

Ship Name: **ADONIA**

Flag: **Bermuda**

IMO Number: **9210220**

Date of Action: **04/08/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Type: **Passenger Ship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Carnival PLC

Deficiencies: Code - Category
0750 - Fire prevention

Description

Fire doors in main vertical zone bulkheads, galley boundaries, and stairway enclosures shall satisfy the requirements of the convention. PSCO found that all sliding fire doors located on deck three (3) were unable to open after initial closing. Fire screen doors #511 and #512, located on deck five (5), were unable to close, as designated, during transitional power test.

Ship Name: **ALLEGRO**

Ship Type: **Containership**

Flag: **Saint Vincent and the Grenadines**

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

IMO Number: **9142447**

Recognized Security Organization **Govt of Listed Flag**

Date of Action: **12/06/2016**

Action Taken: **Detention**

Recognized Org (RO) **Not Class**

Related:

Port: **Jacksonville, Florida**

Organization Related

Unit: **Sector Jacksonville**

to Detention:

Ship Management: Owners, Operators, or Managers

Baltnautic Shipmanagement Ltd

Waterway Shipping Ltd

Charterers

Mediterranean Shipping Co. S.A.

Deficiencies: Code - Category

2550 - Maintenance of ship and equipment

Description

The safety management system shall be maintained in accordance with the provisions of the international safety management code. Due to objective evidence discovered during an expanded ISM exam, it was identified the vessel and company were not following proper shipboard and SMS procedures to upkeep critical lifesaving equipment, including: inoperable engine of free fall lifeboat, expired batteries in SARTs and not immediately available lifebuoys.

0620 - Inflatable liferafts

Life rafts complying with the requirements of regulation 39 or 40, on each side of the ship, of such aggregate capacity as will accommodate the total number of persons onboard. The life rafts on at least one side of the ship shall be served by launching appliances. PSCOs did not find davit-launched type life rafts on either side of the vessel.

0699 - Other (Life Saving Appliances)

Instructions for onboard maintenance of life saving appliances complying with the requirement of regulations 52 shall be provided and maintenance shall be carried out accordingly. PSCO found SART battery expired. This issue was previously identified by crew and passed to company three months prior.

Ship Name: **ALMANDIN**
Flag: **Liberia**
IMO Number: **9519303**
Date of Action: **01/17/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Bremer Breederungsgesellschaft mbh & Co KG
Conti 174 Schiffahrts-GmbH & Co. Bulker KG
Charterers
Asian Merchant Marine Co. Ltd

Deficiencies: Code - Category
0720 - Fire fighting equipment

Description
Firefighting protection systems and firefighting systems and appliances shall be maintained and ready for use. The PSCO discovered a quick closing fuel valve for the MGO service tank that feeds the boiler, generators, and main engine was blocked open by a piece wood inserted between the valve bonnet and handwheel. This rendered the valve inoperable.

Ship Name: **APL OMAN**
Flag: **Singapore**
IMO Number: **9400124**
Date of Action: **01/13/2016**
Action Taken: **Detention**

Port: **Alameda, California**
Unit: **Sector San Francisco**

Ship Type: **Containership**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Bernhard Schulte Ship Management Company Ltd
Castle Oman Pte Ltd

Deficiencies: Code - Category
0925 - Musters and drills

Description
The crew shall have the necessary knowledge and skills to handle fire emergency cases. During examination, the PSCO determined that the crew was unfamiliar with their firefighting duties and were incapable of safely responding to a shipboard fire. During two separate fire drills, the crew failed to properly don emergency equipment, establish communications with key personnel, and demonstrate proper firefighting techniques. Previous fire drill was recorded on 07 December 2015.

Ship Name: **APUANA D**

Flag: **Italy**

IMO Number: **9167863**

Date of Action: **07/08/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

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

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

T-Bulk SRL

Norbulk Enterprise Ship Management Srl

Charterers

ADM Intermare

Deficiencies: Code - Category
**2550 - Maintenance of ship and
equipment**

Description

**A ship when in a port of another contracting
Government is subject to control where there are clear
grounds for believing that the master or crew are not
familiar with essential shipboard procedures relating to
the safety of ships. PSCO observed that the quick
closing valves for the diesel oil service tanks and the
lube oil settling tank were improperly blocked in the
open position with a piece of wood. This rendered both
those quick closing valves incapable of being closed
remotely in event of a fire.**

Ship Name: **AS FIORELLA**

Flag: **Liberia**

IMO Number: **9395111**

Date of Action: **11/16/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Type: **Containership**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Ahrenkiel Steamship GmbH & Co. KG

AS Fiorella-Schiffahrtsgesellschaft mbH & Co. KG

Charterers

AS Fiorella Shipping Inc.

Deficiencies: Code - Category

1420 - Cleanliness of engine room

Description

The following functional requirement shall be met: means shall be provided to control leaks for flammable liquids. The #1 generator is leaking fuel continuously from the fuel pump and piping system, the main diesel engine duplex fuel filter is leaking fuel from the main housing seal and valve, and fuel is leaking from multiple pumps throughout the engine room. Non-flammable containers were observed through the engine room being use to contain fuel oil leaks on multiple pieces of machinery to include but not limited to the generators, main diesel engine, and purifier, causing widespread fire hazard.

0610 - Lifeboats

Before the ship leaves port and at all times during the voyage, all life saving appliance shall be in working order and ready for immediate use. The freefall lifeboat's steering system and rudder cannot be controlled from the helm and would not move to either port or starboard.

Ship Name: **ATA-M**

Flag: **Malta**

IMO Number: **9249283**

Date of Action: **02/13/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Iskenderun Gemi Isletmeciligit Ltd Sti
Great Legend Shipping Ltd

Deficiencies: Code - Category

0750 - Fire prevention

**1499 - Other (Prop. & Aux.
Machinery)**

**2515 - Company responsibility and
authority**

Description

The minimum fire integrity of bulkheads and decks shall be as prescribe in table 9.5 and 9.6 (Machinery Spaces of category A). The A-60 boundaries protecting the emergency escape and multiple exits an entries in the engine room are degraded and not satisfactorily protecting the intended spaces.

Means shall be provided whereby normal operation of propulsion machinery can be sustained or restore even though one of the essential auxiliaries becomes inoperative. Special consideration shall be give to the malfunctioning of sources of water pressure and air compressor and receiver for starting or control purposes. There is only one operable means of providing salt water pressure for cooling vessel generator and start air compressors, to meet full operational requirements.

The company and 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. Objective evidence discovered during an expanded ISM examination revealed the vessel and company failed to take appropriate corrective action on multiple structure fire protection and main propulsion system deficiencies.

Ship Name: **ATLANTIC NAVIGATOR**

Flag: **Malta**

IMO Number: **8902292**

Date of Action: **02/23/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Baltimore**

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

Recognized Org: **Russian Maritime Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Baltic Mercur PLC

Atlantic Energy Navigation Limited

Charterers

Atlantic Ro-Ro Carriers Inc.

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

Oil filtering equipment on ships shall be of design approved by the Administration and shall be such as will ensure that any oily mixture discharged to the sea after passing through the system shall have an oil content not exceeding 15ppm. The system shall be outfitted with an alarm to indicate when the level cannot be maintained. PSCO found that the oily water separator is unable to function as approved and incapable of processing oily water to less than 15 ppm.

Ship Name: **AUTO ATLAS**

Flag: **Panama**

IMO Number: **8608054**

Date of Action: **07/21/2016**

Action Taken: **Detention**

Port: **San Diego, California**

Unit: **Sector San Diego**

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

Recognized Org: **Korean Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

KLC SM Co. Ltd

Atinum Maritime No Four SA

Charterers

Hyundai Glovis Co., Ltd

Deficiencies: Code - Category
**2550 - Maintenance of ship and
equipment**

Description

The company and 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. Objective evidence discovered during an expanded ISM exam revealed the following non-conformity: Due to the number of and nature of deficiencies identified during the exam, it was determined the vessel failed to fully implement the requirement of the ISM code through their Safe Management System's procedures. Recommend an external audit.

1420 - Cleanliness of engine room

Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter, or heater from coming into contact with heated surfaces. PSCO discovered several locations within machinery spaces that had excessive accumulation of oil and oily rags, including multiple leaks on the ship's service generators and steering gear system.

Ship Name: **AUTO ATLAS**

Flag: **Panama**

IMO Number: **8608054**

Date of Action: **10/28/2016**

Action Taken: **Detention**

Port: **Tacoma, Washington**

Unit: **Sector Puget Sound**

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

Recognized Org: **Korean Register of Shipping**

Recognized Security Organization **Korean Register of Shipping**

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

KLC SM Co. Ltd

Atinum Maritime No Four SA

Charterers

Hyundai Glovis Co., Ltd

Deficiencies: Code - Category
**0725 - Fixed fire extinguishing
installation**

Description

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. If the box containing the controls for the CO2 system is locked, then a key to the box shall be located in a glass type enclosure conspicuously located adjacent to the box. Key was missing from the control cabinet for CO2 fire extinguishing system. The CO2 system is unable to be actuated without key to access the control cabinet.

Ship Name: **AUTO BANNER**

Flag: **Panama**

IMO Number: **8608066**

Date of Action: **02/14/2016**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

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

Recognized Org: **Korean Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Atinum Maritime No. Five S.A.

KLC SM Co. Ltd

Deficiencies: Code - Category
0613 - Stowage of lifeboats

Description

Before the ship leave port and at all times during the voyage, all life saving appliance shall be in working order and ready for immediate use. Port davit winch and starboard rescue boat davit winch inoperable.

0999 - Other (Safety In General)

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 respect will remain fit to proceed to sea without danger to the ship or persons onboard. Supply line to pneumatic winch on port lifeboat ruptured in two locations.

Ship Name: **AZALEA ISLAND**
Flag: **Panama**
IMO Number: **9304148**
Date of Action: **06/23/2016**
Action Taken: **Detention**

Port: **Long Beach, California**
Unit: **Sector Los Angeles-Long Beach**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Shikishima Kisen K. K.
Ambitious Line S.A.

Charterers
Mitsui O.S.K. Lines Ltd.

Deficiencies: Code - Category
**2430 - SOx content exceeds limit for
use within ECA**

Description
**While ships are operating in an area (ECA) the sulfur
content used on board ship shall not exceed 1%. The
PSCO discovered that the vessel has been operating
within the North America ECA from 17 June 2016 to 19
June 2016 utilizing fuel oil that does not comply with
the MARPOL Annex via ECA Sulfur limits.**

Ship Name: **B. PACIFIC**
Flag: **Marshall Islands**
IMO Number: **9697296**
Date of Action: **07/08/2016**
Action Taken: **Detention**

Port: **Honolulu, Hawaii**
Unit: **Sector Honolulu**

Ship Type: **Oil Tankship**
Recognized Org: **American Bureau of Shipping**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Doorae Shipping Co., Ltd
Chuangdong 1 Marine Holding Co. Ltd

Charterers
SK B&T Pte Ltd

Deficiencies: Code - Category
1710 - Oil record book

Description
**Each collection and disposal of oil residues (sludge)
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. Collection and disposal
of oil residues (sludge) made to E/M bottom void tank
were not recorded in Oil Record Book Part 1.**

1721 - Retention of oil on board

**After the survey preceding issuance of the International
Oil Pollution Certificate, no change shall be made in the
structure equipment, systems, fittings, arrangements or
material covered by the survey without the sanction of
the Administration, except direct replacement of such
equipment and fittings. Ship's crew utilized E/M
Bottom Void Tank to stow oil residue, which is not
listed as a oil residue tank on the vessel's IOPP Form B.**

Ship Name: **B. SKY**
Flag: **Vanuatu**
IMO Number: **9381627**
Date of Action: **02/07/2016**
Action Taken: **Detention**

Port: **Honolulu, Hawaii**
Unit: **Sector Honolulu**

Ship Type: **Oil Tankship**
Recognized Org: **American Bureau of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Doorae Shipping Co., Ltd
Sky Marine Holdings Co., Ltd
Charterers
SK Shipping Co, Ltd.

Deficiencies: Code - Category
0610 - Lifeboats

Description
Any ship of 400 gross tonnage and above, but less than 10,000 gross tonnage shall be fitted with compliant oil filtering equipment. The ship's OWS was not operational due to improper maintenance.

1730 - Oily-water separating equipment

Oil filtering equipment on ships shall be of design approved by the Administration and shall be such as will ensure that any oily mixture discharged to the sea after passing through the system shall have an oil content not exceeding 15ppm. The system shall be outfitted with an alarm to indicate when the level cannot be maintained. During the PSCE, it was determined that there was no sample supply from the OWS discharge to the oil content meter due to an obstruction rendering the system inoperable.

