

Ship Name: **ABOU KARIM IV**

Ship Type: **Other**

Flag: **Lebanon**

Recognized Org: **International Naval Surveys Bureau**

IMO Number: **7711866**

Recognized Security
Organization (RSO):

Date of Action: **5/26/2015**

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

Action Taken: **Detention**

Port: **Texas City, Texas**

Organization Related
to Detention:

Unit: **Marine Safety Unit Texas City**

Ship Management: Owners, Operators, or Managers

Khalifeh Shipping Line

Khalifeh Livestock Trading Co, SARL

Deficiencies: Code - Category

0610 - Lifeboats

Description

The normal equipment of every lifeboat shall consist of a mast or masts, with galvanized wire stays together with sails (colored orange). The port side lifeboat is an open-type lifeboat that has oar propulsion and no mast or sail.

Ship Name: **AEC DILIGENCE**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9249025**

Recognized Security
Organization (RSO):

Date of Action: **7/3/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Diligence Maritme Ltd

Seaquest Shipmanagment DOO

Charterers

Agribusiness United DMCC

Deficiencies: Code - Category

1720 - Control of discharge of oil

Description

PSC's identified water mixes with oil residues in the inlet strainer of the bilge system eductor. PSCO believes the installed bilge system/eductor was used to by pass the installed oily water filtering equipment.

2510 - Safety and environmental policy

The PSCO believes the company/vessel is not operating in accordance with the provisions of the ISM Code. Recommend additional audit of the ships SMS prior to departure.

Ship Name: **AGIA EKATERINI**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Bureau Veritas**

IMO Number: **9413078**

Recognized Security
Organization (RSO):

Date of Action: **11/14/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Nova Ship Tech SA

M.A.S. International Shipping S.A.

Charterers

Oxbow Energy Solutions LLC

Deficiencies: Code - Category

0750 - Fire prevention

Description

Fire protection systems shall be kept in good order so as to ensure their required performance should a fire occur. PSCO observed the quick closing fuel shutoff valve on the Service Tank for the ships service generator blocked in the open position with a wooden block. Valve is not capable of being remotely close outside of the space in the even for a fire.

Ship Name: **AKINADA BRIDGE**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9224532**

Recognized Security
Organization (RSO):

Date of Action: **7/20/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Akinada Shipping Ltd.

Eurobulk, Ltd.

Deficiencies: Code - Category

1420 - Cleanliness of engine room

Description

In a ship in which fuel oil is used, the arrangement for the storage, distribution, and utilization of the fuel oil shall be such as to ensure the safety of the ship and persons onboard. Numerous fuel lines, injector pumps, and fuel injector nozzles were found to have excessive leaking on the main propulsion engine resulting in fuel soaked lagging and the use of rags to reduce the flow of fuel. The No. 1 Ship's Service Generator was also found to have fuel leaks on the fuel supply piping resulting in soaked lagging.

Ship Name: **ALTAGRACE**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Not Classed**

IMO Number: **7710264**

Recognized Security
Organization (RSO):

Date of Action: **6/24/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Grace Holding International S.A.

Altagrace Holding International S.A.

Deficiencies: Code - Category

0999 - Other (Safety In General)

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies indicating that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

No. 1- The company should ensure that the Master is fully conversant with the company safety management system. Per the company SMS the vessel is required to conduct monthly for fire and abandon ship drills. The Master failed to conduct drills for the month of April and May of 2015. SMS indicates ISPS drills are conducted on a 03 month basis and last security drill was conducted 25 February 2015. Master is not familiar with requirements outlined in vessel's SMS.

No. 2- The company should ensure that each ship is manned with qualified, certified, and medically fit seafarers in accordance with national and international requirements. The oiler was unable to provide a current medical certificate.

No. 3- The company should ensure procedures, plans and instructions including checklists, as appropriate, for key shipboard operations concerning the safety of the personnel and ship. The ships maintenance checklists do not include weekly tests and inspections of survival crafts and launching appliances.

No. 4- The safety management system should include procedures ensuring that non-conformities, accident and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution prevention. The vessel's gyro compass and echo depth sounder are inoperable; no non-conformity reports were made to the company.

Ship Name: **ANA CECILIA**

Ship Type: **Containership**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Govt of Listed Flag**

IMO Number: **7237547**

Recognized Security
Organization (RSO):

Date of Action: **3/30/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Miami Epic Shipping Associates, LLC

Deficiencies: Code - Category

Description

0620 - Inflatable liferafts

The liferaft container shall be marked with maker's name or trademark and serial number. The starboard liferaft has no serial number or manufacturer name. Additionally, the painter line and max stowage height labeled on the container did not match the raft's service report.

0672 - EPIRB's for survival craft

Every ship shall be provided with an EPIRB which shall be capable of floating free if the ship sinks. The hydrostatic release for the EPIRB has no visible expiration date marked on it to determine if/when it needs to be replaced.

Objective evident discovered during an expanded ISM exam revealed the following non-conformities; the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These identified deficiencies taken with the remaining material deficiencies, discovered during the exam are evidence that the ship and/or company are not meeting the SMS requirements. Recommend and external audit.

1- The company should ensure that the master is fully conversant with the company's SMS. During the expanded ISM examination, the Master indicated several times that he was not familiar with or conversant with the vessel's safe management system.

2 - The company should ensure the ship is manned with qualified and certificated seafarers in accordance with international requirements. Vessel made its last voyage with an able bodied seaman filling an engineering officer position. Additionally, the chief mate was unfamiliar with how to energize the vessel's 9GHz radar.

3 - The company should establish programs for drills and exercises to prepare for emergency actions. The vessel's SMS does not contain a program or indicate emergency drills are to be conducted or records of same should be maintained.

4 -The company should ensure that all personnel involved in the company's SMS have an adequate understanding of the relevant rules, regulations codes and guidelines. Vessel master not aware of the manning violation of having an able body seaman fill the position of an engineering officer. Additionally, the master sailed for two weeks without a flag state endorsement based on his embarkation date compared to his application for endorsement.

5 - The safety management system should include procedures ensuring that non-conformities, accident and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safe and pollution prevention. The vessel lost its anchor during its inbound transit and the NAVTEX was found to be inoperable: no non-conformity reports were made to the company.

6 - The company should ensure that inspections are held at appropriate intervals. Maintenance checklists are not being conducted at appropriate intervals; equipment maintenance reports are conducted monthly at times and weekly at other times.

7 - The company should identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The safety management system should provide for specific measures aimed at promoting the reliability of such equipment or systems. There are no maintenance checklists for the 9GHz radar and the main and auxiliary steering gear systems.

8 - The company should establish and maintain procedures to control all documents and data which are

	<p>relevant to the safety management system; The engineering, deck and port arrival/ departure checklists when used, were not the checklist provided and prescribed to be used in the vessels SMS manual.</p>
<p>0230 - Number/composition (manning)</p>	<p>Failure to comply with the applicable safe manning requirements of the Administration. Vessel does not have the required engineering officer. The ship identified an able body seaman as its engineering officer</p>
<p>1282 - Manholes flush scuttles</p>	<p>Manholes and flush scuttles in position 1 or 2 within superstructures other than enclosed superstructures shall be closed by substantial covers capable of being made watertight. Scuttle to the forward void has a damaged gasket, deteriorated cover and is missing two clamping devices</p>
<p>0620 - Inflatable liferafts</p>	<p>After any survey of the ship under reg 8 has been completed, no change shall be made in the items covered by the survey without the sanction of the administration. Starboard life raft is a 16 person craft; the SOLAS Safety Equipment Certificate requires a 25 person craft</p>
<p>0620 - Inflatable liferafts</p>	<p>Every life raft shall be serviced at intervals not exceeding 12 months. The port side 10-person life raft has not been inspected since December 2013 and no flag state documentation existed extending the interval to 17months.</p>
<p>0936 - Steering gear</p>	<p>Auxiliary steering gear shall be of adequate strength and sufficient to steer the ship at navigable speed and capable of being brought speedily into action in an emergency. The auxiliary steering gear is only capable of 5 degree movement to starboard and 20 degree movement to port.</p>

Ship Name: ANA CECILIA

Ship Type: Containership

Flag: Saint Vincent and the Grenadines

Recognized Org: Govt of Listed Flag

IMO Number: 7237547

Recognized Security
Organization (RSO):

Date of Action: 7/16/2015

Recognized Org
(RO) Related: Not Class Relat

Action Taken: Detention

Port: Miami, Florida

Organization Related
to Detention:

Unit: Sector Miami

Ship Management: Owners, Operators, or Managers

Miami Epic Shipping Associates, LLC

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

Objective evidence discovered during an expanded ISM exam revealed the following non -conformities; the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These identified deficiencies taken with the remaining material deficiencies discovered during the exam are evident that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

No 1. The company should ensure that the master is fully conversant with the company's SMS. The master was unable to answer basic questions regarding the vessel's SMS. The master was aware he needed to complete inspection checklists but was unable to articulate any other vessel procedures as per the SMS.

No 2. The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations, codes, and guideline. The Chief Engineer was unable to answer basic questions regarding eh vessel's SMS and is unfamiliar with SMS procedures.

No 3. The company should ensure any non -conformity is reported and appropriate corrective action is taken. Vessel provided PSC examiners completed checklist indicating all lifesaving equipment was satisfactory; however, two lifebuoys are severely deteriorated.

0740 - Pumps

On a cargo ship the required fire pumps shall be capable of delivering a quantity of water at the appropriate pressure. Vessel's main fire pump pressure is inconsistent and often inadequate.

0650 - Lifebuoys

All lifesaving appliances shall be in working order and ready for immediate use. Lifebuoys on starboard side bridge wing and starboard side main deck are severely deteriorated.

0650 - Lifebuoys

Lifebuoys with self-activating smoke shall be provided with a quick-release arrangement that will automatically release and activate the signal. Port and starboard bridge wind smoke signals are not quick release in their current arrangement.

Ship Name: **ANATOLI**

Ship Type: **Bulk Carrier**

Flag: **Greece**

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

IMO Number: **9138941**

Recognized Security
Organization (RSO):

Date of Action: **4/2/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Anatoliki -Special Maritime Enterprises

Marmaras Navigation, Ltd.

Charterers

NYK Bulkship (Atlantic) N.V.

Deficiencies: Code - Category

0610 - Lifeboats

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. PSCO observed starboard lifeboat brake inoperable resulting in uncontrollable lowering evolution. Additionally, PSCO observed starboard lifeboat winch inoperable and unable to recover lifeboat.

Ship Name: **ANGELIC ZEPHYR**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9700964**

Recognized Security
Organization (RSO):

Date of Action: **11/12/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Kana Maritime S. A.

Sejin Marine CO., LTD

Deficiencies: Code - Category

2020 - Fire drills

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. During the both drills crew failed to establish fire boundaries, and failed to employ their SCBA's.

Ship Name: **ANGISTRI**

Ship Type: **Oil Tankship**

Flag: **Greece**

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

IMO Number: **9176773**

Recognized Security
Organization (RSO):

Date of Action: **5/1/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Eletson Corporation

Angistri Special Maritime Enterprise

Charterers

Valero Marketing & Supply Co.

Deficiencies: Code - Category

Description

0715 - Detection

PSCO observed smoke detector hanging by wires above #1 SSDG and tested with negative results. Electrician tested smoke alarm over #3 SSDG with negative results. Observed heat detector above #2 SSDG held in place by tape and wire. It appeared entire fire zone over all three SSDG's was inoperable. C/E provided records indicating system was tested on 4/25/15.

0615 - Rescue boats

PSCO observed that crew was unable to start and operate rescue boat engine. Third Officer provided maintenance records indicating maintenance was conducted on 25 April 2015.

0615 - Rescue boats

PSCO observed rescue boat davit could not work by electrical means. After one hour of troubleshooting, crew ascertained that limit switch chain was too long and activating switch not allowing davit to operate. Third Officer provided maintenance records indicating maintenance was conducted on 25 April 2015.

1430 - Auxiliary engines

PSCO noted that crew had closed the fuel supply valve for emergency generator rendering the system inoperative. Chief Engineer provided maintenance records showing all quick closing valves were last tested on 09 January 2015. Chief Engineer also provided maintenance records showing emergency generator was last tested satisfactorily on 27 April 2015.

2550 - Maintenance of ship and equipment

The company should periodically evaluate the effectiveness of the safety management system in accordance with procedures established by the company. Based on previous deficiencies, recommend ISM external audit.

Ship Name: **APL TURQUOISE**

Ship Type: **Containership**

Flag: **Singapore**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9082348**

Recognized Security
Organization (RSO):

Date of Action: **6/22/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Neptune Ship Management Services PTE. LTD

NOL Liner (PTE) Ltd

APL CO PTE LTD

Deficiencies: Code - Category

Description

**2550 - Maintenance of ship and
equipment**

Objective evidence discovered during expanded ISM Exam revealed the following non -conformities. The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures. The non-conformities taken with the remaining material deficiencies discovered are evidence that the ship and /or the company are not meeting the SMS requirements. Recommend an external audit.

1430 - Auxiliary engines

A main source of electrical power of sufficient capacity shall consist of at least two generating sets. The only operable ship service generator is generator number 3.

0750 - Fire prevention

The arrangement for the storage, distribution, and, utilization of the fuel oil shall be such as to ensure the safety of the ship and persons on board. There are substantial fuel oil leaks near the fuel oil purifiers and main engine fuel pumps creating a severe fire hazard.

**0830 - Pipes wires (insulat.) -
accident prev.**

Arrangements for storage, distribution, and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and persons onboard. Multiple lube oil leaks were identified on the ship service generators, some significant enough to require rags to be wrapped around joints to absorb/reduce the free flow of oil.

Ship Name: **ARIZONA**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9592733**

Recognized Security
Organization (RSO):

Date of Action: **3/3/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **MSO NEW ORLEANS**

Ship Management: Owners, Operators, or Managers

Staff Center Shipmanagement Ltd.

Nugent Shipping S.A.

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

**The crew failed to follow procedures for the proper
stowage and maintenance of the liferafts. Each liferaft
was stowed with the painter line attached to the life raft
cradle. The vessel must take corrective action I
accordance with the ship's SMS procedures for reporting
non conformities.**

Ship Name: **ASTORIA BRIDGE**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9409041**

Recognized Security
Organization (RSO):

Date of Action: **3/13/2015**

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

Action Taken: **Detention**

Port: **Los Angeles, California**

Organization Related
to Detention:

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

Ship Management: Owners, Operators, or Managers

Korean Marinecraft Co Ltd

GOD Shipping SA

Charterers

Kawasaki Kisen Kaisha Co Ltd

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

**SMS is not properly implemented. Vsl currently has 91
overdue maintenance items for various systems:
generator governors, FO/LO purifiers, M/E cooling
pumps, fire/bilge pumps, etc. OCM was calibrated over 6
months after 5-yr due date. Crew unable to provide
OWS Check sheet. Vsl has no clear instructions on how
to handle overdue maintenance items. Recommend
external ISM Audit.**

Ship Name: **ASTRO PERSEUS**

Ship Type: **Oil Tankship**

Flag: **Greece**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9280873**

Recognized Security
Organization (RSO):

Date of Action: **9/2/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers
Pantheon Tankers Management Ltd
Perseus E.N.E.

Deficiencies: Code - Category

Description

**1730 - Oily-water separating
equipment**

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention to ensure the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat or harm to the marine environment. Effluent from the Oil Filtering Equipment continued to be above 15ppm when sea water was run through the system.

**2535 - Development of plans for
shipboard operations**

The company should establish procedures, plans and instructions, including checklist as appropriate, for the key shipboard operations concerning the safety of the personnel, ship and protection of the environment. Posted procedures for the operational use of the oily water separator did not correctly indicate the proper use of the fresh water valve rendering the operational use of the oily water separator invalid. Also, the procedures were not signed by the engineering officers as required by the ship's safety management system manual. In addition, neither the 3rd Assistant Engineer, 2nd Assistant Engineer, nor the Chief Engineer were able to properly demonstrate use of the oily-water separator.

Ship Name: **ASTRO SCULPTOR**

Ship Type: **Oil Tankship**

Flag: **Greece**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9235713**

Recognized Security
Organization (RSO):

Date of Action: **2/22/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Sculptor ENE

Pantheon Tankers Management Ltd

Charterers

BP Shipping U.S.A

Deficiencies: Code - Category

0750 - Fire prevention

Description

The fire protection systems and fire-fighting systems and appliances shall be maintained and ready for use. PSCO observed a quick closing fuel supply valve on the HSFO settling tank blocked open, rendering the valve inoperable.

2550 - Maintenance of ship and equipment

A ship is subject to control by officers concerning operational requirements in respect to 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 observed a quick closing fuel supply valve on the HSFO settling tank blocked open, rendering the valve inoperable. Second Engineer stated it was probably blocked open after maintenance. Maintenance records indicate maintenance was last conducted on October 23, 2014.

Ship Name: **ATLANTIC DREAM**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

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

IMO Number: **9611589**

Recognized Security
Organization (RSO):

Date of Action: **8/17/2015**

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

Action Taken: **Detention**

Port: **Texas City, Texas**

Organization Related
to Detention:

Unit: **Marine Safety Unit Texas City**

Ship Management: Owners, Operators, or Managers
PACC Ship Managers Pte Ltd
Atlantic Dream Pte Ltd.

Charterers
Pacnav De Mexico

Deficiencies: Code - Category
0720 - Fire fighting equipment

Description
Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. During the operational testing of the ship's firemain system, 6 out of required 29 fire hoses structurally failed and were unsuitable for continued use.

Ship Name: **ATLANTIC DREAM**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

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

IMO Number: **9611589**

Recognized Security
Organization (RSO):

Date of Action: **7/23/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
PACC Ship Managers Pte Ltd
Atlantic Dream Pte Ltd.

Charterers
Pacnav De Mexico

Deficiencies: Code - Category
0613 - Stowage of lifeboats

Description
PSCO observed that the crew took a total of 30 minutes to start the rescue boat motor while utilizing starter assisting spray. Vessel's last weekly inspection was 17 July 2015 which no discrepancies were noted in the engineers log book.

Ship Name: **ATLANTIC LEO**

Ship Type: **Chemical Tankship**

Flag: **Hong Kong**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9381768**

Recognized Security
Organization (RSO):

Date of Action: **8/6/2015**

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

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Organization Related
to Detention:

Unit: **Sector Jacksonville**

Ship Management: Owners, Operators, or Managers
Executive Ship Management Pte Ltd
FGL Minerva Panama SA

Deficiencies: Code - Category

**0635 - Launch arrangements for
rescue boats**

Description

Unless expressly provided otherwise, rescue boat launching and embarkation appliances shall comply with the requirements of section 6.1 of the Code, which requires launching appliances to be fitted with brakes capable of stopping the descent of a rescue boat and holding it with a full compliment. The brake on the rescue boat launching appliance was inoperable.

0615 - Rescue boats

Each rescue boat shall be stowed in a state of continuous readiness for launching in not more than 5 minutes, and, if the inflated type, in a fully inflated condition at all times. The inflatable rescue boat was of an inadequate pressure and, after inflating, could not maintain pressure due to leakage.

Ship Name: **AURORA D**

Ship Type: **General Dry Cargo Ship**

Flag: **Italy**

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

IMO Number: **9149732**

Recognized Security
Organization (RSO):

Date of Action: **8/7/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

T-Bulk SRL

Norbulk Enterprise ship Management Srl

Charterers

Bunge Latin America LLC

Deficiencies: Code - Category

Description

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. The lifeboat was unable to be started and thus not in a continuous state of readiness.

0750 - Fire prevention

Fixed fire detection and alarm systems shall initiate audible and visual alarms distinct from any other systems, so that when alarmed they can be observed and heard from the navigation bridge and by a responsible engineer officer. The fire detection panel on bridge was disabled rendering smoke detectors in the purifier space inoperable.

Ship Name: **BALSA 84**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9580259**

Recognized Security
Organization (RSO):

Date of Action: **10/21/2015**

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

Action Taken: **Detention**

Port: **Savannah, Georgia**

Organization Related
to Detention:

Unit: **Marine Safety Unit Savannah**

Ship Management: Owners, Operators, or Managers

Cortes Marcha Corporation

Hiong Guan Navegacin Co., Ltd

Deficiencies: Code - Category

0615 - Rescue boats

Description

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 vessel's rescue boat davit is inoperable and will not allow for the launching of the rescue boat. The vessel has been sailing for over 30 days with an inoperable rescue boat davit. Notifications to the Flag Administration or local Port State Control was not made at the time of discovery.

Ship Name: **BALTHAZAR**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9161730**

Recognized Security
Organization (RSO):

Date of Action: **10/21/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
A.M. Nomikos Transworld Maritime
Balthazar Navigation Inc.

Charterers
Bunge S.A.

Deficiencies: Code - Category

0750 - Fire prevention

Description

Fire protection systems and fire-fighting systems and appliances shall be maintained ready for use, and 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 valve directly on the tank capable of being closed from outside the space. PSCO observed the quick closing fuel shutoff valve on the HFO service tank blocked in the open position with a bolt, rendering valve not capable of being remotely closed from outside the space in the event of a fire.

Ship Name: **BALTIMAR ZEPHYR**

Ship Type: **General Dry Cargo Ship**

Flag: **Panama**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9125152**

Recognized Security
Organization (RSO):

Date of Action: **12/10/2015**

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

Action Taken: **Detention**

Port: **New York, New York**

Organization Related
to Detention:

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers
Panomar Shipmanagement S.A.
Occidental Seaways Ltd

Deficiencies: Code - Category

Description

**2535 - Development of plans for
shipboard operations**

The company and ship shall comply with the requirements of the International Safety Management code. Objective evidence, due to numerous engineering maintenance deficiencies, hazards identified, and a lack of knowledge demonstrated by the engineering crew. An external audit of the company's DOC and SMS is recommended.

1710 - Oil record book

The Oil Record Book (ORB) shall be completed on each occasion, on a tank-to-tank basis if appropriate. The ORB was not being maintained accurately and did not correspond with multiple tank levels at the time of the exam.

1420 - Cleanliness of engine room

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 engine room had large amounts of oil soaked debris and flammable liquids accumulated in the bilge and throughout the engine room creating a hazardous condition.

0299 - Other (Crew)

Every candidate for certification as C/E and 2nd Engineer of seagoing ships shall be required to demonstrate ability to undertake, at the management level, the task duties and responsibilities listed. The PSCO was unable to assess the competency of the C/E and 2nd Engineer due to refusal to cooperate with the PSC team.

2035 - Fire control plan

Fire control plans shall be kept up to date and any alterations there to, shall be recorded as soon as practicable. Fire control plan does not match vessel configuration, including vessel galley doors, fire extinguishers, and accommodation spaces.

1060 - Machinery controls alarm

Ships shall be designed, constructed, and maintained in compliance with the structural, mechanical, and electrical requirements of a Class Society which is recognized by the Administration. Multiple alarms in the engineering control room were disabled so not to sound.

Ship Name: **BARNACLE**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9409742**

Recognized Security
Organization (RSO):

Date of Action: **4/21/2015**

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

Action Taken: **Detention**

Port: **St. Petersburg, Florida**

Organization Related
to Detention:

Unit: **Sector St Petersburg**

Ship Management: Owners, Operators, or Managers

Sikar Shipping Limited

Navarone S. A.

Charterers

Canfornav Inc.

Deficiencies: Code - Category

**0730 - Appliances (general
equipment)**

Description

**The Port State Control Officer found #1 heavy fuel oil
service tank and #2 heavy fuel oil settling tank
pneumatic shut-off valves held open with wire tied,
preventing them from closing.**

Ship Name: **BARUC**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

Recognized Org: **Bureau Veritas**

IMO Number: **8818805**

Recognized Security
Organization (RSO):

Date of Action: **4/29/2015**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Organization Related
to Detention:

Unit: **Sector Corpus Christi**

Ship Management: Owners, Operators, or Managers

Transgas Shipping Line

Gastanker Investment Corp.

Deficiencies: Code - Category

1138 - Liquefied gases in bulk

Description

Light fittings should have pressurized enclosures or should be of the flameproof type. PSCO discovered multiple light fixture wirings and enclosures not meeting flameproof standards in the cargo compressor room.

0725 - Fixed fire extinguishing installation

On the ships carrying flammable or toxic products or both, a water-spray system for cooling fire prevention and crew protection should be installed. During operations test of the deck water spray system, PSCO's observed atleast 25 plugged nozzles including multiple nozzles on each tank dome

Ship Name: **BBC ALABAMA**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9384318**

Recognized Security
Organization (RSO):

Date of Action: **9/28/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

W. Bocksteigel Reederei GmbH & Co. KG

W. Bockstiegel GmbH & Co. Reederei KG

Charterers

Pibo Shipping Co. Ltd

Deficiencies: Code - Category

Description

**0725 - Fixed fire extinguishing
installation**

Fire protection systems and firefighting systems and appliances shall be maintained and ready for use. The NOVENCO water mist system delivery valve to the fuel purifier space was secured and would not be able to fight a fire in that space.

**2535 - Development of plans for
shipboard operations**

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The crew had not performed or documented monthly test of NOVENCO water mist system as required by manufacture.

**0725 - Fixed fire extinguishing
installation**

Fire protection system and fire fighting systems and appliance shall be maintained and read for use. NOVENCO water mist system solenoid for the purifier space was found inoperable and the solenoid for the discharge head above the #2 generator was found malfunctioning as proven by technician.

