

Ship Name: **ALANYA-M**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9158159**

Date of Action: **4/25/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Cilicia Shipping & Trading Ltd
Iskenderun Gemi Isletmeciligi Ltd Sti

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company should ensure that the master is given the necessary support so that the master's duties can be safely performed. Objective evidence discovered during an expanded ISM exam revealed the following nonconformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evidenced by the following deficiencies indicating that the ship and/or company are not meeting the requirements. PSCO's observed that the vessel master had reported non-conformities and inoperable equipment to the company, but the company failed to provide the necessary support to maintain the vessel's material condition including the generators. An external audit is recommend prior to departure from port.

**04114 - Emergency source of power -
Emergency generato**

A main source of electrical power of sufficient capacity to supply all those services mentioned in regulation 40.1.1 shall be provided. This main source of electrical power shall consist of at least two generating sets. Vessel has one operable main service diesel generator.

11104 - Rescue boats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The rescue boat steering is inoperable, rendering the rescue boat inoperable.

**07123 - Operation of Fire protection
systems**

In cargo ships with periodically unattended machinery space or when only one person is required on watch, there shall be immediate water delivery from the fire main system at a suitable pressure. The main fire pump is not immediately available for remote start due to the overload on the sole working generator.

**07126 - Oil accumulation in engine
room**

The arrangements for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and persons onboard. PSCOs observed excessive oil leaks on the sole operating main generator posing a fire hazard.

15106 - Shipboard operations

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear ground for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The company should establish and maintain procedures for identifying any training which may be required in support of the safety management system and ensure that such training is provided for all personnel concerned. Crew was unable to demonstrate operation of the quick closing fuel valve for emergency generator.

Ship Name: **ALGOMA VICTORY**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

IMO Number: **9138109**

Date of Action: **10/20/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Algoma Ship Tech Ltd

Algoma Shipping Ltd

Charterers

CSL International Inc

Deficiencies: Code - Category

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

Description

In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals; appropriate corrective action is taken; and records of these activities are maintained. PSCO observed two crew cabins and several locations throughout accommodation spaces with excessive and disorganized items stored preventing safe access to the space and showing that good house keeping practices are not being followed as required by the company. The remarks on the deck and accommodation inspections and the crew quarter inspections do not reflect the conditions of the vessel at the time of the exam. Additionally, the monthly deck maintenance inspections are not being conducted as required by company procedures and the remarks on the weekly inspections for the pilot ladders and embarkation ladder do not reflect the condition of the fwd embarkation ladder as stated in deficiency #3. Furthermore, The liferaft testing log form for the 2022 inspection is not properly filled out and the crew has not conducted the 2023 liferaft inspections. Due to the objective evidence in the above deficiency and as stated in deficiencies 2,3,4,5,6 and 7 the vessel is not in substantial compliance with the relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by 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 the Coast Guard prior to departure from port.

Ship Name: **ALGOMA VICTORY**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

IMO Number: **9138109**

Date of Action: **11/28/2023**

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Unit: **Marine Safety Unit Port Canaveral**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Algoma Ship Tech Ltd

Algoma Shipping Ltd

Charterers

CSL International Inc

Deficiencies: Code - Category

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

Description

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. The technical and/or operational nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI must be submitted prior to clearance of this deficiency.

Ship Name: **AQUAMARINE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9469546**

Date of Action: **3/17/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

C Transport Maritime SAM (CTM SAM)

Aquamarine Carrier Co Ltd

Charterers

XCoal Energy & Resources, LLC

Deficiencies: Code - Category

15106 - Shipboard operations

Description

THE COMPANY SHOULD ESTABLISH PROCEDURES, PLANS AND INSTRUCTIONS, INCLUDING CHECKLISTS AS APPROPRIATE, FOR KEY SHIPBOARD OPERATIONS CONCERNING THE SAFETY OF THE PERSONNEL, SHIP AND PROTECTION OF THE ENVIRONMENT. THE COMPANY SHOULD ENSURE THAT ANY NON-CONFORMITY IS REPORTED. THE VESSEL'S SMS STATES THAT WHEN THE VESSEL OPERATES WITH A FULLY MANNED ENGINE, AND BEFORE THE RELIEVING ENGINEER COMES ON WATCH, THEY SHALL MAKE A COMPLETE ROUND OF THE ENGINE ROOM USING FORM FL1 7-ENGINE CHECKLIST. CHIEF ENGINEER WAS NOT ABLE TO PROVIDE EVIDENCE OF ROUNDS BEING COMPLETED OR ANY NOTIFICATION OF DISCREPANCIES IDENTIFIED DURING THE ROUNDS CONDUCTED BY THE CREW. THE CHIEF ENGINEER ALSO STATED THAT THE CREW USES THE ENGINE LOG BOOK TO DOCUMENT MAINTENANCE ITEMS TO BE CONDUCTED. HOWEVER, NONE OF THE DISCREPANCIES IDENTIFIED DURING THE EXAM AS DESCRIBED IN DEFICIENCIES #2 THROUGH #8 WERE NOTED IN THE ENGINE LOG BOOK. THIS PROVIDES EVIDENCE OF A SERIOUS LACK OF EFFECTIVENESS OF THE VESSEL'S SMS. DUE TO THE OBJECTIVE EVIDENCE IN THE ABOVE DEFICIENCIES, THE VESSEL IS NOT IN SUBSTANTIAL COMPLIANCE WITH RELEVANT CONVENTIONS.

THE CAPTAIN OF THE PORT QUESTIONS THE ADEQUACY AND OVERALL IMPLEMENTATION OF THE VESSEL'S SMS UNDER THE ISM CODE. AN ISM AUDIT IS REQUIRED PRIOR TO THE VESSEL BEING RELEASED FROM DETENTION. PROVIDE A COPY OF THE AUDIT REPORT TO THE USCG WHEN COMPLETED TO DETERMINE WHETHER THE VESSEL IS OPERATING IN ACCORDANCE WITH THE ISM CODE.

OIL FUEL PIPES, WHICH IF DAMAGED, WOULD ALLOW OIL TO ESCAPE FROM A STORAGE, SETTLING OR DAILY SERVICE TANK HAVING A CAPACITY OF 500 L AND ABOVE 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. PSCO OBSERVED THE VESSEL'S HYDRAULIC QUICK CLOSING VALVES LACKED ADEQUATE OIL IN THEIR OIL LEVEL SIGHT GLASS ON ALL QUICK CLOSING ACTUATOR VALVES. VESSEL'S CREW ATTEMPTED TO OPERATE ACTUATOR 16, PER REQUEST OF THE PSCO, FOR APPROXIMATELY 15 MINUTES WITHOUT SUCCESS.

THE QUICK CLOSING VALVE IN OPERATION WAS MADE WORSE BY THE OBSERVATION OF EXCESSIVE OIL LEAKS THROUGHOUT THE ENGINE ROOM AND CONCERNS FOR THE OPERATIONAL STATUS OF THE VESSEL'S FIXED FIRE FIGHTING SYSTEM.

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.

Ship Name: **ATLANTIC MUSE ***

Ship Type: **Chemical Tankship**

Flag: **Hong Kong**

IMO Number: **9374301**

Date of Action: **11/17/2023**

Action Taken: **Detention**

Port: **St. Petersburg, Florida**

Unit: **Sector St Petersburg**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Heroic Hydra Inc

**Anglo-Eastern Tanker Management
(Singapore) Pte Ltd**

Deficiencies: Code - Category

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

07102 - Inert gas system

**07126 - Oil accumulation in engine
room**

Description

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 compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. An external audit conducted by 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 being released from the detention.

For tankers of 20,000 tonnes deadweight and upwards, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code. PSCO observed severe deterioration inside the combustion chamber for IGG, allowing cooling water to enter the combustion chamber, therefore rendering the IGG system inoperable. The vessel was observed in loaded condition carrying a MARPOL Annex I cargo that is required to be inerted. PSCO's reviewed correspondence that indicated this deficiency was identified by the crew on 29JUN2023. The vessel notified company, but failed to notify Flag or Class. Furthermore, the vessel made temporary repairs to the combustion chamber without prior authorization from the Classification society.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For the purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed oil-soaked rags and fuel oil leaks on the Diesel Generator #1 emitting from the fuel injector pumps.

Ship Name: **AVRA I**
Ship Type: **Bulk Carrier**
Flag: **Greece**
IMO Number: **9569932**
Date of Action: **7/7/2023**
Action Taken: **Detention**
Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Recognized Org: **American Bureau of Shipping**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Management Certificate**
Organization Related to Detention: **Lloyd's Register**
Ship Management: Owners, Operators, or Managers
Paloma Shipping Corp
Avra Special Maritime Enterprises (ENE)
Charterers
Cosmotrans S.A.

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

Description

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 additional requirements which may be established by the company. Due to the objective evidence in the deficiencies noted below, the vessel is not being maintained and not in substantial compliance with 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 before the ship will be released from its detention 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.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed fuel and lubrication oil leaks on the main engine, all three generators, and fuel oil purifier recirculation pump. PSCO observed multiple deteriorated sections of leak prevention tape on fuel tank supply lines.

07110 - Fire fighting equipment and appliances

“Fire hoses” shall, together with any necessary fittings and tools, be kept ready for use in conspicuous positions near the water service hydrants or connections. PSCO observed (2) fire hoses with holes and multiple fire hose quick connects severely corroded.

07101 - Fire prevention structural integrity

Where a fixed gas fire extinguishing system is used, openings which may admit air to, or allow gas to escape from, a protected space shall be capable of being closed from outside the protected space. PSCO observed drain valves deteriorated to the point of inoperability, missing entirely, or missing fire caps on all 5 cargo holds.

07199 - Other (fire safety)

Bulk carriers shall comply with the maintenance requirements provided in regulation II-1/3-1 and standards for owner's inspection and maintenance of bulk carrier hatch covers, adopted by the organization by resolution MSC.169(79). Cargo hatch ventilation openings were found with covers corroded, rough, uneven, and with hinges deteriorated and thinned down or otherwise incapable of being sealed.

07124 - Maintenance of Fire protection systems

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed CO2 discharge piping for cargo holds heavily corroded.

Ship Name: **BEDFORD CASTLE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9189926**

Date of Action: **10/26/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ILLC**

Organization Related
to Detention: **Nippon Kaiji Kyokai**

Ship Management: Owners, Operators, or Managers

Eleen Marine JSC

Bedford Castle Shipping Corp

Deficiencies: Code - Category

15113 - Other (ISM)

Description

The company and the ship shall comply with the requirements of 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.

The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. An external ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and departure.

02101 - Closing devices/watertight doors

All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors...and weathertight when closed. PSCO's observed that both the port and starboard exterior doors on Deck A of the superstructure were not weathertight due to light being visible from the inside.

02101 - Closing devices/watertight doors

The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions. PSCO's observed that port side door on the forecastle was not weathertight due to light being visible from the inside.

Ship Name: **BETTY K VIII**

Ship Type: **General Dry Cargo Ship**

Flag: **Vanuatu**

IMO Number: **8410328**

Date of Action: **7/17/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Isthmus Bureau of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Management Certificate**
Safety Equipment

Organization Related
to Detention: **Isthmus Bureau of Shipping**

Ship Management: Owners, Operators, or Managers

MMS Americas LLC

Dorick Navigation SA

Deficiencies: Code - Category

**15102 - Company responsibility and
authority**

Description

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. The ship's company failed to fully implement the requirements of the ISM Code by not providing necessary safety measures as stated to be required in the SOLAS Conditional Cargo Ship Safety Equipment Certificate Remarks. No rescue boat was onboard as required and marked to be present on the Form E when PSCOs came onboard.

11104 - Rescue boats

All the life-saving appliances shall be kept in working order and available for immediate use before the ship leaves port and at all times during the voyage. The vessel's rescue boat was not onboard or available for immediate use.

Ship Name: **CARIBE NAVIGTOR**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

IMO Number: **9116204**

Date of Action: **4/3/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Hyde Shipping Corp

Bay Island Shipping (Antigua) Ltd

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

02114 - Bulkhead -corrosion

Description

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. PSCO's observed a hole due to excessive corrosion on the port side bulkhead of cargo hold number 2 on frame #45, above the waterline. It was determined that the master was aware of the damage but failed to report the non-conformity in accordance with the ship's Safety Management System. An ISM audit of the vessel SMS is required before departure.

In the circumstances given in paragraph (b) or where a certificate has expired or ceased to be valid, the officer carrying out the control shall take steps to ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the appropriate repair yard without danger to the ship or persons on board. PSCOs observed a hole due to excessive corrosion on the port side bulkhead of cargo hold number 2 on frame #45, above the waterline. Because the condition of the cargo hold is not maintained to the provisions of the present regulations as provided in the SOLAS Cargo Ship Safety construction certificate, it ceases to be valid.

Ship Name: **CEDRIC K**
Ship Type: **General Dry Cargo Ship**
Flag: **Panama**
IMO Number: **9280718**
Date of Action: **7/6/2023**
Action Taken: **Detention**
Port: **Miami, Florida**
Unit: **Sector Miami**

Recognized Org: **Isthmus Bureau of Shipping**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Equipment**
Organization Related to Detention: **Isthmus Bureau of Shipping**
Ship Management: Owners, Operators, or Managers
MMS Americas LLC
Dorick Navigation SA
Charterers
CMA CGM

Deficiencies: Code - Category
15109 - Maintenance of the ship and equipment

Description
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.

PSCO's observed two inoperable fire pumps and insufficient quantity of water to the fire main from emergency fire pump. PSCO's observed fire doors that couldn't self-close and hatchways in position 2 that weren't weathertight. An ISM audit is required prior to departure.

07113 - Fire pumps and its pipes

The required fire pumps shall be capable of delivering for fire-fighting purposes a quantity of water, at the pressure specified in paragraph 4.

PSCO's observed the required fire pumps were unable to deliver the quantity of water at the pressure specified in paragraph 4. The water pressure appeared visibly low, and the vessel's crew was unable to provide a means of testing to verify adequate water pressure was being delivered.

07109 - Fixed fire extinguishing installation

Fire-extinguishing appliances shall be kept in good order and be available for immediate use at all times.

A condition of class was issued to allow the vessel to utilize the general service and ballast pumps for firefighting purposes due to the vessel having two inoperable fire main pumps. PSCOs observed the valve responsible for directing the water to the fire main was stuck in position, disabling the delivery of water.

Ship Name: **CHEM SINGAPORE**

Ship Type: **Chemical Tankship**

Flag: **Liberia**

IMO Number: **9705768**

Date of Action: **2/28/2023**

Action Taken: **Detention**

Port: **Bayonne, New Jersey**

Unit: **Sector New York**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
ASM Maritime BV

Deficiencies: Code - Category

**07123 - Operation of Fire protection
systems**

Description

FIRE-FIGHTING SYSTEMS AND APPLIANCES SHALL BE KEPT IN GOOD WORKING ORDER AND READILY AVAILABLE FOR IMMEDIATE USE. PSCOs DISCOVERED CONTROL PANEL FOR ENGINE ROOM WATER MIST SYSTEM IN "MANUAL" POSITION. CH. ENG STATED THAT THE SYSTEM WORKS IN THAT MODE. PSCOs HAD CREW ACTIVATE REQUIRED SENSORS OVER INCINERATOR WITH SYSTEM IN MANUAL AND IT FAILED TO OPERATE. VESSEL HAS UNMANNED MACHINERY SPACE WHICH REQUIRES AUTOMATIC ACTIVATION OF THE SYSTEM. ADDITIONALLY, INSTRUCTIONS ON THE CONTROL PANEL REQUIRE THAT THE SYSTEM BE SET TO "REMOTE".

