.

02105 - Steering gear

Ships shall be provided with a main steering gear and an auxiliary steering gear to the satisfaction of the administration. Ships main steering tiller control is not operational causing the use of the auxiliary operation as the main steering method.

05105 - MF/HF Radio installation

..Every ship engaged on voyages behind sea areas A1 and A2, but remaining within sea area A3... be provided with: an MF/HF radio installation capable of transmitting and receiving, for distress and safety purposes, on all distress and safety frequencies. Vessel's HF radio will not turn on making it inoperable.

07106 - Fire detection and alarm system

All required fire detection systems shall be capable of automatically indicating the presence or indication of fire and also its location. Indicators shall be centralized either on the bridge or in other control stations which are provided with a direct communication with the bridge. Vessel does not have installed a fire detection system that can provide the indication of a fire and its location at a centralized location.

11104 - Rescue boats

Cargo Ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the code. Vessel's rescue boat is not operational due to the motor unable to start.

02108 - Electrical installations in general

All electrical apparatus shall be so constructed and so installed that danger of injury in ordinary handling shall not exist. PSCO observed numerous electrical hazards throughout the vessel including but not limited to electrical equipment missing protective covers, exposed wiring and unapproved splicing.

**05118 - Operation of GMDSS
equipment**

At least 3 two-way VHF radiotelephone apparatus shall be provided on every passenger ship and on every cargo ship of 500 gross tonnage and upwards. All three of the vessel's two-way VHF portable radios are not operational.

Ship Name: **LOYALTY EXPRESS**

Ship Type: **General Dry Cargo Ship**

Flag: **Comoros**

IMO Number: **7007514**

Date of Action: **7/28/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Dromon Bureau of Shipping**

Recognized Security
Organization (RSO):

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

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

Organization Related
to Detention: **Dromon Bureau of Shipping**

Ship Management: Owners, Operators, or Managers
Loyalty Overseas Corporation
Maritime Steamship & Services S.A.

Deficiencies: Code - Category

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

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. Due to the objective evidence in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel submitted requests in June 2022 on the Record of Program of Work to do List Form, in accordance with their approved SMS Manual to the company for maintenance and repair support, but could not find evidence of the company taking actions to support these requests. Requested repairs include proper operations of main engine, and faulty of primary and secondary generators. In all cases, the vessel could not produce evidence that the company notified their Recognized Organization or Flag Administration of the serious safety deficiencies. An external audit conducted by the Flag is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

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

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. OWS not in use due to generators unable to power machinery. Engineers reported to PSCOs that they were transferring waste oil and oily bilge water into sludge tanks as a substitute. Engineers also reported they were unaware of procedures or techniques to offload sludge tanks once full.

Ship Name: **MAGESTIC**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **8117421**

Date of Action: **7/21/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **International Naval Surveys Bureau**

Recognized Security Organization (RSO): **International Naval Surveys Bureau**

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

Relevant Certificates:

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers

SM Marine Inc

Magestic Holdings International S.A.

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

01209 - Manning specified by the minimum safe manning

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and with any additional requirements which may be established by the company. Due to the objective evidence in the identified deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCOs collected objective evidence that the vessel's SMS is incomplete regarding security procedures. The vessel's current SMS fails to reference the Ship Security Plan adequately and lacks standardized procedure for conducting security training and drills. In addition, the vessel's SMS includes requirements for personal protective equipment to be worn at all times while working, where the company is responsible for supplying crew members with a safety helmet, safety boots, and coveralls. The Master submitted multiple non-conformity reports and requests to the company for lack of personnel protective equipment. This resulted in a serious injury of a crew member who received medical attention beyond first aid. Lastly, the vessel's SMS mandates specific crew rest requirements for a minimum of 10 hours which were not met by multiple crew members

Each Administration shall...hold companies responsible for the assignment of seafarers for service on their ships... its ships are manned in compliance with the applicable safe manning requirements of the Administration. Vessel fails to meet minimum safe manning requirements as there is no current Chief Mate onboard assigned to the vessel.

15109 - Maintenance of the ship and equipment

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and with any additional requirements, which may be established by the company. Due to the objective evidence in the identified deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCOs observed no maintenance on securing and locking devices conducted as required by the vessels Cargo Securing Manual. Cargo Securing Manual requires securing devices to be inspected for damage and service as needed before and after each use. Furthermore vessel's Cargo Securing Manual requires visual inspection of all portable and fixed securing devices to be completed at intervals not exceeding six months. PSCOs observed no records of any servicing that had been conducted during the period between 30 June 2021 to 27 May 2022, or any period after 27 May 2022. Vessel's SMS made no reference to the Cargo Securing Manual or any cargo handling procedures in general. Recommend an external audit be conducted.

09224 - Stowage of cargo

All cargoes other than solid and liquid bulk cargoes, cargo units and cargo transport units, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. Cargo securing Manual does not allow vehicles to be loaded with cargo stowed inside. PSCO observed cargo being stowed inside multiple vehicle compartments. In addition, PSCOs observed nearly all fixed hatch cover securing devices seized or missing. Request audit of Cargo Securing Manual to include all cargo securing equipment to be inspected and maintained.

Ship Name: **MARGARITAVILLE AT SEA PARA**

Recognized Org: **Bureau Veritas**

Ship Type: **Passenger Ship**

Recognized Security
Organization (RSO):

Flag: **Bahamas**

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

IMO Number: **8716502**

Relevant Certificates:

Date of Action: **7/13/2022**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **West Palm Beach, Florida**

Unit: **MSD LAKE WORTH**

Ship Management: Owners, Operators, or Managers

Paradise Cruise Line Owner, Ltd

Cruise Management International, Inc

Deficiencies: Code - Category

15107 - Emergency preparedness

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. In meeting these requirements the company should ensure that: procedures are established and maintained for identifying any training which may be required and conducted for all personnel concerned; inspections are held at appropriate intervals, any non-conformity is reported with its possible cause, if known, and appropriate corrective action is taken; procedures are established for the implementation of corrective action, including measures intended to prevent reoccurrence. Due to the objective evidence in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel was not identifying non-conformities following the inspection and reporting requirements of its SMS, the vessel was not taking steps to prevent the reoccurrence of non-conformities, and that the vessel was not properly maintaining the procedures for properly conducting crew training. An external audit conducted by the Flag is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

04109 - Fire drills

Every crewmember with assigned emergency duties shall be familiar with these duties before the voyage begins. PSCOs were unable to adequately ascertain the proper answers from crew when conducting questioning regarding the stairway guides roles/ required knowledge per ships procedures and the crew roles during abandon ship. This, along with being unable to properly conduct fire and abandon ship drills, points to be breakdown in the vessels training and following ships procedures surrounding them.

04110 - Abandon ship drills

Every crewmember with assigned emergency duties shall be familiar with these duties before the voyage begins. PSCOs did not witness sufficient action by the crew to extinguish/ prevent the growth of a fire during the fire drill and did not satisfactorily witness the simulated abandonment of the vessel. Crew did not adequately perform the positions to which they were assigned to abandon the vessel.

Ship Name: **MATSON MAUI**

Ship Type: **General Dry Cargo Ship**

Flag: **Singapore**

IMO Number: **9340764**

Date of Action: **4/4/2022**

Action Taken: **Detention**

Port: **Los Angeles, California**

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

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Equipment**

Organization Related
to Detention: **Lloyd's Register**

Ship Management: Owners, Operators, or Managers

Pacific International Lines (Private) Limited

Charterers

Matson Navigation Company Inc

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07123 - Operation of Fire protection systems

07106 - Fire detection and alarm system

Description

Objective evidence discovered during an expanded ISM exam revealed the following deficiency: the vessel failed to fully implement the requirements of the ISM code through their SMS procedures. The vessel failed to fully establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. Company did not take appropriate actions on identified non-conformities. This is made evident by deficiencies 02, 03, and 04. An external audit is required.

