

Ship Name: **ACHILLES II**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9269001**

Recognized Security  
Organization (RSO):

Date of Action: **1/30/2017**

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  
**Maritime Enterprises Management S.A.**  
**Whitney International Ltd**

Charterers  
**Cargill Ocean Transportation**

Deficiencies: Code - Category  
**0220 - Certificates of competency**

Description  
**Any certificate required by the convention must be kept available in its original form on board the ship of which the holder is serving. During an exam of crew licenses and endorsements it was discovered that the chief engineer could not provide proof of a valid license nor flag endorsement.**

Ship Name: **AFTERHOURS**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9349320**

Recognized Security  
Organization (RSO):

Date of Action: **10/19/2017**

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

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Organization Related  
to Detention: **American Bureau of Shipping**

Unit: **MSU Lake Charles**

**Lloyd's Register of Shipping**

Ship Management: Owners, Operators, or Managers

**Kassian Maritime Naigation Ltd**

**Kasso Bulk Carries SA**

Charterers

**Dampskibsselskabet Norden**

Deficiencies: Code - Category

**0630 - Launch arrangements for  
survival craft**

Description

**Each survival craft shall be stowed in a state of continuous readiness so that two crew members can carry out preparations for embarkation and launching in less than 5 minutes. While attempting to lower the starboard side lifeboat to the embarkation deck, PSCOs observed an excessive amount of paint covered over all of the moving components (sheaves, tackle, fittings, etc) of the lifeboat davit launching appliance. This included all of the grease fittings and the dead man's handle (centrifugal brake release). This condition prevented the crew from launching the lifeboat for at least 20 minutes after the crew removed the excessive paint to free the lifeboat davit components so that it could be launched properly.**

**2550 - Maintenance of ship and equipment**

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. These measures should include the regular testing of standby arrangements and equipment or technical systems that are not in continuous use. In accordance with the Ship's Safety Management System the vessel is required to ensure all manufacturers' maintenance manuals are readily available for critical equipment. PSCOs requested testing procedures for the fire (flame) detection system, an identified critical system. The Chief Engineer stated that there was no manual on board and no manufacturer testing procedures. After the failure to launch the starboard lifeboat, PSCOs identified that the vessel's SMS defaults to procedures outlined in the manufacturer ' s maintenance and technical manuals for the lifeboat davit launching appliance. The vessel did not have these technical manuals on board or accessible. Objective evidence in the form of the poorly maintained embarkation lighting, fire hose failure, fire nozzle failure and lack of technical manuals show that an effective maintenance system as required by SMS is not being implemented properly. An ISM Audit is recommended.

Ship Name: **AJAX**

Ship Type: **Chemical Tankship**

Flag: **Bahamas**

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

IMO Number: **9289518**

Recognized Security  
Organization (RSO):

Date of Action: **9/6/2017**

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

**Tsakos Columbia Shipmanagement (TCI)**

**Gladiator Shipping Services S.A.**

Charterers

**Standard Tankers Limited**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

**Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having capacity off 500 liters and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed a blocking device in the remote quick closing valves on the LSMGO service tank. Ship's crew stated the blocking devices were placed in the valves to prevent fuel loss to the engines during testing on August 23rd, 2017 and never removed. Upon testing of the quick closing remote shutoff system, the valve supplying fuel to the Auxiliary Engine failed and was unable to be reset by the ship's crew.**

Ship Name: **AL HABIBAH**

Ship Type: **Oil Tankship**

Flag: **Saudi Arabia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9290294**

Recognized Security  
Organization (RSO):

Date of Action: **12/8/2017**

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  
**Al Dar Al Jabirah Trading Co. Ltd**  
**Red Sea Marine Services**  
  
Charterers  
**AET Holdings SDN BHD (Malaysia)**

Deficiencies: Code - Category

Description

**1710 - Oil record book**

**Each operation described in paragraph two of this regulation shall be fully recorded without delay in the Oil Record Book (ORB) Part I so that all entries in the book appropriate to that operation are completed. The ORB presented to the Port State Control Officers (PSCOs) had multiple discrepancies that did not account for approximately four cubic meters of bilge water not on board according to entries on December 6, 2017 and December 7, 2017 after PSCOs observed sounding during exam. Additionally, it was determined through crew statements and watchkeeping sounding logs that the presented ORB is not a true account of the handling of oily water and bilge water on the ship.**

**2510 - Safety and environmental policy**

**The company and the ship shall comply with the requirement of the International Safety Management Code. The company should establish procedures to ensure that the new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties. Instructions which are essential to be provided prior to sailing should be identified, documented and given. Oily Water Separator overboard discharge valve seals records showed inconsistencies between Oil Record Book Entries and the MARPOL Seal Records on the following dates: 27FEB17, 28MAR17, 04JUN17, 10AUG17 through 15AUG17, and 27SEP17.**

The company and the 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 and regulations and with additional requirements which may be established by the company. In meeting these requirements, the company should ensure that: records of these activities are maintained. During expanded Annex I MARPOL exam, PSCOs requested sounding logs for ORB analysis.

Ship's crew provided one sounding log for presentation to PSCOs, with excerpt of additional soundings logs that do not correspond substantially to the ORB. Upon request of the additional sound logbook from which excerpts of additional discrepant sound logs entries were generated, the Chief Engineer claimed it was missing, not on board or did not exist despite objective evidence to attending PSCOs.

Due to the objective evidence in the aforementioned deficiencies and external audit of the vessel's implementation of the requirements of the ISM Code is recommended.

Ship Name: **AMBER L**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Bureau Veritas**

IMO Number: **9200354**

Recognized Security  
Organization (RSO):

Date of Action: **2/23/2017**

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

**Karlog Shipping Co. Ltd.**

**Avenio Maritime SA**

Charterers

**Brobulk Ltd**

Deficiencies: Code - Category

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

Description

**In the event of a failure of electrical power supply to the control system, an audible and visual alarm shall be give on the navigation bridge. When testing #1 and #2 steering systems the loss of power audio/visual alarms did not activate on the navigation bridge.**

Ship Name: **AMOUREUX**

Ship Type: **Oil Tankship**

Flag: **Liberia**

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

IMO Number: **9337016**

Recognized Security  
Organization (RSO):

Date of Action: **5/16/2017**

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  
**Capital Ship Management Corp.**

**Amoureux Carriers Corp**

Charterers

**Tesoro**

Deficiencies: Code - Category

**2510 - Safety and environmental  
policy**

Description

**The company should ensure that the policy is implemented and maintained at all levels of the organization, both ship-base and shore-based. Vessel not following the safety management system company procedures manual (1st edition, 07-JAN-2005) regarding handling oily mixtures as outlined in the ship operations manual (6th revision, 04-JAN-2014): oily water can be disposed by: collection in holding tanks for discharge only to reception facility, in approved incinerator, suitable boiler, or separation of oily mixtures using (15 ppm) oil filtering equipment. Vessel crew bypassed separated oil tank by pumping oily mixture directly to sewage tank. Sewage tank not listed on vessels IOPP as a tank used to hold oily mixtures. Vessel's crew used fresh water to flush oil content meter while operating the oily water separator. Vessel pumped oily mixture to sewage tank. Vessel's crew discharges oily mixture directly into the marine environment. These multiple failures by the crew clearly display a systemic breakdown of the safety management system that poses a serious threat to the environment and requires corrective action. Based on the exam results and the port state control officer's observation, a third party external audit is recommended.**



Ship Name: **ANJA KIRK**

Ship Type: **Chemical Tankship**

Flag: **United Kingdom**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9419723**

Recognized Security  
Organization (RSO):

Date of Action: **12/1/2017**

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

**Thome Ship Management Pte Ltd.**

**Anja Kirk A/S**

Deficiencies: Code - Category

**0220 - Certificates of competency**

Description

**Control exercised by a duly authorized control officer under article X shall be limited to the following: verification in accordance with article X(1) that all seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The vessel's Master was operating the vessel for one month since 31 Jul 2017 and the company contrary with STCW I/14 failed to submit an application for a flag state endorsement. After the company submitted an application to the flag Administration, the master received a provisional endorsement on 1 Sep 2017 as the issued date with an expiration date of 24 Dec 2017, which allows the Master to operate the vessel for more than three months in addition to the extra month (31 Jul to 31 Aug 2017) the master was operating without an endorsement or an endorsement application; exceeding the requirements of STCW I/10.**

Ship Name: **ARGENT SUNRISE**

Ship Type: **Chemical Tankship**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9392377**

Recognized Security  
Organization (RSO):

Date of Action: **11/13/2017**

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

**Unix Line PTE Ltd.**

**MOL Chemical Tankers PTE. LTD**

Deficiencies: Code - Category

**2555 - Documentation**

Description

**The company and the ship shall comply with the requirements of the ISM Code requirements shall be treated as mandatory. Every company should develop, implement and maintain a SMS which includes instructions and procedures to ensure safe operation of ships. Upon completion of cargo discharge ops in tank 8S and 8P, one crew member suffered a fatal fall from the ladder to the tank bottom. Shipboard crew failed to implement established company procedures defined in the Safety of Operation Manual which mandates procedures when entering a confined space and reference adherence to the MSDS for cargo handling. Major non-conformities were identified indication lack of adherence to shipboard safely policies posing serious harm to human life/health.**

**The following objective evidence was obtained: 1) C/O failed to submit for Master's approval "Enclosed/Confined Space Entry permit"; 2) C/O failed to hold a safety briefing with crew for tank entry; 3) C/O failed to provide mechanical ventilation in tanks; 4) Crew failed to enter tanks without the proper PPE; 5)Crew failed to stage appropriate safety gear ready for use at the entrance to the space; 6) Crew failed to adhere to shipboard procedures for rescue from enclosed spaces. These items were required for tank entry by the SMS onboard.**

**Due to lack of adherence to vital company policy and shipboard procedures, a full ISM audit is recommended prior to departure from the San Francisco COTP zone**

Ship Name: **ASPASIA LEMOS**

Ship Type: **Oil Tankship**

Flag: **Marshall Islands**

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

IMO Number: **9417464**

Recognized Security  
Organization (RSO):

Date of Action: **5/4/2017**

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

**Oceanus Marine Ltd**

**Atlas Maritime LTD.**

Charterers

**Heidmar Inc UK**

Deficiencies: Code - Category

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

Description

**Oil fuel, pipes which, if damaged, would allow to escape from a storage, settling, or daily service tank having a capacity of 500 liters and above shall be fitted with a cock or valve directly on the tank capable of being close from a safe position outside the space concerned in the event of a fire. PSCO observed pneumatic line to quick closing valve for MGO service tank was disconnected which prevented the crew from closing this valve in the event of a fire.**

Ship Name: **ASPHALT TRADER**

Ship Type: **Oil Tankship**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9483774**

Recognized Security  
Organization (RSO):

Date of Action: **7/26/2017**

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  
**Alberti Marine Inc.**  
**Eurotankers Inc.**

Deficiencies: Code - Category

Description

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

**Fire fighting systems shall be kept in good working order and readily available for immediate use. The PSCO observed the hyper mist fixed fire fighting system that protects the machinery space in the manual position at the fire control station. When shifted the hyper mist to "Auto" mode the pump energized and did not shut off and the crew placed it back in "Manual" mode. The hyper mist system cannot be automatically activated by the fire detection system as designed and approved.**

**0715 - Detection**

**The following fire protection systems shall be kept in good working order; fire detection and fire alarms systems. The smoke alarm by the boilers burner would not activate. Additionally, a 0ll zone fault was present on the ECR fire control panel that would not clear. Further 4, manual call points tested did not operate.**

**0936 - Steering gear**

**The main steering gear and rudder stock shall be capable of putting rudder over from 35 degrees on one side to 35 degrees on the other side. The steering was tested twice - the first tested, the #1 pump was not able to be controlled from the bridge. The second test, the #2 pump was unable to be controlled at the bridge location. Additionally, only 80 liters of steering oil was observed in the reserve tank. This is not enough to fill one of the two steering gear tanks of 300 liters each.**

**1430 - Auxiliary engines**

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

Ship Name: **ATINA**

Ship Type: **Oil Tankship**

Flag: **Malta**

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

IMO Number: **9593000**

Recognized Security  
Organization (RSO):