Ship Name: **CHEMTRANS SEA**

Ship Type: **Oil Tankship**

Flag: **Liberia**

IMO Number: **9270490**

Date of Action: **2/1/2023**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **Lloyd's Register**

Ship Management: Owners, Operators, or Managers
**mt 'Canadian Sun' Schiffahrtsgesellschaft
mbH & C**

Chemikalien Seetransport GmbH

Charterers

Morris Maritime Co

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company and the ship shall comply with the requirements of the ISM code. The safety management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the company, investigated and analyzed. Objective evidence discovered during an expanded ISM exam revealed that the vessel failed to inspect, maintain and report nonconformities relating to excessive oil leaks and accumulation of oil throughout ship's engine room. An external third party SMS audit is required prior to departure from port.

07126 - Oil accumulation in engine room

Provisions shall be made to facilitate cleaning, inspection and maintenance of main propulsion and auxiliary machinery including boilers and pressure vessels. Ship's engine room was found to have excessive oil surrounding main engine and all three auxiliary engines. Engine room aft bilge is full of oil surrounding ship's lube oil pumps and exceeding bilge wells. Fuel oil leak on auxiliary boiler. Pooling on top of main boiler underneath fuel oil pump. Pooled oil found under emergency generator. Rags, drip trays and other means of catching leaks were found throughout engine room. Oil soaked lagging found throughout engine room.

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.

Ship Name: **CONTSHIP BEE**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9364344**

Date of Action: **3/15/2023**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **Marine Safety Unit Savannah**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Marea Navigation SA

Contships Management Inc

Deficiencies: Code - Category

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

03107 - Doors

**07105 - Fire doors/openings in fire-
resisting division**

Description

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. Furthermore, PSCO observed objective evidence that the SMS requirements for watertight doors and watertight hatches inspection were not being adhered to. The vessel SMS had a watertight door and hatch inspection requirement of every 3-months. The last inspection was dated on 29JAN2023 and the graded by the crew as "4" on a 1-5 scale, with 1 meaning "bad" and 5 meaning "excellent", signed off by the Chief Officer. An external audit conducted by 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.

All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors of steel... The means for securing these doors weather-tight shall consist of gaskets, and clamping devices, or other equivalent means. PSCO observed 06 weather-tight doors on the main superstructure that did not properly secure due to corrosion around edges, defective gaskets, and closure devices that do not secure properly.

In order to contain a fire in the space of origin, the fire integrity of the divisions shall be maintained and openings and penetrations. PSCO observed 04 damaged or modified A-0 fire doors (main deck stairwell door, main deck engineering space door, main deck stairwell door leading to engine room, and galley door) that would not prevent the passage of smoke or flame. Furthermore, PSCO observed 02 self-closing A-0 fire doors (galley door and door leading to ventilation stack) that did not operate as intended.

03104 - Cargo & other hatchways

The means for securing and maintaining weather-tightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions. PSCO observed 06 hatch covers not properly securing for weather-tightness due to excessive corrosion, defective gaskets, and closure devices that do not secure properly.

Ship Name: **DZ YANTAI**

Ship Type: **General Dry Cargo Ship**

Flag: **Liberia**

IMO Number: **9247405**

Date of Action: **7/14/2023**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

DZ Yantai Shipping Corp Ltd

DZ Shipping Management Ltd

Charterers

Industrial Maritime Carriers LLC

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

11129 - Operational readiness of lifesaving appliances

07110 - Fire fighting equipment and appliances

Description

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 additional requirements which may be established by the company. Due to the objective evidence in the deficiencies noted below, the vessel is not being maintained and not in substantial compliance with 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 before the ship will be released from its detention 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.

Before a ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. PSCO observed rescue boat outboard engine incapable of starting.

Fire-extinguishing appliances shall be kept in good working order and be available for immediate use at all times. PSCO observed a fire hose burst while testing the emergency fire pump and witnessed a total of 5 out of 19 fire hoses on board had leaks and failed the operational test.

Ship Name: **EAGLE ARROW**
Ship Type: **General Dry Cargo Ship**
Flag: **Panama**
IMO Number: **9529592**
Date of Action: **1/27/2023**
Action Taken: **Detention**
Port: **Baltimore, Maryland**
Unit: **Sector Maryland-NCR**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Daido Kaiun Co Ltd

Fair Wind Marshall SA

Charterers

Greig-Gaarden

Deficiencies: Code - Category
15106 - Shipboard operations

Description

The company should establish procedures, plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the personnel, ship and protection of the environment [7]. The Company should ensure that any non-conformity is reported. [10.2.2]

The vessel's vessel SMS states that before the relieving engineer comes on watch, they shall make a complete round of the engine room noting the condition of machinery piping and bilge in each compartment. Chief engineer was not able to provide evidence of any records being completed or any notification of discrepancies identified during rounds conducted by the crew.

Chief engineer also stated that the crew conducts verbal pass-down when relieving the watch and that he had no knowledge of the stopping devices described in deficiencies No. 02 and 03. Additionally, none of the discrepancies found during the exam as described in deficiencies No. 04 and No. 05 were documented in the vessel's monthly maintenance report. This provides evidence of a serious lack of effectiveness of the planned maintenance system. Due to the objective evidence identified in the deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An ISM Audit is required prior to the vessel being released from detention. Provide a copy of the audit report to the USCG when completed to determine whether the vessel is operating in accordance with the ISM Code.

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

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 l and above 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. PSCO observed stopping devices on the HFO quick closing valve. The PSCO also observed rags within the vessel's fuel isolation quick closing valves for the #2 and #3 auxiliary generators in a manner that would interfere with the proper remote operation of the valves in the event of an emergency. In addition, when the crew was asked to demonstrate the operation of the valves the crew did not know how to operate the valves in question from a remote location.

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

The provisions of paragraph 2.2.3.4 shall also apply to lubricating oil tanks except those having a capacity less than 500 l. PSCO observed the quick closing valve for vessel's lube oil tank in the engine room had wires installed in a manner to prevent the closing of the valve in an emergency.

Ship Name: **ELBRUNNER**
Ship Type: **Containership**
Flag: **Cyprus**
IMO Number: **9395563**
Date of Action: **8/17/2023**
Action Taken: **Detention**
Port: **San Juan, Puerto Rico**
Unit: **Sector San Juan**

Recognized Org: **DNV**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Construction**
Organization Related to Detention: **DNV**
Ship Management: Owners, Operators, or Managers
USC Barnkrug GmbH & Co KG
ms 'Elbrunner' GmbH & Co KG
Charterers
Cosamare Shipping Company Limited

Deficiencies: <u>Code - Category</u>	<u>Description</u>
15106 - Shipboard operations	The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. The technical and operational nature of deficiencies 02, 03, 04, and 06 provide objective evidence of serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI must be submitted prior to release from detention and clearance of this deficiency.
14104 - Oil filtering equipment	Oil filtering equipment shall be of a design approved by the Admin and will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. During testing of OWS and OCM, PSCO observed Second Engineer utilize non-approved equipment to test the OCM. Second Engineer was not able to affirm proper testing or location of procedures. Engineering crew unfamiliar with pollution prevention equipment and procedures required by MARPOL and Safety Management Systems.
13102 - Auxiliary engine	A main source of electrical power of sufficient capacity to supply all those services mentioned in regulation 40.1.1 shall be provided. This main source of electrical power shall consist of at least two generating sets. During exam of engine room, PSCO observed the ship lose full electrical power and go on emergency power due to the Chief Engineer and engineering crew bypassing required safety components on the ship's main power generators to maintain intermittent operations of the generators.
07106 - Fire detection and alarm system	The fixed fire detection shall be tested to the satisfaction of Admin by means of equipment producing hot air at the appropriate temperature to which the detector is designed to respond. PSCO observed crew testing flame detector with lighter. PSCO asked crew to provide testing equipment for heat and flame detectors, crew was unable to provide appropriate testing equipment approved by manufacturer.

07124 - Maintenance of Fire protection systems

Maintenance, testing and inspections shall be carried out based on the guidelines developed by the Organization and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances. When PSCO asked crew to provide log of maintenance and testing of fire detection system, PSCO observed an empty log book.

07122 - Fire control plan

General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the fire detection system. PSCO observed the fire control plan has not been updated since 2012 and does not show the current locations of flame detectors throughout the ship.

Ship Name: **ELENI M**

Ship Type: **General Dry Cargo Ship**

Flag: **Malta**

IMO Number: **9228033**

Date of Action: **5/8/2023**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **Marine Safety Unit Lake Charles**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Eastern Mediterranean Maritime Ltd
(EASTMED)**

Aegean Bulk Co Inc

Charterers

Total Gas & Power Limited

Deficiencies: Code - Category

14104 - Oil filtering equipment

Description

Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. Oily water separator would not run continuously for more than 2 minutes without bilge pump losing suction from bilge tank. Pump would only run with supply water from sea chest opened.

01315 - Oil record book

The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship: discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces. On 06 Mar 2023, C/E recorded running OWS for 4 hours and discharging 8 cubic meters overboard. Oil content meter (OCM) history only shows OWS running for approximately 30 minutes.

01315 - Oil record book

The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship: discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces. On 17 Mar 2023, OCM shows OWS run for approximately 1.5 hours with no corresponding entry into the Oil Record Book Part I. C/E stated he ran the OWS and did not enter in ORB.

01315 - Oil record book

The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship: discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces. On 17 Apr 2023, ORB states OWS running for 2hr 10mins with a total of 6 cubic meters throughput which exceeded their maximum possible throughput of 2 cubic meters per hour. OCM verified run time of approximately 2 hours.

Ship Name: **EMERALD**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Liberia**

IMO Number: **9202857**

Date of Action: **3/29/2023**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Sole Seas Corp

Ship Service Agency JSC

Charterers

Seatrade Reefer Chartering NV

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

In meeting these requirements, the company should ensure that: inspections are held at proper intervals; any non-conformity is reported, with its possible cause if known; appropriate corrective action is taken; and records of these activities are maintained. Objective evidence discovered during an expanded ISM exam revealed that the vessel failed to properly maintain and inspect equipment, report non-conformities, and follow onboard procedures required by the SMS and PMS as seen by the following deficiencies. An external third party audit is required prior to being released from detention.

Ship Name: **FRISIAN OCTA**

Ship Type: **General Dry Cargo Ship**

Flag: **Netherlands**

IMO Number: **9526095**

Date of Action: **8/14/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Beheermaatschappij ms Frisian Octa BV

Boomsma Shipping BV

Charterers

Onego Shipping & Chartering BV

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07123 - Operation of Fire protection systems

Description

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. PSCO observed 7 overdue, 10 approaching overdue maintenance items as indicated on the MARAD V.5.5.16.26749. Notably, the 2.01 - ME MAK M2S charge air and exhaust gas, charge air cooler was overdue by 53,083 hours. Additionally, there were approximately 40 skipped alarms on the ALMCS display. Alarms of note include water mist fault alarm, fire detection fault alarm failure, and booster unit common alarm (fuel for main engine). Lastly, there was approximately 40 alarms on the exhaust gas cleaning system that include overload analysis input 3 seawater inlet flow, and a warning - wash - water analyser common alarm. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel 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 the USCG prior to departure from port.

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed half the CO2 bottles for the fixed fire suppression system had safety pins in them, and half did not. Vessel Chief Officer was unable to provide sufficient explanation of how the system should be set up.

Ship Name: **FUJI BAY**

Ship Type: **General Dry Cargo Ship**

Flag: **Liberia**

IMO Number: **8920141**

Date of Action: **10/2/2023**

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Unit: **Marine Safety Unit Port Canaveral**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Seatrade Groningen BV

Fuji Bay Shipping Co NV

Deficiencies: Code - Category

**07110 - Fire fighting equipment and
appliances**

**04114 - Emergency source of power -
Emergency generato**

Description

The function of the detection system shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air at the appropriate temperature. Vessel was found to be using an open flame torch to test heat detectors, which contradicted SMS procedures and manufacturer instruction and may have damaged vital fire detection equipment rendering it incapable of detecting a fire.

Oil fuel pipes, which if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 L and above 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. The quick closing line handle that is located outside of the EDG space broke during testing not allowing the generator to be shut off remotely in case of fire.

Ship Name: **GALLOWAY**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9306471**

Date of Action: **3/21/2023**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Conbulk Shipmanagement Corp
GW Galloway Holdings LLC

Charterers
Sealand Maersk

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

Maintenance of the ship and equipment... in meeting these requirements, the company should ensure that inspections are held at appropriate intervals and any non-conformity is reported, with its possible cause, if known.

Vessels SMS Section E.1.3.3 states Engineer of the watch must make regular and frequent inspections of all machinery... All temperatures, pressures, levels, plans, loading, etc. are to be kept under observation and within normal operating limits, and where alarm conditions occur, he is to investigate the cause and initiate remedial action immediately. (10.2.1, 10.2.2)

Vessel SMS Section E. 1.3.9 states"...that bilges are examined and that oil leaks and spillages are stopped and contained where possible. Bilges are to be kept well lit and clean at all times..." [10.2.1, 10.2.2]

As observed in deficiencies #2 and 3, there were no report or corrective action for permanent repairs made.

An external audit of the ship's SMS is required to be release from detention. While subject to this detention, if movement of the vessel is required to facilitated corrective actions or surveys, you must first seek concurrence from your Liberia Flag representative prior to contacting the Sector Houston-Galveston Inspections staff to coordinate Captain of the Port authorization.

08199 - Other (alarms)

Bilge wells in periodically unattended machinery spaces shall be located and monitored in such a way that the accumulation of liquids is detected at normal angles of trim and heel, and shall be large enough to accommodate easily the normal drainage during the unattended period.

PSCO observed oily water accumulated in bilge. Bilge alarms for starboard and aft locations were inoperable.

07126 - Oil accumulation in engine room

Means shall be provided to control leaks of flammable liquids.

PSCO observed accumulations of oil throughout purifier space, including under deck plates, around number 1 and 2 service generators, and underneath the freshwater generator.

Ship Name: **GOLDEN GRAINS**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9777723**

Date of Action: **8/30/2023**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Reederei MS 'Grainbrain II' GmbH & Co KG

Deficiencies: Code - Category

11119 - Immersion suits

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

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. 14 of 31 immersion suits found to have zipper liner separation at glue seams.

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. Company does not have procedures in place for the inspection of crew's immersion suits. Vessel is required to conduct ISM audit prior to departure from port.

Ship Name: **GOOD HEART**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9669380**

Date of Action: **5/1/2023**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

IOPP

Safety Equipment

Organization Related
to Detention: **Lloyd's Register**

Ship Management: Owners, Operators, or Managers

Good Heart Shipping Ltd

Eurobulk Ltd

Charterers

AMDL Ship Management Ltd

Deficiencies: Code - Category

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

Description

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. PSCO observed the following Safety Management System violations: Vessel engineering crew could not provide tank sounding logs readily upon request. Vessel crew could not provide a log for vessel security seals for valves and piping. Vessel engineering crew could not provide a satisfactory answer to the accumulation of oily water in the keel duct. Vessel engineering crew removed lockouts and seals on BGV-13 Bilge Water Overboard Valve. Ballast Water remote valves were completely removed from the piping system and makeshift means were installed for manual operation; the valves were unable to be operated via remote means. Vessel could not provide satisfactory logs or records of fire, smoke and bilge alarms since 20 March 2023. An external audit into the vessel's safety management system will be required.