Oil fuel pipes, which, if damaged, would allow oil to escape from a daily service tank shall be fitted with a valve capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. The main engine fuel oil daily service tank, quick closing valve (034v) was found with a disconnected pneumatic line rendering the valve incapable of being closed from a remote location.

All other types of cargo spaces shall be fitted with either a fixed fire detection system and a fire alarm system or a sample extraction smoke detection system complying with the requirements of the FSS code. The control panel shall permit observation of smoke in the individual sample lines. The observation caps on each line were found loose and unsealed. The smoke extraction system sample was being taken from the atmosphere of the local CO2 room, preventing accurate readings.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible material or flammable liquids. The following functional requirements shall be met. Means shall be provided to control leaks of flammable liquids. PSCO observed the following conditions while conducting exam of the engine room: catch basins below the MDE lube oil cooler due to leaking from the MDE lube oil cooler itself and piping above the cooler, approximately 10 gallons of oil pooled behind the starboard lower side longitudinals, oil leaking from solenoid valve within the ballast valve control system cabinet and overflowing from the catch basin onto electrical connections.

Ship Name: **MAUD**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

IMO Number: **9551674**

Date of Action: **2/16/2022**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Asiatic Lloyd Shipmanagement LLP

Maud Shipping Pte Ltd

Charterers

Phoenix Bulk Carriers, LLC

Deficiencies: Code - Category

07199 - Other (fire safety)

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 and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed quick closing valve for LSMGO service tank, which was currently in use, intentionally blocked open with sockets which prevented the valve from being closed from outside the space during an emergency and was unable to confirm proper operation of the valve.

Ship Name: **MIZU**

Ship Type: **Other**

Flag: **Cayman Islands**

IMO Number: **1008255**

Date of Action: **10/26/2022**

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
Sea Bowld Marine Group LDC

Deficiencies: Code - Category

**01117 - International Oil Pollution
Prevention (IOPP)**

**01124 - International Air Pollution
Certificate (IAPP)**

Description

**AN IOPPC WILL BE ISSUED AFTER INITIAL OR
RENEWAL SURVEY IN ACCORDANCE WITH THE
PROVISIONS OF REG 6 OF ANNEX I TO ANY SHIP
ABOVE 400 GT ENGAGED IN VOYAGES TO
PORTS OR OFFSHORE TERMINALS.
THE VESSEL COULD NOT PRODUCE A VALID
IOPPC.**

**AN IAPPC WILL BE ISSUED AFTER INITIAL OR
RENEWAL SURVEY IN ACCORDANCE WITH THE
PROVISIONS OF REG 5 OF ANNEX VI TO ANY
SHIP ABOVE 400 GT ENGAGED IN VOYAGES TO
PORTS OR OFFSHORE TERMINALS.
THE VESSEL COULD NOT PRODUCE A VALID
IAPPC.**

Ship Name: **MODEST SW**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9476941**

Date of Action: **3/12/2022**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Portland**

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

Shih Wei Navigation

Modest Pescadores S.A. Panama

Charterers

AS Klaveness

Deficiencies: Code - Category

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

**11129 - Operational readiness of
lifesaving appliances**

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. 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 during an expanded ISM exam revealed that the vessel failed to document required inspections and take appropriate corrective actions relating to essential life saving equipment as seen by deficiencies number two, four, and five. An external third party SMS audit is required.

Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 min. PSCO observed severed steering gear linkage on rescue boat, compromising readiness and creating the possibility of a situation hazardous to both safety and life in which the crew would be unable to utilize rescue boat in the event of an emergency.

Ship Name: **MSC AMIHAN F**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9449687**

Date of Action: **8/24/2022**

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
MSC Shipmanagement Limited
Amihan Oceanway Limited

Deficiencies: Code - Category

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

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. The objective nature of deficiencies 02, 03, and 04 demonstrate the vessel is not being maintained to international standards, bringing into question the validity of the Safety Management Certificate issued pursuant to the ISM Code. An external audit is required to be submitted prior to departure from port.

01315 - Oil record book

The Oil Record Book Part 1 shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations take place in the ship. PSCO observed missing oil record book entries to include bunkering entry on 24JUL2022, oil water separator entries and weekly tank soundings.

**07126 - Oil accumulation in engine
room**

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: Means shall be provided to control leaks of flammable liquids. PSCOs discovered lagging on numerous fuel oil service pipes to be wasted or excessively soaked in oil presenting a fire hazard.

**07124 - Maintenance of Fire
protection systems**

Portable fire extinguishers shall comply with the requirements of the Fire Safety Systems Code. All fire extinguishers shall be of approved types and designs based on the guidelines developed by the organization. Portable fire extinguishers were last serviced in March 2021.

Ship Name: **MSC ANGELA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9351593**

Date of Action: **3/1/2022**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

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 Srl

Charterers

MSC Mediterranean Shipping Co SA

Deficiencies: Code - Category

07199 - Other (fire safety)

07199 - Other (fire safety)

Description

To prevent the ignition of combustible materials or flammable liquids, means shall be provided to control the leaks of flammable liquids. Several sections of high pressure fuel piping insulation and piping were oil soaked and soiled. The crew wrapped rags around a section of actively leaking piping, when the oil soaked rag was replaced with a clean rag, the clean rag immediately became soaked with oil. Oil would continuously drip from this rag as well as the oil soaked insulation onto the platform and into the bilges.

To contain a fire in the space of origin, the ship shall be subdivided by thermal and structural boundaries, thermal insulation of boundaries shall have due regard to the fire risk of the space and adjacent spaces and the fire integrity of the divisions shall be maintained at openings and penetrations. The crew acknowledged that large sections of thermal insulation has been removed to facilitate installation of a scrubber two years ago but were never provided the insulation to replace what was removed and discarded between the cargo deck and the engine room. The impacted area requires thermal insulation in order to achieve an A30 boundary.

Ship Name: **MSC JOANNA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9304435**

Date of Action: **9/23/2022**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

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 Srl
Compania Naviera Joanna SA

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**07126 - Oil accumulation in engine
room**

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

Description

Means shall be provided to control leaks of flammable liquids. PSCO identified fuel leaking from the number 3 and 8 fuel injectors. Leaks from these fuel injectors produced a high volume of exposed flammable liquid collecting on each cylinder head and aerated vapors significantly elevating flammability. Additionally, oily substances were identified leaking from the encoder on the engine and the alpha lubricator for the cylinder oil.

Precautions shall be taken to prevent oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces. PSCO identified saturated lagging around the fuel pipe assembly on the main engine. This lagging was so saturated that fuel was leaking from it. The same condition was found in large portions of the lagging in the purifier room.

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. Multiple flammable liquid leaks, incomplete repairs and expansive areas of oil-saturated lagging onboard demonstrate that current procedures for engineering maintenance are not being implemented adequately enough to keep the vessel's equipment in properly functioning service. An ISM audit is required.