Ship Name: **BALI SEA**
Flag: **Singapore**
IMO Number: **6106068**
Date of Action: **03/13/2016**
Action Taken: **Detention**

Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Wallem Shipmanagement Limited
Gulf South Shipping (PTE) LTD

Deficiencies: Code - Category
1010 - General alarm

Description
All required fire detection systems shall be capable of automatically indicating the presence or indication of the fire also its location. The alarm system shall operate both audible and visible signals. PSCO found that all audible alarms onboard the ship were inoperable.

0910 - Closing devices watertight doors

Satisfactory means shall be provided for closing openings in watertight bulkheads. PSCO found that the ship's no. 2 power-operated sliding watertight door could not close due to an inoperable hydraulic pump.

Ship Name: **BANDA SEA**
Flag: **Singapore**
IMO Number: **8106056**
Date of Action: **03/14/2016**
Action Taken: **Detention**

Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Wallem Shipmanagement Limited
Gulf South Shipping (PTE) LTD

Deficiencies: Code - Category
0715 - Detection

Description
Any required fire detection system shall be capable of immediate operation at all times. PSCO noted that two (2) fixed fire detection sensors were inoperable, including one (1) sensor in the engine room that was impaired by excessive exhaust soot.

0910 - Closing devices watertight doors

Fire Protection Systems shall be kept in working order to ensure proper operation if a shipboard fire occurs. PSCO noted that the structural fire boundary separating new generator space and cargo deck has door that was blocked due to security gate with a padlock preventing closure in case of a fire or flooding emergency.

Ship Name: **BBC GDANSK**
Flag: **Antigua and Barbuda**
IMO Number: **9436965**
Date of Action: **11/21/2016**
Action Taken: **Detention**

Port: **Houston, Texas**
Unit: **Sector Houston-Galveston**

Ship Type: **Bulk Carrier**
Recognized Org: **DNV GL MARITIME**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Briese Schifffahrts GmbH & Co. KG MS Nuttermoor
Reederei Elbe Shipping GmbH & Co. KG
Charterers
Anger Shipping Compnay Ltd

Deficiencies: Code - Category
0725 - Fixed fire extinguishing installation

Description
A ship when in a port of another contracting government is subject to control by officers duly authorized by such government concerning operational requirement in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The PSCO observed all the manual valves on the pump unit for the NOVENCO hyper mist system in the close position rendering the system incapable of fighting a fire without manual intervention. The engine room is classed as an Unattended Machinery Space and operates as such.

Ship Name: **BIRK**

Flag: **Antigua and Barbuda**

IMO Number: **9264740**

Date of Action: **03/01/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Type: **Containership**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MS " Birk" Schiffahrtsgesellschaft UG

Brise Bereederbrungs GmbH & Co. KG

Charterers

Birk Shipping Co. Ltd

Deficiencies: Code - Category

0615 - Rescue boats

Description

Rescue boats shall be stowed in a state of continuous readiness for launching in not more than five minutes. Rescue boat not in condition of readiness due to inoperable outboard engine.

Ship Name: **BLUE PRIDE**

Flag: **Liberia**

IMO Number: **9281011**

Date of Action: **04/20/2016**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **Marine Safety Unit Lake Charles**

Ship Type: **Oil Tankship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Estorial Navigation Ltd.

Blue Pride Navigation Ltd

Deficiencies: Code - Category

1820 - Cargo pumproom / handling spaces

Description

Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such area, special precautions against such risk shall be taken to the satisfaction of the Administration. PSCO found missing electrical connections and improperly sealed stuffing tubes in the cargo pump room (hazardous area).

Ship Name: **BW DENISE**
Flag: **Norway**
IMO Number: **9193733**
Date of Action: **03/17/2016**
Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**
Unit: **Sector Delaware Bay**

Ship Type: **LPG Gas Carrier**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
BW Fleet Management AS
BW VLGC Limited

Deficiencies: Code - Category
1899 - Other (tankers)

Description
An airlock between a gas-dangerous zone on the open weather deck and a gas-safe space should consist of two gastight self-closing steel doors with appropriate alarms. PSCO airlock door that failed to self close and the required alarm failed to operate.

Ship Name: **BW HELIOS**
Flag: **Norway**
IMO Number: **8912182**
Date of Action: **04/15/2016**
Action Taken: **Detention**

Port: **Houston, Texas**
Unit: **Sector Houston-Galveston**

Ship Type: **LPG Gas Carrier**
Recognized Org: **DNV GL MARITIME**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
BW Fleet Management AS
BW Cyan Limited

Deficiencies: Code - Category
0725 - Fixed fire extinguishing installation

Description
Ships carrying flammable or toxic products, or both, should have installed a water spray system for cooling, fire prevention, and crew protection. PSCO found coverage on the port side of the compressor and motor room was 95% obstructed, and the aft most liquid line on the starboard side had inadequate coverage due to blockage of the installed spray nozzle.

0999 - Other (Safety In General)

The condition of the ship and its equipment should be maintained to conform with the provisions of the code to ensure that the ship will remain fit to proceed to sea without danger to the ship, persons on board, or marine environment. PSCO found gas leakage from #1 cargo tank dome access openings. Upon further examination, portable gas detection equipment provided by the vessel determined that the leakage was cargo escaping between the gaskets, bolts, and nuts.

Ship Name: **CARNIVAL ELATION**

Flag: **Panama**

IMO Number: **9118721**

Date of Action: **01/14/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Passenger Ship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Carnival Crusie Lines

Carnival Corporation

Deficiencies: Code - Category

0628 - Stowage of liferafts

Description

Before the ship leaves port, and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The PSCO observed 04 life rafts with the painter incorrectly fastened to the hydrostatic release unit, preventing proper float-free operation.

Ship Name: **CHEMBULK YOKOHAMA**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9276248**

Recognized Security Organization **DNV GL MARITIME**

Date of Action: **07/07/2016**

Action Taken: **Detention**

Recognized Org (RO) **Not Class**

Related:

Port: **Houston, Texas**

Organization Related

Unit: **Sector Houston-Galveston**

to Detention:

Ship Management: Owners, Operators, or Managers

V Ships (Asia) PTE Ltd

Chembulk Yokohama LLC

Deficiencies: Code - Category
0745 - Fire-dampers remote control, etc.

Description
The following arrangements shall be tested in accordance with the Fire Test Procedures Code: fire dampers, including relevant means of operation. Multiple fire dampers were inoperable and had post installation alterations in both machinery and accommodation spaces.

0720 - Fire fighting equipment

Fire extinguishing appliances shall be kept in good order and be available for immediate use. A hydrant in the machinery space outside the engine control room was found to be seized and leaking. Fire fighting hoses were found in machinery spaces and on deck with dry rotted O-Rings and unserviceable fittings. Fire extinguishers were not inspected within the past 3 months.

0750 - Fire prevention

Doors required to be self closing shall not be fitted with hold-back hooks. Over ten (10) A-0 boundaries compromised with hold backs on required self closing doors.

0750 - Fire prevention

Doors fitted in boundary bulkheads of machinery spaces of category A shall be reasonably gas tight and self closing. Any other machinery space shall be adequately ventilated appropriated for the purpose of the machinery space. PSCO discovered an extension cord leading from emergency generator room out an A-0 boundary door through a passageway, and into another A-0 boundary door connected to ventilation fan to cool refrigeration units. This condition did not allow for multiple self closing doors to close and seal properly.

0750 - Fire prevention

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. Flame screens on HFO bunkering station were found to be wasted and/or missing. Additionally, the valve handle on port and starboard bunkering stations were stripped, wasted, and inoperable.

0630 - Launch arrangements for survival craft

The life raft painter system shall provide a connection between the ship and the liferaft and shall be so arranged as to ensure that the life raft when released and, in the case of inflatable life raft, inflated is not dragged under by the sinking ship. Starboard life raft painter was attached to cradle and not to the weak link preventing it from being free floating.

0610 - Lifeboats

The rudder and tiller shall be so arranged as not to be damaged by operation of the release mechanism or the propeller. Port and starboard lifeboat rudder mounts warped approximately 2 degrees due to improper securing.

1830 - Cargo transfer

Cargo tanks shall be fitted with a visual and audible which indicates when the liquid level in the cargo tank approaches the normal full condition. Several high/overflow alarms were inoperable in both the cargo control room and on the deck cargo area.

0999 - Other (Safety In General)

Machinery spaces of Category A shall be adequately ventilated & adequate supply of air is maintained to the space for the safety & comfort of personnel in the operation of the machinery. Any other machinery space shall be adequately ventilated appropriate for the purpose of that machinery space. Atmospheric conditions inside steering gear room found to be of low oxygen content. Ventilation fan on fantail found to be inoperable.

0720 - Fire fighting equipment

Valves shall be provided in the foam main when this is an integral part of the deck system, immediately forward of any monitor position to isolate damaged sections of those mains. Foam line isolation valve seized.

Ship Name: **CHIOS VICTORY**

Ship Type: **Bulk Carrier**

Flag: **Greece**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9680243**

Recognized Security
Organization

Date of Action: **08/25/2016**

Action Taken: **Detention**

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

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

**Chios Ocean Special Maritime Enterprise
Harbor Shipping & Trading S.A.**

Charterers

Pacific Basin Chartering

Deficiencies: Code - Category

2025 - Abandon ship drills

Description

In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). As far as is reasonable and practicable, rescue boats other than lifeboats which are also rescue boats, shall be launched each month with their assigned crew aboard and maneuvered in the water. In all cases this requirement shall be complied with at least once every 3 months. While Reviewing the ship's "Lifeboat and Rescue Boat Lowering at Sea Level" records, PSCO observed the that records for multiple drills had identical photos showing the lifeboat and rescue boat lowered to the sea level (some drill records had duplicate photos with the date/time stamps cropped off). Several crew members mentioned to the PSCO that they never observed the boats being lowered into the water during those drills.

2540 - Emergency preparedness

The company and the ship shall comply with the requirements of the International Safety Management Code shall be treated as mandatory. The Company should establish programs for drills and exercises to prepare for emergency actions. The PSCO found objective evidence indicating that several crew members onboard didn't participate in abandoned ship and fire drills and such fire drills were repeatedly conducted in the galley without consideration to regular practice in various emergency situations. PSCO recommends an external ISM audit.

0750 - Fire prevention

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 and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed two quick-closing fuel supply valves on the high-sulfur fuel oil service tanks were disconnected, rendering the valves inoperable in the event of an emergency. Crew was unable to provide evident showing that the valves were in service while at sea.

Ship Name: **CLIPPER BELLE**

Flag: **Panama**

IMO Number: **9615119**

Date of Action: **08/16/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Toritec Company, Ltd.

Watanare Print Co., Ltd & WPSD S.A.

Charterers

Clipper Steel Services, LTD

Deficiencies: Code - Category

0630 - Launch arrangements for survival craft

0620 - Inflatable liferafts

Description

Before the ship leaves port and at all times during the voyage all life-saving appliances shall be in working order and ready for immediate use. Port side lifeboat is unable to be lowered to the embarkation deck due to unidentified failure or seizure of the davit launching system.

Each liferaft or group of liferafts shall be stowed with a float free arrangement complying with the requirements of paragraph 4.1.6 of the LSA Code so that each floats free and, if inflatable, inflates automatically when the ship sinks. Painter line was improperly attached to the hydrostatic release mechanism causing an improper float free arrangement on the port and starboard life rafts.

Ship Name: **CROWN EMMA**

Flag: **Barbados**

IMO Number: **9128037**

Date of Action: **01/22/2016**

Action Taken: **Detention**

Port: **San Pedro, California**

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

Ship Type: **Refrigerated Cargo Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Holy House Shipping AB

Amalia Shipping Ltd

Charterers

Holy House Shipping

Deficiencies: Code - Category

2550 - Maintenance of ship and equipment

Description

The company and 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. Objective evidence discovered during an expanded ISM examination revealed the vessel was not following proper shipboard procedures as they applied to maintenance of primary lifesaving and fire protection appliances and arrangements.

Ship Name: **DIAMOND LAND**
Flag: **Malta**
IMO Number: **9262560**
Date of Action: **12/07/2016**
Action Taken: **Detention**

Port: **Lake Charles, Louisiana**
Unit: **Marine Safety Unit Lake Charles**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Vineta Bereederungsgesellschaft MbH
Fjord Schifffahrtsgesellschaft mbH
Charterers
Diamond Land Shipping Corporation Limited

Deficiencies: Code - Category
0610 - Lifeboats

Description
Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and available for immediate use. Currently, the engine on the vessel's free fall lifeboat cannot start.