08108 - UMS - alarms

Bilge wells in periodically unattended machinery spaces shall be located and monitored in such a way that the accumulation of liquids is detected at normal angles of trim and heel. PSCO tested all four high water level bilge alarms in the engine room, and all were found to be inoperable.

07106 - Fire detection and alarm system

Means shall be provided to detect and give alarms at an early state in case of fires. PSCO observed a smoke detector above the diesel purifier to be covered with a rag, after testing multiple smoke and flame detectors, the entire system could not be acknowledged or reset from the main engine control room control panel. Each individual smoke and flame detectors needed to be removed from their respective mounts in order to be reset. Vessel engineering crew could not provide satisfactory instruction nor procedures for the current operational state of the fire alarm system.

14119 - Oil and oily mixtures from machinery spaces

In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex. PSCO observed excessive accumulation of oily water in the keel duct measuring approximately 39.5 centimeters.

08105 - Engineers' alarm

An engineer's alarm shall be provided to be operated from the engine control room or at the maneuvering platform as appropriate, and shall be clearly audible in the engineers accommodation. Engineer's alarm system is malfunctioning and consistently producing all alarms without audible means since 20 March 2023.

Ship Name: **HAI SOON 61**

Ship Type: **Oil Tankship**

Flag: **Cook Islands**

IMO Number: **9276901**

Date of Action: **7/3/2023**

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Unit: **Sector Honolulu**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Super Shine Development Ltd

Fortune Ship Management Pte Ltd

Deficiencies: Code - Category

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

Description

The company and ship shall comply with the requirements of the ISM Code. Objective evidence discovered in an expanded ISM examination revealed that the vessel's implementation of its SMS failed to fully meet the requirements of the ISM Code. Specifically, the vessel was not maintained in conformity with the provisions of the relevant rules and regulations. This is made particularly evident by deficiency #02, as "2023" in the expiration date was obscured by an added label saying "2024," and deficiency #07, as the master had already signed the bottom of the page to attest that those equipment checks were done for the month of June. Deficiencies #03, #06, and #10 also show issues with vessel maintenance. Additionally, safe practices in ship operation and a safe working environment were not provided for. This is made particularly evident by deficiency #04, as following the operating instructions for the engine room fixed CO2 system would not have resulted in a discharge of the bottles, and deficiency #06, as attempts at temporary repairs were made, but using non-fire-resistant material. Deficiencies #02, #03, and #09 also show that a safe working environment was not being provided. An external audit is required.

Ship Name: **HANSA HORNEBURG**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9373486**

Date of Action: **2/17/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Leonhardt & Blumberg Shipmanagement
GmbH & Co KG**

**Schiffahrts-Gesellschaft 'Horneburg' mbH &
Co KG**

Charterers

Seaboard Marine Ltd Inc

Deficiencies: Code - Category

15106 - Shipboard operations

Description

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. PSCOs observed the HFO day tank quick closing valve in the permanently blocked-open position. PSCOs also observed all valves for the vessel water mist fire suppression system in the closed position. Upon expanding, the C/E provided a check list dated 15FEB2023 for "Weekly Safety Check." The safety check list included testing of the quick closing valves and water mist fire suppression system. The Master or Chief Engineer could not produce any procedures for testing the fire-fighting equipment with regards to the weekly safety check that was provided to the PSCOs. Require ISM audit of the vessel's SMS.

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

Oil fuel pipes, which if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed. PSCOs observed the HFO day tank quick closing valve in the permanently blocked-open position impeding the quick closing mechanism of the valve.

**07123 - Operation of Fire protection
systems**

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCOs observed all valves for the water mist fire suppression system in the closed position, rendering the system not ready for immediate use. Upon further questioning, C/E and crew could not produce procedures for the testing and maintenance of the water mist fire suppression system.

Ship Name: **HELIUM GAS**

Ship Type: **LPG Gas Carrier**

Flag: **Liberia**

IMO Number: **9173070**

Date of Action: **7/13/2023**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Nan Lian Ship Management LLC

Charterers
Geogas Trading SA

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

THE COMPANY SHOULD ESTABLISH PROCEDURES TO ENSURE THAT THE SHIP IS MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE RELEVANT RULES AND REGULATIONS ESTABLISHED BY THE COMPANY. PSCO'S OBSERVED DECK WATER SPRAY PIPING BURST AT 3 DIFFERENT LOCATIONS. ADDITIONALLY MULTIPLE EXPLOSION PROOF BOXES WERE FOUND WASTED OR DAMAGED RENDERING THEM INEFFECTIVE. THE BOXES WERE FOUND THROUGHOUT THE DECK AREA. DUE TO THE OBJECTIVE EVIDENCE IN THE BELOW DEFICIENCIES, THE VESSEL IS NOT IN COMPLIANCE WITH 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 WITHIN 30 DAYS TO DETERMINE WHETHER THE SHIP IS OPERATING IN ACCORDANCE WITH THE ISM CODE. PROVIDE A COPY OF THE COMPLETE AUDIT REPORT TO USCG PRIOR TO DEPARTURE FROM PORT.

07101 - Fire prevention structural integrity

ON SHIPS CARRYING FLAMMABLE OR TOXIC PRODUCTS OR BOTH, A WATER SPRAY SYSTEM FOR COOLING FIRE PREVENTION AND CREW PROTECTION SHOULD BE INSTALLED. PSCO OBSERVED MAIN WATER SPRAY PIPE BURST IN 03 AREAS; PORTSIDE COMPRESSOR ROOM, PORT SIDE TANKS, AND STARBOARD SIDE MOTOR ROOM NEAR MANIFOLD. THE BURSTED PIPE RENDERS THE SYSTEM INEFFECTIVE.

06107 - Cargo operation

WHERE ELECTRICAL EQUIPMENT IS INSTALLED IN GAS-DANGEROUS SPACES OR ZONE, IT SHOULD BE TO THE SATISFACTION OF THE ADMINISTRATION AND APPROVED BY THE RELEVANT AUTHORITIES RECOGNIZED BY THE ADMINISTRATION FOR OPERATION IN FLAMMABLE ATMOSPHERE CONCERNED. PSCO OBSERVED MULTIPLE EXPLOSION PROOF BOXES ON DECK WHERE MISSING BOLTS AND/OR GASKETS WERE WASTED, ULTIMATELY THE INTEGRITY OF THOSE BOXES WERE COMPROMISED. ADDITIONALLY MULTIPLE CABLE GLANDS WERE FOUND DAMAGED OR MISSING.

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: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Cotemar SA de CV

Deficiencies: Code - Category

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

01315 - Oil record book

Description

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.

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.

Ship Name: **HOHEBANK**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

IMO Number: **9435818**

Date of Action: **1/2/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **Govt of Listed Flag**

Ship Management: Owners, Operators, or Managers

Rass Schiffahrt GmbH

Hohebank Container Schiffahrt GmbH & Co

Charterers

**Hoheriff Container Schiffahrts GmbH &
Co KG**

Deficiencies: Code - Category

02199 - Other (Structural condition)

Description

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's last out of water drydock was 14NOV16.

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

A certificate ceases to be valid if the periodical, intermediate or annual survey, as appropriate, or the inspection of the outside of the ship's bottom is not completed within the periods specified in the relevant regulation or article. The vessel's last out of water drydock was 14NOV16 rendering the SOLAS Cargo Ship Safety Construction certificate invalid.

Ship Name: **ICE GRACE**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Bahamas**

IMO Number: **8706777**

Date of Action: **2/1/2023**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Management Certificate**

Organization Related
to Detention: **Lloyd's Register**

Ship Management: Owners, Operators, or Managers
Carpe Marine Group SA
Acheon Akti Navigation Co Ltd

Charterers
Cool Carriers Ltd

Deficiencies: Code - Category

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

**07106 - Fire detection and alarm
system**

Description

In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals; any non-conformity is reported, with it's possible cause, if known; appropriate corrective action is taken; and records of these activities are maintained. Objective evidence discovered during an expanded ISM exam revealed that the vessel failed to properly inspect and maintain critical fire safety appliances including fixed fire detection, fire doors, and fire extinguishers. Additionally, these long-standing non-conformities have not been properly reported or addressed in accordance with the vessel's safety management system. An external third party audit is required.

Any required fixed fire detection and fire alarm system with manually operated call points shall be capable of immediate operation at all times. PSCO observed four fire detectors in the engine room with rags secured around them and one that was dismantled rendering them unavailable for immediate operation. Four additional detectors have been inoperable since October 2022.

Ship Name: **IMPERATOR**
Ship Type: **Bulk Carrier**
Flag: **Marshall Islands**

IMO Number: **9367906**

Date of Action: **6/21/2023**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Tower Shipping Inc

Evalend Shipping Co SA

Charterers

Reliance Bulk Carriers LLC

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

**14105 - Pumping, piping and
discharge arrangements**

Description

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 this code shall be treated as mandatory. In meeting these requirements, the company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations and with additional requirements which may be established by the company. The deficiencies observed by the PSCO and noted in #2, #3, and #4 offer objective evidence that the vessel is neither being maintained nor is 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 is required before the ship is released from detention with a focus on maintenance procedures for fire fighting appliances, pollution prevention equipment, and machinery spaces.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed an accumulation of oil beneath the generators in the engine room and in the purifying flats, including oil soaked lagging. The PSCO observed oil accumulation in bilges, level was at the top of the bilge wells. PSCO observed a full mop bucket with oily water in the vicinity of the generators.

The system shall be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 ppm. PSCO observed three way valve of the oily water separator not functioning properly. The valve only went overboard, or completely cut off, preventing the three way valve from recirculating.

07113 - Fire pumps and its pipes

The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measures the ship is provided with. For this purpose, the following functional requirements shall be met: fire protection systems and fire-fighting systems and appliances shall be maintained ready for use. PSCO requested to test two fire hoses on deck utilizing the emergency fire pump. Crew attempted to energize fire hoses while running on power from emergency fire pump however, no stream of water was produced from either hose.

Ship Name: **INGRID**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9387607**

Date of Action: **3/23/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Oy Lanh Ship AB

Charterers

Seaboard Marine Ltd Inc

Deficiencies: Code - Category

**15104 - Masters responsibility and
authority**

**07126 - Oil accumulation in engine
room**

Description

The company should ensure that the safety management system operating on board the ship contains a clear statement emphasizing the master's authority. The company should establish in the safety management system that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the company's assistance as may be necessary. Master failed to report to company continuous leaks and maintenance issues with the main Diesel engine. Demonstrated systematic breakdown, recommend an external audit.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. PSCOs identified excessive fuel leaks from the main engine and the fuel supply line near injectors #4 and #5. PSCOs also observed excessive accumulation of oil in the bilge and soaked lagging.

Ship Name: **INTL VICTORY**

Ship Type: **General Dry Cargo Ship**

Flag: **Bolivia**

IMO Number: **8977766**

Date of Action: **10/5/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
5 Star Cargo Shipping LLC

Deficiencies: Code - Category

01201 - Certificates for master and officers

Description

Failure of seafarers to hold a certificate, to have an appropriate certificate, to valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5;

PSCO's observed that the Master's certificate of competency was expired on 20 September 2023.

01214 - Endorsement by flagstate

Failure of seafarers to hold a certificate, to have an appropriate certificate, to valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5;

PSCO's observed the flag endorsement for the Master had expired on 20 September 2023.

01218 - Medical certificate

Failure of seafarers to hold a certificate, to have an appropriate certificate, to valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5;

PSCO's observed the Chief Mate's medical certificate had been expired since 26 July 2023. Rendering their current certificate of competency and endorsement to be invalid.

01113 - Minimum Safe Manning Document

**Failure to comply with the applicable safe manning requirements of the administration.
PSCO's observed the vessel did not meet the minimum safe manning requirements because the Master's certificate of competency issued by the vessel's flag state was expired.**

Ship Name: **JBU SAPPHIRE**

Ship Type: **Chemical Tankship**

Flag: **Republic of Korea**

IMO Number: **9412725**

Date of Action: **9/10/2023**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

DM Shipping Co Ltd

Taikun Shipping Co Ltd

Charterers

Womar Logistics Pte Ltd

Deficiencies: Code - Category

15105 - Resources and personnel

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. [6.4] The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of the relevant rules, regulations, codes and guidelines. PSCO observed a loaded ballast water tank adjacent to cargo tank containing sulfuric acid. The vessel's SMS references cargo compatibility chart (APP 1) and the cargo operation manual which prohibits two incompatible substances from being stored adjacent to one another. PSCO also observed incompatible cargo samples stowed in the cargo sample storage locker. Additionally, PSCO observed crew attempting to remove a flange from a cargo tank containing sulfuric acid to test the operation of pressure alarms which is contradictory to the approved procedures for testing pressure sensors in cargo tanks. An external audit by Flag is to determine whether ship crew are operating in accordance with the ISM code, to include cargo compatibility procedures, testing of pressure alarms and cargo sample storage is required prior to being released from detention.

06199 - Other (cargo)

A chemical tanker shall comply with the requirements of the International Bulk Chemical Code. Where column (o) in the table of chapter 17 refers to this section, water shall not be allowed to contaminate this cargo. In addition, the following provisions apply: [.3] The cargo shall not be carried in cargo tanks adjacent to permanent ballast or water tanks unless the tanks are empty and dry. PSCO Observed 252 cubic meters of ballast water loaded in #6 port Water Ballast Tank which was adjacent to the #7 Port Cargo Tank which was carrying sulfuric acid.

**07109 - Fixed fire extinguishing
installation**

A chemical tanker shall comply with the requirements of the International Bulk Chemical Code. The arrangements for providing foam shall be capable of delivering foam to the entire cargo tanks deck area as well as into any cargo tank, the deck of which is assumed to be ruptured. PSCO Observed inadequate firefighting cargo deck area coverage from foam monitors. Monitors provided less than 50% coverage of the cargo tanks deck area in the vicinity of the starboard cargo manifold and Cargo Tank #3, thus limiting the ship's firefighting capability.

Ship Name: **JENS OLDENDORFF**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9852028**

Date of Action: **12/15/2023**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

ASM Maritime BV

Deep Waters shipping Ltd

Charterers

Oldendorff Carriers GmbH & Co KG

Deficiencies: Code - Category

**11134 - Operation of Life Saving
Appliances**

Description

Before a ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. PSCO observed free fall lifeboat unable to start with battery charger disconnected.

Ship Name: **KEN- C I**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

IMO Number: **7710264**

Date of Action: **12/30/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **International Naval Surveys Bureau**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **International Load Line Certificate
SOLAS Cargo Ship Safety Constru**

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

Ship Management: Owners, Operators, or Managers
**Grace Holdings International SA
Gia International Ltd SA**

Deficiencies: Code - Category

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

Description

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.

The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. An external ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and 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 regulations 15 and 16 of this annex.

During the deck walk PSCOs identified multiple areas of excessive corrosion and wastage on cargo hatch covers, compromising their structural strength and weathertight integrity. Additionally, PSCOs observed 6 cargo hatch covers with missing or wasted gaskets. A total of 7 Gasket pieces were noted missing on the Starboard side and 5 were noted missing on the port side. Some Cargo hatches were open and PSCOs could not inspect gaskets on them.

03108 - Ventilators, air pipes, casings

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 observed excessive corrosion to multiple tank ventilation pipes and tank sounding pipes on both port and starboard sides of vessel's bulkhead deck, permitting water intrusion, thus compromising the weathertight integrity of these structures.

