

Ship Name: **AGIOS NIKOLAOS**

Recognized Org: **Bureau Veritas**

Ship Type: **Bulk Carrier**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9502776**

Relevant Certificates:

Date of Action: **2/12/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **New York, New York**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers
Samios Shipping co. S.A.

Agios Nikolaos Maritime Ltd

Deficiencies: Code - Category

Description

15109 - Maintenance of the ship and equipment

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 operational nature of the deficiency noted below provided objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI is required.

07121 - Crew alarm

In the case of periodically unattended machinery spaces fire extinguishing systems shall have both automatic and manual release capabilities. The vessel was operating as a PUMS During testing of smoke and flame detectors for water mist system over fuel oil purifiers, PSCO observed a failure of the detectors to activate. Crew cannot provide records of maintenance of testing of equipment.

14199 - Other (MARPOL Annex I)

The oil record book part one shall be completed on each occasion on a tank to tank basis if appropriate, whenever any of the following machinery space operation takes place in the ship ... collection and disposal of oil residues (SLUDGE). PSCO discovered 03 25 Liter drums full of sludge in the steering room space. Crew claims it was transferred from the purifier space with no corresponding entry in the Oil Record Book. Additionally the PSCO discovered discrepancies between tank sounding logs and required weekly sludge in oil record book which crew attributes to unrecorded transfers between tanks.

07199 - Other (fire safety)

Oil fuel pipes, which, if damaged would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 liters or above. Situated above the 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 of the event in a fire occurring in the space in which such tanks are situated. PSCO observed quick closing valves attached to the HFO holding tank and MGO storage tank blocked open with bolts and wooden wedges.

07126 - Oil accumulation in engine room

In a ship in which oil 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 and shall at least comply with the following provisions. PSCO observed pools of standing oil in void space forward of the starboard HFO holding tank.

12199 - Other (tankers)

Control exercise by a dually authorized control officer under article X shall be limited to the following; assessment, in accordance with section A-I/4 of the STCW Code, of the ability of the seafarers of the ship to maintain watchkeeping and security standards, as appropriate, as required by the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred; the ship is otherwise being operated in such a manner as to pose a danger to persons, property, the environment, or a compromise security. PSCO observed bolts on the quick closing valves rendering them blocked in opened position. Fire detection systems were not being maintained in accordance with the manufacture instructions.

Ship Name: **ALGOMA DISCOVERY**

Ship Type: **Bulk Carrier**

Flag: **Canada**

IMO Number: **8505848**

Date of Action: **10/9/2024**

Action Taken: **Detention**

Port: **Duluth, Minnesota**

Unit: **Marine Safety Unit Duluth**

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
Algoma Central Corp (ACC)

Deficiencies: Code - Category

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

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

07116 - Ventilation

Description

The construction of the vessel shall be such as to minimize fire hazards in so far as is reasonable and practicable. Main engine high pressure fuel lines double jacketed found disconnected at main engine.

Boundary bulkheads separating accommodating and control stations from cargo and machinery spaces shall be of "A" class construction. Found door into engine room, through an A class boundary unable to fully self close.

***PSCO downgraded this deficiency to Code 50, therefore it is not considered as "Ground for Detention."**

All enclosed spaces within the vessel shall be properly vented or ventilated. Found ventilation trunks in pump room severely wasted.

Ship Name: **ARUNA NAZIK**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9583146**

Date of Action: **7/1/2024**

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Unit: **Marine Safety Unit Port Canaveral**

Recognized Org:

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Aruna Denizcilik Ltd. STI
World Maritime Inc

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 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 PSCE in main engine, steering, and generator systems are not accurately reflected on the vessel's SMS log/checklist. The SMS checklist used prior to coming into port on 29JUN2024 reported zero deficiencies on all systems mentioned. An external ISM audit report is recommended.

To prevent the ignition of combustible materials or flammable liquids, means shall be provided to control leaks of flammable liquids. PSCO observed fuel oil leaks from diesel generators #1, #2, #3, resulting in oil accumulating in the fly wheel pan. Observed fuel oil dripping onto starting motor of the main engine. Area surrounding starting motor was found with oil sprayed on surface. Excessive leaks from the main engine and diesel generators 1, 2, and 3 present a fire risk due to exposed flammable/combustible liquids. In aggravation, crewmembers were observed smoking in various engineering spaces, contrary to Masters verbal instructions.

Ship Name: **ASIAN SPIRIT**

Ship Type: **General Dry Cargo Ship**

Flag: **Liberia**

IMO Number: **9273806**

Date of Action: **11/20/2024**

Action Taken: **Detention**

Port: **Newark, New Jersey**

Unit: **Sector New York**

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

**Zhoushan Jianyang International Shipping
Management Co Ltd**

YWL Shipping Co Ltd

Deficiencies: Code - Category

**07123 - Operation of Fire protection
systems**

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

Description

The purpose of this regulation is to suppress and swiftly extinguish a fire in the space of origin. For thus purpose, the following functional requirements shall be met: Fire extinguishing appliances shall be readily available. Water mist valve was closed and the engine room operating in a periodically unmanned status. Additionally, placarding next to the valve stated valve shall be locked in the open position.

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 operational nature of the deficiencies noted above 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 the clearance of this deficiency.

Ship Name: **ASL SINGAPORE**

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

Ship Type: **Bulk Carrier**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9618678**

Relevant Certificates:

Date of Action: **2/28/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Jia Feng Shipping Limited

ASL Singapore Shipping Ltd

Deficiencies: Code - Category

Description

01315 - Oil record book

Each operation described in paragraph 2, of regulation 17, 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. PSCO observed an oily water separator operation (overboard discharge) in the Oil Record Book Part I from the bilge holding tank on 16 Feb 2024, in the amount of 8.95 cubic meters. This operation was not recorded the internal data log of the MEPC 107(49) oil content meter. PSCO was informed that this operation did not occur by the Officer-in-charge of the operation and the Chief Engineer. The Chief Engineer also stated that on/around the 5th or 6th of February 2024 approximately 10 cubic meters of oily bilge water, from the bilge holding tank, was discharged directly overboard, bypassing the oil filtering equipment & no entry was recorded in the oil record book.

14105 - Pumping, piping and discharge arrangements

Any discharge into the sea of oil or oily mixtures from ships of 400GT and above shall be prohibited except when the oily mixture is processed through oil filtering equipment meeting the requirements of regulation 14 of MARPOL Annex I. PSCOs were informed of & witnessed the installation of an unauthorized by-pass device allowing the contents of the Bilge Holding Tank to be directly discharged into the sea without processing thought oil filtering equipment.

15101 - Safety and environment policy

The company and the ship shall comply with the requirements of the International Safety Management Code. The company should establish a safety & environmental -protection policy which describes how the objectives of 1.2 will be achieved to include avoidance of damage to the environment, in particular to the marine environment and to property. Section 2.1 of the vessel's safety and environmental policy requires that mandatory international regulations, rules, national laws and acts be followed. Referencing the deficiency 001, 002, & 004, PSCO believes company SMS procedures were not followed. Require a Safety Management Audit, by the Administration or RO, prior to release from detention.

Ship Name: **ATLANTIC OSPREY**

Ship Type: **Towboat/Tug**

Flag: **Canada**

IMO Number: **9255907**

Date of Action: **5/7/2024**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Atlantic Towing Ltd

Atlantic Osprey Shipping Limited

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07126 - Oil accumulation in engine room

04114 - Emergency source of power - Emergency generato

13108 - Operation of machinery

Description

In meeting these requirements, the company should ensure that inspections are held at appropriate intervals, any non-conformities are reported with its probable cause, if known, appropriate corrective actions are taken, and records of these activities are maintained. Considering the deficiencies issued on the CG-5437 B on 07 May 2024 as objective evidence, an expanded ISM exam was conducted, revealing the following major non-conformity: The vessel failed to ensure that non-conformities are identified during inspections, reported by the crew, corrected and corresponding records maintained. An external audit is required.

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 the bilge in the engine room has approximately 1/2 inch of oily mixture and water throughout the space. Numerous oil soaked rags were observed in the oily mixture.

Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the administration with a stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts. Vessel's secondary battery bank for the emergency generator was incapable of starting the generator.

The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service in which they are intended... installed and protected to reduce to a minimum any danger to persons on board. Generator #2 port and starboard turbo chargers are actively leaking lube oil at their connection fittings. Oil was observed running down the generator and dripping from the turbo charger lagging, creating a fire hazard.

Ship Name: **BAHAMAS MASTER**

Ship Type: **Other**

Flag: **Mongolia**

IMO Number: **8434520**

Date of Action: **3/11/2024**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org:

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Holdings Limited

Master Liveboards

Deficiencies: Code - Category

14503 - Garbage management plan

**11103 - Stowage and provision of
Lifeboats**

**01201 - Certificates for master and
officers**

Description

Every ship of 100 gross tonnage and above, shall carry a garbage management plan which the crew shall follow. This plan shall provide written procedures for minimizing, collecting, storing, processing, and disposing of garbage, including the use of equipment on board. Vessel does not have a garbage management plan.

The Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Certificate, referred to in subparagraphs (i), (iii), (iv) and (v), shall be supplemented by a Record of Equipment. PSSC did not contain a Record of Equipment, Form P

Subject to the provisions of regulation I/10, paragraph 5, any certificate required by the Convention must be kept available in its original form on board the ship on which the holder is serving. The Chief Engineer and the Officer in Charge of a Navigational Watch could not produce a valid Certificate of Competency.

Ship Name: **BBC AFRICA**

Recognized Org: **Det Norske Veritas**

Ship Type: **General Dry Cargo Ship**

Recognized Security
Organization (RSO):

Flag: **Antigua and Barbuda**

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

IMO Number: **9362621**

Relevant Certificates:

Date of Action: **2/9/2024**

Action Taken: **Detention**

Port:

Organization Related
to Detention:

Unit: **MSD Fort Macon**

Ship Management: Owners, Operators, or Managers

Reedereiverwaltung Heino Winter GmbH & C

Winter MPP GmbH & Co KG

Deficiencies: Code - Category

Description

02113 - Hull - cracking

After any survey of the ship under article 14 has been completed, no change shall be made in the structure, equipment, arrangements, material, or scantlings covered by this survey, without sanction of the administration. Crew discovered crack in hull at STBD frame 30-31 on 22DEC2023 and notified company on the same day. On 28DEC2023 the company arranged to have a temporary concrete patch applied over the observed crack. PSCO observed concrete patch to be leaking sea water into the engine room. Prior to movement, vessel shall submit a repair proposal to the satisfaction of Flag, Class and Coast Guard. Exam Continues.

01108 - Load Lines (including Exemption)

After any survey of the ship under article 14 has been completed, no change shall be made in the structure, equipment, arrangements, material, or scantlings covered by this survey, without sanction of the administration. The company continued to operate the vessel without making permanent repairs to a 5-foot fracture in the starboard side shell of the engine room below the waterline and lower deck plates since 22 Dec 2023. Vessel Captain confirmed that the installed temporary concrete patch allowed the ingress of water at 100 liters per hour. The company failed to notify and receive authorization for temporary repairs from class or administration, despite a class survey of the vessel on 26 Jan 2024. The company and vessel failed to notify the port state, U.S. Coast Guard, over four U.S. port calls including a port state control examination completed in Houston, TX. International Load Line Certificate invalidated due to alterations made after survey with no approvals from class or administration.

15102 - Company responsibility and authority

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: a non-conformity is reported. After discovery of a 5-foot crack in the side of the vessel the company failed to report the structural failure to class. Conduct external SMS audit.

07126 - Oil accumulation in engine room

Means shall be provided to control leaks of flammable liquids. PSCO observed multiple oil leaks on generators 1, 2, and 3, including multiple oil-soaked rags creating additional fire hazards.

Ship Name: **BLUE WAVE HARMONY**

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

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

Recognized Security
Organization (RSO):

Flag: **Panama**

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

IMO Number: **9007283**

Relevant Certificates:

Date of Action: **4/10/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers
Sai Maritime and Management Ltd
Blue Wave Corp

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. 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 the 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.

07108 - Ready availability of fire fighting equipment

Fire protection system and fire-fighting systems and appliances shall be properly tested. Vessel does not have a valid annual fixed foam system certificate of inspection.

06199 - Other (cargo)

Adequate power ventilation shall be provided in enclosed cargo spaces. The arrangement shall be such as to provide at least six air changes per hour. Deck 3 port forward ventilation #S21 is inoperable rendering equipment unable to meet the requirement.

11108 - Inflatable liferafts

The International Load Line Certificate (ILLC) shall not be delivered to the ship until the officer or surveyor acting under the convention has certified that the marks are correctly indicated on ship's side. The load line on the load line approved on the ILLC.