Ship Name: **MSC MANON**
Ship Type: **General Dry Cargo Ship**
Flag: **Portugal**
IMO Number: **9435820**
Date of Action: **10/4/2022**
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
MSC Shipmanagement Limited
Laguna Export & Trading Ltd
Charterers
MSC Mediterranean Shipping Co SA

Deficiencies: <u>Code - Category</u>	<u>Description</u>
01107 - Safety Management Certificate (SMC/ ISM)	The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. The objective nature of deficiencies 02, 03 and 04 demonstrate the vessel is not being maintained to international standards, bringing into question the validity of the Safety Management Certificate issued pursuant to the ISM Code. An external audit is required to be submitted prior to departure from port.
11104 - Rescue boats	Cargo ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the Code. Vessel does not have a rescue boat on board.
07113 - Fire pumps and its pipes	The quantity of water delivered shall be capable of supplying four nozzles of a size and at pressures as specified in regulation 10.2, capable of being trained on any part of the cargo space when empty. PSCOs observed emergency fire pump not able to provide adequate pressure for two hoses.
07124 - Maintenance of Fire protection systems	Maintenance, testing and inspections shall be carried out based on the guidelines developed by the organization and in the manner having due regard to ensuring the reliability of fire fighting systems and appliances. Fixed fire fighting systems, portable fire extinguishers and fire detection system are past due on servicing dates.

Ship Name: **NAVIOS LIBERTAS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9321914**

Date of Action: **2/24/2022**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

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
Navios Technical Management S.A.
Wave Shipping Corp

Charterers
Louis Dreyfus Company Suisse S.A.

Deficiencies: Code - Category

**07109 - Fixed fire extinguishing
installation**

07113 - Fire pumps and its pipes

07113 - Fire pumps and its pipes

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

Description

Machinery spaces of category A above 500 m3 in volume shall, in addition to the fixed fire-extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire-extinguishing system, based on the guidelines developed by the organization. While reviewing Engineering Logbook, PSCO identified entry stating vessel's fixed local application fire-extinguishing system was switched to manual mode due to low level alarm in potable water tank during voyage from Belfast, UK to New Orleans. PSCO observed starboard potable tank depleted of source water, rendering the system inadequate for intended purpose.

The total suction head and the net positive suction head of the emergency fire pump shall be determined having due regard to the requirements of the Convention in this chapter on the pump capacity and on the hydrant pressure under all conditions of list, trim, roll and pitch likely to be encountered in service. PSCO observed emergency fire pump unable to draw suction in cargo-free condition.

Ships shall be provided with independently driven fire pumps as follows: in cargo ships of : 1,000 gross tonnage and upward-at least two. PSCO observed vessel's General Service Fire Pump inoperable, resulting in vessel only having only on functional fire pump.

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 requirements which may be established by the Company. Due to objective evidence in deficiencies 01, 02, 03, and 06, the vessel is not in substantial compliance with the relevant conventions calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. A safety Management Audit must be carried out by the Administration or the Recognizes Organization prior to release from detention.

Ship Name: **OCEAN NAVIGATOR**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

IMO Number: **9213131**

Date of Action: **9/27/2022**

Action Taken: **Detention**

Port: **Cleveland, Ohio**

Unit: **Marine Safety Unit Cleveland**

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

Victory Operating Company LLC

Victory Holdings I LLC

Deficiencies: Code - Category

**11112 - Launching arrangements
for survival craft**

Description

The ship's survival craft must have the ability to be brought against the ship's side, and held in a stable condition, so that persons can be safely embarked. PSCOs observed the 2 outboard (port) boats were not positioned adjacent to the ship with the forward end out substantially creating a large gap making it unsafe for passenger embarkation. When the crew tried to adjust the life boats the life boats turn inward making the dangerous situation more severe. A crew member boarded the lifeboat anyway, and the lifeboat slipped 2 feet creating a hazardous situation for the crew member. The crew also stated the 2 inboard (Stbd) lifeboats are installed the same way.

Ship Name: **OLGA MAERSK**

Ship Type: **Containership**

Flag: **Denmark**

IMO Number: **9251614**

Date of Action: **7/26/2022**

Action Taken: **Detention**

Port: **Delaware City, Delaware**

Unit: **Sector Delaware Bay**

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
Maersk A/S

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

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 action is taken; and records of these activities are maintained. Objective evidence discovered during an expanded ISM exam revealed that the vessel has failed to properly identify, document and correct non-conformities relating to fuel oil leaks on critical equipment in the engine room. The vessel's SMS, sections P911, P492 and P067 require notification to company when non-conformities exist. The vessel could not produce any such documentation. Additionally, engine room change of duty checklists failed to identify the fuel oil leaks. An external third party SMS audit is required prior to departure.

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 persons on board. PSCOs observed significant fuel oil accumulation around the main engine and active fuel oil leaks from the high pressure fuel line on the main engine's number 4 cylinder as well as active fuel oil leaks on fuel pumps on the number 3 and number 4 generators creating a significant fire hazard for the ship and its crew.

Ship Name: **OWL 2**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

IMO Number: **9439307**

Date of Action: **1/23/2022**

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Unit: **Sector Jacksonville**

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

Interunity Management Corporation S.A.

OWL 2 Shipping Inc

Deficiencies: Code - Category

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

Description

The company should establish procedures to ensure 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. The objective nature of the deficiencies 02, 03, and 04 demonstrate the vessel is not being maintained to international standards, bringing into question the validity of the safety management certificate issued pursuant to the ISM code. An external audit is required to be submitted prior to departure from port.

05114 - Reserve source of energy

There shall be available at all times, while the ship is at sea, a supply of electrical energy sufficient to charge any batteries used as part of a reserve source or sources of energy for the radio installations. PSCO found vessel's installed means of battery charging inoperable. Chief Officer stated to PSCO that Flag Administration and Class Society were not notified of charger failure nor of temporary repairs as required per Safety Management System.

08199 - Other (alarms)

The high-level alarm system required under 15.19.6 shall be independent of the overflow-control required by 15.19.7 and shall be independent of the equipment required by 13.1. PSCO witnessed high level alarms for 2S, 3P, 3S and 6S tanks not activating properly during functional test of alarms float switch with vessel's Chief Officer. PSCO found ship's log indication satisfactory tests completed the prior day.

07120 - Means of escape

Escape routes shall be maintained in a safe condition, clear of obstacles. Two emergency escape door on "B" deck were unable to be opened in direction of escape route from accommodation space to the exterior of the vessel. PSCO discovered both door handles were missing on the interior side and one came off while attempting to open it from the outside.

Ship Name: **PAP PA DAP PLUS**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **7724215**

Date of Action: **5/12/2022**

Action Taken: **Detention**

Port: **Key Largo, Florida**

Unit: **Sector Miami**

Recognized Org: **VG Register of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ILLC**

Safety Management Certificate

Organization Related
to Detention: **Vega Register**

Ship Management: Owners, Operators, or Managers

PAP.PA.DAP PLUS INC

NMS RIGEL SHIP MANAGEMENT LLC

Deficiencies: Code - Category

14107 - Oil disch. Monitoring and control system

02103 - Stability/strength/loading information and ins

11108 - Inflatable liferafts

07108 - Ready availability of fire fighting equipment

07106 - Fire detection and alarm system

Description

Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. The crew could not demonstrate proper operation of the Oil Discharge Monitoring and Control System.

The master of every new ship shall be supplied with information to arrange for the loading and ballasting of his ship in such a way as to avoid the creation of any unacceptable stresses in the ship's structure. The vessel's stability diagrams did not accurately reflect the number and location of ballast tanks. Additionally, ship's stability information was found to be based off inaccurate ballast tank soundings, thus creating unknown stress on the ship's structure.

Such certificates shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration assumes full responsibility for the certificate. The ICLL Certificate was unsigned and the content of the certificate was filled in with an ink pen/marker pen.