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

Such certificate shall be accepted unless there are clear grounds for believing that the condition of the ship or of its equipment does not correspond substantially with the particulars of any of the certificate or that the ship and its equipment are not in compliance with the provisions of regulation 11(a) and (b)

The vessel's annual CSSCC survey was conducted on 16SEPT2023, and a UWILD was also conducted on 12SEPT2023 with no mention of material wastage. PSCOs found clear grounds to believe that vessel's structural conditions are unsafe due to the amount of wastage, excessive corrosion, deck penetrations and ballast tanks holes rendering Cargo Ship Safety Construction Certificate invalid.

Ship Name: **KHARIS TRINITY**

Ship Type: **Bulk Carrier**

Flag: **Republic of Korea**

IMO Number: **9470313**

Date of Action: **3/13/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Korea Shipmanagers Co Ltd

Kharis Shipping Co Ltd

Deficiencies: Code - Category

15106 - Shipboard operations

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

Description

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. PSCOs observed the LSFO service tank quick closing valve in a permanently blocked-open position. C/E could not explain to PSCOs why the blocking device was installed or how long it was in place. Upon expanding, the C/E provided the most recent Engine Room Quarterly Inspection Log on record from June 2021. Upon examination of vessel's SMS procedures, PSCOs observed that a monthly checklist of the engine department should be carried out but could not find guidance on or be informed by the C/E on how to carry out the required checklists. An ISM audit of the vessel SMS is required before departure.

Oil fuel pipes, which if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500L and above 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. PSCOs observed the quick closing valve for the LSFO service tank had a device installed preventing the valve to be closed from a position outside the space.

Ship Name: **LA TEMPERANCE**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

IMO Number: **6719885**

Date of Action: **10/27/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Management Certificate
ILLC**

Organization Related
to Detention: **CONARINA**

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

Deficiencies: Code - Category

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

03104 - Cargo & other hatchways

Description

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. The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM code. An external ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and departure.

The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions.

PSCO's observed approximately 05 holes on the cargo hatch covers ranging in size from 2" to 3", a significant amount of corrosion, and damaged seals rendering the cargo hatch covers to not be weathertight and potentially compromised during adverse sea conditions.

Ship Name: **LA TEMPERANCE**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **6719885**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

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

Deficiencies: Code - Category

**01113 - Minimum Safe Manning
Document**

01218 - Medical certificate

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

Description

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.

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.

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.

Ship Name: **LA TEMPERANCE**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **6719885**

Date of Action: **9/13/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Maritime Agency Inc

S & B Blessing LLC

Deficiencies: Code - Category

15105 - Resources and personnel

Description

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 ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations, codes and guidelines. The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. An external ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and departure.

Ship Name: **LEUDIN 1**

Ship Type: **Other**

Flag: **Cayman Islands**

IMO Number: **9710127**

Date of Action: **2/13/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Urdaneta and Petit LLC

Deficiencies: Code - Category
14503 - Garbage management plan

Description
Every Ship of 100 Gross Tonnage and above... shall carry a Garbage Management Plan which the crew shall follow. Crew could not produce a Garbage Management Plan.

Ship Name: **LINDA D**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Panama**

IMO Number: **9261164**

Date of Action: **2/24/2023**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Isthmus Bureau of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MMS Americas LLC
Barge Two Holdings LLC

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. Every company should develop, implement and maintain a safety management system (SMS) which includes the following functional requirements; a safety and environmental protection policy. The vessel's SMS states: Vessel's safety and operations manual; shipboard operations - engine room machinery, engineer duties and knowledge to include: oil record book maintained IAW MARPOL Regulations, Fire precaution in machinery spaces to provide proper cleaning, especially oils spills and leaks. Cargo operations; load cargo IAW specific approved manuals, e.g., stability manual, cargo securing manual. During an examination of the Oil Record Book (ORB), PSCO found that incorrect codes have been used for the last three years of ORB entries. During the engine room examination, PSCO observed insufficient cleanliness of engine room with excess amount of oily mixture in the bilges. During the deck walk examination, PSCO found that both starboard and port load lines were fully submerged. Vessel is required to conduct an external audit of SMS prior to departure.

**01108 - Load Lines (including
Exemption)**

The appropriate load lines on the sides of the ship shall not be submerged at any time when the ship puts to sea. The port and starboard load lines were found fully submerged. On the port side, the entire plimsol mark is submerged, and the starboard load line is submerged two inches.

**07126 - Oil accumulation in engine
room**

The purpose of this chapter is to require the fullest practicable degree of fire protection. PSCO observed insufficient cleanliness of engine room with excess amount of oily water mixture in bilges.

01315 - Oil record book

The Oil Record Book, whether as a part of the ship's official log book or otherwise, shall be in the form specified in Appendix III to this Annex. Disposal of bilge water which has accumulated in machinery spaces shall be recorded as a code (letter) (D) with corresponding item (number), vessel's CE is recording the method of discharge, transfer, or disposal of bilge water as a code C item 11 and 12.

Ship Name: **LYON II**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9222285**

Date of Action: **11/15/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**NSB Group NSB Niederelbe
Schiffahrtsgesellschaft**

Conti Lyon (Malta) Shipping Ltd

Charterers

MSC Mediterranean Shipping Co SA

Deficiencies: Code - Category

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

Description

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. The technical and operational nature of the deficiencies noted on deficiencies 02, 03, and 04 provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI must be submitted prior to clearance of this deficiency.

Ship Name: **MARAN CAPRICORN**

Ship Type: **Oil Tankship**

Flag: **Greece**

IMO Number: **9389019**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Maran Tankers Management Inc

Genlisea Navigation Ltd

Charterers

BP Exploration & Production, Inc.

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

**07126 - Oil accumulation in engine
room**

Description

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 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.

Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance. The PSCO observed high pressure fuel line failure on the #3 auxiliary engine, located on fuel service lines for the #1 and #2 fuel injectors creating a flammability hazard from an atomized diesel fuel spray. The #1 injector on the #1 A/E was also found with excessive leaks.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed active fuel oil leaks from all 3 auxiliary engine fuel oil filters.

07126 - Oil accumulation in engine room

Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance. The PSCO observed active fuel leaks from high pressure fuel lines on the main engine, located on the #2, #3, and #5 fuel injectors. The fuel leaks were only being addressed by a system of funnels and flexible hoses which haphazardly diverted the fuel from the top of the cylinder head to a drain in the fuel overflow piping. There was indication that both marine gas oil and heavy fuel oil have been leaking from the injectors.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed active fuel leaks in the purifier room from a drain line in the diesel oil service tank for the auxiliary boiler, and fuel leaks from boiler fuel oil heater.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: the ignitability of combustible materials shall be restricted. The PSCO observed poor housekeeping measures throughout the engineering spaces which allowed the collection of flammable liquids, oil soaked absorbent materials, and electrical appliances saturated in oil. Pools of fuel oil and fuel soaked rags were found on the main engine, auxiliary engine, in the purifier room, and emergency diesel generator room.

11101 - Lifeboats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. During the lifeboat examination the starboard lifeboat was unable to be started by the crew for a period of 45 minutes. Deficiency rectified.

11110 - Stowage and provision of liferafts

Each liferaft shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code so that each floats free. The starboard liferaft was permanently attached to the ship and would not float-free if the ship sank. Deficiency rectified.

11110 - Stowage and provision of liferafts

Each survival craft shall be stowed: in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 minutes. The forward remotely located 6 person liferaft painter was lashed to the vessel in a manner which would not allow it to be rapidly cast loose. The shackle connecting the painter to the vessel and securing strap were twist tied closed with thick gauge wire requiring tools to release them. Deficiency rectified.

02134 - Loading/Ballast condition

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. The PSCO observed a 1/2" hole in the #1 ballast water eductor pipe which resulted in the flooding of the pump-room bilge wells with ballast water which was being pumped out by the crew during attendance. Approximately 4" of water was observed in the bilge with indication that the total water level reached 8" deep.

Ship Name: **MARCO VI**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Togo**

IMO Number: **7047203**

Date of Action: **10/26/2023**

Action Taken: **Detention**

Port: **St. Thomas, USVI**

Unit: **MSD ST. THOMAS, USVI**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Marco St Croix Inc

Marco Marine LLC

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. Every company should develop, implement, and maintain a safety management system. As per the vessel's Safety Management System Manual (SMS), the company's policy has banned all alcoholic beverages from their managed vessels. PSCO observed half open bottle of rum, 01 empty bottle of bourbon, and 02 empty cans of beer on the navigational bridge. The Master of the vessel stated he was celebrating his daughter's birthday the night before. Master also stated he was familiar with the SMS policy that banned all alcoholic beverages from the vessel. A safety management audit must be carried out by the Administration or RO before the ship may be released from the detention.

Ship Name: **MARCO VI**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Togo**

IMO Number: **7047203**

Date of Action: **8/17/2023**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Marco Marine LLC

Marco St Croix Inc

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. PSCO officers observed rudder angle indicator was found to be inoperable, fixed at 45 degrees port side, due to a faulty electrical component. Magnetic compass was found with a deviation greater than the 14 degrees deviation on the ship's last deviation report dated 21 January 2023. All other devices were found to have different heading degrees. Vessel's Chief officer did not have any Flag state endorsements, engineer, did not have original Flag state endorsements on board. The steering room was found to have an excessive amount of water due to steering rudder stock wasted packing seal. High water bilge alarm float sensor was found unsecured and free floating in bilge water. Tank vessel response plan was found to have the wrong name. An external audit by the Flag is required within 30 days to determine whether ship and crew are operating in accordance with ISM code. Provide a copy of the complete audit report to the USCG prior to departure from port.

01214 - Endorsement by flagstate

The endorsements referred in paragraphs 5, 6, and 7 shall be issued by the Administration only. Vessel's Chief Officer and 2nd Engineer did not have original Flag state endorsements on board.

Ship Name: **MARCO VI**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Togo**

IMO Number: **7047203**

Date of Action: **1/20/2023**

Action Taken: **Detention**

Port: **St. Thomas, USVI**

Unit: **MSD ST. THOMAS, USVI**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Marco St Croix Inc

Deficiencies: Code - Category

15105 - Resources and personnel

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of the this regulation, the requirements of the Code shall be treated as mandatory. The company should established procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and with any additional requirements, which may be established by the company. Due to objective evidence in the identified deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and Implementation of the vessel's SMS under the Ism Code. PSCOs discovered longstanding non-Compliance with required minimum safe manning and STCW watchkeeping standards, in addition, critical lifesaving equipment was improperly rigged with painter attached directly to the hydrostatic release instead of the weak link. An external audit conducted by the Flag 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.

**01113 - Minimum Safe Manning
Document**

Control exercised by a duly authorized control officer under article X shall be limited to the following: Verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration. The Minimum Safe Manning Certificate requires that a minimum of two watch keeping deck officers shall be on board. Vessel has been operating without 01 deck officer since 27DEC2022 resulting in not meeting the watchkeeping or minimum safe manning in accordance with the vessel's safe manning document.

Ship Name: **MINERVA UNO**

Ship Type: **Research Ship**

Flag: **Marshall Islands**

IMO Number: **9262077**

Date of Action: **6/21/2023**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Marine Geophysical Srl

Ship & Crew Services Srl (SCS)

Charterers

Southcoast Wind

Deficiencies: Code - Category

05102 - Functional requirements

Description

In meeting the requirements of ISM Code, 10.1 the company should ensure that: Inspections are held, non-conformities reports, corrective actions are taken, and record of activities are maintained. Considering the deficiencies noted on CG PSC form B date 20 Jun 2023, #2, 4, 5, 6, 7, 10, 12, and 18 as objective evidence, the company failed to meet the elements of ISM Code 10.1-10.2. An external audit is required prior departure.

Ship Name: **MRC SEDEF**

Ship Type: **Chemical Tankship**

Flag: **Malta**

IMO Number: **9335032**

Date of Action: **6/7/2023**

Action Taken: **Detention**

Port: **St. Croix, USVI**

Unit: **RIO ST. CROIX**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MRC Sedef Shipping Corp Ltd

**MRC Denizcilik Turizm ve Petrol Urunleri
Ticaret L**

Deficiencies: Code - Category

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

Description

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. The objective evidence of the deficiencies below brings into question the validity of the safety management system as required in the ISM Code. An audit is required to be submitted to the Coast Guard prior to departure.

06106 - Cargo transfer - Tankers

A tank vessel must have on board an emergency means to stop the flow of oil or hazardous material. Cargo pumps do not shut down when emergency shutdowns are activated from the port and starboard.

06199 - Other (cargo)

The inert gas system shall be capable of delivering inert gas with an oxygen context of not more than 5% by volume. The ship's inert Gas systems' oxygen content meter is inoperable and they are unable to verify an accurate oxygen content.

02199 - Other (Structural condition)

Ships shall be maintained in compliance with the structural requirements of a classification society which is recognized by the administration. Cargo tank port #5 is leaking cargo vapors and inert gas.

**07106 - Fire detection and alarm
system**

The fire detection and alarm system shall be so designed and positioned as to detect rapidly the onset of fire. The smoke detector above the incinerator was found inoperable.

**04114 - Emergency source of power -
Emergency generato**

Means shall be provided to control leaks of flammable liquids. The emergency generators fuel supp line was foudd leaking.

**04102 - Emergency fire pump and its
pipes**

When the embergency fire pup is delivering water, the pressure shall be not less than 25m3/h. The emergency fire pump has found inoperable.

Ship Name: **MSC AQUARIUS**

Ship Type: **Containership**

Flag: **Cyprus**

IMO Number: **9262704**

Date of Action: **6/11/2023**

Action Taken: **Detention**

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Genious Shipping SA

Charterers

Compania Naviera Fabienne SA

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

15109 - Maintenance of the ship and equipment

13199 - Other (machinery)

Description

The Safety Management System (SMS) should ensure compliance with mandatory rules and regulations; and that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account. The combination of deficiencies below indicates a serious failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit shall be carried out by the Administration or the RO before the ship may be released from detention.

The condition of the ship shall be maintained. PSCO observed active leaks on the fuel oil purifiers and main engine fuel injectors (cylinders #2 & #8), resulting in excessive oil in the bilges throughout the engine room posing a pollution/fire risk. On March 29, 2023, the ship received a PSC exam in Houston, TX and received a similar deficiency citing excessive leakage in the engine room. CG Sector Houston required an internal audit be completed within 90 days with "the focus on engine room maintenance and cleanliness." The required internal audit was carried out on 07Jun2023. A review of the resulting audit report by the PSCO did not reveal any particular focus on engine room cleanliness/maintenance. Further, the excessive oil accumulation in the bilges and fuel oil purifier room constitute objective evidence that any corrective actions which may have been implemented were ineffective.

Steam pipe systems and fittings shall withstand the max working stress to which subjected. PSCO observed that lagging had been removed from fuel oil heating steam piping in the port tunnel, exposing an active steam leak and hot surfaces. Similarly, a steam leak was noted on the heat exchanger for the lube oil purifier. These conditions poses a burn risk to the crew.

13199 - Other (machinery)

Machinery shall be adequate for intended purpose. Excessive water leakage was noted from two scrubber seawater pumps (P01B and P01C). Multiple soft patch and unapproved repairs were also noted on the seawater scrubber piping. Finally, the sea water piping at the scrubber, located in the top of the engine room, was leaking and raining down onto the main engine (cylinders 9-12). The excessive crystalized salt build-up on the engine head indicates long term leakage.

