

Ship Name: **CHAMPION III**
Ship Type: **General Dry Cargo Ship**
Flag: **Panama**
IMO Number: **9550656**
Date of Action: **4/1/2024**
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: **SOLAS Cargo Ship Safety Equipm**
Organization Related to Detention: **Isthmus Bureau of Shipping**
Ship Management: Owners, Operators, or Managers
MMS Americas LLC
Dean's Shipping Ltd

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 accordance with the provisions of the relevant rules and regulations established by the company. The company and the ship shall comply with the requirements of the International Safety Management Code... In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible cause, if known. Upon boarding the vessel, PSCOs were notified by the crew that the forward cargo loading/unloading ramp was broken, and it was found to be inoperable by the crew at approximately 0800 of 31MAR2024 and PSCOs were notified at 1500 on 31MAR2024. When asked what the non-conformity reporting procedures were – no crew members knew what measures to take per the vessel's safety management system (SMS). Subsequently, the crew was unable to produce the vessel's SMS in its entirety. The company should ensure that the master is: ... fully conversant with the company's safety management system (SMS). The master articulated to the PSCOs that he was unfamiliar with the vessel's SMS and he was unable to access an electronic or hard copy of the SMS. 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 ISM audit report, satisfactory to the Coast Guard, must be submitted prior to clearance of this deficiency.

01201 - Certificates for master and officers

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 1/10, paragraph 5. Vessel's second engineer does not have a Flag State endorsement, with no proof of application for one.

01201 - Certificates for master and officers

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. The Captain does not have a GMDSS Radio Operator Certificate of Competency.

04109 - Fire drills

Every crew member with assigned emergency duties shall be familiar with these duties before the voyage begins. During the fire drill, while referencing the vessel's muster list, PSCOs observed multiple crew members did not have knowledge of their emergency duties. For example, crew members could not internally find their fighting equipment such as SCBA. Additionally, during the abandon ship drill, multiple crew members did not know what items they were required to bring to the muster location.

04110 - Abandon ship drills

An embarkation ladder complying with the requirements of ... shall be provided at each embarkation station or at every two adjacent embarkation stations for survival craft launched down the side of the ship. Vessel's crew reported to the PSCO that in the event of an abandon ship, they jump off the ship into the water near the life raft after it is inflated. The instructions posted on the bulkhead in the nearby vicinity of the life raft area directed personnel to use a ladder to embark the life raft. The crew was not aware that the instructions referenced using a ladder nor could they locate the embarkation ladder.

02105 - Steering gear

The main steering gear and rudder stock shall be:
Capable of
putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught...
The vessel is fitted with two rudders, with only one angle indicator present in the steering gear space. This rudder angle indicator is not capable of moving to a position greater than approximately 28° in either direction.

10111 - Charts

Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date. The charts onboard are not updated with the most up-to-date chart corrections (chart corrections have not been updated since 2022). PSCOs questioned the crew about how they perform updates to the charts. PSCOs were advised that it is the 2nd Officer's responsibility to carry out these corrections. The 2nd Officer was not aware of "Notice to Mariners" nor how to perform the needed chart corrections.

07199 - Other (fire safety)

Fire hoses shall be of non-perishable material approved by the Administration and shall be sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. Upon testing of the main and emergency fire pump, the fire hose on the port side, second deck, ruptured during operation.

**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, The emergency source of electrical power shall be capable, ... , of supplying simultaneously at least the following services for the periods specified hereinafter. C/E stated that emergency generator was only capable of providing power to the GMDSS batteries and that the ship did not have any other reserve source of electrical power. C/E attested that the emergency source of power does not meet the on-load power supply requirements set forth in regulation 43.