Ship Name: **BRIDGE MAIL**

Recognized Org: **United Registration and Classification of Services**

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

Recognized Security Organization (RSO):

Flag: **Vanuatu**

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

IMO Number: **9208887**

Date of Action: **1/10/2024**

Relevant Certificates: **SOLAS Cargo Ship Safety Constru**

Action Taken: **Detention**

Organization Related to Detention: **United Registration and Classification of Services**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers

The Mailboat Co Ltd

Mail Bridge Co Ltd

Deficiencies: Code - Category

Description

07103 - Division - decks,bulkheads and penetrations

Doors fitted in boundary bulkheads of machinery spaces of category A shall be reasonably gastight and self-closing. PSCO observed ECR (Engine Control Room) to engine room door was not properly attached to the bulkhead. When trying to close door, the door frame would separate from the bulkhead, creating free communication between a CO2 protected space and a manned engine control room.

07105 - Fire doors/openings in fire-resisting division

Stairways and lift trunks which penetrate more than a single deck shall be surrounded by at least "A-0" class divisions and be protected by self-closing doors at all levels. PSCO discovered engine room port side escape trunk door is not fitted with a self-closing mechanism. Door remains open when pushed to escape space.

Ship Name: **CAPILANO SUN**

Ship Type: **Chemical Tankship**

Flag: **Panama**

IMO Number: **9909584**

Date of Action: **4/26/2024**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Forever Shipping SA

MOL Tankship Management PTE. LTD

Deficiencies: Code - Category

**01216 - Certificate for personnel on
ships subject to**

15105 - Resources and personnel

Description

Except as provided in regulations 56.4 and 56.5, ships using low-flashpoint fuels shall comply with the requirements of the IGF Code. Companies shall ensure that seafarers on board ships using gases or other low-flashpoint fuels shall have completed training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the provisions given in the STCW Convention and Code, as amended. As per STCW (2010) V/3/7, Masters, engineers, and all personnel with immediate responsibility for the care and use of fuel and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on ships subject to the IGF Code. Chief Engineer, 1st engineer, and Chief Officer with immediate responsibility for care and use of fuel subject to IGF Code did not hold a certificate in advanced training for service on ships subject to the IGF Code and all have assumed immediate responsibility for fuel subject to the IGF Code for over 04 months.

The company should ensure that each ship is: manned with qualified, certificated and medically-fit seafarers in accordance with national and international requirements. Objective evidence in deficiency 01 indicates a serious failure and/or lack of effectiveness of the implementation of the ISM Code. External audit required prior to release of detention.

Ship Name: **CARIBBEAN FORCE**

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

Flag: **Marshall Islands**

IMO Number: **9335161**

Date of Action: **11/9/2024**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Octo Maritime SA

Arete International SA

Deficiencies: Code - Category

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

**02122 - Openings to cargo area,
doors, ... scuttles**

Description

THE COMPANY SHOULD ESTABLISH PROCEDURES TO ENSURE THAT THE SHIP IS MAINTAINED IN CONFORMITY WITH THE PROVISIONS OF THE RELEVANT RULES AND REGULATIONS WITH ANY ADDITIONAL REQUIREMENTS WHICH MAY BE ESTABLISHED BY THE COMPANY. BASED ON THE FINDINGS OF THE PSCO, AN EXTERNAL AUDIT OF SAFETY MANAGEMENT SYSTEM IS REQUIRED.

PER VESSEL'S SMS, THERE SHALL BE PERMANENT WARNING SIGNS PLACED IN ALL MOBILE CAR PLATFORMS. NO WARNING SIGNS ARE PLACED IN MOBILE CAR PLATFORMS.

NO CHECKLISTS/PROCEDURES ARE PROVIDED IN REGARD TO THE TESTING PROCEDURES OF FIXED HEAT DETECTORS.

SATISFACTORY MEANS IN THE FORM OF GUARDRAILS SHALL BE PROVIDED FOR THE PROTECTION OF THE CREW IN GETTING TO AND FROM OTHER PARTS USED IN THE NECESSARY WORK OF THE SHIP. STANCHION CLEATS WERE FOUND TO BE LOOSE AND UNSTABLE ON THE UPPER CARGO DECK SURROUNDING THE CARGO ELEVATOR.

Ship Name: **CHAMPION III**
Ship Type: **General Dry Cargo Ship**
Flag: **Panama**
IMO Number: **9550656**
Date of Action: **3/9/2024**
Action Taken: **Detention**
Port: **Miami, Florida**
Unit: **Sector Miami**

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
Dean's Shipping 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. 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 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 and departure.

11108 - Inflatable liferafts

Every life raft shall be stowed with its painter permanently attached to the ship. PSCOs observed all four life rafts stowed with the painters improperly attached to the ship. The painters were secured to the anchor point with a hitch clove knot verses following manufacturer's instructions of using a shackle.

11104 - Rescue boats

Rescue boats shall be stowed: in a position suitable for launching and recovery. PSCOs observed the rescue boat quick release hook improperly attached to the rescue boat lifting bridle, crimping and damaging the wire rope.

03108 - Ventilators, air pipes, casings

The arrangement of the bilge and ballast pumping system shall be such as to prevent the possibility of water passing from the sea and from water ballast spaces into the cargo and machinery spaces, or from one compartment to another. PSCOs observed a 2" hole on the starboard side ballast air vent.

03107 - Doors

The means for securing these doors weathertight shall consist of gaskets and clamping devices or other equivalent means and shall be permanently attached to the bulkhead or to the doors themselves... PSCOs observed weathertight doors leading into aft compartments located above the port and starboard engine rooms with missing gaskets.

**07112 - Emergency Escape
Breathing Device and disposit**

On all ships, within the machinery spaces, emergency escape devices shall be situated ready for use at easily visible spaces, which can be reached quickly and easily at any time in the event of fire...PSCOs observed the only EEBD in the machinery space to be expired.

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 I/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.

Ship Name: **CHEMTRANS NOVA**

Recognized Org: **Lloyd's Register**

Ship Type: **Oil Tankship**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9316232**

Relevant Certificates: **SOLAS Cargo Ship Safety Constru**
SOLAS Cargo Ship Safety Equipm

Date of Action: **4/9/2024**

Action Taken: **Detention**

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

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers
Chemikalien Seetransport GmbH
Chemtrans Nova UG (haftungsbeschränkt)
Co. Kg

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.**

**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 technical and/or operational nature of deficiencies
02-04 and 06 - 14 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.**

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

**Unless expressly provided otherwise, launching and
embarking appliances complying with the requirements
of Section 6.1 of the Code.
Where davit arms are recovered by power, safety devices
shall be fitted which will automatically cut off the power
before the davit arms reach the stops in order to prevent
over stressing the fall or davits.**

PSCO observed starboard lifeboat missing limit switch.

07115 - Fire-dampers

**Means of control shall be provided for opening and
closure of skylights, closure of openings in funnels which
normally allow exhaust ventilation and closure of
ventilator dampers.**

**PSCO observed engine room intake duct fire damper
unable to be closed remotely from fire control station.
Crew was unable to manually close all 4 intakes via
mechanical means located outside the stack.**

11129 - Operational readiness of lifesaving appliances

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and readily available for immediate use.

PSCO observed starboard life boat engine inoperable.

Ship Name: **CHEMTRANS POLARIS**

Ship Type: **Oil Tankship**

Flag: **Liberia**

IMO Number: **9308998**

Date of Action: **2/6/2024**

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: **ISM - Safety Management Certificate**

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

Ship Management: Owners, Operators, or Managers
Chemikalien Seetransport GmbH
Zweite Kramer Beteiligung UG

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 deficiencies 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 the clearance of this deficiency.

Ship Name: **CONTSHIP LEO**

Ship Type: **Containership**

Flag: **Cyprus**

IMO Number: **9403451**

Date of Action: **4/1/2024**

Action Taken: **Detention**

Port: **Newark, New Jersey**

Unit: **Sector New York**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ISM - Safety Management Certificate**
SOLAS Cargo Ship Safety Construction

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
Syracuse Marine Ltd
Contships Management Inc

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 any additional requirements which may be established by the company. In meeting these requirements, the company should ensure that: 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 technical and operational nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit is required prior to clearance of this deficiency.

02105 - Steering gear

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 remains fit to proceed to sea without danger to the ship or person onboard. PSCO observed active hydraulic oil lead from the port side piston ran on steering gear while conducting a steering test.

07126 - Oil accumulation in engine room

Means shall be provided to control leaks of flammable liquids. Active diesel and fuel oil leaks and were observed on multiple areas of the main engine.

13101 - Propulsion main engine

All gearing of every shaft and coupling used for transmission of power to machinery essential for the propulsion and safety of the ship shall so designed and constructed that they will withstand the maximum working stresses to which they may be subjected in all service conditions. Main engine stern tube leaking oil at a rate of 1 drop every 10 seconds.

Ship Name: **COSCO AFRICA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9345439**

Date of Action: **1/10/2024**

Action Taken: **Detention**

Port: **Los Angeles, California**

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

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
Shanghai Ocean Shipping Co Ltd
Cosco Africa Maritime Inc
Charterers
COSCO Shipping Lines Co Ltd

Deficiencies: Code - Category

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

01315 - Oil record book

**07126 - Oil accumulation in engine
room**

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 vessel did not take appropriate actions on identified non-conformities. This is made evident by deficiencies 2-6. An external audit is required.

Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book (ORB) Part I, so that all entries in the book appropriate to that operation are completed. Vessel had a 55-gallon drum collecting recirculating lube oil sludge without ORB entries.

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 flammable vapours. Approximately 200 gallons of fuel oil was observed in trash cans throughout the purifier space.

Ship Name: **CS CANDY**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

IMO Number: **9542544**

Date of Action: **9/24/2024**

Action Taken: **Detention**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ISM - Safety Management Certificate**
SOLAS Cargo Ship Safety Equipment
SOLAS Cargo Ship Safety Construction

Port: **Los Angeles, California**

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

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

Ship Management: Owners, Operators, or Managers
Campbell Shipping Co Ltd
Candy Shipping Company Limited

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

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 VESSEL DID NOT TAKE APPROPRIATE ACTIONS ON IDENTIFIED NON-CONFORMITIES. THIS IS MADE EVIDENT BY DEFICIENCIES 2-7. A SAFETY MANAGEMENT AUDIT MUST BE CARRIED OUT BY THE ADMINISTRATION / RO BEFORE THE SHIP MAY BE RELEASED FROM DETENTION.

07126 - Oil accumulation in engine room

MEANS SHALL BE PROVIDED TO CONTROL LEAKS OF FLAMMABLE LIQUIDS. PSCO OBSERVED EXCESSIVE FUEL OIL-SOAKED LAGGING AROUND TWO OF THE VESSEL'S GENERATORS AND MAIN DIESEL ENGINE.

07126 - Oil accumulation in engine room

MEANS SHALL BE PROVIDED TO CONTROL LEAKS OF FLAMMABLE LIQUIDS. PSCO OBSERVED AN EXCESSIVE AMOUNT OF FUEL OIL ACCUMULATION ON TWO OF THE VESSEL'S GENERATORS.

14119 - Oil and oily mixtures from machinery spaces

AN EFFICIENT BILGE PUMPING SYSTEM SHALL BE PROVIDED, CAPABLE OF PUMPING FROM AND DRAINING ANY WATERTIGHT COMPARTMENT. PSCO OBSERVED AN ACCUMULATION OF APPROXIMATELY SIX INCHES OF OILY WATER IN ENGINE ROOM BILGE WELLS, CAUSED BY AN APPROXIMATELY GALLON A MINUTE LEAK FROM NEARBY BALLAST PUMP.

11105 - Rescue boat inventory

ALL LIFE-SAVING APPLIANCES AND ARRANGMENTS SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE CODE. EXCEPT AS OTHERWISE STATED, THE NORMAL EQUIPMENT OF EVERY RESCUE BOAT SHALL CONSIST OF A SEARCHLIGHT. PSCO OBSERVED THAT THE ELECTRICAL PANEL FOR THE RESCUE BOAT WAS IMPROPERLY MOUNTED/SECURED CAUSING THE SEARCHLIGHT, COMPASS LIGHT, AND RECEPTACLE FOR THE PORTABLE LIGHT TO NOT OPERATE AS DESIGNED

Ship Name: **EVER LEADING**

Ship Type: **Containership**

Flag: **United Kingdom**

IMO Number: **9595462**

Date of Action: **10/24/2024**

Action Taken: **Detention**

Port: **Elizabeth, 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

**Evergreen Marine Corp (Taiwan) Ltd
(EVERGREEN LINE)**

Yamasa New Pulsar V4 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. Deficiencies listed provide objective evidence of a serious failure of the implementation of the ISM CODE. A SMS Audit Report satisfactory to the COTP must be submitted prior to clearance of the deficiency.

07199 - Other (fire safety)

Means shall be provided to control leaks of flammable liquids. PSCO's observed excessive leaking from ship service generators, Pooling of oil under generators, oil soaked lagging, and plastic catch basins full of oil throughout engine room.

**02108 - Electrical installations in
general**

Electrical installations shall be such that: The safety of passengers, crew and ship from electrical hazards will be ensured. PSCO's observed heat lamp on open electric junction boxes, jury-rigged electrical wiring from junction box to an outlet.