0715 - Detection

Any required fixed fire detection and fire alarm system with manually operate call points shall be capable of immediate operation at all time. PSCO examined the fixed fire detection and fire alarm system in the main propulsion machinery space and discovered it was not operational, due to the crew disabling the system.

Ship Name: **DISCOVERY BAY**
Flag: **Bahamas**
IMO Number: **9143740**
Date of Action: **01/04/2016**
Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**
Unit: **Sector Delaware Bay**

Ship Type: **Bulk Carrier**
Recognized Org: **Bureau Veritas**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Seatrade Groningen B.V.
Isolaverde Shipping Co Ltd.
Charterers
Global Reefers

Deficiencies: Code - Category
1730 - Oily-water separating equipment

Description
Oil filtering equipment shall be of a design approved by the administration and shall be such as will ensure that any oil mixture discharge into the sea after passing through the system has an oil content not exceeding 15ppm. The crew was unable to demonstrate successful operation of the OWS with an effluent discharge below 15 ppm.

1710 - Oil record book

All entries in the oil record book appropriate to the vessel's operation are to be completed without delay. Oil record book tank soundings do not match engine room sounding log. The Chief Engineer informed the PSCOs that the vessel's ORB was falsified .

Ship Name: **DL IVY**
Flag: **Panama**
IMO Number: **9618678**
Date of Action: **02/09/2016**
Action Taken: **Detention**

Port: **Seattle, Washington**
Unit: **Sector Puget Sound**

Ship Type: **Bulk Carrier**
Recognized Org: **Korean Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Class** Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Eastern Media International Corp.
Ivy Maritime S.A.

Deficiencies: Code - Category
0635 - Launch arrangements for rescue boats

Description
Rescue boat shall be stowed in a state of continuous readiness and be capable of launching within five minutes. Rescue could not be readily launched during PSC exam due to a blown fuse that was underrated in accordance with the manufacturers recommendation.

Ship Name: **DOLE HONDURAS**
Flag: **Bahamas**
IMO Number: **8900323**
Date of Action: **01/27/2016**
Action Taken: **Detention**

Port: **Mobile, Alabama**
Unit: **Sector Mobile**

Ship Type: **Containership**
Recognized Org: **RINA Services S.p.A.**
Recognized Security Organization
Recognized Org (RO) **Not Class** Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Reefership Marine Service Ltd.
Ventura Trading Ltd.

Deficiencies: Code - Category
0725 - Fixed fire extinguishing installation

Description
The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulation to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person on board. The PSCO found torn, deteriorated, or otherwise damaged pressure hoses on multiple fixed CO2 system bottles.

Ship Name: **EL PRINCIPE ANDRES**

Ship Type: **General Dry Cargo Ship**

Flag: **Panama**

Recognized Org: **Panama Maritime Documentation Service**

IMO Number: **7045683**

Recognized Security
Organization

Date of Action: **02/04/2016**

Action Taken: **Detention**

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

Port: **Miami, Florida**

Organization Related **Panama Maritime Documentation**
to Detention: **Service**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Elicla Maritime Advisor & Broker Inc.
JRD Shipping

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description

Objective evidence discovered during an expanded ISM exam revealed the vessel was not properly implementing the Safety Management System as it applied to their primary lifesaving equipment and load line requirements. PSCO's discovered that the rescue boat failed to operate within the required time and the rescue boat davit was wasted and damaged. Additionally, PSCOs found wasted frames and side shell; lack of watertight integrity in areas of the accommodation spaces and lack of weather tightness for the cargo holds. Recommend a full external audit by the flag state or recognized organization to determine whether the ship is operating in accordance with the ISM code.

1299 - Other (Load Lines)

The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. Numerous frames are wasted and have excessive deformation on the portside, side shell framing in a way of the steering gear room. Additionally, side shell frames in way of the oiler and AB berths are wasted.

1299 - Other (Load Lines)

Opening s in the side of ships below the freeboard deck shall be so designed as to ensure the same water tightness and structural integrity as the surrounding shell plating. The port holes in the AB and oiler berths are wasted and have no means of closure and allow water to free-flow into the space.

1240 - Cargo and other hatchways

The means for maintaining weather tightness shall be to the satisfaction of the administration. The arrangements shall ensure that tightness can be maintained in any sea condition. The joint between the cargo hatch covers are open and do not provide for weather tightness when in the closed position.

Ship Name: **ELPIDA GR**

Flag: **Malta**

IMO Number: **9254630**

Date of Action: **08/10/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Oceanseas Navigator Ltd

Windforce Maritime Enterprises Inc.

Charterers

Daewoo Logistic Corp

Deficiencies: Code - Category

0750 - Fire prevention

Description

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed that the quick closing valve for the FO settling tank was blocked in the open position with a wood block. As a result the valve is not capable of being remotely closed from outside of the space in the event of a fire.

Ship Name: **EL-SHADDAI**

Flag: **Panama**

IMO Number: **8977455**

Date of Action: **06/08/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Govt of Listed Flag**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Ronald Lubin

Deficiencies: Code - Category
0930 - Stability/strength

Description

The administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. While performing an examination of the vessel's engine room, the PSCO observed several misaligned and significantly deformed frames and load bearing beams located directly above both the starboard and port main engines. Further examination revealed that the vessel's crew cut openings in the main deck for engine removal. As a result of the modifications; longitudinal main deck framing and transverse support beams have been compromised. In addition, the affected beams have been improperly repaired utilizing inadequate welds, and by re-adjointing cut members with sister plating of questionable size and strength, secured with small fasteners. The affected longitudinal and beams appear to be separating, further and some fasteners appear to be loosening. The master was unable to provide any attestation that the modifications were approved or examined by the Flag State or recognized organization.

Ship Name: **EL-SHADDAI**

Flag: **Tanzania**

IMO Number: **8977455**

Date of Action: **10/18/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **CONARINA**

Recognized Security
Organization

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

Organization Related **CONARINA**
to Detention:

Ship Management: Owners, Operators, or Managers
Ronald Lubin

Deficiencies: Code - Category
0930 - Stability/strength

Description

The administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. PSCO noted that the centerline overhead longitudinal T-beam has extensive fractures in three (3) places and has separated from the vertical web compromising the structural integrity of the vessel.

Ship Name: **EPSON TRADER**
Flag: **Philippines**
IMO Number: **9344069**
Date of Action: **08/30/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**
Recognized Org: **Bureau Veritas**
Recognized Security Organization
Recognized Org (RO) **Not Class** Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
St. Vincent Shipping Inc.
Victoria Ship Management, Inc.
Charterers
Cargill International SA

Deficiencies: Code - Category
0750 - Fire prevention

Description
Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO discovered that the HFO service tank remote shut off valve was blocked open with a piece of wood.

Ship Name: **ETC MENA**
Flag: **Liberia**
IMO Number: **9229427**
Date of Action: **04/27/2016**
Action Taken: **Detention**

Port: **Port Arthur, Texas**
Unit: **Marine Safety Unit Port Arthur**

Ship Type: **Oil Tankship**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **Not Class** Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Egyptian Tanker Company
Thome Ship Management Pte Ltd.
Charterers
Petro Diamond Singapore (PTE) Ltd

Deficiencies: Code - Category
1735 - Pumping discharge arrangements

Description
Discharge into the sea of oil or oily mixtures from ships shall be prohibited, unless the provisions of the convention are met. PSCO discovered that vessel was discharging oily waste overboard through unapproved piping arrangements that circumvented oil filtering equipment.

1721 - Retention of oil on board

The IOPP shall be drawn up in the form corresponding to the model given in appendix II of Annex I. If oily water holding tanks are provided, they shall be listed on the IOPP. PSCO discovered that the vessel's bilge tanks, with a capacity of 2.2 cubic meters, was not listed on the IOPP, as required, and was holding oily bilge water.

Ship Name: **EVANS SPIRIT**

Flag: **Canada**

IMO Number: **9327774**

Date of Action: **04/04/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Baltimore**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

McKeil Marine Limited

McKeil Work Boats Ltd

Charterers

McKeil Marine Limited

Deficiencies: Code - Category
**2430 - SOx content exceeds limit for
use within ECA**

Description

While ships are operating within an emission control area, the sulfur content of fuel oil use on board ships shall not exceed 0.10% on and after 1 January 2015. PSCO discovered objective evidence that the ship was operating on non-compliant fuel oil within the North America emission control area upon arrival on 04 April 2016. The ship's crew could not provide a bunker note with the minimum requirement outlined in MARPOL Annex VI/18.5 Appendix 5, nor could they provide the required bunker samples outline in MARPOL Annex VI/18.8.1 for bunkers received on 19 March 2016.

**0725 - Fixed fire extinguishing
installation**

The PSCO observed the water mist system main delivery valve was closed, rendering the system ineffective in the event of a fire. Vessel is classed for a periodically unattended machinery space and is normally operated in an unmanned condition while this was closed as per the C/E and engineer's logbook.

0615 - Rescue boats

The rescue boat was not ready for immediate use, the outboard motor was removed from the transom and was not stored in the vicinity of the rescue boat.

0610 - Lifeboats

The free fall lifeboat was not ready for immediate use. In addition there was not enough water provisions for each person the life boat is permitted to accommodate.

0945 - Emergency lighting, etc

Crew could not demonstrate operation of any of the ships external emergency lighting.

Ship Name: **FAMILY ISLAND**

Flag: **Tanzania**

IMO Number: **7637345**

Date of Action: **10/25/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **CONARINA**

Recognized Security
Organization

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

Organization Related **CONARINA**
to Detention:

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
Marine Sale and Trading, S.A.

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description
Objective evidence discovered during an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the ISM Code through the vessel's Safety Management System (SMS). The crew has failed to report inoperable equipment to the company and perform tests/inspection required by the SMS to verify proper operation of vital machinery; crew failed to perform monthly steering system tests and failure to report inoperable emergency fire pump and pilot house control failures for main propulsion machinery. Recommend an external audit.

Ship Name: **FIESTA MAIL**

Flag: **Vanuatu**

IMO Number: **9266724**

Date of Action: **08/25/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
FastMail Company Ltd
Mailboat Company Ltd.

Deficiencies: Code - Category
**2515 - Company responsibility and
authority**

Description
The company should ensure that each ship is manned with qualified, certificated and medically fit seafarers. Ship's SMS required manning agent to ensure company is supplied with properly certificate mariners; however the master, chief officer, navigation officer, chief engineer, and second engineer could not provide proof of application for endorsement or valid endorsement.

**0135 - Minimum safe manning
certificate**

All ships shall be sufficiently and efficiently manned. Documentary proof shall be readily available that application for an endorsement has been submitted to the Administration. The master, chief officer, navigation officer, chief engineer, and second engineer could not provided proof of application for endorsement or valid endorsement.

Ship Name: **FILIA JOY**
Flag: **Panama**
IMO Number: **9558153**
Date of Action: **11/23/2016**
Action Taken: **Detention**

Port: **Corpus Christi, Texas**
Unit: **Sector Corpus Christi**

Ship Type: **Bulk Carrier**
Recognized Org: **Bureau Veritas**
Recognized Security
Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Pitiousa Shipping SA
Filia Joy Shipping Company S.A.
Charterers
PACC Container Line

Deficiencies: Code - Category
**1499 - Other (Prop. & Aux.
Machinery)**

Description
In multi-engine installations which are supplied from the same fuel source, means of isolating the fuel supply and spill piping, to the individual engines shall be provided. The manual closing fuel valves were missing operating handles and/or broken spindles making them all inoperable.

Ship Name: **FWN SOLIDE**
Flag: **Netherlands**
IMO Number: **9321093**
Date of Action: **01/28/2016**
Action Taken: **Detention**

Port: **Jacksonville, Florida**
Unit: **Sector Jacksonville**

Ship Type: **Bulk Carrier**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security
Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
FWN Solide B.V.
Forestwave Navigation B.V.

Deficiencies: Code - Category
0720 - Fire fighting equipment

0715 - Detection

2510 - Safety and environmental policy

Description
Machinery spaces of category A and above in the case of periodically unattended machinery spaces. The fire extinguishing system in the machinery space was placed in manual mode and not in automatic mode as required by the unattended machinery space designation.

Smoke detection system shall be capable of continuous operation at all times. PSCO discovered that the smoke detection system in the cargo spaces were rendered non operational. The fuse to the system was intentionally removed.