Ship Name: **BBC MAGELLAN**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9569528**

Recognized Security
Organization (RSO):

Date of Action: **3/27/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

Briese Schiffahrts GMBH & Co. KG

**Briese Schiffahrts GmBh & Co. KG MS
"Extum"**

Deficiencies: Code - Category

1440 - Bilge pumping arrangements

Description

No discharge into the sea shall contain chemical or other substances in quantities or concentration which are hazardous to the marine environment or chemical or other substance introduce for the purpose of circumventing the conditions of discharge specified in this regulation. PSCO discovered unauthorized modification and flexible hose connected to ballast water educator leading to the perception of oil being discharged overboard.

Ship Name: **BBC SHANGHAI**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9224623**

Recognized Security
Organization (RSO):

Date of Action: **3/1/2015**

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

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Organization Related
to Detention: **Germanischer Lloyd**

Unit: **Sector Honolulu**

Ship Management: Owners, Operators, or Managers
Briese Schiffahrts GMBH & Co. KG
Baltic Sea

Charterers
BBC Chartering and Logistic

Deficiencies: Code - Category

Description

0750 - Fire prevention

Main stairway door to engine room unable to self-close.

0750 - Fire prevention

Two galley doors and one box store room door were not self-closing as indicate on fire control plan.

2550 - Maintenance of ship and equipment

Hydraulically operated fuel oil shutoff valves remote actuation for the main engine an emergency generator are excessively leaking.

0725 - Fixed fire extinguishing installation

The distribution valve to the pressure water-spaying system about the fuel oil purifiers is located within the space to be protected and is not remotely operable.

0740 - Pumps

The pressure gauge piping on the emergency fire pump was found excessively leaking and wasted.

Ship Name: **BBG GLORY**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

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

IMO Number: **9598191**

Recognized Security
Organization (RSO):

Date of Action: **10/5/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Glory BBG Shipping Limited

AN Shun Marine Service Co. Limited

Charterers

ADM Intermare

Deficiencies: Code - Category

0950 - Electric equipment in general

Description

Where the emergency source of electrical power is generator it shall be started automatically upon failure of the main source of electrical power supply. PSCO observed vessel's emergency generator in-operable. Emergency generator has been inoperable since 9/25. Chief Engineer stated the high pressure fuel pump failed.

Ship Name: **BETTY K VII**

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

Flag: **Panama**

Recognized Org: **DNV GL MARITIME**

IMO Number: **7724215**

Recognized Security
Organization (RSO):

Date of Action: **11/16/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
MMS Americas LLC
Dorick Navigation , S.A.

Deficiencies: Code - Category

Description

**2510 - Safety and environmental
policy**

Objective evidence was discovered during an expanded ISM exam and revealed the following non-conformities: the vessel failed to follow SMS maintenance procedures and the C/E was unfamiliar with required weekly checks, the 2nd Engineer did not hold the proper endorsements required by the Safe Manning Document, and the Oil Record Book was improperly maintained. Recommended external audit.

0220 - Certificates of competency

The company should ensure that each ship is appropriately manned in order to encompass all aspects of maintaining safe operation on board. Second Engineer embarked vessel on August 3rd, 2015. Minimum Safe Manning document requires the Second Engineer to be certified under III/3. The on board Second Engineer is certified as an officer in charge of an engineering watch (III/1).

**1740 - Oil discharge mon/contr
system**

Oil filtering equipment shall be such as will ensure that any oily mixtures discharged into the sea after passing through the system has an oil content not exceeding 15ppm. When vessel crew attempted to test OWS, PSCO observed oil content meter reading 0 ppm and black water simultaneously discharging from the sample line of the over board discharge piping. No audible or visual alarm was observed. Additionally, the vessel was unable to provide a calibration certificate for the oil content meter.

Ship Name: **BF LETICIA**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9266542**

Recognized Security
Organization (RSO):

Date of Action: **2/1/2015**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Organization Related
to Detention:

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers

BF Shipmanagement Gmbh & Co KG

ms "BF Leticia Foroohari Schiffahrts Gmbh

Charterers

CMA-CGM S.A.

Deficiencies: Code - Category

1430 - Auxiliary engines

Description

The main source of electrical power shall consist of at least two generator sets. Vessel did not have two operational generator sets. PSCO found one of the two generators not inoperable due a broken starter assembly.

1623 - MF/HF radio installation

Every ship while at sea shall be capable of transmitting by at least two separate and independent means, each using a different radio communication service of receiving ship to ship distress alerts. Vessel GMDSS was not operational and antenna was missing top section.

Ship Name: **BLUE WAVE**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

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

IMO Number: **9453377**

Recognized Security
Organization (RSO):

Date of Action: **6/15/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Amalia Navigation Limited

Teo Shipping Corporation

Charterers

Windrose SPS Shipping & Trading SA

Deficiencies: Code - Category

Description

0999 - Other (Safety In General)

PSCO observed one of the vessels main boiler safety relief valves gagged in the closed position rendering the valve inoperative.

0715 - Detection

PSCO observed five smoke detectors fitted with covers preventing them from operating properly as designed. Further expansion revealed vessels records which indicated detectors had been tested by vessels crew.

0615 - Rescue boats

PSCO observed the crew was unable to start the vessels rescue boat for approximately 30 minutes without the use of tools, when directed by PSCO.

Ship Name: **BORAQ**

Ship Type: **Chemical Tankship**

Flag: **Saudi Arabia**

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

IMO Number: **9247065**

Recognized Security
Organization (RSO):

Date of Action: **12/19/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers
Red Sea Marine Management (DMCO)
Al Muminah International Co. Ltd

Deficiencies: Code - Category

Description

**1850 - Fire protection cargo deck
area**

The arrangement for providing foam shall be capable of delivering foam to the entire cargo tank deck area. The administration requires 15,500 liters of foam concentrate and the ship has approximately 12, 500 liters stored in the fixed foam deck tank.

1899 - Other (tankers)

Each Tankship equipped with an Inert Gas System must have at least two non-return devices, one of which shall be a water seal. In lieu of a water seal, the vessel is equipped with a double block and bleed system; ship's crew was unable to prove operation of system.

**2550 - Maintenance of ship and
equipment**

Objective evidence discovered during an expanded ISM exam revealed numerous non-conformities. Due to the number of and nature of deficiencies identified during the PSC exam, it was determined the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures; primarily maintenance of ship's equipment was not being completed in accordance with the SMS. Recommend an external audit and corrective action report.

Ship Name: **BOX**

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

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9399911**

Recognized Security
Organization (RSO):

Date of Action: **2/21/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Empire Navigation Inc.

Box Shipping Limited

Deficiencies: Code - Category

0925 - Musters and drills

Description

Master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship and personnel. During both fire drills crew failed to demonstrate an understanding of setting and inspecting fire boundaries. In addition crew members including the Chief Officer entered the spaces simulated on fire without proper personnel protection. Crew failed to follow Sip Training Manual Sections 4.2 and 4.4. Captain failed to fill out ship's Fire Emergency Checklist NO-1-03.

Ship Name: **BULK GUATEMALA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9642227**

Recognized Security
Organization (RSO):

Date of Action: **9/17/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Ever Bright Shipping S.A.

ISM Ship Management PTE LTD.

Charterers

Dry Bulk Handy Holding Inc, Panama

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

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. The crew failed to follow procedures for the proper stowage and maintenance of the port and starboard side life rafts. The port and starboard life rafts were stowed with their painter lines attached to the life raft cradles preventing the proper operation of the float free devices.

Ship Name: **CAP PIERRE**

Ship Type: **Oil Tankship**

Flag: **Greece**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9274446**

Recognized Security
Organization (RSO):

Date of Action: **3/5/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Euronav N.V.

Euronav Ship Management (Hellas) LTD.

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

PSCO observed that the XFLOW mist system section valve unit for the boiler was secured by the crew preventing operation in the event of a fire. Additionally, the PSCO observed the water mist nozzles above the boiler unit had been capped rendering the system inoperable in the event of a fire. Prior to movement, provide documentation from certificate issuing authority attesting to proper operation of hyper mist system.

**0725 - Fixed fire extinguishing
installation**

PSCO observed that the inlet valve and outlet valve for the boiler section valve unit on the XFLOW mist system were in the closed position and the test drain valve was in the open position. This contradicts posted illustrated instructions on the unit and instruction tags on each valve for "NORMAL STANDBY CONDITION". PSCO interviewed crew and 2/E stated it was secured while the E/O conducted maintenance on boiler. E/O stated he had replaced an electronic unit the day before but had not secured any fire systems for maintenance. C/E stated the section valve unit was secured that morning for cleaning. Last scheduled monthly maintenance for the XFLOW mist system was conducted 14FEB15 by 2/E.

Ship Name: **CAPTAIN YANNIS L**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9101637**

Recognized Security
Organization (RSO):

Date of Action: **10/13/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Alcyone Shipping Co Ltd

Sea Globe Management & Trading Inc.

Charterers

Admintermare

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

Any ship engaged in carriage of dangerous goods shall be provided in any cargo spaces, with a fixed gas fire-extinguishing system or with a fire extinguishing system which in the opinion of the Administration gives equivalent protection for the cargo carried. PSCO observed deteriorated and cracked piping on fixed CO2 firefighting system for the vessel's cargo holds.

Ship Name: **CARDIFF TRADER**

Ship Type: **Containership**

Flag: **Malta**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9261815**

Recognized Security
Organization (RSO):

Date of Action: **8/31/2015**

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

Action Taken: **Detention**

Port: **Los Angeles, California**

Organization Related
to Detention:

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

Ship Management: Owners, Operators, or Managers

Uniteam Marine Shipping GmbH

MS "Cardiff Trader " GmbH and Co. KG

Charterers

Belgarvia Container Shipping Limited

Deficiencies: Code - Category

Description

**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; considering the totality and nature of deficiencies, there are clear grounds that the Master and crew are not familiar with essential shipboard procedures. Request ISM Audit be conducted by certificating issuing.

0720 - Fire fighting equipment

Fire Extinguishers shall be periodically examined and subjected to test as the administration may require. Vessel does not have any documentation of annual servicing for fire extinguishers.

0710 - Fire prevention

Where Class A Divisions are penetrated for the passage of electric cables, pipes, trunks, ducts, arrangements shall be made to ensure that fire resistance is not impaired. Multiple Class A bulkheads and ducts have penetrations without proper fire insulation.

0950 - Electric equipment in general

All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in a normal manner. Multiple wires are live with exposed contacts.

Ship Name: **CARIB TRADER II**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **7396599**

Recognized Security
Organization (RSO):

Date of Action: **7/27/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Excelsior Holdings International S.A.
Grace Holding International S.A.

Deficiencies: Code - Category
0220 - Certificates of competency

Description
Ships shall be sufficiently manned to be in compliance with the applicable safe manning requirements set forth in the SOLAS and STCW Conventions for safe navigation at sea and as determined by the Administration. The ship's Minimum Safe Manning Certificate requires a 2nd Engineer with a certificate of competency that meets the requirements of STCW Regulation III/3. The required 2nd Engineer's license capacity did not meet the STCW requirements for the Safe Manning Certificate issued by the Flag State.

Ship Name: **CARIBBEAN FANTASY**

Ship Type: **Passenger Ship**

Flag: **Panama**

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

IMO Number: **8814263**

Recognized Security
Organization (RSO):

Date of Action: **10/21/2015**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Organization Related
to Detention:

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers
Baja Ferries S.A. DE C.V.

Deficiencies: Code - Category

Description

0750 - Fire prevention

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. In the engineering spaces, PSCO found deck plates slippery and surfaces coated with an oily layer. Oil was seeping form machinery and all bilge surfaces had a 1" thick layer of oil; bilge pockets were full creating a fire hazard.

0220 - Certificates of competency

An administration which recognizes under Reg 1/10 a certificate of competency shall endorse such certificate to attest its recognition only after ensuring the authenticity and validity of the certificate. The 3rd Engineer did not have a valid certificate endorsement from the Administration.

0135 - Minimum safe manning certificate

Each administration shall hold companies responsible for the assignments of Seafarers for service on their ships and shall require every such company to ensure that the ships are manned in compliance with the applicable safe manning requirements of the Administration. The 2nd Engineer was only certified to serve on the ships other than RO-RO passenger ships and had already been standing watch onboard this RO-RO passenger vessel for 2 months.

Ship Name: **CARIBE MARINER**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

Recognized Org: **Bureau Veritas**

IMO Number: **9110547**

Recognized Security
Organization (RSO):

Date of Action: **5/19/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Hyde Shipping Corporation
Cari Shipping Company Limited

Deficiencies: Code - Category

Description

0950 - Electric equipment in general

Each emergency generating set arranged to be automatically started shall be equipped with starting devices. A second source of energy shall be provided for an additional three starts within 30 minutes. The battery bank designated as the secondary means was depleted preventing the starting of the emergency generator

0635 - Launch arrangements for rescue boats

Every rescue boat launching appliance shall be fitted with a powered winch motor of such capacity that the rescue boat can be raised from the water with its full complement of persons and equipment. The power winch motor is inoperable preventing the rescue boat from being raised with its full complement

0615 - Rescue boats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Rescue boat engine was inoperable

Ship Name: **CECILIA B**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9582489**

Recognized Security
Organization (RSO):

Date of Action: **8/5/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Kowa Marine Service Co. Ltd.

Green Spanker Shipping S.A.

Charterers

Trafigura Maritime Ventures Limited

Deficiencies: Code - Category

0720 - Fire fighting equipment

Description

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 firefighting systems and appliances. The firefighting foam agent in 32 portable fire extinguishers was found to be expired.

2550 - Maintenance of ship and equipment

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 was not following the approved procedures concerning annual testing of (32) portable foam fire extinguishers.

Ship Name: **CELEBRITY INFINITY**

Ship Type: **Passenger Ship**

Flag: **Malta**

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

IMO Number: **9189421**

Recognized Security
Organization (RSO):

Date of Action: **10/5/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Infinity Inc

Celebrity Cruises, Inc

Deficiencies: Code - Category

0615 - Rescue boats

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. While conducting an abandon ship drill, the portside rescue boat engine was rendered inoperable shortly after launching. Upon investigation by rescue boat crew, water intrusion was discovered in the engine compartment. The rescue boat was recovered and severe hull pitting and corrosion was discovered, including a hole in hull located in the contact area of the outboard forward securing pad on boat cradle. The starboard side rescue boat had similar hull pitting and corrosion.

Ship Name: **CENTURY PEARL**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9370393**

Recognized Security
Organization (RSO):

Date of Action: **4/20/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
Naviera Florida Myers Inc.
Hiong Guan Navegacin Co., Ltd
Charterers
PS International Ltd.

Deficiencies: Code - Category

Description

**0735 - Personal equipment - fire
fighting**

**PSCO discovered that there are no self-contained
breathing apparatus onboard. All SCBA's and associated
bottles were sent ashore for maintenance prohibiting
vessel from responding to a fire onboard requiring the
use of a fire fighter's outfit.**

0715 - Detection

**PSCO discovered a plastic bag over fire detection system
within the engineering work shop. The Chief Engineer
state that the bag was there for 3 days as not to activate
fire section systems during normal workshop operations.**

**2550 - Maintenance of ship and
equipment**

**PSCO believes that there is objective evidence in
discovered deficiencies to believe that the ship is not
being maintained or operated as required in relation to
fire fighting systems/maintenance. Request ISM audit
be conducted by the certificate issuing authority**

Ship Name: **CHAMPION CORNELIA**

Ship Type: **Oil Tankship**

Flag: **Norway**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9113147**

Recognized Security
Organization (RSO):

Date of Action: **11/4/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Thome Ship Management Pte Ltd.

Champion Shipping AS

Deficiencies: Code - Category

Description

2020 - Fire drills

Drills shall, as far as practicable, be conducted as if there were an actual emergency. The crew was unable to demonstrate proficiency with shipboard firefighting after attempting two fire drills, creating a hazardous situation onboard.

1420 - Cleanliness of engine room

The arrangements for the storage, distribution, and utilization of flammable oil shall be such as to ensure the safety of the ship and personnel on board. During the Port State Control examination, oil soaked lagging and excessive oil leaks were found through out the engine room in the vicinity of the fuel oil service tanks, fuel oil and lube oil purifiers, and through out the engine room bilges. This condition creates a hazardous and flammable situation in the engine room.

1710 - Oil record book

The Oil Record Book Part I shall be completed on each occasion, on a tank to tank basis if appropriate, whenever any of the following machinery space operations take place: ballasting or cleaning of oil fuel tanks, discharge of dirty ballast or cleaning water from oil fuel tanks, collection and disposal of oil residues, discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces, and bunkering of fuel or bulk lubricating oil. During the PSC exam, numerous deficiencies were noted in the Oil Record Book resulting in an expanded MARPOL I exam.

Ship Name: **CHAMPION TERN**

Ship Type: **Chemical Tankship**

Flag: **Norway**

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

IMO Number: **9155767**

Recognized Security
Organization (RSO):

Date of Action: **3/12/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Thome Ship Management Pte Ltd.
Champion Shipping AS

Deficiencies: Code - Category

Description

2515 - Company responsibility and authority

The vessel has demonstrated a systematic lack of maintenance of critical equipment. Vessel's lack of SMS documentation of long standing deficiencies identified throughout the course of the Port State Control Examination were not documented for any non-conformity, near miss or hazardous occurrence according to the vessel's Safety and Quality Management Systems.

0610 - Lifeboats

The rescue boat has two holes going through the hull into the flotation chamber where the screws holding the land rail have come out, threatening the seaworthiness of the rescue boat. Additionally, there is a missing nut on the outboard engine, and water cooling ports are wasted and clogged.

2550 - Maintenance of ship and equipment

The engine shall be provided with a power start system with tow independent rechargeable energy sources. Free fall lifeboat engine failed to start after twelve attempts.

Ship Name: **CIELO DI PISA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9363297**

Recognized Security
Organization (RSO):

Date of Action: **3/31/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers

**Oreint Hakusan Shipping SA & Chofuku
Kisen Ltd**

7 Seas Shipmanagement PTE LTD

Deficiencies: Code - Category

Description

**2515 - Company responsibility and
authority**

A Safety Management Certificate(SMC) shall be issued to every ship by the Administration or and organization recognized by the administration (RO). The administration or RO shall before issuing the SMC, verify that the company and its shipboard management operate in accordance with the approve Safety management system. The Vessel did not have a valid ISM-SMC on board. The interim SMC expired on 25FEB2015.

0220 - Certificates of competency

Control exercised by a duly authorized control officer verification in accordance with Article X(1) that all seafarers serving on board are required to be certified in accordance with the convention. 2nd Officer Genesito Montes Certificate of competency expired on 14MAR15, and has no documentation requesting an extension.

**2515 - Company responsibility and
authority**

The Chief Engineer was not conducting proper routine engine room checks on equipment per OME Checklist No. 006 such as the oily water separator, and proper documentation in the oil record book was not recorded due to lack of training. The Chief Engineer also did not know the requirements inside the Safety Management System. The Chief Engineer was fleeted up to the position from 2nd Engineer and provided no training on the companies SMS procedures. The previous Chief Engineer was not following the OME Checklist either. When the Chief Engineer was asked about the SMS he stated that he did not know what was in the manual along with the requirements. During the inspection of the Engine room it was determined that the Oily Water Separator had not been tested since Nov 2014 which was the last time it was used for discharge. Company states in the OME checklist that it should be a monthly test of the Oily Water Separator

Ship Name: **CITY OF TOKYO**

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

Flag: **Liberia**

Recognized Org: **Korean Register of Shipping**

IMO Number: **8709145**

Recognized Security
Organization (RSO):

Date of Action: **3/26/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Cedar Car Carrier AS

AML Ship Management GmbH

Deficiencies: Code - Category

Description

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

The machinery, boilers, and other pressure vessels, shall be of design and construction adequate for the intended service to reduce hazards to persons on board. The boiler leaks exhaust out of the bottom structure, producing a hazardous atmosphere.

1710 - Oil record book

The oil record book part 1, shall be completed on each occasion on a tank to tank basis to include discharge overboard or disposal otherwise of bilge water in the machinery space. There is 35m3 of bilge water from the bilge holding tank unaccounted for, from November 11, 2014 to November 24, 2014.

1420 - Cleanliness of engine room

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. HFO settling tank top, HFO #1 service tank top, HFO #2 service tank top, and generator HFO service tank top located in the purifier room is covered with dry and wet fuel oil. Oil saturated lagging was found in the port side engine room under the deck plates. Oil saturated lagging was found below the #1, #2, #3, #5, and #7 fuel oil injection pump supply valves. The #7 exhaust valve high pressure line shows evidence of lube oil leakage penetrating into the double jacket. An estimated 100 plus gallons of standing fuel oil was found between frames located directly forward of the 2IFOT tank. The forward A60 boundary of the 2IFOT Tank was found severely wasted, exposing oil soaked insulation from inside the boundary wall. Additionally, on starboard side engine room, a miscellaneous storage area was found filled with a variety of flammable/corrosive containers. The presence of oil in the locations mentioned above creates a significant fire

**2550 - Maintenance of ship and
equipment**

Based on the deficiencies referenced in CG-5437B Port State Control Report of Inspection dated, 26 MAR 15, 02 APR 15, and 08 APR 15, there is objective evidence that non-conformities are not reported to the Company and there is a lack of maintenance for critical systems.

Ship Name: **CLIPPER HELEN**

Ship Type: **LPG Gas Carrier**

Flag: **Norway**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9358682**

Recognized Security
Organization (RSO):

Date of Action: **5/26/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers

Solvang ASA

Partrederiet Clipper Skagen DA

Deficiencies: Code - Category

Description

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 lifeboat within the required time.

1138 - Liquefied gases in bulk

The starboard liquid filling valve on tank #1 and both port and starboard liquid filling valves on tank #2 were not automatically actuated when tested.

1138 - Liquefied gases in bulk

Upon activation of the emergency shutdown, the #1 liquid an and vapor line did not operate on either port or starboard manifolds.

Ship Name: **CORNELIA**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

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

IMO Number: **9216597**

Recognized Security
Organization (RSO):

Date of Action: **11/3/2015**

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

Action Taken: **Detention**

Port: **Duluth, Minnesota**

Organization Related
to Detention:

Unit: **Marine Safety Unit Duluth**

Ship Management: Owners, Operators, or Managers

MST Mineralien Schiffahrt Spedition

**ms Conny Schiffahrtsgesellschaft mbh & Co
KG**

Charterers

Cornelia Christina Shipping Co.

Deficiencies: Code - Category

1710 - Oil record book

Description

The Oil Record Book part 1 shall be completed on each occasion on a tank to tank basis if appropriate, whenever any of the following machinery space operation, takes place in the ship. Four discharge overboard or disposal otherwise of bilge water which has accumulated into the machinery space. After reviewing the sounding of the dirty bilge water tank a significant change was noted without being logged resulting in an expanded MARPOL Annex I exam.

Ship Name: **CORONA**

Ship Type: **Containership**

Flag: **Cyprus**

Recognized Org: **Germanischer Lloyd**

IMO Number: **9118290**

Recognized Security
Organization (RSO):

Date of Action: **1/15/2015**

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

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Organization Related
to Detention:

Unit: **Sector Jacksonville**

Ship Management: Owners, Operators, or Managers

**Kommanditgesellschaft Fisser & V. Doornum
GMB & Co.**

Lyra Fisser GmbH & Co KG

Charterers

Teal Bay Shipping Company Limited

Deficiencies: Code - Category

Description

1470 - Insulation wetted through (oil)

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. The vessel's duplex fuel oil filter on main engine was found to be leaking excessively while operating. The main engine was found with excessive amounts of fuel soaked rags underneath/in way of scavenge air box. The rags were used to soak up leaking fuel from main engine cylinders creating a substantial fire hazard.

0799 - Other (Fire Fighting Equipment)

The fire resistance of doors shall as far as practicable be equivalent to that of the division in which they are fitted. Door and door frames in "A" class divisions shall be constructed of steel. Emergency escape trunk "A-60" door frame in engine room was found severely wasted and partially repaired with wood, negating its fire and smoke protection.

1420 - Cleanliness of engine room

The basic principles of Chapter II-2 restrict the use of combustible materials in order to minimize the possibility of ignition and reduce potential fire hazards on board. PSCO witnessed excessive oily waste in the engine room bilges and numerous oil saturate rags/lagging throughout the engine room around piping. These combustibles increases the potential of fire making the vessel unfit to safely proceed to sea.

2550 - Maintenance of ship and equipment

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies; A fault was discovered on fire detection panel, there was excessive oil waste through out machinery spaces including saturated rags and lagging, the vessel was not maintaining proper fire and watertight boundaries, and the GMDSS radio required testing, was not being performed. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and /or company are not meeting the SMS requirements. An external audit is recommended.

2515 - Company responsibility and authority

The company is responsible for ensuring the adequate resource and shore-based support are provided to enable the designated person or person to carry out their functions. Vessel's master provided PSCO with a requisition for portable GMDSS radio batteries date 18Aug14. However, no documentary proof was onboard attesting to the companies acknowledgment . The company was not able to provide documentation showing communications were being conducted to get parts critical to lifesaving equipment to the vessel..

Ship Name: **CT LONGFORD**

Ship Type: **Chemical Tankship**

Flag: **Malta**

Recognized Org: **Bureau Veritas**

IMO Number: **9393072**

Recognized Security
Organization (RSO):

Date of Action: **10/16/2015**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Organization Related
to Detention:

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers

Chemstar Longford Ltd

Ayder Tankers AS

Charterers

Uni-Chartering USA LLC

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 an oily mixture discharge into the sea after passing through the system has an oil content not exceeding 15 ppm. PSCO found the oily water separator to be inoperable, during an attempt to test the system, the 15 ppm alarm arrangement defaulted to an error code and the oil content meter was incapable of displaying the oil content. PSCO also noted multiple leaks from the upper gasket of the oily water separator.