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 1, so that all entries in the book appropriate to that operation are completed... PSCO's discovered incomplete entries in Oil Record Book part 1.

14122 - Oil fuel tank protection

Safe and efficient means of ascertaining the amount of oil fuel contained in any oil fuel tank shall be provided. Tank gauges were not accurately indicating tank levels contributing to oil spill during bunkering operations.

Ship Name: **FLAG SEAMAN**

Ship Type: **Bulk Carrier**

Flag: **Malta**

IMO Number: **9605499**

Date of Action: **6/3/2024**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

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

Aline Marine S.A.

Golden Union Shipping Co S.A.

Deficiencies: Code - Category

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

Description

**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 APPLIANCES SHALL BE READY FOR USE.
PSCO OBSERVED THAT THE VESSEL FIXED CO2
SYSTEM 's CO2 BOTTLE'S HAD COTTER PINS
INSTALLED ON THE QUICK RELEASE ON EACH
BOTTLE'S QUICK RELEASE VALVE THAT WOULD
PREVENT THE OPERATION OF THE SYSTEM
FROM A REMOTE POINT IN CASE OF AN
EMERGENCY. A REVIEW OF THE SYSTEM'S
MANUAL STATES, "IN ORDER TO HAVE AN
OPERATIONAL SYSTEM THE FOLLOWING MUST
BE DONE: COTTER PIN ON EACH CO2 CYLINDER
TOP VALVE TO BE REMOVED." (74)SOLAS(2020)II-
2/14.1 abc**

11107 - Stowage of rescue boats

**RESCUE BOATS SHALL BE STOWED IN A STATES
OF CONTINUOUS READINESS FOR LAUNCHING
IN NOT MORE THAN 5 MINS. PSCO OBSERVED
VESSEL'S CREW UNABLE TO START RESCUE
BOAT IN ALLOWED TIME. CREW UNABLE TO
START IN OVER 1 HOUR OF ATTEMPTS.**

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 ANY ADDITIONAL REQUIREMENTS WHICH MAY BE ESTABLISHED BY THE COMPANY. DUE TO THE OBJECTIVE EVIDENCE IN DEFICIENCY #1 AND #2, 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 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. 74 SOLAS (2020) IX/3.1 ISM 10.1 abc

Ship Name: **FORTUNA DIAMOND**

Ship Type: **LPG Gas Carrier**

Flag: **Liberia**

IMO Number: **9318620**

Date of Action: **12/18/2024**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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
Proton Shipmanagement SA
Maritime Fortuna Diamond LLC

Deficiencies: Code - Category

09209 - Electrical

Description

In zones on open decks or non-enclosed spaces on the open deck within 3M of any cargo tank outlet, gas or vapor outlet, cargo pipe flange, cargo valves or entrances and ventilation openings to cargo pump rooms and cargo compressor rooms; in zones on the open deck over the cargo area and within 3M forward and aft of the cargo area on the open deck and up to a height of 2.4m above the deck; in zones within 2.4M of the outer surface of a cargo containment system where such surface is exposed to the weather.

The following must be installed:

1. Certified Safe Type Equipment

PSCO observed multiple explosion proof lights in the gas dangerous space as indicated on the vessel's hazardous location plan missing the appropriate fittings/glands or fitted with improper glands.

07115 - Fire-dampers

Means of control shall be provided for opening and closure of ventilation dampers.

PSCO observed the fire dampers for the number 2 and number 4 engine room fans fail to close after several attempts.

07123 - Operation of Fire protection systems

Fire-fighting systems and appliances shall be in good working order and readily available for immediate use.

PSCO observed the emergency fire pump discharge inadequate pressure at approximately one bar.

15109 - Maintenance of the ship and equipment

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 below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit satisfactory to the OCMI is required prior to clearance of this deficiency.

74 SOLAS (20) IX/3.1

ISM 10.1

30AC

Ship Name: **FORTUNA DIAMOND**

Ship Type: **LPG Gas Carrier**

Flag: **Liberia**

IMO Number: **9318620**

Date of Action: **6/27/2024**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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

Recognized Security
Organization (RSO):

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

Relevant Certificates: **International Certificate of Fitness**

Organization Related
to Detention: **RINA Services S.p.A.**

Ship Management: Owners, Operators, or Managers
Proton Shipmanagement SA
Maritime Fortuna Diamond LLC

Deficiencies: Code - Category

08199 - Other (alarms)

Description

For the spaces listed in 13.6.7, Alarms should be activated for flammable products when the vapor concentration reaches 30% of the lower flammable limit.

PSCO observed that the fixed gas cabinet would not alarm when gas was applied in three separate locations: Port air lock (bottom), Starboard air lock (bottom), IG air lock (bottom). PSCO observed no vapor concentration percentage register in any tested location.

12107 - Fire protection cargo deck area

The deck water spray system should be capable of covering all areas mentioned in 11.3.1 with uniformly distributed water-spray of at least 101/m² per minute for horizontal projected surfaces and 41/m² per minute for vertical surfaces.

PSCO observed 06 nozzle heads along the port side and 09 nozzle heads along the starboard side with no water discharge. Additionally, PSCO identified a 2 inch diameter hole above the nitrogen plant room spraying water from a pipe for the deck water spray. PSCO observed no deck water spray coverage for the number 2 starboard tank top or the starboard manifold number 2 vapor line.

15109 - Maintenance of the ship and equipment

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 below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit satisfactory to the OCMI is required prior to clearance of this deficiency.

06199 - Other (cargo)

The vapor space of each cargo tank should be provided with a pressure gauge which should incorporate an indicator in the control, position required 13.1.3. In addition, a high pressure alarm and, if vacuum protection is required, a low pressure alarm should be provided.

PSCO observed the crew unable to produce any pressure or vacuum alarms on any tank.

11101 - Lifeboats

Before the ship leaves port and at all times during the voyage, all lifesaving appliance shall be in working order and ready for immediate use.

PSCO observed the freefall lifeboat's steering inoperable.

Ship Name: **FOTU O SAMOA II**

Recognized Org: **Not Classed**

Ship Type: **Passenger Ship**

Recognized Security
Organization (RSO):

Flag: **Samoa**

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

IMO Number: **9220756**

Relevant Certificates:

Date of Action: **11/26/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **American Samoa**

Unit: **Marine Safety Detachment American**

Ship Management: Owners, Operators, or Managers
Samoa Shipping Corp Ltd

Deficiencies: Code - Category

Description

07106 - Fire detection and alarm system

Fixed fire detection and fire alarm systems for periodically unattended machinery spaces. PSCO found the vessels installed fixed fire detection system in the engine room was not operational. The vessel has installed two household style smoke detectors above each main engine.

07109 - Fixed fire extinguishing installation

Machinery spaces of category A containing internal combustion machinery shall be provided with: One of the fire-extinguishing systems required by paragraph 1.1. After review of service certificates for the ships fixed fire extinguishing system PSCO discovered the findings from servicing companies 12SEP2024 report as follows: Cylinders 3 years overdue for hydrotest, Cylinders Low in CO2/Empty and are currently ineffective, hoses not replaced at 10 years and are showing damage and need replaced, alarm switch has been removed and should be reconnected, pin to hold center valve actuator in place is missing and needs to be replaced, blow through of manifold, distribution valve test not completed as no air compressor available on board. During visual inspection of system and piping PSCO observed heavy corrosion to system and piping.

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

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. PSCO observed crew attempting to operate all five remote fuel shut offs all five failed to operate.

13199 - Other (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. During inspection in the vessels engine room PSCO's carbon monoxide detector alarmed alerting to detectable presence of Carbon Monoxide, additionally PSCO observed a cloudy haze in engine room, and identified the distinct smell of engine exhaust, suggesting a significant exhaust leak.

07126 - Oil accumulation in engine room	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. During inspection in the vessels engine room PSCO's carbon monoxide detector alarmed alerting to detectable presence of Carbon Monoxide, additionally PSCO observed a cloudy haze in engine room, and identified the distinct smell of engine exhaust, suggesting a significant exhaust leak.
07126 - Oil accumulation in engine room	Where necessary, oil fuel and lubricating oil pipelines shall be screened or otherwise protected to avoid oil spray or oil leaks on to hot surfaces or into air intakes. The PSCO observed oil pooling on the flange of the turbo charger.
07199 - Other (fire safety)	In spaces where penetration of oil products is possible, the surface of insulation shall be impervious to oil or oil vapors. Lagging was missing adjacent to pipe leading to turbo charger resulting in oil accumulation.
07199 - Other (fire safety)	The following basic principles underlie the regulations in this chapter and are embodied in the regulations as appropriate, having regard to the type of ships and the potential fire hazard involved: restricted use of combustible material. The engine room was found to be housing active batteries in wood box fixtures.
07110 - Fire fighting equipment and appliances	Fire hoses shall be of non-perishable material approved by the Administration and shall be of sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. During testing of ships main fire pump PSCO observed one of the two hoses to have 100s of pin hole leaks throughout the length of the hose.
07113 - Fire pumps and its pipes	For ships constructed on or after 1 October 1994, the alternative means to be provided in accordance with the provisions of paragraph 3.3.3 shall be an independently driven, power operated emergency fire pump with its source of power and sea connection located outside the machinery space. PSCO observed vessel has no emergency fire pump on board to test.
09209 - Electrical	All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in a normal manner. There was exposed electrical wiring present in the engine room.
09201 - Ventilation (Working spaces)	Machinery spaces of category A shall be adequately ventilated so as to ensure that when machinery or boilers therein are operated at full power in all weather conditions including heavy weather , an adequate supply of air is maintained to the spaces for the safety and comfort of personal and the operation of machinery. PSCO observed a fan identified by crew as the engine room ventilation fan had been electrically disconnected and not operational.

10109 - Lights, shapes, sound-signals

The lights prescribed in these Rules (Subpart C) shall have an intensity as specified in Annex I to these Rules (33 CFR part 84). When directed to energize navigational lighting PSCO observed multiple navigation lights were not energized.

11108 - Inflatable liferafts

Passenger ships of less than 500 gross tonnage where the total number of persons on board is less than 200 may comply with the following: They shall carry on each side of the ship inflatable or rigid liferafts of such aggregate capacity as to accommodate the total number of person on board. Unless arrangements allow for easy side to side transfer, additional liferafts shall be provided so that the total capacity available on each side shall accommodate 150% of total number of persons onboard. The PSCO observed that the vessel was issued a Passenger Ship Safety Certificate back in May of 2024 which authorized the carriage of 100 adult passengers and 20 child passengers, and a minimum safe manning document requiring a crew of 10 . However, the vessel only has two 25 person liferafts, one on port and one on starboard.

Ship Name: **GALLOWAY**

Ship Type: **General Dry Cargo Ship**

Flag: **Liberia**

IMO Number: **9306471**

Date of Action: **2/10/2024**

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
GW Galloway Holdings LLC
Conbulk Shipmanagement Corp

Charterers
Maersk Sealand

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; any non conformity is reported, with its possible cause, if known; appropriate corrective action is taken; and records of these activities are maintained.

The company should establish procedures to ensure that 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 2-10, 12, and 14 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.

13108 - Operation of machinery

**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 on board and shall at least comply with the following provisions.
PSCO was notified by ships crew that fuel oil is contaminated with water. Video evidence was provided and showed large amounts of water being separated from fuel oil tanks. This led to vessel experience a loss of power/ propulsion on 31JAN2024.**

**02106 - Hull damage impairing
seaworthiness**

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 recognized by the administration.

Crew was unable to provide evidence of monitoring or a risk analysis of insets on hull as instructed on BV Condition of Class. BV Nr: 37677F

07109 - Fixed fire extinguishing installation

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use.

PSCO observed pins in CO2 bottles rendering the fixed CO2 system inoperable.

08199 - Other (alarms)

Bilge wells in periodically unattended machinery spaces shall be located and maintained in such a way that the accumulation of liquids is detected at normal angles of trim and heel.

PSCO observed inoperable bilge alarms in engine room.

08103 - Fire alarm

The function of fixed fire detection and fire alarm systems shall be periodically tested to the satisfaction of the Administration.

PSCO observed missing testing equipment to properly test heat detectors and manually operated call points.

07115 - Fire-dampers

Means of control shall be provided for opening and closure of skylights, closure of openings in funnels which normally allow exhaust ventilation and closure of ventilation dampers.

PSCO observed multiple ventilation dampers unable to be closed due to being stuck in the open position, missing the handle for manual operation, or missing the flapper.

Ship Name: **GAS UTOPIA**
Ship Type: **LPG Gas Carrier**
Flag: **Panama**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

IMO Number: **9770531**

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

Date of Action: **4/19/2024**

Relevant Certificates:

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Ship Management: Owners, Operators, or Managers
KSS Line Ltd
KTONE SHIPPING S.A.