Date of Action: **9/6/2017**

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

**Atina Maritime Limited**

**Besiktas Likid Tasimacilik Denizcilik Tacaret  
Anon**

Charterers

**Koch Shipping Inc**

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing  
installation**

Description

**Machinery spaces of category "A" containing oil-fired boilers or oil fuel units shall be provided with any one of the fixed fire-extinguishing systems in paragraph 4.1 of this regulation. During the exam of the fixed gas fire-extinguishing system for the purifier room and scavenging air for the main diesel engine, the PSCOs found the connections on the flex lines from the CO2 bottles to the distribution manifold to be disconnected. Also, the service valve for the purifier room was left in the open position. The system in this state is non-operational and hazardous to crew members working in the area.**

**0725 - Fixed fire extinguishing  
installation**

**Fire protection system and fire fighting system and appliances shall be maintained and ready for use. PSCOs observed that both supply lines for the vessel's water-mist system were closed preventing the system from operating as designed.**

Ship Name: **ATLANTIC OASIS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9531650**

Recognized Security  
Organization (RSO):

Date of Action: **5/18/2017**

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

Action Taken: **Detention**

Port: **Wilmington, North Carolina**

Organization Related  
to Detention:

Unit: **Sector North Carolina**

Ship Management: Owners, Operators, or Managers

**Nitta Kisen Kaisha Ltd.**

**Salivan Shipping S. A.**

Charterers

**NS United Kaiun Kaisha Ltd**

Deficiencies: Code - Category

Description

**2510 - Safety and environmental  
policy**

**Every company should develop, implement, and maintain a safety management system (SMS). The ship is not following its SMS Doc No: S-07.10.10 Rev NO: 07 for environmental pollution prevention. Objective evidence has been obtained that shows the ship's crew is discharging oily water overboard in a way that is contradictory to the SMS.**

**1720 - Control of discharge of oil**

**Any discharge into the sea of oil or oily mixtures shall be prohibited. Objective evidence has been obtained that documents the bilge tank was pumped directly overboard on 27APR17 through the installed Fire/Bilge/Ballast pump utilizing an unapproved piping modification.**

**1720 - Control of discharge of oil**

**Any discharge into the sea of oil or oily mixtures shall be prohibited. Objective evidence has been obtained that documents on 12MAY17 the engine room bilge was washed with the ships fire hose and then pumped directly overboard with the ships installed bilge pump.**

**1720 - Control of discharge of oil**

**Any discharge into the sea of oil or oily mixtures shall be prohibited. Objective evidence has been obtained that documents fuel oil and lube oil purifier sludge was re-directed from the approved discharge as verified on the ships drawings. The sludge was redirected to portable buckets which were then dumped directly overboard.**

**1720 - Control of discharge of oil**

**Any discharge into the sea of oil or oily mixtures shall be prohibited. Objective evidence has been obtained that documents temporary unapproved modifications to the stripping lines of the No. 1 and No. 2 Waste Oil Tank as verified on the ships drawings. This facilitated the use of portable buckets to collect oily water from the stripping line which was then dumped directly overboard.**

Ship Name: **ATLANTIC RUBY**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9628245**

Recognized Security  
Organization (RSO):

Date of Action: **2/23/2017**

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

**Shunzan Kaiun Co., Ltd**

**Primavera Montana S.A.**

Charterers

**NS United Kaiun Kaisha Ltd**

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing  
installation**

Description

**The fixed fire-fighting system shall be maintained ready for use. The fixed CO2 fire-fighting system was disconnected between the time delay and CO2 bottles rendering a significant portion of the system inoperable for the cargo holds and engine room.**

**0725 - Fixed fire extinguishing  
installation**

**The fixed fire-fighting system shall be properly tested and inspected. The fixed CO2 fire-fighting system was disconnected at the shipyard prior to transiting to the U.S., remained disconnected throughout the system inspection by the vessel crew on 22 Jan 2017 after the system certification by the servicing technician and during surveys by the classification society.**

Ship Name: **B. SKY**

Ship Type: **Oil Tankship**

Flag: **Vanuatu**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9381627**

Recognized Security  
Organization (RSO):

Date of Action: **12/5/2017**

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  
**Sky Marine Holding Co., Ltd**  
**Doorae Shipping Co., Ltd**

Deficiencies: Code - Category

Description

**0620 - Inflatable liferafts**

**Every inflatable liferaft shall be serviced at intervals not exceeding 12 months, provided where in any case this is impracticable, the Administration may extend this period to 17 months. Liferafts installed on the vessel have no proof of servicing.**

**0615 - Rescue boats**

**Before the ship leaves port and at all times during voyage, all lifesaving appliances shall be in working order and ready for immediate use. Rescue boat engine was not ready for immediate operation due to a broken impeller.**

**0650 - Lifebuoys**

**Before the ship leaves port and at all times during voyage, all lifesaving appliances shall be in working order and ready for immediate use. Six of the eleven lifebuoys were cracked and unserviceable.**

**0660 - Lifejackets**

**Before the ship leaves port and at all times during voyage, all lifesaving appliances shall be in working order and ready for immediate use. 03 life jackets were not ready for immediate use, light required by the regulation not operable.**

**0611 - Lifeboat inventory**

**Each survival craft shall be fully equipped as required by this chapter and the code. Every lifeboat shall consist of a food ration consisting of not less than 1000 kj for each person the lifeboat is permitted to accommodate. Food rations on the lifeboat were passed their marked life.**

**0730 - Appliances (general equipment)**

**In all new and existing ships, fire extinguishing appliances shall be kept in good order and available for immediate use at all times during the voyage, 01 fire-hose utilize for foam applicator on deck was not serviceable due to it having multiple holes.**

**1299 - Other (Load Lines)**

**After any survey of the ship, no changes shall be made covered by the survey. Multiple ballast water vents were corroded, allowing for water to seep in. The vessel made unapproved repairs utilizing bondo or epoxy on the corroded ballast tank vents. ABS invalidate the Load Life Certificate as a result.**



**2550 - Maintenance of ship and equipment**

**A ship when in port of another Contracting Government is subject to control by officers duly authorized by such government concerning operational requirement in respect of the safety of the ships, when there are clear ground for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. In the circumstance defined in paragraph 1 of this regulation, the Contracting Government carrying out the control shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of the present Convention. The master and the crew were not familiar with the proper maintenance procedures for the life saving appliances/equipment contained in the vessel's SOLAS training manual and SMS lifesaving equipment checklist.**

Ship Name: **BBC DELAWARE**

Ship Type: **Bulk Carrier**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9357212**

Recognized Security  
Organization (RSO):

Date of Action: **6/30/2017**

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

Action Taken: **Detention**

Port: **Wilmington, North Carolina**

Organization Related  
to Detention:

Unit: **Sector North Carolina**

Ship Management: Owners, Operators, or Managers

**W. Bockstiegel Reederei GmbH & Co. KG**

**W. Bockstiegel Bmbh & Co Reederei KG MS  
"BBC Delaw**

Charterers

**BBC Chartering & Logistic GmbH & Co KS**

Deficiencies: Code - Category

Description

**0715 - Detection**

**Fire Protection systems shall be maintained ready for use. The smoke detector in the engine room workspaces had the shipping cover in place. When removed AO6 tested the alarm did not sound. PSC officer followed Chief Engineer and ECR where he turned zone 14 on. Alarm this, alarm was tested sat.**

**0715 - Detection**

**Fire protection systems shall be maintained ready for use. The smoke detector in the forepeak was marked "BAD". The Chief Engineer obtained a replacement detector from an unknown location. Have class attest to proper working condition of fire detection system.**

**0720 - Fire fighting equipment**

**Maintenance, testing, ad inspections shall be carried out based on the guidelines developed by the organization. There is inconsistencies with on-extinguisher labeling. Some have decals stating next service is "Jan 2018" at least 10 extinguishers did not have this decal. At least 6 extinguishers are tied to their bracket with rope. Two extinguisher were identified with broken nozzles. One of the tow 135 L extinguisher in the engine room does not fit its bracket and is secured with a ratchet strap. The discharge valve on the other 135 L extinguisher was found in the open position. Due to the totality of findings PSC officer believes maintenance of extinguisher is not adequate.**

**0620 - Inflatable liferafts**

**Every liferaft shall be stowed with its painter permanently attached to the ship. Each liferaft or group of liferafts shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code so that each floats free and, if inflatable, inflates automatically when the ship sinks. Before the ship leaves port and at all times during the voyage all lifesaving appliances should be in working order and ready for immediate use. Two of the three ship's inflatable liferafts were incorrectly stowed to the ship rendering them inoperable. The hydrostatic release and sea painter routing were improperly installed and would not be released automatically if the ship sinks.**

**0725 - Fixed fire extinguishing installation**

**Machinery spaces or category A shall be protected by an approved type of fixed water based system. All three generator UV flame detector tubes for this system are of various lengths. Some are made of hose and not manufacturer provided. Additionally there is considerable build up of dust and corrosion on the discharge nozzles closet to the ventilation ducts of the generators. For the main diesel engine water mist system one of the nozzles is significantly bent.**

**2550 - Maintenance of ship and equipment**

**The company and ship shall comply with the requirements of the ISM code. The company is responsible for ensuring that adequate resource and ship base support t are provide . The totality of the deficiencies found across multiple systems on the vessel and the vessel's inability to receive support and resources from the company render the vessels SMS insufficient. Recommend SMS audit.**

Ship Name: **BBC VESUVIUS**

Ship Type: **Heavy Load Carrier**

Flag: **Antigua and Barbuda**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9508471**

Recognized Security  
Organization (RSO):

Date of Action: **7/1/2017**

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

**Briese Schiffahrts GMBH & Co. KG**

Charterers

**BBC Chartering & Logistic GmbH & Co. KG**

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing  
installation**

Description

**The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The PSCO observed the NOVENCO hyper mist system fresh water suction valve in the closed position, rendering the system incapable of fight a fire in high risk fire areas in the engine room. Vessel is classed for and operates in unmanned mode as per the Engine Log Book.**

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

**Vessel's SMS does not have testing or disabling procedures for hyper mist system. According to manufacture's instructions, the system shall be tested and inspected weekly, monthly, every six months, and annually. No record of these tested could be provided. Furthermore disabling of the system is to be completed by deactivation of specific fire detection loops. Closing of suction valves does not safely disable the system as the water pump would still energize if alarms were activate, which could result in damage to the pump and piping system.**

Ship Name: **BEDFORD CASTLE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9189926**

Recognized Security  
Organization (RSO):

Date of Action: **6/20/2017**

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

**Meteor Management Bulgaria Ltd**

**Moraine Star Inc**

Charterers

**CONTI**

Deficiencies: Code - Category

**0220 - Certificates of competency**

Description

**Control exercised by a duly authorized control officer under article X shall be limited to the following: verification in accordance with Article X(1) that all seafarers serving on board who are required to be certified in accordance with the Convention hold an appropriate certificate. The Chief Officer did not have any Flag State Endorsement or proof of an application for his Bulgarian license on board the vessel and has been operating as a Chief Officer since embarking on 24 May 2017.**

Ship Name: **BETTY K IX**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Isthmus Bureau of Shipping**

IMO Number: **9280718**

Recognized Security  
Organization (RSO):

Date of Action: **11/16/2017**

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

**MMS Americas LLC**

**Dorick Navigation , S.A.**

Charterers

**Betty K Line**

Deficiencies: Code - Category

**1430 - Auxiliary engines**

Description

**Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the administration with a stored energy capacity of at least three consecutive starts. A second means shall be provided with an additional three consecutive starts. The vessel's primary and secondary means of start both failed.**

**0740 - Pumps**

**In cargo ships of 2000 gross tonnage and upwards, if a fire in any on 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. Vessel's emergency fire pump that is independently driven by the emergency generator is disconnected from the fire main and is inoperable.**

Ship Name: **BETTY K VI**

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

Flag: **Panama**

Recognized Org: **Isthmus Bureau of Shipping**

IMO Number: **8801216**

Recognized Security  
Organization (RSO):

Date of Action: **2/24/2017**

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

**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 though their SMS procedures as evident by the following deficiencies indicating that the ship and /or company are not meeting the SMS requirements. Vessel's crew did not carry out inspections of electrical installations, failure to make proper to report non-conformities, and company denied purchase request. Recommend an external audit.**

**1284 - Cargo ports etc**

**Cargo ports and other similar openings in the sides of ships below the freeboard deck shall be fitted with doors so designed as to ensure watertightness. Rags are being used in place of gasket material on the port side shell door below the deck line.**

Ship Name: **BISCAYNE LIGHT**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9141235**

Recognized Security  
Organization (RSO):

Date of Action: **6/2/2017**

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

Action Taken: **Detention**

Port: **Savannah, Georgia**

Organization Related  
to Detention:

Unit: **MSU Savannah**

Ship Management: Owners, Operators, or Managers

**Key Ship Management & Consultants JLT**

**Florida Straits Navigation Limited**

Deficiencies: Code - Category

Description

**1420 - Cleanliness of engine room**

**The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. PSCO observed insufficient cleanliness of the engine room, excess amounts of oily water mixture in bilges, underneath auxiliary engine and numerous buckets found with oily water. Bilge high level alarms could not be tested since it was already over the high level limit and visual alarm indicated in engine room alarm panel.**

**1430 - Auxiliary engines**

**A second source of energy shall be provided for an additional three starts within 30 minutes unless manual starting can be demonstrated to be effective. PSCO observed that the crew could not demonstrate the proper operation of the secondary means of starting the emergency generator.**



Ship Name: **BISCAYNE LIGHT**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9141235**

Recognized Security  
Organization (RSO):

Date of Action: **6/14/2017**

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  
**Florida Straits Navigation Limited**  
**Key Ship Management & Consultants JLT**

Charterers  
**Yara Suiskil B.V.**

Deficiencies: Code - Category  
**2110 - Oil/oily mixtures machinery spaces**

Description  
**The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulation to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. Engine room bilges contain an excessive amount of oily water throughout, presenting a serious fire risk and possible stability concerns.**

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

**In a ship in which fuel oil and lube oil are used, the arrangements for storage, distribution and utilization of the fuel oil and lube oil shall be such to ensure the safety of the ship and persons on board. Main engine and both auxiliary engines are leaking fuel oil and lube oil in numerous areas presenting a serious fire risk, along with contaminating numerous sections of the protective lagging.**

**1430 - Auxiliary engines**

**A main source of electrical power of sufficient capacity to supply all those services in regulation 40.1.1 shall be provided. This main source of electrical power shall consist of at least two generating sets. The number (2) generator is inoperable due to the lube oil systems malfunction and number (1) generator is experiencing similar issues, yet is continuing to provide electrical power to the vessel.**

**2515 - Company responsibility and authority**

**The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Considering deficiencies 001 through 008 documented on the Port State Control Report of Inspection-Form B, dated 14JUN2017, the PSCO believes section 10 of the Safety Management System (maintenance of the ship and its equipment) is not being strictly adhered to by the engineering department, nor enforced by the master in accordance with Section 5 of the vessel's Safety Management System. Recommend vessel undergo an additional audit to verify effectiveness of Safety Management System.**

Ship Name: **CALIPSO**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9297929**

Recognized Security  
Organization (RSO):

Date of Action: **12/29/2017**

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

**Darien Compania Armadora S.A.**

**Diana Wilhelmsen Management**

Charterers

**Cofco Agri Freight S.A.**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

**Oil fuel pipes, which if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500L and above shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed the quick closing valves of the main MGO service tank were intentional disabled by blocking air supply with a plug.**

Ship Name: **CAP PATTON**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9344667**

Recognized Security  
Organization (RSO):

Date of Action: **12/13/2017**

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

**Alfonso Shipping & Chartering LTD.**

**Kommanditgesellschaft MS "San Alfonso"  
Offen Ree**

Charterers

**RUDOLF A OETKER KG**

Deficiencies: Code - Category

**0745 - Fire-dampers remote control,  
etc.**

Description

**Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned. PSCO observed hold back devices on two quick-closing valves on the Heavy Fuel Oil (HFO) day tank servicing the main engine and generators, preventing the valves from being closed from outside the space.**

**0745 - Fire-dampers remote control,  
etc.**

**Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. After expanding the exam due to hold back devices found on the quick closing valves, testing of the remote quick-closing valve system was conducted, the following valves failed to close when activated from the Fire Control Room: (1) HFO Service Tank to the M/E (2) Marine Diesel Oil (MDO) Service Tank to the G/E and Boiler.**

Ship Name: **CAPE MAIL**

Ship Type: **General Dry Cargo Ship**

Flag: **Vanuatu**

Recognized Org: **Bulgarian Register of Shipping**

IMO Number: **8401107**

Recognized Security  
Organization (RSO):

Date of Action: **3/17/2017**

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

Action Taken: **Detention**

Port: **Miami, Florida**

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

Unit: **Sector Miami**

Ship Management: Owners, Operators, or Managers  
**Sea Lyon Holding Co. Ltd**  
**Mailboat Company Ltd.**

Deficiencies: Code - Category

Description

**2515 - Company responsibility and authority**

**The company and the ship shall comply with the requirement of the International Safety Management Code. For this regulation, the requirement of the code shall be treated as mandatory. As of March 3, 2017, the vessel has been operating without a safety management company as indicated on the current continuous synopsis record invalidating their Safety Management Certificate.**

**2550 - Maintenance of ship and equipment**

**The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code. The vessel is not maintaining safety management system since the Flag surveyor incorrectly determined that the vessel is not required to abide by the International Safety Management Code.**

Ship Name: **CLIPPER LASCO**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9283837**

Recognized Security  
Organization (RSO):

Date of Action: **3/17/2017**

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

**Clipper Bulk A/ S**

**Clipper Group (Singapore) PTE LTD**

Charterers

**Environmental Materials Corporation**

Deficiencies: Code - Category

**2430 - SOx content exceeds limit for  
use within ECA**

Description

**While ships are operating within an emission control area (ECA) the sulfur content used on board ships shall not exceed 0.1%. The PSCO discovered that the vessel has been operating within the North American ECA from 13MAR2017 to 15MAR2017 utilizing fuel oil that does not comply with the MARPOL Annex VI ECA sulfur limits.**

Ship Name: **CMA CGM IVANHOE**

Ship Type: **Containership**

Flag: **Germany**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9365805**

Recognized Security  
Organization (RSO):

Date of Action: **8/29/2017**

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

**CPO Containerschiffreederei GmbH & CO  
KG**

**Kommanditgesellschaft MS "Santa Luciana"  
Offen Ree**

Charterers

**CMA CGM Lines**

Deficiencies: Code - Category

**2550 - Maintenance of ship and  
equipment**

Description

**The company and the ship shall comply with the requirements of the International Safety Management Code. In meeting these requirements the company should ensure that inspections are held at appropriate intervals. After review of the vessels SMS maintenance records, it was determined that the vessels crew failed to complete quarterly maintenance on the fuel oil piping.**

**0750 - Fire prevention**

**Oil fuel pipes and their valves and fittings shall be made of steel or other approved material. A section of fire hose was installed, utilizing clamps, in place of a high pressure fuel line, posing a significant fire hazard.**

Ship Name: **CROWN II**

Ship Type: **Chemical Tankship**

Flag: **Malta**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9236640**

Recognized Security  
Organization (RSO):

Date of Action: **9/20/2017**

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

**Ancora Investment Trust Inc.**

**Arezzo Owning Company Limited**

Charterers

**Cepsa Trading, S.A.U.**

Deficiencies: Code - Category

Description

**0720 - Fire fighting equipment**

**Fire protection systems and fire-fighting appliances shall be maintained and ready for use. PSCO observed the valve to supply foam fixtures to the engine room's fixed foam system in the closed position preventing the system from supplying foam mixture automatically as designed.**

**0720 - Fire fighting equipment**

**Fire protection systems and fire-fighting appliances shall be maintained and ready for use. PSCO observed the valve to supply foam to the deck foam system was closed and the posted instructions did not state to open the valve.**

**0720 - Fire fighting equipment**

**Fire protection systems and fire-fighting appliances shall be maintained and ready for use. PSCO observe upon testing of the sprinkler system installed in the ship's paint locker and chemical storage had sprinkler heads that were blocked by debris and did not operate as**

Ship Name: **DELPHINUS**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

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

IMO Number: **9137844**

Recognized Security  
Organization (RSO):

Date of Action: **10/25/2017**

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  
**Baltnautic Shipmanagement Ltd**  
**Delphinus Chartering Ltd.**

Deficiencies: Code - Category

**2510 - Safety and environmental  
policy**

Description

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

**No. 1 - Although the company had establish procedures for inspections and the reporting of non-conformities within the Safety Management System, numerous instances of lack of maintenance and failure of the vessel and company to properly take corrective action were identified: Over 50% of the class "A" fire doors identified on the fire control plan would not latch closed resulting in a compromised fire boundary. The lowered engine room engine room emergency escape door was kept in the open position using a steel pipe; when the door was allowed to close it did not latch properly, compromising the integrity of the fire boundary. Heavy saturation of the fuel oil was found in every compartment of the engine room, from the overheat to a large quantity throughout the bilge. There is overwhelming evidence to show the lack of proper maintenance of machinery systems which greatly increases the risk of fire and compromised the health of the crew.**

**No. 2 - The company should periodically evaluate the effectiveness of the safety management system in accordance with procedures established by the company. There is clear evidence that the company is not verifying the ship is effectively implementing the establish procedures. The vessel removed a class "A" fire, compromising the fire boundary without notification to company. Additionally, the vessel crew could not display proper reporting was done on various non-conformities witnessed during the exam. The company cannot established the SMS is effective when performance of the crew shows gross negligence to critical safety systems onboard.**



**0750 - Fire prevention**

**In a ship in which oil fuel is used, the arrangements for the storage, distribution, and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Excessive oil accumulation originating from all equipment, piping, and valves was discovered in multiple areas throughout the engine room creating a serious fire hazard.**

**2035 - Fire control plan**

**Stairways and lift trunks which penetrate more than a single deck shall be surrounded by a least "A-0" class divisions and be protected by self-closing doors at all levels. Multiple self-closing class "A" Fire doors located along the accommodation stairwell would not close properly and the lower most class "A" fire door in the stairwell was off the hinges and missing, thus compromising the "A-0" fire boundary integrity.**

Ship Name: **DOLPHIN II**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Bureau Veritas**

IMO Number: **9318125**

Recognized Security  
Organization (RSO):

Date of Action: **6/9/2017**

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

Action Taken: **Detention**

Port: **Savannah, Georgia**

Organization Related  
to Detention:

Unit: **MSU Savannah**

Ship Management: Owners, Operators, or Managers

**Technomar Shipping Inc**

**Hephaestus Marine LLC**

Charterers

**ZIM Israel Navigation**

Deficiencies: Code - Category

**1420 - Cleanliness of engine room**

Description

**Means shall be provided to control leaks of flammable liquids. PSCO observed excessive fuel oil in the purifier room. PSCO noted that the leak had heavily saturated all lagging, lighting, and electrical components surrounding the filter.**

**0715 - Detection**

**A fire detection system shall comply with the FSS Code. Any required fire detection system shall be capable of immediate operation at all times. PSCO observed two(02) smoke detectors covered with towels and one (01) flame detector covered with a piece of orange rubber, located in the port ship's service generator #3 space above the purifier space. In addition, PSCO observed zones No. 17 ( A Deck/Galley space) and No. 17 (E/R Upper Deck Incinerator Area) disconnected on the fire detection panel. PSCO had the crew reconnect the zones and found one (01) faulty heat detector in the galley. PSCO asked about the covered detectors in the engine room. Chief Engineer stated they were covered because of welding and produced a hot work permit for May 23, 2017. A review of the vessel's monthly fire detection inspection records, required by the SMS, indicated that those same detectors were inspected on 26May17 by the crew. The crew failed to discover the detectors were covered during the inspections. The PSCO witnessed the crew test the detectors satisfactorily after the covers were removed. The electrician stated zone 7 had been disconnected because of the faulty heat detector in the galley and provided a requisition to the company for a replacement from 09APR17. The crew count not provide an explanation as to why zone 17 was disconnected.**

Ship Name: **DORIS T**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **7626748**

Recognized Security  
Organization (RSO):

Date of Action: **5/31/2017**

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.**  
**Eva De Shipping L.L.C.**

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 requirement of the ISM Code through their SMS procedures as evident by the following deficiencies indicating that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.**

**No. 1- The Company should periodically verify whether all those undertaking delegated ISM-related task are acting in conformity with the company's responsibilities under the code. Although the company established procedure for maintenance and inspection of electrical and machinery installations and arrangements, objective evidence discovered onboard revealed that these procedures are not being followed. Multiple electrical and fire hazards were identified during the exam which included: exposed wires, damaged light fixtures, unapproved electrical arrangements and lube oil leaks in the engine room.**

**No. 2 - The Company should ensure that records of maintenance activities are maintained. The vessel's crew has not maintained records of shipboard maintenance in accordance with the ships Safety Management System procedures. Required monthly maintenance checklists have not been completed properly since the Chief Engineer embarked the vessel in December 2016.**

**No. 3 - The Company should ensure that the ship is maintained in conformity with relevant rules and regulations. In meeting these requirements the company should ensure that inspection are held at appropriate intervals. When the Chief Engineer was questioned on existing hazard in machinery spaces and the absence of completed maintenance records, he stated that he has not ensured completion of machinery maintenance and inspections as required by the Safety Management System.**

**0950 - Electric equipment in general**

**All electrical apparatuses shall be so constructed and so installed that danger of injury in ordinary handling shall not exist. Multiple electrical hazards were identified, including an electrical transformer lying on the deck in use for the refrigerators, several electrical cables severed and banging loosely overhead in the engine room, and broken light fixtures throughout the engine spaces.**

**0710 - Fire prevention**

Means shall be provided to control leaks of flammable liquids. Vessel has excessive amount of oil pooled at the main engine cylinder heads.

