

Ship Name: **TRANSPORT**

Recognized Org: **International Naval Surveys Bureau**

Ship Type: **General Dry Cargo Ship**

Recognized Security  
Organization (RSO):

Flag: **Saint Vincent and the Grenadines**

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

IMO Number: **7122572**

Relevant Certificates: **Safety Construction**

Date of Action: **7/26/2023**

Action Taken: **Detention**

Organization Related  
to Detention: **International Naval Surveys Bureau**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers  
**Transport International Group LTD. SA**  
**RK Maritime Agencies LLC**

Deficiencies: Code - Category

Description

**15113 - Other (ISM)**

**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 non-conformity is reported, with its possible cause, if known. PSCOs observed that the vessel has not been maintained in conformity with the provisions of the relevant rules and regulations, including: invalid SOLAS certificates, the crew training manual was not in the working language of the crew, the oil record book and garbage record book were missing the master's signatures, and bunker delivery receipts were missing the Sulphur content level. An external audit is recommended.**

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

**If a ship at the time when a certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. Vessel could not produce valid, full-term Cargo Ship Safety Construction Certificate. At the time of the exam, the vessel possessed two Interim Cargo Ship Safety Construction Certificates issued consecutively.**

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

**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 has only had one inspection of the outside of the ship's bottom in the last five years when it went to drydock in December of 2021 (the last inspection before that was in January 2018).**