

Ship Name: **NEDERLAND STREAM**

Recognized Org: **Bureau Veritas**

Ship Type: **Passenger Ship**

Recognized Security
Organization (RSO):

Flag: **Bahamas**

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

IMO Number: **9015199**

Relevant Certificates:

Date of Action: **12/30/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Port Canaveral, Florida**

Unit: **Marine Safety Unit Port Canaveral**

Ship Management: Owners, Operators, or Managers

Seatrade Groningen BV

Nederland Stream Shipping Co Ltd

Deficiencies: Code - Category

Description

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

The company and the ship shall comply with the requirements of the International Safety Management code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. In meeting with the requirements, the company should ensure that any nonconformity is reported, with possible cause, if known. The nature of the below deficiencies provides objective evidence of serious failure of the implementation of the ISM Code. The nonconformities observed by CG PSCO on the main engine and generator systems are not accurately reflected on the vessel procedures for rectifying deficiencies on board. The SMS deficiency log for the crew to use was not being updated by the crew. A safety management audit carried out by the administration or the RO, with a corresponding report of findings satisfactory to the OCMI must be submitted prior to clearance of this deficiency and release from detention.

**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 on board. PSCO observed fuel oil leaking from the main engine leading to excessive pooling of fuel oil underneath engine. The #5 high pressure fuel pump was disclosed by crew to have begun leaking MGO during change over-procedures into ECA zone. Diesel generator #1 was observed to have a fuel pool of 4 inches inside the valve cover with the drain piping clogged.

**07103 - Division - decks,bulkheads
and penetrations**

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 prescribed in tables 44.1. PSCO observed a through-hole of approximate 1 foot in diameter above an A-60 boundary door in a machinery space leading to a service space.

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. Doors framed in "A" class divisions shall be constructed of steel. PSCO observed 8 fire doors throughout the engine room that did not meet the requirements of an "A" class division and were incapable of self closing. In addition, within the bosun stores a class "A" door was found to be missing its lock, creating a through-hole and compromising the integrity of the door.