0750 - Fire prevention

Ignition sources shall be restricted. PSCO found multiple leaks and accumulation of flammable and combustible liquids through the main engine room, steering gear room, and adjacent machinery spaces as well as excessive oily water mixture in the bilges.

Ship Name: **DAUNTLESS**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

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

IMO Number: **9263760**

Recognized Security
Organization (RSO):

Date of Action: **8/25/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Phoenix Shipping & Trading SA

Dauntless Shipping & Trading S.A.

Deficiencies: Code - Category

2020 - Fire drills

Description

Fire drills should be planned in such a way that due consideration is given to a regular practice in the various emergencies that may occur depending on the type of ships and cargo. Crew was not familiar with essential shipboard procedures relating to the safety of the ship; they were unable to demonstrate proficiency in performing a satisfactory fire drill.

0720 - Fire fighting equipment

All ships shall carry at least two fireman's outfits. A fireman's outfit shall consist of protective clothing of material to protect the skin from heat radiating from the fire and from burns and scalding by steam. Ships equipped with helideck shall have two additional fireman's outfits onboard designated for the helideck. Vessel had 03 fireman's outfits onboard; however, two were wasted and unserviceable.

Ship Name: **DESPINA**

Ship Type: **Oil Tankship**

Flag: **Greece**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9309007**

Recognized Security
Organization (RSO):

Date of Action: **4/27/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Despina Investments ENE
Diamlemos Shipping Corp.

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. Rescue boat on port side cannot be fully retrieved into stowed position.

Ship Name: **DHARA**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **8904941**

Recognized Security
Organization (RSO):

Date of Action: **9/8/2015**

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

Action Taken: **Detention**

Port: **Dutch Harbor, Alaska**

Organization Related
to Detention:

Unit: **MSD UNALASKA**

Ship Management: Owners, Operators, or Managers

Dharamarine SA

Khana Maritime Ltd

Charterers

Boyang Ltd.

Deficiencies: Code - Category

Description

0940 - Ballast fuel and other tanks

Arrangements for the storage, distribution, and utilization for fuel oil shall be such as to ensure the safety of the ship and persons onboard. The heavy fuel oil service tank quick closing valve was found blocked in the open position with a piece of steel pipe.

0750 - Fire prevention

The PSCO identified concentration of fuel oil presenting a fire hazard in way at the rocker arm drain assembly on the #2 ship's service generator, the forward and aft engine room bilge, and the boiler-blow down insulation at the bottom deck of the engine room. In addition, these were numerous oil soaked rags on and around pieces of machinery throughout the engine room.

0615 - Rescue boats

Rescue boats shall have sufficient mobility and maneuverability in a seaway to enable person to be retrieve from the water. The clutch on the vessel's rescue boat failed during an operations test rendering it incapable of forward propulsion.

Ship Name: **DOLE CALIFORNIA**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Bahamas**

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

IMO Number: **8513467**

Recognized Security
Organization (RSO):

Date of Action: **2/23/2015**

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

Action Taken: **Detention**

Port: **San Diego, California**

Organization Related
to Detention:

Unit: **Sector San Diego**

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

Deficiencies: Code - Category
0740 - Pumps

Description

In cargo ships of 2,000 gross tonnage and upwards, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of a fixed independently driven emergency pump which shall be capable of supplying two jets of water to the satisfaction of the Administration. The emergency fire pump is not capable of supplying two jets of water for more than one minute.

Ship Name: **DOUBLE HAPPINESS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9336036**

Recognized Security
Organization (RSO):

Date of Action: **9/21/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Keishin Kaiun Co., Ltd

Toshin Ksen Co. Ltd.

Charterers

Priminds Shipping (HK) Company LTD.

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. The vessel's port lifeboat failed to start within two minutes of commencing the start procedure due to drained/weak batteries. The third officer and master both stated that battery charger has not been operating properly and that company was notified verbally during drydock in August 2015, No action was taken by company.

2515 - Company responsibility and authority

The company and ship shall comply with the requirements of the International Safety Management Code. The company is responsible for ensuring that adequate resources and shore-base support are provided to enable the designated person or persons to carry out their functions. Master and Chief Engineer stated all deficiencies identified during the course of this exam were noted by ships crew and verbally addressed with the ship supervisor during the vessel drydock in August 2015. Master stated no written documentation was submitted to company and company has not taken any action on items noted during drydock.

Ship Name: **DOVER STRAIT**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9236597**

Recognized Security
Organization (RSO):

Date of Action: **6/9/2015**

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

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Organization Related
to Detention:

Unit: **Sector Jacksonville**

Ship Management: Owners, Operators, or Managers

Carsten Rehder Schiffsmakler Und Reederei

White Cliff Strait Shipping Co Ltd.

Deficiencies: Code - Category

1420 - Cleanliness of engine room

Description

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 observed main engine fuel oil leak down alarm bowl full of fuel oil. Vessel has a leak in one of it's high pressure fuel lines, PSCO observed duplex oil filter in purifier space leaking fuel oil, and #2 an #3 generators leaking fuel oil. Fuel oil is pooling under generators.

1730 - Oily-water separating equipment

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 15 PPM. While inspecting oil filtering equipment, PSCO discovered vessel crew members were unable to perform an operational test or produce an effluent water sample. While consulting manufacturers operations manual, no procedures were discovered. As a result, PSCO instructed crew members to disconnect overboard discharge piping beyond the three way valve. While examining discharge piping a thick black substance was discovered indicating the effluent may be over 15ppm.

Ship Name: **DREAM ORCHID**

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

Flag: **Panama**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9360568**

Recognized Security
Organization (RSO):

Date of Action: **3/26/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers
Cido Shipping (Korea) Co., Ltd
Dynamic Wave Shipping S.A.

Charterers
NYK Lines (Korea) Co. Ltd.

Deficiencies: Code - Category
**2099 - Other (SOLAS Related
Operational Def.)**

Description
**Before the ship leaves port and at all times during the
voyages life-saving appliances shall be in working order
and ready for immediate use. Port side lifeboat failed to
launch immediately. Vessel crew attempted to launch
lifeboat multiple times. In approximately 15 minutes the
lifeboat was lowered one deck below its stowed position.**

Ship Name: **EL PRICIPE ANDRES**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Not Classed**

IMO Number: **7045683**

Recognized Security
Organization (RSO):

Date of Action: **10/21/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

JRD Shipping

Elicla Maritime Advisor & Broker Inc.

Deficiencies: Code - Category

Description

**2550 - Maintenance of ship and
equipment**

Objective evidence discovered during an expanded ISM exam revealed numerous non-conformities. Due to the number of and nature of deficiencies identified during the exam, it was determined the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures. Recommend an external audit.

1240 - Cargo and other hatchways

The means of securing and maintaining weather tightness shall be to the satisfaction of the Administration and shall ensure that the tightness can be maintained in any sea condition. None of the vessel's cargo hatch covers have means of being secured and maintaining weathertight integrity due to misaligned clamping devices, missing battens, and multiple areas of wastage.

1299 - Other (Load Lines)

The administration shall satisfy itself that the general structural strength of the hull is sufficient for the draught corresponding to the freeboard assigned. Multiple holes were identified throughout the starboard side shell plating due to excessive wastage, located beneath the deck line. Vessel has made a significant number of temporary repairs without Administration approval.

Ship Name: **ERATO**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9472103**

Recognized Security
Organization (RSO):

Date of Action: **5/16/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Goldenport Shipmanagement

Loden Maritime Co. (Foreign Maritime Entity

Charterers

CMA-CGM S.A.

Deficiencies: Code - Category

0999 - Other (Safety In General)

Description

PSCO observed the quick closing fuel shutoff valve on the No. 1 HFO settling tank blocked in the open position with a bolt. Valve is not capable of being remotely closed from outside the space in the event of a fire. This was clear grounds for believing the master and crew were not familiar with essential shipbaord procedures related to the safety of the ship.

0750 - Fire prevention

PSCO observed the quick closing fuel shutoff valve on the No. 1 HFO settling tank blocked in the open position with a bolt. Valve is not capable of being remotely closed from outside the space in the event of a fire

Ship Name: **ERMIS**

Ship Type: **Bulk Carrier**

Flag: **Greece**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9277668**

Recognized Security
Organization (RSO):

Date of Action: **8/23/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

Sunglory Seaway Ltd

Seastar Chartering Ltd

Deficiencies: Code - Category

**1795 - Other (Suspected Of
Discharge Violation)**

Description

Discharge into the sea of oil or oily mixtures from ships shall be prohibited. Oily residue was observed in a soot collection tank. An expanded exam resulted in removal of the soot tank drain pipe leading to an eductor discharging directly overboard, which had heavy concentrations of oil.

Ship Name: **EVA**

Ship Type: **Containership**

Flag: **St.Kitts & Nevis**

Recognized Org: **International Register of Shipping**

IMO Number: **6823961**

Recognized Security
Organization (RSO):

Date of Action: **3/17/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related **International Register of Shipping**
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

SM Marine Inc

ENT Omega, LLC

Deficiencies: Code - Category

**2510 - Safety and environmental
policy**

Description

Objective evidence discovered during an expanded ISM exam revealed the following major-non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedure as evident by the following identified deficiencies: 1 through 4. These deficiencies, taken with the remaining material deficiencies discovered during the exam, are evidence that the ship and/or company are not meeting the SMS requirements. An external audit recommended.

1. The company should ensure that the master is fully conversant with the company's safety management system. Per the company's SMS the vessel is required to complete monthly maintenance checklists; the master failed to ensure completion of checklists in January and February of this year. Additionally, the vessel's SMS requires quarterly inspection checklists which have never been completed. When PSCOs questioned the master regarding failure of completion, he stated the checklists were meant for larger vessels, which is contrary to the SMS requirements onboard.

2. The safety management system should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company. The piping connecting the emergency fire pump to vessel's fireman system is severely corroded and no longer joined, rendering the emergency fire pump ineffective. The vessel did not document this hazardous condition in a non-conformity report as required by their SMS procedures.

3. The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. In meeting these requirements, the Company should ensure that any non-conformity is reported, with its possible cause, if known, and appropriate corrective action is taken. Despite company established checklists for quarterly inspections of ship's hull, fire fighting, and life saving equipment, vessel was not conducting the checklists of these items as per company's SMS.

4. The Company should ensure that adequate resources and shore-based support are provided to enable the

designated person or persons to carry out their functions. Non-conformity reports were documented and submitted in February for major hull degradation and severe structural damage following a collision, however there is no documentation and/or indication of receipt from the company, and no repairs have been made to the vessel.

0983 - Hull - corrosion

The administration shall satisfy itself that the general structure strength of the hull is sufficient for the draught corresponding to the free-board assigned. Several structural steel penetrations were identified, including but not limited to: a penetrating 6 inches by 2 inches in the hull approximately 27 feet aft and 6 inches below the plimsol mark on the port side, a rubber hull patch 50 feet aft of the bow on the starboard side and less than 12 inches above the waterline, two penetrations from the engine room to the starboard side of the cargo hold, a hole in drain scupper from freeboard deck on the starboard side leading into the cargo hold, multiple holes below deck line arhwartships starboard side in the cargo hold, three holes located on the freeboard deck on the starboard side just forward of amidships leading into the cargo hold-all deck within the cargo hold is severely wasted through and a cement patch was identified over a manhole cover on the bottom of the cargo hold.

1240 - Cargo and other hatchways

Multiple holes were identified in steel cargo hatch covers, cargo space manholes and auxiliary machinery space access scuttles (steel) missing battening devices and rubber gaskets, and steel cargo hatch cover rolling guard support wasted on forward port side.

0988 - Deck - corrosion

Guard rail or bulwarks shall be fitted around all exposed decks. Guard rail brakets in various locations port and starbor were severly wasted at the base bringing into question the structural strneght of the members.

Ship Name: **FAIRCHEM YUKA**

Ship Type: **Chemical Tankship**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9477505**

Recognized Security
Organization (RSO):

Date of Action: **7/16/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

**Selandia Ship Management (Singapore) Pte.
Ltd.**

World Star Shipping s.A.

Charterers

Fairfield Chemical Carriers Inc.

Deficiencies: Code - Category

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. PSCO observed nylon lines securing the port and starboard life rafts to the life raft brackets, preventing the life raft from floating free in the event of an emergency. The lines securing the life rafts were wrapped entirely around the life raft canisters and the brackets which were welded to the deck.

Ship Name: **FALSTRIA SWAN**

Ship Type: **Chemical Tankship**

Flag: **Antigua and Barbuda**

Recognized Org: **Germanischer Lloyd**

IMO Number: **9367217**

Recognized Security
Organization (RSO):

Date of Action: **2/6/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

Uni-Tankers

Uni-Tankers M/T "Falstria Swan" ApS

Deficiencies: Code - Category

Description

0720 - Fire fighting equipment

Fire detection and alarm systems shall be kept in good working order so as to ensure their required performance if a fire occurs. During examination of engine room, crew was unable to demonstrate operation of fire detection system after numerous attempts.

0699 - Other (Life Saving Appliances)

Each vessel shall have at least two lifebuoys provided with self-activating smoke signals complying with the requirements of the LSA Code in good working order and ready for immediate use. PSCO noted that both self-activating smoke signals were expired.

0690 - Line throwing apparatus

A line throwing appliance complying with the requirements of the LSA Code shall be provided in good working order and ready for immediate use. PSCO noted all four appliances were expired.

1740 - Oil discharge mon/contr system

The oil and discharge monitoring and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by regulation 34 of Marpol Annex I. During operational test of ODME, PSCO noted overboard discharge valve did not open or close when rate of discharge of oil exceeded 30 liters per nautical miles.

1840 - Instrumentation

Provisions shall be made to guard against liquid rising in the venting system to a height which would exceed the design head of cargo tanks. This shall be accomplished by high level alarms or overflow control systems. PSCO was unable to verify proper operation of tank high level alarms. PSCO noted inoperable No 2 starboard cargo tank & starboard slop tank alarms.

Ship Name: **FAMILY ISLAND**

Ship Type: **Containership**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **7637345**

Recognized Security
Organization (RSO):

Date of Action: **1/16/2015**

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

Action Taken: **Detention**

Organization Related
to Detention: **CONARINA**

Port: **Miami, Florida**

Unit: **Sector Miami**

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

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

Objective evidence discovered during an expanded ISM Exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These identified deficiencies taken with the remaining material deficiencies discovered during the exam are evidence that the ship and/or company are not meeting the SMS requirements. An external audit is recommended.

No. 1 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 lack of proper maintenance, the vessel has an inoperative main diesel engine and two generators. The vessel's weekly checks indicated all equipment is operational. ISM Code 10.

No. 2 The Company should ensure that the policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. SMS requires requisition forms to be filled out and submitted. Last completed requisition form was dated August 2014. ISM Code 2.2

No. 3 The Company should ensure that inspections are held at appropriate intervals. The vessel's SMS requires weekly inspections of critical equipment which encompasses navigational equipment. Vessel has no records of inspection for navigational equipment. The PSCO discovered the radar and the GPS were inoperable. ISM Code 10.2.1

1282 - Manholes flush scuttles

Scuttles shall be close by substantial covers, capable of being made watertight. The forward starboard cargo hold's access scuttle's hatch cover is severely wasted and missing a gasket making it not watertight.

1510 - Navigational equipment

All ships of 300 gross tons and upwards shall be fitted with a 9GHz radar, or other means to determine and display the range and bearings of other surface craft, obstructions, buoys, shorelines, and navigational marks. The vessel's radar is inoperable.

1510 - Navigational equipment

All ships shall have a receiver for global navigational satellite system for use at all times through out the intended voyage. The vessel's GPS is inoperable.

Ship Name: **FAMILY ISLAND**

Ship Type: **General Dry Cargo Ship**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **7637345**

Recognized Security
Organization (RSO):

Date of Action: **6/16/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

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

Deficiencies: Code - Category

0999 - Other (Safety In General)

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies indicating that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

No.1 - The company should ensure that inspections are held at appropriate intervals. Maintenance checklists for fire-fighting, lifesaving, and critical equipment were not conducted at the appropriate weekly intervals as per SMS.

No. 2 - The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of relevant rules and regulations. In meeting those requirements the company should ensure any non-conformity is reported and that appropriate corrective actions are taken. The vessel provided completed checklists indicating satisfactory checks for emergency generator and all air vents closing/opening arrangements. However, emergency generator was inoperable and air vents wasted

No. 3 - The company should ensure that the master is fully conversant with the company's SMS. During the expanded ISM examination, the master was unfamiliar with the periodicity requirement for internal shipboard SMS audits and could not provide copies of same. The master was also unfamiliar with the vessels manning requirements, or ensuring weekly checklist were completed for critical equipment/systems.

No. 4 - The company should ensure that each ship is manned with qualified, certificated, and medically fit seafarers in accordance with national and international requirements. Chief Engineer did not have a medical certificate.

0120 - Load lines

The International Load Line Certificate (1966) shall not be delivered to the ship until the officer or surveyor has certified that the marks are correctly and permanently indicated on the ship's sides. Vessel's load line marks do not match issued Load Line Certificate.

1282 - Manholes flush scuttles

Manholes and flush scuttles in position 1 or 2 shall be closed by substantial covers capable of being made watertight. The aft escape hatch cover leading to the engine room has no gasket and is not watertight.

1240 - Cargo and other hatchways

All hatchways in positions 1 and 2 shall be fitted with hatch covers of steel or equivalent material. Such covers shall be weathertight and fitted with gaskets and clamping devices. The cargo hatch covers are missing multiple clamping devices and gaskets are deteriorated.

0983 - Hull - corrosion

Ventilators in position 1 to spaces of enclosed superstructures shall have coamings of steel or other equivalent material substantially constructed and efficiently connected to the deck. Ventilator at the emergency generator space is deteriorated allowing water to enter the space.

Ship Name: **FANFARE**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9388895**

Recognized Security
Organization (RSO):

Date of Action: **8/29/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Peter Dohle Schiffahrts-kg

MPP Beteiligungsgesellschaft mbH & Co. KG

Deficiencies: Code - Category

Description

2540 - Emergency preparedness

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. Crew was not familiar with confined space rescue procedures and unable to demonstrate confined space rescue drill as required by the ships safety management system.

0925 - Musters and drills

Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Upon inspection of drills and records of training, it was discovered that no enclosed space rescue drill has been conducted on board by this crew and no records are available since requirements started in January 2015.

0615 - Rescue boats

Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes. The crew took 30 minutes to start the rescue boat and required engineers to conduct maintenance.

Ship Name: **FEDERAL RIDEAU**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9200445**

Recognized Security
Organization (RSO):

Date of Action: **4/11/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Anglo Eastern Ship Management Ltd.

Deficiencies: Code - Category

2050 - Operation of machinery

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. Upon testing of emergency generator, PSCO found generator was not operationally ready due to quick closing valve not fully open, resulting in the insufficient supply of fuel from the service tank, due to crew previously testing fuel quick closing valve and not resetting supply valve properly.

Ship Name: **FIESTA MAIL**

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

Flag: **Bahamas**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9266724**

Recognized Security
Organization (RSO):

Date of Action: **7/15/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

FastMail Company Ltd

Mailboat Company Ltd.

Deficiencies: Code - Category

Description

**0135 - Minimum safe manning
certificate**

The minimum Safe Manning Certificate requires the Second engineer to meet requirement listed under STCW regulation III/2 (3,000 kw power or more). The Officer serving as the Second Engineer holds a Certificate of Competency as a Chief Engineer issued under STCW regulation III/3 (750-3000 kw power). Vessel's main propulsion machinery is rated at 3,196 kw power.

**2515 - Company responsibility and
authority**

The company should ensure that each ship is manned with qualified, certificated and medically fit seafarers. Vessel's SMS requires Manning Agent to ensure company is supplied with properly certificated mariners; however the required second Engineer's license capacity does not meet the Standards of Training Certification and Watchkeeping (STCW) requirements of the flag state.

Ship Name: **FIESTA MAIL**

Ship Type: **General Dry Cargo Ship**

Flag: **Bahamas**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9266724**

Recognized Security
Organization (RSO):

Date of Action: **2/12/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

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

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

Objective evidence discovered during an expanded ISM exam revealed the follow non-conformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

No. 1-- The safety management system, should include procedures ensuring non-conformities, accidents, and hazardous situations are reported to the company. The port main engine turbocharger seal misaligned leaking excessively and the starboard main engine exhaust manifold is cracked; both causing several exhaust leaks within the engine room since December 2014. The vessel did not document the hazardous conditions in a non-conformity report as required by their SMS procedure.

No. 2- The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulations, codes and guidelines. The company has not provided guidance or adequate procedures for the ship to conduct the steering gear test in accordance with SOLAS.

No. 3- The company should establish procedures including checklists as appropriate for key shipboard operations concerning safety of personnel. The tasks should be defined and assigned to qualified personnel. Vessel provided completed checklists indicating satisfactory checks for the port turbo charger exhaust and steering gear, however, the exhaust system has been leaking since December 2014 and the steering gear system is not fully functional.

1410 - Propulsion main engine

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The starboard side main diesel engine has a crack in its exhaust manifold allowing excessive exhaust to escape into the engine room creating a hazardous atmosphere within a manned space.

1410 - Propulsion main engine

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The port main diesel engine turbo seal is misaligned and leaking exhaust excessively into the engine room creating a hazardous atmosphere within a manned space.

1460 - Guards and fencing

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. The lagging on both the port and starboard main diesel exhaust lines are severely deteriorated exposing extremely hot

0936 - Steering gear

The main steering gear and rudder shall be capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side. The rudder angle indicators on the bridge and at the steering gear indicated movement that could not exceed 24 degrees port and 29 degrees starboard.

Ship Name: **FIGALIA NAVIGATOR**

Ship Type: **Bulk Carrier**

Flag: **Greece**

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

IMO Number: **9588304**

Recognized Security
Organization (RSO):

Date of Action: **11/24/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Figalia Navigator Shipping Corporation

Plutofylax Shipping Corporation

Charterers

Bunge S.A.

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

Fire protection and fire fighting systems and appliances shall be maintained ready for use. PSCO observed the water mist fire fighting system in a manual mode of operation preventing the system from automatically activating in the event of a fire.

Ship Name: **FLAG MERSINIDI**

Ship Type: **Bulk Carrier**

Flag: **Greece**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9588574**

Recognized Security
Organization (RSO):

Date of Action: **1/29/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
Golden Union Shipping Co. SA.

Southport Spirit SA

Charterers

Mur Shipping B.V.

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

**Fixed Fire Extinguishing Installation-Fire-fighting
systems and appliances shall be kept in working order
and available at all times. The supply valve to the
hypermist system was found closed rendering system
inoperable in the event of a fire.**

**0725 - Fixed fire extinguishing
installation**

**There are clear grounds for believing that the crew is not
familiar with essential shipboard procedures relating to
the safety of ships. The C/E had no records of testing or
maintenance of the system as required by the
NOVENCO local protection of the water mist system.**

Ship Name: **FONTHIDA NAREE**

Ship Type: **Bulk Carrier**

Flag: **Thailand**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9108594**

Recognized Security
Organization (RSO):

Date of Action: **6/29/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

Great Circle Shipping Agency Ltd.

Precious Cities Limited

Deficiencies: Code - Category

**1740 - Oil discharge mon/contr
system**

Description

Oil filtering equipment referred in paragraph 2 of this regulation shall comply with paragraph 6 of this regulation and shall be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15ppm. Crew was unable to demonstrate that the system could stop flow when the effluent exceeded 15ppm.

Ship Name: **FORTUNE HARMONY**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9592094**

Recognized Security
Organization (RSO):

Date of Action: **11/10/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Earn Luck Enterprise Limited

Cosco Shanghai Ship Management Co., LTD

Charterers

Billion International Shipping Limited

Deficiencies: Code - Category

**1671 - Satellite EPIRB
406MHz/1.6GHz**

Description

Every Ship shall be provided with a satellite emergency position indicating radio beacon (EPIRB) which shall be capable of being operated manually. Vessel's EPIRB could not be satisfactorily tested in the presence of the PSCO.

Ship Name: **GALLIA GRAECA**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

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

IMO Number: **9221607**

Recognized Security
Organization (RSO):

Date of Action: **11/5/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers
Gallia Graeca Shipping Limited
Angelakos (Hella) S.A.

Deficiencies: Code - Category

Description

**1730 - Oily-water separating
equipment**

Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea has an oil content not exceeding 15 ppm. During the test of the OWS system, the system was unable to operate below 30 ppm.

1710 - Oil record book

Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part I, so that all entries in the book appropriate to the operation are completed. Review of the Oil Record Book Part I, and sounding logs, revealed inconsistencies leaving 40 cubic meters unaccounted for in the bilge holding tank.

1720 - Control of discharge of oil

Piping to and from the oil residue (sludge) tanks shall have no direct connection overboard, other than the standard discharge connection referred to in regulation 13. PSCO discovered the soot collection tank contained oily water mix , and has a direct connection overboard.

**2510 - Safety and environmental
policy**

The company should ensure that the policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. Crew is not following SMS procedures for proper operation of OWS, and accurate record keeping in Oil Record Book Part. I. Recommend external ISM audit.

Ship Name: **GAS NIRVANA**

Ship Type: **LPG Gas Carrier**

Flag: **Liberia**

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

IMO Number: **9140607**

Recognized Security
Organization (RSO):

Date of Action: **6/12/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers
Brave Maritime Corp Inc.
Oxfordgas Limited

Deficiencies: Code - Category

Description

0715 - Detection

Alarms should be activated for flammable products when the vapor concentration reaches 30% of the lower flammable limit. Fixed Gas detection system onboard not alarming at or below required percentage for STBD Compressor room.

