

Ship Name: **ASIA CEMENT NO. 5**

Ship Type: **Cement Carrier**

Flag: **China**

IMO Number: **9045170**

Date of Action: **12/6/2023**

Action Taken: **Detention**

Port: **Saipan, Northern Mariana Islands**

Unit: **MSD SAIPAN**

Recognized Org: **CR 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
U-Ming Marine Transport Corp.

Charterers
Welltrans Marine Services Inc.

Deficiencies: Code - Category

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

07113 - Fire pumps and its pipes

**01308 - Records of seafarers' daily
hours of work or r**

Description

Every oil fuel pipe, which, if damaged, would allow oil to escape from a storage, settling or daily service tank 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. If such additional valve is fitted in the machinery space it shall be operated from a position outside the space. PSCO observed a threaded bolt positioned in between the quick closing valve for the HFO settling tank preventing the valve from being closed by the crew outside of the space. The crew removed the bolt and were still unable to close the valve because it was seized in place. The crew used tools to forcefully close the valve.

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. 1 gpm) from the emergency fire pump sea suction valve and associated piping.

Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the malfunctioning of a generating set which serves as a main source of electrical power. PSCO identified that all auxiliary engines are operated on a single seawater cooling pump due to an inoperable secondary G/E saltwater cooling pump. Loss of the single seawater cooling pump would result in a loss the generating set which serves as the main source of electrical power to the vessel.

01306 - Shipboard working arrangements

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 onboard, due regard being paid attention to moving parts, hot surfaces, and other hazards. PSCO observed numerous open buckets full of fuel oil and/or lubricating oil in various areas of the engine room. Pipe insulation is excessively oil soaked in the vicinity of the HFO Settling Tank and Number 3 Generator. Excessive oil is accumulated under the No. 1 generator.

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 and with any additional requirements which may be established by the Company. Due to objective evidence in deficiencies issued on December 6, 2023, 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.