Fire extinguishing appliances in new and existing passenger ships and cargo ships shall be kept in good order and available for immediate use at all times during the voyage. The CO2 storage room was secured with a padlock to which the key was missing, preventing the system from being ready for immediate use during the voyage.

All required fire detection systems shall be capable of automatically indicating the presence or indication of fire and also its location. Fire alarm panel on the bridge indicates a fault and maintains a continuous alarm for all engineering spaces of zones 1 and 2 and prevents the notification and location of a fire onboard.

07114 - Remote Means of control (opening,pumps,ventila	Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from the outside of the space in which such tanks are situated. Quick closing valves for main engine and generator fuel oil tanks did not operate.
04118 - Enclosed space entry and rescue drills	Crew members with enclosed space entry responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Vessel had no records of any confined space entry rescue drills being conducted.
04114 - Emergency source of power - Emergency generato	In cargo ships of less than 5,000 tons gross tonnage shall be a self-contained emergency source of power located to the satisfaction of the Administration. PSCOs were unable to verify that the vessel's source of emergency power is a type approved by the administration and is capable of providing emergency power to required essential systems.
01214 - Endorsement by flagstate	Control exercise by a duly authorized control officer under article X shall be limited to the following... all seafarers serving on board who are required to be certified 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. Ships officers could not produce valid Flag State endorsements or timely receipts of application for endorsement.
15109 - Maintenance of the ship and equipment	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. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel's SMS is not complete. Per the table of contents onboard, numerous sections are either incomplete or absent entirely, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. The major non-conformities identified include: Gross non-compliance with the Ballast Water Management Plan, an unreported, inoperable fire panel on the bridge, a missing key to open and operate the fixed CO2 system, and excessive fuel and oil accumulation in the engine room. 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 USCG prior to departure from port.

01201 - Certificates for master and officers

The company should ensure that each ship is manned with qualified, certificated, and medically-fit seafarers in accordance with national and international requirements. Vessel was reflagged and issued Certificate of Registry dated 12/30/2021. CH. Officer arrived onboard on 4/13/22 and CH. Engineer arrived onboard on 4/25/22. Both did not submit applications for flag state endorsements until 5/6/2022.

Ship Name: **PRESIDIO**

Ship Type: **Containership**

Flag: **Marshall Islands**

IMO Number: **9248954**

Date of Action: **8/13/2022**

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
Conbulk Shipmanagement Corp
GW Presidio Holdings LLC

Charterers
CMA-CGM S.A.

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 PROVISIONS OF THE RELVEVANT RULES AND REGULATIONS.....ANY NON-CONFORMITY IS REPORTED, WITH ITS POSSIBLE CAUSE IF KNOWN.....APPROPRIATE CORRECTIVE ACTION IS TAKEN. DUE TO THE OBJECTIVE EVIDENCE CITED IN THE BELOW DEFICIENCIES, THE VESSEL IS NOT IN SUBSTANTIAL COMPLIANCE WITH RELEVANT CONVENTIONS, CALLING INTO QUESTION THE ADEQUACY AND IMPLEMENTATION OF THE VESSEL'S SMS UNDER THE ISM CODE. THE OWS SYSTEM WAS NOT OPERATIONAL YET NEITHER THE FLAG, CLASS NOR COMPANY WAS INFORMED. MASTER COULD NOT PROVIDE DOCUMENTATION REGARDING REPORTING OF INOPERABLE EQUIPMENT AND NO EFFORT WAS MADE TO RECTIFY THIS INOPERABLE EQUIPMENT. ALL FUEL SHUTOFF VALVES WERE INOPERABLE WHEN TESTED EVEN THOUGH THE VESSEL'S MAINTENANCE LOGS SHOW TESTING 14 DAYS AGO. MULTIPLE SMOKE DETECTORS WERE NOT OPERATIONAL IN THE ENGINE ROOM AS WELL AS THE VESSEL'S RESCUE BOAT ENGINE. ALL ENGINE SPACES WERE SOAKED IN A LAYER OF OIL WITH HOSES, RAGS AND MOPS LOCATED THROUGHOUT THE ENGINE ROOM AS WELL AS OPEN BUCKETS FILLED WITH OIL. AN EXTERNAL AUDIT CONDUCTED BY FLAG OR RO IS REQUIRED WITHIN 30 DAYS TO DETERMINE WHETHER THE SHIP IS OPERATING WITHIN THE ISM CODE. PROVIDE A COPY OF THE COMPLETED AUDIT REPORT TO USCG PRIOR TO DEPARTURE FROM PORT.

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

OIL FUEL PIPES, WHICH IF DAMAGED, WOULD ALLOW OIL TO ESCAPE FROM A STORAGE, SETTLING OR DAILY TANK HAVING A CAPACITY OF 500 LITERS AND ABOVE, SITUATED ABOVE THE DOUBLE BOTTOM, SHALL BE FITTED WITH A VALVE DIRECTLY ON THE TANK CAPABLE OF BEING CLOSED FROM A SAFE POSITION OUTSIDE THE SPACE CONCERNED, IN THE EVENT OF A FIRE OCCURING IN THE SPACE IN WHICH SUCH TANKS ARE SITUATED. THREE (03) OF THE FOUR (04)FUEL OIL QUICK CLOSING SHUT OFF VALVES FROM SUPPLY TANKS WERE FOUND TO BE INOPERABLE. ADDITIONALLY EXCESSIVE LEAKAGE WAS OBSERVED COMING FROM EACH HYDRAULIC CLOSING MECHANISM, USED FOR SHUTTING SUCH VALVES REMOTELY. VALVES WERE LOGGED ON THE VESSEL AS BEING OPERATIONALLY TESTED WITHIN THE LAST TWO WEEKS LEADING UP TO USCG INSPECTION WITH NORMAL OPERATION NOTED.

**07126 - Oil accumulation in engine
room**

THE PURPOSE OF THIS REGULATION IS TO PREVENT THE IGNITION OF COMBUSTIBLE MATERIALS OR FLAMMABLE LIQUIDS. FOR THIS PURPOSE, THE FOLLOWING FUNCTIONAL REQUIREMENTS SHALL BE MET: MEANS SHALL BE PROVIDED TO CONTROL LEAKS OF FLAMMABLE LIQUIDS. EXCESSIVE OIL LEAKS WERE FOUND THROUGHOUT ALL MACHINERY SPACES. MULTIPLE AREAS OF LAGGING WAS SOAKED WITH OIL AND FOUND REPAINTED TO MASK LEAKS AFTER PSCO LEFT THE ENGINE ROOM AND THEN RETURNED. BUCKETS AND DRIP PANS WERE DISCOVERED UNDER MAJOR MACHINERY. BULKHEADS AND DECKS HAD SLICK SURFACES, WITH WIPE MARKS FOUND THROUGHOUT ENGINE ROOM. OIL SOAKED MOPS AND RAGS PRESENT THROUGHOUT SPACE AND FILLED IN TRASH BAGS, STACKED IN WAY OF INCINERATOR CREATING EXTREME FIRE HAZARDS IN MACHINERY SPACES.

**07106 - Fire detection and alarm
system**

THE FOLLOWING FIRE PROTECTION SYSTEMS SHALL BE KEPT IN GOOD WORKING ORDER SO AS TO ENSURE THEIR REQUIRED PERFORMANCE IF A FIRE OCCURS: FIRE DETECTION AND FIRE ALARM SYSTEMS. 02 SMOKE DETECTORS WERE FOUND HANGING BY WIRING AND INOPERABLE IN THE MAIN ENGINE SPACE.