**2020 - Fire drills**

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. Every crew member with assigned emergency duties shall be familiar with their duties. Crew was unfamiliar with donning firefighting equipment and was unable to perform a satisfactory fire drill.

Ship Name: **DORIS T**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **7626748**

Recognized Security  
Organization (RSO):

Date of Action: **4/13/2017**

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.**  
**Eva De Shipping L.L.C.**

Deficiencies: Code - Category

Description

**2515 - Company responsibility and authority**

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

**2515 - Company responsibility and authority**

**No. 1 -The company should periodically verify whether all those undertaking delegated ISM-related task are acting in conformity with the company's responsibilities under the Code. Although the company established procedures for maintenance of electrical and machinery installation and arrangements, and inspections were recorded as complete and satisfactory, numerous electrical and fire hazards were identified during the exam which included: open electrical panels, exposed wires, unapproved electrical installations, excessive fuel leaks in the engine room, and required fire-fighting equipment was not serviceable.**

**2550 - Maintenance of ship and equipment**

**No. 2 - The company should establish procedures to ensure that the ship is maintained in conformity with the relevant rules and regulation established by the company. In meeting these requirements , the company should ensure that any non-conformity is reported. The crew was aware of multiple non-conformities existing on board the vessel and failed to report these non-conformities to the master and/or company using the designated non-conformity form S-15. Non-conformities that were not recorded or reported include excessive fuel leaks on the main engine, and auxiliary generator, and inoperable quick-closing valve for the fuel settling tank, and empty fire extinguisher, and numerous electrical hazards.**

**2550 - Maintenance of ship and equipment**

**No. 3 - 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. The vessel's current inspection checklist are extremely general and not equipment-specific. For example, the vessel has an inspection log for "fire extinguisher", which was logged as inspected satisfactorily on 11Mar17. However, a required fire extinguisher in the engine room is empty, and there is no specific checklist with required fire extinguishers and their locations for inspection and/or maintenances. Additionally, the company has identified quick-closing valves as critical equipment and engineering systems were logged as inspective satisfactorily, but PSCOs discovered a quick-closing valve to the fuel settling tank inoperable. No specific checklist was provided for critical fuel closing valves onboard.**

**0999 - Other (Safety In General)**

**Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from outside the space. The pull cable leading to the port side fuel oil settling tank quick-closing valve is disconnected, rendering the valve inoperable.**

**0999 - Other (Safety In General)**

**The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulation to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or person on board. Multiple fuel leaks war identified on suction piping and valves leading form the fuel settling tank, lagging below the settling tank was found soaked with fuel oil, the main engine has fuel leaking from the filter housing, and the belt guard on the auxiliary generator is missing.**

**0999 - Other (Safety In General)**

**After any survey of the ship has been completed, no changes shall be made in machinery and equipment without the sanction of the Administration. Temporary, unapproved repairs were found on the fuel supply piping for the auxiliary generator. Fuel is leaking from a section of temporarily-installed flex hose.**

**0950 - Electric equipment in general**

**All electrical apparatus shall be installed that danger of injury shall not exist. Multiple electrical hazards were discovered, including several junction boxes and lighting fixtures with exposed wiring in the engine room and auxiliary generator space, junction boxes located on the port and starboard bridge wings are improperly mounted and have exposed wiring, the boiler control panel is improperly wired and has exposed wiring, and the main switchboard and other electrical panels in the engine room have multiple openings in the pane faces.**

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

As far as applicable in any cargo ship, there shall be permanently exhibited general arrangement plans showing clearly for each deck the various fire sections enclosed by fire-resisting bulkhead and means of access to different compartments. Plans shall be kept up to date, any alteration being recorded. The designated "self-closing sound door" located in the starboard side aft lower engine room is not self-closing. Additionally, electrical cable is running through an "A" class bulkhead between the engine room and auxiliary generator space without any packing and the door designated on the plan as a steel door leading into the galley is made of wood, compromising fire boundary integrity.

**0720 - Fire fighting equipment**

Fire extinguishing appliances shall be kept in good order and available for immediate use. The fire extinguisher in the lower engine room gauge showed empty. This extinguisher is required by the vessel's approved fire control plan.

Ship Name: **E. R. AMSTERDAM**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9213571**

Recognized Security  
Organization (RSO):

Date of Action: **12/1/2017**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

Organization Related  
to Detention: **DNV GL MARITIME**

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers  
**E.R. Schiffahr GmbH & Cie KG**  
**Fifteenth Phenix Shipping Inc**

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. The activation of any detector or manually operated call point shall initiate a visual and audible fire signal at the control panel and panel indicating. The following alarms, total of 07, were found inoperative and would not alert a crew member in the event of a fire in the machinery space: 03 fire alarm air horns, 03 fire alarm indicating lights, and 01 machinery alarm lights.**



Ship Name: **EDINA**

Ship Type: **Towboat/Tug**

Flag: **St.Kitts & Nevis**

Recognized Org: **International Register of Shipping**

IMO Number: **7422984**

Recognized Security  
Organization (RSO):

Date of Action: **4/25/2017**

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  
**Tortola Barge Services LTD**

Deficiencies: Code - Category  
**0299 - Other (Crew)**

Description

**Deficiencies which may be deemed to pose a danger to person, property, or the environment include the following: absence in a watch of a person qualified to operate equipment essential to safety radio communications. The only officer serving on the vessel at the time of the exam with a certificate of competency to operate the GMDS radio could not identify the equipment on the navigation bridge. When the attending port state control officer identified the radio and asked the officer how to perform a DSC call, the officer state he did not know how to perform a DSC call, the officer state he did not now how to perform this function. The officer did not demonstrate a working knowledge or proficiency with the equipment with which he was certified.**

Ship Name: **ELSA S**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9736353**

Recognized Security  
Organization (RSO):

Date of Action: **12/22/2017**

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

**Nissen Kaiun Co. Ltd**

**Cleanocean Shipmanagement Inc**

Charterers

**Cargill International S.A.**

Deficiencies: Code - Category

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

Description

**All the steering gear components and the rudder stock shall be of sound and reliable construction to the satisfactory of the Administration. When operating in local control on each steering pump, the rudder drifts to port.**

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

**Main and auxiliary steering gear power units shall be capable of being brought into operation from a position on the navigation bridge. Vessel is unable to assume pilot house control of No. 1 steering pump in follow-up mode and also experienced an unknown cause of No. 1 actuator failure alarm during steering gear testing on the bridge.**

Ship Name: **ENTERPRISE 205**

Ship Type: **Mobile Offshore Drilling Unit (MOD)**

Flag: **Liberia**

Recognized Org: **American Bureau of Shipping**

IMO Number: **8755390**

Recognized Security  
Organization (RSO):

Date of Action: **3/22/2017**

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  
**Enterprise Offshore Drilling LLC**

Deficiencies: Code - Category  
**0120 - Load lines**

Description  
**After any survey of the ship under Article 14 has been completed, no change shall be made in the structure, equipment, arrangements, material, or scantlings covered by the survey, without the sanction of the Administration. Numerous hatchways, doors, and deck areas were found excessively deteriorated, compromising the design level of strength and the ability to prevent ingress of water.**

Ship Name: **EQUINOX DAWN**

Ship Type: **Bulk Carrier**

Flag: **Cayman Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9229673**

Recognized Security  
Organization (RSO):

Date of Action: **10/31/2017**

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

**Equinox Maritime Ltd**

**Equinox Dawn Ltd**

Deficiencies: Code - Category

**1010 - General alarm**

Description

**Fire alarm systems shall be kept in good order so as to ensure their required performance if a fire occurred. PSCO discovered 02 fire alarm bells missing from electrician shop and engine stores. These alarms are required in accordance with the ship's fire control plan.**

Ship Name: **FAMILY ISLAND**

Ship Type: **General Dry Cargo Ship**

Flag: **Tanzania**

Recognized Org: **CONARINA**

IMO Number: **7637345**

Recognized Security  
Organization (RSO):

Date of Action: **8/1/2017**

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.**  
**Marine Sale and Trading, S.A.**

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 deficiencies indicating that the ship and/or company are not meeting the following SMS requirements:**

**No. 1- The company should ensure that any non-conformity is reported, with its possible cause, if known. The Chief Engineer failed to complete non-conformity reports addressing exhaust leaks on the main engine in accordance with the company's established SMS. The Chief Engineer failed to inform the company that the engine was leaking carbon monoxide into the engine space after repairs were made to the engine turbocharger.**

**No. 2 - The company should ensure that all personnel involved in the company's safety management system have an adequate understanding of relevant rules, regulation, codes and guidelines. Master failed to ensure vessel was loaded in accordance with the Code of Safety for Caribbean Cargo Ships (CCSSC) and the company's established SMS by loading cargo in a manner which obscured the sea surface from the conning position. Having the ability to view sea surface from conning position is a requirement of CCSSC and SMS.**

**No. 3 - Safety management objectives of the company should assess all identified risk to its ships, personnel and the environment and establish appropriate safeguards. Port State Control Officers observed more than 50 bikes stacked approximately 5 feet high on the aft bridge and approximately 30 solar panels stacked 3 feet high on the flying bridge in a manner in which they could topple onto crew members passing below. PSCO's questioned crewmembers on procedures related to securing gear to prevent injury. Crew stated company has no procedures for stowing excess bikes and solar panel to prevent injury to crew.**

**Recommend an external audit.**

Ship Name: **FORTUNATO**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9347736**

Recognized Security  
Organization (RSO):

Date of Action: **9/10/2017**

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  
**Fleet Management Ltd.**

**Yassan S.A.. Shipping & Fuji Iron Works Co.,  
Ltd**

Charterers

**Geogas Maritime SAS**

Deficiencies: Code - Category

**2550 - Maintenance of ship and  
equipment**

Description

**Objective evidence discovered during an expanded ISM exam revealed the following Non-conformities. 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 and appropriate corrective action is taken. The launch arrangements for the rescue boat and the condition of the waterspray system were grossly deficient and no corrective action reports were submitted to the company; recommend an external audit.**

**0630 - Launch arrangements for  
survival craft**

**Rescue boat shall be stowed in a state of continuous readiness for launching in not more than five (5) minutes. The davit used for launching the rescue boat and davit launched inflatable liferaft was not operating properly. The davit continuously lost hydraulic pressure within approximately on (1) to two (2) seconds when the slewing control was activated; total slewing time of six (6) minutes from stowed to launch position. The slewing time from the stowed rescue boat position to the davit launched liferaft stowed position was approximately eight (8) minutes. The intermittent operation of the davit hydraulics delays the launching of the rescue boat and inflatable liferaft beyond the time allowed.**

**1850 - Fire protection cargo deck  
area**

**All pipes, valves, nozzles and other fittings in the water-spray system should be resistant to corrosion by seawater. Seven (07) areas in the deck water-spray system are wasted and deteriorated due to corrosion, significantly reducing water flow to spray nozzles and acceptable coverage of required areas.**

Ship Name: **FPMC 30**

Ship Type: **Chemical Tankship**

Flag: **Liberia**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9581679**

Recognized Security  
Organization (RSO):

Date of Action: **7/23/2017**

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

**Formosa Plastics Marine Corporatation**

**FPMC Grace Marine Corp**

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 having capacity of 50 liters and above shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the spaces concerned in the event of a fire. PSCO discovered a bock of wood in the quick closing valve of the FO Service Tank (labeled H.F.O Sev. TX) located in the purifier room, preventing the valve from being closed remotely in the event of a fire.**

Ship Name: **FRIEDRICH OLDENDORFF**

Ship Type: **Bulk Carrier**

Flag: **Portugal**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9358838**

Recognized Security  
Organization (RSO):