Objective evidence discovered during an expanded ISM exam revealed the vessel was not following proper shipboard operations as they applied to their fire detection and fire suppression systems. PSCO's confirmed the crew shifted the hyper mist system in the machinery space to manual mode and removed fuses for the fire detection system in the cargo holds. Recommend a full external audit be conducted by the flag state or recognized organization to determine whether the ship is operating in accordance with the ISM code.

Ship Name: **GAS FLAWLESS**

Flag: **Marshall Islands**

IMO Number: **9354222**

Date of Action: **10/11/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Ship Type: **LPG Gas Carrier**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Stealth Maritime Corporation S. A.
Evolution Crude Inc**

Charterers

Carib LPG Trading LTD.

Deficiencies: Code - Category

1099 - Other (alarm - signals)

Description

Gas detection alarms should be activated for flammable products when the vapour concentration reaches 30% of the lower flammable limit. The gas detection system suction lines within the cabinet had been crosswalked to improperly detect alarm points to the alarm location on the alarm panel. The fixed detection was unable to draw a sample from 5 of the 6 location points due to suspected sample supply line blockage or damage. During operational testing of the gas system, the crew was unable to show competence of company SMS testing procedures. The vessel's SMS had been reviewed and PSCO discovered test records had not been enter into the vessel logs books and three months worth of records had not be filed into the gas detection record file.

**0799 - Other (Fire Fighting
Equipment)**

On ships carrying flammable or toxic products or both. A water-spray system for cooling, Fire prevention and crew protection should be installed to cover cargo liquid and vapour discharge and loading manifolds and the area of their control valves and any other areas where essential control valves are situated and which at least equal to the area of the drip trays provided. The system should be capable of covering all areas monitored with a uniformly distributed water-spray of at least 10 l/m per minute. During operational test of the deck water spray system, with both main fire pump and dedicated water-spray pump energized. The water spray system did not produce the proper amount of water and did not provide the required coverage to starboard loading and vapour discharge manifolds. In addition, minimal (few drops per minute) reached the containment area.

Ship Name: **GODAVARI**

Flag: **Panama**

IMO Number: **9349320**

Date of Action: **10/29/2016**

Action Taken: **Detention**

Port: **Tacoma, Washington**

Unit: **Sector Puget Sound**

Ship Type: **Bulk Carrier**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Asiatic Maritime Pte, Ltd.
Water World Trading Ltd.

Charterers
Cargill International S.A.

Deficiencies: Code - Category
1740 - Oil discharge mon/contr system

Description
Oil filtering equipment shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15ppm. Crew was not able to perform the functional test indicated in the user manual. The OCM does not display the live oil concentration as designed nor functioned in normal mode. Crew operates OWS under "test" mode discharging oily mixture into the sea.

0725 - Fixed fire extinguishing installation

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Hyper-mist system was switched to manual mode rendering the system incapable of being started automatically as required for the vessel's approved unattended machinery space.

Ship Name: **GOLDENSTAR**

Flag: **Cyprus**

IMO Number: **9252046**

Date of Action: **02/05/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Seabird Shipping Limited
Seastar Chartering Ltd

Charterers
Lauritzen Bulkers

Deficiencies: Code - Category
0696 - Record of inspections/maintenance

Description
Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. PSCO observed the port side lifeboat incapable of being launched. The release lever was not working when activated by crew and the boat remained cradled and unable to proceed to embarkation deck.

Ship Name: **GRAND HERO**
Flag: **Panama**
IMO Number: **9339806**
Date of Action: **11/28/2016**
Action Taken: **Detention**

Port: **Seattle, Washington**
Unit: **Sector Puget Sound**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **Korean Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Class** Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Cido Shipping (Korea) Co., Ltd
Dynamic Player Shipping S.A.
Charterers
Kawasaki Kisen Kaisha Co Ltd

Deficiencies: Code - Category
0720 - Fire fighting equipment

Description
Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Emergency fire pump was not readily available for immediate use; ship's crew took over 30 minutes to align their air actuated supply valves require to required to start the emergency fire pump.

Ship Name: **HISTRIA GEMMA**
Flag: **Liberia**
IMO Number: **9436719**
Date of Action: **03/03/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Chemical Tankship**
Recognized Org: **DNV GL MARITIME**
Recognized Security Organization
Recognized Org (RO) **Not Class** Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Histia Shipmanagement SRL
Seaway Best Navigation S.A.
Charterers
Glencore Ltd

Deficiencies: Code - Category
0799 - Other (Fire Fighting Equipment)

Description
Fire fighting systems shall be readily available for immediate use. PSCO found manual isolation valve adjacent to solenoid manifold in the hypermist system close. This condition rendered the system unavailable for immediate use and presented a serious hazard to the safety of the vessel and its crew.

Ship Name: **HOEGH INCHON**

Flag: **Singapore**

IMO Number: **9088249**

Date of Action: **11/02/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Hoegh Wallen Shipmanagement Pte Ltd

Hoegh Autoliners Shipping Pte Ltd

Charterers

Hoegh Autoliners AS

Deficiencies: Code - Category
**2515 - Company responsibility and
authority**

Description

Crew members shall be trained to be familiar with the arrangement of the ship as well as the location and operation of any fire-fighting system and appliance that they may be called upon to use. Despite being provided a total of three separate opportunities to show the PSCO that he was aware of how to properly deploy low pressure CO2 system, the Chief Engineer failed to show that he was familiar with the proper operation of the system – furthermore no one else from the crew was aware of how to operate the system.

Ship Name: **IMUA II**

Flag: **Antigua and Barbuda**

IMO Number: **9184237**

Date of Action: **11/26/2016**

Action Taken: **Detention**

Port: **Pago Pago, American Samoa**

Unit: **Sector Honolulu**

Ship Type: **Containership**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MarConsult Schiffahrt (GmbH & Co) KG.

MarCoiba Schiffahrtsgesellschaft mbH & Co. KG

Charterers

Matson South Pacific

Deficiencies: Code - Category

1420 - Cleanliness of engine room

Description

The arrangements, for the storage, distribution, and utilization of other flammable oils employed under pressure in power transmission systems, control and activating heating systems and heating systems shall be such as to ensure the safety of the ship and person on board. Severe oil leaks were found on the main engine and in purifiers, posing a fire hazard. The main engine was covered in oil with oil between cylinders and down all sides to the bottom frame, leaking at an estimated one gal/hr. Buckets and pneumatic pump were used to collect and transfer the oil. In the purifier room the lagging was heavily covered in oil and oil was overflowing from containment.

1410 - Propulsion main engine

Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. The main engines have failed exhaust valves and piston rings resulting from severe cooling water leaks losing as much as 1,000 liters per day.

Ship Name: **INTERLINK AFFINITY**

Ship Type: **General Dry Cargo Ship**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9754082**

Recognized Security
Organization

Date of Action: **08/10/2016**

Action Taken: **Detention**

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

Port: **San Juan, Puerto Rico**
Unit: **Sector San Juan**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Bernhard Schulte ShipManagement (HK)
Affinity Maritime LLC

Charterers

China Pacific Maritime Inc.

Deficiencies: Code - Category
2020 - Fire drills

Description

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The crew was given two opportunities to demonstrate a satisfactory fire drill. The crew failed to properly demonstrate their ability to fight a shipboard fire during both drills due to confusion of junior crewmembers and unsafe procedures.

2015 - Communication

The company, or the master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and report back in that language. The working language of the crew is English, as established in the official deck log book. It was noted through observation by the PSCO during the exam that the majority of the crew converses only in Chinese and does not understand English.

2055 - Manuals instructions etc

The training manual, which may comprise several volumes, shall contain instructions and information, in easily understood terms. Training manual is not written in a language easily understood by the crew.

Ship Name: **IVS SHIKRA**
Flag: **Panama**
IMO Number: **9370329**
Date of Action: **08/05/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Helmstar Shipping S.A.
Hakuyo Kisen Co., Ltd.

Charterers
Island View Shipping

Deficiencies: Code - Category
0610 - Lifeboats

Description
Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. PSCO observed that the crew could not successfully lower the port side lifeboat to the embarkation deck due to the material condition of the launching apparatus.

Ship Name: **JADE I**
Flag: **Panama**
IMO Number: **9162411**
Date of Action: **01/27/2016**
Action Taken: **Detention**

Port: **Alameda, California**
Unit: **Sector San Francisco**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security
Organization

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

Organization Related **Panama Register Corporation**
to Detention:

Ship Management: Owners, Operators, or Managers
Koumasi Shipping Ltd
Karlog Shipping Co. Ltd.

Deficiencies: Code - Category
0925 - Musters and drills

2510 - Safety and environmental policy

Description
The ship shall implement and comply with the requirements of the International Safety Management Code. The PSCO discovered multiple deficiencies that posed a serious risk to the safety of personnel, the ship, and or the environment and required immediate corrective action.

2020 - Fire drills

The crew shall have the necessary knowledge and skills to handle fire emergency cases. During examination, the PSCO determined that the crew was unfamiliar with their firefighting duties and were incapable of safely responding to a shipboard fire. During two separate fire drills, the crew failed to properly don emergency equipment, establish communications with key personnel, and demonstrate proper firefighting techniques.

Ship Name: **JAG LAVANYA**

Flag: **India**

IMO Number: **9237412**

Date of Action: **06/27/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Oil Tankship**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**The Great Eastern Shipping Co. Ltd.
Heidmar Inc.**

Deficiencies: Code - Category
**0745 - Fire-dampers remote control,
etc.**

Description
**Fire protection systems and fire fighting systems and
appliances shall be maintained ready for use. PSCO
noted that the quick closes valves #7, #16, for MGO
service and HFO storage were disconnected from the
pneumatic control air prevention them form closing in
the even of an emergency.**

Ship Name: **KAVO AETOS**

Flag: **Marshall Islands**

IMO Number: **9290232**

Date of Action: **10/01/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security Organization **Lloyd's Register of Shipping**

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Gourdomichalis Maritime S.A.
Mobilita Navigation SA**

Charterers

Torvald Klaveness

Deficiencies: Code - Category
**0799 - Other (Fire Fighting
Equipment)**

Description
**Fire-fighting systems and appliances shall be kept in
good working order and readily available for immediate
use. PSCO observed a small square block of wood in
the quick closing valve for the main engine and
generator engine fuel service tank prohibiting valve from
proper remote operation.**

Ship Name: **KG ASIA**

Flag: **Republic of Korea**

IMO Number: **9190377**

Date of Action: **01/06/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

Recognized Org: **Korean Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

KG Maritime Co. Ltd

Charterers

China National Chartering Corporation

Deficiencies: Code - Category

0750 - Fire prevention

Description

Every oil fuel pipe which, if damaged, would allow oil to escape from a storage, settling, or daily service tank, shall be fitted with a cock or a valve directly on the tank, capable of being closed from a safe position. PSCO observed quick closing fuel valves blocked in the open position by wooden wedges.

Ship Name: **KING DORIAN**

Flag: **Marshall Islands**

IMO Number: **9374844**

Date of Action: **08/24/2016**

Action Taken: **Detention**

Port: **Los Angeles, California**

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

Ship Type: **Chemical Tankship**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

OSM Ship Management GmbH

Mt. "King Dorian" Tankschiffahrts GmbH & Co.

Charterers

King Dorian Shipping Company Limited

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code, Maintenance of the Ship and Equipment. Inspector discovered the following items not maintained in accordance with the safety management system:

- 1. Two cargo tanks were found leaking vapors and cargo product on the deck at Port TCM #1, and Starboard TCM #5, attachment points.**
- 2. The Deck Water Seal is unable to retain water due to hole and soft patches.**
- 3. While the Inert Gas System (IGS) was operating, inert gas leaked in the Inert Gas Generator (IGG) room.**
- 4. The Uptake Valve on the #1 Boiler does not operate properly. Eighty percent of the sprinkler system heads in the IGC room are obstructed.**
- 5. Leaks and soft patches on the eh IG Scrubber Tower.**
- 6. Outer rubber coating of the Expansion Bellows on the #2 blower worn down to inner core.**

Ship Name: **LADY NAOMI**

Ship Type: **Passenger Ship**

Flag: **Samoa**

Recognized Org: **Lloyd's Register of Shipping**

IMO Number: **9195107**

Recognized Security
Organization

Date of Action: **09/15/2016**

Action Taken: **Detention**

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

Port: **American Samoa**

Unit: **MSD AMERICAN SAMOA**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Samoa Shipping Corporation Limited

Deficiencies: Code - Category

1430 - Auxiliary engines

Description

Where the emergency source of electric power is a generator it shall be, started automatically upon failure of the electrical supply from the main source of electrical supply and shall be automatically connected to the emergency switchboard. Emergency generator was unable to automatically assume load.