07120 - Means of escape

THE PURPOSE OF THIS REGULATION IS TO PROVIDE MEANS OF ESCAPE SO THAT PERSONS ON BOARD CAN SAFELY AND SWIFTLY ESCAPE TO THE LIFEBOAT AND LIFERAFT EMBARKATION DECK. DEBRIS WAS NOTICED ALONG ESCAPE ROUTES AND IN MULTIPLE LOCATIONS GRATING COVERING ESCAPE LADDERS WAS TIED SHUT PREVENTING QUICK AND SAFE EGRESS OUT OF MACHINERY SPACES.

11129 - Operational readiness of lifesaving appliances

BEFORE THE SHIP LEAVES THE PORT AND AT ALL TIMES DURING VOYAGE, ALL LIFE-SAVING APPLIANCES SHALL BE IN WORKING ORDER AND READY FOR IMMEDIATE USE. RESCUE BOAT ENGINE DOES NOT ADEQUATELY PROVIDE SUCTION FOR COOLING JACKET WATER. ENGINE DOES NOT OPERATE AS INTENDED AND CAN NOT BE RELIED UPON FOR LONG TERM USE.

14104 - Oil filtering equipment

ANY SHIP 10000 GROSS TONNAGE AND ABOVE SHALL BE FITTED WITH OIL FILTERING EQUIPMENT. OILY WATER SEPARATOR SYSTEM INSTALLED ON SHIP AND IDENTIFIED IN IOPP IS NOT OPERABLE AND WAS NOT IN USE AS PER CHIEF OFFICER. PSCO WITNESSED THE TESTING OF THE SYSTEM WHICH COULD NOT OBTAIN 15PPM DISCHARGE BUT INSTEAD WOULD READ AN "EE" ERROR. THREE WAY VALVE CONSISTENTLY WAS STUCK IN THE OPEN POSITION WHEN TESTED MULTIPLE TIMES. OVERBOARD DISCHARGE WAS CLOSED, NO LOGS IN ORB IDENTIFIED USE SINCE 2021, AND WHEN THREE WAY VALVE WAS REMOVED ORANGE CORROSION AND MINERAL BUILDUP WAS FOUND IN OVERBOARD PIPING.

Ship Name: **PRETTY JACK**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9502829**

Date of Action: **3/10/2022**

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

Parakou Shipping, Ltd.

Pretty Jack Shipping Limited

Charterers

Chwaland Shipping Pte Ltd

Deficiencies: Code - Category

**15102 - Company responsibility and
authority**

Description

The company should establish procedures to ensure 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. The vessel's SMS procedures for cargo handling states that cargo lashings must be done IAW the cargo securing manual and the securing of cargo, whether done by ship or shore staff must be inspected by a certified officer, prior to departure. Additionally, at sea, the lashings should be checked daily and a log entry should be made. PSCO observed that the cargo in holds #2, #4 and in both sides of the cargo deck was not secure IAW the cargo securing manual and that the last cargo inspection was logged 28 Jan 22. Due to the objective evidence in deficiency No. 2, the vessel is not in substantial compliance with the relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessels 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 USCG prior to departure from port.

06101 - Cargo Securing Manual

Cargo, cargo units and cargo transport units carried on or under deck shall be loaded, stowed and secured as to prevent as far as is possible, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard. PSCO observed cargo improperly stowed in cargo holds No. 2 and No. 4 resulting in significant damage to the cargo. Cargo was also improperly lashed on both sides of the cargo deck. Cargo was lashed to the railing, ballast water pipes, and other low load bearing appliances on deck, which was not an approved method in the vessels cargo securing manual. Cargo was stored on walking deck areas which are not identified in the Cargo Securing Manual as locations for cargo. Lashings were used to secure cargo on the deck that were damaged, retied together, and not stated as approved lashings in the vessels Cargo Securing Manual. The cargo also presented a hazard to the safe movement of personnel onboard the vessel.

Ship Name: **PROTECTOR ST. GEORGE**

Recognized Org: **Lloyd's Register**

Ship Type: **Bulk Carrier**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9602992**

Relevant Certificates:

Date of Action: **8/11/2022**

Action Taken: **Detention**

Port: **St. Petersburg, Florida**

Organization Related
to Detention:

Unit: **Sector St Petersburg**

Ship Management: Owners, Operators, or Managers

Vino Maritime Ltd

Holger Navigation Corp

Deficiencies: Code - Category

Description

15109 - Maintenance of the ship and equipment

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. Due to the objective evidence detailed in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and 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 USCG prior to departure from port.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed active fuel oil leaks from the SSDGs, fuel oil purifiers, and an extensive amount of oil in the bilge.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met. The ignitability of combustible materials shall be restricted. PSCO observed oil soaked lagging throughout the engine room.

07106 - Fire detection and alarm system

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. PSCO discovered the crew does not have the approved testing equipment to test heat and flame detectors. Additionally, crew was unable to provide PSCO with appropriate logbook entries.

11104 - Rescue boats

Rescue boat embarkation and launching arrangements shall be such, that the rescue boat can be boarded and launched in the shortest possible time. PSCO observed seized straps rendering the rescue boat incapable of being launched.

Ship Name: **RELIANCE II**

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

Flag: **Togo**

IMO Number: **9221322**

Date of Action: **2/17/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **IOPP**

Organization Related
to Detention: **CONARINA**

Ship Management: Owners, Operators, or Managers
Eleuthera LTA., Corp

Charterers

Bimini Shipping

Deficiencies: Code - Category

**14107 - Oil disch. Monitoring and
control system**

**14107 - Oil disch. Monitoring and
control system**

Description

Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the administration and shall be such as will ensure any oily mixture discharged into the sea after passing through the system has an oil content meter not exceeding 15 PPM. The vessel's oil filtering equipment was not fitted with an oil content meter.

Oil Filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the administration and shall be such as will ensure any oily mixture discharged into the sea after passing through the system has an oil content meter not exceeding 15 PPM. Oil filtering arrangement did not include an automatically closing threeway valve or an alarm device pre-set to 15PPM. The value was not arranged to automatically close and/or an alarming device was not present.

Ship Name: **ROYAL**

Ship Type: **Bulk Carrier**

Flag: **Italy**

IMO Number: **9448580**

Date of Action: **11/29/2022**

Action Taken: **Detention**

Port: **Norfolk, Virginia**

Unit: **Sector Virginia**

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
RB Armatori Srl

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

15102 - Company responsibility and authority

12107 - Fire protection cargo deck area

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. Objective evidence discovered during an expanded PSC Exam revealed the following non-conformities: The vessel failed to fully implement the requirements of the ISM Code through their safety management system procedures as evident by the following deficiencies indicating that the ship and or company are not meeting the SMS requirements. An SMS audit is required prior to release from detention. 74SOLAS (20) IX/3.1 ; ISM Code Part A

#1: Objective evidence (cited on Form B items 2-15) exists that the vessel is not implementing the Safety Management system (SMS). The vessel has demonstrated a systematic lack of maintenance of critical equipment. Vessel's lack of SMS documentation and long-standing deficiencies identified throughout the course of the Port State Control Examination were not documented for any nonconformity, near miss or hazardous occurrence according to the vessel's Safety and Quality Management System.

The company should identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The safety management system should provide for specific measures aimed at promoting the reliability of such equipment. PSCO observed no lock-out/ tag-out procedures on board the vessel to identify electrical equipment under repair or otherwise unsafe.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations and to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons onboard. PSCO discovered a wasted steel deck penetration for electrical wiring leading into the ballast tank, resulting in an active leak and free communication to ballast tank.

07126 - Oil accumulation in engine room

The purpose of this regulation is to limit the fire growth potential in every space of the ship. For this purpose, the following functional requirements shall be met; Means of control for flammable liquids in the space shall be provided. PSCO observed the engine room bunker line to be actively leaking.