1850 - Fire protection cargo deck area

On ships carrying flammable or toxic products or both a water spray system for cooling fire prevention an crew protection should be installed to cover 1) cargo liquid and vapor discharge and loading manifolds 2) exposed cargo tank domes and any exposed parts of the cargo tanks. Manifold (p/s) nozzles inoperable and minimal coverage on cargo tank #1.

0740 - Pumps

Emergency fire pump was not operational.

Ship Name: **GAZ SUPPLIER**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **8818219**

Recognized Security
Organization (RSO):

Date of Action: **2/27/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers
Interunity Management Corporation S.A.
Gazochem Shipping & Trading Co. S.A.

Deficiencies: Code - Category

Description

**1850 - Fire protection cargo deck
area**

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 tank, on deck storage vessels, manifolds and superstructures, compressor room and high fire risk items. Deck water spray system contained significant wastage and holes that prevented adequate coverage of the cargo manifold and no coverage over #1 cargo tank top.

**1820 - Cargo pumproom / handling
spaces**

The bulkhead of accommodation spaces, service spaces or control station which face the cargo area should be so located as to avoid the entry of gas. Motor room had water ingress from bulkhead cable through-way and metal surrounding through-way was showing significant signs of wastage. Large servicing hatch on motor room aft bulkhead allowed water(exterior atmosphere) penetration into space. Motor room was found to not be in a gas tight condition.

1899 - Other (tankers)

Gas detection equipment acceptable to the administration and suitable for the gases to be carried should be provided in accordance with column f in the table of chapter 19. PSCO observed 02 fixed gas sampling points in the lower compressor room that were covered / modified from original design.

1899 - Other (tankers)

Gas detection equipment should be so designed that it may readily be tested. Testing and calibration should be carried out at regular intervals. Crew could not demonstrate proper operation of the fixed gas detection system. Chief Officer was asked to demonstrate low flow alarm and gas detection alarm using sampling gas. Fixed system did not show appropriate LEL for sampling gas utilized. When questioned about calibration procedures Chief Officer stated he was unsure of the procedures.

2510 - Safety and environmental policy

The company should ensure that the policy is implemented and maintained at all levels of the organization both ship based and shore based. Vessel failed to properly document known failures and subsequent repairs to deck water spray in SMS logs. Instead vessel documented system as satisfactory for each monthly test. Vessel documented monthly testing of fixed gas detection system but when asked, the Chief Officer could not demonstrate basic testing procedures for the fixed gas detection system. Furthermore, fixed gas detection sensor did not register appropriate LEL content when tested with sample gas at 03 sampling points including the panel in the cargo control room. Based on deficiencies issued, clear evidence exists that proper maintenance and training procedures were not conducted in accordance with vessel's approved Safety Management System.

Ship Name: **GEA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

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

IMO Number: **9300910**

Recognized Security
Organization (RSO):

Date of Action: **4/22/2015**

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

Action Taken: **Detention**

Port: **Baton Rouge, Louisiana**

Organization Related
to Detention:

Unit: **Marine Safety Unit Baton Rouge**

Ship Management: Owners, Operators, or Managers

Naviera Ulises Ltd.

Allpine Worldwide Ltd

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

PSCO noted the crew had placed the water mist system on the main control panel in manual mode, contrary to manufactory's instructions and rendering the system incapable of automatically operating in the event of an engine room fire.

**2510 - Safety and environmental
policy**

The company should ensure that the safety and environmental protection policy is implemented and maintained at all levels of the organization both ship-based and shore-based. The vessel failed to fully implement the requirements of the safety management system. On 21APR15, PSCO's found a diaphragm pump within the steering gear room with oily substance on the suction and discharge connections. Afterward a ship's crew member notified PSCO that the same pump was used to pump oily bilge water into the sewage treatment plant. the crew member also pointed out the hoses used with the pump. All of which appears to have been used to bypass the OWS. PSCO also noted inconsistencies with the oil record book. Recommend an external audit. Provide a corrective action report prior to departure.

Ship Name: **GIACINTA**

Ship Type: **Chemical Tankship**

Flag: **Malta**

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

IMO Number: **9433509**

Recognized Security
Organization (RSO):

Date of Action: **5/23/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Motia Compagnia di Navigazione SpA

Toritus Shipping Company Ltd.

Charterers

Cargill International Trading PTE LTD

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

**The PSCO observed on the installed Water-mist system
that the section valve for the Auxiliary Engine #3 was in
the closed position.**

Ship Name: **GLOBAL HOSPITALITY**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9687655**

Recognized Security
Organization (RSO):

Date of Action: **8/6/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
Rainbow Maritime Co., Ltd

FGL Minerva S.A.

Charterers

Toko Line (USA) Ltd.

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. At the time of PSC exam, PSCO observed the vessel's fixed hyper mist system to be rendered inoperative and not readily available in the event of an engine room fire.

2545 - Reports/analysis of non-conformities, etc.

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. Correct maintenance procedures were not followed rendering vital firefighting equipment inoperable in the main machinery space.

Ship Name: **GLOBAL STAR**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9402952**

Recognized Security
Organization (RSO):

Date of Action: **1/9/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Kowa Marine Service Co. Ltd.
Southern Route Maritime, S.A.

Charterers
Oldendorff Carriers

Deficiencies: Code - Category

Description

0615 - Rescue boats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The rescue boat is not ready for immediate use due to the boat motor not operating properly. The motor is not able to shift to neutral, the throttle control is significantly corroded, and no cooling water is discharging from the water check discharge port.

0715 - Detection

A fixed fire detection and fire alarm system shall be provided. The function of fixed fire detection and alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air, or smoke or aerosol or other phenomena to which the detector is designed to respond. Smoke detectors in the F/O purifier room were not operating when the crew attempted to test them. The C/E was unaware the vessel was equipped with flame detectors and has no recollection of testing them. The crew appeared unfamiliar with testing methods for all types of detectors on-board. Maintenance records indicate all smoke, heat, and flame detectors on-board are tested monthly. There are clear grounds to believe that fire detectors may not be operating and the crew is not conducting tests as recorded in the inspection log. Additionally, vessel does not have adequate testing gear for the flame detectors.

Ship Name: **GLORY SKY I**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **7523996**

Recognized Security
Organization (RSO):

Date of Action: **2/4/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention: **CONARINA**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
FOFO Transport Inc.
SM Marine Inc

Deficiencies: Code - Category

0120 - Load lines

Description

Vessel's load line marks does not match issued Load Line Certificate.

Ship Name: **GRACE MARINER**

Ship Type: **Cement Carrier**

Flag: **Panama**

Recognized Org: **Korean Register of Shipping**

IMO Number: **8311388**

Recognized Security
Organization (RSO):

Date of Action: **9/6/2015**

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

Action Taken: **Detention**

Port: **Guam**

Organization Related
to Detention:

Unit: **Sector Guam**

Ship Management: Owners, Operators, or Managers
Glory Cement Carrier Corporation
Cheer Island Marine S.A.

Deficiencies: Code - Category

Description

0950 - Electric equipment in general

Electrical installations shall be such that the safety of the crew and ship shall be ensured. Throughout the ship there are numerous unapproved electrical installations to include wire splicing and dead end wiring in accommodation and machinery spaces.

1730 - Oily-water separating equipment

Any ship greater than 400 gross tons shall be fitted with oil filtering equipment that is of design approved by the Administration. The oily water separator continuously shut down diverting water to bilge and was unable to operate properly.

0740 - Pumps

Every ship shall be fitted with fire pumps complying with the requirements of the regulations. The main fire pump is leaking over a gallon of water a minute and adequate pressure was compromised.

1430 - Auxiliary engines

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 ship or persons on board. The emergency generator has broken amp and hertz gauges. The water pump was leaking and the fan belt was loose.

1420 - Cleanliness of engine room

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 ship or persons on board. There was excessive oil dripping, leaking, and standing throughout the engine room.

Ship Name: **GRAMMAGAS**

Ship Type: **LPG Gas Carrier**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9005493**

Recognized Security
Organization (RSO):

Date of Action: **12/12/2015**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Organization Related
to Detention:

Unit: **Sector Corpus Christi**

Ship Management: Owners, Operators, or Managers

Sloman Neptun AG

Unigas International

Charterers

Gammagas Shipping Co Ltd.

Deficiencies: Code - Category

Description

1099 - Other (alarm - signals)

Each cargo tank shall be fitted with an high liquid level (overfill) alarm that shall automatically actuate a shutoff valve in manner which will both avoid excessive liquid pressure in the loading line and prevent the tank from becoming liquid full. PSCO observed the high liquid level alarm fail to actuate an emergency shut-down.

0715 - Detection

Gas detection equipment should be so designed that it may readily be tested. Testing and calibration should be carried out at regular intervals. At the time of the examination, PSCO's observed the inability of the vessel crew to execute testing and calibration in accordance with vessels gas detection instructions.

1850 - Fire protection cargo deck area

The gas detection equipment should be capable of sampling and analyzing from each sampling head location. PSCO's observed the #6 and #7 sampling locations to be inoperative.

1850 - Fire protection cargo deck area

A water-spray system for cooling, fire prevention and crew protection should be installed on ships carrying flammable or toxic products, or both. During operations test of the deck water spray system, PSCO's observed at least 6 plugged nozzles including multiple nozzles at each tank dome, compressor area, and superstructure causing inadequate coverage of those areas for firefighting.

1138 - Liquefied gases in bulk

The changing of the set pressure should be carried out under the supervision of the Master in accordance with the procedures approved by the Administration and specified in the ship's operating manual. PSCO's observed the MARVS (maximum allowable relief valve setting) still in place for the IMO setting, as oppose to the USCG approve in port MARVS settings.

1899 - Other (tankers)

The condition of the ship and its equipment should be maintained to conform with the provision of the Code to ensure that the ship will remain fit to proceed to sea without danger to the ship or persons onboard or without presenting unreasonable threat of harm to the marine environment. PSCO's observed an unauthorized modification to the cargo condenser on deck, which compromised the overall integrity of the unit.

Ship Name: **GRANN ST ANNE**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **5213080**

Recognized Security
Organization (RSO):

Date of Action: **6/18/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Caribbean Ship Services, Inc.

Grann St Anne Transportation Corporation

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following deficiencies. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or the company are not meeting the SMS requirements. Recommend an external audit.

No. 1- The company is responsible for ensuring that adequate resources and support are provided. The company did not acknowledge several non conformity reports and requests for safety equipment and /or repairs made by the master of the vessel. Vessel master submitted 08 non conformity reports to company over a four month period beginning in March 2015 requesting repair services and/or replacement of critical equipment. As of June 18, 2015, the company had not resolved any of these non-conformities. The failure of the company to respond forced the vessel to make repeated voyages without critical safety equipment.

No. 2- The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of relevant rules and regulations. In meeting those requirements the company should ensure any non-conformity is reported and that the appropriate corrective actions are taken. The vessel provided completed checklists indicating satisfactory inspection and maintenance of air vents, pipes, deck plating, bulwarks, and railings; however numerous air pipes were missing ventilation covers and the starboard side railing is severely wasted.

**0938 - Hull damage impairing
seaworthiness**

The vessel's hull is severely deteriorated and has holes in numerous locations along the forward port quarter. There are numerous holes at or below the waterline including a hole below the plimsol mark and a temporary plate patch has been installed on the outboard side of the stbd generator.

0615 - Rescue boats

Vessel's rescue boat engine is inoperable.

0740 - Pumps	Cargo ships 1000 gross tons and upwards shall maintain a minimum pressure at all hydrants of 37psi. Vessel's main fire gauge showed 22 psi, and the discharge rate at the fire hose nozzles being tested were insufficient to extinguish a fire.
0735 - Personal equipment - fire fighting	Fire-fighter breathing apparatus mask straps are damaged and could not seal the face or be adjusted.
1730 - Oily-water separating equipment	Oil content meter always indicates 14 ppm , regardless of type affluent flowing through it.
1625 - INMARSAT ship earth station	An Inmarast ship earth station shall be capable of transitioning and receiving distress and safety communications using direct receiving telegraphy. Vessel's Inmarsat is unable to receive message.
1410 - Propulsion main engine	After any survey of the ship has been completed, no change shall be made in the machinery covered by the survey. The starboard engine is inoperable, and there is excessive oily water in the bilge.
0950 - Electric equipment in general	All electrical apparatus shall be so constructed and so installed that danger of injury in ordinary handling shall not exist. Multiple exposed electrical wires were found in engine room and forward boatswain locker.
1230 - Railing cat walks	Efficient guard rails or bulwarks shall be fitted to all exposed parts of the freeboard and superstructure decks. The entire starboard side guard rail is severely wasted.

Ship Name: **GREEN GLACIER**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9004401**

Recognized Security
Organization (RSO):

Date of Action: **5/26/2015**

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

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Organization Related
to Detention:

Unit: **MSD PORT CANAVERAL**

Ship Management: Owners, Operators, or Managers
Green Management Sp.z.o.o
Green Shipping AS, Norway

Deficiencies: Code - Category

Description

**0725 - Fixed fire extinguishing
installation**

**Significant leaks throughout the vessels fire main system
degraded the overall supply of the system to fight a fire.**

**0735 - Personal equipment - fire
fighting**

**The emergency fire pump is incapable of proper
operation and supplying two jets of water as required.**

Ship Name: **GREEN SKY**

Ship Type: **Chemical Tankship**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9676515**

Recognized Security
Organization (RSO):

Date of Action: **8/26/2015**

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

Action Taken: **Detention**

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

Organization Related
to Detention:

Unit: **Sector Charleston**

Ship Management: Owners, Operators, or Managers

**Aegeansun Gamma Inc. (Foreign Maritime
Entity)**

Aegean Shipping Management S.A.

Deficiencies: Code - Category

1710 - Oil record book

Description

The Oil Record Book (ORB) Part I shall be completed on each occasion, on a tank-to tank basis if appropriate, in the form specified in Appendix III of this Annex. It was found that the daily soundings for the bilge holding tank did not match up with the information in the Oil Record Book.

Ship Name: **GREY SHARK**

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

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **7907647**

Recognized Security
Organization (RSO):

Date of Action: **2/27/2015**

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

Action Taken: **Detention**

Port: **New York, New York**

Organization Related
to Detention: **Intermaritime Certification Services**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers
Devon Shipping Incorporated.

Deficiencies: Code - Category

Description

0615 - Rescue boats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The mechanical davit for the starboard lifeboat/rescue boat was unable to recover the boat. Additionally, the davit did not have a working hand gear.

2560 - Company verification, review and evaluation

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 watertight gasket material for the vehicle ramp door had severely deteriorated and the mechanical davit for the starboard lifeboat / rescue boat was unable to recover the lifeboat and did not have a working hand gear. Verify compliance of the ISM Code with regard to life saving and watertight integrity maintenance procedures. An external audit of the ship's SMS is recommended.

1240 - Cargo and other hatchways

Arrangements for bow doors, inner doors, side doors, and stern doors, and their securing, shall be in compliance with the requirements of a Recognized Organization, or with the applicable national standards of the Administration which provide an equivalent level of safety. Watertight gasket material for the vehicle ramp door had severely deteriorated and allowed water to ingress.

Ship Name: **GREY SHARK**

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

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **7907647**

Recognized Security
Organization (RSO):

Date of Action: **8/14/2015**

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

Action Taken: **Detention**

Port: **Staten Island, New York**

Organization Related
to Detention: **Intermaritime Certification Services**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers
Devon Shipping Incorporated.

Deficiencies: Code - Category

0111 - Cargo ship safety construction

Description

After any survey of the ship has been completed, no change shall be made in the structural arrangements, machinery, equipments covered by the survey without the sanction of the Administration. PSCO identified modifications to the ship's firemain and ballast water system piping, machinery deficiencies, and a number of structural hull repairs that had not been reported to Class or the Administration.

Ship Name: **GULF TRADER**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **6718142**

Recognized Security
Organization (RSO):

Date of Action: **4/2/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention: **CONARINA**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
Gulf Trader International S.A.

Deficiencies: Code - Category

Description

**2510 - Safety and environmental
policy**

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These identified deficiencies taken with the remaining material deficiencies discovered during the exam are evidence that the ship and/or company are not meeting the SMS requirements.

No. 1- The Master is not familiar with the familiarization training and annual review requirements outlined in the vessel's SMS.

No.2- The vessel has numerous fuel leaks in the engine room and fire appliances that were known to be inoperable with no non-conformities reports made to the company.

No.3- The company should ensure that obsolete documents are promptly removed. The crew was using an obsolete document to conduct maintenance checks.

No. 4 - The company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months. The company has not carried out an internal audit since September 30, 2013.

1420 - Cleanliness of engine room

The condition of the ship and its equipment shall be maintained to ensure that the ship will remain fit to proceed to sea. Excessive fuel leaks were found on the following machinery appliances; main diesel engine, fuel return line on the emergency generator and starboard side fuel filter connections. These fuel leaks present a substantial fire hazard in the engine room. Additionally, the port side generator has a jacket water leak.

1240 - Cargo and other hatchways

The means for securing and maintaining weather tightness shall be to the satisfaction of the Administration. Over 15 clamping devices were found missing or bent on cargo hatch covers making the cargo envelope non-weather-tight.

Ship Name: **GUO YUAN 20**

Ship Type: **Bulk Carrier**

Flag: **China**

Recognized Org: **China Classification Society**

IMO Number: **9579286**

Recognized Security
Organization (RSO):

Date of Action: **10/16/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
Minsheng Financial Leasing Co., Ltd.
Shanghai Guodian Shipping Co. Ltd

Charterers
Western Bulk Pte Ltd.

Deficiencies: Code - Category

1430 - Auxiliary engines

Description

Where the emergency source of power is a generator, it shall be started automatically upon failure of the main source of electrical power supply. Emergency generator was unable to start after multiple attempts using primary battery power source.

0750 - Fire prevention

The arrangements for the storage, distribution, and utilization of oils used in pressure systems shall be as such to ensure the safety of the ship and persons onboard. All main and auxiliary engines have excessive fuel/lube oil leaks and excessive oil soaked lagging, presenting a serious fire hazard. Leak alarm on the main engine was actively alarming.

Ship Name: **HAMURG**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9138329**

Recognized Security
Organization (RSO):

Date of Action: **9/14/2015**

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

Action Taken: **Detention**

Port: **Milwaukee, Wisconsin**

Organization Related
to Detention:

Unit: **Sector Lake Michigan**

Ship Management: Owners, Operators, or Managers

V Ships Leisure SAM

**Conti 1 Kreuzfahrt GmbH & Co KG Ms.
"Columbus"**

Charterers

Plantours & Partners GmbH

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. Upon examination of the testing of the vessel's OWS, it was found that the 3-way valve did not operate when the oil content reached and/or exceeded 15PPM.

Ship Name: **HANSA ARENDAL**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9221059**

Recognized Security
Organization (RSO):

Date of Action: **2/5/2015**

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

Action Taken: **Detention**

Port: **Savannah, Georgia**

Organization Related
to Detention:

Unit: **Marine Safety Unit Savannah**

Ship Management: Owners, Operators, or Managers

Schiffahrts-Gesellschaft "Hansa Arendal"

Leonhardt & Blumberg Schiffahrtsgesellschaft

Charterers

Maersk Line

Deficiencies: Code - Category

**2515 - Company responsibility and
authority**

Description

Every company should develop, implement and maintain a Safety Management System to include procedures for reporting accidents and non-conformities with the provisions of the ISM Code. The vessel and company failed to report failure of critical shipboard equipment to the designated person ashore to ensure the monitoring of the safety and pollution aspects of the ship's operation (ISM Code Part A, 1.4.4). Evidence as follows: (1) Two electronic cards failed which caused the engine room to be without 47 critical alarms.(2) The quick closing fuel valve for boiler supply was locked open by an installed bolt. An external audit of the SMS is recommended.

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

Oil fuel pipes shall be fitted with a cock or valve directly on the tank capable of being closed from a safe place outside the engine room in the event of a fire. The fuel oil quick closing valve for boiler supply has failed and is held open with an installed bolt.

Ship Name: **HANSA BREMEN**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Barbados**

Recognized Org: **Germanischer Lloyd**

IMO Number: **8802088**

Recognized Security
Organization (RSO):

Date of Action: **1/16/2015**

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

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Organization Related
to Detention:

Unit: **Sector Delaware Bay**

Ship Management: Owners, Operators, or Managers
Holy House Shipping AB
Snow Crystal Shipping Ltd.

Charterers
NYK Cool AB

Deficiencies: Code - Category

Description

**2510 - Safety and environmental
policy**

Objective evidence found during the port State control exam showed the vessel failed to fully implement the Safety Management System (SMS). An external audit is recommended. According to the SMS Bunker and Oil Transfer Procedures in Section 11, the Chief Engineer must ensure all sludge and bilge entries are made into the ORB. Entries in the ORB do not match the sounding logs. Also, the Chief Engineer explained to the PSCO that when the sludge tank is full, he uses a pneumatic pump to suck water from the bottom of the sludge tank (through the sounding tube) and pumps it to 55 gal drums. The water is decanted to the bilge. In the past two months, there were 15 cubic meters of sludge removed from the sludge tank that were not recorded in the ORB.

**1730 - Oily-water separating
equipment**

The oil filtering equipment shall ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. PSCOs observed thick sludge in the overboard piping between the three-way solenoid valve and the overboard valve after removing a section of piping. While testing the oily water separator, the oil content meter did not activate the 3-way valve to stop the discharge overboard even though the effluent through the OWS contained visible oil.

1799 - Other (MARPOL Annex I)

There shall be no discharge connections to the bilge system, oily water holding tanks, tank top or oily water separators from the sludge tank. A direct connection exists on this vessel via fixed piping that is fitted from the sludge pump to the oily water separator inlet valve.

1710 - Oil record book

Each machinery space operations shall be fully recorded without delay in the oil record book part 1. The following discrepancies were identified in the ORB: (1) Entries in the ORB do not match the sounding logs. (2) The Chief Engineer explained to the PSCO that when the sludge tank is full, he uses a pneumatic pump to suck water from the bottom of the sludge tank (through the sounding tube) and pumps it to 55 gal drums. The water is decanted to the bilge. This operation is not recorded in the ORB.

Ship Name: **HANSA MAGDENBERG**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **Germanischer Lloyd**

IMO Number: **9256377**

Recognized Security
Organization (RSO):

Date of Action: **2/19/2015**

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

Action Taken: **Detention**

Port: **Dutch Harbor, Alaska**

Organization Related
to Detention:

Unit: **MSD UNALASKA**

Ship Management: Owners, Operators, or Managers

**Leonhardt & Blumberg Reederei GMBH &
CO KG**

**Schiffahrts-Gesellschaft "H" Magdeburg"
mbH & Co.**

Charterers

Nippon Yusen Kaisha

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

Oil filtering equipment shall be such as will ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. The oil content meter (OCM) effluent sample line is not allowing flow to the meter without sample flow. The OCM is unable to verify the processed water discharged overboard is below 15 PPM. The 3 way valve does not completely close and still allows approximately 30% flow of effluent through the overboard discharge line when content meter (OCM) is in alarm state or when showing greater than 15 PPM on OCM.

Ship Name: **HERCULES**

Ship Type: **Chemical Tankship**

Flag: **Hong Kong**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9358307**

Recognized Security
Organization (RSO):

Date of Action: **3/11/2015**

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

Action Taken: **Detention**

Port: **Los Angeles, California**

Organization Related
to Detention:

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

Ship Management: Owners, Operators, or Managers

Parakou Shipmanagement Pte Ltd.

Pretty Concept Shipping SA

Deficiencies: Code - Category

0615 - Rescue boats

Description

PSCO discovered improper and unapproved repairs to fiberglass and water spray system of designated rescue boat.

2515 - Company responsibility and authority

The Company should ensure any non conformity is repaired. Vessel failed to report condition of the damaged rescue boat and leaking hydraulic piping as required by the safety management system. Objective evidence indicates the SMS is not properly implemented and an external ISM audit is recommended.

Ship Name: **HOEGH MASAN**

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

Flag: **Singapore**

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

IMO Number: **9166704**

Recognized Security
Organization (RSO):

Date of Action: **3/5/2015**

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

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Organization Related
to Detention:

Unit: **Sector Jacksonville**

Ship Management: Owners, Operators, or Managers
Wallem Shipmanagement Limited
Hoegh Autoliners Shipping AS

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

Description
**PSCO discover both methods of indicating tank level are
inoperable. Gauge indication is not calibrated and
reading over design capacity. Riser tube (stand pipe)
valves in poor condition and cannot be operate. Ship
identified issue in January 2015.**

Ship Name: **HOPE BAY**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Curacao**

Recognized Org: **Bureau Veritas**

IMO Number: **9135169**

Recognized Security
Organization (RSO):

Date of Action: **3/2/2015**

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

Action Taken: **Detention**

Port: **San Pedro, California**

Organization Related
to Detention:

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

Ship Management: Owners, Operators, or Managers
Triton Schiffahrts GmbH
Hope Bay GmbH & Co KG
Charterers
Hope Bay Trading N. V.

Deficiencies: Code - Category

Description

2550 - Maintenance of ship and equipment

The Company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the Company. In meeting these requirements the Company should ensure that: inspections are held at appropriate intervals and any non-conformity is reported, with its possible cause, if known. Crew was not following SMS for the testing of smoke detectors or documenting non-conformities related to equipment and technical systems of which the operational failure may result in hazardous situations

0715 - Detection

Two Smoke detectors were found inoperable at the time of inspection. Crew was not following proper procedures for testing the smoke detectors per the ships SMS

1410 - Propulsion main engine

The speed, direction of thrust and, if applicable, the pitch of the propeller shall be fully controllable from the navigation bridge under all sailing conditions, including maneuvering. Speed and direction of thrust was not controllable from the navigation bridge.

