

Ship Name: **LA TEMPERANCE**

Recognized Org: **Conarina**

Ship Type: **General Dry Cargo Ship**

Recognized Security  
Organization (RSO):

Flag: **Togo**

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

IMO Number: **6719885**

Relevant Certificates:

Date of Action: **5/23/2023**

Action Taken: **Detention**

Organization Related  
to Detention:

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers  
**S & B Blessing LLC**  
**Maritime Agency Inc.**

Deficiencies: Code - Category

Description

**01113 - Minimum Safe Manning  
Document**

**Failure to comply with applicable safe manning requirements of the administration. The vessel is not manned as per the safe manning certificate. PSCO's observed the Chief Mate had a II/1 license which does not meet the M/V LA TEMPERANCE MINIMUM SAFE MANNING certificate requiring the vessel's Chief Mate to have a valid II/2 license.**

**01218 - Medical certificate**

**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. PSCO's observed the master's medical certificate had been tampered with by whiting out the issue and expiration dates. The original expiration date is March 24, 2023. The issue date is March 24, 2021. PSCOs were unable to verify the validity of the medical certificate. Without a valid medical certificate, the Master is not fit for duty for operations of the vessel and the license is invalid.**

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

**The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. 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 nonconformity is reported, with its possible cause, if known. PSCO's observed multiple smoke detectors with batteries disconnected, excessive rust in the fire main, fuel oil leaks from the main diesel engine, holes in fire boundaries, wasted fire main flange bolts, missing fire main valve steam hardware and excessive corrosion throughout the vessel. An ISM audit is required prior to departure.**

**03104 - Cargo & other hatchways**

The construction and the means for securing the weathertightness of cargo and other hatchways in positions 1 and 2 shall be at least equivalent to the requirements of regulation 16 and 15... PSCOs observed multiple areas of excessive corrosion and wastage on the cargo hatch covers and on cargo hold sides, compromising their structural strength and weathertight integrity. Upon expanding the exam, PSCOs observed light through the hatch covers in every cargo hold.

**02101 - Closing devices/watertight doors**

At position 1 and 2 the height above the deck of hatchway coamings fitted with weathertight hatch covers of steel or other equivalent material fitted with gaskets and clamping devices shall be as specified in regulation 15(1)... PSCOs observed wastage on knife edges on engine room ventilation, impeding the cover from sealing properly. One knife edge was cut to allow an electrical shore tie cable to go through the cover.

**02107 - Ballast, fuel and other tanks**

Where air pipes to ballast and other tanks extend above the freeboard or superstructure decks, the exposed parts of the pipes shall be of substantial construction.... PSCO's observed ballast water vent pipes throughout the vessel are excessively corroded, revealing holes in the pipes.