Date of Action: **12/26/2017**

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  
**Oldendorff Carriers GMBH & CO. KG**

Charterers  
**Westfalia Shipping Corporation**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

**In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. PSCO observed excessive fuel oil leaks on all 3 ship service generators. Multiple rags and catch pans were placed throughout the generator flat for collection. In addition, ship's crew placed fire stop along the seals of the fuel manifold on the #2 and #3 cylinder fuel injector and #2 cylinder fuel line to the fuel pump on the main engine. The excessive leaks noted through the engine room are major fire and safety hazard.**



Ship Name: **G. ARETE**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9621584**

Recognized Security  
Organization (RSO):

Date of Action: **4/5/2017**

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  
**SK Shipping Co, Ltd.**  
**Paegi Shipholding S.A.**

Deficiencies: Code - Category

Description

**0735 - Personal equipment - fire  
fighting**

**Fire fighting system and appliances shall be kept in good working order and readily available for immediate use. All of the 06 fire fighting outfits onboard were in a significant degraded condition as evident by excessive amounts of torn and missing fire protective shielding; additionally, 01 self contained breathing apparatus regulating valve was stuck in the open position and is in an inoperable condition rendering vessel unfit for firefighting readiness.**

**1199 - Other (Cargo)**

**Light fittings in cargo compressor rooms should have pressurized enclosures or be of the flameproof type. The port side middle enclosed light in way of the port bulkhead is cracked in the casing caused by weathering from the ventilation casing, compromising the integrity of the light and posing an electrical fire hazard in the cargo compressor room.**

**2550 - Maintenance of ship and  
equipment**

**The company should establish procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and regulations. In meeting these requirements, the company should ensure any non-conformity is reported, appropriate corrective action is taken, and records of these activities are maintained. Objective evidence shown that during maintenance, non conformities pertaining to firefighting equipment were not reported, corrective actions were not taken, and maintenance logs did not accurately reflect the substandard condition of the firefighting equipment. An external audit is recommended with focus on the testing of shipboard equipment and inspection of electrical equipment in hazardous locations.**

Ship Name: **GLOBAL AGLAIA**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9737149**

Recognized Security  
Organization (RSO):

Date of Action: **12/12/2017**

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

**Kobe Shipmanagement Company Ltd.**

**AONO Marine Co., LTD**

Charterers

**NYK Bulk & Projects Carriers**

Deficiencies: Code - Category

**1430 - Auxiliary engines**

Description

**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 within 30 minutes unless manual starting can be demonstrate to be effective. Emergency generator failed to start from primary and secondary battery arrangements.**

Ship Name: **HAI SOON 39**

Ship Type: **Oil Tankship**

Flag: **Cook Islands**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9188520**

Recognized Security  
Organization (RSO):

Date of Action: **12/14/2017**

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  
**Hai Soon Ship Management PTE, LTD.**  
**Grand Ritz Ltd**

Deficiencies: Code - Category

Description

**1710 - Oil record book**

**The oil record book part I shall be completed on each occasion, on a Tank-to-Tank basis as appropriate, whenever any of the following machinery space operations takes place in the ship: Collection and disposal of oil residues (sludge). The crew failed to record all operations, including the disposal or collection of oil residues (sludge), when making Tank-to-Tank transfers using a portable pump and flexible hose piping system between tanks identified on the IOPP certificate.**

**1730 - Oily-water separating equipment**

**A ship when in port or an 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 believe that the master or crew are not familiar with essential shipboard procedures relating to the preventing of pollution by oil. The crew of the vessel could not properly demonstrate the operation of the oily water separator and admitted to pumping bilge water contaminate with detergent through the oily water separator after cleaning the bilge .**

**0610 - Lifeboats**

**The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulation to ensure that the ship in all respect will remain fit to proceed to sea without danger to the ship or person on board. The port side enclosed lifeboat main engine exhaust piping was found corroded an wasted at interior threaded connection, allowing engine exhaust to leak into the passenger compartment for the enclosed lifeboat creating a hazardous environment for the crew.**

**0610 - Lifeboats**

**Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and read for immediate use. Port side lifeboat positive battery conductor found severed, preventing the engine from starting.**

**1790 - Ship type designation - Annex I**

Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when: The ship is proceeding en route and the oily mixture is processed through approved oil filtering equipment. The chief engineer and 4th Engineer admitted to discharging sludge via a hose they connected between the sludge pump discharge manifold and the air conditioning sea water discharge piping, circumventing the ship's approved oil filtering equipment.

**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 in the ships: ballasting or cleaning of oil fuel tanks; discharges of dirty ballast or cleaning water from oil fuel tanks; collection and disposal of oil residues (sludge); discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and bunkering of fuel or bulk lubricating oil. A review of the oil record book, examination of the incinerator, and admission from the chief engineer revealed that the Oil Record Book entries for sludge burning operations in the incinerator were deliberately falsified.

**1710 - Oil record book**

Any failure of oil filtering equipment shall be recorded in the Oil Record Book Part I. The ship's electrical engineer revealed that the oil water separator's 2nd stage oil-level detector alarm was not functioning properly during their voyage. Additionally, the Chief Engineer asked the Electrical Engineer to fix it prior to the Coast Guard port state control examination in Honolulu, HI but he was unable to do so. The failure of the equipment was not logged in the oil record book.

**2530 - Resources and Personnel**

The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. The Company should ensure that all personnel involved in the company's safety management system have adequate understanding of relevant rules, regulations, codes and guidelines. The Company should also ensure that the Safety and Environmental Protection policy is followed. Ship's crew did not properly record failure of the oily water separator oil-level detector alarm and did not record tank-to-tank transfers between the F/O Drain Tank and the port bilge tank in the oil record book part I. Furthermore, the crew did not make all required entries in the garage record book with several entries missing the required description of garbage and/or quantity of garbage discharged. Moreover, the ship washed the engine room bilges with detergent and ran cleaning water through OWS despite warning in manufacturer manual. The crew admitted to purposefully discharging oily sludge directly overboard through the air conditioning sea water overboard discharge and continued use of OWS with defective oil level detector alarm.

Ship Name: **HAINA**

Ship Type: **Towboat/Tug**

Flag: **Dominican Republic**

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

IMO Number: **9429895**

Recognized Security  
Organization (RSO):

Date of Action: **8/23/2017**

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

Action Taken: **Detention**

Port: **St. Croix, USVI**

Organization Related  
to Detention:

Unit: **MSD ST. CROIX**

Ship Management: Owners, Operators, or Managers  
**Svitzer Caribbean Dominicana S.A.S.**  
**Svitzer CMS Ltd.**

Charterers  
**Limetree Bay Terminals, LLC**

Deficiencies: Code - Category

**0220 - Certificates of competency**

Description

**Control exercised by a duly authorized control officer under article X shall be limited to the following: verification in accordance with article X(1) that all seafarers serving on board who are required to be certified in accordance with the convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The vessel's Master and the Chief Engineer's certificate issue by the Dominican Republic fail to indicate the capabilities II/3, III/3 at the management level for the size and class of the vessel.**

**0220 - Certificates of competency**

**Control exercised by a duly authorized control officer under article X shall be limited to the following: verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration. Two crew members could not provide certificates of proficiency in accordance with Regulation II/4 as required by the Minimum Safe Manning Certificate.**

Ship Name: **HC EVA-MARIE**

Ship Type: **Bulk Carrier**

Flag: **Antigua and Barbuda**

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

IMO Number: **9369071**

Recognized Security  
Organization (RSO):

Date of Action: **7/24/2017**

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  
**IMM Shipping GmbH & Co. KG**  
**"HC Eva-Marie" Schiffahrts UG**

Charterers  
**IMM Eva-Marie Limited**

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

Description  
**A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational 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 PSCO observed the MINI-FOG hyper mist system fresh water suction valve in the closed position, rendering the system incapable of fighting a fire in high risk fire areas in the engine room. Vessel is classed for and operated in unmanned mode as per the Engine Log Book.**

Ship Name: **HYUNDAI GENERAL**

Ship Type: **Containership**

Flag: **Panama**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9112284**

Recognized Security  
Organization (RSO):

Date of Action: **6/21/2017**

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

**Hyundai Ocean Service Co. LTD**

**Wisdom Shapley 41 Shipping SA**

Charterers

**Hyundai Merchant Marine Co. Ltd.**

Deficiencies: Code - Category

**1020 - Fire alarm**

Description

**The activation of any detector or manually operated call point shall initiate a visual and audible fire signal at the control panel and indication units. The Port State Control Officer tested the automatic operation of the indicating stations and discovered that 06 of 07 indicating station in the Category A machinery space did not provide visual or audible alarms. Alarm activation from the single functioning station would not alert crew members to fire due to its location in an adjoining space ("shaft alley") separated by a door.**

Ship Name: **IOLCOS COMMANDER**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9598787**

Recognized Security  
Organization (RSO):

Date of Action: **2/13/2017**

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

**Iolcos Hellenic Maritime Enterprises Co., Ltd.**

**Mediterranean Anthem Shipping Co Ltd**

Charterers

**Phaethon International Ltd.**

Deficiencies: Code - Category

**1410 - Propulsion main engine**

Description

**The arrangements for the utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Cylinder number four on the main engine is excessively leaking fuel oil and presenting an unacceptable risk of fire to the crew and vessel due to puddles of fuel oil at the base of the main engine's cylinder fuel pump and other hot surfaces.**



Ship Name: **ISE**

Ship Type: **General Dry Cargo Ship**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9300893**

Recognized Security  
Organization (RSO):

Date of Action: **11/3/2017**

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  
**Pacific Ship Management Co., Ltd**  
**Sea Monterey S.A.**

Charterers  
**NYK Bulk & Projects Carriers**

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

Description  
**Recovery time of the rescue boat shall be not more than  
5 minutes in moderate sea conditions when loaded with  
its full complement of person and equipment. Starboard  
side rescue lifeboat was lowered 1M past embarkation  
and could not be recovered in 5 minutes.**

Ship Name: **JAIGARH**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9461104**

Recognized Security  
Organization (RSO):

Date of Action: **8/4/2017**

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  
**Seaquest Oriental PTE LTD**

**MI-Das Line SA**

Charterers

**Kawasaki Kisen Kaisha Co Ltd**

Deficiencies: Code - Category

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

Description

**Machinery spaces of category "A" above 500 m in volume shall be protected by a fixed water-base fire extinguishing system capable of continuously supplying water-base medium for at least 20 minutes. Water from the hyper-mist supply tank was used to clean the cargo hold on 27JUL2017 while en route to Columbia River, triggering a low-level alarm for the supply tank. The tank level gauge was found inoperably by the PSCO and ship's crew were unable to provide the volume of water remaining in the tank to quantitatively show sufficient water for 20 minutes of hyper-mist system operation.**

Ship Name: **JENNIFER SCHEPPERS**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9433157**

Recognized Security  
Organization (RSO):

Date of Action: **12/7/2017**

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

**HS Shipping Ltd**

**MS "Mistral Strait" UG  
(Haftungsbeschränkt) & Co.**

**HS Bereederungs GmbH & Co KG**

Charterers

**Caribbean Feeder Services Ltd**

Deficiencies: Code - Category

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

Description

**Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the administration with a stored energy capable of at least three consecutive starts. A second source of energy shall be provided for an additional three start with 30 mins unless manual starting can be demonstrate to be effective. At the time of the inspection, the PSCO found only one operable source of stored energy capable of starting the emergency generator. The secondary means employed by the vessel through a manual cranking system was found in substandard material condition and when tested, it was found not operable.**

Ship Name: **LESSOW SWAN**

Ship Type: **Chemical Tankship**

Flag: **Denmark**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9386378**

Recognized Security  
Organization (RSO):

Date of Action: **2/10/2017**

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

**Uni-Tankers A.S**

**Ini-Tankers M/T LESSOW SWAN ApS**

Charterers

**Uni-Chartering USA LLC**

Deficiencies: Code - Category

**1850 - Fire protection cargo deck  
area**

Description

**Sufficient foam concentrate shall be supplied to ensure 30 minutes of foam generation in tankers not fitted with an inert installation or not required to use an inert gas system. Foam concentrate level is currently around 1900 liters and would provide approximately 20 minutes of firefighting foam to the cargo deck. Furthermore the foam tank inspection cover is broken and allows for the evaporation and dissipation of the liquid content of the tank.**

Ship Name: **LUCY OLDENDORFF**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9587166**

Recognized Security  
Organization (RSO):