0910 - Closing devices watertight doors

Each power operated sliding watertight door shall: be provided with controls for opening and closing the door by power from both sides of the door. Vessel was unable to open forward engine room watertight door by electric power.

0615 - Rescue boats

Rescue boats shall comply with the requirements listed in 74 SOLAS (97) III/41.1 to 41.7.4. Rescue boat was unable to maintain idle speed without throttle assistance.

Ship Name: **LONDON STAR**

Flag: **Liberia**

IMO Number: **9330343**

Date of Action: **05/10/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Ship Type: **Oil Tankship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**MT " London Star" Schiffahrtsgesellschaft
Chemikalien Seetransport GmbH**

Charterers

Corker Navigation Inc.

Deficiencies: Code - Category

1860 - Personnel protection

**2550 - Maintenance of ship and
equipment**

Description

Machinery space of category A shall be adequately ventilated so as to ensure that in all weather conditions including heavy weather, an adequate supply of air is maintained to the spaces for the safety and comfort of personnel and the operation of the machinery During the operation of the inert gas system, a hazardous atmosphere was detected, posing a danger to the crew.

The company and 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. Objective evidence discovered during an expanded ISM examination revealed the vessel was not following proper shipboard procedures as they applied to maintenance and operations of fire protection devices.

Ship Name: **LOWLANDS KAMSAR**

Flag: **Panama**

IMO Number: **9461154**

Date of Action: **01/04/2016**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Misuga Kaiun Holland B.V.

Misuga SA

Deficiencies: Code - Category

0720 - Fire fighting equipment

Description

Any required automatic sprinkler, fire detection and fire alarm system shall be capable of immediate operation at all times and no action by the crew shall be necessary to set it in operation. The water-mist system was disabled by the crew due to faults on the fire detection panel, causing continuous release of water-mist over the #3 generator set when the system is placed in the auto position.

Ship Name: **LUMINOUS ACE**

Flag: **Panama**

IMO Number: **9110107**

Date of Action: **06/18/2016**

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Unit: **Sector Jacksonville**

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

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MMS Co. Ltd.

T & M Maritime S.A.

Deficiencies: Code - Category
0715 - Detection

**2510 - Safety and environmental
policy**

Description

The fire detection and alarm system shall be kept in good order so as to ensure their required performance if a fire occurs. PSCO observed the fire detection panel displaying several faults and multiple smoke detector failed to detect smoke and sound the alarm when tested. No Recognized Organization Condition of Class or notifications to Class Society were made.

The Safety Management System shall be maintained in accordance with the provisions of the International Safety Management Code. PSCO observed the following ISM non conformities; as per the vessels SMS, it is the Masters, senior officers and the crew members responsibility to report all not conformities to there supervisors. The fire panel has 19 faults,,the cargo ventilation indicators on the bridge are non-operational and the auxiliary boiler steam lines have multiple leaks and temporary patches through . As per the vessel SMS, all smoke detectors are to be tested every sic months. There is no documentation of which smoke detectors have been tested and maintenance logs did not reflect any faults with the fire detection system. Recommend an external ISM audit.

Ship Name: **MANIZALES**

Flag: **Panama**

IMO Number: **9567257**

Date of Action: **10/11/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Navesco S.A.

Maraesco LDA Rua Do Ilheus

Charterers

Cristosa Rue-Barbanourt

Deficiencies: Code - Category
**0725 - Fixed fire extinguishing
installation**

Description

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed a closed manual system supply valve prior to solenoid manifold on vessel's fixed local application fire-extinguishing system rendering the system unable to operate automatically. Vessel operates a periodically unattended machinery space.

Ship Name: **MARATON**

Ship Type: **Containership**

Flag: **Togo**

Recognized Org: **Govt of Listed Flag**

IMO Number: **7529330**

Recognized Security
Organization

Date of Action: **01/14/2016**

Action Taken: **Detention**

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

Port: **Miami, Florida**

Unit: **Sector Miami**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Atlantic Coast Marine Management S.S. Corporation

Auxiliar Alma Bulk AIE S.A.

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description

The company and the ship shall comply with the requirements of the ISM Code. The vessel and company failed to resolve approximately six separate requests for parts that were critical to shipboard safety. Consequently, the vessel had significant fuel and oil leaks, critical components failed to operate properly, and the crew dangerously modified high-voltage and emergency electrical systems to circumvent missing or damaged parts.

0720 - Fire fighting equipment

A cargo ship of 1,000 tons gross tonnage and upwards shall be provided with two independently drive power fire pumps. The primary fire pump motor trips a fuse repeatedly upon starting.

0950 - Electric equipment in general

Main switchboards shall be arranged as to give easy access without danger to attendants. The main circuit breaker handle is missing on the Diesel Generator No. 2 switchboard. The crew uses a metal screwdriver to operate the circuit breaker.

0999 - Other (Safety In General)

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 respect will remain fit to proceed to sea without danger to the ship or person on board. Diesel Generator No. 1 batteries have failed and the shut-down solenoid is inoperable; anchor chain dogs are worn excessively and inoperable; switchboard meters provide erroneous readings; and the hydraulic power system for deck equipment does not operate properly due to failed seals.

Ship Name: **MATTHEOS I**

Flag: **Cyprus**

IMO Number: **9281554**

Date of Action: **09/13/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Chemical Tankship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security Organization **Lloyd's Register of Shipping**

Recognized Org (RO) **Not Class**

Related:

Organization Related

to Detention:

Ship Management: Owners, Operators, or Managers

Morevest Shipping Company Limited

Marflet Marine S.A.

Charterers

Stena Weco

Deficiencies: Code - Category

0750 - Fire prevention

Description

The fire protection systems and firefighting systems and appliances shall be maintained and ready for use. PSCO observed a quick closing valve air supply valve disconnected on the HFO settling tank #1 to boiler supply unit rendering the valve incapable of being closed remotely in the event of a fire.

Ship Name: **MIDNIGHT COAST**

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

Flag: **Panama**

Recognized Org: **Panama Maritime Documentation Service**

IMO Number: **7303918**

Recognized Security
Organization

Date of Action: **10/26/2016**

Action Taken: **Detention**

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

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Midnight Marine Holding Limited

EZ Shipping LTD

Deficiencies: Code - Category
0120 - Load lines

Description

The ring, lines, and letters shall be permanently marked on the sides of the ship. The Plimsol, Load Line, and deck line marking are painted on the hull and not permanently affixed.

0120 - Load lines

If a ship at the time when a certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the country in which it is registered or the port in which it is to be surveyed. The Recognized Organization issued the vessel a one-month conditional International Load Line certificate on October 3, 2016. The extension was beyond the five year validity of the original certificate, and the vessel did not go back to the port it was registered or a port to be surveyed. Since October 3, 2016, the Recognized Organization issued the vessel a one-month conditional International Load Line certificate on October 3, 2016. The extension was beyond the five year validity of the original certificate, and the vessel did not go back to the port it was registered or a port to be surveyed. Since October 3, 2016, the vessel continued to operate in commercial service to the end of the month, calling on eleven (11) commercial ports in the Caribbean region, on-loading and off-loading cargo without undergoing a full renewal survey or dry-dock.

0199 - Other (certificates)

If a ship, at the time when a certificate expires, is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate, but this extension shall be granted on for the purpose of allowing the ship to complete its voyage to the country in which it is registered or the port in which it is to be surveyed. The Recognized Organization issued the vessel a one-month conditional International Air Pollution Prevention certificate on October 3, 2016. The extension was beyond the five year validity of the original certificate, and the vessel did not go back to the port it was registered or a port to be surveyed. Since October 3, 2016, the vessel continued to operate in commercial service to the end of the month, calling on eleven (11) commercial ports in the Caribbean region. On -loading and off-loading cargo without undergoing a full renewal survey.

Ship Name: **MONARCH COUNTESS**

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

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **7500736**

Recognized Security
Organization

Date of Action: **05/09/2016**

Action Taken: **Detention**

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

Port: **Riviera Beach, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Monarch Shipping Co Ltd

Deficiencies: Code - Category

Description

0750 - Fire prevention

Spaces containing highly flammable store shall be situate as to minimize danger to the crew from fire. The boundaries of paint lockers and similar spaces shall be of "A" Class divisions. PSCO discovered an improvised paint locker that has not been approved by the Administration and is not within the required "A" class division boundaries.

0510 - Ventilation Heating work. spaces

After survey, no change shall be made to machinery or equipment without sanction of the Administration. PSCO discovered the ventilation system in way of the paint locker and SOPEP locker is currently inoperable.

0220 - Certificates of competency

All seafarers serving onboard who are required to be certificated with the convention shall hold an appropriate certificate or provide proof that an application for endorsement has been submitted to the Administration in accordance with the convention. PSCO discovered that the Chief Engineer has been without proper flag state endorsement since December 2015.

2510 - Safety and environmental policy

The company and 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. Objective evidence discovered during an expanded ISM examination revealed the vessel was not following proper shipboard procedures as they applied to maintenance and management of the ship.

Ship Name: **MORNING MERCATOR**

Flag: **Norway**

IMO Number: **8608078**

Date of Action: **08/26/2016**

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Unit: **Sector Jacksonville**

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

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Hoegh Wallen Shipmanagement Pte Ltd

Hoegh Autoliners Shipping AS

Charterers

Glovis Co., Ltd.

Deficiencies: Code - Category
0720 - Fire fighting equipment

Description

If a carbon dioxide system is fitted in a Ro-Ro cargo space then the quantity of gas available shall at least be sufficient to give a minimum of free gas equal to 45% of the gross volume of the largest cargo space. The CO2 system must be at 99.9% capacity to protect the ship's largest cargo space, which requires a minimum of 38008 kgs. PSCO's discovered that the vessels low pressure CO2 system is currently filled to 74% making it capable of only supplying 28125.8 kgs to the vessel's largest cargo space.

Ship Name: **MSC FABIENNE**

Flag: **Panama**

IMO Number: **9279965**

Date of Action: **05/03/2016**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Ship Type: **Containership**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Compania Naviera Fabienne S.A.

Mediterranean Shipping Co. S.R.L.

Charterers

Mediterranean Shipping Company, S.A.

Deficiencies: Code - Category
0610 - Lifeboats

Description

Each survival craft shall be stowed in a state of continuous readiness so that two crew members can carry out preparation for embarkation and launching in less than 5 minutes. When attempting to lower the port side lifeboat, the front fall prematurely released and the lifeboat fell to the deck and sustained significant damage.

Ship Name: **NAHIDE M**

Flag: **Malta**

IMO Number: **9116319**

Date of Action: **02/29/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

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

Ship Management: Owners, Operators, or Managers

Iskenderun Gemi Isletmeciligit Ltd Sti

Yellow Funnel Shipping Ltd

Charterers

Med Brokerage Management Corp.

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

1410 - Propulsion main engine

**2110 - Oil/oily mixtures machinery
spaces**

Description

Vessel must be fitted with properly working oil filtering equipment in accordance with MARPOL. Crew could not demonstrate proper operation of the oily water separator in a reasonable amount of time.

In a ship which fuel oil 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. PSCO discovered excessive fuel oil leaks on the no. 1 and no. 4 main diesel engines and the no. 1 and no. 3 ship's diesel engines.

A ship when in a port or an offshore terminal of another Party is subject to inspection concerning operational requirements under MARPOL Annex I, where there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures related to pollution prevention, the Party shall take such steps to ensure the ship shall not sail until the situation has been resolved. PSCO found objective evidence that the vessel's sewage and ballast systems contained oil.

Ship Name: **NAVIOS ARMONIA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9407495**

Recognized Security Organization

Govt of Listed Flag

Date of Action: **09/09/2016**

Action Taken: **Detention**

Recognized Org (RO) **Not Class**

Related:

Port: **Lake Charles, Louisiana**

Organization Related

Unit: **Marine Safety Unit Lake Charles**

to Detention:

Ship Management: Owners, Operators, or Managers

Apex Ship Management Pte Ltd.

MI-Das Line SA

Charterers

Eastern Bulk Carriers AS. Norway

Deficiencies: Code - Category

0750 - Fire prevention

Description

Means shall be provided to control leaks of flammable liquids. PSCO found several areas where the accumulation of oil and oil leaks were present, including number 3 main diesel cylinder high pressure lines, fuel lines on the auxiliary boiler and insulation on the piping forward of the duplex strainer on the purifier deck.