Deficiencies: Code - Category

Description

09221 - Entry dangerous spaces

An airlock should only be permitted between a gas-dangerous zone on the open weather deck and a gas-free space and should consist of two steel doors substantially gastight spaced as least 1.5M but not more than 2.5M apart. PSCO observed the outer door of the airlock, leading to the gas-dangerous zone, did not have gastight integrity due to visible sunlight between the knife edge and door gasket.

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 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. In addition to the deficiencies below, the vessel's crew was observed performing maintenance on #1 cargo tank high-level alarm piping flange, which was actively leaking anhydrous ammonia, without personal protective equipment. After review of the ship's SMS, it was determined the crew was not adhering to their approved procedures. Due to hazards present on the vessel including an acute exposure to anhydrous ammonia, PSCO's suspended the inspection. In accordance with Port State Control Procedures 3.6, suspension of the exam will continue until responsible parties ensure the vessel complies with all relevant requirements. An external audit is required to determine whether the ship is operating in accordance with the ISM code.

06199 - Other (cargo)

Arrangements should be made for sealing the weather decks in way of opening for cargo containment systems. During the exam USCG examiners were exposed to anhydrous ammonia. After crew investigation it was determined the cargo tank #1 high-level alarm pipping flange was leaking.

02108 - Electrical installations in general

Intrinsically safe electrical equipment and wiring may be fitted in all gas-dangerous spaces and zones as defined in 1.3.17. PSCO observed multiple damaged electrical components in the cargo compressor room, cargo tank tops, and on independent deck cargo tanks. All wire penetrations to equipment were damaged, or had unapproved gasket sealant causing them to no longer be intrinsically safe.

Ship Name: **GERMAINE**

Recognized Org: **CONARINA**

Ship Type: **General Dry Cargo Ship**

Recognized Security
Organization (RSO):

Flag: **Togo**

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

IMO Number: **7914482**

Relevant Certificates: **Safety Construction**

Date of Action: **1/5/2024**

ILLC

Action Taken: **Detention**

Organization Related
to Detention: **CONARINA**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Maritime Agency Inc

Germaine Pakanolice Shipping Cargo LLC

Deficiencies: Code - Category

Description

02199 - Other (Structural condition)

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 regulations 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 21DEC20, surpassing the 36-month interval. The period of validity was exceeded, rendering the Cargo Ship Safety Construction Certificate invalid.

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 on both port and starboard sides of vessel's bulkhead deck, preventing them to be sealed and potentially permitting water intrusion, thus compromising the weathertight integrity of these structures.

ICLL 66, Reg 20

03107 - Doors

Machinery space openings in position 1 or 2 shall be properly framed and efficiently enclosed by steel casings of ample strength...

During the deck walk PSCOs identified 04 cluster areas of deck wastage with holes ranging from 1" to 2" located on the port side interior machinery space stairwell, in addition multiple areas of excessive corrosion and wastage on the knife-edges on 02 doors on the main deck leading down to the engine room, compromising their structural strength and weathertight integrity.

Ship Name: **GSL ARCADIA**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9214214**

Date of Action: **4/3/2024**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Technomar Shipping Inc
GSL Aracadia LLC

Deficiencies: Code - Category

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

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

**15111 - Company verification,
review and evaluation**

07199 - Other (fire safety)

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 deficiencies of a technical and/or operational nature identified below 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 vessel will be release from its detention to determine whether vessel is operating in compliance with the ISM code. A copy of the completed external audit shall be provided for USCG review prior to departure from the port of Mobile.

The vessel's safety management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution prevention. Captain was unable to produce objective evidence that previously identified non-conformities were investigated and analyzed with the objective of improving safety and pollution prevention on board the M/V GSL ARCADIA.

The company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence. PSCO observed multiple deficiencies recorded on the vessel's SMS required quarterly reports that remain outstanding for more than one year without implementing correction action and communicating measures to prevent recurrence.

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 main propulsion engine cylinder fuel oil leaks. Flag State surveyor also observed small oil leak on #1 auxiliary generator prime mover. Vessel SMS quarterly report indicates oil leaks was reported and remains outstanding since 12APR2022.

**11112 - Launching arrangements
for survival craft**

An embarkation ladder complying with the requirements of paragraph 6.1.6 of the code extending, in a single length, from the deck to the waterline in the lightest seagoing condition under all conditions of trim of up to 10° and a list of up to 20° either way shall be provided at each embarkation station or at every two adjacent embarkation stations for survival craft launched down the side of the ship. PSCO observed the lack of the embarkation ladder on the starboard side of the vessel making it impractical for the life raft required by 74 SOLAS (20) III/31.1.4 to be in a position ready for use. This issue made the liferaft unable to be launched and embarked within 5 minutes.

Ship Name: **GUADALUPE**

Ship Type: **Containership**

Flag: **Cyprus**

IMO Number: **9330941**

Date of Action: **6/12/2024**

Action Taken: **Detention**

Port: **Port Everglades, Florida**

Unit: **Sector Miami**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Linea Peninsular Inc

Seavenue Maritime Ltd

Deficiencies: Code - Category

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

Description

Fire extinguishing appliances shall be kept in good order and be available for immediate use at all times. PSCO's observed 43 out of 54 total CO2 cylinders with cotter pins installed at the top-valve location on the cylinder head. Per the manufacturer's instructions, the presence of the cotter pins renders the cylinders inoperable. The cotter pins were installed into the top-valves on 22MAY2024 as a safety precaution while conducting cleaning, and the pins were inadvertently not removed, rendering the system not ready for immediate use for a total of 22 days.

Ship Name: **GUO YUAN 12**

Ship Type: **Bulk Carrier**

Flag: **China**

IMO Number: **9579250**

Date of Action: **9/20/2024**

Action Taken: **Detention**

Port:

Unit: **Sector Columbia River**

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
Minsheng Financial Leasing Co Ltd
Shanghai Fujian Guohang Ocean
Shipmanagement Co Ltd

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

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 below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the Coast Guard must be submitted prior to clearance of this deficiency.

Ship Name: **HAFNIA YANGTZE**

Ship Type: **Oil Tankship**

Flag: **Singapore**

IMO Number: **9393096**

Date of Action: **11/27/2024**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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
BW Fleet Management Ptd Ltd
BW Aldrich Pte Ltd

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: any non-conformity is reported, with its possible cause, if unknown; appropriate corrective action is taken; and records of these activities are maintained.

The company should establish procedures to ensure that ship is maintained in accordance with the provisions of the provision of the relevant rules and regulations established by the company. the technical operation nature of deficiencies provides 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.

09209 - Electrical

No Electrical Equipment shall be installed in any spaces where flammable mixtures are liable to collect including those on board tankers or in compartments assigned principally to accumulator batteries in paint lockers, acetylene stores or similar spaces, unless the administration is satisfied that such equipment is of a type which will not ignite the mixture concerned. PSCO observed an explosion proof light located in the battery room on the navigation bridge missing a gland in one of the stuffing tubes. PSCO observed 2 explosion proof lights located in the cargo deck store, which is indicated as a hazardous location per the vessels approved hazardous location plan, retrofitted with improper glands.

Ship Name: **HAKATA QUEEN**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9760108**

Date of Action: **6/1/2024**

Action Taken: **Detention**

Port:

Unit: **Sector Columbia River**

Recognized Org:

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Cleanocean Shipmanagement Inc
Southern Route Maritime SA

Deficiencies: Code - Category

**15102 - Company responsibility and
authority**

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 below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the Coast Guard must be submitted prior to clearance of this deficiency.

Ship Name: **HANSA SALZBURG**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9516753**

Date of Action: **4/29/2024**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Schiffahrts-Gesellschaft 'Hansa Salzburg'
mbH & Co KG**

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

Deficiencies: Code - Category

**13106 - Insulation wetted through
(oil)**

Description

**Surfaces with temperatures above 220c which may be impinged as a result of a fuel system failure shall be properly insulated.
PSCOs observed insulation of piping in the engine-room contaminated by oil including at the No. 1 and No. 2 diesel generators, at the fuel oil purifier manifold, and behind the No. 2 booster pump.**

13199 - Other (machinery)

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.

PSCOs observed evidence of a leak in the fuel oil piping system at a connection point located in the overhead of the purifier room creating a fire hazard.

02105 - Steering gear

Main and auxiliary steering gear power units shall be arranged to restart automatically when power is restored after a power failure.

During the functional system test, PSCOs observed that the steering gear power units failed to automatically restart when power was restored after a power failure.

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

The structure, machinery and equipment of a cargo ship as referred to in paragraph (b)(i) shall be subject to the surveys and inspections specified below: a minimum of two inspections of the outside of the ship's bottom during any fire-year period, except where regulation 14(e) and (f) is applicable.

Only one inspection of the ship's bottom has taken place within the last five years. The last two inspections of the ship's bottom took place on 31 March 2019 and 27 August 2021.

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. 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 listed 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: **INDUSTRIAL AMA**
Ship Type: **General Dry Cargo Ship**
Flag: **Antigua and Barbuda**

IMO Number: **9193812**

Date of Action: **1/12/2024**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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

Interscan Schiffahrtsgesellschaft mbH

**ms 'Karin' Interscan Reederei GmbH & Co
KG**

Charterers

MV "Jan Rasmus" Shipping Co. Ltd

Deficiencies: Code - Category

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

**07106 - Fire detection and alarm
system**

11107 - Stowage of rescue boats

11119 - Immersion suits

Description

The company shall establish procedures to ensure the ship is maintained in accordance with relevant rules and regulations. In meeting these the company shall ensure inspections are held at appropriate intervals and non-conformities are reported and corrected. The mechanical and operational nature of the deficiencies noted below provide objective evidence of a serious failure of implementation of ISM code. An external audit report with focus on readiness and testing of emergency, lifesaving, and fire fighting equipment satisfactory to the OCMI must be submitted prior to clearing of this deficiency.

Any required fixed fire detection and fire alarms system with manually operated call points shall be capable of immediate operation at all times.

PSCO observed fire detection system panel on bridge indicates zone 6 as empty and repeater panel in ECR indicates zone 8 as empty. Crew was unsure which zone is open. SMS test reports indicate crew is only testing zones 1 – 7.

Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes. PSCO observed that it took approximately 15 minutes to start the rescue boat.

An immersion suit of an appropriate size shall be provided for every person assigned to crew the rescue boat.

PSCO observed immersion suits of inadequate size for chief engineer and electrician.

13102 - Auxiliary engine

Each emergency generating set arranged to be automatically started shall be equipped with starting devices with a stored energy capability of at least three consecutive starts.

PSCO observed emergency generator primary and secondary starting device fail to start. Ships crew was able to start after an hour of troubleshooting.

Ship Name: **INTL VICTORY**

Ship Type: **General Dry Cargo Ship**

Flag: **Bolivia**

IMO Number: **8977766**

Date of Action: **5/6/2024**

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
01299 - Other (STCW)

Description

Seafarers with designated security duties shall meet the standard of competence specified in section A-VI/6, paragraphs 6 to 8 of the STCW Code.

The Oiler and the A/B have security duties and only had a certificate of competence in security awareness and not the required certificate of competence for seafarers with designated security duties.

Ship Name: **JAUME II**

Ship Type: **Passenger Ship**

Flag: **Cyprus**

IMO Number: **9116113**

Date of Action: **1/30/2024**

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
Balearia Eurolineas Maritimas 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.

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 the clearance of this deficiency and departure.

06104 - Lashing material

Cargo, cargo units and cargo transport units carried on or under deck shall be so loaded, stowed and secured as to prevent as far as practicable throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.

Approximately 15% of the total D-rings to secure vehicles to the deck are missing. Vessel's monthly maintenance logs for the cargo securing equipment and maintenance checklist was unavailable for the lashing devices and lashing points.

01108 - Load Lines (including Exemption)

The International Load Line Certificate shall not be delivered to the ship until the officer or surveyor acting under the provisions of article 13 of the present convention has certified that the marks are correctly and permanently indicated on the ships side.

The vessels load line did not match the load line certificate to include; classification society was incorrect and load line markings were not properly marked.

Ship Name: **KIRAN AUSTRALIA**

Ship Type: **Bulk Carrier**

Flag: **Malta**

IMO Number: **9576961**

Date of Action: **8/22/2024**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

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

Pasifik Gemi Isletmeciligi ve Ticaret AS

Denver Maritime Limited

Deficiencies: Code - Category

01315 - Oil record book

**15101 - Safety and environment
policy**

Description

Each operation described in paragraph 2, of regulation 17, 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. PSCO observed two instances on 06APR2024 and 01JUL2024 of an oily water separator (OWS) operation (overboard discharge) in the Oil Record Book Part I from the bilge holding tank in the amount of 14.00 cubic meters. These operations were not recorded in the internal data log of the MEPC 107(49) oil content meter (OCM).