Ship Name: **MSC CANDICE**

Recognized Org: **DNV**

Ship Type: **Containership**

Recognized Security
Organization (RSO):

Flag: **Panama**

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

IMO Number: **9339284**

Relevant Certificates:

Date of Action: **9/23/2023**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Staten Island, New York**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers
Mediterranean Shipping Co Srl
Compania Naviera Candice SA

Deficiencies: Code - Category

Description

01315 - Oil record book

Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part I, so that all entries in the book appropriate to that operation are completed. Missing bunker log entry in Oil Record Book Part 1 for receipt of 2,501.980 metric tons of HCFO and 199.870 metric tons of MGO on 08/01/2023. Additionally, log entry detailing oil transfers from the bilge well below main engine through a manual portable pump to sludge tank not being recording in Oil Record Book Part 1.

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 inspections be held at appropriate intervals. Any non-conformity is reported with its possible cause. If known appropriate corrective action is taken. Due to the objective evidence in the following deficiencies, the vessel is not in substantial compliance with relevant conventions calling into question the adequacy and implementation of the vessels SMS under the ISM code. PSCO collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit by a third party is required. Provide a copy of the completed audit to the USCG prior to departure from port.

14105 - Pumping, piping and discharge arrangements

In addition to the requirements contained elsewhere in the present regulations, ships shall be designed, constructed and maintained in compliance with the structural, mechanical, and electrical requirements of a classification society which is recognized by the administration in accordance with the provisions of regulation XI/1, or with applicable national standards of the Administration which provide an equivalent level of safety. PSCO observed portable pump next to bilge well opening below main engine. Chief engineer explained that the manual portable pump is used to transfer bilge contents from bilge well to sludge tank. This was due to the oil content being too high and triggering shutdown of the OWS system. No class or flag approved procedures or instructions could be provided.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose the following functional requirements shall be met: Means shall be provided to control leaks of flammable liquids. PSCO observed numerous oil soaked rags, catch basins around engine room and oil stained cardboard being used as splash guard around fuel filter on generators #2 and #4.

Ship Name: **MSC DARWIN VI**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9200689**

Date of Action: **7/11/2023**

Action Taken: **Detention**

Port: **Newark, New Jersey**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Darwin Oceanway Ltd

MSC Shipmanagement Ltd

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

09110 - Electrical devices

Description

The arrangements for the storage, distribution, and utilization of the oil fuel shall be as such to ensure the safety of the ship and persons on board. PSCO witnessed excessive oil accumulation throughout the entire engine room. Multiple pipes and critical engineering equipment and machinery were saturated in oil. Oil purifier catch basin found filled with oil. Excessive oil soaked rags were found on main engine, generators, and oil purifiers to slow active leaks. In addition, PSCO observed excessive oily water in the vessel's bilge, increasing the risk of fire growth and potential & creating a hazardous and unsafe condition for the crew.

Exposed metal parts of electrical machines or equipment which are not intended to be live but which are liable under fault conditions to become live shall be earthed. 440v reefer distribution panels were found with no bonding cables or wasted with no connection to earthed joint. In addition, multiple cargo deck lights were found extinguished or not maintaining intrinsically safe condition.

Ship Name: **MSC GREENWICH**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9286267**

Date of Action: **1/13/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MSC Shipmanagement Ltd
Tyche Oceanway Ltd

Deficiencies: Code - Category

15113 - Other (ISM)

Description

The documents used to describe and implement the safety management system may be referred to as the safety management manual. Documentation should be kept in a form that the company considered most effective. Each ship should carry on board all documentation relevant to that ship. Upon requesting to review the vessel's SMS procedures to ensure compliance with cyber security regulations, the PSCO discovered that the vessel has not been able to access their SMS since 29 December 2022, leaving the vessel's crew unable to access critical maintenance procedures, safety checklist, etc. The vessel's master was able to provide a company-wide cyber security handbook that was provided to the crew but not specific to the vessel. No drills, training, or cyber security SMS procedures were available for the PSCO to verify compliance. Additionally, PSCO was able to observe that basic cyber hygiene procedures were not being followed. PSCO found passwords openly displayed in navigation bridge, cargo control room and engine control room. Due to the objective evidence above, the vessel is not in substantial compliance with the ISM convention and the implementation of Maritime Cyber Risk Management Systems (Regulation MSC. 428(98)), which entered into force 01JAN2021. An external audit is required within 3 months or prior to returning to a US port after sailing foreign to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the Audit Report to the USCG when completed.

Ship Name: **MSC JOANNA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9304435**

Date of Action: **1/5/2023**

Action Taken: **Detention**

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Compania Naviera Joanna SA

Mediterranean Shipping Co Srl

Charterers

MSC Mediterranean Shipping Co SA

Deficiencies: Code - Category

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

11101 - Lifeboats

15110 - Documentation-ISM

Description

The safety management system should ensure compliance with mandatory rules and regulations; and that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account. The combination of deficiencies below indicates a serious failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit shall be carried out by the Administration or the RO before the ship may be released from detention.

Life-saving appliances shall be in working order and ready for immediate use. PSCO observed STBD lifeboat/rescue boat failed to engage propulsion during operational test. Upon further examination, the lifeboat's gearbox bolts attaching it to drive shaft were sheared. (ISM Related)

The fire detection and fire alarm systems shall be kept in good order so as to ensure their required performance if a fire occurs. PSCO observed the fire detection panel in the bridge was in fault status and could not be cleared. (ISM Related)

Ship Name: **MSC JUDITH**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9299549**

Date of Action: **6/25/2023**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **Marine Safety Unit Savannah**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Compania Naviera Hegetoria SA

Mediterranean Shipping Co Srl

Deficiencies: Code - Category

**11129 - Operational readiness of
lifesaving appliances**

Description

Each life raft or group of life rafts shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code so that each floats free and, if inflatable, inflates automatically when the ship sinks. PSCO observed the painter lines for the 04 liferafts connected to the cradle and not the weak-link, preventing float free arrangement. In addition, the hydrostatic releases for the 04 life rafts were installed upside down, preventing proper operation and restricting the release of the canister cover.

Ship Name: **MSC KATYAYNI**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9110389**

Date of Action: **7/20/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MSC Shipmanagement Ltd

CN Compania Naviera Sea Breeze SA

Deficiencies: Code - Category

07126 - Oil accumulation in engine room

Description

The arrangements for the storage, distribution, and utilization of other flammable oils... shall be such as to ensure the safety of the ship and persons on board. PSCO witnessed excessive oil accumulation near main engine cylinders, auxiliary generators, oil purifying space, and HFO settling tank. Throughout the engine room, oil-soaked lagging was present and active leaks were observed on the auxiliary generators. Lagging over critical machinery components has been painted over, eliminating the possibility to identify if and components are leaking. In addition, numerous oil-soaked rags were removed from concealed locations. The amount of standing oil combined with the presence of excessive combustible materials in the engine room poses an increased probability of ignition within the engine room, thus endangering the crew, the port, and the environment.

07101 - Fire prevention structural integrity

Where "A" class divisions are penetrated for the passage of electric cables... arrangements shall be made to ensure that the fire resistance is not impaired.. Penetration for shore tie between tunnel and main engine room found unsealed in vicinity of improperly stowed fuel samples. Penetrations through superstructure identified by FCP as "A" class boundaries found penetrated and not properly sealed near main deck entrance into house.

07101 - Fire prevention structural integrity

For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (11) below. PSCOs discovered MARPOL fuel samples stored in ship's tunnel in unapproved storage container. The samples are required to be stored in category (9) spaces with "A" class boundaries.

07105 - Fire doors/openings in fire-resisting division

The fire resistance of doors shall, as far as practicable, be equivalent to that of the division in which they are fitted. "A" Class self-closing door between ECR and engine room missing locking mechanism and door handle creating openings in the door. Additionally, the door is warped and does not close on its own.

Ship Name: **MSC KOREA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9123154**

Date of Action: **3/9/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MSC Shipmanagement Ltd
Korea Maritime Inc

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

Description

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. Multiple fuel oil leaks were observed in the engine room. E/R log states rounds are being conducted every four hours but there is no guidance as to which items are to be checked and at what frequency. SMS states oil leaks shall be cleaned, but multiple catch basins were observed throughout E/R, including approximately 2 inches oil under M/E shaft seal near cylinder 4 and 5. None of these fuel leaks have been reported to the company for rectification. Based on the objective evidence cited above, the vessel is not in substantial compliance with the relevant conventions, this questioning the adequacy and overall implementation of the vessels SMS. An external audit conducted by the flag or RO to determine the ship is operating in accordance with the ISM Code is required.

In a ship which oil fuel is used, the arrangements for the storage, distribution, and utilization of the oil shall be such to ensure the safety of the ship. PSCO observed fuel oil leaks in numerous locations including, but not limited to, Main Engine Shaft Seal near cylinder #4 and #5, M/E crankcase, pooled oil in m/e containment, lube oil purifier pump, and aux generator piping. Crew was observed removing manufactured catch basins full of oil and oil soaked rags in areas where oil leaks were observed. In addition, Excessive amounts of pooled fuel oil were discovered under step of main engine, coming from M/E shaft seal near cylinder #4 and #5.

Ship Name: **MSC MANU**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9238789**

Date of Action: **5/16/2023**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MSC Shipmanagement Ltd
Fair Wind Marshall SA

Deficiencies: Code - Category

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

Description

Oil Fuel Pipes, which, if damaged, would allow oil to escape from a storage, settling or service tank having a capacity of 500L and above 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. Fuel oil service tank quick closing valve 0F151F was found to be propped up with two bolts wedged inside of the closing mechanism, preventing the valve from closing.

15105 - Resources and personnel

The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations, codes and guidelines. Record of inspection and servicing for emergency fuel supply shut-off were pre-signed by 2nd Engineer. SMS rotational procedure for monthly emergency fuel supply system shut-off tests are inconsistent with Vessel's SMS procedure E-6 (version 00) for quarterly tests. There were no records of which tank quick closing valve were tested.

Ship Name: **MSC MARINA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9275971**

Date of Action: **4/21/2023**

Action Taken: **Detention**

Port: **Newark, New Jersey**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Xiang L41 HK International Ship Lease Co
Ltd**

Mediterranean Shipping Co Srl

Charterers

Conglomerate Maritime Ltd

Deficiencies: Code - Category

15106 - Shipboard operations

**07126 - Oil accumulation in engine
room**

Description

The company should establish procedures, plans and instructions, including checklists as appropriate. PSCO's identified multiple areas of oil accumulation around the engine room. Standing oil was observed on main engine and in the purifier room. Several plastic buckets cut to fit under machinery are in use to collect dripping oil, and several metal deflecting plates are in place to deflect spraying oil. These deflection plates are located on the main engine and in the purifier space. Oil-soaked lagging was also discovered in these areas. After reviewing the vessel's "Chief Engineer Standing Orders", Line item 6 refers to addressing excessive oil accumulation and line item 11 refers to keeping the engine room in an excellent condition. Additionally, the injectors and fuel pumps have exceeded their maximum running hours per the vessels SMS: fuel injectors to cylinders 1, 4 and 8; fuel pump to cylinder 1. An external SMS audit is required.

Means shall be provided to control leaks of flammable liquids. PSCO's identified multiple areas of oil accumulation around the engine room. Standing oil was observed on main engine and in the purifier room. Several plastic buckets cut to fit under machinery are in use to collect dripping oil. Additionally, several metal deflection plates were put in place by the crew to deflect spraying oil into buckets. These deflection plates are located on the main engine and in the purifier space. Oil soaked lagging was also discovered in these areas.

Ship Name: **MSC TIANJIN**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9285471**

Date of Action: **5/30/2023**

Action Taken: **Detention**

Port: **Portsmouth, Virginia**

Unit: **Sector Virginia**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Global Ship Lease 53 LLC

Technomar Shipping Inc

Charterers

MSC Mediterranean Shipping Co SA

Deficiencies: Code - Category

15102 - Company responsibility and authority

Description

The condition of the ship shall comply with the requirements of the ISM Code. The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. The company should ensure appropriate corrective action is taken. PSCO observed, during an expanded exam, the following: Failure of the company and ship to properly manage failing E/R equipment, to include, A/E #3, boiler, oily water separator, fresh water ejector pump, M/E smoke detector, M/E blowers, and ballast water treatment system. In addition, PSCO observed local water mist system in "Manual" mode, as well as physically off (ball valves in the closed position) in E/R due to severe leakage in the system when the valves are in the open position. Chief engineer requested parts to repair the system on 14OCT2022, which have not been received. An external ISM audit is required prior to release from detention.

07109 - Fixed fire extinguishing installation

Fire fighting systems & appliances shall be kept in good working order and readily available for immediate use. PSCO found Hyper Mist System in manual mode and all manual valves in closed positions.

02199 - Other (Structural condition)

After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the administration, except the direct replacement of such equipment and fittings. While testing OWS, PSCO found pipe from bilge holding tank to OWS severed and discharging bilge water.

07106 - Fire detection and alarm system

Fire detection and fire alarm systems shall be kept in good order so as to ensure their required performance if a fire occurs. PSCO found smoke detector over M/E removed.

Ship Name: **MSC VITTORIA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9299551**

Date of Action: **8/9/2023**

Action Taken: **Detention**

Port: **Portsmouth, Virginia**

Unit: **Sector Virginia**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Compania Naviera Vittoria SA

Mediterranean Shipping Co Srl

Deficiencies: Code - Category

**15102 - Company responsibility and
authority**

**07126 - Oil accumulation in engine
room**

**07126 - Oil accumulation in engine
room**

Description

The company and the ship shall comply with the requirements of the ISM Code. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. The company should ensure: appropriate corrective action is taken. PSCO observed, during an expanded exam, the following: Failure of the company and ship to properly manage failing E/R equipment, to include: A/E fuel delivery, A/E cooling water, oil mist detectors on A/E, steam pipes, fuel oil booster pumps, piping for OWS, piping for BWMS, E/R ventilation, F/O leak alarm on A/E. External ISM audit required prior to being released from detention. 74SOLAS(20) IX/3.1 ISM code 10 30ABC

Means shall be provided to control leaks of flammable liquids. PSCO observed leaking F/O booster pump in purifier space.

Means shall be provided to control leaks of flammable liquids. PSCO observed A/E #04 leaking fuel and lube oil from cylinder tops.

Ship Name: **NACC VEGA**

Ship Type: **Cement Carrier**

Flag: **Panama**

IMO Number: **9486336**

Date of Action: **9/10/2023**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Gremex Shipping SA de CV

Alton Shipping Ltd

Charterers

Etolia Shipping Operators SA

Deficiencies: Code - Category

**07123 - Operation of Fire protection
systems**

**07124 - Maintenance of Fire
protection systems**

Description

Fire-fighting systems and appliances shall be kept in good order and readily available for immediate use. PSCO observed releasing control for CO2 cylinder to engine room was not readily available for immediate use due to being zip-tied in closed position. Pneumatic piping is not intact due to missing nozzle caps. Flexible discharge hose and fitting was not attached/secured to CO2 cylinder.

Maintenance testing and inspection shall be carried out based on the guidelines developed by the organization, and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances. On board maintenance inspections are not being carried out in accordance with the ship's maintenance plan, which shall include the minimum requirements of sections 4 through 10 of MSC.1/CIRC.1432 Annex. Existing maintenance plan did not include minimum requirements along with objective evidence that required maintenance, testing and inspections have been carried out to those standards.