2550 - Maintenance of ship and equipment

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. In doing so, the company should ensure that the inspections are held at appropriate intervals and appropriate corrective action is taken. The vessel currently has 132 overdue maintenance items for various vessel systems including critical systems such as the main engine, 03 auxiliary generators, emergency diesel generator, firefighting and lifesaving. Additionally, the crew familiarization "Joining Report" form "PER.FO.03" was not completely filled out for multiple crew members IAW "PER.PR.06/2.2.2" of the ship's SMS. Recommend an external ISM audit.

Ship Name: **HORIZON APHRODITE**

Ship Type: **Chemical Tankship**

Flag: **Liberia**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9407366**

Recognized Security
Organization (RSO):

Date of Action: **8/20/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

**Mondoro Marine Inc. (Foreign Maritime
Entity)**

V Ships (UK) Ltd.

Charterers

Cargill Petroleum and Chemicals

Deficiencies: Code - Category

**2545 - Reports/analysis of non-
conformities, etc.**

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. Port & starboard side life
rafts were stowed with the painter line attached to the
cradle rendering the float free arrangement inoperative.**

Ship Name: **HUA QIANG**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9144495**

Recognized Security
Organization (RSO):

Date of Action: **1/30/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers
Cosco (H.K.) Shipping Co. Ltd.
Gainlink Shipping Limited

Deficiencies: Code - Category

Description

0110 - Cargo ship safety equipment

All cargo shall be loaded, stowed and secured throughout the voyage in accordance with the cargo securing manual approved by the Administration. Cargo shall be loaded or stowed in a way that it will not present a hazard to the ship or persons onboard. The ship has steel pipes loaded on the port and starboard side between the cargo hold and guard rails. These pipes are blocking access to the life saving appliances forward of the pilot house. The pipes are held in place by steel beams welded to the deck and the Master and Chief Officer were unable to show the proper procedures for stowage in Cargo Securing Manual.

0699 - Other (Life Saving Appliances)

Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. The ship has steel pipes loaded on the port and starboard side between the cargo hold and guard rails. These pipes are blocking access to the life saving appliances forward of the pilot house.

Ship Name: **IKAN SUDIP**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9339454**

Recognized Security
Organization (RSO):

Date of Action: **5/16/2015**

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

Action Taken: **Detention**

Port: **Portland, Oregon**

Organization Related
to Detention:

Unit: **Sector Columbia River**

Ship Management: Owners, Operators, or Managers

Eiko Kisen Co., Ltd.

Grace Hawk Shipping S.A.

Charterers

Canpotex Shipping Service Ltd.

Deficiencies: Code - Category

2420 - Change-over Procedures

Description

Those ships using separate fuel oils to comply with sulphur content of fuel oil use on board ships entering and leaving an emission control area shall carry a written procedure showing how the fuel oil changeover is to be done, allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the applicable sulphur content prior to entry into an emission control area. Vessel does not have written fuel oil changeover procedures.

2510 - Safety and environmental policy

Objective evidence discovered in an expanded ISM exam revealed the following major non-conformities: company SMS has not been updated to reflect changes in regulations in MARPOL and SOLAS and vessel lacks preventative maintenance records beyond 2007. Specifically, there are no safety management procedures written for confined space entry and rescue drills and there are no written fuel changeover procedures prior to entering emission control areas.

Ship Name: **IKAROS I**

Ship Type: **Other**

Flag: **Panama**

Recognized Org: **International Naval Surveys Bureau**

IMO Number: **7411820**

Recognized Security Organization (RSO): **International Naval Surveys Bureau**

Date of Action: **2/10/2015**

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

Action Taken: **Detention**

Port: **St. Petersburg, Florida**

Organization Related to Detention:

Unit: **Sector St Petersburg**

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

Deficiencies: Code - Category

Description

0230 - Number/composition (manning)

The vessel sailed from the Bahamas to the Port of Tampa without a properly licensed Chief Officer and Second Engineer.

1250 - Covers (hatchways tarpaulins)

At least two layers of tarpaulins in good condition shall be provided for each hatchway in position 1 or 2. The tarpaulins shall be waterproof and of ample strength. Water was coming into the cargo hold.

0199 - Other (certificates)

The International Tonnage Certificate shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration shall assume full responsibility for the certificate. Current tonnage certificate on board is issued on behalf of the Union of Comoros. The vessel is currently registered in Panama.

2120 - Garbage

Every ship 400 gross tonnage and above, and every ship which is certified to carry 15 persons or more, shall carry a garbage management plan which the crew shall follow. Vessel was unable to produce an approved garbage management plan.

2120 - Garbage

Every ship 400 gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports under the jurisdiction of other Parties to the Convention shall be provided with a Garbage Record Book. Vessel was unable to produce a garbage record book.

Ship Name: **IMMANUEL SCHULTE**

Ship Type: **LPG Gas Carrier**

Flag: **Isle of Man**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9409314**

Recognized Security
Organization (RSO):

Date of Action: **6/12/2015**

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

Action Taken: **Detention**

Port: **Delaware City, Delaware**

Organization Related
to Detention:

Unit: **Sector Delaware Bay**

Ship Management: Owners, Operators, or Managers

Bernahard Schulte Shipmanagement Gmbh

Howe Shipping Ltd.

Deficiencies: Code - Category

Description

0715 - Detection

A permanently installed system of gas detection and audible and visual alarms should be provided for cargo compressor rooms. Detectors failed to read LEL when a span gas containing .76 propane (35% LEL) was applied.

0715 - Detection

Gas detection equipment should be capable of sampling and analyzing for each sampling head location sequentially at intervals not exceeding 30 minutes. PSCO observed fixed gas sampling system for the hold spaces was stopped. A review of the cargo alarms showed that the system had tripped two days prior (10Jun15).

0725 - Fixed fire extinguishing installation

PSCO observed roughly 50% of the water spray nozzles inoperable. The system could not provide coverage to either manifold, cargo heater, underside of deck tank, or forward part of deck tank. PSCO also observed at least 25% of cargo tank dome nozzles inoperable.

Ship Name: **INDUSTRIAL ACE**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9192155**

Recognized Security
Organization (RSO):

Date of Action: **6/4/2015**

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

Action Taken: **Detention**

Port: **St. Petersburg, Florida**

Organization Related
to Detention:

Unit: **Sector St Petersburg**

Ship Management: Owners, Operators, or Managers

Wessels Reederei GmbH & Co. KG

**MS "Wes Teresa" Schffahrts GmbH & Co.
KG**

Charterers

MS "Prasident" Shipping Company Limited

Deficiencies: Code - Category

Description

**2550 - Maintenance of ship and
equipment**

Objective evidence discovered during an expanded ISM exam revealed the following non -conformities: The vessel failed to fully implement the requirements of the ISM code through their SMS procedures as evident by the following identified deficiencies. Recommend an external audit.

0615 - Rescue boats

Rescue boat shall be stowed in a state of continuous readiness for launching in not more than 5min. The rescue boat was not stored in a state of continuous readiness. It took the crew more than 15 min to ready and start the rescue boat.

1430 - Auxiliary engines

The source of stored energy for the emergency generator sets shall be protected to preclude critical depletion by the automatic starting system, unless a second independent means of starting is provided. In addition, a second source of energy shall be provided for an additional three starts within 30 min. The vessel's second source of energy, a battery, was missing.

0740 - Pumps

The vessel was unable to demonstrate proper function of the emergency fire pump at the time of the examination.

1721 - Retention of oil on board

Oil fuel pipes, which if damaged, would allow oil to escape from storage, with a capacity of 500l and above, shall be fitted with a valve directly on the tank capable of being closed from safe position. The lube oil tank is fitted, in addition to a valve capable of being closed from a safe position, with a flexible hose piping that if damaged, would allow oil to escape.

1550 - Lights shapes and sound

The ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the convention and the international regulations for preventing collisions at sea in force. Multiple navigation lights are non-operational on the vessel's mast.

1430 - Auxiliary engines

The CSSEC requires 08 lifebouys. The vessel was only able to present 5. SOLAS 74(14) Ch I/Reg 11(a)

Ship Name: **INDUSTRIAL HOBART**

Ship Type: **General Dry Cargo Ship**

Flag: **Sri Lanka**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9352341**

Recognized Security
Organization (RSO):

Date of Action: **7/28/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers

Mercantile Marine Management Ltd

Mercantile Emerald Shipping (Pvt) Ltd.

Charterers

Industrial Maritime Carriers

Deficiencies: Code - Category

0715 - Detection

Description

Fixed fire detection and alarm systems shall initiate audible and visual alarms distinct from any other systems, so that when alarmed they can be observed and heard from the navigation bridge and by a responsible engineer officer. Vessel smoke detectors did not indicate on fire alarm panel.

0630 - Launch arrangements for survival craft

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The rescue boat, survival craft, life raft crane was inoperable during main power failure.

Ship Name: **JOSE FERNADA**

Ship Type: **Cement Carrier**

Flag: **Panama**

Recognized Org: **Panama Maritime Documentation Service**

IMO Number: **711000**

Recognized Security
Organization (RSO):

Date of Action: **8/5/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Gremex Shipping S. A. DE C.V.
Etolia Shipping Operators S.A.

Deficiencies: Code - Category

Description

**2550 - Maintenance of ship and
equipment**

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 that the vessel failed to fully implement the requirements of the ISM Code. Recommend an external audit.

**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. During testing of the vessel's OWS, the system was found to be inoperable due to a failed feed pump.

1430 - Auxiliary engines

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. Fuel leaks were identified on a service generator and all three service generators were missing fuel line brackets resulting in excessive vibration.

Ship Name: **JOTAGAS**

Ship Type: **LPG Gas Carrier**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9131101**

Recognized Security
Organization (RSO):

Date of Action: **7/7/2015**

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

Action Taken: **Detention**

Port: **Houston, Texas**

Organization Related
to Detention:

Unit: **Sector Houston-Galveston**

Ship Management: Owners, Operators, or Managers
Soloman-Neptuen Schiffahrts A.G.

Partenreederei MT Jotogas

Charterers

Jotagas Shipping Co., Ltd.

Deficiencies: Code - Category

0615 - Rescue boats

Description

Cargo ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the Code. Rescue boat engine would not operate.

1850 - Fire protection cargo deck area

On ships carrying flammable or toxic products or both, a water spray system for cooling, fire prevention, and crew protection should be installed. Deck water spray does not provide adequate coverage of superstructure, tank top #1, and port side #2 manifold. Expansion joint on deck water spray main supply line amidships was also severely leaking.

Ship Name: **JUPITER II**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Bureau Veritas**

IMO Number: **9467897**

Recognized Security
Organization (RSO):

Date of Action: **3/25/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

Navarone S. A.

Talon Shipping Inc.

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

Engineers operating the OWS were flusing the OCM with fresh water. This allowed the oil content meter to read below 15 ppm, sending oily mixtures above 15ppm to sea. The Oil Filtering Equipment is unable to produce a mixture below 15ppm when sea water was run through the system.

Ship Name: **KALLIOPI R.C.**

Ship Type: **Chemical Tankship**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **8902565**

Recognized Security
Organization (RSO):

Date of Action: **10/12/2015**

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

Action Taken: **Detention**

Port: **New York, New York**

Organization Related
to Detention:

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers

OSM Ship Management GmbH

Fonseca Enterprises Inc

Charterers

**Mediterranean Shipping Company (USA)
Inc**

Deficiencies: Code - Category

**2535 - Development of plans for
shipboard operations**

Description

The company and the ship shall comply with the requirements of the International Safety Management System. The company should establish procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and regulations. The company did not provide a valid Safety Management Manual to the vessel.

**2535 - Development of plans for
shipboard operations**

The company should establish and maintain procedures to control all documents and data which are relevant to the Safety Management System. The company should ensure that changes to documents are reviewed and approved by authorized personnel. Due to the nature of the deficiencies associated with this activity, an external audit of the company's Document of Compliance and ships Safety Management System is recommended. During the exam, it was identified that there was no approved Safety Management Manual on board, and documents used to ensure proper maintenance were not relevant to the ships outfit with regard to service generators. There was little company oversight on maintenance items and proper implementation of the requirements of ISM Code.

Ship Name: **KANCHANA NAREE**

Ship Type: **Bulk Carrier**

Flag: **Thailand**

Recognized Org: **Bureau Veritas**

IMO Number: **9434735**

Recognized Security
Organization (RSO):

Date of Action: **8/17/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Precious Metals Limited

Great Circle Shipping Agency Ltd.

Charterers

MUR Shipping B.V.

Deficiencies: Code - Category

0615 - Rescue boats

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 rescue boat launching arrangement was inoperative and unable to launch or retrieve rescue boat in required time-frame.

2545 - Reports/analysis of non-conformities, etc.

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 SMS for the ship and company was not implemented properly resulting in extended delays to the launching and recovery of the primary life saving equipment.

Ship Name: **KENAN**

Ship Type: **Bulk Carrier**

Flag: **Malta**

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

IMO Number: **9644172**

Recognized Security
Organization (RSO):

Date of Action: **4/7/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

**Ciner Gemi Acente Isletmeleri Sanayi Ve
Ticaret As**

Kenan Maritime Ltd

Charterers

SwissMarine Asia Pte. Ltd

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

A ship when in a port or offshore terminal of another party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. Upon testing of the oily water separator and oil content meter, crew was unable to demonstrate proper operation of the system. The sample inlet line from the OWS discharge pipe to the OCM was secured, thereby simulating 0 PPM and allowing overboard discharge of unmonitored bilge water. When the sample inlet valve was opened, the OCM immediately alarmed over 30 PPM and would not decrease until crew flushed OCM with fresh water. Crew attempted to test for over 10 minutes with same results. Review of OCM operations confirmed ORB entries; however absence of high level alarms indicated that the sample inlet has been secured during operation.

Ship Name: **KIND SEAS**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9205847**

Recognized Security
Organization (RSO):

Date of Action: **4/24/2015**

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

Action Taken: **Detention**

Port: **Portland, Oregon**

Organization Related
to Detention:

Unit: **Sector Columbia River**

Ship Management: Owners, Operators, or Managers

All Seas Marine S.A

Fairplay Maritime Limited

Deficiencies: Code - Category

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

Description

The electrical power available shall be available shall be sufficient to supply all those services that are essential for safety in an emergency, due regard being paid to such services as may have to be operated simultaneously. The emergency source of electrical power shall be capable, having regard to starting currents and the transitory nature of certain loads, of supplying simultaneously, at least the services listed in this regulation, if they depend upon an electrical source for their operation. The emergency generator was able to start, however did not produce power to the emergency bus.

Ship Name: **KWELA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9250701**

Recognized Security
Organization (RSO):

Date of Action: **1/14/2015**

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

Action Taken: **Detention**

Port: **San Francisco, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Santoku Senpaku Co., Ltd.
Lucretia Shipping SA

Deficiencies: Code - Category

Description

2020 - Fire drills

The master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship. Crew members failed two consecutive fire drills. During the first fire drill, crew members were not knowledgeable in how to don protective equipment or the use of firefighting equipment. One fire team member entered the space alone without gear properly donned while other crew members were in the passageway directly outside of the space with no protective gear. The vessel master was given time to train the crew on correct procedures in accordance with their Fire Safety Training Manual. The crew showed no improvement and after the training and failed the second drill.

0620 - Inflatable liferafts

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be ready for immediate use. The condition of the ship and 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 vessel was issued a 3 month extension by the Flag State (Panama) for required maintenance on essential life saving and firefighting equipment. The Flag extension expired 10JAN2015 and the extension contained a special note that no further extensions would be granted. Essential life saving and fire fighting equipment has not been service and is not ready for immediate use.

Ship Name: **LAURA**

Ship Type: **Bulk Carrier**

Flag: **Netherlands**

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

IMO Number: **9408712**

Recognized Security
Organization (RSO):

Date of Action: **7/25/2015**

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

Action Taken: **Detention**

Port: **Savannah, Georgia**

Organization Related
to Detention:

Unit: **Marine Safety Unit Savannah**

Ship Management: Owners, Operators, or Managers
Flinter Management B.V.
Laura Shipping B.V.

Deficiencies: Code - Category

Description

0715 - Detection

Four smoke detectors in the engine room did not operate as designed with test medium during PSC exam.

1430 - Auxiliary engines

Ships #2 Diesel generator has not been working since 14 July 2015. Ship entered the port of Brunswick on #1SSDG, which subsequently became overloaded and shut down causing a loss of power/propulsion.

Ship Name: **LAURA D**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9589633**

Recognized Security
Organization (RSO):

Date of Action: **2/3/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers
Crown Capricorn 2 Limited

Midocean (IOM) Limited

Charterers

Oldendorff Carriers

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

OWS was inoperable.

Ship Name: **LEDA C**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

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

IMO Number: **9583768**

Recognized Security
Organization (RSO):

Date of Action: **5/17/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Target Marine S.A.

Hamon Marine S.A.

Charterers

Caravel Shipping Limited

Deficiencies: Code - Category

0715 - Detection

Description

PSCO observed quick closing valve on MGO Service tank blocked open by wooden block, disabling remote quick closing valve capability.

Ship Name: **LIMARI**

Ship Type: **Containership**

Flag: **Liberia**

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

IMO Number: **9290816**

Recognized Security
Organization (RSO):

Date of Action: **6/10/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers
Southern Management Co.S.A.
**Limari Shipping Ltd (Foreign Maritime
Entity)**

Deficiencies: Code - Category

Description

**0725 - Fixed fire extinguishing
installation**

The PSCO observed the SEM-SAFE Watermist system completely inoperable, rendering the system ineffective in the event of a fire. Vessel is classed for periodically unattended machinery space and is normally operated in unmanned condition as per C/E and engineers log book. Water mist system protects critical machinery including ship service generators.

0750 - Fire prevention

Excessive storage of machinery parts and equipment was blocking access to emergency fuel shut offs for ship service diesel generators, rendering the valves inaccessible in the event of an emergency.

**1730 - Oily-water separating
equipment**

Upon testing of the oily water separator and oil content meter, crew was unable to demonstrate proper operation of the system. The sample inlet line from the OWS discharge pipe to the OCM was secured, thereby simulating 0 PPM and allowing overboard discharge of unmonitored bilge water. When the sample inlet valve was opened, the OCM immediately alarmed over 30 PPM and would not decrease until crew flushed OCM with fresh water. Crew was unfamiliar with testing drain valve prior to overboard valve as well as operation of OCM as evident by absence of current manufacturer's manual on board. Crew was unable to maintain suction from bilge tank without introducing sea water into the OWS inlet, thereby diluting the bilge water and effluent. Bilge holding tank was sounded on scene and had 54.48 m3 of bilge water, with a total capacity of 105.79 m3.

0610 - Lifeboats

During operational test of starboard life boat steering system, the rudder became stuck in the port position while steering at the conning station. Crew member had to use an emergency tiller to manually turn the rudder.

Ship Name: **LISANNE**

Ship Type: **General Dry Cargo Ship**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **8117421**

Recognized Security
Organization (RSO):

Date of Action: **2/3/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
Global Productions S.A.

Deficiencies: Code - Category

Description

**2550 - Maintenance of ship and
equipment**

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; The vessel failed to fully implements of the ISM code through their SMS procedures as evidence by the following identified deficiencies: (1) The company should ensure that the master is fully conversant with the company's safety management system (ISM Code 6). In accordance with the company's SMS, the vessel is required to conduct monthly fire drills; the master failed to conduct a fire drill for the month of December. Additionally, the crew failed to complete a satisfactory drill in the presence of Port State Control Examiners. (2) The company should ensure that each ship is manned with qualified, certificated and medically-fit seafarers in accordance with national and international requirements; the Chief Mate is operating in a capacity which exceeds the limits of his license. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

**0230 - Number/composition
(manning)**

The vessel failed to comply with the applicable safe manning requirements of the Administration; the Chief Mate's license is limited to 1600 GT; the vessel's ITC is 1865.

**0735 - Personal equipment - fire
fighting**

A fireman's outfit shall consist of a self-contained breathing apparatus which shall be capable of functioning for a period of time to be determined by the Administration; the firefighter's mask was severely damaged and the regulator was incapable of properly regulating the flow of oxygen.

0720 - Fire fighting equipment

A ship of 1,000 gross tonnage and upwards shall be provided with at least one international shore connection the flange of which shall have one side that will fit the ship's hydrant and hose; the vessel's international shore connection is not adaptable to the vessel's fire fighting system.

0615 - Rescue boats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use; the safety latch on the rescue boat's launching gear is missing making the apparatus inoperable.

0720 - Fire fighting equipment

Hoses shall be kept ready for using in inconspicuous positions near the water service hydrants or connections; the hoses in the forward part of the vessel are kept in a locked cabinet away from the water service hydrants/connections.

Ship Name: **LISANNE**

Ship Type: **General Dry Cargo Ship**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **8117421**

Recognized Security
Organization (RSO):

Date of Action: **9/14/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
Global Productions S.A.

Deficiencies: Code - Category

Description

2515 - Company responsibility and authority

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by numerous non-conformities to include a lack of responsiveness from DPA in addressing maintenance of lifesaving equipment, failure to follow rescue boat testing and operating procedures outline in the SMS, and improper manning of the vessel.

0220 - Certificates of competency

Deficiencies which may be deemed to pose a danger to persons, property, or the environment include failure of seafarers to hold a certificate. Seafarers are to have appropriate certificates or provide documentary proof that an application for an endorsement has been submitted to the Administration. The Master's GMDSS license had been expired since 5 Jan 2014 and the Master had been on board since July 2015 and did not hold a valid flag state endorsement for his Nicaraguan Master's license.

Ship Name: **LONG BEACH**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9205639**

Recognized Security
Organization (RSO):

Date of Action: **7/22/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Leyte Navigation S.A.

Toko Kaiun Kaisha, Ltd.

Deficiencies: Code - Category

2050 - Operation of machinery

Description

The emergency generator failed to start due to inoperable batteries when tested using both battery banks. Crew found and replaced faulty fuse that prevented batteries from charging.

Ship Name: **MAERSK MATSUYAMA**

Ship Type: **Oil Tankship**

Flag: **Panama**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9367736**

Recognized Security
Organization (RSO):

Date of Action: **1/10/2015**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Organization Related
to Detention:

Unit: **Sector Corpus Christi**

Ship Management: Owners, Operators, or Managers
MK Centennial Maritime, B.V.
MMS Co. Ltd.

Deficiencies: Code - Category

Description

0615 - Rescue boats

Before a ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. The vessel's rescue boat failed to start.

0630 - Launch arrangements for survival craft

Before a ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. The falls shall be arranged to wind off the drums at the same rate during the lowering of the lifeboat. The crew was unable to safely lower the lifeboat due to the cables not being arranged to wind off the drum at the same rate. The lifeboat was not in working order and was not ready for immediate use.

Ship Name: **MARATON**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **7529330**

Recognized Security
Organization (RSO):

Date of Action: **2/25/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention: **Intermaritime Certification Services**

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
**World Shipping Management Corporation
S.A.**

Auxiliar Alma Bulk AIE S.A.

Deficiencies: Code - Category

Description

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

After any survey of the ship under regulation 10 has been completed, no change shall be made in the machinery covered by the survey. The number one generator is overheating and spraying steaming water and the number two generator has an exhaust leak creating an unsafe atmosphere in the engine room. Additionally, generator two is unable to fully support the ship's power.

**0360 - Pipes wires (insulation)
accomm.**

All electrical apparatus shall be installed that danger of injury shall not exist. Air conditioning power cables run from the bridge through the superstructure ladder well into the engine room, penetrating multiple bulkheads and decks. The cables are insulated by a stitched fire hose which presents a fire and electrical hazard.

0615 - Rescue boats

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The on load release on the rescue boat's launching gear is missing making the apparatus inoperable.

1099 - Other (alarm - signals)

After any survey of the ship under regulation 10 has been completed, no change shall be made in machinery covered by the survey. Vessel is fitted with bilge alarms that are inoperable.

Ship Name: **MAREN S**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9306251**

Recognized Security
Organization (RSO):

Date of Action: **6/25/2015**

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

Action Taken: **Detention**

Port: **Apra, Guam**

Organization Related
to Detention:

Unit: **Sector Guam**

Ship Management: Owners, Operators, or Managers

**MS " Brahms" Schiffahrtsgesellschaft Mbh &
Co. KG**

H. Schepers Bereederungs Gmbh & Co KG

Charterers

Mariana Express Line, Pte. Ltd. Singapore

Deficiencies: Code - Category

Description

1280 - Machinery space openings

After any survey has been completed no change shall be made to the structure, equipment, arrangement, or material covered by the survey without sanction of the administration. Piping in the bilge was corroded and leaking significant seawater into the bilge.

0960 - Means of escape

Means of escape shall be self-closing. Engine room lower-level emergency escape door is not self-closing.

0750 - Fire prevention

In a ship which fuel oil is used the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. There is an unknown fuel leak into the bilge in the engine room. Piping lagging in the engine room is oil soaked.

0999 - Other (Safety In General)

Doors required to be self closing shall not be fitted with hold back hooks. The emergency exit door in the engineering workshop was fitted with a latch that is unapproved.

0960 - Means of escape

For a period of 18 hrs, emergency lighting must be in all stairways and exits. The emergency means of escape ladder has no operating lights.