The Company and the ship shall comply with the requirements of the International Safety Management Code. The Company should establish a safety & environmental protection policy which describes how the objectives of 1.2 will be achieved to include avoidance of damage to the environment, in particular to the marine environment and to property. Section 7.14 of the vessel's Pollution Prevention, Bilges and Wastes Policy procedure 5.1, states all bilge, oily water and similar wastes shall be gathered in tanks given in I.O.P.P. certificates and shall be given into the tanker or coast for dispose at proper port. All cautions taken in such regard being for minimizing pollution caused during bilge/waste transfer shall be observed with care in most prominent manner. Deficiencies 02, 04, & 05 provide objective evidence the company SMS procedures were not followed. An external Safety Management System audit is to be performed by the Administration or RO, prior to release from detention.

Ship Name: **KYDON**
Ship Type: **Passenger Ship**
Flag: **Bahamas**
IMO Number: **8916607**
Date of Action: **3/6/2024**
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: **Class Related**
Relevant Certificates: **SOLAS Passenger Ship Safety Cert**
Organization Related to Detention: **RINA Services S.p.A.**
Ship Management: Owners, Operators, or Managers
Caribbean Vessels LLC
Attica Ferries Single Member Maritime 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 accordance with the provisions of the relevant rules and regulations established by the company. Specific measures for identifying, and promoting the reliability of the vessel's fire suppression system are not adequate. An external audit is recommended.

07109 - Fixed fire extinguishing installation

Each special category space shall be fitted with an approved fixed-pressure water-spraying system for manual operation which shall protect all parts of any deck and vehicle platform, if any, in such space. During testing of the drencher system, PSC team discovered that the first three rows of fire zone one were inoperable, resulting in an inability to fight a fire in the associated sections of cargo deck 4. In zones 12 and 14, two ruptures were observed within the piping system, limiting the effectiveness of the water spray pattern and reducing the capability of the system. Also, during testing of the drencher system, the following nozzles were discovered to be clogged: Eight nozzles in zone two, three nozzles in zone three, 13 nozzles in zone four, one nozzle in zone five, two nozzles in zone six, two nozzles in zone eight, two nozzles in zone nine, one nozzle in zone ten, six nozzles in zone 11, three nozzles in zone 12, and five nozzles in zone 15.

Ship Name: **MAERSK KARACHI**

Ship Type: **Containership**

Flag: **Hong Kong**

IMO Number: **9162215**

Date of Action: **3/5/2024**

Action Taken: **Detention**

Port: **Elizabeth, New Jersey**

Unit: **Sector New York**

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

Maersk A/S

Maersk Shipping Hong Kong Ltd

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

09210 - Machinery

07117 - Jacketed high pressure lines and oil leakage a

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 operational nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit is required.

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. Excessive fuel oil leaks were observed on the main engine fuel delivery piping system, HFO service tank, F.O. purifier #1, D.O. purifier #1, aux generators #2 and #4, and G/E F.O. heat exchanger piping. Modified catch basins fitted on the aux. generators and M/E were filled with oil despite being required to be cleaned out per ship's SMS procedures prior to operating under unmanned machinery space.

...Oil fuel pipe lines shall be screened or otherwise suitably protected to avoid as far as practicable oil spray or oil leakages on to hot surfaces... Leakages from high-pressure oil fuel pipes shall be collected. Multiple high pressure fuel line jacketing on the main engine cylinders were found deteriorated which caused the fuel lines to be exposed and leak at the connection points on to the M/E casing. The oil delivery piping between fuel injectors #5 and #6 was actively leaking and sealed with welding epoxy.

07199 - Other (fire safety)

Oil fuel pipes and their valves and fittings shall be of steel or other approved material... Flexible hoses were found to be used throughout the engine room being used to collect and transport oil. A modified connection on the HFO settling tank piping was observed connecting a flexible hose to another oil storage tank. One flexible hose ran from the auxiliary generator to underneath the deck plates where a modified catch basin was placed. Additionally, a manufactured catch basin was found under a main engine cylinder that contained approx. 1 liter of oil and was fitted with a flex hose to drain oil to another collection point. Lastly, approx. 10-foot metal pipe labeled "TRANSFER PIPE FWD SETT TO 7 STBD" was found with a rag stuffed in it with dried oil.

Ship Name: **MAERSK NEW DELHI**

Ship Type: **Containership**

Flag: **Hong Kong**

IMO Number: **9402627**

Date of Action: **6/12/2024**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

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
Seaspan Ship Management Ltd
Seaspan 721C Ltd

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

Description

The company and the ship shall comply with the requirements of the International Safety Management Code. 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 vessel is not compliant with their SMS Engine Room Housekeeping Procedures. Deficiencies 02 and 03 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 the clearance of this deficiency.

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 leaks from high pressure fuel injector on number 6 cylinder. PSCOs also identified oil soaked rags on top of the main engine, within steering gear room, around the purifier space and around the auxiliary engines.

Ship Name: **MAERSK PUELO**
Ship Type: **Containership**
Flag: **Panama**
IMO Number: **9306172**
Date of Action: **1/30/2024**
Action Taken: **Detention**
Port: **Houston, Texas**
Unit: **Sector Houston-Galveston**

Recognized Org:
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Class Related**
Relevant Certificates: **SOLAS Cargo Ship Safety Constru**
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Southern Route Maritime SA
Seoyang Shipping Co. Ltd
Charterers
A.P. Moller Singapore PTE 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.

In meeting these requirements, the company should ensure that: 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 technical and operational nature, including maintenance records, 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.

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 oil accumulation in the following locations:
-Pooled oil around all 10 fuel pumps and cylinders on the main engine.
-Pooled oil around valve covers on auxiliary engines 1, 2, 3, and 4 involving oil cascading down engine casing on engines 2 and 3.
-Pooled oil under HFO purifiers 1, 2, 3, and lube oil purifier 1 and 2.

Ship Name: **MALAKAND**

Ship Type: **Bulk Carrier**

Flag: **Pakistan**

IMO Number: **9304198**

Date of Action: **5/12/2024**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

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
Pakistan National Shipping Corp
Malakand Shipping Pvt Ltd

Deficiencies: Code - Category

15105 - Resources and personnel

15105 - Resources and personnel

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

Description

The company should establish procedures to ensure the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. Due to the objective evidence in the operation deficiencies the vessel is not in substantial compliance with relevant conventions. The PSCO questions the adequacy and or implementation of the of the vessel SMS under 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 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. SMS procedural checklist PNSC/SMS/CLO40 does not accurately reflect the manufacturer procedures for routine check and maintenance. Log entries for routine checks and maintenance are not consistent with PNSC/SMS/CLO43 and manufacturer instructions, only three entries exist dating back to January 2024.

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed that the water mist high pressure pump and foam liquid pump operation modes were both set to manual activation mode in both the steering gear room and fire control room.

Ship Name: **MARCO VI**

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

Flag: **Togo**

IMO Number: **7047203**

Date of Action: **8/20/2024**

Action Taken: **Detention**

Port: **St. Thomas, USVI**

Unit: **Marine Safety Unit St. Thomas**

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

01214 - Endorsement by flagstate

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

Description

The endorsement required by Article VI of the Convention to attest the issue of a certificate shall only be issued if all the requirements of the Convention have been complied with. Second engineer could not provide Flag State endorsements for their national certificates since arrival on vessel on 18JUL2024.

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 technical and/or operational nature of deficiencies 02, 03, 04, 05, 06, and 08 provide objective evidence of a serious failure of the implementation of the ISM Code. A third-party Safety Management System audit must be conducted and a report, satisfactory to the OCMI, must be submitted prior to clearance of this deficiency. 74 SOLAS (2020) IX/3.1 ISM Code 10.1

Ship Name: **MARMARIS-M**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9450791**

Date of Action: **4/25/2024**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

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

Marmaris Shipping Ltd

Synergy Ship Management Turkiye Pte Ltd

Deficiencies: Code - Category

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

**07106 - Fire detection and alarm
system**

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

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 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.

The following fire detection systems shall be kept in good order so as to ensure their required performance if a fire occurs. The following smoke detectors did not activate upon initial testing: two in the oil purifier space, two in the engine control room, one above the main engine, and one above the #1 main diesel generator (6 out of 31).

30ABC Detained

Oil fuel pipes 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. Fuel oil supply pipes to the #1 and #2 main diesel generator's quick closing devices did not fully close when activated.

Ship Name: **MIDAS**

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

Flag: **Finland**

IMO Number: **9002659**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Godby Shipping AB

OY Trailer Link AB

Deficiencies: Code - Category

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

**99103 - Other (MARPOL
operational)**

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 and with any additional requirements which may be established by the company. The technical and/or operational nature of deficiencies 02, 03, 04, 05, 06 & 07 provide evidence of a serious failure of the implementation of the ism code. A third party safety management system audit must be conducted and a report, satisfactory to the OCMI, must be submitted prior to clearance of this deficiency.

Whenever a defect is discovered, either of which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment, the master or owner of the ship shall report at the earliest opportunity to the administration, the nominated surveyor or recognized organization responsible for issuing the relevant certificate, who shall cause investigations to be initiated to determine whether a survey, as required by regulations 7, is necessary. If the ship is in a port of another contracting government, the master or owner shall also report immediately to the appropriate authorities of the port state and the nominated surveyor or recognized organization shall ascertain that such a report has been made. Vessel failed to notify flag, class and port state control of their faulty oil content meter rendering their oily water separator inoperable.

Ship Name: **MIDNIGHT PEARL**

Recognized Org: **United Registration and Classification of Services**

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

Recognized Security Organization (RSO):

Flag: **Vanuatu**

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

IMO Number: **9273533**

Relevant Certificates:

Date of Action: **7/27/2024**

Action Taken: **Detention**

Organization Related to Detention:

Port: **St. Croix, USVI**

Unit: **RIO ST. CROIX**

Ship Management: Owners, Operators, or Managers
Midnight Marine Holdings Ltd

Deficiencies: Code - Category

Description

15102 - Company responsibility and authority

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. The deficiencies below indicate 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 and to be submitted to the Coast Guard within 30 days.

06199 - Other (cargo)

The administration shall provide the ship with an appropriate document as evidence of compliance of construction and equipment with the requirements of this regulation. The document provided to the vessel does not indicate that dangerous goods can be stored between frames 29-34. Vessel is storing dangerous goods between frames 29-34, which is not authorized on the current document.

Ship Name: **MORNING CHAMPION**

Recognized Org: **KOREAN REGISTER**

Ship Type: **Vehicle Carrier**

Recognized Security
Organization (RSO):

Flag: **Bahamas**

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

IMO Number: **9285627**

Relevant Certificates:

Date of Action: **6/27/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Staten Island, New York**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers

Wilhelmsen Ship Management (Korea) Ltd

Champion Maritime Ltd

Deficiencies: Code - Category

Description

15109 - Maintenance of the ship and equipment

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 below or provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory must be submitted prior to clearance of this deficiency.

13106 - Insulation wetted through (oil)

Means shall be provided to control leaks of flammable liquids. Excessive oil accumulation was observed under auxiliary diesel generators No. 1, 2, and 3. Manufactured catch basins were situated under leaking components to collect oil and divert it from (bilge/waste) tanks. Over 20 oily soaked rags were found stuffed under the main engine and purifiers. Oil soaked lagging was found in the Purifier room and at the bottom of the engine room above the OWS.

09210 - Machinery

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's observed oil accumulation under generators 1,2, and 3; multiple catch basins under purifiers and generators; oil soaked and damaged lagging found in purifier room and above OWS; multiple valves found leaking oil; numerous oil soaked rags found under M/E, purifiers, and generators; and, unapproved modifications to M/E cylinder lubricating oil quick closing valve.

Ship Name: **MSC BRUNELLA**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9702106**

Date of Action: **11/19/2024**

Action Taken:

Port: **Los Angeles, California**

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

Recognized Org: **Det Norske 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
Concept Fortune Ltd

Deficiencies: Code - Category

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

**07109 - Fixed fire extinguishing
installation**

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 VESSEL'S SMS REQUIRES THE FIXED FIREFIGHTING SYSTEM TO BE CAREFULLY MAINTAINED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND INTERNATIONAL REGULATIONS. THE CREW FAILED TO FULLY IMPLEMENT THE REQUIREMENTS OF THE ISM CODE , AS MADE EVIDENT BY DEFICIENCIES 2-4. A SAFETY MANAGEMENT AUDIT MUST BE CARRIED OUT BY THE ADMINISTRATION / RO BEFORE THE SHIP MAY BE RELEASED FROM DETENTION.

A FIXED GAS FIRE-EXTINGUISHING SYSTEM SHALL COMPLY WITH THE PROVISIONS OF THE FIRE SAFETY SYSTEMS CODE. THE NECESSARY PIPES FOR CONVEYING THE FIRE-EXTINGUISHING MEDIUM INTO THE PROTECTED SPACE SHALL BE PROVIDED WITH CONTROL VALVES SO MARKED AS TO INDICATE CLEARLY THE SPACES TO WHICH THE PIPES ARE LED. SUITABLE PROVISIONS SHALL BE MADE TO PREVENT INADVERTENT RELEASE OF THE MEDIUM INTO THE SPACE. PSCO OBSERVED MAIN LINE TO PILOT BOTTLE WAS FULLY DISCONNECTED RENDERING THE FIXED GAS FIRE-EXTINGUISHING SYSTEM INOPERABLE AND NOT AVAILABLE FOR IMMEDIATE USE.

