Ship Name: **HERCULES**

Ship Type: **Supply Ship**

Flag: **Mexico**

IMO Number: **9483047**

Date of Action: **3/10/2023**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Recognized Org: **Det Norske Veritas**

Recognized Security Organization (RSO):

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

Relevant Certificates:

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers

COTEMAR S.D. de C.V.

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 the 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.**
	01315 - Oil record book	**Any discharge into the sea of oil or oily mixtures from ships of 400 GT and above shall be prohibited. PSCO discovered that only 02 OCM entries were made for the year 2022, both exceeding the max throughput as indicated on the IOPP form A. The certificate indicates the OWS should not have a throughput exceeding 1 cubic meter per hour. The first oil record book (ORB) entry from 10MAY22 indicates the OWS was operated from 1900 to 2230 GMT with 5 cubic meters overboard, a rate of 1.42 cubic meters per hour. The second entry in the ORB from 24MAY22 indicates the OWS was operated from 1130 to 1150 GMT with 0.5 cubic meters overboard a rate of 1.50 cubic meters per hour.**

01315 - Oil record book	**Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the ORB part I, so that all entries in the book appropriate to that operation are completed. PSCO discovered the following issues (a-d):** **(a) 05 entries are missing for the use of the oily water separator as per the ORB and OCM data (74.3hrs unaccounted for).** **ORB entries not found in OCM: 10MAY22 and 24MAY22. OCM entries not found in ORB: 20APR22, 12DEC22, 27JAN23.** **(b) All ORB entries for the offload of oily waste in 2022 did** **not match the offload receipts provided by the vessel.** **(c) 26 offloads in drums of waste oil are not logged in the ORB and corresponding receipts were provided by the vessel.** **(d) ORB does not include any weekly sounding of the sludge** **settling tank as required.**
14104 - Oil filtering equipment	**Oil filtering equipment referred in paragraph 1 of his regulation shall be of a design approved by the administration… PSCO discovered a drain line forward of the three-way valve before overboard discharge valve. As per ships drawing, no such drain line exists.**
01117 - International Oil Pollution Prevention (IOPP)	**An IOPP certificate shall be issued; after an initial or renewal survey in accordance with the provisions of regulation 6 of this annex. PSCO discovered inaccuracies regarding sludge tanks found on the vessel. Both the IOPP and Ship's Arrangements plan lists 04 sludge tanks: PSCO and crew were unable to locate sludge settling tank.**
07126 - Oil accumulation in engine room	**Means shall be provided to control leaks of flammable liquids. PSCO discovered diesel fuel oil leak on #1, #2, and #3 SSDG forward engine pipe fittings. PSCO observed an approximate rate of one drop per three seconds, creating excessive risk for main space fire. PSCO also observed lube oil pipe leak on port azimuthing thruster.**