

Ship Name: **CHEMTRANS TAURUS**

Recognized Org: **Lloyd's Register**

Ship Type: **Oil Tankship**

Recognized Security  
Organization (RSO):

Flag: **Marshall Islands**

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

IMO Number: **9295036**

Relevant Certificates:

Date of Action: **10/11/2023**

Action Taken: **Detention**

Port: **San Diego, California**

Organization Related  
to Detention:

Unit: **Sector San Diego**

Ship Management: Owners, Operators, or Managers  
**Chemikalien Seetransport GmbH**  
**Sparrow 6 Shipping Inc**

Deficiencies: Code - Category

Description

**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. In meeting these requirements, the company should ensure that: the 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. The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. A full external SMS audit, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and departure.**

**11103 - Stowage and provision of Lifeboats**

**Each survival craft shall be stowed: in a state of continuous readiness so that two crew members can carry out preparations for the embarkation and launching in less than 5 minutes. Vessel's SMS fleet manual 4, pg. G-4 "release gear" paragraph 4 states hanging off pennants should not remain connected when lifeboat is normally stowed. Exam team witnessed "hanging off pennants" installed on aft section of the freefall lifeboat. Pennants are used during maintenance evolutions and prevent the free fall of the lifeboat during emergency use.**

**11110 - Stowage and provision of liferafts**

**Each liferaft or group of liferafts shall be stowed with float-free arrangements complying with the requirements of paragraph 4.1.6 of the Code. Vessel's SMS fleet manual page 9 indicated proper liferaft painter line arrangement with the line attached to the hydrostatic release. Exam team found 3 of the 4 installed liferafts had painter lines not attached to the proper location on the hydrostatic release. The location of the painter lines would have prevented the liferaft from breaking free from the vessel. Maintenance logs indicated that the liferafts were inspected on 070CT23.**

**06105 - Atmosphere testing instruments**

**In Tankers: a system of continuous monitoring of the concentration of hydrocarbon gases shall be fitted. Sampling points or detector heads shall be located in suitable positions in order that potentially dangerous leakages are readily detected. Vessel's SMS fleet manual 6 02-220, 3 paragraph 6 requires "the pump room gas detection and alarm system shall be Description tested and that it is maintained in operational condition at all times. PSCO observed the gas detection system in "disconnect" mode. Once the system was turned into a functional mode there were flow fault alarms near the #1 and #2 and at the #3 crude oil pumps indicating fixed gas detection was not fully operational.**

**06105 - Atmosphere testing instruments**

**Where the atmosphere in double hull spaces cannot be reliably measured using flexible gas sampling hoses, such spaces shall be fitted with permanent gas sampling lines. Vessel's SMS fleet manual 6, 02-400, 4 paragraph 6 requires "the fixed sampling lines and fixed gas detection system shall be maintained and calibrated as required per manufacturer instructions. PSCO observed in CCR the following flow faults for ballast fixed gas detection system, 3s, 1p, 6p, 5p, and 5s.**