07109 - Fixed fire extinguishing installation

A FIXED GAS FIRE-EXTINGUISHING SYSTEM SHALL COMPLY WITH THE PROVISIONS OF THE FIRE SAFETY SYSTEMS CODE. THE NECESSARY PIPES FOR CONVEYING FIRE-EXTINGUISHING MEDIUM INTO THE PROTECTED SPACES SHALL BE PROVIDED WITH VALVES SO MARKED AS TO INDICATE CLEARLY THE SPACES TO WHICH THE PIPES ARE LED. SUITABLE PROVISIONS SHALL BE MADE TO PREVENT INADVERT RELEASE OF THE MEDIUM INTO THE SPACE. PSCO OBSERVED CONNECTION HOSE TO SERVICE LINE OF THE HIGH-PRESSURE CO2 SYSTEM TO BE MISSING WITH NO BLANKING FLANGE. THE PRESSURIZATION OF THE CO2 MANIFOLD WOULD CAUSE THE HIGH-PRESSURE CO2 ROOM TO BE INADVERTENTLY FILLED WITH CO2 AND WOULD PRESENT AN IMMEDIATE DANGER TO LIFE IN THE SPACE AT THE LOCAL OPERATING STATION.

07109 - Fixed fire extinguishing installation

A SHIP ENGAGED IN THE CARRIAGE OF DANGEROUS GOODS IN ANY CARGO SPACES SHALL BE PROVIDED WITH A FIXED CARBON DIOXIDE FIRE-EXTINGUISHING SYSTEM COMPLYING WITH THE PROVISIONS OF THE FIRE SAFETY SYSTEMS CODE. PSCO OBSERVED A BROKEN COPPER FIXED GAS FIRE-EXTINGUISHING ACTUATOR DISTRIBUTION LINE, RENDERING A BANK OF 60 CO2 BOTTLES INOPERABLE IN CASE OF AN EMERGENCY IN CARGO SPACES THAT ARE CURRENTLY CARRYING DANGEROUS GOODS.

Ship Name: **MSC MICHIGAN VII**

Recognized Org: **Bureau Veritas**

Ship Type: **Containership**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9196864**

Relevant Certificates:

Date of Action: **6/8/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

Ship Management: Owners, Operators, or Managers
KYVELI OCEANWAY LIMITED
MSC Shipmanagement Ltd

Deficiencies: Code - Category

Description

15109 - Maintenance of the ship and equipment

The safety management system should provide for safe practices in ship operation and a safe working environment. During a more detailed inspection following a marine casualty, objective evidence indicated that the crew is not analyzing non-conformities, accidents and hazardous occurrences (ISM Code 9); did not adequately maintain the ship and equipment (ISM Code 10); and failed to produce various documentation related to the maintenance of critical equipment (ISM 11). The crew stated that MDE was unreliable at maneuvering speeds following the ship's dry docking in Nov 2023. No objective evidence was provided that that MDE unreliability was investigated and analyzed by the Company. Also, no documentation was provided related to MDE maintenance activities at the shipyard, despite the installation of Engine Power Limiter. Further, the shipboard engineering alarm printer was jammed, with the printer printing over itself on the same line of paper since Feb. PSCO also observed multiple leaking fuel valves, inoperable fuel/lube oil purifiers, and a leaking fuel tank w/pooled fuel oil. A SMS audit is required to be carried out before the ship may be released from detention.

13101 - Propulsion main engine

The speed and direction of thrust shall be fully controllable from the navigation bridge under all sailing conditions, including maneuvering. Main Diesel Engine governor was found to be faulty resulting in a loss of throttle control and uncontrolled acceleration of the ship through Charleston Harbor.

****PSC Exam is suspended in accordance with the Procedures for Port State Control Ch. 3.6. The Administration is required to verify compliance with all applicable conventions and regulations.****

Ship Name: **MSC PETRA**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9222302**

Date of Action: **5/21/2024**

Action Taken: **Detention**

Port: **Newark, New Jersey**

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
Diaporos Oceanways Limited

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine
room**

09209 - Electrical

Description

The company should establish procedures to ensure that the ship is maintained in conformity 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 COTP must be submitted prior to the clearance of this deficiency.

In a ship in which oil fuel is used, 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 observed evidence of oil leakage from the space above the purifier room, which includes auxiliary engine #3.

Electrical installations shall be such that: the safety of passengers, crew and ship from electrical hazards will be ensured. PSCO observed water accumulation around switchboards in both port and starboard emergency escape routes from the engine room.

Ship Name: **MSC POLARIS**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9074042**

Date of Action: **4/9/2024**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **Marine Safety Unit Savannah**

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
Messina Marine Ltd

Deficiencies: Code - Category

**15111 - Company verification,
review and evaluation**

**07109 - Fixed fire extinguishing
installation**

Description

The company should establish procedures to ensure the ship is maintained in accordance with the provisions relevant to the rules and regulations established by the company. The technical and/or operational nature of deficiencies 02, 03, and 04 provide objective evidence of the serious failure to implement the ISM Code. Prior to the OCMI clearance of these deficiencies, an external audit report must be submitted to this office.

After any survey of the ship, 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 unapproved modifications to the fire main piping system within the reefer control store which which is in direct conflict with fire control plan.

Ship Name: **MSC SAMANTHA VI**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9110377**

Date of Action: **7/27/2024**

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
MSC Shipmanagement Ltd
Compania Naviera Bute S.A.

Deficiencies: Code - Category

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

Description

The company and the ship shall comply w/ the requirement of the ISM Code. The company should establish procedures to ensure that the ship is maintained in conformity w/ the provisions of the relevant rules and regulations. The technical and operational nature of deficiencies 02, 03, 04, 05, 06, and 07 provide objective evidence of a serious failure of the implementation of the ISM Code.

Ship Name: **MSC TIANJIN**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9285471**

Date of Action: **1/17/2024**

Action Taken: **Detention**

Port: **N. Charleston, South Carolina**

Unit: **Sector Charleston**

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

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ISM - Safety Management Certificate**
SOLAS Cargo Ship Safety Construction

Organization Related
to Detention: **RINA Services S.p.A.**

Ship Management: Owners, Operators, or Managers

Technomar Shipping Inc

Global Ship Lease 53 LLC

Charterers

MSC Mediterranean Shipping Co SA

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

13199 - Other (machinery)

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. The deficiencies below indicate 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 prior to the ship being release from detention.

**SOLAS (2020 Cons) IX/3.1
ISM Code 10.1**

Machinery, associated piping and fittings shall be adequate for the intended service. The fire main piping is holed and has a significant leak at the flange in the engine room. The leaks are located between the two main fire pumps. As such, regardless of which fire pump is running, the piping leaks cannot be isolated. In addition, there is a leak in the bilge eductor pump, which essentially leaks any water pumped from the bilge back into the bilge. The significance of the leaks was sufficient to activate all three bilge alarms in the engine room, which were found to be silenced by the PSCO.

SOLAS (2020 Cons) II-1/26.1

Ship Name: **MSC TIPHAINE II**

Recognized Org: **Bureau Veritas**

Ship Type: **Containership**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9270828**

Relevant Certificates:

Date of Action: **3/5/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Makoto Shipping Ltd

MSC Shipmanagement Ltd

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 accordance with the provisions of the relevant rules and regulations established by the company. The technical and/or prerational 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 and departure.

07199 - Other (fire safety)

Means shall be provided to control leaks of flammable liquids. PSCO's observed an excess amount of oil beneath the deck plates in the oil purifier room and in the containment area around the main engine. Additionally, PSCO's observed an excess amount of oily-water mixture throughout the engine room bilge.

13106 - Insulation wetted through (oil)

Surface with temperatures above 22oc which may be impinged as a result of a fuel system failure shall be properly insulated. PSCO's observed oil-soaked lagging and missing lagging from high temperature pipe through the engine room specifically in the oil-purifier room and in the vicinity of the main engine.

14104 - Oil filtering equipment

Oil filtering equipment referred to in this regulation 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. During the operational test, PSCO's observed a leak emanating from the oil filtering equipment rendering it inoperable. Leak has been present 14 days.

Ship Name: **MSC YUVIKA V**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9141285**

Date of Action: **8/4/2024**

Action Taken:

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Det Norske 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
Kendra Oceanway Ltd

Deficiencies: Code - Category

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

11104 - Rescue boats

**11112 - Launching arrangements
for survival craft**

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 technical and/or operational nature of deficiencies 02-08 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.

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 inoperable.

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 the remote control release cable and brake for the port side lifeboat improperly installed and seized in place by paint preventing the brake from stopping the lifeboat during lowering evolution.

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 and door frames in "A" class divisions shall be constructed of steel. Doors in "B" class divisions shall be non-combustible. Doors fitted in boundary bulkheads of machinery spaces of category A shall be reasonably gastight and self-closing.

2 Doors required to be self-closing shall not be fitted with holdback hooks. However, hold-back arrangements fitted with remote release devices of the fail-safe type may be utilized.

PSCO observed galley doors, fitted with remote releases, held open with hold back hooks. Additionally, PSCO observed both water tight doors to engine room fitted with hold back hooks. Finally, PSCO observed self-closing doors within main stairwell to engine room, upper deck, C-deck PD/CD, nav bridge PD/CD, and engine room workshop escape trunk unable to close properly.

Ship Name: **NANTES**

Ship Type: **LPG Gas Carrier**

Flag: **Norway**

IMO Number: **9253818**

Date of Action: **4/29/2024**

Action Taken: **Detention**

Port:

Unit: **Marine Safety Unit Texas City**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Wilhelmsen Ship Management (Norway) AS

Deficiencies: Code - Category

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

Description

The safety management system should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution prevention [9.1]. The company should established 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 [10.2.2]. The design and installation of fixed electrical equipment in the cargo area is subject to strict regulations to prevent fires or explosions. It is essential that this design safety be maintained. [6-Cargo Equipment and Instrumentation 6.3.4]. Level alarms shall include PMS procedures to ensure maintenance, test, and calibration of this equipment as per maker's instructions [6-Cargo Equipment and Instrumentation 6.3.5]. The fixed seawater spray system shall be maintained in accordance with manufacturer guidelines [1-Fixed Fire Extinguishing Systems - Fixed Seawater Spray System]. As delineated in deficiencies 2-5, the company failed to establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. Lastly, the objective evidence provided in the proceeding deficiencies attest to the company failing to ensure that any non-conformity is reported, and subsequent action is taken. An additional external verification of the vessel's SMS, focusing on the company procedures regarding maintenance of the ship, is required.

06199 - Other (cargo)

On ships carrying flammable or toxic products or both, a water spray for cooling, fire prevention and crew protection should be installed to over exposed cargo tank domes, and boundaries of superstructures and deckhouses normally manned, and cargo compressor rooms. PSCO observed inadequate water spray around the cargo compressor room and tank dome #01.

74 SOLAS (2020) VII/13.1

93 IGC Code 13.3

30ABC

06199 - Other (cargo)

Electrical equipment, cables and wiring should not be installed in hazardous locations unless it conforms with the standards not inferior to those acceptable to the organization. PSCO observed 06 damaged light installations on deck and in the cargo compressor room, 02 emergency lights with exposed wiring going into the housing, standpipes on all cargo tank tops severely corroded with exposed wiring, a junction box with a gap comprising the seal, and a dry rotted cable transit seal on the motor supply ventilation.

74 SOLAS (2020) IX/3.1

ISM Code 9.1

ISM Code 10.2.2

30 ABC

06199 - Other (cargo)

Cargo tank liquid level gauges when not in use, the devices should be kept completely closed, and the design and installations should ensure that no dangerous escape of cargo can take place when opening the device. PSCO observed a leak of propane escaping from the starboard overfill gauge on the tank dome #01.

Ship Name: **NAVIG8 UNIVERSE**

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

Flag: **Marshall Islands**

IMO Number: **9489106**

Date of Action: **4/28/2024**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

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
Suntech Ship Management Pte Ltd
LS-MHL5 Co., LTD

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, any non-conformities are reported with its probable cause, if known, appropriate corrective actions are taken, and records of these activities are maintained. Considering the deficiencies issued on the CG-5437 B on 28 April 2024 as objective evidence, an expanded ISM exam was conducted, revealing the following major non-conformity: The vessel failed to ensure that non-conformities are identified during inspections, reported by the crew, corrected and corresponding records maintained. An external audit is required.

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.

Ship Name: **NO. 2 POHAH**

Recognized Org: **KOREAN REGISTER**

Ship Type: **Refrigerated Cargo Carrier**

Recognized Security
Organization (RSO):

Flag: **Panama**

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

IMO Number: **9227601**

Relevant Certificates:

Date of Action: **3/22/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Dutch Harbor, Alaska**

Unit: **Marine Safety Detachment Dutch Har**

Ship Management: Owners, Operators, or Managers

Khana Marine Ltd

NOK CO. Ltd, S.A.