Date of Action: **9/25/2017**

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

Action Taken: **Detention**

Port: **Long Beach, California**

Organization Related  
to Detention:

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

Ship Management: Owners, Operators, or Managers  
**Oldendorff Carriers GMBH & CO. KG**

Charterers  
**Arkadia Shipping Inc**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

**Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling of daily service tank having a capacity of 500 L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space which such tanks are situated. Quick closing isolation valve for the tank labeled heavy fuel oil serving the main engine was held in the open position with wire and could not operate as designed.**

**0750 - Fire prevention**

**Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling of daily service tank having a capacity of 500 L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space which such tanks are situated. Quick closing isolation valve for the tank labeled low sulfur fuel oil serving the main engine was held in the open position with wire could not be operate as designed.**

Ship Name: **MAGESTIC**

Ship Type: **General Dry Cargo Ship**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Tsunami Marine Limited**

IMO Number: **8117421**

Recognized Security  
Organization (RSO):

Date of Action: **11/16/2017**

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.**  
**Magestic Holdings International S.A.**

Deficiencies: Code - Category

**2515 - Company responsibility and authority**

Description

**Objective evidence discovered during an expanded ISM exam revealed the following nonconformities: The vessel failed to fully implement the requirement of the ISM code through their SMS procedures as evident by the following 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 each ship is manned with qualified, certificated, and medically-fit seafarers in accordance with national and international requirement. The company policy requires that all officers must be in possession of a valid medical certificate covering their tour of duty. The Chief Mate's medical certificate is expired and therefore his medical fitness is unknown.**

**No. 2 - The company should ensure that inspections are held at appropriate intervals. Maintenance checklist for firefighting, lifesaving, and critical equipment were not completed at weekly and monthly intervals as required by their SMS.**

**No. 3 - The company should ensure that any nonconformity is reported with its possible cause, appropriate corrective action taken, and records of these activities are maintained. The vessel has multiple non-conformities that were reported by the master i.e. rescue boat falls have exceeded the replacement intervals, ring buoy self-activating smoke signal is expired, charts are not updated and Chief Mate's medical certificate is expired. No corrective actions regarding these non-conformities have been taken.**

**No. 4 - 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 conduct fire, abandon ship, man overboard, flooding, collision, and enclosed space drills. The crew failed to complete all SMS required drills in the months of September and October. Additionally, the crew is not conducting weekly bilge sounding in accordance with company policy.**

**No. 5 - 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. In accordance with MARPOL, the crew is required to follow the company's garbage management plan. The crew is not following the plan nor are they adhering to MARPOL as they are discharging non-comminuted food waste into the sea. Furthermore, the master is not maintaining crew rest hours in accordance with STCW.

**0750 - Fire prevention**

Structural fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs. The "A" class boundaries as indicate on the fire control plan in the following location do not meet structural fire protection requirements; the bulkhead surrounding the engine room contains multiple holes, galley bulkhead has multiple penetrations and the deck between the boat deck and wheel house is wasted above the master's office. In addition, there are multiple penetrations through "B" class bulkhead and doors through the ship.

**2099 - Other (SOLAS Related Operational Def.)**

Weekly inspections of all survival craft engines and general emergency alarms shall be entered into the log book. Weekly inspections have not been recorded in log book since July 2017. The date when the abandon ship and fire drills are conducted shall be recorded in the log book as prescribed by the administration. Abandon ship drills have not been recorded since August 2017. The vessel is not conducting emergency drills as required.

**0635 - Launch arrangements for rescue boats**

Falls used in launching shall be renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years. Rescue boat's falls are marked as being renewed in August 2012 and no certificate is available to show recent service.

**1560 - Charts**

Nautical charts and publications shall be adequate and up-to-date. Nautical charts onboard vessel are being used for navigation and have not been updated since August of 2016.

**0750 - Fire prevention**

In corridors and stairway enclosures serving accommodation service spaces, ceilings, linings and draught stops shall be of non-combustible materials. The deck of the corridor in the accommodation spaces have been replaced with plywood, a combustible material.

**2120 - Garbage**

Every ship of 400 gross tonnage and above shall carry a garbage management plan which the crew shall follow. Crew is not separating garbage in accordance with their approved garbage management plan.

**2120 - Garbage**

When disposed in the Wider Caribbean Region, food waste shall be comminuted or grounded and shall be capable of passing through a screen with openings no greater than 25 mm. Vessel is not equipped with a comminuter and is discharging food waste into the Wider Caribbean Region as recorded in their logbook.

**0120 - Load lines**

**The international Load Line Certificate shall not be delivered to the ship until the officer of surveyor acting under the provisions of article 13 of the convention has certified the marks are correctly indicated on the ship's sides. Vessel's load line markings do not reflect the load line marks indicated on the ship's certificate.**



Ship Name: **MAJESTY OF THE SEAS**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

Recognized Org: **DNV GL MARITIME**

IMO Number: **8819512**

Recognized Security  
Organization (RSO):

Date of Action: **2/13/2017**

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

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Organization Related  
to Detention: **DNV GL MARITIME**

Unit: **MSD PORT CANAVERAL**

Ship Management: Owners, Operators, or Managers  
**Royal Caribbean Cruises Ltd.**  
**Majesty of the Seas Inc**

Deficiencies: Code - Category

Description

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

**The construction of all doors and door frames in "A" class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame, as far as practicable, equivalent to that of the bulkheads in which the doors are situated. Such doors and door frames shall be constructed of steel or other equivalent material. The following fire doors had compromised fire protection integrity to include holes, wastage, patches, and improper modification or repairs: 4.21, 4.22, 4.25, 4.28, 4.38, 4.39, 4.40A, 4.44, 4.51, 4.56, 4.57, 4.65.**

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

**Special attention shall be given to the fire integrity of window facing open or enclosed lifeboat and life raft embarkation areas in so that failure during a fire would not impede embarkation into lifeboats and life rafts. Ten (10) windows are found to be cracked and/or shattered.**

**0699 - Other (Life Saving  
Appliances)**

**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. Numerous lifeboats were found to have fuel in the bilge from unknown source.**

**0610 - Lifeboats**

**The normal equipment of every lifeboat shall consist of a manual pump. Manual pumps in numerous life boats found to be inoperable due to deterioration of bilge pump hoses.**

**0660 - Lifejackets**

**All lifesaving appliances prescribed in this part shall be not affected by fungal attack. A great number of lifejackets (adult and child sizes) were found in severe condition, with deteriorated retro reflective tape, and severe fungal attack.**

Ship Name: **MARGUERITA**

Ship Type: **General Dry Cargo Ship**

Flag: **Liberia**

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

IMO Number: **9717515**

Recognized Security  
Organization (RSO):

Date of Action: **7/7/2017**

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

Action Taken: **Detention**

Port: **Portland, Maine**

Organization Related  
to Detention:

Unit: **Sector Northern New England**

Ship Management: Owners, Operators, or Managers

**MST Mineralien Schifffahrt Spedition**

**Reederei ms "Marguerita" Gmbh & Co  
Geschlossene In**

Charterers

**Manuela Shipping LTD**

Deficiencies: Code - Category

Description

**1730 - Oily-water separating  
equipment**

**Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when the oily mixture is processed through an oil filtering equipment meeting the requirement of regulation 14 of this annex. The MARGUERITA installed a pneumatic pump to bypass the oil water separator. The crew was ordered to pump oily water from the bilge holding tank to the freshwater tank. Another pump then pumped oily water from the freshwater tank to the gray water tank and then overboard.**

**1710 - Oil record book**

**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 place operations takes place in the ship; Collection and disposal of oil residue (Sludge); discharge overboard or disposal otherwise of bilge water which has accumulate in machinery spaces. The MARGUERITA was found to be transferring oily water between tanks from the starboard side bilge holding tank to a fresh water tank and from the fresh water tank to the grey water tank. Oily water was then discharge overboard. Tank to Tank and overboard transfers in the oil record book do not correspond with actual transfers.**

**1721 - Retention of oil on board**

**After any survey of the ship under paragraph 1 of this regulation has been complete, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey, without the sanction of the administration, except the direct replacement of suck equipment and fittings. During the expanded MARPOL exam, oily water was discovered in the boiler FW tank. It was also determined that oily water had been present in the FW line and grey water tank. Neither the feed water tank nor the grey water tank are listed as designated holding tanks on the vessels IOPP certificate.**

**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. During the expanded MARPOL exam, it was discovered the vessels SMS was not being implemented. This was identified when oily water was located in a tank not designated for the retention of oily waste listed on the vessels IOPP. The Coast Guard is recommending an audit of the vessels SMS.**

Ship Name: **MIDNIGHT COAST**

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

Flag: **Vanuatu**

Recognized Org: **Bulgarian Register of Shipping**

IMO Number: **7303918**

Recognized Security  
Organization (RSO):

Date of Action: **12/21/2017**

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

Action Taken: **Detention**

Port: **St. Croix, USVI**

Organization Related  
to Detention:

Unit: **MSD ST. CROIX**

Ship Management: Owners, Operators, or Managers  
**Midnight Marine Holding Limited**  
**EZ Shipping LTD**

Deficiencies: Code - Category

Description

**0220 - Certificates of competency**

**Control exercised by a duly authorized control officer under article X shall be limited to the following: verification in accordance with article X(1) that all seafarers serving on board who are required to be certified in accordance with the convention hold an appropriate certificate of valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5. Upon review of the vessel Master's STCW II/2 license, Port State Control Officers found his license expired on 10 MAY 2017. Master's record of service confirmed he signed on board the vessel on 18 JUNE 2017 which is a month after his license had expired.**

**0220 - Certificates of competency**

**Control exercised by a duly authorized control officer under article X shall be limited to the following verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration. Vessel's minimum safe manning document requires (1) Master operating under a STCW II/2 certification. Since the Master's license expired on 10 MAY 2017 and no other crew member possesses a II/2 certification the vessel is not manned in accordance with the Flag State requirements.**

**2515 - Company responsibility and authority**

Control exercised by a duly authorized control officer under article X shall be limited to the following: verification in accordance with Article X(1) that all seafarers serving on board who are required to be certified in accordance with the convention hold an appropriate certificate of valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5. The Master's Panamanian STCW II/2 credential had an expiration date of 10 MAY 2017. On 30 NOVEMBER 2017, the company submitted his expired license to Vanuatu Maritime Affairs to obtain a Flag State endorsement. Vanuatu Maritime Affairs provided a confirmation receipt of application granting him allowance to sail on board a Vanuatu Flag vessels for a 90 day grace period even-though the submitted license was 6 month passed its expiration date when the application was submitted and received by the Flag Administration.

**0220 - Certificates of competency**

Objective evidence discovered during an expanded ISM exam revealed the following non-conformity. The company should ensure that each ship's manned with qualified, certified and medically fit seafarers in accordance with National and international requirements. The SMS procedure for verifying the master's credential prior to signing on was not conducted properly. The vessel's Master signed on board 18JUN2017 and the company contrary with STCW I/14 failed to verify that the master had valid license. The company submitted an application for an endorsement on 30 NOV 2017 on behalf of the Master, who did not have a valid license and who had been operating o the vessel for five months and therefore recommend an external audit.