Ship Name: **NACC VEGA**
Ship Type: **Cement Carrier**
Flag: **Panama**
IMO Number: **9486336**
Date of Action: **8/21/2023**
Action Taken: **Detention**
Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Recognized Org: **RINA Services S.p.A.**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Gremex Shipping SA de CV
Alton Shipping Ltd
Charterers
Etolia Shipping Operators SA

Deficiencies: <u>Code - Category</u>	<u>Description</u>
15106 - Shipboard operations	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 additional requirements which may be established by the company. Due to the deficiencies of a technical and/or operational nature identified below which individually or collectively provides objective evidence of the ISM code. An external audit shall be conducted by the Flag Administration before the vessel will be released from its detention to determine whether the vessel is operating in compliance with the ISM code. A copy of the completed external audit shall be provided to this office for review prior to departure from the port of Pensacola.
11104 - Rescue boats	Before the ship leaves port and at all times during the voyage all life saving appliances shall be in working order and ready for immediate use. PSCO observed rescue boat engine unable to start.
04114 - Emergency source of power - Emergency generato	The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency. PSCO observed during the testing of the emergency generator, that the emergency generator was not providing sufficient voltage or Hz to supply the emergency switchboard.
07105 - Fire doors/openings in fire-resisting division	The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: structural fire protection, including fire-resisting divisions, and protection of openings and penetrations in these divisions. PSCO observed that fire boundary doors, in vessel stairway enclosure, were unable to close and latch properly.

Ship Name: **NAVIGATOR PHOENIX**

Ship Type: **LNG Gas Carrier**

Flag: **Liberia**

IMO Number: **9407330**

Date of Action: **3/17/2023**

Action Taken: **Detention**

Port: **Texas City, Texas**

Unit: **Marine Safety Unit Texas City**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Northern Marine Management Ltd

Navigator Phoenix LLC

Charterers

Yara Switzerland Ltd.

Deficiencies: Code - Category

**06105 - Atmosphere testing
instruments**

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

Gas detection equipment acceptable to the administration and suitable for the gases to be carried should be provided in accordance with column F in the Table of Chapter 19. When PSCOs attempted to observe testing of the installed ammonia NH3 sensor it was discovered there was no test gas available on board.

The Safety Management System should include procedures ensuring that non-conformities and hazardous situations are reported to the company and investigated and analyzed to improve safety and pollution prevention. On 28 OCT22 Autronica Fire & Security AS installed a new NH3 sensor. The invoice states that at completion of the install there was no test gas for NH3 on board and that initial sensor calibration must be performed when test gas is on board. A requisition was created and test gas was expected to be received 08NOV2022. The test gas was not received and a non-conformity was raised by the crew 30 days later on 08DEC2022 using SMS Form ID#08-12-2022/Other/SMT documenting the non-conformity. On 11FEB2023 the crew performed SMS quarterly maintenance procedure WOU.NPH.2022.004798 and documented in the findings that the NH3 sensor testing could not be performed due to no test gas on board. On 17MAR2023 PSCOs found that test gas was not on board while witnessing gas detection system testing. Vessel has been operating from 28OCT2022-17MAR2023 without having acquired test gas to properly calibrate NH3 sensor. Vessel has conducted numerous NH3 cargo operations during this time period. An expanded ISM Exam was conducted. Deficiencies 1 and 2 provide objective evidence that revealed a possible major non-conformity of ISM Code 9.1. An external audit is required focusing on ISM Code 9.

Ship Name: **NAVIOS CELESTIAL**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9496226**

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

Action Taken: **Detention**

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Highbird Management Inc

Navios Dry Cargo Management Inc

Charterers

Ultrabulk A/S (Ultrabulk MPP)

Deficiencies: Code - Category

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

**15102 - Company responsibility and
authority**

Description

The Safety Management System (SMS) should ensure compliance with mandatory rules and regulations; and that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account. The combination of deficiencies below indicates a serious failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit shall be carried out by the Administration or the RO before the ship may be released from detention.

Machinery shall be adequate for intended purpose. The #1 and #2 main saltwater cooling lines were found to be temporarily repaired with cement box patches. The #2 main saltwater cooling line was observed to be leaking. A more detail inspection was conducted including interviews of the engineering staff and a review of the relevant sections of the SMS. According to the SMS (Section 10.1), the master is to inform the company of any non-conformity, defect, malfunction, or breakdown of the hull, machinery and equipment, as well as any maintenance or repair work. The Master was able to produce one email to the Company regarding the repair on the #2 cooling line, however there was no objective evidence that the defect on the #1 cooling line was ever reported to the Company. In addition, there is no objective evidence that the Company took appropriate corrective action or that they informed the Administration or Recognized Organization as required by the ISM Code, Section 10 and the Company's SMS, respectively. Interviews with the C/E indicated that the temporary repairs have been installed since February, 2023.

Ship Name: **NAVIOS DOMINO**

Ship Type: **Containership**

Flag: **Marshall Islands**

IMO Number: **9478494**

Date of Action: **5/31/2023**

Action Taken: **Detention**

Port: **Norfolk, Virginia**

Unit: **Sector Virginia**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Navios Containers Management Inc

Jiahai International Ship Lease Co Ltd

Charterers

Hapag Lloyd

Deficiencies: Code - Category

**15102 - Company responsibility and
authority**

**07126 - Oil accumulation in engine
room**

Description

The company and the ship shall comply with the requirements of the ISM Code. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. The company should ensure; appropriate corrective action is taken. PSCO observed, during an expanded exam the following: Failure of the company and ship to properly manage failing E/R equipment, to include, M/E cooling water system, M/E F/O lines, hydraulic pump cooling system, and boiler. An external ISM audit is required prior to release from the detention.

Means shall be provided to control leaks of flammable liquids. PSCO observed excessive leakage of F/O in several locations on the M/E fuel return lines and oil soaked lagging, as well as diesel fuel spraying from the pressure gauge on the diesel fuel line.

Ship Name: **OMIROS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9538763**

Date of Action: **9/27/2023**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Laskaridis Shipping Co Ltd

Sedna Maritime SA

Deficiencies: Code - Category

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

Description

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. The technical and/or operational nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI must be submitted prior to clearance of this deficiency.

Ship Name: **PACIFIC JEWEL**

Ship Type: **Oil Tankship**

Flag: **Hong Kong**

IMO Number: **9413779**

Date of Action: **1/7/2023**

Action Taken: **Detention**

Port: **Long Beach, California**

Unit: **Sector Los Angeles-Long Beach**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Fleet Management Ltd

Heroic Auriga Inc

Charterers

Dampskibsselskabet Norden A/A

Deficiencies: Code - Category

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

**07110 - Fire fighting equipment and
appliances**

Description

**OBJECTIVE EVIDENCE DISCOVERED DURING AN
EXPANDED ISM EXAM
REVEALED THE FOLLOWING DEFICIENCY: THE
VESSEL FAILED TO FULLY
IMPLEMENT THE REQUIREMENTS OF THE ISM
CODE THROUGH THEIR SMS
PROCEDURES. THE COMPANY DID NOT TAKE
APPROPRIATE ACTIONS ON
IDENTIFIED NON-CONFORMITIES. THIS IS MADE
EVIDENT BY DEFICIENCY 2. AN EXTERNAL
AUDIT IS REQUIRED; A COMPLETE SHIPWIDE
INSPECTION OF THE FIREFIGHTING EQUIPMENT
IS REQUESTED.**

**FIRE-FIGHTING SYSTEMS AND APPLIANCES
SHALL BE KEPT IN GOOD
WORKING ORDER AND READILY AVAILABLE
FOR IMMEDIATE USE. PSCO
OBSERVED 24 OF 33 FOAM DISCHARGE NOZZLES
IN THE ENGINE ROOM WERE BLOCKED
PREVENTING THE OPERATION OF PRIMARY
FIREFIGHTING CAPABILITIES WITHIN THE
SPACE.**

Ship Name: **PACIFIC WORLD**

Ship Type: **Passenger Ship**

Flag: **Panama**

IMO Number: **9000259**

Date of Action: **7/11/2023**

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Unit: **Sector Honolulu**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Pacific World Cruise Ltd

Integrated Cruise Management Pte Ltd

Deficiencies: Code - Category

11104 - Rescue boats

11101 - Lifeboats

Description

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Port side fast rescue boat engine control signals were not being received by the engine rendering the fast rescue boat unable to maneuver.

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Lifeboat #2 engine overheated due to the engine cooling system not operating properly. This prevented lifeboat #2 from returning to the mothership under its own power and forced an emergency mooring to the pier, aft of the mothership. Lifeboat #7 reduction gear would not clutch ahead. Lifeboat Tender #1 reduction gear would not clutch in.

Ship Name: **PEPIN EXPRESS**

Recognized Org: **CONARINA**

Ship Type: **General Dry Cargo Ship**

Recognized Security
Organization (RSO):

Flag: **Tanzania**

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

IMO Number: **9196228**

Relevant Certificates:

Date of Action: **9/11/2023**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Americas Marine Management Services Inc

Trans-Pepin S de RL

Deficiencies: Code - Category

Description

15105 - Resources and personnel

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. The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. An external ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency and departure.

01212 - Certificate for medical care

Each seafarer holding a certificate issued under the provisions of the Convention, who is serving at sea, shall also hold a medical certificate issued in accordance with the provisions of this regulation and of section A-1/9 of the STCW Code. PSCO's discovered that the medical certificate for the Chief Engineer was expired.

Ship Name: **PORTO LEONE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9656096**

Date of Action: **8/30/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Uniteam Marine Shipping GmbH

Porto Leone Shipping Corp

Charterers

Bunge SA

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07126 - Oil accumulation in engine room

07126 - Oil accumulation in engine room

Description

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, and appropriate corrective action is taken. PSCOs collected objective evidence including fuel oil leaks on all three ships service generators, multiple oily rags and deteriorating lagging throughout the engine room, the emergency hydraulic reserve tank was less than 50% capacity as indicated by the ship's SMS, both steering pumps are actively leaking hydraulic fluid, and that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit conducted by a third party is required.

Means shall be provided to control leaks of flammable liquids. All ships service generators found actively leaking fuel oil. PSCOs observed standing oil behind the number five main engine cylinder and excessive oil in the bilge.

Means shall be provided to restrict the ignitability of combustible material. PSCOs observed multiple oil-soaked rags throughout the engine room as well as oil-soaked and deteriorating lagging.

Ship Name: **PS DREAM**
Ship Type: **Chemical Tankship**
Flag: **Panama**
IMO Number: **9358307**
Date of Action: **3/14/2023**
Action Taken: **Detention**
Port: **Corpus Christi, Texas**
Unit: **Sector Corpus Christi**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Prive Shipping Denizcilik Ticaret AS
SLH2021 SA
Charterers
Petro Plus General Trading LLC

Deficiencies: <u>Code - Category</u>	<u>Description</u>
15105 - Resources and personnel	Objective evidence discovered in an expanded ISM examination revealed the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by deficiencies 02, 03, and 04. This indicates that the ship and/or company are not meeting the SMS requirements. An external audit is required.
04109 - Fire drills	The drills of the crew shall take place within 24 h of the ship leaving port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modifications of a major character or when a new crew is engaged, these drills shall be held before sailing. The drills required were not held before sailing when a new crew was engaged, nor at any time during the following voyage.
07125 - Evaluation of crew performance (fire drills)	Parties responsible for fire extinguishing shall be organized. These parties shall have the capability to complete their duties at all times while the ship is in service. The vessel's crew lacked familiarity with shipboard fire extinguishing procedures and equipment. During the fire drill, Port State Control Officers observed a breakdown in communication resulting in a loss of situational awareness, and a lack of familiarity with required equipment.
07110 - Fire fighting equipment and appliances	Crew members shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any fire-fighting systems and appliances that they may be called upon to use. When requested by the PSCO to perform a routine test of the deck foam monitors, the crew was unable to operate the system for 20 minutes due to unfamiliarity with the piping and valve configuration.

Ship Name: **PVT SUNRISE**

Ship Type: **Chemical Tankship**

Flag: **Panama**

IMO Number: **9565742**

Date of Action: **11/12/2023**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **Marine Safety Unit Savannah**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Phuong Dong Viet Shipping and Logistics

Petrovietnam Transportation Hanoi JSC

Deficiencies: Code - Category

**11129 - Operational readiness of
lifesaving appliances**

Description

Each life raft or group of life rafts shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code so that each floats free and, if inflatable, inflates automatically when the ship sinks. PSCO observed the painter lines for the 02 life rafts connected to the cradle shackle and not the weak-link, preventing float free arrangement.

Ship Name: **RAMBLE ON**

Ship Type: **Other**

Flag: **Marshall Islands**

IMO Number: **1002342**

Date of Action: **10/27/2023**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Ramble On Ltd.

Deficiencies: Code - Category

14104 - Oil filtering equipment

Description

Oil filtering equipment referred to in paragraph 01 of this regulation shall be of a design approved by the admin and shall ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. PSCO observed that Chief Engineer was not able to demonstrate proper operation of the required equipment and was not familiar with where the overboard discharge valve was located to show proof that system was secured.

01315 - Oil record book

The Oil Record Book Part I shall be completed on each occasion whenever the listed machinery space operations take place, including collection and disposal of oil residues, and discharge or disposal of bilge water accumulated in bilge spaces. PSCO discovered inaccurate entries in the ORB, including missing OWS test entry dating from 07 June 2023, inaccurate bilge tank soundings, oily water waste production soundings and lack of receipts for disposed oily water products. PSCO observed active water leak entering the engine room bilge (~1 gal/min) stemming from port and starboard stabilizer requiring proper collection and disposal IAW MARPOL regulations via OWS or pump out; amounts of oily water mixtures observed were not reflected in the ORB.

Ship Name: **RIGEL LEADER**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Japan**

IMO Number: **9604940**

Date of Action: **2/28/2023**

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Unit: **Sector Jacksonville**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Management Certificate**
Safety Equipment

Organization Related
to Detention: **Nippon Kaiji Kyokai**

Ship Management: Owners, Operators, or Managers

Excel Marine Co Ltd

Hakuyo Shipping Co Ltd

Charterers

Lucia Navigation (Panama) SA

Deficiencies: Code - Category

**01107 - Safety Management
Certificate (SMC/ ISM)**

11104 - Rescue boats

11101 - Lifeboats

Description

THE COMPANY SHOULD ESTABLISH PROCEDURES TO ENSURE THAT THE SHIP IS MAINTAINED IN CONFORMITY WITH THE PROVISIONS OF THE RELEVANT RULES AND REGULATIONS. THE OBJECTIVE NATURE OF DEFICIENCIES 02 AND 03 DEMONSTRATE THE VESSEL IS NOT BEING MAINTAINED TO INTERNATIONAL STANDARDS, BRINGING INTO QUESTION THE VALIDITY OF THE SAFETY MANAGEMENT CERTIFICATE ISSUED PURSUANT TO THE ISM CODE. AN EXTERNAL AUDIT IS REQUIRED TO BE COMPLETED PRIOR TO DEPARTURE FROM PORT.

CARGO SHIPS SHALL CARRY AT LEAST ONE RESCUE BOAT COMPLYING WITH THE REQUIREMENTS OF SECTION 5.1 OF THE CODE. VESSEL DOES NOT HAVE A RESCUE BOAT ON BOARD.

CARGO SHIPS SHALL CARRY ONE OR MORE TOTALLY ENCLOSED LIFEBOATS COMPLYING WITH THE REQUIREMENTS OF SECTION 4.6 OF THE CODE OF SUCH AGGREGATE CAPACITY ON EACH SIDE OF THE SHIP AS WILL ACCOMMODATE THE TOTAL NUMBER OF PERSONS. VESSEL DOES NOT HAVE A LIFEBOAT ON BOARD.