Ship Name: **NEW GLORY**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9300843**

Recognized Security Organization

Date of Action: **05/06/2016**

Action Taken: **Detention**

Recognized Org (RO) **Not Class**

Related:

Port: **Corpus Christi, Texas**

Organization Related

Unit: **Sector Corpus Christi**

to Detention:

Ship Management: Owners, Operators, or Managers

New Trade Ship Management S.A.

Calida Navigation Corp

Deficiencies: Code - Category

0999 - Other (Safety In General)

Description

Means shall be provided to control leaks of flammable liquids. PSCO observed excessive oil leakage under high pressure from the no. 2 steering pump during an operation test of the ship's steering system, and PSCO observed excessive oil leaks on two main generators.

Ship Name: **NEWLEAD GRANADINO**

Flag: **Malta**

IMO Number: **9483774**

Date of Action: **09/21/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Baltimore**

Ship Type: **Oil Tankship**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Newlead Shipping S.A.

Aeolus Compania Naviera SA

Charterers

Asphaltos Trade S.A.

Deficiencies: Code - Category

1430 - Auxiliary engines

**0730 - Appliances (general
equipment)**

**0725 - Fixed fire extinguishing
installation**

Description

The stored energy shall be maintained at all times. Upon starting the emergency generator on its second source of energy, the air start bottle was empty and unable to provide the required energy to start the emergency generator.

Maintenance, testing and inspections shall be carried out based on the guidelines developed by the Organization and in a manner having due regard to ensuring the reliability of fire-fighting systems and appliances. PSCO observed the engine room's quick-closing valves pneumatic actuating tank empty and incapable of remotely closing the quick-closing valves in the event of a fire.

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed the water-mist pump supply and discharge valves in the closed position. The posted operation instructions did not reference opening the valves in the event of fire. Expansion joint was leaking water when the valve was opened.

Ship Name: **NORD BOSPORUS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9760110**

Recognized Security
Organization

Date of Action: **08/24/2016**

Action Taken: **Detention**

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

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Tradewind Navigation S.A.

Kobe Shipmanagement Company Ltd.

Charterers

Clipper Bulk Shipping NV

Deficiencies: Code - Category
**2550 - Maintenance of ship and
equipment**

Description

The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code. The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the Company. The PSCO found objective evidence that the crew failed to follow proper shipboard procedures related to the installation and maintenance of primary lifesaving equipment. PSCO discovered that both life rafts were improperly installed and maintained and that the crew was unfamiliar with proper procedures for installation and maintenance.

Ship Name: **NORDIC TIANJIN**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9632789**

Recognized Security
Organization

Date of Action: **10/27/2016**

Action Taken: **Detention**

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

Port: **Portland, Oregon**
Unit: **Sector Columbia River**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Nordic Tianjin Schiffahrtsgesellschaft mbH & Co. K

Nordic Hamburg Shipmanagement GmbH & CO KG

Charterers

Nordic Tianjin Shipping Company Ltd

Deficiencies: Code - Category
**1499 - Other (Prop. & Aux.
Machinery)**

Description

The arrangement for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and person on board. The number 2 and 3 ship service generators are leaking high pressure lube oil in the vicinity of the turbocharger and the number 2 ship service generator is leaking fuel out from the banjo fitting near the governor posing a fire hazard to the ship and crew.

Ship Name: **NORMA H II**

Flag: **Panama**

IMO Number: **7228716**

Date of Action: **01/25/2016**

Action Taken: **Detention**

Port: **St. Thomas, USVI**

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

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

Recognized Org: **Panama Maritime Documentation Service**

Recognized Security
Organization

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

Organization Related **Panama Maritime Documentation**
to Detention: **Service**

Ship Management: Owners, Operators, or Managers

MMS Americas LLC

Norma Holding (Panama) S.A.

Deficiencies: Code - Category
2515 - Company responsibility and authority

Description

The company and 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. There were several serious safety deficiencies that demonstrated a clear lack of systemic implementation of the ISM Code. This condition presents an immediate risk to the vessel, its crew, and the marine environment.

Ship Name: **OCEAN GLADIATOR**

Flag: **Singapore**

IMO Number: **9241827**

Date of Action: **04/07/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Ship Type: **Chemical Tankship**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

V Ships (Asia) PTE Ltd

Ocean Force Shipping PTE Limited

Deficiencies: Code - Category
0610 - Lifeboats

Description

Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. PSCO discovered damage on the starboard lifeboat (designated rescue boat) that created a 1"x3" hull penetration that compromised watertight integrity.

2560 - Company verification, review and evaluation

The company and 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. Objective evidence discovered during an expanded ISM examination revealed the vessel was not following proper shipboard procedures as they applied to maintenance of primary lifesaving equipment.

Ship Name: **ORIENT SUNRISE**

Flag: **Hong Kong**

IMO Number: **9238215**

Date of Action: **01/09/2016**

Action Taken: **Detention**

Port: **San Pedro, California**

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

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

P&F Marine Co., Ltd

Luna Bulkship SA

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the number and nature of deficiencies found during the PSC exam, there are clear grounds for believing that the SMS is not being implemented properly resulting in substandard conditions. The PSCE identified numerous improper and unapproved repairs to vital systems, serious maintenance concerns with primary life saving equipment, electrical hazards in numerous areas throughout the ship, and an over all breakdown in the general maintenance of equipment onboard. A class audit is recommended prior to departure.

Ship Name: **PALANGA SPIRIT**

Ship Type: **Bulk Carrier**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Russian Maritime Register of Shipping**

IMO Number: **9133733**

Recognized Security
Organization

Date of Action: **02/05/2016**

Action Taken: **Detention**

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

Port: **Savannah, Georgia**

Unit: **Marine Safety Unit Savannah**

Organization Related **Russian Maritime Register of**
to Detention: **Shipping**

Ship Management: Owners, Operators, or Managers
Balthellas Chartering S.A.
Palanga Spirit Navigathion Ltd

Deficiencies: Code - Category
2545 - Reports/analysis of non-
conformities, etc.

Description
Objective evidence discovered during an expanded ISM exam revealed the vessel was not following proper shipboard operations as they applied to their primary lifesaving appliances. PSCO's confirmed the crew failed to properly inspect, report, or otherwise rectify serious deficiencies with the lifeboat launching appliance. Recommend a full external audit be conducted by the flag state or recognized organization to determine whether the ship is operating in accordance with the ISM code.

0610 - Lifeboats

Every totally enclosed lifeboat shall be provided with a rigid watertight enclosure with which completely encloses the lifeboat and shall be fitted with hatches that can be closed to make the lifeboat watertight. The forward lifeboat window hatch is broken and missing two handles preventing it from being made watertight.

0630 - Launch arrangements for survival craft

Cargo ships may carry lifeboat capable of being free-fall launched over the stern of the ship and in addition one or more life rafts complying with the requirements of regulation 39 or 40. The life raft on at least one side of the ship shall be served by launching appliances. The life savings and arrangement plan for the vessel required a life raft capable of being launched by a davit. PSCO observed the vessel to have free fall lifeboat on the stern. However the life raft that can carry the agreed capacity can not be launched by a davit.

Ship Name: **PERSEUS LEADER**

Flag: **Panama**

IMO Number: **9177430**

Date of Action: **11/05/2016**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

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

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

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

Ship Management: Owners, Operators, or Managers
Cypress Maritime (Panama) SA
Shoei Kisen Kaisha, LTD

Charterers
NYK Line

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description
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 endure the safety of the ship and persons on board. There is excessive fuel oil leaking from the main engine, oil purifiers, and sludge pumps. Dried stream of oily residue, dozens of oily rags, bucket, and guards designed to drain oil into plastic containers are evidence of an existing, on-going, and persistent problems. A 15+ gallon container and funnel used to capture the leaking oil from the main engine fuel oil circulation pump overflowed, covering the deck under the fuel oil purifiers and creating a severe fire hazard. Instead of emptying oily waste into a designated slop tank, the crew has instead left dozens of buckets of open fuel oil scattered around the engine room, including the workshop where hot-work is performed and also next to the incinerator.

0710 - Fire prevention

The condition of the ship and its equipment shall be maintained to conform with the provision of the present regulations to endure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person on board. The main engine has excessive fuel oil leaks, which lead to the presence of wet oil on the turbo air filter and on an exposed exhaust manifold. In addition to the exposed section of exhaust manifold, there are also damaged sections of lagging creating exposed surfaces. Lagging on equipment and pipes throughout the engine room (including on the main engine, service generators, and fuel purifiers) are soaked in oil creating a severe fire hazard.

**2510 - Safety and environmental
policy**

Objective evidence discovered during an expanded ISM exam revealed the following major non-conformity; excessive fuel oil leaks and oil soaked lagging throughout engine room was noted during an internal audit in 2015, but no corrective action was initiated to resolve the problem allowing a fire hazard to exist in the engine room for some time. Recommend an external audit.

Ship Name: **PROTEAS**
Flag: **Panama**
IMO Number: **9288459**
Date of Action: **09/19/2016**
Action Taken: **Detention**

Port: **Lake Charles, Louisiana**
Unit: **Marine Safety Unit Lake Charles**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Titan Maritime Ltd
Proteas Navigation Corp
Charterers
Omega Shipping Pte, Ltd

Deficiencies: Code - Category
0610 - Lifeboats

Description
Before and after 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 port lifeboat steering gear is inoperable and not ready for use due to lack of maintenance and low hydraulic fluid levels.

2050 - Operation of machinery

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 and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. The emergency fuel shut off valve on the emergency fuel tank for the emergency generator could not be consistently reset after actuation, rendering the emergency generator incapable of starting and the fuel tank shut off valve incapable of operation.

Ship Name: **ROBLE N**
Flag: **Chile**
IMO Number: **9113850**
Date of Action: **01/02/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**
Recognized Org: **American Bureau of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Class**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Naviera Chilena Del Pacifico SA
Charterers
Seaboard Overseas Limited

Deficiencies: Code - Category
0750 - Fire prevention

Description
Fire protection systems and fire fighting systems and appliances shall be maintained and ready for use. PSCO observed 3 quick closing fuel system shut off valves blocked in the open position and rendering them incapable of remote operation from outside the space.

Ship Name: **ROSALIA D'AMATO**

Flag: **Italy**

IMO Number: **9225201**

Date of Action: **09/14/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**

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

Recognized Security Organization **Govt of Listed Flag**

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Perseveranza Shipping S.r.l.
Ships Surveys and Service S.r.l.
Charterers
Smart Grain Shipping

Deficiencies: Code - Category
**0745 - Fire-dampers remote control,
etc.**

Description
Fuel oil tanks above the double bottom shall be designed with a valve that can be safely closed from outside the space in the event of a fire. PSCO observed a quick closing valve for the diesel service tank blocked with a wooden wedge rendering the valve inoperable.

Ship Name: **SABRE SPIRIT**

Flag: **Panama**

IMO Number: **8107919**

Date of Action: **10/14/2016**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

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

Recognized Org: **Panama Maritime Documentation Service**

Recognized Security
Organization

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

Organization Related **Panama Maritime Documentation**
to Detention: **Service**

Ship Management: Owners, Operators, or Managers
Water Spirit Freight Services, Inc.
Ferrols Trucking Services Inc.
Charterers
Water Spirit Freight Services Inc.

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description
The company and ship shall comply with the requirements of the ISM Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. Objective evidence, in the form of numerous material deficiencies and failures to comply with checklists and policies contained in the company's Safety Management System (SMS), indicates that the ship and its company have not fully implemented the provisions of the company's SMS. Recommend external ISM audit.

1299 - Other (Load Lines)

The Administration shall satisfy itself that the general structural strength of the ship is adequate. The PSCO observed several 6" x 6" doublers in addition to severe wastage on deck – including six deck penetrations along the watertight envelope between the cargo deck and engine room allowing water on deck to drip into the machinery space.

Ship Name: **SANTA PACIFIC**

Flag: **Panama**

IMO Number: **9225512**

Date of Action: **01/29/2016**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

S & F Shipping and Transport Company

Vera Denizcilik Ithalat ve Ihracat Tic. Ltd STL

Charterers

Weco Bulk A/S

Deficiencies: Code - Category
0630 - Launch arrangements for survival craft

0740 - Pumps

0630 - Launch arrangements for survival craft

2540 - Emergency preparedness

Description

A lifeboat launching appliance shall be capable of recovering the lifeboat with its crew. The manual brake to the starboard side lifeboat launching appliance was bent to a 45 degree angle, which jammed the control wire and prevented safe and proper lifeboat recovery.