Deficiencies: Code - Category

Description

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

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; appropriate actions taken; and records of these activities are maintained. Objective evidence during an expanded ISM exam revealed that the vessel failed to properly follow required reporting procedures and take appropriate corrective actions relating to essential fire fighting equipment as seen by deficiency no. two. After speaking with Master and Chief Officer, it was identified that the vessel and its crew did not report the initial temporary repair and had no intentions of reporting the additional non-conformity of the fire main to the administration. An external third party SMS audit is required.

07113 - Fire pumps and its pipes

Fire fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed a soft patch on the starboard side fire main piping, and a separate outward rupture on the same piping system, approximately 3" long by 3/4" wide, between two flanges in vicinity of cargo hold #1.

Ship Name: **OCCITAN SKY**

Ship Type: **Bulk Carrier**

Flag: **Portugal**

IMO Number: **9274355**

Date of Action: **1/31/2024**

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
Synergy Maritime Pvt Ltd
Listrac Ltd

Deficiencies: Code - Category

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

**07106 - Fire detection and alarm
system**

**07126 - Oil accumulation in engine
room**

Description

The company should establish procedures to ensure the ship is maintained in accordance with relevant rules and regulations. In meeting such, the company shall ensure inspections are held at appropriate intervals, and non-conformities are reported. The technical and operational nature of the deficiencies noted below provide objective evidence of a serious failure of implementation of ISM code. An external audit report with a focus on operational testing and inspection of critical systems, including fire detection and suppression systems, satisfactory to the OCMI, must be submitted prior to clearing this deficiency.

The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: fire detection and fire alarm systems.

PSCO observed Zone 02 of the hyper mist fire detection system disabled on 17 Jan 2024. The ship's crew was unaware of the disablement.

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 installed and protected to reduce to a minimum any danger to persons on board, with due regard being paid to moving parts, hot surfaces, and other hazards.

PSCO observed numerous lube oil leaks along the main diesel engine lower crankcase.

07126 - Oil accumulation in engine room

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 installed and protected to reduce to a minimum any danger to persons on board, with due regard being paid to moving parts, hot surfaces, and other hazards.

PSCO observed a significant fuel leak with fuel-soaked lagging on the main fuel line to the main engine in the vicinity of the port-side ladder well.

07126 - Oil accumulation in engine room

The machinery, boilers, and other pressure vessels, associated piping systems, and fittings shall be of design and construction adequate for the service for which they are intended and shall be installed and protected to reduce to a minimum any danger to persons on board, with due regard being paid to moving parts, hot surfaces, and other hazards.

PSCO observed a significant fuel oil leak on the fuel oil transfer pump on the starboard side of the engine room.

Ship Name: **OCEAN MARLIN**

Ship Type: **Supply Ship**

Flag: **Norway**

IMO Number: **9669213**

Date of Action: **7/18/2024**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

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
Atlantic Offshore Management AS
Atlantic Offshore Seismic AS

Deficiencies: Code - Category

**02103 - Stability/strength/loading
information and ins**

11104 - Rescue boats

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

Description

on completion of loading the ship and prior to its departure, the master shall determine the ship's trim and stability and also ascertain that the ship is upright and in compliance with stability criteria in relevant regulations. The determination of the ship's stability shall always be made by calculation or by ensuring that the ship is loaded to one of the pre-calculated loading conditions within the approved stability information. The vessel's lightship value changed from 1970.938MT to 2163.661Mt, but the loading computer does not incorporate this new lightship value and the crew is incapable of modifying it. The vessel departed from the Netherlands and arrived into Providence, RI without completing stability calculations.

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 ship arrived into Providence, RI with approximately 1 liter of fuel in the 25 liter tank with no additional fuel on board: the rescue boat's immediate recovery capabilities are in question.

Doors required to be self-closing shall not be fitted with hold-back hooks. Engine-room workshop door and adjacent store-room door both fitted with steel hold back brackets prevention their self-closing mechanism. Both doors are marked as A-60 self-closing type on the class-approved fire control plan.

Ship Name: **OSLO BULK 9**

Ship Type: **General Dry Cargo Ship**

Flag: **Norway**

IMO Number: **9485825**

Date of Action: **5/7/2024**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Bulkship Management AS

Deficiencies: Code - Category

**10114 - Voyage data recorder
(VDR)/Simplified Voyage data
recorder(S-VDR)**

Description

The Administration shall be satisfied that adequate arrangements are in place to ensure that the performance of the equipment required by this chapter is maintained. PSCO observed three fault codes on VDR panel indicating lack of connection to direct recording unit and hard drive back-up.

Ship Name: **PILARGAS**

Ship Type: **Gas Carrier (Non-Specified)**

Flag: **Panama**

IMO Number: **9441685**

Date of Action: **3/28/2024**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **Marine Safety Unit Lake Charles**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Transgas Shipping Lines SAC
Water Edge Investment Corp.

Deficiencies: Code - Category

13101 - Propulsion main engine

13199 - Other (machinery)

Description

The machinery 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. The main diesel engine had a significant leak from the No.7 jacket water.

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: an air compressor and receiver for starting or control purposes. Only 1 (one) of the 2 (two) compressors that provide starting air was functional.

Ship Name: **PVT SOLANA**

Ship Type: **Chemical Tankship**

Flag: **Panama**

IMO Number: **9391531**

Date of Action: **5/12/2024**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ISM - Safety Management Certificate**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Petrovietnam Transportation Corp (PV
TRANS)**

**Southern Petroleum Transportation JSC
(PVTrans Petro)**

Deficiencies: Code - Category

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

**07109 - Fixed fire extinguishing
installation**

09209 - Electrical

Description

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use.

PSCO observed vessels hyper-mist system set to manual. Additionally, PSC observed multiple hyper-mist nozzles blocked with rust and saltwater buildup, preventing any flow to the nozzle above the incinerator and restricting flow above boiler.

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use.

PSCO observed local controls and pilot cylinder for the emergency diesel generator fixed CO2 system seized shut. Additionally, PSCO observed, activator valve handles painted and seized in the closed position.

Electrical equipment, cables, and wiring shall not be installed in the hazardous locations unless it conforms with the standards not inferior to those acceptable to the organization.

PSCO observed severe wastage to electrical runs, including flexible conduit within the hazardous area indicated in the vessels approved hazardous location plan specifically,

**-Temp sensor (discharge) to slop port Framo pump, starboard slop junction box, two starboard tank radar, one starboard temperature sensor;
-Bolts missing on Ballast Water tank six starboard tank level sensor, bolt missing on temperature sensor three port, bolt missing ballast wing tank two port tank level sensor;
-Bonding strap above tank one starboard, ground wires disconnected to forward, starboard explosion proof light, and to deck crane motor controller ;
-PSCO observed cracked explosion proof light on the forward port side forecandle bulkhead. PSCO traced to the intrinsically safe circuits back to the electrical panel, located in cargo control room, and observed faults on four isolation devices compromising the circuit.**

07102 - Inert gas system	<p>For tankers of 20,000 tons deadweight and upwards the protection of the cargo tank shall be achieved by fixed inert gas system in accordance with the requirements of the Fire Safety Systems Code.</p> <p>PSC observed vessel's inert gas generator inoperable. The crew identified the gas regulating valve was not functioning properly on 24 January 2024 and notified Company without rectification.</p>
08108 - UMS - alarms	<p>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.</p> <p>PSCO observed crew unable to activate bilge alarms.</p>
15109 - Maintenance of the ship and equipment	<p>RO Association: Lloyd's Register</p> <p>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 technical and or operational nature of deficiencies 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13,16 and 17 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 the clearance of this deficiency.</p> <p>RO Association: Nippon Kaiji Kyokai (Class NK)</p>
07108 - Ready availability of fire fighting equipment	<p>Firefighting systems and appliances shall be kept in good working order and readily available for immediate use.</p> <p>PSCO observed hyper mist system set to manual. Fresh water supply valve to the system was also found in the closed position.</p>
07126 - Oil accumulation in engine room	<p>The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids for this purpose, functional requirements shall be met: means shall be provided to control leaks of flammable liquids.</p> <p>PSCO observed port side MGO settling tank leaking from a fitting near the deck into an open catch pan with about one gallon of fuel in the pan. Additionally, PSCO observed FO #2 circulating pump leaking.</p>

Ship Name: **RADIANT PRIDE**

Ship Type: **Oil Tankship**

Flag: **Liberia**

IMO Number: **9307097**

Date of Action: **9/29/2024**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

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
Sea World Management & Trading Inc.
Dione Maritime 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 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:

.2 any non-conformity is reported with its possible cause, if known;

.3 appropriate corrective action is taken.

The technical and/or operational nature of deficiencies 02 - 08 provide objective evidence of a serious failure of the implementation of the ISM Code. The crew is reporting conditions to the company, however the below conditions are not being reported to class/flag nor are they being rectified.

An external audit report satisfactory to the OCMI must be submitted prior to clearance of this deficiency.

13101 - Propulsion main engine

Main and auxiliary machinery essential for the propulsion and safety of the ship shall be provided with effective means for its operation and control. PSCO observed the main engine is inoperable from the bridge and engine control room. The crew states they have been operating the main engine from the local (emergency) platform since June. This condition has been reported to company without rectification.

**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: .1 means shall be provided to control leaks of flammable liquids;

PSCO observed oil leaks and accumulated oil: -around the auxiliary blower, all five fuel pumps, all five cylinder heads, crankcase explosion covers 3 - 5, and in the bilge forward of the main engine.

-Around the flywheel for generator 1 and 3. Generator 3 had a fabricated catch collecting oil leaks.

-Around the fuel tank for the emergency generator.

-And near the steering gear pedestal.

09209 - Electrical

No electrical equipment shall be installed in any space where flammable mixtures are liable to collect including those on board tankers or in compartments assigned principally to accumulator batteries in paint lockers, acetylene stores or similar spaces, unless the administration is satisfied that such equipment is of a type which will not ignite the mixture concerned.

PSCO observed an explosion proof light located in the battery room on the navigation bridge missing a gland in one of the stuffing tubes.

PSCO observed 2 explosion proof lights located in the cargo deck store, which is indicated as a hazardous location per the vessels approved hazardous location plan, retro-fitted with improper glands.

Ship Name: **SAGA EXPLORER**

Recognized Org: **DNV GL MARITIME**

Ship Type: **General Dry Cargo Ship**

Recognized Security
Organization (RSO):

Flag: **Hong Kong**

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

IMO Number: **9343493**

Relevant Certificates:

Date of Action: **1/22/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

Anglo-Eastern Ship Management Ltd

Saga Shipholding (Norway) AS

Charterers

Saga Welco AS

Deficiencies: Code - Category

Description

15102 - Company responsibility and authority

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 technical and/or operational nature of deficiencies noted below in deficiencies #2 & #3, 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 the clearance of this deficiency.

11101 - Lifeboats

The engine starting systems and starting aids shall start the engine at the ambient temperature of -15C within 2 min of commencing the start procedure. PSCO found that it took almost 3 hours to start the port side lifeboat which was identified as the designated rescue boat.

Ship Name: **SANTA MARIA XPRESS**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **8926626**

Date of Action: **3/27/2024**

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

Dauids Sons Logistics LLC

Deficiencies: Code - Category

12109 - Special requirement

Description

Deficiencies which may be deemed to pose a danger to persons, property, or the environment include the following: 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, Chief Engineer, nor the Second Engineer had a valid endorsement from the flag state.

09220 - Structural features (ship)

Efficient guard rails or bulwarks shall be fitted to all exposed parts of the free board and superstructure decks. Two portions of the guard rail were missing, one on the mid ship port side and one on the forward starboard side.

03107 - 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, and for this purpose tests for tightness shall be required at the initial survey and may be required at periodical surveys and at annual inspections or at more frequent intervals. Air conditioner that was fabricated to fit in the doorway of the Master's room, this obstruction would not allow the weathertight door to close.

03108 - Ventilators, air pipes, casings

Where air pipes to ballast and other tanks extend above the freeboard or super structure decks, the exposed parts of the pipes shall be of substantial construction. PSCOs observed wastage on vent FW tank 2 thread that would not allow the vent to be closed. Bilge pipe improperly closed with wood block.

Ship Name: **SANTA MARIA XPRESS**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **8926626**

Date of Action: **3/8/2024**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **International Load Line Certificate**

Organization Related
to Detention: **CONARINA**

Ship Management: Owners, Operators, or Managers
Dauids Sons Logistics LLC

Deficiencies: Code - Category

03108 - Ventilators, air pipes, casings

Description

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. PSCOs observed a 2" hole on the starboard side cargo airpipe located next to the bridge. PSCOs also observed a .5" hole on the starboard cargo air pipe on the main deck and a 2" hole on the waste oil pipe on the starboard side.