Ship Name: **MIDNIGHT TIDE**

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

Flag: **Vanuatu**

Recognized Org: **Bulgarian Register of Shipping**

IMO Number: **8119974**

Recognized Security  
Organization (RSO):

Date of Action: **3/17/2017**

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

Action Taken: **Detention**

Port: **St. Thomas, USVI**

Organization Related  
to Detention:

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

Ship Management: Owners, Operators, or Managers  
**Midnight Marine Holding Limited**

Deficiencies: Code - Category

Description

**2510 - Safety and environmental  
policy**

**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. Vessel failed to update SMS to reflect change of requirements of new Flag State, failure to report non-conformities, and crew familiarization check list cargo stowage procedures conflicting with cargo securing manual.**

**0150 - Oil pollution prevention  
(IOPP)**

**The vessel's SMS onboard is not approved by the Administration or recognized organization and refer to the vessel's previous Flag thought-out. The vessel is currently operating with an interim Safety Management Certificate and no documentation addressing the discrepancy of the current SMS onboard. The vessel changed Flag Administrators in January 2017**

**0120 - Load lines**

**The Administration shall satisfy itself that the general structural strength of the sip is adequate for the draught corresponding to the freeboard assigned. After any survey of the ship under article 14 has been completed no change shall be made in the structure, equipment, arrangements, material or scantlings covered by the survey, without the sanction of the Administration. The bow thruster shaft has a temporary repair that is leaking at a rate of 1 drop every 6 seconds. The #2 starboard ballast tank is severely wasted at the base and structural deformations throughout.**

**0120 - Load lines**

**Deck cargo carried on any ship shall be so stowed that any opening which is in way of the cargo and which gives access to and from the machinery spaces can be closed and secured against water ingress. The starboard door leading to engine room was found blocked open by a shipping container. In addition to the fire hazard this presents, it is a down-flooding hazard, compounded by the unlashd empty container found onboard.**

**0120 - Load lines**

**All access opening in bulkheads shall be fitted with doors of steel and weathertight when closed. The exterior aft door at the second deck has dogs installed incorrectly at the top which do not make contact with the strike plate on the frame. When the door is secured, the seal is not watertight along the bottom knife edge.**

**0120 - Load lines**

**The deckhouses used for the accommodation of the crew shall be constructed to an acceptable level of strength. There is a penetrating n the Weathertight envelope of the navigation bridge overhead causing water to drip into a make-shift container the crew has hanging over the electronic steering control panel. The vessel has been operating in this condition for two weeks without correspondence to the flag state.**

Ship Name: **MSC WESER**

Ship Type: **Containership**

Flag: **Portugal**

Recognized Org: **Bureau Veritas**

IMO Number: **9236690**

Recognized Security  
Organization (RSO):

Date of Action: **10/31/2017**

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  
**MSC Shipmanagement Ltd.**  
**Arrow Shipping Corporation**

Deficiencies: Code - Category

Description

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

**The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. Oil fuel lines shall be screened or otherwise suitably protected to avoid, as far as practicable, oil spray or oil leakages onto hot surfaces, into machinery air intakes, or other sources of ignition. PSCO noted multiple fuel oil leaks on the number 1, 2 and 3 generators.**

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

**Oil fuel pipes and their valves and fittings shall be of steel or other approved material. PSC note the permanent installation of the leakage oil collecting pipe had been previous removed and replace with a flexible hose.**



Ship Name: **NAVE CIELO**

Ship Type: **Oil Tankship**

Flag: **Cayman Islands**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9301976**

Recognized Security  
Organization (RSO):

Date of Action: **12/12/2017**

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  
**Navios Tankers Management Inc.**

**IOS Shipping Corp**

Charterers

**Navig8 America LLC**

Deficiencies: Code - Category

Description

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

**The System shall be fitted with a recording device to provide a continuous record of the discharge in liters per nautical mile and total quantity discharged of the oil content and rare of discharge. ODME was not operational and failed to operate on multiple attempts when presented to PSC for examination. Flow meter does not show accurate rate of discharge.**

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

**In the event of failure of the ODME, a manually operated alternative method may be used, but the defective unit shall be made operable as soon as possible. According to the records, the ODME flow rate has been entered manually from Jan of 2016 to Oct 2017 and the ODME remains inoperative. This is approximately 23 months without this deficiency being rectified with no records showing any attempt to rectify this deficiency.**

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

**The company and ship shall comply with the requirements of the ISM code. For purposes of this regulation, the requirements of the code shall be treated as mandatory. In meeting these requirements the company should ensure that any non conformity is reported with its possible cause, if known. Pollution control equipment (ODME) was not operated properly as indicated by incorrect flow rates. Additionally, equipment was being operated with manual flow rates entered. The crew did not follow the procedures to rectify this major non conformity and no reports were made to Flag/RO in accordance with the SMS onboard and company's Safety and Environmental Protection Policy. An external ISM audit is recommended.**

Ship Name: **NAVIOS SKY**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9724180**

Recognized Security  
Organization (RSO):

Date of Action: **10/15/2017**

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  
**Minamoto Kisen Corporation Limited**

**Basic Eternity Line**

Charterers

**Kleimar N.V.**

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 having a capacity of 500L and above shall be fitted with a cock or valve directly on the tank capable of been closed from a safe position outside the spare concerned in the event of a fire occurring the space in which such tanks are situated. PSCO observed wooden blocks preventing the remote operation of the quick closing fuel valves for both the low sulfur diesel oil service tank and the No. 1 generator fuel supply.**

Ship Name: **NERA II**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

Recognized Org: **CONARINA**

IMO Number: **8502365**

Recognized Security  
Organization (RSO):

Date of Action: **8/4/2017**

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  
**SM Marine Inc**  
**Nera Limited**

Deficiencies: Code - Category

Description

**1299 - Other (Load Lines)**

**The administration shall satisfy itself that the general structure strength of the hull is sufficient for the draught corresponding to the freeboard assigned. PSCOs observed six holes in the hull below the deck line and one hole above the deck line on the port side, penetrations in the engine room bulkhead, and deteriorated structural members in the engine room bilge.**

**1240 - Cargo and other hatchways**

**The means for 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 conditions. Multiple sections of gasket on the cargo hatch covers are missing or damaged, compromising the weather tightness of the fittings.**

**1299 - Other (Load Lines)**

**The condition of the ship and its equipment shall be maintained to conform with the provision of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. Six holes found below the deck line on the port side compromising the vessels watertight integrity.**

Ship Name: **NICOS I. V**

Ship Type: **Chemical Tankship**

Flag: **Greece**

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

IMO Number: **9103843**

Recognized Security  
Organization (RSO):

Date of Action: **7/18/2017**

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

Action Taken: **Detention**

Port: **Port Arthur, Texas**

Organization Related  
to Detention:

Unit: **MSU Port Arthur**

Ship Management: Owners, Operators, or Managers  
**Avin international Corp Of Panama S.A.**  
**Nicos IV Special Maritime Enterprise (ENE)**

Charterers  
**PMI Trading LTD**

Deficiencies: Code - Category

Description

**1710 - Oil record book**

**The Oil Record Book Part II should be completed on each occasion on a tank to tank basis if appropriate whenever any the following cargo/ballast operations take place on a ship, cleaning of cargo tanks, and internal transfer of cargo during voyage. The vessel failed to log the cleaning of #3 cargo tank and the subsequent transfer of cargo to the drain tank during a voyage between Houston, TX and Port Arthur, TX.**

**1710 - Oil record book**

**The Oil Record Book Part II shall be completed on each occasion on a tank-to-tank basis if internal transfer of cargo takes place during a voyage. Daily tank sounding on 28 Jun 17 indicate increases in the #1C, #5C, and #7C cargo tanks and depressed in the levels of cargo tanks #2C, #3C, #4C and #6C. No entry for this apparent cargo transfer is present in the Oil Record Book Part II.**

**2510 - Safety and environmental policy**

**The company should establish a safety and environmental policy which describes how the objective give in paragraph 1.2 will be achieved. The company should ensure that the policy is implemented and maintained at all levels of the organization both ship base and shore based. The ship's SMPEP designates the cargo drain tank to be used for emergency purposes. Objective evidence in form of statements from the crew as well as tank sounding demonstrate that the cargo drain tank is being used to deposit residues from tank cleaning. This use of the tank has led to a condition where it does not have sufficient capacity in the event of an emergency.**

**0930 - Stability/strength**

**Each watertight bulkhead, whether transverse or longitudinal, shall be constructed having scantlings as specified in regulation 2.17 In all case, watertight bulkheads shall be capable of supporting at least the pressure due to a head of water up to the bulkhead deck. Tank sounding indicate that in a 24 hour period, the #2 port ballast tank lost 22 cubic meters of water while the forepeak ballast tank gained 26 cubic meters of water.**

**1160 - Holds and tanks**

Vessel shall be maintained in accordance with structural requirement of a Classification Society. Daily sounding of cargo tanks indicate unexplained loss of cargo on June 9, 2017 and June 10, 2017 in the #2C, #4C, and #6C cargo tanks. Oil is present in adjacent ballast tanks.

**2560 - Company verification, review and evaluation**

The Safety Management System shall be maintained in accordance with the provision of the international Safety Management code. The company shall establish procedures to ensure that the ship is maintained in conformity with the provision of the requirements which may be established by the company. Based on the deficiencies describe on this form there is evidence of a systematic breakdown of the vessel's safety management system.

Recommend an external audit on the vessel's SMS.

**1710 - Oil record book**

The Oil Record Book Part II shall be complete on each occasion on a tank to basis if appropriate, whenever any of the following cargo/ballast operation takes place on the ship: disposals of residues. Between 07 Dec 2015 and 28 Apr 2016, there are 91 cubic meters of liquid in the starboard slop tank that are unaccounted for in the Oil Record Book Part II.

Ship Name: **NIREFS**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

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

IMO Number: **9215933**

Recognized Security  
Organization (RSO):

Date of Action: **11/14/2017**

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

Action Taken: **Detention**

Port: **Seattle, Washington**

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

Unit: **Sector Puget Sound**

Ship Management: Owners, Operators, or Managers  
**Diana Wilhelmsen Management**  
**Skyvan Shipping Company**

Charterers  
**JALDHI OVERSEAS PTE LTD**

Deficiencies: Code - Category  
**1020 - Fire alarm**

Description  
**The activation of any detector or manually operated call point shall initiate a visual and audible fire signal at the control panel and indicating units. The following alarms and indicating units located in the engine room were found inoperable for a prolonged period of time and the vessel crew did not attempt to rectify and/or report them to Flag/RO: 02 fire alarm air horns, 02 machinery air horns, 03 fire alarm indicating lights, 01 machinery alarm light, and 01 fire alarm bell.**

Ship Name: **NORDIC BARENTS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9079169**

Recognized Security  
Organization (RSO):

Date of Action: **9/11/2017**

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  
**Seamar Management S.A.**  
**Nordic Bulk Barents Ltd**  
Charterers  
**Nordic Bulk**

Deficiencies: Code - Category

Description

**0740 - Pumps**

**In cargo ships of 2,000 GT 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 fire pump which shall be capable of supplying two jets of water. PSCO observed the vessel's emergency fire pump was not capable of supplying suction.**

**0740 - Pumps**

**Each of the required fire pumps shall be capable of delivering at least two required jets of waters. PSCO observed substantial leaks on the No. 1 and No. 2 general service pumps, used as primary fire pumps, preventing the pumps from working in accordance with the regulation.**

**0999 - Other (Safety In General)**

**Where necessary, fuel oil shall be suitably protected to avoid as far as practicable oil spray and oil leakage. PSCO observed a substantial leak on the No. 2 fuel oil transfer pump.**

**0999 - Other (Safety In General)**

**The condition of the ship and its equipment shall be maintained to conform with the provision 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 crew. PSCO observed an excessive fuel leaks on the emergency generator while condition operational test.**

**2550 - Maintenance of ship and equipment**

**The company and the ship shall comply with the requirements of the ISM code. The combined significance of the above deficiencies indicates a substantial noncompliance with the ISM code and may pose a serious threat to the ship and crew. PSCO recommends an external ISM audit.**

Ship Name: **NORMA H II**

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

Flag: **Panama**

Recognized Org: **Panama Maritime Documentation Service**

IMO Number: **7228716**

Recognized Security  
Organization (RSO):

Date of Action: **2/23/2017**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

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

Unit: **Sector San Juan**

Ship Management: Owners, Operators, or Managers

**MMS Americas LLC**

**Norma Holding (Panama) S.A.**

Charterers

**Stevenson Formel Freight Services LLC**

Deficiencies: Code - Category

**2515 - Company responsibility and  
authority**

Description

**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 due to lack of adherence to safety hot work/pre-departure checklists, master pre-signed Corrective Action Reports, drills/training not being carried out via interval established by vessel SMS, maintenance/administration required by SMS not being completed due to outdated or missing portions of the SMS resulting in several non-conformities throughout the vessel. Recommend an external audit.**

**1299 - Other (Load Lines)**

**The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. There are welding scorch marks in isolated sections on the engine room overhead, below the main deck, which regularly carries thousands of pounds of cargo and containers holding dangerous goods. Below these scorch marks are traces of running rust on lagging and pipes, indicating a potential ongoing wastage problems. It was observed during a sampling of random areas of the main deck revealed several suspected areas significantly less than deck original steel thickness and several areas where plug welds were used to repair compromised steel.**

**1299 - Other (Load Lines)**

**The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. After any survey of the ship under article 14 has been completed, no change shall be made in the structure arrangements, material or scantlings covered by the survey, without the sanction of the Administration. The vessel operator cropped the deck in a 10' x 6' section, cutting across multiple transverse deck frames. The owner/operator cannot provide proof of correspondence with or authorization from Flag regarding the structural alteration.**