Ship Name: **SALSA**

Ship Type: **Tankship (Not Specified)**

Flag: **Marshall Islands**

IMO Number: **9555307**

Date of Action: **8/12/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **Nippon Kaiji Kyokai**

Ship Management: Owners, Operators, or Managers

Salsa Marine SA

Spring Marine Management SA

Charterers

Graypen Limited

Deficiencies: Code - Category

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

Description

The company and the ship shall comply with the requirements of the International Safety Management Code... The safety management system should provide for specific measures aimed at promoting the reliability of such equipment or technical systems that are not in continuous use. Inspection reports indicated satisfactory condition and no non-conformity reports, while material condition identified multiple issues. Multiple fire extinguishers were found not inspected for months/not in serviceable condition. Secondary means of communication (phone) in steering gear was found not operating properly, no report made. Fixed foam applicator inoperable due to severe corrosion deterioration, raw water cooling pump(s) leaking excessively, multiple smoke detectors being held together by tape, no report made, and an engine room safety rail was discovered creating a severe falling hazard from the upper engine room. In addition, the crew incorporated an OWS non-approved operating procedure that involved flushing sea water with oily waste to avoid the oil content meter reading above 15 ppm so that the effluent could be pumped directly overboard. Crew informed PSCO this was the only way to get system to operate. An ISM external audit is required prior to departing the port of New York/ New Jersey.

**07108 - Ready availability of fire
fighting equipment**

The purpose of this regulation is to suppress and swiftly extinguished a fire in the space of origin. Fire Extinguishing appliances shall be readily available. Port State Control Officers identified a fixed foam applicator on the fire control plan located in the overhead of the aux. machinery space behind the main electrical panel in way of the engine control room with severe wastage due to corrosion/no record of maintenance. In this space, the A 60 boundary was compromised, and smoke detectors were functioning, but being held together by tape and not reported.

Ship Name: **SANTA MARIA XPRESS**

Recognized Org: **CONARINA**

Ship Type: **Supply Ship**

Recognized Security
Organization (RSO):

Flag: **Togo**

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

IMO Number: **8926626**

Relevant Certificates:

Date of Action: **4/19/2023**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
 Davids Sons Logistics LLC
 Maritime Agency Inc

Deficiencies: Code - Category

01214 - Endorsement by flagstate

Description

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 in accordance with regulation I/10, paragraph 5. PSCOs discovered the Deck Officer did not have a Flag State Endorsement on his license.

Ship Name: **SFL KATE**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9615676**

Date of Action: **9/18/2023**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Thome Shipping Pte Ltd

SFL Kate Inc

Charterers

Drylog Trading Ltd

Deficiencies: Code - Category

**07106 - Fire detection and alarm
system**

**04102 - Emergency fire pump and its
pipes**

**07126 - Oil accumulation in engine
room**

Description

The fixed fire detection alarm system required in paragraph 4.1.1 shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. PSCO observed all flame detectors and smoke detectors above all generators inoperable and indicating a fault /alarm on the engine control panel. Furthermore, this condition negates the ability of the local fire suppression to activate during unattended machinery space operations.

The arrangement of sea connections, fire pumps and their sources of power shall be as to ensure that: in cargo ships, 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 Fire Safety Systems Code. The vessel's emergency fire pump is inoperable and unable to be tested in the presence of the PSCO. Crew stated the mechanical seal needed replacement.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids; and the ignitability of combustible materials shall be restricted. PSCO observed numerous open buckets full of fuel oil and/or lubrication oil in various areas of the engine room. Pipe insulation is excessively oil soaked in the vicinity of the fuel oil heaters in the purifier room. Excessive oil is accumulated under the No. 1 generator and there is excessive quantities of oil soaked rags on the tank top in front of the propulsion engine.

14503 - Garbage management plan

Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. Crew discharged 0.44 m3 of uncomminuted food waste within the Wider Caribbean Region Special Area. Master and Chief Engineer stated that uncomminuted food waste could be discharged overboard if the vessel was greater than 12 NM from land and was unaware of the requirements in the special area.

15112 - Certification, verification and control

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 in deficiencies 01, 02, 03, and 04, 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. A Safety Management Audit must be carried out by the Administration or the Recognized Organization prior to release from detention .

Ship Name: **SIRIOS CEMENT III**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9373606**

Date of Action: **3/26/2023**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **Marine Safety Unit Savannah**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Caribbean Cement Shipping SA
Sirios Shipmanagement Corp

Deficiencies: Code - Category

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

11104 - Rescue boats

**07105 - Fire doors/openings in fire-
resisting division**

**11113 - Launching arrangements
for rescue boats**

Description

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. Furthermore, PSCO observed objective evidence that the SMS requirements for maintenance of life saving equipment and fire fighting equipment were not being adhered to. An external audit conducted by 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.

The condition of the ship and its equipment shall be maintained to conform to the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCO observed rescue boat in poor material condition. Rub rail on bow was peeling off pontoon, seat attachments were coming detached, vinyl on transom was not connected and would allow for water ingress, not suitable for crew.

In order to contain a fire in the space of origin, the fire integrity of the divisions shall be maintained and openings and penetrations. PSCO observed 01 damaged A-0 self closing fire door (accommodation deck stairwell door) that would not prevent the passage of smoke or flame. Door latching system was completely missing, rendering door unable to remain shut to prevent the spreading of fire and smoke.

The rescue boat embarkation and launching arrangements shall be such that the rescue boat can be boarded and launched in the shortest possible time. PSCO observed crew unable to lower rescue boat, due to lack of proper maintenance of falls. PSCO was informed that rescue boat and davit inspections are conducted every Saturday, last inspection was 25MAR23.

11108 - Inflatable liferafts

Each liferaft shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code. PSCO observed that the 05 liferafts had non-SOLAS approved weak links attached. These non-SOLAS approved arrangements are unsuitable for launching requirements for the vessel's area of operation, thus compromising the safety of the crew in an emergency situation where they would need to abandon ship.

Ship Name: **SONIC**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9436484**

Date of Action: **2/15/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Sonic Shipping Inc

Draco Buren Shipping Pte Ltd

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

**07123 - Operation of Fire protection
systems**

Description

The company and the ship shall comply with the requirements of the ISM Code. 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. Objective evidence collected by PSCOs throughout the course of both attendances (10FEB23/15FEB23) has called into question the adequacy/implementation of this vessel's SMS. This evidence includes excessive oil leaks throughout the engine room, significant leaks on the fire main, leaking fire hose connections at fire stations, an inop fuel shut-off valve, lack of maintenance on fire detection systems, hold back hooks installed on self closing fire doors, boiler wastage & steam leaks, portable fire extinguishers w/o brackets, a wasted gasket on the sewage tank, inop emergency lighting, & improper storage/excessive accumulation of chemical/oil containers. Additionally crew painted over previously ID'ed oil soaked lagging rather than effect permanent repairs. Based on the overall material condition of the vessel, as substantiated by the objective cited above, an external audit is required.

Fire-fighting system and appliances shall be kept in good working order. The fire main was gushing fire-fighting water from two separate expansion joints and flooding the surrounding space.

Ship Name: **SUHAR**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **8509399**

Date of Action: **8/25/2023**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Oland Shipping SA

Gremex Shipping SA de CV

Charterers

Etolia Shipping Operators SA

Deficiencies: Code - Category

**14107 - Oil disch. Monitoring and
control system**

**14119 - Oil and oily mixtures from
machinery spaces**

**14105 - Pumping, piping and
discharge arrangements**

Description

Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15ppm. In considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization. To avoid willful manipulation of 15 ppm Bilge Alarms, every access of the 15 ppm Bilge Alarm beyond essential requirements of paragraph 4.2.8 requires the breaking of a seal. PSCO observed the vessel's oily water separator MEPC.107(49) oil content meter unsealed and secured with a plastic tie.

A ship when in a port or an offshore terminal of another party is subject to inspection by officers duly authorized by such party concerning operational requirements under this annex, where there are clear grounds or believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. PSCO observed entries in the Oil Record Book inconsistent with sludge and bilge water receipts from oily waste offloads ashore.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting unreasonable threat of harm to the marine environment. PSCO observed the vessel's sludge and bilge pumps in a non operational condition. Vessel's master and chief engineer confirmed that neither pump was operational.

02108 - Electrical installations in general

All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in the normal manner. PSCO observed multiple electrical hazards in the engine room to include live wires not terminated, exposed wires not terminated, exposed wires protruding from motor controllers, broken motor controller doors, and blanks missing in distribution channels.

07126 - Oil accumulation in engine room

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons onboard. PSCO observed fuel soaked lagging on fuel system piping for the number 3 starboard storage tank in the engine room.

07101 - Fire prevention structural integrity

In addition to complying with the specific provisions for fire integrity of bulkheads and decks mentioned elsewhere in this part, the minimum fire integrity of bulkheads and decks shall be as prescribed in tables 44.1 and 44.2. PSCO observed a hole in the engine room overhead leaking water and missing "A-60" insulation.

15106 - Shipboard operations

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 additional requirements which may be established by the company. Due to the deficiencies of a technical and/or operational nature identified above which individually or collectively provides objective evidence of a serious failure, or lack of effectiveness of the ISM code, an external audit shall be conducted by the flag administration before the vessel will be released from its detention to determine whether the vessel is operating in compliance with the ISM Code. A copy of the completed external audit shall be provided to this office for review prior to the departure from the port of Pensacola.

Ship Name: **TASMAN**
Ship Type: **Containership**
Flag: **Marshall Islands**
IMO Number: **9189342**
Date of Action: **1/12/2023**
Action Taken: **Detention**
Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Tasman Marine LLC
Technomar Shipping Inc
Charterers
Maersk A/S

Deficiencies: <u>Code - Category</u>	<u>Description</u>
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 additional requirements which may be established by the company. Due to the objective evidence in the deficiencies noted below, the vessel is not being maintained and not in substantial compliance with 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 before the ship will be released from its detention 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.
07106 - Fire detection and alarm system	Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed fault on the cargo space sample extraction smoke detection system for smoke detector lines 7 through 11 rendering the system inoperable.
07123 - Operation of Fire protection systems	The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCO observed all alarm towers throughout the machinery spaces were in a constant state of alarm and were unable to be reset.
04103 - Emergency, lighting, batteries and switches	A main electric lighting system which shall provide illumination throughout those parts of the ship normally accessible to crew shall be supplied from the main source of electrical power. PSCO observed numerous general and emergency lights throughout the machinery spaces were inoperable presenting a work and escape hazard to the crew.

Ship Name: **TBC PROGRESS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9489821**

Date of Action: **11/6/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Balaji Shipping Co SA

Fleet Management Ltd

Charterers

**Cargill Ocean Transportation (Singapore)
Pte Ltd**

Deficiencies: Code - Category

15106 - Shipboard operations

**07123 - Operation of Fire protection
systems**

**07126 - Oil accumulation in engine
room**

Description

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. Objective evidence indicates a lack of compliance with vessel SMS to include proper operation, ready availability and maintenance of fixed fire-fighting systems and appliances, lack of compliance with garbage management plan, insufficient control of oil leaks, and general housekeeping. An external audit is required.

Machinery spaces of category A above 500m3 in volume shall, in addition to the fixed fire-extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire extinguishing system... In the case of periodically unattended machinery spaces, the fire-extinguishing system shall have both automatic and manual release capabilities... PSCOs discovered an unattended machinery space with the LP water mist system set to "local" preventing the system from operating automatically.

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the fuel oil shall be such as to ensure the safety of the ship and persons onboard... PSCOs discovered an MGO fuel leak on the distribution system in the fuel supply line for the vessel's boiler and observed fuel dripping onto lagging and pooling on the deck below.

07108 - Ready availability of fire fighting equipment

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Portable extinguishers which have been discharged shall be immediately recharged or replaced... PSCOs discovered 02 CO2 nozzles in engine room covered with duct tape and plastic and 03 labeled extinguisher brackets in the engine room missing portable fire extinguishers.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids... Means shall be provided to limit the accumulation of flammable liquids. PSCOs observed oil-soaked rags and active oil leaks on M/E.

14503 - Garbage management plan

Every ship of 100 gross tonnage and above...shall carry a garbage management plan which the crew shall follow... PSCOs observed inadequate containers and improper storage of garbage to include oily rags and domestic waste mixed with large batteries in the same wooden container. Additionally, oily rags, oil-soaked cardboard, and flammable liquid containers were found stored behind a lube oil tank, and throughout engine room.

07103 - Division - decks,bulkheads and penetrations

For determining the appropriate fire integrity standards to be applied to divisions between adjacent spaces, such spaces are classified according to their fire risk as shown in categories (1) to (11) below... Table 9.5 requires an A-60 boundary between machinery spaces of category A and spaces for the storage of flammable liquids. PSCOs observed placarded flammable liquid containers in various locations throughout engine room and not in spaces categorized for their storage.

Ship Name: **TBC PROGRESS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9489821**

Date of Action: **5/12/2023**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
TW Ship Management Pvt Ltd
Balaji Shipping Co SA

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

**04114 - Emergency source of power -
Emergency generato**

**07106 - Fire detection and alarm
system**

09201 - Ventilation (Working spaces)

Description

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 additional requirements which may be established by the company. Due to the objective evidence in the deficiencies noted below, the vessel is not being maintained and not in substantial compliance with 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 before the ship will be release from its detention to determine whether the ship is operating in accordance with the ISM code. Provide a copy of the completed audit report to the USCG prior to departure from port.

Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the administration with stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts within 30 minutes. When testing primary source of power for emergency generator, PSCO observed that the battery bank was not sufficient to start the engine

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed a fault on the fire detection panel in the engine control room. PSCO also observed and the Chief Engineer was aware that the flame and smoke detectors over the number three generator and incinerator space were not operational.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person on board. PSCO observed multiple instances of fresh air distribution vents in the engine room severely clogged.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: Means shall be provide to control leaks of flammable liquids. PSCO observed oil-soaked lagging, pumps, and equipment in the engine purifier room and on electrical cables on the ship's main engine.

09201 - Ventilation (Working spaces)

After the annual survey of the ship under regulations 7, 8, 9, or 10 has been completed, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without the sanction of the administration. PSCO observed multiple instances of modification to the ventilation ducts to redirect the flow of fresh air into the engine room and on specific machinery.

02199 - Other (Structural condition)

Ships shall be designed, constructed, and maintained in compliance with the structural, mechanical and electrical requirements of a classification society. PSCO observed one port side and two starboard side valves on deck for the fuel-oil overflow piping system were frozen and in general state of disrepair.

Ship Name: **THOR INFINITY**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

IMO Number: **9238466**

Date of Action: **9/29/2023**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Thoresen Shipping Singapore Pte Ltd

Thoresen & Co (Bangkok) Ltd

Charterers

Americas Bulk Transport (BVI) Ltd

Deficiencies: Code - Category

**09235 - Fitness for duty - work and
rest hours**

Description

All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than a minimum 10 hours of rest in any 24 hour period and 77 hours in any 7 day period. PSCO observed that the bridge log book, record of rest hours, and shipboard working arrangement (watch schedule) were incongruent on the hours the 2nd and 3rd mate were standing watch. The log book indicates the two officers were on a port and starboard watch rotation for 7 days straight between 19 August and 26 August. Upon further questioning of the ships crew, multiple members revealed working longer hours than captured in the "record of hours of rest of seafarers".