13199 - Other (machinery)

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 onboard. PSCO observed multiple wasted and leaking hydraulic lines on deck which service the cargo hatch cover system, resulting in potential locking pin failure.

03104 - Cargo & other hatchways

The construction and means for securing the weather tightness of cargo and other hatchways in position one and two shall be at times at least equivalent to the requirements of regulation 16. PSCO observed six wasted cargo hatch cover locking mechanisms unable to be properly secured for weather tightness.

Ship Name: **RUBICON**
Ship Type: **Bulk Carrier**
Flag: **Italy**
IMO Number: **9448592**
Date of Action: **12/12/2022**
Action Taken: **Detention**
Port: **Newport News, Virginia**
Unit: **Sector Virginia**

Recognized Org: **RINA Services S.p.A.**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Construction**
Organization Related to Detention: **RINA Services S.p.A.**
Ship Management: Owners, Operators, or Managers
RB Armatori Srl
RB Rubicon Armatori Srl
Charterers
Norvic Shipping International Ltd

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

Description

The company and the ship shall comply with the requirements of the ISM Code. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. In meeting these requirements the company should ensure that: Any non-conformity is reported, with its probable cause, if known. PSCO observed, during an expanded PSC exam, the following non-conformities: Failure of the vessel to properly report non-conformities pertaining to the fuel oil leaks, rescue boat, and incinerator on the required inspection procedures. Furthermore, no non-conformity report was submitted by the vessel concerning the lack of proper hatch cover locking bars. An SMS audit is required prior to release from detention.

02105 - Steering gear

The main steering gear and rudder stock shall be capable of putting the rudder over from 35 degrees on either side to 30 degrees on the other side. PSCO observed the rudder's motion stop abruptly on two separate occasions without instruction from the crew while using steering gear pump #2.

04114 - Emergency source of power - Emergency generato

The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency for a period of 18 hours. PSCO observed fuel oil level that would not sustain emergency services for 18 hours, due to a leak on a lower valve on the emergency generator fuel tank.

07125 - Evaluation of crew performance (fire drills)

Rescue boat shall be stowed in a state of continuous readiness. PSCO observed rescue boat failed to start in an appropriate time.

Ship Name: **RUBY-T**

Ship Type: **Chemical Tankship**

Flag: **Malta**

IMO Number: **9457878**

Date of Action: **6/6/2022**

Action Taken: **Detention**

Port: **Port Arthur, Texas**

Unit: **Marine Safety Unit Port Arthur**

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

Neriman Associates S.A.

Transal Denizcilik Tic A.S.

Charterers

American Hellenic Tanker

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. Based on the overall materiel condition of the vessel as substantiated by the objective evidence cited , an additional external verification is required.

Ship Name: **SANTA MARIA XPRESS**

Recognized Org: **CONARINA**

Ship Type: **Supply Ship**

Recognized Security
Organization (RSO):

Flag: **Togo**

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

IMO Number: **8926626**

Relevant Certificates:

Date of Action: **9/21/2022**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Dauids Sons Logistics LLC

Deficiencies: Code - Category

Description

02134 - Loading/Ballast condition

The master of every new ship shall be supplied with information to arrange for the loading and ballasting of his ship in such a way as to avoid the creation of any unacceptable stresses in the ship's structure... PSCOs were notified by the vessel's captain that the vessel's ballast tanks were converted to cargo holds. However, the vessel's stability booklet does not reflect this change nor is there any documentation issued by Flag permitting the usage of the ballast tanks as cargo holds; PSCOs observed cargo within these holds.

01201 - Certificates for master and officers

Verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration. While the vessel was actively conducting cargo operations, PSCOs were notified by the vessel's captain that one of the required engineering officers was not onboard. PSCOs then verified that the vessel was not fulfilling their Minimum Safe Manning Certificate's III/1 STCW requirement.

Ship Name: **SEALAND ILLINOIS**

Recognized Org: **DNV**

Ship Type: **Containership**

Recognized Security
Organization (RSO):

Flag: **Hong Kong**

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

IMO Number: **9197545**

Relevant Certificates:

Date of Action: **5/31/2022**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

Miko Shipping Co

V. Ships (Shanghai) Limited

Charterers

Maersk A/S

Deficiencies: Code - Category

Description

07113 - Fire pumps and its pipes

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. / PSCO observed a pipe rupture in the fire main during operational test of emergency fire pump due to excessive corrosion/wastage.

03108 - Ventilators, air pipes, casings

The main inlets and outlets of all ventilation systems shall be capable of being closed from outside the space being ventilated. / PSCO witnessed two crewmembers unsuccessfully attempt to close three cargo hatch ventilation closures amidships on the port side on cargo holds 3 and 4 due to improper seating, inadequate lubrication, and general lack of preventative maintenance despite having been logged as checked and in good working order three days prior. In one instance, the frame of the ventilation and adjacent hinge were deformed and no longer seating correctly.

15113 - Other (ISM)

In meeting these requirements, the company should ensure that any non-conformity is reported, with its possible cause, if known. PSCO noted the vessel failed to report several non-conformities, per vessel's safety management system (SMS) procedures, of a technical and operational nature which collectively provide objective evidence of a serious failure or lack of effectiveness of the implementation of the ISM Code. Due to the failure of lack of effectiveness of the SMS, an external SMS audit shall be carried out.

Ship Name: **SILVER SHADOW**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

IMO Number: **9192167**

Date of Action: **5/31/2022**

Action Taken: **Detention**

Port: **Los Angeles, California**

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

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

Silver Shadow Shipping Co. Ltd

Silversea S.A.M.

Deficiencies: Code - Category

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

07115 - Fire-dampers

**07126 - Oil accumulation in engine
room**

Description

Objective evidence discovered during an expanded ISM exam revealed the following deficiencies: The vessel failed to fully implement the requirements of the ISM code through their SMS procedures. The vessel failed to fully establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. Vessel did not take appropriate actions on identified non-conformities. This is made evident by deficiencies 02, 03, and 04. An external audit is required.

The main inlets and outlets of all ventilation systems shall be capable of being closed from outside of the spaces being ventilated. In main vertical zone 3, 02 fire dampers failed to remotely close, 01 of those unable to close locally.

In a ship which fuel oil is used, the arrangements for the storage, distribution, and utilization of the fuel shall be as such as to ensure the safety of the ship and persons onboard. PSCO observed fuel oil streaming into catch basin originating from the fuel oil strainer supply line.

Ship Name: **STAR AUDREY**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9585596**

Date of Action: **5/4/2022**

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Unit: **Sector Honolulu**

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

ABy Fifteen Limited

Augustea Technoservices Ltd

Charterers

Pan Ocean Co., Ltd

Deficiencies: Code - Category

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

11104 - Rescue boats

**07109 - Fixed fire extinguishing
installation**

**04102 - Emergency fire pump and its
pipes**

Description

Objective evidence discovered in an expanded ISM examination revealed that vessel failed to fully implement the requirements of the SMS. The vessel failed to fully establish maintenance procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. This is made evident by deficiencies 03, 04, 06, and 15. Of particular note, vital firefighting and lifesaving equipment was corroded to such a degree that it could not be used safely, and there were significant water leaks from engine room machinery. The vessel also did not comply with the requirement to provide for safe practices in ship operation and a safe working environment, as made evident by deficiencies 03, 09, 10, 13, and 22. Of particular note, the rescue boat, tank piping connections, sight gauges, and fire doors were all intentionally modified in ways that compromised their safety. An external audit is required.

Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 min. Rescue boat was shackled to boom release mechanism, and lever for boom actuator was severely corroded, prohibiting rescue boat from being ready for launching.

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. Vessel's controls for operating fixed CO2 systems in the midship and aft paint lockers were severely wasted, and the emergency generator space CO2 system control panel was unable to be opened.

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. Vessel's emergency fire pump cannot maintain pressure without tripping offline.

Ship Name: **STAR BREEZE**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

IMO Number: **8807997**

Date of Action: **4/20/2022**

Action Taken: **Detention**

Port: **San Diego, California**

Unit: **Sector San Diego**

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

Windstar Cruises Marshall Islands, LLC

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. In meeting these requirements, the company should ensure that any non-conformity is reported, with its possible cause and appropriate action is taken. 8” wide temporary fiberglass patch found on 4” diameter auxiliary salt water cooling system outlet, supplying cooling water to critical main propulsion reduction gear, fuel coolers and reefers. Patch placed on cooling line in August 2021. No required reports made to company or class society. Parts received on board in December 2021. Crew has still not taken action to make permanent repairs for 4 months. Further, Main engine lube oil purifiers found out of service for 6 months. Main engine lube oil purifiers found on continuous survey machinery list which requires vessel to notify Class if an issue is found. Ship acknowledged no notification to Class – confirmed by Class (BV) representative onboard. Not making proper reports mitigates the purpose of the SMS which provides safe practices in ship operation and a safe working environment.

Ship Name: **STAR LEGEND**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

IMO Number: **9008598**

Date of Action: **12/17/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Windstar Cruises Marshall Islands LLC

Deficiencies: Code - Category

**07109 - Fixed fire extinguishing
installation**

14104 - Oil filtering equipment

Description

Automatic sprinkler, fire detection and fire alarm systems...The pump and piping system shall be capable of maintaining the necessary pressure at the level of the highest sprinkler to ensure a continuous output of water sufficient for the simultaneous coverage of a minimum area of 280 m² at the application rate specified in paragraph 3. When testing of the automatic sprinkler system PSCOs found pump 1 and pump 3 inoperable. Pump 4 is currently under a condition of class. Only 2 of the 5 pumps are operational bringing into question the reliability of the system.

Except as specified in paragraph 3 of this regulation, any ship of 10,000 gross tonnage and above shall be fitted with oil filtering equipment complying with paragraph 7 of this regulation. Crew was unable to test OWS when asked by PSCOs due to a failed suction pump rendering the system inoperable.

Ship Name: **STAR MAIA**

Ship Type: **Bulk Carrier**

Flag: **Isle of Man**

IMO Number: **9189940**

Date of Action: **10/14/2022**

Action Taken: **Detention**

Port: **San Diego, California**

Unit: **Sector San Diego**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**ZEABORN Ship Management (Singapore) Pte
Ltd**

Grieg Shipping II AS

Charterers

G2 Ocean AS

Deficiencies: Code - Category

14199 - Other (MARPOL Annex I)

Description

Every Company should develop, implement and maintain a SMS which includes the following functional requirements: safety and environmental protection policy. Vessel did not implement environmental policy; discharged oily water over the side and did not conduct required ORB entries when discharge discovered.

14599 - Other (MARPOL Annex V)

The entry for each discharge or incineration shall include date and time, position of the ship, category of the garbage and the estimated amount discharged or incinerated. Vessel's Master admitted to incinerating paper and oily rags on fantail 3 times. Incineration operations not entered in garbage record book.

14199 - Other (MARPOL Annex I)

In the event of such discharge of oil or oily mixture as is referred to in regulation 4 of this annex or in the event of accidental or other exceptional discharge of oil not excepted by that regulation, a statement shall be made in the oil record book part I of the circumstances of, and the reason for, discharges. Vessel failed to add statement to their oil record book part 1 after an internal investigation had identified the second engineer had on 3 occasions, bypassed the OWS.

14599 - Other (MARPOL Annex V)

Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. Ship's master admitted to incinerating paper and oily rags on fantail on at least 3 times; violating vessel garbage management plan.

14699 - Other (MARPOL Annex VI)

Except as provided in paragraph 4 of this regulation, shipboard incineration shall be allowed only in a shipboard incinerator. Vessel's master admitted that paper and oily rags were burned in a barrel on the fan tail on at least 3 times.

11107 - Stowage of rescue boats

Company should develop implement and maintain as SMS which includes: instructions and procedures to ensure safe operation of ships and protection of the environment. Vessel's SMS requires a deficiency log to be maintained in engine control room. The vessel's chief engineer did not maintain a log to record deficiencies.

Ship Name: **SUPER KATE**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9385154**

Date of Action: **1/20/2022**

Action Taken: **Detention**

Port: **San Francisco, California**

Unit: **Sector San Francisco**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

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

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

Ship Management: Owners, Operators, or Managers
**Good Giant Mi Ltd
Tamar Ship Management Limited**

Deficiencies: Code - Category

**07109 - Fixed fire extinguishing
installation**

**15102 - Company responsibility and
authority**

Description

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed: main pilot lines to both engine room CO2 cylinder banks fully disconnected; multiple connection hoses between cylinders disconnected; and multiple cylinder heads not connected or loosely connected, rendering the engine room fire suppression system fully inoperable and not available for immediate use.

The company and the ship shall comply with the requirements of the International Safety Management Code. PSCO collected objective evidence that the vessel's crew members were unfamiliar with SMS procedures and could not provide any SMS documentation relating to maintenance or inspection of: fire fighting systems; engine room machinery; and weathertight fittings. An external SMS audit is required prior to release from detention.

Ship Name: **SWIFT WINCHESTER**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

IMO Number: **9470909**

Date of Action: **9/7/2022**

Action Taken: **Detention**

Port: **Port Arthur, Texas**

Unit: **Marine Safety Unit Port Arthur**

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

V Ships Norway AS

Winchester Shipping Inc

Charterers

Maersk Tankers MR K/S

Deficiencies: Code - Category

11101 - Lifeboats

14199 - Other (MARPOL Annex I)

15109 - Maintenance of the ship and equipment

11101 - Lifeboats

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. During Port State Control exam, PSCOs observed the starboard life boat shaft seize and when further run ahead, the snap ring holding the shaft bearing in place was broken.

Each operation for the collection and disposal of oil residues (sludge) and discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces 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. During Port State Control exam, PSCO's initial review of the Oil Record Book Part 1 from 30APR2022 through 07SEP2022 observed over 30 cubic meters of oil residue were improperly accounted for.

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations. Overall condition of the vessel indicates that the procedures in place to maintain the ship in conformity with applicable regulation are insufficient to maintain the vessel in accordance with applicable regulations. An external ISM audit pertaining to the survey and maintenance of the proper operation of the ship's equipment to at least include piping, oily residue management, and communication with the company for maintenance needs is required.

Lifeboats shall be provided with at least one drain valve fitted at the lowest point of the hull and shall automatically open to drain water when the hull of the lifeboat is not waterborne and shall close automatically to prevent the entry of water when the lifeboat is waterborne. During Port State Control exam, PSCOs observed the lifeboat's drain ball was not watertight due to the corrosion from the oil leaking into the bilge of the lifeboat from the lifeboat engine.

13104 - Bilge pumping arrangements

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. During Port State Control exam, PSCOs observed that the primary bilge pump was unable to transfer oily residue from the bilge to the bilge holding tank in an effective manner, such that the bilge pump was operated for 10 minutes and nearly no residue was removed from the bilge pocket.