The arrangement of fire pumps and their sources of power shall be such as to ensure that cargo ships of 2,000 gross tonnage and upward shall have a fixed, independently driven emergency fire pump. Emergency fire pump failed to take suction and provide fire fighting water during operational testing in the presence of the PSCO.

The lifeboat launching mechanism shall be so arranged that it may be actuated by one person from a position on the ship's deck and from a position within the survival craft. The lifeboat release line from a position within the starboard side lifeboat was damaged and not properly fitted, which prevented proper use in an

The company and 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. Objective evidence discovered during an expanded ISM exam revealed the vessel was not following proper shipboard operations as they applied to the vessel's primary lifesaving appliances.

Ship Name: **SEA HORIZON**

Flag: **Malta**

IMO Number: **9258026**

Date of Action: **10/05/2016**

Action Taken: **Detention**

Port: **Delaware City, Delaware**

Unit: **Sector Delaware Bay**

Ship Type: **Oil Tankship**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Sea World Management & Trading, Inc

Hesperos Maritime Co., Ltd

Charterers

GE Warrep Corporation

Deficiencies: Code - Category

1840 - Instrumentation

Description

In tankers, a system for continuous monitoring of the concentration of hydrocarbon gases shall be fitted. When the hydrocarbon gas concentration reached a pre-set level, which shall not be higher than 10% of the lower flammable limit, a continuous audible and visual alarm signal shall be automatically effected in the pumproom, engine control room, cargo control room and navigation bridge to alert personnel to the potential hazard. When entering the pump room, PSCO observed the alarm had activated despite the space being recently certified safe for workers by a Marine Chemist. The PSCO questioned the vessel's Pumpman and 3rd Officer about the alarm, who explained that a ballast line was wasted and had leaked into the space, flooding the lower cargo pump room, disabling gas detection system.

Ship Name: **SEA PEARL**

Flag: **Vanuatu**

IMO Number: **9008639**

Date of Action: **01/05/2016**

Action Taken: **Detention**

Port: **American Samoa**

Unit: **MSD AMERICAN SAMOA**

Ship Type: **Refrigerated Cargo Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Shandong Zhonglu Fishery Shipping Co Ltd.

Habitat International Corporation

Deficiencies: Code - Category

0925 - Musters and drills

0660 - Lifejackets

Description

Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew was unable to demonstrate proficiency in performing a satisfactory fire drill as evidenced by two consecutive failed fire drills. Crew members used EEBD's in place of SCBAs to take action against the fire. Designated fire crew was unfamiliar with their responsibilities.

A life-jacket complying with requirements of regulation 32.1 shall be provided for every person on board the ship. In addition, a sufficient number of life-jackets shall be carried for persons on watch and for use at remotely located survival craft stations. Out of 33 total life-jackets required to be on board, 26 life-jackets were found in unsatisfactory condition.

Ship Name: **SELIN M**

Flag: **Malta**

IMO Number: **9178551**

Date of Action: **08/31/2016**

Action Taken: **Detention**

Port: **San Francisco, California**

Unit: **Sector San Francisco**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Iskenderun Gemi Isletmeciligit Ltd Sti

Black Funnel Shipping Ltd

Charterers

Med Brokerage Management Corp.

Deficiencies: Code - Category
0610 - Lifeboats

Description

Before a ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Life boat/rescue boat on starboard side failed to start during test, fire started in engine well during test. Oily water in bilge and oil soaked lagging found once engine secured.

Crew seat belts were restricted with tape preventing crew from safe use. Aft hatch lower latch was broken and hatch was unable to seal. Top hatch had pin hole between latches. Starboard Lifeboat/rescue boat engine started after four (04) attempts. Retrieval limit switch failed to engage while exercising the boat davit.

Ship Name: **SFL MEDWAY**

Flag: **Hong Kong**

IMO Number: **9587232**

Date of Action: **05/18/2016**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **Marine Safety Unit Lake Charles**

Ship Type: **Bulk Carrier**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

V Ships (UK) Ltd.

SFL Medway Inc.

Charterers

ADM Rice Inc.

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

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 persons onboard. The PSCO discovered excessive fuel leakage and collection on and around the main propulsion system and ship's service diesel generators no. 1, 2, and 3.

Ship Name: **SKY SEAL**

Flag: **Panama**

IMO Number: **7802691**

Date of Action: **11/04/2016**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

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

Recognized Org: **Panama Maritime Documentation Service**

Recognized Security
Organization

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

Organization Related **Panama Maritime Documentation**
to Detention: **Service**

Ship Management: Owners, Operators, or Managers
Star Shipping Limited
CCM Transportation LTD

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description

The company and the ship shall comply with the requirements of the ISM Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. The Company should ensure that the policy is implemented and maintained at all levels of the organization both ship based as well as shore based. Objective evidence discovered during the expanded ISM exam revealed the following non-conformities not in compliance with the vessel's SMS; (1) the master doesn't communicate non-conformities or repairs/services to the DPA, (2) the DPA doesn't perform the duties outlined in the SMS plan, (3) the master doesn't document instructions given to the crew prior to sailing, (4) lack of recordkeeping related to the investigation and analysis of identified non-conformities, (5) the crewmembers don't properly inspect and test the fire detection system, (6) the current and approved version of the SMS manual is not on board, and (7) internal safety audits were performed at intervals exceeding twelve months. These non-conformities are evidence that the ship and the company are not meeting the requirements of the ISM Code. Recommend an external audit.

2020 - Fire drills

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The crew failed to demonstrate effective shipboard firefighting when provided two opportunities to do so, resulting in two uncoordinated and unsatisfactory fire drills. During the first fire drill, a crewmember improperly donned the fireman's outfit, leaving a two-inch gap at the forehead of the mask/hook. Training was provided related to proper donning procedures. There was no communication between the fire team and the bridge. During the second fire drill, unprotected crew members in shorts and t-shirts transited through the affected space (the main engine room) and climbed twenty feet up the ventilation shaft to close the weather-tight hatch covers above the space. This would and could have been easily completed by transiting across the open deck above. One of these hatch covers could not be closed due to the in-port generator cables running from the main open deck into the engine room and connected into the ship's main switchboard, which the crew did not

address this. When the firefighter entered the space, other crew members without fireman's outfit entered the space to tend the hose. The firefighter again donned the mask/hook incorrectly. There was no clear communicating or direction between the bridge and the fire team.

1280 - Machinery space openings

The Administration shall satisfy itself that the general structural strength of the hull is sufficient for the draught corresponding to the freeboard assigned. A wasted deck plug was discovered, which left open communication between the starboard aft ballast tank and engine room and compromised the watertight bulkhead deck. There were loose emergency shut-off penetrations through the cargo deck into the watertight envelop of the engine room. Ballast tank covers were missing bolts, and there were seven cargo tie-down points with severely wasted shackles.

Ship Name: **STADIONGRACHT**

Flag: **Netherlands**

IMO Number: **9202508**

Date of Action: **02/04/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Baltimore**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Spliethoffs Bevrachtingskantoor BV

Rederij Stadiongracht

Deficiencies: Code - Category
1420 - Cleanliness of engine room

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 respect will remain fit to proceed to sea. PSCO observed multiple, excessive fuel and oil leaks in the engine room that presented both fire and slip hazards. Rags were placed throughout the engine room to mitigate the leaks, but were not maintained, became oil soaked, and also presented a fire risk.

Ship Name: **TRANS GULF**

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

Flag: **Panama**

Recognized Org: **Macosnar Corporation**

IMO Number: **7361283**

Recognized Security
Organization

Date of Action: **03/18/2016**

Action Taken: **Detention**

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

Port: **Mobile, Alabama**

Organization Related **Macosnar Corporation**
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

World Shipping Management Corporation S.A.

Sloman Shipping line Inc.

Deficiencies: Code - Category
2035 - Fire control plan

Description

The fire control plan should clearly show for each deck the control stations, fire resistant divisions, particulars of fire detection and fire alarm systems, and fire-extinguishing appliances. PSCO discovered that the fire control plans on board vessel have not been updated to reflect the actual system installations found on board the vessel and were missing critical fire prevention and detection systems.

0720 - Fire fighting equipment

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO discovered two locked portable fire extinguisher cabinets located on aft deck without any means to access the cabinet to allow for immediate use of the portable fire extinguishers contained within.

0299 - Other (Crew)

All ships shall have ship-specific plans and procedures for recovery of persons from the water, taking into account the guidelines developed by the Organization. PSCO discovered that the ship-specific plan and procedures are not available on board the vessel.

0750 - Fire prevention

Fire protection systems shall be kept in good order as to ensure their required performance if a fire occurs. PSCO discovered several openings and or penetrations in fire resisting divisions throughout the vessel that are holed or not properly sealed to maintain the integrity of the fire division.

0299 - Other (Crew)

Maintenance, testing, and inspection of lifesaving appliances shall be carried out based on guidelines developed by the Organization and in a manner having due regard to ensuring reliability of such appliances. PSCO discovered that no records were available attesting to the maintenance, testing and inspection of the vessel's lifesaving appliances.

0720 - Fire fighting equipment

Fire-fighting appliances shall be kept in good order so as to ensure their required performance if a fire occurs. PSCO discovered that the required firemen's outfits were deteriorated and holed and that the insulation was removed.

0799 - Other (Fire Fighting Equipment)	Maintenance, testing and inspections shall be carried out on the guidelines developed by the Organization. PSCO discovered that the vessel had no current documentation for the inspection or servicing of fire extinguisher.
2099 - Other (SOLAS Related Operational Def.)	The fire safety operational booklet shall contain the necessary information and instructions for the safe operation of the ship and cargo handling operations. PSCO discovered that the vessel did not have the required fire safety operational booklet on board.
2020 - Fire drills	The crew shall have the necessary knowledge and skills to handle fire emergency cases. During examination, the PSCO determined that the crew was unfamiliar with their firefighting duties and were incapable of safely responding to a shipboard fire. The crew failed to properly provide for and don emergency equipment, establish communications with key personnel, and demonstrate proper firefighting techniques.
1570 - Nautical publications	Nautical charts and nautical publications shall be adequate and up to date. PSCO discovered that the vessel did not have charts or corrected charts for the intended voyage, including critical local shipping channel.
0715 - Detection	Fire protection systems shall be kept in good order as to ensure their required performance if a fire occurs. PSCO discovered that several fire detection sensors throughout the vessel were inoperable, disconnected, or removed.
0725 - Fixed fire extinguishing installation	Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO discovered that multiple fire stations throughout the vessel were incapable of connecting or disconnecting fire hoses due to excessive wear and or damage or seized connections.
0940 - Ballast fuel and other tanks	Settling or daily service tanks having a capacity of 500 liters and above shall be fitted with a cock or valve capable of being closed from a safe position outside the space. PSCO discovered that the quick closing valves on main engine service tanks were inoperable.
0715 - Detection	Fire detection and fire alarm systems shall be kept in good order so as to ensure their required performance if a fire occurs. PSCO discovered that power was secured to the fire control panel located on the bridge. Upon turning on the fire control panel, 14 alarms were noted.
0740 - Pumps	Fire fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO discovered the emergency fire pump was inoperable.
0696 - Record of inspections/maintenance	Falls used in launching shall be inspected periodically with special regard for areas passing through sheaves, and renewed when necessary due to deterioration of the falls or at intervals of not more than five years. PSCO noted that no records were available attesting to the required maintenance or renewal of the rescue boat davit falls.