1030 - Steering gear alarm

Steering gear shall be fitted with an audible and visual alarm in the machinery space. There were no audible or visual steering gear alarms in the machinery space.

1499 - Other (Prop. & Aux. Machinery)

All steering gear components shall be of sound and reliable construction to the satisfaction of the administration. The hand pump for the hydraulic oil supply was disassembled.

0950 - Electric equipment in general

All electrical apparatus shall be so installed as to not cause injury when handled or touched in a normal manner. In the machinist shop there is an improper spliced extension cord in use.

Ship Name: **MARIA THEO**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9231030**

Recognized Security
Organization (RSO):

Date of Action: **4/14/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Kea Shipping Ltd.

Evrupos Shipmanagment Inc

Deficiencies: Code - Category

2020 - Fire drills

Description

Drills shall be conducted as if there were an actual emergency. Crew failed two fire drills due to the following reasons: lack of firefighting equipment, fire boundaries were not maintained by crew, fire teams could not access spaces to fight fire, and lacked fire control plan knowledge of ships spaces.

Ship Name: **MARIBELLA**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9316672**

Recognized Security
Organization (RSO):

Date of Action: **7/23/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Chandris (Hellas) Inc.

Maribella Maritime Company Limited

Deficiencies: Code - Category

2020 - Fire drills

Description

A ship when in the port of another contracting government is subject to control by officers duly authorized by such government concerning operational requirements in respect to safety of ship, when there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. During the PSC exam, the master and crew were unable to successfully and safely demonstrate the proper procedures for combating shipboard fires after two attempts.

0610 - Lifeboats

Before leaving port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The starboard rescue boat/life boat had cracks penetrating the gel coat beneath the waterline and there were fuel leaks on the fuel tank.

Ship Name: **MIAMI SUPER**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **9012525**

Recognized Security
Organization (RSO):

Date of Action: **12/4/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Americas Marine Management Services, Inc.
Miami Super Corp.

Charterers
Antillean Marine Shipping Corp.

Deficiencies: Code - Category

Description

1430 - Auxiliary engines

The main source of electrical power shall consist of at least two electrical generating sets. All of the vessel's main generators are inoperable.

**0830 - Pipes wires (insulat.) -
accident prev.**

Electrical installations shall be such that the safety of crew and ship are ensured. In the aft CO2 room, the PSCO observed a steady flow of water entering the space from the deck above, resulting in approximately 4 inches of standing water in the space. Furthermore, the observed flow led down the bulkhead of the space onto an electrical panel.

1299 - Other (Load Lines)

Means for securing and maintaining weather tightness shall be to the satisfaction of the Administration. PSCO's observed multiple inadequate repairs to holes in the fly bridge allowing water to enter the bridge and onto electrical systems and appliances. Water was observed breaching the vessel in other areas that should be of water tight construction.

Ship Name: **MIMOSA**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9242508**

Recognized Security
Organization (RSO):

Date of Action: **9/8/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

Trade Fortune Inc.

Virago Shipping Inc.

Deficiencies: Code - Category

0610 - Lifeboats

Description

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. Crew was unable to start the vessel's starboard side lifeboat after several attempts.

Ship Name: **MOL PRECISION**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9236470**

Recognized Security
Organization (RSO):

Date of Action: **3/5/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Shoei Kisen Kaisha, LTD

Cyprus Maritime Co Ltd.

Charterers

Mitsui Kinkai Kisen CO. LTD

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

During an operational test of the vessel's oil filtering equipment, the alarm arrangements did not "alarm" effluent exceeding 15ppm, as indicated by the oil content meter, passed through to the overboard valve without the system automatically stopping. The oil content meter only operated intermittently and did not shift three way valve to recalculate when not operating.

Ship Name: **MONA SWAN**

Ship Type: **Chemical Tankship**

Flag: **Denmark**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9371804**

Recognized Security
Organization (RSO):

Date of Action: **7/17/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Uni-Tankers A.S

Uni-Tankers A/S m/t "MONA SWAN" ApS

Charterers

Exxon Mobile Oil Coporation

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. At the time of PSC exam, PSCO observed the vessel's fixed water mist system to be rendered inoperative and not readily available in the event of an engine room fire.

Ship Name: **MONARCH COUNTESS**

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

Flag: **Tanzania**

Recognized Org: **Not Classsed**

IMO Number: **7500736**

Recognized Security
Organization (RSO):

Date of Action: **3/17/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

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

Deficiencies: Code - Category

Description

**0230 - Number/composition
(manning)**

The Chief Engineer did not have Flag State endorsements onboard or proof that an application for an endorsement had been submitted.

0999 - Other (Safety In General)

Deficiencies which may be deemed to pose a danger to persons property or the environment include the following absence in watch of as a person qualified to operate equipment essential to safe navigation , safety radio communications or the prevention of marine pollution. Chief Engineer was not knowledgeable in the operation of the oily water separator and in the proper required entries in the Oil Record Book.

**1740 - Oil discharge mon/contr
system**

During the operational testing of the OWS system was unable to meet the 15 parts per million requirement which prohibits any oily mixture to be discharge overboard. During the expanded exam the PSO's removed the piping on the discharge side and examine the condition and found oil in both the piping and the overboard discharged.

**2510 - Safety and environmental
policy**

Objective evidence discovered during an expanded ISM exam reveled major-non conformities the vessel failed to fully implement the requirement of the ISM Code through their SMS procedures as evident by the identified deficiencies.

1710 - Oil record book

The Oil Record Book, whether as a part of the ship's official log-book or otherwise, shall be in the form specified in appendix III to this Annex. Chief engineer was not properly logging oil residue(sludge). Additionally, entries capturing the overboard discharges through the Oily water separator do not match the throughput of the system as indicated by the IOPP Certificate.

Ship Name: **MSC CARMEN**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9349813**

Recognized Security
Organization (RSO):

Date of Action: **8/11/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Veana Holding Inc.

Mediterranean Shipping Co. S.R.L.

Charterers

Mediterranean Shipping Company, S.A.

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. The engine room fixed water mist firefighting system was found in the "off" position rendering the system incapable of being started automatically and from a remote position.

Ship Name: **MSC RAFAELA**

Ship Type: **Containership**

Flag: **Panama**

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

IMO Number: **9129885**

Recognized Security
Organization (RSO):

Date of Action: **9/3/2015**

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

Action Taken: **Detention**

Port: **San Pedro, California**

Organization Related
to Detention:

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

Ship Management: Owners, Operators, or Managers
Jacina Holding Inc.

Charterers

Mediterranean Shipping Co. S.R.L.

Deficiencies: Code - Category

Description

**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. There are clear grounds for believing that the Safety Management System is not being implemented properly. Numerous life safety and hazardous conditions were identified during the PSC exam to include lifeboat deficiencies, excessive oil in machinery space, deficiencies with shipboard firefighting systems, and issues with structural fire protection. ISM Audit be conducted by the certificate issuing authority prior to departure.

0610 - Lifeboats

Every totally enclosed lifeboat shall be provided with a rigid watertight enclosure which completely encloses the lifeboat . Three out of five windows are cracked in the freefall lifeboat with visual evidence of water ingress.

0999 - Other (Safety In General)

Water contaminated with petrol or other dangerous substance is not drained to machinery spaces or other spaces where sources of ignition may be present. Engine room bilge has excessive oil, which causes undue fire hazard. Excessive build-up under all engines.

Ship Name: **MSC SILVANA**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9309459**

Recognized Security
Organization (RSO):

Date of Action: **9/11/2015**

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

Action Taken: **Detention**

Port: **Staten Island, New York**

Organization Related
to Detention:

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers

Mediterranean Shipping Co. S.R.L.

Proviso Corp

Charterers

Mediterranean Shipping Company, S.A.

Deficiencies: Code - Category

2545 - Reports/analysis of non-conformities, etc.

Description

The company should establish procedures to ensure the ship is maintained in conformity with the provision of the relevant rules and regulations. In meeting these requirements the company should ensure that any non-conformity is reported with its probable cause, if known, and that appropriate corrective action is taken. The company's SMS does not contain procedures for reporting non-conformity of regulations to the Recognized Organization.

2535 - Development of plans for shipboard operations

S74 (2014 Cons), Chap IX, Reg 3: The company and ship shall comply with the requirements of the International Safety Management Code. The company should establish procedures to ensure the ship is maintained in conformity with the provision of the relevant rules and regulations. During the exam, 137 maintenance items were identified as either due or past due and the company had very little oversight of the needed maintenance.

Ship Name: **NAIYA**

Ship Type: **General Dry Cargo Ship**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **8408454**

Recognized Security
Organization (RSO):

Date of Action: **6/4/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Heli Shipping, LLC

Elicla Maritime Advisor & Broker Inc.

Deficiencies: Code - Category

**2510 - Safety and environmental
policy**

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies indicating that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

1. The company failed to acknowledge or reply to the vessel's request for liferaft servicing, allowing the vessel to sail without conducting required annual service on both liferafts.

2. Vessel provided PSC examiners completed checklists indicating satisfactory tests were completed on engine room smoke detectors on 23MAY15, the emergency fire pump on 25MAY15 and the port side lifeboat engine on 16APR15. All of the above mentioned equipment was found to be inoperable with no clear indication as to the reason.

3.. The vessel is equipped with two motor lifeboats, however, the vessel is only required to have one motor lifeboat and one mechanically propelled lifeboat per SOLAS. It is unclear what standard the vessel conducts its lifeboat checks as both are tested only to the motor lifeboat standard and one engine is inoperable. Therefore, the mechanical and motor lifeboats have not been clearly designated.

0620 - Inflatable liferafts

Every inflatable liferaft shall be serviced at intervals not exceeding 12 months. Port and starboard 10 person life rafts have not been serviced since 13MAY2014. The vessel has completed a two voyages after that date and no evidence of an extension from the Administration was presented.

1020 - Fire alarm

All smoke detectors in the engine room are inoperable.

0740 - Pumps

The portable pump designated as the emergency fire pump is inoperable.

Ship Name: **NAIYA**

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

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **8408454**

Recognized Security
Organization (RSO):

Date of Action: **9/18/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Elicla Maritime Advisor & Broker Inc.

Heli Shipping, LLC

Deficiencies: Code - Category

**2515 - Company responsibility and
authority**

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. The port lifeboat was found inoperable, which was noted as a non-conformity with the company, however, the company failed to notify Class or Flag State of the issue. Recommend an external audit of the vessel's SMS.

0610 - Lifeboats

All life-saving appliances shall be in working order and ready for immediate use. The port side lifeboat engine was found inoperable. It was also noted that the vessel had suffered three major engine casualties in a six month period.

Ship Name: **NAVIGATION PHOENIX**

Ship Type: **LPG Gas Carrier**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9407330**

Recognized Security
Organization (RSO):

Date of Action: **5/12/2015**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Organization Related
to Detention:

Unit: **Sector Corpus Christi**

Ship Management: Owners, Operators, or Managers

Navigator Phoenix L.L.C.

Bernhard Schulte Shipmanagement (UK) Ltd

Deficiencies: Code - Category

1138 - Liquefied gases in bulk

Description

Intrinsically safe electrical equipment and wiring must be fitted in all gas-dangerous spaces and zones as defined in IGC 1.3.17. Port State Control Officers observed 14 light fixtures that do not meet this standard.

1138 - Liquefied gases in bulk

Electrical equipment within spaces protected by airlocks should be of the certified safe type unless arranged to be de-energized by measures required by IGC 3.6.4. which includes motors. Port State Control Officers did not observe the motor shut down when the motor/electrical room was over-pressurized.

Ship Name: **NEPTUNE PIONEER**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9308247**

Recognized Security
Organization (RSO):

Date of Action: **5/4/2015**

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

Action Taken: **Detention**

Port: **Antioch, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Daiichi Chuo Marine Co LTD

Charterers
Royal Maritime Corporation

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

Description
A fixed gas fire extinguishing system shall comply with the provisions of the Fire Safety Systems Code. The means of control of any fixed gas fire-extinguishing system shall be readily accessible, simple to operate, and shall have clear instructions relating to the operation of the system having regard to the safety of personnel. Crew was not knowledgeable on how to operate fixed gas fire extinguishing system. Posted instructions were vague and did not help crew determine procedures.

Ship Name: **NIPPON MARU**

Ship Type: **Passenger Ship**

Flag: **Japan**

Recognized Org: **Govt of Listed Flag**

IMO Number: **8817631**

Recognized Security
Organization (RSO):

Date of Action: **12/31/2015**

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

Action Taken: **Detention**

Port: **Apra, Guam**

Organization Related
to Detention:

Unit: **Sector Guam**

Ship Management: Owners, Operators, or Managers
Mitsui O.S.K. Passenger Line, Ltd.

Deficiencies: Code - Category

Description

0720 - Fire fighting equipment

All nozzles shall be of an approved dual purpose type. 11 of the 12 fire nozzles located on the weather decks had dry rotted rubber nozzles that when operated did not change the nozzle settings from straight to fog, rendering the ship's crew unable to effectively fight and control fires. Fire hoses were found rotted and inoperable.

2035 - Fire control plan

All general arrangement plans shall be arranged for the guidance of the ships officers. The vessel was not following their fire control plan by stowing random items in spaces throughout the ship and having installed cooking equipment in berthing and accommodation spaces.

0745 - Fire-dampers remote control, etc.

The opening in funnels to permit exhaust ventilation shall be reduced to a minimum consistent with the needs of ventilation and the proper and safe working of the ship. Multiple exhaust dampers were wasted and did not close properly.

2550 - Maintenance of ship and equipment

The company should ensure inspections are held at appropriate intervals. The condition of fire nozzles and dampers indicate the vessel's crew is not performing adequate monthly and quarterly inspections per the vessel's maintenance guidelines.

0725 - Fixed fire extinguishing installation

Exhaust ducts from galley ranges where grease or fat is likely to accumulate shall be fitted with fixed means for extinguishing a fire. The deep fryer does not have a fixed fire extinguishing system.

Ship Name: **NOBLE DISCOVERER**

Ship Type: **Other**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **6608608**

Recognized Security
Organization (RSO):

Date of Action: **4/23/2015**

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

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Organization Related
to Detention:

Unit: **Sector Honolulu**

Ship Management: Owners, Operators, or Managers

Noble Drilling (US) LLC

Noble Drilling International GmbH

Charterers

Noble International Limited

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

The installed MEPC 107(49) oil filtering equipment failed to process oily bilge water from the vessel's bilge water remaining in the tank. At each attempt to operate the oil filtering equipment it failed with error.

Ship Name: **NOCC PUEBLA**

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

Flag: **Norway**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9177026**

Recognized Security
Organization (RSO):

Date of Action: **3/26/2015**

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

Action Taken: **Detention**

Port: **Santa Barbara, California**

Organization Related
to Detention:

Unit: **MSD SANTA BARBARA**

Ship Management: Owners, Operators, or Managers
Wallem Shipmanagement Limited

NOCC Shipowing AS

Charterers

Eukor Car Carrier Inc

Deficiencies: Code - Category

1420 - Cleanliness of engine room

Description

The condition of the ship and its equipment shall be maintained to conform with 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. PSCO observed excessive oil leaks in way of the main diesel engine piston head collection trough and #1 and #2 starboard side diesel generator creating a significant fire hazard.

Ship Name: **NOFIT**

Ship Type: **General Dry Cargo Ship**

Flag: **Israel**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9137739**

Recognized Security
Organization (RSO):

Date of Action: **10/14/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

G. Shipping Inc.

Mastermind Shipmanagment D.O.O,

Deficiencies: Code - Category

Description

0610 - Lifeboats

Cargo ships shall carry one or more lifeboats complying with the requirements of regulations 44 and may be capable of being free-fall launched over the stern of the vessel and will accommodate the total number of persons on board. Stern lifeboat has max capacity of 15 people, but vessel operates with 16 crew members on board.

1420 - Cleanliness of engine room

A Ship when in a port of another contracting government is subject to control by officers duly authorized by such government concerning operational requirements and 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. Majority of engine room bilge was coated in oil, including the shaft generator, which posed a serious fire and safety hazard to the vessel and crew.

1730 - Oily-water separating equipment

A ship when in a port or offshore terminal of another party, is subject to inspection by officers duly authorized by such party concerning operational requirements under this annex, where there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. While testing the OWS, the crew was unable to demonstrate proper operation of the system. The sample inlet line from OWS discharge pipe to the OCM was broken and secured in the closed position, thereby simulating 0 PPM and allowing overboard discharge of unmonitored bilge water. OCM was unable to take a sample of freshwater without directing three way valve to bilge tank. Last recorded operation was 28SEP15, crew confirmed that OCM is secured during operation.

1710 - Oil record book

The ORB part I shall be completed on each occasion whenever the vessel collects or disposes of oil residues. The transfers of oily waste form the engine room to the HFO 103 tank were not recorded. The last transfers of this kind were conducted 13OCT15 and 14OCT15. The C/E reported he does not have any records of these transfers or sounding records for the HFO 103 tank. PSCO observed crew member sound the tank at 16cm/1.5m3.

1430 - Auxiliary engines

A main source of electrical power with sufficient capacity to supply all services shall be provided. This main source of electrical power shall consist of at least two generating sets. The number 2 generator was inoperable and not able to provide electrical power to the ship.

2510 - Safety and environmental policy

The company shall comply with ISM Code and ensure that master is given necessary support so their duties can be performed. The Master and Chief Engineer provided correspondence with the company requesting to discharge oily waste from the machinery spaces. Vessel has not received confirmation/resources from company to discharge oily waste to shore. Excessive oily water in the machinery spaces was pumped to the HFO 103 tank. PSCO verified IOPP waste/sludge tanks were at maximum capacity. As a result, engine room bilge was full of oily waste.

0715 - Detection

Any required smoke extraction system shall be capable of continuous operation at all times. PSCO observed the smoke extraction repeater panel secured on the bridge. The smoke extraction panel located in the forward CO2 room, when turned on by the electrician, displayed a fault in line number three.

Ship Name: **NORD-ENERGY**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

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

IMO Number: **9314090**

Recognized Security
Organization (RSO):

Date of Action: **1/31/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers
Dampskibsselskabet Norden
Norden Shipping (Singapore) Pte Ltd.

Deficiencies: Code - Category

Description

**1730 - Oily-water separating
equipment**

Any ship of 10,000 GT and above shall be fitted with oil filtering equipment complying with designs approved by the Administration. The Oily Water Separator (OWS) is not capable of processing bilge water to less than 15 ppm. While running the OWS, the sample line to the Oil Content Meter (OCM) was secured falsely indicating 0 ppm. When the sample line was opened to the OCM the reading would immediately exceed 15 ppm and close the 3 way valve. The overboard pipe was disconnected for visual inspection of effluent which was found to be extremely dirty and clearly over 15 ppm. Crew could not produce maintenance records for the system. Additionally, crew did not know how to retrieve historical data from MEPC 107.49 OCM.

1710 - Oil record book

The Oil Record Book (ORB) Part 1 shall be completed on each occasion whenever the vessel discharges overboard or disposes of bilge water which has accumulated in the machinery spaces. The ORB presented to PSCOs does not correlate with entries found in daily sounding logs maintained by ship's engineers and MEPC 107.49 OCM data. The following disparities were discovered: 1) OWS operations found in OCM log on 8JAN15 and throughout December 2014 were not recorded in ORB; several soundings in daily sounding log indicated OWS operation. 2) 3JAN15: Bilge Water Tank 5.8m3 in ORB; 6.27 in daily sounding log. The C/E could not explain differences in log books.

Ship Name: **NORDIC GAS**

Ship Type: **LPG Gas Carrier**

Flag: **Singapore**

Recognized Org: **Bureau Veritas**

IMO Number: **9034729**

Recognized Security
Organization (RSO):

Date of Action: **1/5/2015**

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

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Organization Related
to Detention:

Unit: **Sector Delaware Bay**

Ship Management: Owners, Operators, or Managers

Bernhard Schulte Shipmanagement (UK) Ltd

Newhaven MarinaPTE. LTD

Charterers

SHV-SRM

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

The master is responsible to fully implement the companies Safety Management System, and the company shall establish procedures to ensure compliance with relevant rules. Objective evidence found during an expanded ISM exam found the vessel failed to fully implement the Safety Management System. According to the vessel's Gas Manual chapter 5, section 2.2, "If ice or hydrates formation in a cargo is suspected, the master should advise the managers without delay. A suitable course of action will then be discussed with all relevant parties. The two possible solutions to this problem namely the use of inhibitors or hot gas." Additionally, the vessel's crew was required to comply with two company operation guidelines (OG 12/14 and OG 39/14) to monitor the condenser during operation with portable gas detection units every 15 minutes during the first hour of operations and on the hour during cargo operations. The crew did not have knowledge of the guidelines at the time of the incident and did not follow guidelines. While loading liquid propane, the vessel experienced ice forming after the expansion valve on the compressors, and did not notify the technical mangers. To prevent ice forming, the gas engineer manually drained the water/propane mixture from the condenser every 15 to 20 minutes. The propane was allowed to boil off and fumes were allowed to accumulate. Additionally, gas detection alarms indicated high gas levels for approximately 7 hours prior to the fire. The compressor room doors were open which may have inhibited the proper ventilation of the space. A combination of improperly stripping water/liquid propane, not properly responding to gas detection alarms, not properly monitoring compressors for leaks and leaving the doors open created a dangerous environment ultimately resulting in a fire in the cargo compressor room. The above mentioned, suggest a systematic failure in the Safety management System. This non-conformity, which we consider major, coupled with other observations and non-conformities from this examination, call into question the Safety Management Certificate. It is recommended that the vessels Certificate issuing authority (DNV-GL) conduct a safety audit of the vessels

Safety Management System to ensure conformity with the ISM code and established company procedures.

Ship Name: **NORDIC VISBY**

Ship Type: **Bulk Carrier**

Flag: **Isle of Man**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9563380**

Recognized Security
Organization (RSO):

Date of Action: **1/13/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

**Nordic Hamburg Shipmanagement Gmbh &
C0 KG**

MS "Nordic Visby" Schiffahrtsgesellschaft

Charterers

Noble Americas Corporation

Deficiencies: Code - Category

0720 - Fire fighting equipment

Description

A ship in the 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 the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO observed the engine room's primary fixed fire-fighting hyper-mist system's main water supply valve was in the closed position contrary to the operating instructions and rendered the system inoperable. The system was last inspected on 26 Dec 2014 and the Chief Engineer stated the system was tested on 09 Jan 2015 prior to arrival at port. System operating instruction posted in the vicinity of the system state that the valve shall remain open at all times. Also, PSCO observed the manual/automatic selector switch on main panel located in the fire control room in the manual mode position. This provided clear grounds showing the crew is not familiar essential shipboard procedures.

0720 - Fire fighting equipment

The fire protection systems and appliances shall be maintained ready for use. The water mist system's main supply valve was in the closed position and the automatic/manual selector switch on the main control panel located in the Fire Control Room was in the manual mode position. This is contrary to the manufacture's instruction and renders the system incapable of the automatically operating in the event of an engine room fire. The vessel is certificated as an Unmanned Machinery Space (UMS) and has operated under the UMS procedure for 184 hours since the last documented water-mist inspection on 26 Dec 2014.

Ship Name: **NORSTAR INTREPID**

Ship Type: **Oil Tankship**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9329760**

Recognized Security
Organization (RSO):

Date of Action: **10/20/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Norstar Intrepid Ltd

Northstar Ship Management PTE Ltd

Charterers

Shell Trading U.S. A.

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 water-mist control panel to be the off position, rendering it inoperative and unavailable for immediate use.

Ship Name: **OCEAN HOPE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9147617**

Recognized Security
Organization (RSO):

Date of Action: **7/15/2015**

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

Action Taken: **Detention**

Port: **Wilmington, North Carolina**

Organization Related
to Detention:

Unit: **Marine Safety Unit Wilmington**

Ship Management: Owners, Operators, or Managers

Oceanfleet Shipping Limited

Oceanic Illsabe Limited

Charterers

Hyundai Merchant Marine Co. Ltd.

Deficiencies: Code - Category

Description

**2510 - Safety and environmental
policy**

**The vessel does not effectively and systematically
implement the safety and environmental policy
objectives stated in the SMS.**

1720 - Control of discharge of oil

**Any discharge into the sea of oil or oily mixtures shall be
prohibited. Oil residue was found in the overboard
discharge piping.**

**1735 - Pumping discharge
arrangements**

**The oil residue (sludge) tanks shall have no discharge
connections to the bilge system. Oily bilge water holding
tanks. Tank tops, or oily water separators. The current
installation has a tank top discharge blank flange from
the sludge pump.**

Ship Name: **ONEGO PONZA**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9245263**

Recognized Security
Organization (RSO):

Date of Action: **8/5/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Reederei Eckhoff GmbH & Co. KG

MS Ile de Ischia" GmbH & Co. KG

Charterers

Ischia Shipping Company Limited

Deficiencies: Code - Category

**2525 - Masters responsibility and
authority**

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. The port life raft was
lashed down with a strap preventing a float free
arrangement, a number of fire extinguishers were
condemned and not removed from service, and the crew
was unfamiliar with life boat provision requirements.**

Ship Name: **ONEGO TRADER**

Ship Type: **General Dry Cargo Ship**

Flag: **Netherlands**

Recognized Org: **Bureau Veritas**

IMO Number: **9238351**

Recognized Security
Organization (RSO):

Date of Action: **6/8/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Kustvaart Harlingen B.V.

J.P.M.N. Oomens Shipping B.V.

Charterers

Onego Shipping & Chartering B.V.