Ship Name: **SERENITY**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9606120**

Date of Action: **7/17/2024**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **Marine Safety Unit Lake Charles**

Recognized Org: **Croatian Register 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

Alpha Adriatic Shipmanagement Ptd. Ltd

Stem Marine LLC

Deficiencies: Code - Category

**05108 - Performance standards for
radio equipment**

Description

In meeting these requirements, the company should ensure that... .2 any non-conformity is reported, with its possible cause, if known; .3 appropriate corrective action is taken. The technical and/or operational nature of the deficiencies 02, 03, 04, 05, 06, 06, and 09 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.

07113 - Fire pumps and its pipes

The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: means of escape systems and appliances. During the test of the emergency fire pump no pressure from the fire hoses could be confirmed. After 3 hours on board crew was still unable to show proper operation of emergency fire pump.

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

The means of control of any fixed gas fire-extinguishing system shall be readily accessible, simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by fire in a protected space. At each location there shall be clear instructions relating to the operation of the system having regard to the safety of personnel. CO2 system for paint room with controls in forward fire control room did not have instructions posted for proper operation. Crew was not aware of this and multiple inspections were carried out.

11102 - Lifeboat inventory

Each survival craft shall be stowed: fully equipped as required by this chapter and the code: a food rations as described in paragraph 4.1.5.1.18 totaling not less than 10,000KJ for each person the lifeboat is permitted to accommodate; these rations shall be kept in airtight packaging and be stowed in a watertight container. PSCO observed that 24 of 25 food rations on-board the life boat were not airtight. When speaking to 3rd officer he reported to the previous C/O that they packages were damaged in February 2024 and C/O was only worried about expiration date, not packaging of food rations.

11104 - Rescue boats

Rescue boats shall be fitted with weather-tight stowage for small items of equipment. PSCO observed Port and Stbd quarter hatches on rescue boat were not secured or weather-tight.

07111 - Personal equipment for fire safety

An on-board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used. PSCO observed vessel has 12 air cylinders with zero training bottles or compressor on-board to refill bottles.

Ship Name: **SEVEN SEAS NAVIGATOR**

Recognized Org: **Lloyd's Register**

Ship Type: **Passenger Ship**

Recognized Security
Organization (RSO):

Flag: **Bahamas**

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

IMO Number: **9064126**

Relevant Certificates:

Date of Action: **12/3/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers

NCL (Bahamas) Ltd

Navigator Vessel Co LLC

Deficiencies: Code - Category

Description

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 any additional requirements which may be established by the company. The safety management system should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company. Monthly checks of the lifeboats on the vessel were logged as complete onboard the vessel's electrical log, however, PSCOs observed all six lifeboats onboard the vessel with non-functional / disconnected fuel shutoff valves. In addition, the vessel's #2 lifeboat was found not operational. Condition of the lifesaving appliances were not reported to the company. Based on the deficiency #2, an additional external audit of the safety management system audit is required.

11129 - Operational readiness of lifesaving appliances

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. All lifeboats Fuel shut offs were not operational. Lifeboat 2 was not able to start. Lifeboat 3 fuel line on the port side engine had non maritime fuel hose. Rescue boat on the starboard side had an exhaust leak.

Ship Name: **SIGMA PIONEER**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9543249**

Date of Action: **12/26/2024**

Action Taken: **Detention**

Port: **Wilmington, North Carolina**

Unit: **Sector North Carolina**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **SOLAS Cargo Ship Safety Constru**

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
Sigma Shipping Ltd
Pioneer 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. The technical and/or operational nature of deficiencies 02, 03, 04, 05, and 06 provide objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM Code. 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

**Means shall be provided to control leaks of flammable liquids.
PSCO observed incredibly excessive oil leaks/splatter, oil-soaked lagging, and quantities of pooled oil in bilges/catchments throughout the entire engine room, especially on/around the fuel oil purifier room, main diesel engine, auxiliary generators 1/2/3, and incinerator room. More than a dozen 55gal drums and various sized buckets were found filled with oil and exposed, littered across the engine room. Excessive hydraulic oil leaks were also found on the steering gear and power pack for the aft mooring winch.**

07123 - Operation of Fire protection systems

The system should be available for immediate use and capable of continuously supplying water for at least 30 min in order to prevent re-ignition or fire spread within that period of time. PSCO observed the water mist tank supplying the engine room's localized fire extinguishing system empty and out of service with hatch cover removed.

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. PSCO observed auxiliary generators 1 & 3 out of service. Auxiliary generator 2, the only generator operational, was found operating with open covers, no insulation on hot spots, & excessive fuel/oil leaks w/ flywheel valley tray filled with oil.

07106 - Fire detection and alarm system

The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: fire detection and fire alarm systems. PSCO observed an engine room smoke detector inoperable and covered with a plastic bag. Flame detectors above auxiliary generators 2 & 3 were non-operational when tested.

07113 - Fire pumps and its pipes

Fire protection systems and fire-fighting systems and appliances shall be maintained ready for use. PSCO observed the #1 engine room fire pump excessively leaking water and unable to maintain satisfactory pressure. Also, a temporary pipe patch was found on the system with a significant leak into the bilge.

07105 - Fire doors/openings in fire-resisting division

Doors required to be self-closing shall not be fitted with holdback hooks. However, hold-back arrangements fitted with remote release devices of the fail-safe type may be utilized. The self-closing A-0 door between the main engine room and fuel oil purifier room was unable to close properly, and 02 self-closing A-0 doors within the galley/mess deck/scullery were held open with hold back devices.

02199 - Other (Structural condition)

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-1/1, or with applicable national standards of the Administration which provide an equivalent level of safety. External starboard upper deck accommodation ladder is materially compromised by sheared off bracket pin.

Ship Name: **SSI DEFIANT**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9603116**

Date of Action: **9/29/2024**

Action Taken: **Detention**

Recognized Org:

Recognized Security Organization (RSO):

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

Relevant Certificates: **SOLAS Cargo Ship Safety Construction
ISM - Safety Management Certificate
International Oil Pollution Prevention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers

Densay Ship Management and Technical Services DMCC

Onda Shipping 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 conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The technical and operational nature of deficiencies 02, 03, 04,05, 06, 07, 08, 09,10,11,12 provide objective evidence of a serious failure of the implementation of the ISM code. An external SMS audit conducted by the vessel's RO should be conducted prior to being released from the detention.

13101 - Propulsion main engine

The machinery, boilers, and other pressure vessels, piping systems and fittings shall be of a design and construction associated 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. Maryland Pilot reported a loss of propulsion while inbound to the Port of Baltimore which required the vessel to enact emergency operations to anchor safety. The cause of of the loss of propulsion has yet to be determined.

07113 - Fire pumps and its pipes

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 an unreasonable threat or harm to the marine environment. Several witnesses observed and reported a sheen emanating from the vessel. In addition, a PSCO observed an oily residue within one of the vessel's overboard discharge pipes on the inboard side. A diver later observed fuel/oil sheen on the outboard side of the same overboard discharge pipe.

15109 - Maintenance of the ship and equipment

The safety management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution. PSCO observed that vessel failed to follow their SMS reporting and response procedures following pollution spills on 24 and 25 September, 2024.

Ship Name: **SSI MAGNIFICENT**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9391828**

Date of Action: **6/19/2024**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

Recognized Org:

Recognized Security
Organization (RSO):

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

Relevant Certificates: **SOLAS Cargo Ship Safety Constru**
ISM - Safety Management Certificat

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Densay Gemi Isletmeciligi Denizcilik ve Teknik
Danismanlik AS**

**Densay Gemi Isletmeciligi denizcilik Ve Teknik
Danismanlik Anonim Sirketi**

Deficiencies: Code - Category

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

02199 - Other (Structural condition)

13199 - Other (machinery)

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

Description

In meeting these requirements, the company should ensure that any non-conformities is reported with its possible cause, if known. No report of non-conformity has been made for the following deficiencies. Based on the following deficiencies as objective evidence, and an expanded ISM exam, an external audit is required.

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. Vessel's No. 3 fuel tank 6" pipe at the engine room forward bulkhead found with a cement patch, wet with fuel oil.

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the fuel oil shall be such to ensure the safety of the ship and persons on board, and shall at least comply with the following provisions. Vessel's Main Engine fuel leak piping found with approximately 5 feet of pipe missing. Crew has installed a clear plastic hose to drain fuel from pipe to collection point. Pipe was removed and hose installed at dry dock, 08 APR 2024.

The construction of doors and door frames in A class division, with the means of securing them when closed, shall provide resistance to fire as well as the passage of smoke. PSCO observed A-60 self-closing doors compromised with holes and compromised latches on A-deck port and starboard doors to embarkation. Stairwell door on A-deck has compromised latch. B-deck aft port door to ladder well has compromised latch. C-deck aft starboard door to ladder well is hard to open. Steering gear room door does not self close. A-60 door on boiler top has compromised latch. Upper-deck A-60 self-closing door missing latch assembly.

07105 - Fire doors/openings in fire-resisting division

Doors required to be self-closing shall not be fitted with hold-back hooks. Paris MOU PSC Exam on 15 MAY 2024 identified “several self closing fire doors... equipped with hold-back hooks.” The crew submitted documentation to the PSC that “all areas to be checked by safety officer,” and the deficiency was cleared. During current USCG PSC Exam, found 02 additional self-closing doors (B-deck, House entrance Port & Starboard) to be fitted with hold-backs.

Ship Name: **SUBSEA RESPONDER II**

Ship Type: **Supply Ship**

Flag: **Marshall Islands**

IMO Number: **9225495**

Date of Action: **9/4/2024**

Action Taken: **Detention**

Port: **Port Arthur, Texas**

Unit: **Marine Safety Unit Port Arthur**

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

Hydra Ops LLC

Subsea Responder II LLC

Deficiencies: Code - Category

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

Description

The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously.

Vessel's Chief Engineer stated there was a jacket water leak on the number 2 cylinder, a possible crack in the cylinder liner. Did not want to start the engine to avoid a possible engine failure.

15106 - Shipboard operations

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations. The vessel's crew was unable to provide SMS procedures upon request and were unfamiliar with the vessel's Safety Management System. Based on this and the technical and operational nature of the deficiencies noted below provide objective evidence of a serious failure of implementation of the ISM code. An additional external verification is required to be carried out by the RO (ABS) prior to the vessel's departure from port.

Ship Name: **TEVIMAR I**

Recognized Org: **CONARINA**

Ship Type: **General Dry Cargo Ship**

Recognized Security
Organization (RSO):

Flag: **Bolivia**

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

IMO Number: **8964915**

Relevant Certificates:

Date of Action: **4/12/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
MRI & CFI Marine Inc

Deficiencies: Code - Category

Description

02105 - Steering gear

**The main steering gear and rudder stuck shall be capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed...
PSCO's noticed starboard side steering gear hydraulic ram did not allow the rudder to go past 25 degrees on the rudder angle indicator.**

74 SOLAS (04) II-1 / 29.3.2

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

Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by 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 min unless manual testing can be demonstrated to be effective.

PSCO's observed emergency generator only had one source of energy and no manual starting arrangements.

74 SOLAS (04) II-1 / 44.2

11108 - Inflatable liferafts

Every inflatable life raft and inflatable lifejackets shall be serviced: at intervals not exceeding 12 months...

PSCO's observed port and starboard life raft were not serviced in 12 months and were due to be serviced on 02 February 2024, two months prior to PSCO's conducting the exam.

Ship Name: **THOR INFINITY**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

IMO Number: **9238466**

Date of Action: **5/1/2024**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org:

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Thoresen & Co (Bangkok) Ltd
Thoresen Shipping Singapore Pte Ltd

Deficiencies: Code - Category

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

**07110 - Fire fighting equipment and
appliances**

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

Description

The firefighters outfits or sets of personal equipment shall be kept ready for use in an easily accessible location that is permanently and clearly marked. PSCO observed #2 firefighters outfit's SCBA bottle, located in the fire control room, empty and not ready for use.

Two spare charges shall be provided for each required breathing apparatus. Vessel is required to have 02 breathing apparatuses for a total of 06 charged SCBA bottles; PSCO observed only 05 charged SCBA bottles.

The company and the ship shall comply with the requirements 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. The technical and/or operational nature of the deficiencies 01 and 02 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: **WATER SPIRIT 2**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **9212424**

Date of Action: **8/13/2024**

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
Water Spirit Freight Services, Inc.

Deficiencies: Code - Category

13101 - Propulsion main engine

**01209 - Manning specified by the
minimum safe manning**

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

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

Description

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 its persons onboard. The vessels port main engine does not function and the vessels starboard main engine is overheating. Vessel to submit class report attesting to the satisfactory repairs.

Each Administration shall hold companies responsible for the assignment of seafarers for the service of there ships in accordance with the provisions of the present convention. The Vessel's Minimum Safe Manning Document is expired. The vessel is also missing the Master and Engineer.

A Document of Compliance shall be issued to every company which complies with the requirements of the international safety management code. The Document of Compliance on board is expired.

Safety Management Certificate shall be issued to every ship by the admin or an organization recognized by the administration. The vessel's safety Management Certificate is expired.