Ship Name: **TITAN UNIKUM**
Ship Type: **Gas Carrier (Non-Specified)**
Flag: **Cyprus**
IMO Number: **9468437**
Date of Action: **11/13/2023**
Action Taken: **Detention**
Port: **St. Croix, USVI**
Unit: **RIO ST. CROIX**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
OSM Tanker Management Pte Ltd
Alm Shipping Ltd

Deficiencies: Code - Category
**15109 - Maintenance of the ship and
equipment**

Description
**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. THE OBJECTIVE EVIDENCE
OF THE DEFICIENCIES BELOW ALONG WITH
THE LACK OF CREW REPORTING OF NON-
CONFORMITIES AND TAKING APPROPRIATE
CORRECTIVE ACTIONS BRINGS INTO QUESTION
THE VALIDITY OF THE SAFETY MANAGEMENT
SYSTEM AS REQUIRED IN THE ISM CODE. AN
AUDIT IS REQUIRED TO BE SUBMITTED TO THE
COAST GUARD PRIOR TO DEPARTURE.**

**02108 - Electrical installations in
general**

**WHERE ELECTRICAL EQUIPMENT IS INSTALLED
IN GAS DANGEROUS SPACES OR ZONES AS
PROVIDED IN 10.1.4 IT SHOULD BE TO THE
SATISFACTION OF THE ADMINISTRATION AND
APPROVED BY THE RELEVANT AUTHORITIES.
DECK HAND OBSERVED DRILLING HOLES IN
INTRINSICALLY SAFE LIGHTING ON DECK.
SEVERAL DEAD ENDED WIRES AND LIGHT
FIXTURES OBSERVED WITH MISSING OR
BROKEN GROUNDING STRAPS. OBSERVED
WATER INTRUSION IN OVER HALF OF
LIGHTING FIXTURES ON DECK TO INCLUDE
EMERGENCY LIGHTING FIXTURES.**

**06105 - Atmosphere testing
instruments**

**GAS DETECTION EQUIPMENT SHOULD BE SO
DESIGNED THAT IT MAY READILY BE TESTED.
SUITABLE EQUIPMENT AND SPAN GAS FOR THIS
PURPOSE SHOULD BE CARRIED ON BOARD. THE
SPAN GAS FOR THE TESTING OF THE VESSEL'S
PORTABLE GAS DETECTORS IS EXPIRED AND
THE VESSEL IS UNABLE TO TEST ITS PORTABLE
GAS DETECTION.**

06199 - Other (cargo)

**THE WATER SPRAY SYSTEM SHALL BE CAPABLE
OF UNIFORMLY DISTRIBUTING A WATER SPRAY.
THE WATER SPRAY SYSTEM HAD MULTIPLE
CLOSED SPRAY VALVES AND LEAKS IN THE FIRE
MAIN.**

Ship Name: **TRANSPORT**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

IMO Number: **7122572**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **International Naval Surveys Bureau**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

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

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

Deficiencies: Code - Category

15113 - Other (ISM)

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

Description

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.

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).

Ship Name: **TRANSPORT**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

IMO Number: **7122572**

Date of Action: **6/1/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **International Naval Surveys Bureau**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Transport International Group Ltd SA

Deficiencies: Code - Category

15105 - Resources and personnel

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements to 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. PSCO's observed that the vessel failed to properly report 5 leaks in the fire main piping, 1 leaking valve along the fire main, 3 inoperable smoke detectors in the engine room, a fuel oil leak from the main diesel engine fuel day tank, a broke sprinkler head in the pain locker, and a fuel leak from the main service generators fuel oil storage tank. An ISM audit is required prior to departure.

07106 - Fire detection and alarm system

All required fire detection systems shall be capable of automatically indication the presence or indication of fire an also its location. PSCO identified 03 inoperable smoke detectors were found inside machinery space.

13108 - Operation of machinery

Control exercised by a duly authorized control officer under article X shall be limited to the following assessment, in accordance with section A-1/4. The chief engineer did not know how to operate the OWS during the inspection.

07199 - Other (fire safety)

Pipes conveying oil or combustible liquids shall be of a material approved by the administration having regard to the fire risk. PSCO's observed the pipe to the auxiliary engine storage tank leaked combustible liquids and presented a fire risk.

07113 - Fire pumps and its pipes

The condition of the ship and its equipment shall be maintained to conform with the provision of the present regulation to endure the ship in all respect will remain fit to proceed to sea without danger to the ship or persons on board. PSCO's observed numerous issues with fire main system including but not limited to 5 holes in piping, missing sprinkler ampules inside pain locker, leaking fire hydrant valve on aft deck and excessive corrosion throughout the entire fire main piping.

07110 - Fire fighting equipment and appliances

Fire-fighting systems and appliances shall be kept in good order and readily available for immediate use. CO2 system was missing 2 bottle and the distribution piping was disconnected. Evidence shows that Master has notified company on missing hydrostatic release inspection. Company failed to provide the vessel with requested inspections.

05115 - Radio log (diary)

Maintenance, testing, and inspection shall be carried out base on the guidelines developed by the Organization and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances. PSCO's observed that the vessel's crew was not conducting the requires inspections for firefighting appliances and also did not have any records onboard.

Ship Name: **V2V EMPRESS**

Ship Type: **Other**

Flag: **Belize**

IMO Number: **9139373**

Date of Action: **2/28/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Not Classed**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Naviyuc SA de CV

Deficiencies: Code - Category

**01117 - International Oil Pollution
Prevention (IOPP)**

Description

AN IOPPC WILL BE ISSUED AFTER INITIAL OR RENEWAL SURVEY IN ACCORDANCE WITH THE PROVISIONS OF REG 6 OF ANNEX I TO ANY SHIP ABOVE 400 GT ENGAGED IN VOYAGES TO PORTS OR OFFSHORE TERMINALS. THE VESSEL COULD NOT PRODUCE A VALID IOPPC.

**01124 - International Air Pollution
Certificate (IAPP)**

AN IAPPC WILL BE ISSUED AFTER INITIAL OR RENEWAL SURVEY IN ACCORDANCE WITH THE PROVISIONS OF REG 5 OF ANNEX VI TO ANY SHIP ABOVE 400 GT ENGAGED IN VOYAGES TO PORTS OR OFFSHORE TERMINALS. THE VESSEL COULD NOT PRODUCE A VALID IAPPC.

14104 - Oil filtering equipment

EXCEPT AS SPECIFIED IN PARAGRAPH 3 OF THIS REGULATION, ANY SHIP OF 400 GROSS TONNAGE AND ABOVE BUT LESS THAN 10,000 GROSS TONNAGE SHALL BE FITTED WITH OIL FILTERING EQUIPMENT COMPLYING WITH PARAGRAPH 6 OF THIS REGULATION. VESSEL DOES NOT HAVE AN OWS ONBOARD.

14503 - Garbage management plan

EVERY SHIP OF 100 GROSS TONNAGE AND ABOVE... SHALL CARRY A GARBAGE MANAGEMENT PLAN WHICH THE CREW SHALL FOLLOW. CREW COULD NOT PRODUCE A GARABAGE MANAGEMENT PLAN.

Ship Name: **VIKING STAR**

Ship Type: **Passenger Ship**

Flag: **Norway**

IMO Number: **9650418**

Date of Action: **9/4/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Viking Ocean Cruises Ship I Ltd

Wilhelmsen Ship Management (Norway) AS

Deficiencies: Code - Category

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

**07109 - Fixed fire extinguishing
installation**

Description

In meeting these requirements, the company should ensure that appropriate corrective action is taken. Technician report from routine annual servicing of equipment, dated 19 Feb 2023, identified improperly connected water mist piping resulting in failures of the system to properly operate. No corrective action has been taken or planned and no reports of non-conformities were made as required by vessel's SMS. AN external ISM audit is required.

Fire fighting systems and appliances shall be kept in good working order and readily available for immediate use. During test of ultra-fog system in fwd and aft purifier spaces, PSCOs observed the failure of 3 of 10 ultra-fog nozzles in the fwd purifier space and the failure of 6 of 8 nozzles in the aft purifier space.

Ship Name: **VISBY**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9563380**

Date of Action: **5/17/2023**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Portland**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

V. Ships Greece Ltd

Kelston Shipping Corp

Charterers

**Cargill Ocean Transportation (Singapore)
Pte Ltd**

Deficiencies: Code - Category

**07105 - Fire doors/openings in fire-
resisting division**

Description

The fire resistance of doors shall be equivalent to that of the division in which they are fitted, this being determined in accordance with the Fire Test Procedures Code... Doors fitted in boundary bulkheads of machinery spaces of Category A shall be reasonably gastight and self closing. PSCO observed holes through A60 boundary fire door in main entrance to engine room.

Ship Name: **YI HE 3**
Ship Type: **Bulk Carrier**
Flag: **Panama**
IMO Number: **9792369**
Date of Action: **6/22/2023**
Action Taken: **Detention**
Port: **Honolulu, Hawaii**
Unit: **Sector Honolulu**

Recognized Org: **China Classification Society**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **Safety Management Certificate**
Organization Related to Detention: **Intermaritime Certification Services**
Ship Management: Owners, Operators, or Managers
Ocean Bulk Trading Shipping Ltd
Ortsa Management Inc

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

Description

The company and the ship shall comply with the requirements of the ISM Code. Objective evidence discovered in an expanded ISM examination revealed that the vessel failed to fully implement the requirements of the SMS. Specifically, the company did not provide safe practices in ship operation and a safe working environment. This is made particularly evident by deficiencies #02, #03, #06, and #07. Additionally, the company failed to establish procedures that ensured the ship was maintained in conformity with the provisions of the relevant rules and regulations. This is made particularly evident by deficiencies #03, #04, #07, and #08. An external audit is required.

09208 - Protection machinery

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 on board, due regard being paid to moving parts, hot surfaces and other hazards. All three ship's service generators have exposed rotating machinery of sufficient size to pose a serious personnel hazard.

13199 - Other (machinery)

Electrical installations shall be such that all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power. Due to water losses, the crew is manually adding water to the closed-loop cooling systems on all three ship's service generators to prevent loss of main power.

Ship Name: **YUYO SPIRITS**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

IMO Number: **9395501**

Date of Action: **3/1/2023**

Action Taken: **Detention**

Port: **Port Arthur, Texas**

Unit: **Marine Safety Unit Port Arthur**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Gas Spirits Shipping SA

ENEOS Ocean Corp

Charterers

Vitol Inc

Deficiencies: Code - Category

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

Description

The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code. 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. PSCO's noted the above deficiencies and questions the implementation of the vessel's safety management system. Due to the noted deficiencies, the vessel is required to receive an audit within 90 days.

Ship Name: **ZHAO YANG FENG**

Ship Type: **Bulk Carrier**

Flag: **China**

IMO Number: **9576791**

Date of Action: **1/5/2023**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **China 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

COSCO Shipping Bulk Co Ltd

**China Shipping Bulk Carrier (Shanghai) Co
Ltd (Chi**

Deficiencies: Code - Category

13102 - Auxiliary engine

Description

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 on board. PSCO identified fuel oil leaks on the fuel oil injection pumps on multiple cylinders on both the No. 1 and No. 2 Auxiliary Engines.

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 listed below, the vessel is not in substantial compliance with the relevant convention, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. A Safety Management Audit must be carried out by the Administration or Recognized Organization prior to release from detention. The audit must address crew familiarity with the vessel's SMS and reporting non-conformities to the Company. The audit must be reviewed and accepted to the satisfaction of the OCMI.

a. The company should ensure that the master is: fully conversant with the company's safety management system. Upon questioning from PSCO, master was unable to identify or demonstrate an understanding for key shipboard operations and requirements for reporting within vessel's safety management system.

b. In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible cause, if known. Vessel unable to provide documentation or demonstrate knowledge for procedures in reporting non-conformities.

c. In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals. Upon expansion into preventive maintenance schedule, PSCO identified multiple fuel oil injection pumps on the No. 1 and No. 2 Auxiliary Engines severely overdue per required maintenance schedule. No correspondence between vessel and company regarding overdue maintenance.

d. The inspections mentioned in 10.2 as well as the measures referred to in 10.3 should be integrated into the ship's operational maintenance routine. PSCO observed master and crew unable to provide documentation or procedures showing an implemented operational maintenance routine.

Ship Name: **ZIM PUSAN**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9200706**

Date of Action: **11/1/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**CONTI Croce Schiffahrts-GmbH & Co. KG
MS "CONTI FR**

**NSB Group NSB Niederelbe
Schiffahrtsgesellschaft**

Charterers

Maersk Line Limited

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

Description

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 identify equipment and technical systems the sudden operational of failure which may result in hazardous situations. The safety management system should provide for specific measures aimed at promoting the reliability of such equipment or systems. PSCOs observed severe degradation of the main engine high-pressure fuel delivery jacketing lines and the associated fuel oil piping. The failure of the jacketed piping allowed oil to leak onto the heated surfaces of the main engine casing. After reviewing the ship's maintenance procedures, routine maintenance was being conducted with the last servicing of the cylinders being March 2023. However, the SMS did not specifically address the fuel delivery system piping, therefore routine maintenance was not conducted on this critical system. Based on the overall material condition of the fuel delivery system as sustained by the objective evidence cited above, an external audit is required.

All external high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel injectors shall be protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. 7 out of the 10 high-pressure fuel delivery jacketing lines for main engine cylinders were found leaking, repaired with patches, missing bolts, and wasted to the extent that the fuel lines were exposed. One area of main engine fuel injector supply piping was missing all required bolts for installation and was being secured to the main engine by a natural rope. The condition of the jacket piping exposed the fuel lines which caused chaffing and allowed fuel oil to leak onto main engine casing and containment.

**07117 - Jacketed high pressure lines
and oil leakage a**

**Oil fuel lines shall be suitably protected to avoid, as far
as practicable, oil spray or oil leakages onto hot surfaces.
Damaged high pressure fuel delivery lines are causing
fuel oil to leak onto heated main engine components.**

Ship Name: **ZIM VANCOUVER**

Ship Type: **Containership**

Flag: **Israel**

IMO Number: **9322334**

Date of Action: **2/8/2023**

Action Taken: **Detention**

Port: **Newark, New Jersey**

Unit: **Sector New York**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Union Shipping Trading Corporation

Zim Integrated Shipping Services Ltd

Deficiencies: Code - Category

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

**14107 - Oil disch. Monitoring and
control system**

**07126 - Oil accumulation in engine
room**

**07126 - Oil accumulation in engine
room**

Description

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: the inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken... Due to the objective evidence in the following deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit conducted by a third party is required. Provide a copy of the completed audit report to USCG prior to departure from port.

The system shall also be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15ppm. Crew was unable to conduct a function test of the oil content meter due to the system continuously entering error mode.

Oil fuel pipes and their valves and fittings shall be of steel or other approved materials. Flexible hose was fabricated to collect leaks on main engine and return back to fuel oil tank. In addition, multiple flexible hoses with fabricated fittings containing oil residues were observed throughout the engine room and a sandpiper pump containing dark oil residues were identified. Chief Engineer stated the pump was used for drills.

Means shall be provided to control leaks of flammable liquids. Lagging on #3 generator, oil purifying room, and various other locations were soaked in oil.

13101 - Propulsion main engine

The machinery, boilers, and other pressure vessels associated piping systems and fittings shall be of such a design and construction adequate for the service for which they are intended. #1 and #2 main engine exhaust stack has heat damage and wasted housing.