Deficiencies: Code - Category

0999 - Other (Safety In General)

Description

Fire protection systems and fire-fighting systems and appliances shall be maintained and ready for use. GO service tank is being used as a fuel day tank for main engine and its quick closing valve assembly has been disassembled, a bolt has been shoved into the spindle assembly preventing the valve from operating as designed and fuel supply to the main engine cannot be remotely shot off in the event of a fire.

Ship Name: **ORIENT DEFENDER**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9522881**

Recognized Security
Organization (RSO):

Date of Action: **7/23/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Interorient Marine Services Limited

Orient Defender Shipping Co., Ltd

Charterers

Norden Tankers & Bulkers USA, Inc

Deficiencies: Code - Category

0615 - Rescue boats

Description

Rescue boats shall be stored in a state of continuous readiness for launching in not more than 5 minutes. During the examination of the rescue boat, the crew took an estimated 45 minutes to start and run the engine.

Ship Name: **OSLO BULK 6**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9589968**

Recognized Security
Organization (RSO):

Date of Action: **1/28/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Bulkship Management AS

Oslo Bulk 6 Pte Ltd

Charterers

Transmares

Deficiencies: Code - Category

0610 - Lifeboats

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. The vessel's lifeboat failed to start during PSC inspection.

Ship Name: **PAC ALKAID**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9265914**

Recognized Security
Organization (RSO):

Date of Action: **8/22/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

PACC Ship (UK) Ltd.

Alkaid Maritime PTE LTD

Charterers

PACC Container Line

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. The Oily Water Separator was inoperable due to an obstruction in the Oil Content Meter feed line.

Ship Name: **PACIFIC SUNRISE**

Ship Type: **Oil Tankship**

Flag: **Marshall Islands**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9167021**

Recognized Security
Organization (RSO):

Date of Action: **1/8/2015**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Organization Related
to Detention:

Unit: **Sector Corpus Christi**

Ship Management: Owners, Operators, or Managers

Thome Ship Management Pte Ltd.

Pacific & Atlantic (Shipmanagers) Inc.

Deficiencies: Code - Category

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

Description

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space. The PSCO discovered a bolt was being used to hold open the fuel oil quick closing valve on the main engine fuel oil line in the purifier room.

Ship Name: **PANOS CREATION**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9175456**

Recognized Security
Organization (RSO):

Date of Action: **3/12/2015**

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

Action Taken: **Detention**

Port: **New Haven, Connecticut**

Organization Related
to Detention:

Unit: **Sector Long Island Sound**

Ship Management: Owners, Operators, or Managers

Quantum Shipping LTD.

Picture Maritime Corp.

Deficiencies: Code - Category

Description

0715 - Detection

Smoke detector in the engine room work shop, starboard side in front of the generator sets, and by the boiler were covered with plastic making the detection system unreliable for these locations.

1420 - Cleanliness of engine room

Main engine has excessive fuel oil leaks and lube oil leaks from multiple area and prime movers for generator sets have excessive fuel oil and lube oil leaks. These conditions have caused the bilges and sludge tanks to be filled with oil causing a hazard to crew and vessel.

0999 - Other (Safety In General)

Oil fuel pipes and their valves and fitting shall be of steel or other approved material. Vessel's engineering staff repaired a fuel oil pipe behind the NO. 2 fuel oil tank temporarily with an unapproved cement box patch.

0710 - Fire prevention

Bilges in the engine room have more than 12 inches of oil residue as well as the lagging on M/E auxiliary engines are excessively oiled.

0710 - Fire prevention

Numerous leaks were observed on the cargo hatch hydraulic system. Additionally various piping found to be wasted in numerous locations.

Ship Name: **PEGASUS HIGHWAY**

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

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9078830**

Recognized Security
Organization (RSO):

Date of Action: **9/9/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Fukunaga Kaiun Co. Ltd

Eternity Maritime Sipping SA

Charterers

Kawasaki Kisen Kaisha Co Ltd

Deficiencies: Code - Category

Description

0715 - Detection

Fire detection and fire alarm systems shall be kept in good working order so as to ensure their required performance if a fire occurs. Fire detection panel erroneously detects a fire in deck 7-3 and is unable to be cleared. The fire control panel's audible selector switch was taped in the silence position by the crew, rendering the system incapable of producing an audible alarm as required.

2515 - Company responsibility and authority

The company and ship shall comply with the requirements of the International Safety Management Code. The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. The vessel notified the company of the fire detection system faults and the company failed to fully rectify the non-conformity for deck 7-3; nor were any mitigating measures implemented.

2515 - Company responsibility and authority

The company and ship shall comply with the requirements of the International Safety Management Code. The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. Improper operational testing of quick-closing for shipboard fuel systems were observed. Further examination determined test procedures for the quick-closing valves were not established in the vessel's Safety Management System.

Ship Name: **POMER**

Ship Type: **Chemical Tankship**

Flag: **Croatia**

Recognized Org: **Croatian Register of Shipping**

IMO Number: **9455739**

Recognized Security
Organization (RSO):

Date of Action: **10/10/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

United Shipping Services Fourteen ,Inc

ASP Ship Management Singapore PTE LTD

Charterers

Champion Adriatic Limited

Deficiencies: Code - Category

0628 - Stowage of liferafts

Description

Before a ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. PSCO observed all four life rafts shackled to the life raft cradles vice the weak link, rendering them unable to float free.

2550 - Maintenance of ship and equipment

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 observed all four life raft painter lines shackled to life raft cradles vice life raft weak links as illustrated in manufacturer instructions. The crew presented monthly maintenance and inspection reports indicating they were satisfactorily inspected.

Ship Name: **PORT MOUTON**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9308118**

Recognized Security
Organization (RSO):

Date of Action: **1/19/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Port Mouton Gmbh & Co. KG

Stella Marine Services Gmbh & Co KG

Charterers

Lighthouse Navigation PTE 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 when there is clear grounds for the PSCO to believe the Master and crew are not familiar with essential shipboard procedures relating to the safety of ships. Fire-fighting systems shall be kept in good working order and readily available for immediate use. The vessel is certificated as an unmanned machinery space. The PSCO noted that crew had turned off the water mist system during maintenance on January 10 and never placed the system back on line rendering the system incapable of automatically operating in the event of an engine room fire.

Ship Name: **RAINBOW QUEST**

Ship Type: **Oil Tankship**

Flag: **Hong Kong**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9186625**

Recognized Security
Organization (RSO):

Date of Action: **11/14/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Crucis Shipping Corporation S.A.

**Anglo-Eastern Shipmanagement (Singapore)
Pte. Ltd.**

Charterers

Heidmar Inc UK

Deficiencies: Code - Category

0610 - Lifeboats

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. PSCO noted the starboard life boat quarter had an approximately 15" x 1/2" fracture in the hull below the waterline.

Ship Name: **RENA**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

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

IMO Number: **9464780**

Recognized Security
Organization (RSO):

Date of Action: **9/24/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers

Trojan Maritime, Inc.

Saint Apostles Steamship Inc

Deficiencies: Code - Category

**0735 - Personal equipment - fire
fighting**

Description

Breathing apparatus shall be a self-contained compressed air-operated breathing apparatus for which the volume of air contained in the cylinders shall be at least 1,200 ltrs, or other self-contained breathing apparatus which shall be capable of functioning for at least 30 min. SCBAs used in fire drill had low air alarm sound shortly after donning. All air cylinder pressures for SCBA's were between 25-190 bar. Onboard SCBA bottles must be charged to at least 200 bar to contain 1200 ltrs of air.

Ship Name: **RESOLVE EARL**

Ship Type: **Towboat/Tug**

Flag: **Vanuatu**

Recognized Org: **DNV GL MARITIME**

IMO Number: **8516464**

Recognized Security
Organization (RSO):

Date of Action: **11/2/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers
Resolve Earl, Inc.

Deficiencies: Code - Category
0720 - Fire fighting equipment

Description
Every ship shall be provided with fire pumps, fire main, hydrants and hoses complying as applicable with the requirements of the this regulation. PSCO discovered the discharge piping from the fire /GS pump disconnected due to it's wasted condition rendering its water supply to the fire main ineffective.

Ship Name: **ROOK**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

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

IMO Number: **9404455**

Recognized Security
Organization (RSO):

Date of Action: **3/24/2015**

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

Action Taken: **Detention**

Port: **San Francisco, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Asproyi Shipping Co Ltd
Access Shipping Ltd.

Deficiencies: Code - Category
1560 - Charts

Description

Nautical charts and nautical publications such as Sailing Directions, List of Light, Notice to Mariners, tide tables and all other nautical publication necessary for the intended voyage, shall be adequate and up the date. Vessel conducted a 05 hour transit from San Pablo Bay to port of Stockton without the required charts on board (18660 and 18663). Vessel is not required to be equipped with ECDIS per regulations until 2017, and crew relied solely on Pilots; electronic navigation charts for transit.

Ship Name: **RUMBA**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **8700838**

Recognized Security
Organization (RSO):

Date of Action: **6/20/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Americas Marine Management Services, Inc.
Trans-Rumba S de RL

Charterers
Antillean Marine Shipping Corp.

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

**Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: 1-4. the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following deficiencies. These non-conformities taken with the remaining material deficiencies discovered are evidence that the ship and /or the company are not meeting the SMS requirements.
Recommend an external audit.**

No. 1- The company should clearly define and document the master's responsibility with regard to, verifying that specified requirements are observed. Although the company established procedures for maintenance of fire main piping , the master did not ensure the crew was properly following maintenance procedures which indicate the fire main line should be tested with a hammer under pressure once per month to ensure system integrity. The fire main line aft on the second deck ruptured during testing and is severely wasted.

No.2 - The company should establish procedures to ensure that new personnel and personnel transferred to new assignment related to safety are give proper familiarization with their duties. Although the second mate underwent familiarization training; he was unaware of the monthly maintenance requirement to test integrity of fire main lines.

No.3 - The company should establish procedures to ensure that the ship is maintained in conformities with eh provisions and that any non conformity is reported and corrective actions taken. The crew indicted that they periodically identify holes in the fire main during routine maintenance, yet they do not submit non-conformities to the company.

No.4 - The company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months. The last record of internal audit conducted by the company was fourteen months ago, date 23 April 2014.

0740 - Pumps

Fire fighting systems and appliances shall be maintained ready for use. Vessel's emergency fire pump is not ready for immediate use. The emergency pump is an installed self priming pump; yet to provide adequate fire main pressure the pump must be primed by a crew member and the general condition of the pump is poor and unreliable.

0725 - Fixed fire extinguishing installation

Fire -fighting systems and appliance shall be maintained ready for use. The fire main line on the aft second deck was severely wasted and holed. During operational test of the fire main, the piping ruptured resulting in inadequate water pressure.

Ship Name: **RUMBA**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Intermaritime Certification Services**

IMO Number: **8700838**

Recognized Security
Organization (RSO):

Date of Action: **1/29/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Americas Marine Management Services, Inc.
Trans-Rumba S de RL

Deficiencies: Code - Category

Description

0710 - Fire prevention

Automatic release of a fire-extinguishing medium shall not be permitted. The piping to the vessel's time delay bottle on the CO2 System was found disconnected allowing for the automatic release of CO2 into a manned space.

1220 - Freeboard marks

The ring, lines and letters shall be painted in white or yellow on a dark background or in black on a light background. They shall be permanently marked on the sides of the ship to the satisfaction of the administration. The vessel's load line markings do not match the markings shown on the International Load Lines Certificate and are the markings are not paint in contrasting colors.

Ship Name: **SAM FALCON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9586710**

Recognized Security
Organization (RSO):

Date of Action: **12/10/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention: **Bureau Veritas**

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

SPV Sam Falcon Inc.

Venturi Fleet Management S.A.

Charterers

**Agriculture and Energy Carrier LTD
(AEC)**

Deficiencies: Code - Category

Description

0750 - Fire prevention

The arrangements for the storage, distribution, and utilization of oil used in pressure systems shall be as such to ensure the safety of the ship and persons onboard. PSCO observed an excessive amount of leaks throughout the machinery space, particularly in the vicinity of the generator flats, purifier room and boiler.

0610 - Lifeboats

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and available for immediate use. PSCO observed the lifeboat steering gear inoperative.

0610 - Lifeboats

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and available for immediate use. PSCO observed davit inoperative for rescue boat.

2550 - Maintenance of ship and equipment

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations with additional requirements which may be established by the company. As evidenced by the failure of the rescue boat davit, inoperability of the lifeboat rudder, and lack of overall engineering maintenance, it is believed the vessel is not being maintained in accordance with the relevant rules and regulations. Recommend an additional ISM audit be carried out.

Ship Name: **SANTA CLARITA**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9358864**

Recognized Security
Organization (RSO):

Date of Action: **9/23/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Rickmers Shipmanagement GmbH & CIE. KG

Novellas MV "Santa Clarit" GmbH & Co. KG

Charterers

Alianca Navegacao E Logistica LTDA

Deficiencies: Code - Category

2540 - Emergency preparedness

Description

PSCO instructed Captain that the crew must conduct a drill in accordance with ship's procedures. After two attempts, the vessel's crew was not able to effectively conduct an enclosed space rescue drill to meet SOLAS and Safety Management System requirements. The current Chief Officer did not understand the requirement of a drill as defined and the Chief Officer attempted to run the drill, however, the crew was unfamiliar with requirements and the drill was not carried out in accordance with SMS.

Ship Name: **SC MARA**

Ship Type: **Containership**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9302578**

Recognized Security
Organization (RSO):

Date of Action: **10/7/2015**

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

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Organization Related
to Detention:

Unit: **Sector Maryland-NCR**

Ship Management: Owners, Operators, or Managers

C Mara Shipping S.A.

Executive Ship Management PTE LTD

Deficiencies: Code - Category

0715 - Detection

Description

A fixed detection, fire alarm system, and a sample extraction smoke detection system required in this regulation and other regulations in this part shall be of an approved type and comply with the fire safety system code. The smoke detection repeater panel was disconnected and unable to alarm as designed on the bridge and an extraction sampling line for cargo hold five aft and the emergency power supply was in fault as indicated by the control panel in the CO2 room.

Ship Name: **SEA MOON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9228227**

Recognized Security
Organization (RSO):

Date of Action: **6/13/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Genimar Shipping and Trading S.A.

Sea Moon Company Limited

Charterers

The Rice Cooperation

Deficiencies: Code - Category

0710 - Fire prevention

Description

PSCO observed the quick closing fuel shutoff valve on the No. 1 HFO Storage Tank blocked in the open position with a wooden block. As a result, the valve is not capable of being remotely closed from outside the space in the event of a fire.

Ship Name: **SEA MOON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9228227**

Recognized Security
Organization (RSO):

Date of Action: **5/19/2015**

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

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Organization Related
to Detention:

Unit: **Sector Delaware Bay**

Ship Management: Owners, Operators, or Managers
Genimar Shipping and Trading S.A.
Sea Moon Company Limited

Deficiencies: Code - Category

Description

2550 - Maintenance of ship and equipment

The Chief Engineer must ensure all maintenance, sludge, bilge and incinerator entries are made in the oil record book (ORB). Entries made in the oil record book from March 2015 to May 2015 do not match the sound logs. The ORB weekly tank level sounding does not match the daily sounding logs. Also, PSCO found 19 discrepancies between oily waste incinerator entries made in the ORB compared to the vessel's Engine Logbook during the last 30 days. Engineers were observed operation the oily water Separator, by using a fresh water diluting method to maintain a sample below 15ppm requirements. Vessel not conduction/logging require OWS maintenance in ORB. Recommend external audit.

1730 - Oily-water separating equipment

PSCO observed engineers diluting water entering OWS and Oil Content Meter (OCM) to produce effluent less than 15ppm, Engineers could not demonstrate proper operation without the introduction of fresh water into the OCM.

1710 - Oil record book

PSCO found multiple occasions were tank levels dropped in example, while in the port of Romania on April 08, 2015, the vessel has a receipt for 15 cubic meters of bilge water discharged ashore with no corresponding drop in the vessel's sounding logs on the same day. the on April 11, 2015 through April 14, 2015 while transiting from Romani to Turkey in the Black Sea (a MMARPOL special rags are) there was a 10.84 cubic meter drop in the vessel's Bilge Water Tank in the sounding logs with no correspond entry in the Oil Record Book.

Ship Name: **SERVET ANA**

Ship Type: **Bulk Carrier**

Flag: **Turkey**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9443774**

Recognized Security
Organization (RSO):

Date of Action: **5/7/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Deval Nakliyat A.S.

Devmarin Denizcilik Anonim Sirketi

Charterers

XO Shipping A/S

Deficiencies: Code - Category

Description

0299 - Other (Crew)

PSCO observed the engine room fixed fire-fighting water mist system water supply valve closed. Chief Engineer stated that it must have been close since the last time the electrician tested the water mist system. Records indicated that fire detection system and portable fire extinguishers were tested on 03May15. The valve has been closed for 4 days while transiting the open ocean from Mexico to New Orleans.

0715 - Detection

PSCO observed two plastic covers place over smoke detectors in the Engineers Workshop and Electricians workshop. Chief Engineer stated that the covers were placed to prevent the alarm system from going off during welding and generator overhaul and were never removed. Chief Engineer stated that the detectors had been disabled for two days.

0725 - Fixed fire extinguishing installation

PSCO found the main water supply valve to hyper mist system in the closed position, rendering the system inoperable in the event of an engine room fire.

Ship Name: **SESTREA**

Ship Type: **Oil Tankship**

Flag: **Liberia**

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

IMO Number: **9406659**

Recognized Security
Organization (RSO):

Date of Action: **1/3/2015**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Organization Related
to Detention:

Unit: **Sector Corpus Christi**

Ship Management: Owners, Operators, or Managers

Chandris (Hellas) Inc.

Amphinome Shipping Inc.

Deficiencies: Code - Category

**1795 - Other (Suspected Of
Discharge Violation)**

Description

Subject to the provisions of regulation 4 of this annex and paragraph 2,3, and 6 of this regulation any discharge into the sea of oil or oily mixtures shall be prohibited. The vessel was discharging oily mixtures into the sea by bypassing the oil content meter to recorded the effluent being under 15ppm.

1710 - Oil record book

The oil record book part 1 shall be completed on each occasion whenever any machinery space operation takes place on the ship. PSCO's discovered during an expanded MARPOL exam that the sounding of the tanks listed in the IOPP Form B were different than what was recorded in the oil record book. After further review PSCO's discovered that the weekly sounding log had different measurements than the oil record book for the past six months.

Ship Name: **SG FRIENDSHIP**

Ship Type: **Chemical Tankship**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9288576**

Recognized Security
Organization (RSO):

Date of Action: **7/24/2015**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related
to Detention:

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers
M.T.M. Ship Management Pte. Ltd.
SG Line S.A.

Charterers
Odfjell Chemical Tankers SA

Deficiencies: Code - Category

Description

**1795 - Other (Suspected Of
Discharge Violation)**

Vessel's crew manually collects a mixture of oil residue and water from the purifiers transferring the mixture into a hard pipe by means of a funnel that connects to the clean drain tank. The clean drain tank is connected to the fire main system. The waste oil tank is capable of being drained into the clean drain tank. The system was manipulated so that oily mixtures could be added to clean drain tank using installed systems and modifications by crew. Clean drain tank is not listed in the IOPP Certificate. This piping arrangement does not ensure the effluent discharge into the sea has an oil content less than 15 ppm.

**1730 - Oily-water separating
equipment**

The three-way valve on oily-water separator does not change position when 15PPM alarm actuates the solenoids and OWS continues to discharge overboard when 15PPM level is exceeded.

**0725 - Fixed fire extinguishing
installation**

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Emergency fire pump could not take suction during operational test.

0999 - Other (Safety In General)

Gland packing on No.1 boiler feed water pump is leaking excessively and needs to be repacked. The automatic filling valve which services the boiler has major leaks and requires new Teflon packing. Oil piping leading to incinerator has oil leaks with standing oil under deck plates. Incinerator has exposed wiring and oil-soaked solenoid. No. 1 & No. 2 generators have oil leaks at the turbochargers. No. 2 economizer circulation pump is inoperable. No. 1 economizer circulation pump has excessive water leak. Fresh water generator pump has excessive leaks and exposed wiring. No. 1 and No. 2 fire pumps are leaking excessively at the shaft glands. Main air compressor No.1 has excessive lube oil leaks. Blower motor for marine sanitation device does not operate. The sight glasses on No. 1 and No. 2 waste oil tanks do not indicate the tank levels.

2510 - Safety and environmental policy

The company and the ship shall comply with the requirements of the International Safety Management Code. 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 Safety Management System as noted by the deficiencies found during PSC Exam.

1499 - Other (Prop. & Aux. Machinery)

Incinerator could not maintain a minimum of 850 C, the minimum temperature required for burning sludge. After the initial warm-up period was achieved with diesel, and the fuel source was shifted to waste oil, the temperature would drop and stabilize 550 C, Normal operation on waste oil could not be achieved.

1730 - Oily-water separating equipment

The first stage baffle/catch plate of the oily water separator had a hole caused by corrosion, due to lack of maintenance approximately 8 inches in length and 2 inches in height. The strainer between the 2nd stage to the 3rd stage was found clogged excessively with sludge and sediment. Additionally, the coalescing element was found heavily fouled by oil and sludge and the metal housing was corroded through at several locations. This damage and lack of maintenance does not allow the oily water separator to function as designed.

Ship Name: **SHANGHAI SPIRIT**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9326328**

Recognized Security
Organization (RSO):

Date of Action: **4/10/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Asia Maritime Pacific (Shanghai Limited)

Shanghai Spirit Shipping Limited

Charterers

Gulf Inland Marine Services

Deficiencies: Code - Category

0715 - Detection

Description

The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: fire detection and fire alarm systems. PSCO observed a failure in the smoke detectors above the boilers, service generators, and lube oil pumps.

Ship Name: **SHIN CO-OP MARU**

Ship Type: **Oil Tankship**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **8609840**

Recognized Security
Organization (RSO):

Date of Action: **5/27/2015**

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

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Organization Related
to Detention:

Unit: **Sector Honolulu**

Ship Management: Owners, Operators, or Managers
Kumazawa Kaiun Co., Ltd.
Kuma Shipping Corporation

Charterers
JF Zengyoren

Deficiencies: Code - Category

Description

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

Machinery and associated piping systems shall be of a design and construction adequate for the service which they are intended. Main salt water intake line in engine room is holed and leaking.

0740 - Pumps

Machinery and associated piping systems shall be of a design and construction adequate for the service which they are intended. Fire and general service pump has two unapproved soft patches on the intake side of piping.

**0725 - Fixed fire extinguishing
installation**

Fire extinguishing appliances shall be kept in good working order and available for immediate use. Emergency fire pump fire main is holed and leaking in vicinity of provision store room.

Ship Name: **SILVER LADY**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9279367**

Recognized Security
Organization (RSO):

Date of Action: **12/31/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Aims Shipping Corp.

Yokwe Shipholding Co.

Charterers

Pacific Bulk Supramax 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. PSCO found the main water supply valve to the hyper mist system in the closed position, rendering the system inoperable in the event of an engine fire.

Ship Name: **SINFONIA**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9478468**

Recognized Security
Organization (RSO):

Date of Action: **8/12/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

Adoramar Shipping Inc

World Marine Co. Ltd

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

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. Starboard lifeboat/rescue boat was found with a patch covering a hole in the top shell of the lifeboat. No documentation recording cause of damage or notification to company, RO, or Administration.

Ship Name: **SKAFTAFELL**

Ship Type: **Bulk Carrier**

Flag: **Gibraltar**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9137741**

Recognized Security
Organization (RSO):

Date of Action: **2/26/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention:

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers

**Briese Schifffahrts Bmbh & Co. KG Ms
Briesetal**

Neuwerk Shipping Company Limited

Deficiencies: Code - Category

**1730 - Oily-water separating
equipment**

Description

Any ship of 400 gross tons and above shall be fitted with oil filtering equipment that will ensure any oily mixture discharged into the sea has an oil content not exceeding 15PPM. The vessel's crew was unable to demonstrate proper operation of system. The oil filtering equipment automatic stopping device failed to operate and did not stop overboard discharge of effluent during test. PSCO allowed crew several attempts with negative results.

Ship Name: **SOPHIE OLDENDORFF**

Ship Type: **Bulk Carrier**

Flag: **Portugal**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9138109**

Recognized Security
Organization (RSO):

Date of Action: **2/12/2015**

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

Action Taken: **Detention**

Port: **Tampa, Florida**

Organization Related
to Detention:

Unit: **Sector St Petersburg**

Ship Management: Owners, Operators, or Managers

Oldendorff Carriers GMBH & CO. KG

Deficiencies: Code - Category

**0910 - Closing devices watertight
doors**

Description

The number of openings in watertight subdivisions is to be kept to a minimum compatible with design and proper working of the ship. Where penetrations of watertight bulkheads are necessary, arrangements are to be made to maintain watertight integrity. Watertight doors in the conveyor tunnel were found to not be watertight and not operating properly..

Ship Name: **STADIONGRACHT**

Ship Type: **General Dry Cargo Ship**

Flag: **Netherlands**

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

IMO Number: **9202508**

Recognized Security
Organization (RSO):

Date of Action: **5/31/2015**

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

Action Taken: **Detention**

Port: **Jacksonville, Florida**

Organization Related
to Detention:

Unit: **Sector Jacksonville**

Ship Management: Owners, Operators, or Managers

Spliethoffs Bevrachtingskantoor BV

Rederij Stadiongracht

Deficiencies: Code - Category

1720 - Control of discharge of oil

Description

PSCO observed failure of 3-way pneumatic valve during operational test of OWS. 15 ppm oil content meter alarmed and pneumatic valve system failed to close the 3-way valve, thus allowing effluent to continue to flow to overboard valve and bilge top.