99102 - Other (SOLAS operational)

Whenever an accident occurs to a ship or a defect is discovered, either of which affects the safety of the ship or efficiency or completeness of its equipment, the master or owner of the ship shall report at the earliest opportunity to the Administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey, as required by regulations 7,8,9, or 10 is necessary. During Port State Control exam, PSCOs observed that the vessel's RO was unaware of the inoperable bilge system.

Ship Name: **TIGER PIONEER**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9712199**

Date of Action: **1/15/2022**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Portland**

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

**Greathorse International Ship Management
Co., LTD**

Marin Shipping PTE. LTD

Charterers

Tiger Bulk No. 7 Limited

Deficiencies: Code - Category

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

Description

In meeting these requirement, 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 during an expanded ISM exam revealed that the vessel failed to conduct required inspections and take appropriate corrective actions relating to essential lifesaving equipment as seen by deficiency number two. An external third party SMS audit is required.

11132 - Maintenance and inspections

Maintenance, testing, and inspections of life-saving appliances shall be carried out in a manner having due regard to ensuring reliability of such appliances. During examination. PSCO's noted major non-conformities concerning the maintenance and operation of the vessel's life saving appliances, to include inoperable zippers on immersion suits, missing and inoperable lights on life jackets, and starboard and port side life buoy lights wire to railings, not in accordance with the manufacturer's specifications. The exam was expanded to include the vessel's SMS, and in doing so PSCO's identified that the vessel was not following the maintenance procedures as outlined in their plan. The numerous deficiencies identified relating to the vessel's life saving appliances creates a substantial risk to the safety and well-being of the crew by impeding the crew's ability to safely disembark the vessel in the case of an emergency.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met; means shall be provided to control leaks of flammable liquids. PSCO noted during examination that the insulation on the fuel oil intake line on the #3 cylinder had been completely saturated with fuel oil. In addition, fuel oil soaked rags were observed wrapped around the insulation. The main engine fuel oil strainer and #1 generator were found to have excessive accumulation of pooled fuel oil, and fuel oil soaked rags were observed in the bilge. The excessive pooling of fuel oil and fuel oil soaked rags present a significant fire hazard which impacts the safety of the crew.

Ship Name: **UNISON STAR**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9579391**

Date of Action: **10/24/2022**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

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 Corp

Highlight Shipping (HK) Co Ltd

Charterers

Navision Group

Deficiencies: Code - Category

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

11119 - Immersion suits

Description

The company should establish procedures to ensure 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's SMS states to check for damage, rips, tears, and punctures as well as zipper function during monthly inspections. Vessel has failed to follow SMS procedures for inspection of immersion suits, vessel is required to conduct ISM audit prior to departure from port.

Before a ship leaves port and at all times during the voyage all lifesaving appliances shall be in working order and ready for immediate use. 22 out of 31 immersion suits have broken zippers and can not properly seal. Additionally, multiple suits found with holes, rips and tears.

Ship Name: **V UNO**

Ship Type: **Bulk Carrier**

Flag: **Malta**

IMO Number: **9698214**

Date of Action: **11/21/2022**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

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

Seaquest Oriental Pte Ltd

**Visentini Giovanni Transporti Fluvio-marittimi
Srl**

Charterers

Ultrabulk A/S (Ultrabulk MPP)

Deficiencies: Code - Category

**11129 - Operational readiness of
lifesaving appliances**

**07126 - Oil accumulation in engine
room**

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 observed 27 of the 33 required immersion suits on board the ship based on their Cargo Ship Safety Equipment Certificate were seriously deteriorated along the zipper seam and no longer in serviceable condition.

Means shall be provided to control the leaks of flammable liquids. PSCO observed excessive fuel leak on the fuel supply line to the number 2 generator.

Ship Name: **VANQUISH**

Ship Type: **General Dry Cargo Ship**

Flag: **Netherlands**

IMO Number: **9375135**

Date of Action: **10/14/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

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

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
VMS Ship Management BV
Flexam Invest Ireland 1A DAC

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07126 - Oil accumulation in engine room

08199 - Other (alarms)

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and with any additional requirements, which may be established by the company. Due to the objective evidence in the identified deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCOs collected objective evidence that the crew is unaware of operating key systems onboard, specifically the oily water separator. While onboard, operation of the oily water separator could not be verified to the PSCOs. Furthermore, PSCO's observed a systematic failure of required fire and lifesaving equipment onboard the vessel. An external audit conducted by the Flag is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

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 persons on board. PSCOs observed excessive amounts of fuel oil and oil on the bilge tank tops and throughout the engine room, posing a fire risk to the ship and crew.

Bilge wells in periodically unattended machinery spaces shall be located and monitored in such a way that the accumulation of liquids is detected at normal angles of trim and heel, and shall be large enough to accommodate easily the normal drainage during the unattended period. All bilge alarms are found to be inoperative in the engine. room.

02107 - Ballast, fuel and other tanks	In cargo ships, the failure of such gauges or overfilling of the tank shall not permit release of fuel into the space. The use of cylindrical gauge glasses is prohibited. The Administration may permit the use of oil-level gauges with sight glasses and self-closing valves between the gauges and fuel tanks. PSCOs observed a self-closing valve between a day tank located in purifier room and the associated sight glass permanently held in the open position by safety wire.
07113 - Fire pumps and its pipes	With a periodically unattended machinery space or when only one person is required on watch, there shall be immediate water delivery from the fire main system at a suitable pressure, either by remote starting of one of the main fire pumps with remote starting from the navigation bridge and fire control station, if any, or permanent pressurization of the fire main system by one of the main fire pumps. The emergency fire pump is inoperable and main fire pump is being used for HVAC cooling and cannot sufficiently supply required pressure to fire main system.
07105 - Fire doors/openings in fire-resisting division	The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: structural fire protection, including fire-resisting divisions, and protection of openings and penetrations in these divisions. Fire doors located on the Tween Deck in the engine room do not close properly to provide the required class boundary. Furthermore, all self-closing fire doors forming a required fire boundary within the accommodation stairwell were found modified with permanently or temporarily affixed holdbacks, which are not an approved installation in accordance with the fire plan.
04103 - Emergency, lighting, batteries and switches	During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate. PSCOs observed inoperable emergency lighting at the davit launched liferaft and below the freefall lifeboat.
14104 - Oil filtering equipment	Any ship of 400 gross tonnage and above but less than 10,000 gross tonnage shall be fitted with oil filtering equipment complying with paragraph 6 of this regulation. Engineering staff, including the Chief Engineer, could not demonstrate to PSCOs proper operation of the vessel's oil water separator, and there was no proof available that the OWS was working properly.
07199 - Other (fire safety)	Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance. PSCOs discovered a high-pressure fuel line connection support bracket had a broken weld and the fuel line was supported by a rope from the overhead. Under the high-pressure fuel line, a drip pan was found with fuel oil collected from an evidential leak from the high-pressure fuel line.

Ship Name: **VILLE DE BORDEAUX**

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

Flag: **France**

IMO Number: **9270842**

Date of Action: **5/18/2022**

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

Louis Dreyfus Armateurs S.A.S

LD Seaplane S.A.S

Charterers

Airbus

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. PSCO OBSERVED OIL
ACCUMULATION IN ENGINE ROOM BILGE AND
DECK GRATINGS FROM SIGNIFICANT MAIN
ENGINE OIL LEAKS THROUGHOUT THE ENGINE
BLOCK AND ITS ASSOCIATED SYSTEMS.
EXCESSIVE OIL WAS ALSO FOUND IN DRIP PANS
AND IN NON-APPROVED CONTAINMENTS MADE
OF CANS AND PLASTIC BUCKETS.**