0696 - Record of inspections/maintenance	Lifesaving appliance test and inspections shall be carried out weekly and a report of the inspection shall be entered in the log. PSCO noted that no records were available attesting that the required tests and inspections are being carried out on board the vessel.
0696 - Record of inspections/maintenance	Lifesaving appliances tests and inspections shall be carried out monthly using the checklist required by Regulation 36.1 to ensure that they are complete and in good order. PSCO noted that no records were available attesting that the required tests and inspections of lifesaving appliances are being carried out on board the vessel.
0725 - Fixed fire extinguishing installation	Maintenance, testing and inspections shall be carried out based on the guidelines developed by the Organization to ensure the reliability of fire fighting systems and appliances. PSCO noted that the fixed gas fire extinguishing system agent and pilot cylinders were last internally examined and hydrostatically tested in 1997.
1299 - Other (Load Lines)	Bulkheads at exposed ends of enclosed superstructures shall be of efficient construction and shall be to the satisfaction of the Administration. PSCO noted numerous bulkheads deteriorated and holed on the aft deck and boat deck.
1275 - Ventilators air pipes	Satisfactory means, permanently attached, shall be provided for closing the openings of the air pipes. PSCO discovered numerous air pipes throughout the vessel that were deteriorated and/or missing proper closing device.
0960 - Means of escape	Fire protection systems shall be kept in good order as to ensure their required performance if a fire occurs. PSCO noted numerous means of escape throughout the vessel locked with no means to unlock in case of emergency.
0616 - Rescue boat inventory	Before the ship leaves port, and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. PSCO discovered that no less than fourteen (14) required items were missing from the rescue boat.
1240 - Cargo and other hatchways	All hatchways in position 1 and 2 shall be fitted with hatch covers of steel or other equivalent material, such covers shall be weathertight and fitted with gaskets and clamping devices. PSCO noted that the forward cargo hatchway was not weathertight.
0720 - Fire fighting equipment	Portable extinguishers which have been discharged shall be immediately recharged or replaced with an equivalent. PSCO noted numerous portable extinguishers throughout the machinery spaces that are discharged.
0799 - Other (Fire Fighting Equipment)	Maintenance, testing, and inspections shall be carried out based on the guidelines developed by the Organization for ensuring the reliability of fire fighting systems and appliances. PSCO noted no evidence that the required maintenance, testing and inspections have been carried out for the fire protection systems and appliances.

2515 - Company responsibility and authority

Every company should develop, implement and maintain a Safety Management System. Deficiencies noted by PSCO indicate ineffective maintenance system and systemic failure of SMS. Recommend Flag Administration to conduct SMS audit.

0799 - Other (Fire Fighting Equipment)

An on-board maintenance plan shall be kept on board the ship and shall be available for inspection. PSCO noted that the vessel does not have the required maintenance plan to ensure operational readiness of installed fire protection systems and appliances.

2055 - Manuals instructions etc

Crew members shall receive instructions on fire safety on-board the ship. PSCO noted no records that the required instructions are being carried out on board the vessel.

0730 - Appliances (general equipment)

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 out on board to replace those used. PSCO noted that spare bottles are not available for use and those cylinders provided with the required firemen's outfits are empty.

2055 - Manuals instructions etc

The training manual shall be provided in each crew mess room and recreation room or in each crew cabin. PSCO noted that the required training manuals are not available on board the vessel.

Ship Name: **TRIUMPH**
Flag: **Liberia**
IMO Number: **9432892**
Date of Action: **03/17/2016**
Action Taken: **Detention**

Port: **Seattle, Washington**
Unit: **Sector Puget Sound**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Eastern Pacific Shipping (UK) Ltd.
Lombard Corporate Finance Limited

Deficiencies: Code - Category
**1499 - Other (Prop. & Aux.
Machinery)**

Description
The emergency 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 simultaneous power to all services required. PSCO discovered that the emergency generator was unable to run continuously and generate the required power supply.

Ship Name: **TROPIC SUN**
Flag: **Saint Vincent and the Grenadines**
IMO Number: **9039016**
Date of Action: **07/15/2016**
Action Taken: **Detention**

Port: **St. Thomas, USVI**
Unit: **MSD ST. THOMAS, USVI**

Ship Type: **Containership**
Recognized Org: **Bureau Veritas**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Tropical Shipping & Construction Co. Ltd.
Tropical Shipping and Construction Company, Ltd.

Deficiencies: Code - Category
0750 - Fire prevention

Description
Every oil fuel pipe, which if damaged would allow oil to escape from a storage, settling or daily service tank situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being close from a safe position outside of the space concerned. PSCO observed the quick closing fuel shut off valve on the starboard MGO day tank and HFO day tank to a main engine /boiler supply wired in the open position. The valve is not capable of being remotely closed from outside the space.

Ship Name: **UBC SAGUNTO**
Flag: **Cyprus**
IMO Number: **9426867**
Date of Action: **11/16/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**
Recognized Org: **DNV GL MARITIME**
Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:
Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Soreta Shipping Incorporated
Intership Navigation Co, Ltd
Charterers
Cargill Incorporated Limited

Deficiencies: Code - Category
0710 - Fire prevention

Description
Fire-fighting systems and appliance shall be kept in good working order and readily available for immediate use. PSCO observed that the fuel oil quick closing valve, used for isolation, on No. 2 Generator was blocked open using a wooden block. The wooden block impeded the quick closing valve's ability to being closed remotely from outside the main machinery space.

Ship Name: **ULUSOY 12**
Flag: **Turkey**
IMO Number: **9586423**
Date of Action: **01/31/2016**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**
Unit: **Sector New Orleans**

Ship Type: **Bulk Carrier**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:
Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Ulusoy Deniz Yollari Isletmeciligi Anonim Sirketi
Ulusoy Denizcilik AS
Charterers
China National Chartering Corporation

Deficiencies: Code - Category
0725 - Fixed fire extinguishing installation

Description
All fire protection systems and fir systems and appliances shall be maintained ready for use. PSCO noted that the water mist fresh water supply system that provides fire protection for the boiler, incinerator, main engine, ships service generators and fuel oil purifier room was in the closed position. The last documented shipboard maintenance was performed on 23JAN16.

Ship Name: **V8 STEALTH**

Flag: **Marshall Islands**

IMO Number: **9436018**

Date of Action: **11/25/2016**

Action Taken: **Detention**

Port: **San Francisco, California**

Unit: **Sector San Francisco**

Ship Type: **Oil Tankship**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Synergy Maritime Private Limited

Mayhem Crude Inc

Charterers

Siva Ships International PTE

Deficiencies: Code - Category

0925 - Musters and drills

Description

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. Vessel's crew failed two fire drills during the first they failed to put on their equipment properly. Fire boundaries were not established. Communications between the fire-fighter and on-scene leader were not established and firefighting outfits were torn. PSC personnel spoke with senior personnel about drill. Crew was given approximately 45 minutes to go over items before next drill. During the second rill, fire team members went to the wrong space. Due to security measure, the fire team was not about to access the space. Fire boundaries were not properly established.

Ship Name: **WARREN'S PRIDE**

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

Flag: **Panama**

Recognized Org: **National Shipping Adjusters**

IMO Number: **8009973**

Recognized Security
Organization

Date of Action: **11/16/2016**

Action Taken: **Detention**

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

Port: **San Juan, Puerto Rico**

Organization Related **National Shipping Adjusters**
to Detention:

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers
Caribbean Transport LTD.
G & W Transport Limited

Deficiencies: Code - Category
**2510 - Safety and environmental
policy**

Description

The company and ship shall comply with the requirements of the ISM Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the ISM Code through the SMS. These discrepancies, included with other material deficiencies, are evidence the ship and/or company is not meeting the requirements of the ISM Code. The non-conformities identified (not all inclusive) are: (1) master and chief engineer not conducting proper watch reliefs during crew changes, (2) crewmembers are not conducting the required monthly and quarterly emergency drills as per the vessel's SMS, (3) equipment maintenance not conducted at specified intervals and recommendations provided by the manufacturer as required per vessel's SMS, and (4) master didn't ensure that inspections at specified intervals, reporting of non-conformities and documentation of corrective actions are carried out. These non-conformities combined created a serious deficiency in shipboard operational requirements, ship's material condition (hull, machinery, and equipment), and the ship's readiness to respond to emergencies. Recommend external ISM Audit.

0988 - Deck - corrosion

The Administration shall satisfy itself that the general structural strength of the ship is adequate. Doublers and fresh welds on deck are evidence of persistent and substantial wastage leading to penetration in the main deck above the watertight envelop of the engine room, on which multi-ton vehicles carrying dangerous goods are carried. Additionally, four ballast tanks are severely pitted and have been temporarily repaired with putty, tape, and /or paint. As a result, ballast water is leaking into the engine room and adjacent passageways. The base of the anchor winch is wasted.

**1399 - Other (Mooring
Arrangements)**

Spurling pipes and cable lockers shall be watertight up to the deck exposed to weather. Both hawse pipes are severely wasted to the extent where hull penetrations and cracking is observed, compromising the watertight integrity of the chain locker.

Ship Name: **WARREN'S PRIDE**

Flag: **Panama**

IMO Number: **8009973**

Date of Action: **08/19/2016**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

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

Recognized Org: **National Shipping Adjusters**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

G & W Transport Limited
Caribbean Transport LTD.

Deficiencies: Code - Category
1220 - Freeboard marks

Description

The ring, lines, and letters shall be permanently marked on the sides of the ship. The load line marking is not permanently affixed and the deck line is neither painted nor permanently affixed.

Ship Name: **WESTWOOD ROBSON**

Flag: **Liberia**

IMO Number: **9383235**

Date of Action: **02/04/2016**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Ship Type: **Containership**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Hammonia Reederie GmbH & Co. KG
Sinoceanic VI Limited

Deficiencies: Code - Category
2510 - Safety and environmental policy

Description

The company and 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. Objective evidence discovered during an expanded ISM examination revealed the vessel was not following proper shipboard procedures as they applied to maintenance of primary and auxiliary machinery.

Ship Name: **WLADYSLAW ORKAN**

Ship Type: **General Dry Cargo Ship**

Flag: **Cyprus**

Recognized Org: **Lloyd's Register of Shipping**

IMO Number: **9271925**

Recognized Security
Organization

Date of Action: **02/16/2016**

Action Taken: **Detention**

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

Port: **Baltimore, Maryland**

Unit: **Sector Baltimore**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Chinese-Polish Joint-Stock Shipping

Stemblar Shipping Company Limited

Charterers

Liner

Deficiencies: Code - Category
0715 - Detection

Description

Required fixed fire detection and alarms systems shall be of an approved type and comply with the Fire Safety Systems Code. PSCO found the fire control panels located in the pilot house and fire control room were in default and disabled. PSCO found multiple smoke detectors and manual call points were inoperable. In this condition, the fixed fire detection and alarm system would not adequately notify the crew in the event of a fire onboard the vessel.

**2510 - Safety and environmental
policy**

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO found that the crew was not familiar with essential shipboard procedures with regards to maintaining the ship's fixed fire detection and alarm system.

0610 - Lifeboats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Crew was unable to start the life boat for over two hours. The lifeboat was not ready for immediate operational use in the event of an emergency.

Ship Name: **YUH FA NO. 201**

Ship Type: **Other**

Flag: **Vanuatu**

Recognized Org: **Govt of Listed Flag**

IMO Number: **8520032**

Recognized Security
Organization

Date of Action: **06/01/2016**

Action Taken: **Detention**

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

Port: **American Samoa**

Unit: **MSD AMERICAN SAMOA**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Yuh Fa Fishery (Vanuatu) Co., LTD

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

Oil filtering equipment on ships shall be of design approved by the Administration and shall be such as will ensure that any oily mixture discharged to the sea after passing through the system shall have an oil content not exceeding 15ppm. The system shall be outfitted with an alarm to indicate when the level cannot be maintained. PSCO discovered multiple unapproved modifications and alterations to OWS equipment and the absence of an approved method to monitor oil content of the effluent before discharging overboard.

0220 - Certificates of competency

A ship when in a port or an offshore terminal of another Party is subject to inspection concerning operational requirements under MARPOL Annex I, where there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures related to pollution prevention, the Party shall take such steps to ensure the ship shall not sail until the situation has been resolved. PSCO discovered objective evidence that the crew was unfamiliar with proper operation and maintenance of OWS equipment and maintenance of the oil record book.

1710 - Oil record book

Every ship, other than an oil tanker, of 400 gross tons and above shall be provided with an Oil Record Book. The oil Record Book shall be completed on a tank to tank basis or whenever machinery space operation specified in MARPOL Annex I Regulation 17.2 take . PSCO discovered on Oil Record Book on board with previous machinery space operations logged from 2012 to 2013. The Chief Engineer is unable to record Oil Record Book operation in English, French, or Spanish. An Oil Record Book is not maintained on the vessel and was not readily available for inspection.

1710 - Oil record book

Every ship 400 gross tons and above , other than an oil tanker shall be subject to an annual IOPP survey within three months before or after each anniversary date of the certificate. Such annual surveys shall be endorsed on the certificate issued under regulation 7 of MARPOL, Annex I. The International IOPP Certificate issued to the vessel is missing the third and fourth annual survey. PSCO's observations indicate that the condition of the shoo and its equipment do not correspond substantially with the particulars of the Certificate and the ship is not fit to proceed to sea without presenting and unreasonable threat of harm to the marine environment.