Ship Name: **SUAH**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9000376**

Recognized Security
Organization (RSO):

Date of Action: **3/3/2015**

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

Action Taken: **Detention**

Port: **Dutch Harbor, Alaska**

Organization Related
to Detention:

Unit: **MSD UNALASKA**

Ship Management: Owners, Operators, or Managers

Nok Co., Ltd S.A.

Khana Maritime Ltd

Charterers

Boyang Ltd.

Deficiencies: Code - Category

Description

0740 - Pumps

The vessel's emergency fire pump did not provide suction of water limiting fire-fighting capability in an emergency.

0950 - Electric equipment in general

Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the administration with a stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts. The primary battery pack bank use to start the emergency generator was dead allowing only 01 means of starting from the secondary battery bank.

1730 - Oily-water separating equipment

Oil filtering equipment shall be such as will ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 PPM. The 3 way valve does not close and still allows effluent to be discharged overboard even when the Oil content meter alarm is above 15 PPM.

1730 - Oily-water separating equipment

Oil filtering equipment shall be provided with alarm arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 PPM. The oil content meter effluent sample line is not allowing flow to the meter. Without sample flow, the oil content meter is unable to verify the processed water discharged overboard is below 15 PPM.

Ship Name: **SVITZER ANGLIA**

Ship Type: **Towboat/Tug**

Flag: **Venezuela**

Recognized Org: **Not Classsed**

IMO Number: **8415146**

Recognized Security
Organization (RSO):

Date of Action: **12/2/2015**

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

Action Taken: **Detention**

Port: **Ponce, Puerto Rico**

Organization Related
to Detention:

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers

Inversora Poona

Charterers

Carib Pipeline

Deficiencies: Code - Category

Description

0740 - Pumps

Sanitary, ballast, bilge, or general service pumps may be accepted as fire pumps, provided that they are not normally used for pumping oil and that, if they are subject to occasional duty for the transfer or pumping of fuel oil, suitable change-over arrangements are fitted. The vessel's fire pump is connected to the bilge piping system allowing bilge water to pass through firemain piping. While conducting an operational test of the fire pump, the PSC team witnessed excessive oily water discharge through and from the fire station on the main deck.

1299 - Other (Load Lines)

Load Line marking ring, lines and letters shall be painted in white or yellow on a dark ground or in black on a light ground. They shall also be permanently marked on the sides of the ships to the satisfaction of the Administration. The marks shall be plainly visible and if necessary, special arrangements shall be made for this purpose. The PSC examiners were not able to locate or visibly observe the Load Line mark due to excessive marine life growth on the ships hull; PSCO was unable to determine whether or not the load line was submerged.

0725 - Fixed fire extinguishing installation

The fixed pressure water-spraying system shall be kept charged at the necessary pressure. The vessel's fixed pressure water-spraying system was found to be half empty with an unknown fault indicator light illuminated on the control panel.

0660 - Lifejackets

Ships shall carry for every person on board a life-jacket of an approved type and, in addition, unless these life-jackets can be adapted for use by children, a sufficient number of life-jackets suitable for children. Each life-jacket shall be suitably marked showing that it has been approved by the Administration. All life-jacket onboard were not of the approved type nor was there any proof of approval by the administration.

Ship Name: **TALOFA**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Vanuatu**

Recognized Org: **Korean Register of Shipping**

IMO Number: **8223311**

Recognized Security
Organization (RSO):

Date of Action: **11/30/2015**

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

Action Taken: **Detention**

Port: **American Samoa**

Organization Related
to Detention:

Unit: **MSD AMERICAN SAMOA**

Ship Management: Owners, Operators, or Managers
Kova Fisheries, Co., Ltd

Deficiencies: Code - Category

Description

0611 - Lifeboat inventory

The equipment of every lifeboat shall consist of a mast, with sail (colored orange). The port lifeboat sail was found in a torn and rotten condition. Several large holes, longer than 10 inches, were discovered through the sail. The crew is unable to repair the holes due to degraded and rotten sail material. The vessel does not carry a spare sail.

0611 - Lifeboat inventory

The port and starboard lifeboat cover support brackets are rusted an in such a wasted condition that they will not fit in the designated holes outfitted on the lifeboat rails. The support brackets will not support either of the lifeboat covers and the crew does not have adequate protection from the elements in the event of an abandon ship.

0610 - Lifeboats

All life-saving appliances shall be kept in working order and available for immediate use. PSCO discovered an 11.5 inch fore to aft tear located on the starboard hull on the port lifeboat fiberglass reinforced plastic hull. The tear in the hull permits the entry of water along the starboard side hull of the port lifeboat.

0611 - Lifeboat inventory

The normal equipment of every lifeboat shall consist of a mast or masts together with sails. The port lifeboat seat that provides a mast step support for the lifeboat mast is rotten and does not provide adequate support for the mast under sail.

0610 - Lifeboats

A motor lifeboat engine shall have sufficient fuel for 24 hours of continuous operation at normal speed ahead in smooth waters. The starboard lifeboat fuel tank support brackets are wasted and no longer hold the fuel tank in position. The free movement of the fuel tank within the lifeboat caused the fuel delivery line to fold over and crimp, restricting the fuel delivery to the engine.

0986 - Bulkheads - operational damages

Fire integrity of all bulkheads and decks shall comply with Table 1 to 4 in SOLAS 74 Ch. II-2 Regulation 20. PSCO discovered a 1 inch hole in the aft bulkhead of the wheelhouse (control station). The hole penetrates the bulkhead and compromised the A-60 boundary.

**0745 - Fire-dampers remote control,
etc.**

All openings in A Class divisions shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the division which they are fitted. Fire dampers on the port and starboard side of the refrigeration machinery room located on the boat deck are wasted and no longer provide adequate protection.

Ship Name: **TAOKAS WISDOM**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9338577**

Recognized Security
Organization (RSO):

Date of Action: **10/7/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers

**Well Shipmanagement and Maritime
Consultant Co., L**

Taokas Wisdom S.A..

Deficiencies: Code - Category

Description

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. While attempting to lower the port lifeboat during the abandon ship drill, PSCO noticed the forward floating sheave and the top aft davit arm sheave were not functional and appeared to be seized and immovable. This condition caused extreme tension on port lifeboat fall, and crew could not launch the port lifeboat from the outboard position. Review of ships logs revealed life saving maintenance was conducted by the crew on 26 September 2015 and indicate that weekly and monthly inspections on lifeboat's were conducted and found in good working order. The Starboard lifeboat was not tested. Safety Management documentation regarding the substandard condition of the port lifeboat was not found on board.

0925 - Musters and drills

Every crew member with assigned duties shall be familiar with these duties before the voyage begins. Crew failed 2 fire drills. During the first fire drill, crew did not properly don PPE and did not set fire boundaries. PSCO allowed the crew time to practice. During second drill, members entered the area of fire without PPE and fire fighters donned equipment improperly. In addition, severe communications failures were witnessed. The working language of the vessel is English and the crew could not effectively communicate during the fire drill.

Ship Name: **TOURAINÉ**

Ship Type: **LPG Gas Carrier**

Flag: **Hong Kong**

Recognized Org: **Bureau Veritas**

IMO Number: **9134165**

Recognized Security
Organization (RSO):

Date of Action: **3/1/2015**

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

Action Taken: **Detention**

Port: **Mobile, Alabama**

Organization Related
to Detention: **Bureau Veritas**

Unit: **Sector Mobile**

Ship Management: Owners, Operators, or Managers
Exmar Shipmanagement NV
Exmar Gas Shipping Limited

Deficiencies: Code - Category

**1850 - Fire protection cargo deck
area**

Description

A water spray system for cooling, fire protection & crew protection shall be installed capable of covering all areas mentioned in ICG Code 11.3.1 with a uniformly distributed water-spray of at least 10l/m2 per minute. PSCO noted when system was tested failure of the system. Main line to starboard manifold is deteriorate approximately 5 feet to the point pressure cannot be maintained to the entire system.

Ship Name: **TRANSPINE**

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

Flag: **Sweden**

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

IMO Number: **9216638**

Recognized Security
Organization (RSO):

Date of Action: **2/17/2015**

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

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Organization Related
to Detention:

Unit: **Marine Safety Detachment Lewes**

Ship Management: Owners, Operators, or Managers
Transatlantic Shipping AB
Longitude Shipping (UK) Ltd

Charterers
Spliethoff Bevr.kanf.

Deficiencies: Code - Category

Description

**1730 - Oily-water separating
equipment**

Any ship of 10,000 gross tons and above shall be fitted with oil filtering equipment that will ensure any oily mixture discharged into the sea has an oil content not exceeding 15 PPM. The OWS could not produce a sample below 15ppm. Both bilge holding tanks were utilized during the OWS testing with Oil Content Meter (OCM) readings of EE, 25ppm, and 30ppm. The OCM failed to properly operate and never displayed a reading below 15ppm.

1710 - Oil record book

The oil record book shall be completed on each occasion so that all entries in the book appropriate to that operation are completed. Significant discrepancies were found between the Oil Record Book (ORB) and the OCM data. Approximately 12 hours of OWS operation was recorded on the OCM data card, but was not recorded in the ORB.

**1795 - Other (Suspected Of
Discharge Violation)**

A ship when in a port of another party is subject to inspection by officers duly authorized by such Party concerning operational requirements under Marpol, Annex I, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures in relation to the prevention of oil. The Second Engineer stated that in order to pump overboard through the OWS, he would remove and place a plug in the sample line to the OCM. This allowed the OWS to pump overboard without ensuring the effluent was below 15ppm.

2510 - Safety and environmental policy

Objective evidence discovered during an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System. Vessel crew reported to company a side door starboard side was leaking allowing seawater ingress. Company failed to report this to the Class. Required OCM testing was not conducted for 4 month period and no history of OWS maintenance was recorded. PSC Officer was provided with evidence that the OCM was intentionally bypassed in violation of the Safety and Environmental Protection Policy. An external audit of the vessel's Safety Management System is recommended.

Ship Name: **TRANSPORT**

Ship Type: **Containership**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Not Classed**

IMO Number: **7122572**

Recognized Security
Organization (RSO):

Date of Action: **9/2/2015**

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

Action Taken: **Detention**

Port: **New Bedford, MA**

Organization Related
to Detention:

Unit: **Marine Safety Detachment New Bedf**

Ship Management: Owners, Operators, or Managers

Morton & Company

Ariane Shipping Corporation

Deficiencies: Code - Category

Description

0690 - Line throwing apparatus

Line throwing appliances shall be capable of carrying a line not less than 250 yards (or 230 meters) with reasonable accuracy, and shall include not less than four projectiles and four lines. The four projectiles for the line throwing appliances located on the navigational bridge expired on September of 2011.

0650 - Lifebuoys

All lifebuoys shall be so placed as to be readily accessible to the persons on board, and at least two of the lifebuoys provided with self-igniting lights. The self activating smoke apparatus's located on each bridge wing expired on April 2015.

Ship Name: **TYCOON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9215543**

Recognized Security
Organization (RSO):

Date of Action: **10/29/2015**

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

Action Taken: **Detention**

Port: **San Pedro, California**

Organization Related
to Detention:

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

Ship Management: Owners, Operators, or Managers

Tycoon Maritime S.A.

Delek Transport Agency Inc.

Deficiencies: Code - Category

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

Description

Where an emergency source of electrical power is a generator, it shall be started automatically upon failure of the main source of power and automatically provide electrical power to the emergency switchboard. The emergency diesel generator failed to provide electrical power to the emergency switchboard once started. Power to services that are essential for safety in an emergency was not available.

Ship Name: **UACC MESSILA**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9489077**

Recognized Security
Organization (RSO):

Date of Action: **10/25/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Messila Tanker, Inc.

Selandia Ship Management (India) Pvt. Ltd

Charterers

Cargill ETM

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 the painters for all life rafts attached directly to the cradles preventing the proper operation of the float free devices.

2540 - Emergency preparedness

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 to the safety of ships, where there are clear ground for believing that the Master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The PSCO observed the painters for all life rafts improperly installed. During an expanded exam of the ship's records, and while interviewing the crew, it was determined there was insufficient knowledge of proper life raft installation and inspections.

Ship Name: **UBC SAIKI**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9255062**

Recognized Security
Organization (RSO):

Date of Action: **4/13/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Athena Marine Co., Ltd.

Southern Queen Shipping Company Limited

Charterers

CAI Trading, LLC

Deficiencies: Code - Category

0715 - Detection

Description

A ship when in the 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 noted 01 smoke detector covered with a plastic bag in the engine room, rendering the detector inoperable in the even of a fire.

Ship Name: **UBC SAVANNAH**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9220976**

Recognized Security
Organization (RSO):

Date of Action: **1/22/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
Groupero Shipping Co., Ltd
Athena Marine Co., Ltd.

Charterers
Cargill Americas Inc.

Deficiencies: Code - Category

1430 - Auxiliary engines

Description

When the emergency source of electrical power is a generator, it shall start automatically upon failure of the main power source. Electrical installations shall be such that all electrical auxiliary services are maintained without recourse to emergency power. Stored energy of starting arrangements shall be maintained at all times and used for no other purpose than operating the emergency generator. PSCO found the emergency generator incapable of an automatic start due to no power source supplied to the starter. The battery source selector switch was in the #1 battery bank position; however, the #1 battery bank was wired by the crew to the 24 volt electrical distribution panel on the bridge to power navigational equipment because the power inverter on the panel was inoperable. The # 2 battery bank was also tested and did not have sufficient power to start the emergency generator.

2550 - Maintenance of ship and equipment

A ship is subject to control by officers in respect to safety of ships, when there are clear grounds for believing the master/crew are not familiar w/ essential shipboard safety procedures relating to the safety of ships. The bridge navigational equipment's 24 volt power inverter failed. The crew then rigged the #1 emergency generator starting battery bank to supply power to the navigation equipment on the bridge. Due to the excessive load on the #1 battery bank supplying 24 volt power to the bridge, various fuses were removed to reduce the load to the battery bank. Those fuses removed powered the fire detection system, public address system, and MF/HF radios.

Ship Name: **UNITED BANNER**

Ship Type: **Oil Tankship**

Flag: **Greece**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9307097**

Recognized Security
Organization (RSO):

Date of Action: **5/20/2015**

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

Action Taken: **Detention**

Port: **Alameda, California**

Organization Related
to Detention:

Unit: **Sector San Francisco**

Ship Management: Owners, Operators, or Managers
Marine Management Services
United Banner, Inc

Deficiencies: Code - Category

Description

2020 - Fire drills

The crew was unable to demonstrate proficiency in performing a satisfactory fire drill as evidenced by two consecutive failed fire drills. During the fire drills, the crew did not establish proper fire boundaries as per their SOLAS training manual and did not properly don personal protective equipment prior to entering the space.

**2099 - Other (SOLAS Related
Operational Def.)**

During COC exam, the following items were discovered in engineering spaces; Fuel transfer pump lagging soaked with oil on #1 and #2 fuel oil settling tank; Fuel leakage discovered on top of tanks from surrounding pipe and fuel oil flange, resulting in insulation being saturated with HFO; #1 and #2 generators discovered with active leakage of fuel oil going into the lower engineering spaces, adjacent to the emergency exit.

Ship Name: **UNITED MOJANDA**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9632612**

Recognized Security
Organization (RSO):

Date of Action: **2/19/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
United Seven GmbH & Co. KG
Orange 25 GmbH & Co. KG

Charterers
Western Bulk Pte Ltd.

Deficiencies: Code - Category

**2099 - Other (SOLAS Related
Operational Def.)**

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 is clear grounds for believing that the master or crew are not familiar with shipboard procedures relating to the safety of ships. PSCO observed the quick closing fuel shutoff valve on the No. 1 HFO settling tank for the main engine blocked in the open position with four blocks of wood rendering the valve incapable of being remotely closed from outside the space in the event of a fire. The Chief engineer stated the quick closing valve was blocked open to prevent a ship blackout.

0710 - Fire prevention

Fire-fighting systems and appliances shall kept in good working order and readily available for immediate use. The PSCO discovered the quick closing fuel shutoff valve on the No.1 HFO settling tank for the main engine was blocked in the open position with four blocks of wood rendering the valve incapable of being remotely closed from outside the space in the event of a fire.

Ship Name: **VALPARAISO I**

Ship Type: **Containership**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **6522921**

Recognized Security
Organization (RSO):

Date of Action: **1/28/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
Apollon Cargo Multiple Services

Deficiencies: Code - Category

2545 - Reports/analysis of non-conformities, etc.

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities. These deficiencies are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit. (1) The company failed to acknowledge or provide adequate support and resources allowing the vessel to sail for two voyages without critical safety equipment; including SCBA mask and pyrotechnic (ISM Code 3.3). (2) The vessel submitted requisitions for pyrotechnics and SCBAs on 24Nov2014. The vessel has not received required equipment (ISM Code 6.1.3). (3) The Second Engineer Officer does not hold a valid license or endorsement (ISM Code 6.2). (4) The ship's maintenance checklist does not include pyrotechnics and quick-closing valves which are included in the Company critical equipment list (ISM Code 7).

0220 - Certificates of competency

All seafarers serving on board shall provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The Second Engineer did not have a valid Bolivian flag state endorsement or proof of an application.

0220 - Certificates of competency

All seafarers serving on board who are required to be certificated in accordance with the Convention shall hold an appropriate certificate. The Second Engineer does not hold a valid national STCW certificate of a license.

0220 - Certificates of competency

The vessel failed to comply with the applicable safe manning requirements of the Administration. The vessel's only engineering officer required by the Minimum Safe Manning Certificate does not hold a valid certificate of a license.

Ship Name: **VALPARAISO I**

Ship Type: **Containership**

Flag: **Bolivia**

Recognized Org: **CONARINA**

IMO Number: **6522921**

Recognized Security
Organization (RSO):

Date of Action: **12/2/2015**

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

Action Taken: **Detention**

Port: **Key Largo, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Caribbean Ship Services, Inc.

Apollon Cargo Multiple Services

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

Objective evidence discovered during an expanded ISM exam revealed that the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures. Master was not knowledgeable of the company SMS and failed to conduct required training and drills. The C/E did not have adequate understanding of MARPOL Annex I requirements and was not properly maintaining the Oil Record Book.

Ship Name: **WASABORG**

Ship Type: **Containership**

Flag: **Cyprus**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9141625**

Recognized Security
Organization (RSO):

Date of Action: **7/28/2015**

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

Action Taken: **Detention**

Port: **Key Largo, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers

Conmar Shipping GmbH & Co KG

Schiffahrtsgesellschaft Zachariassen

Charterers

Wasaborg Shipping Company Limited

Deficiencies: Code - Category

**0135 - Minimum safe manning
certificate**

Description

During the course of a Port state Control examination, the Master was suspected of intoxication due to strong smell of alcohol. Reasonable cause testing was conducted by means of an alcohol breath-analyzer and the Master's Blood Alcohol Content (BAC) was 0.104 and subsequent test was 0.108 BAC, far exceeding the 0.05 limit set by the Standards of Training, Certification and Watch keeping for Seafarers (STCW) Code. The Master was unable to perform his duties in a competent manner as require under STCW 95 Reg I/4 and was relieved.

Ship Name: **WASABORG**

Ship Type: **Containership**

Flag: **Cyprus**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9141625**

Recognized Security
Organization (RSO):

Date of Action: **6/9/2015**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related
to Detention:

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers
Schiffahrtsgesellschaft Zachariassen
Conmar Shipping GmbH & Co KG

Charterers
Hyde Shipping Corporation

Deficiencies: Code - Category

Description

2015 - Communication

Instructions, onboard training and drills shall be provided to provide crews with correct procedures to handle emergency situations. All training manuals are written in English; however the Chief Engineer and second engineer do not comprehend English and cannot demonstrate a working knowledge of the vessels training manuals.

1430 - Auxiliary engines

Where the emergency source of electrical power is the generator it shall be started automatically upon failure of the main source of electrical power supply. The emergency generator would not start automatically from the battery bank; however it was able to be started hydraulically, its secondary means of operation

1330 - Winches and capstans

The vessels port side anchor windlass and starboard aft mooring capstan are inoperable.

Ship Name: **WIGEON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9358395**

Recognized Security
Organization (RSO):

Date of Action: **1/28/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Orynx Shipping Inc (Foreign Maritime Entity

Seastar Shipmanagment Ltd

Deficiencies: Code - Category

**0635 - Launch arrangements for
rescue boats**

Description

**Before a ship leaves port and at all times, all life-saving
appliances shall be ready for immediate use. The rescue
boat is incapable of being launched due to the rescue
boat's hydraulic pump being inoperable, rendering the
davit incapable of slewing left or right for launching.**

**2550 - Maintenance of ship and
equipment**

**There are clear grounds for believing the crew is
unfamiliar with procedures relating to the safety of
ships. The PSCO observed that both port side inflatable
life raft painters were permanently attached to the ship
and not attached using the weak links. The crew stated
they were installed OCT2014 & had not been changed
since. Maintenance logs were reviewed and showed the
painter/weak links were checked good during every
inspection since OCT 2014.**

Ship Name: **WIGEON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9358395**

Recognized Security
Organization (RSO):

Date of Action: **5/18/2015**

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

Action Taken: **Detention**

Port: **Cleveland, Ohio**

Organization Related
to Detention:

Unit: **Marine Safety Unit Cleveland**

Ship Management: Owners, Operators, or Managers

Seastar Shipmanagment Ltd

Orynx Shipping Inc (Foreign Maritime Entity

Charterers

Canfornav Inc.

Deficiencies: Code - Category

0945 - Emergency lighting, etc

Description

Emergency generator could not be started in automatic mode. Vessel battery bank for primary starting had failed.

0720 - Fire fighting equipment

Vessel emergency fire pump is unable to produce firefighting water. Upon an operational test of the emergency fire pump, it was discovered that the mechanical seal has failed and the pump will not draw a suction

Ship Name: **WIGEON**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9358395**

Recognized Security
Organization (RSO):

Date of Action: **7/15/2015**

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

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Organization Related
to Detention:

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers

Seastar Shipmanagement Ltd

Orynx Shipping Inc (Foreign Maritime Entity

Charterers

Canfornav Inc.

Deficiencies: Code - Category

Description

**1790 - Ship type designation - Annex
I**

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.

1799 - Other (MARPOL Annex I)

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. While testing the OWS system, it was apparent the crew was unfamiliar with proper operation of the system. It was also determined the system was rendered inoperable by a foreign object blocking effluent to the oil content meter.

0615 - Rescue boats

Rescue boats shall be stowed in a continuous state of readiness for launching in not more than 5 minutes. During testing of the rescue boat, the crew took over 20 minutes to start the boat.

**2550 - Maintenance of ship and
equipment**

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. At the time of PSC exam, PSCO observed the vessel's fixed water mist system to be rendered inoperative and not readily available in the event of an engine room fire.

2510 - Safety and environmental policy

A ship when in a port of another Contracting Government is subject to control by officers 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. Due to conditions found and the crew's perceived lack understanding of shipboard safety, ISM audit is requested prior to departure.

Ship Name: **XIN FANG CHENG**

Ship Type: **Containership**

Flag: **China**

Recognized Org: **China Classification Society**

IMO Number: **9309930**

Recognized Security
Organization (RSO):

Date of Action: **10/4/2015**

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

Action Taken: **Detention**

Port: **Hampton Roads, Virginia**

Organization Related
to Detention:

Unit: **Sector Hampton Roads**

Ship Management: Owners, Operators, or Managers

China Shipping Container Lines Co. Ltd.

Deficiencies: Code - Category

Description

1410 - Propulsion main engine

Means shall be provided to control leaks of flammable liquids. PSCO found fuel oil pouring from main engine #3 cylinder fuel injector while operating.

1499 - Other (Prop. & Aux. Machinery)

A means shall be provided to control leaks of flammable liquids. PSCO found excessive leaks of flammable liquids leaking into a bucket under the boiler's blower.

1430 - Auxiliary engines

The condition of the ship and it's equipment shall be maintained to conform with the present regulations to ensure the ship is fit to proceed to sea without danger to ship or persons onboard. PSCO found excessive fuel oil leaking into a bucket under the #2 ship's service generator.

1499 - Other (Prop. & Aux. Machinery)

A means shall be provided to control leaks of flammable liquids. PSCO found excessive fuel oil leading into a bucket under the #1 steam heating cylinder in the purifier room.

1430 - Auxiliary engines

The condition of the ship and it's equipment shall be maintained to conform with the present regulations to ensure the ship is fit to proceed to sea without danger to ship or persons onboard. PSCO found excessive fuel oil leaking into a bucket under the #3 ship's service generator.

1430 - Auxiliary engines

A means shall be provided to control leaks of flammable liquids. PSCO found fuel oil leaking from the emergency generator's remote fuel shut-off valve.

2550 - Maintenance of ship and equipment

The company and ship shall comply with the requirements of the ISM code. The combined significance of the total deficiencies indicate a substantial non-compliance with the ISM code, and may pose a serious threat to the ship and crew. The PSCO found numerous fuel leaks throughout the engine room creating a hazardous situation and recommends an external ISM audit.

1430 - Auxiliary engines

The condition of the ship and it's equipment shall be maintained to conform with the present regulations to ensure the ship is fit to proceed to sea without danger to ship or persons onboard. PSCO found excessive fuel oil leaking into a bucket under the #1 ship's service generator.

1499 - Other (Prop. & Aux. Machinery)

Means shall be provided to control leaks of flammable liquids. PSCO found fuel oil pouring from the #2 fuel supply pump in the purifier room.