Ship Name: **OCEAN SPIRIT I**

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

Flag: **Togo**

Recognized Org: **CONARINA**

IMO Number: **8213160**

Recognized Security  
Organization (RSO):

Date of Action: **6/7/2017**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Organization Related  
to Detention: **CONARINA**

Unit: **Sector San Juan**

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

Deficiencies: Code - Category

Description

**2510 - Safety and environmental  
policy**

**The company should ensure that all personnel involved in the company safety management system have an adequate understanding of relevant ruled, regulations, codes and guidelines. Based on the deficiencies listed below, including unfamiliarity with MARPOL requirements by Senior Engineer, improper manning, questionable cargo stowage/stability, firefighting equipment maintenance, failure to report severe leak on both shafts to company representatives in accordance with vessel's SMS and unauthorized discharge of oily water discharge.**

**0740 - Pumps**

**The arrangement of sea connections, fire pumps and their sources of power shall be as to ensure that; in cargo ships, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of an emergency fire pump complying with the provision of the Fire Safety Systems Code with its source of power and sea connection located outside the space where the main fire pumps or their sources of power are located. The vessel's emergency fire pump is a portable pump not connected to the fire main and not located in a space meeting the requirements of 74 SOLAS (2014) 10.2.2.3.2. The RO required that a new emergency fire pump be installed permanent to the main fire line with a completion date of 14 March 2017; however, the deficiency has not been corrected and the vessel has not been granted any extensions.**

**0750 - Fire prevention**

**Bulkhead forming boundaries between cargo spaces and machinery spaces of category A shall be insulated to "A.60" class standard. Other boundaries between such spaces shall be insulated to "A.60" class standard. The engine room overhead is not insulated to "A.60" class standard.**

**0615 - Rescue boats**

**Cargo ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the Code. A rescue boat shall be capable of carrying at least five seated persons and a person lying on a stretcher. Vessel's rescue boat is not SOLAS approved and it is only rated for three people.**

**0615 - Rescue boats**

Launching arrangements shall comply with the requirements of regulation 16. Each rescue boat launching appliance shall be fitted with a powered winch motor capable of raising the rescue boat from the water with its full rescue boat complement persons and equipment at a rate of not less than 0.3m/s. The powered winch cannot meet this requirement, and the vessel and launching appliance were surveyed with the current three-person rescue boat.

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

Control exercised by a duly authorized control officer under article X shall be limited to the following; verification that the number and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirement of the Administration. The senior engineer on board the vessel since 28 January 2017 holds III/1 operational license that does not meet the III/3 requirements as listed on the vessel's Minimum Safe Manning Certificate.

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

Deficiencies which may be deemed to pose a danger to the environment include the following; failure to comply with the applicable safe manning requirements of the Administration and absence in a watch of a person qualified to operate equipment essential to prevention of marine pollution. The senior engineer required one-on-one instruction and approximately two hours of troubleshooting before satisfactorily demonstrating a test of the required oil filtering equipment, indicating unfamiliarity with system. The senior engineer asked the attending PSCOs where it is acceptable to discharge oil contaminated bilge water and how to properly record entries in the Oil Record Book.

**0999 - Other (Safety In General)**

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulation to ensure that the ship in all respect will remain fit to proceed to sea without danger to the ship or the persons on board. Both propeller shaft packing glands are leaking sea water at approximately ten gallons per minute in a steady stream.

**0750 - Fire prevention**

The arrangements for the storage, distribution and utilization of oil used in pressure lubrication system shall be such as to ensure the safety of the ship and person on board. An excessive amount of fresh oil was discovered on and below the operating aft generator and approximately 300-500 gallons of densely contaminated oily waste, exacerbated by the propeller shaft packing gland leaks, was observed within the bilge wells creating a severe fire hazard.

**2035 - Fire control plan**

Plans and booklets shall be kept up to date. The fire control plan was last verified in Jun 2016 and listed inaccurate locations of spaces onboard including the CO2 locker and an auxiliary machinery space the crew was using as a paint locker. These spaces reflect the arrangement of the vessel prior to the 2006 major modification. In addition, the plan is missing the location of both fireman outfits.

**1720 - Control of discharge of oil**

Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all the following conditions are satisfied: the ship is proceeding enroute; the oily mixture is processed through an oil filtering equipment and; the oil content of the effluent without dilution does not exceed 15 ppm. While on board, the senior engineer had submersible automatic big pumps drawing water from the bilge under the leaking shaft seal pumping directly overboard without the water passing through the OWS. A visible sheen on the water suggests the oil content exceeded 15ppm.

**1710 - Oil record book**

Each operation describe in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part I, so that all entries into the book appropriate to that operation are completed Since 10 March 2017, the vessel's Oil Record Book only contains entries for bunkering fuel oil and has no other entries related to handling of oil or oil filtering equipment onboard. The senior engineer state he has not been performing or recording weekly tank soundings as per Oil Record Book instructions.

**2199 - Other (MARPOL Related Operational Def.)**

The bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered. The sample is to be trained under the ship's control in any case for a period of not less than 12 months from the time of delivery. All fuel samples have not been maintained for 12 months; the oldest sample onboard is from December 2016.

Ship Name: **PATTAROZZI TIDE**

Ship Type: **Supply Ship**

Flag: **Vanuatu**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9289661**

Recognized Security  
Organization (RSO):

Date of Action: **10/4/2017**

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

Action Taken: **Detention**

Port: **Morgan City, Louisiana**

Organization Related  
to Detention:

Unit: **MSU Morgan City**

Ship Management: Owners, Operators, or Managers

**Fifth Third Equipment Finance Company**

**Tidewater Marine International Inc**

Deficiencies: Code - Category

Description

**2510 - Safety and environmental  
policy**

**The vessel's safety management system shall be maintained in accordance with the provision of International Safety Management Code. Vessel did not maintain safety management system by not properly maintaining required documentation.**

**0940 - Ballast fuel and other tanks**

**The master, owner, operator, agent or person in charge of vessel equipped with ballast tanks that operate in waters in the United States shall employ one of the approved ballast water management methods. The vessel did not meet any of the approved ballast management methods.**

**0940 - Ballast fuel and other tanks**

**Vessel must report the required information at least 24 hours proper to arrival to the National Ballast Information Clearinghouse. Vessel did not report any required Information to the National Ballast Information Clearinghouse.**

**2430 - SOx content exceeds limit for  
use within ECA**

**While operating within the emission control area, the sulfur content of fuel oil on board a vessel shall not exceed 0.10% m/m. The vessel was unable to provide documentation that the fuel oil on board contained less than 0.10% sulfur content.**

Ship Name: **PORHOV**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

Recognized Org: **Dromon Bureau of Shipping**

IMO Number: **7612474**

Recognized Security  
Organization (RSO):

Date of Action: **4/3/2017**

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

**Illyrg AG**

**Baltrechflot Ltd.**

Charterers

**Stella Line SA**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

As far as applicable in any cargo ship, there shall be permanently exhibited general arrangement plans showing clearly for each deck the various fire sections enclosed by fire resisting bulkheads and means of access to different compartments. Plans shall be kept up-to-date, any alterations being recorded thereon as soon as practicable. PSCOs discovered multiple "B-15" Class fire doors installed in locations designated in the vessel's approved Fire Control Plan as "A" Class fire doors, and several doors designated as "A" and "B" Class fire boundaries were missing hardware, incorrectly installed, and/or did not properly close, compromising fire boundary integrity.

**0220 - Certificates of competency**

Deficiencies which may be deemed to pose a danger to person, property or the environment include the following: failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. Vessel's master has been serving onboard since 02DEC2016 without a valid flag license endorsement.

Ship Name: **PTI RHINE**

Ship Type: **Chemical Tankship**

Flag: **Malta**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9313462**

Recognized Security  
Organization (RSO):

Date of Action: **10/28/2017**

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

Action Taken: **Detention**

Port: **Everett, Massachusetts**

Organization Related  
to Detention:

Unit: **Sector Boston**

Ship Management: Owners, Operators, or Managers

**Triple H No. 1 Ltd**

**G-Marine Service Co Ltd**

Charterers

**Standard Tank Bahamas**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

**The system shall be capable of delivering inert gas with an oxygen content of not more than 5% by volume in the inert gas supply main to the cargo tanks at any required rate of flow. PSCO found inert gas system inoperable.**

Ship Name: **PTI RHINE**

Ship Type: **Chemical Tankship**

Flag: **Malta**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9313462**

Recognized Security  
Organization (RSO):

Date of Action: **8/23/2017**

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

**Triple H No. 1 Ltd**

**EUSU Shipmanagement Co., LTD**

Charterers

**Parakou Tankers Singapore PTE**

Deficiencies: Code - Category

**2565 - Certification, verification and  
control**

Description

**Control exercised by a duly authorized control officer under article X shall be limited to the following: verification in accordance with article X(1) that all seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The vessel's master had a flag state endorsement that had expired on 24 July 2017 and been operating until 23 August 2017 without a valid endorsement. The vessel's master does not possess a valid flag state endorsement, resulting in the vessel not meeting their minimum safe manning.**

Ship Name: **RIDGEBURY ALEXANDRA Z**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9439785**

Recognized Security  
Organization (RSO):

Date of Action: **9/9/2017**

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

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Organization Related  
to Detention:

Unit: **MSU Lake Charles**

Ship Management: Owners, Operators, or Managers  
**Interorient Marine Services Limited**  
**Ridgebury Delta LLC**

Charterers  
**PMI Trading LTD**

Deficiencies: Code - Category

**1720 - Control of discharge of oil**

Description

**The oil discharge monitor and control system shall be designed and installed in compliance with the guidelines and specification for oil discharge monitoring and control system for oil tankers developed by organization. Administration may accept such specific arrangement as detailed in the Guidelines and specification. The vessel's crew modified the ODME sampling line to allow a freshwater hose to be connected to it.**



Ship Name: **RM SANTA MONICA**

Ship Type: **Towboat/Tug**

Flag: **Panama**

Recognized Org: **Overseas Marine Certification Service**

IMO Number: **7037741**

Recognized Security  
Organization (RSO):

Date of Action: **10/30/2017**

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

**Mapesa De Colombia**

**Big River Flota Naviera**

Deficiencies: Code - Category

**0220 - Certificates of competency**

Description

**All seafarers serving on board are required to provide a valid dispensation, or documentary proof that an application for an endorsement has been submitted to the administration. Every ship to which CCSSC applies, should be sufficiently and efficiently manned from the point of view of safety of life at sea. Master did not have a valid endorsement and did not provide proof that an application for an endorsement has been submitted to the Administration. First Officer did not have a valid license or a valid endorsement.**

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

**Deficiencies which may be deemed to pose a danger to persons, property or the environment include the following: failure to comply with the applicable safe manning requirements of the Administration. The Administration should provide every such ship with an appropriate safe manning document as evidence of the minimum safe manning considered necessary to satisfactory provisions of CCSSC 1.7.1. Safe manning document Zone of Navigation is for voyages not exceeding 600 NMs. The ship completed a voyage from Barranquilla, Colombia to Ponce, Puerto Rico which is approximately 636 NMs.**

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: **2/8/2017**

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

**Access Shipping Ltd.**

**Asproyi Shipping Co Ltd**

Charterers

**Oldendorff Carriers GMBH & CO. KG**

Deficiencies: Code - Category

**0615 - Rescue boats**

Description

**Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes. Rescue boat was not stowed in a state of continuous readiness; ship's crew could not start the rescue boat engine.**

**0615 - Rescue boats**

**Cargo ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the Code. All items of rescue boats equipment shall be secured within the rescue boat. The rescue boat's equipment, including thermal protective aids, fire extinguisher and rescue quoits, were not stored within the rescue boat. The equipment was located in a locker near the exhaust stack on B deck, one deck above and on the opposite side of the vessel from the rescue boat.**

Ship Name: **RYUJIN**

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

Flag: **Panama**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9055486**

Recognized Security  
Organization (RSO):

Date of Action: **2/1/2017**

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

**Sea Green Shipping S.A.**

**Kitaura Kaiun KK**

Charterers

**Eukor Car Carrier Inc**

Deficiencies: Code - Category

**2020 - Fire drills**

Description

**A ship when in a port of another contracting government is subject to control by officers duly authorized by such government concerning operational requirements in respect to 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 unable to demonstrate proficiency in performing a satisfactory fire drill after two separate attempts. On both the first and second fire drills, crew members were not outfitted in protective gear entered spaces affected by simulated smoke/heat, boundary cooling did not take place, and crew displayed an inability to properly don firefighting equipment.**

Ship Name: **SARI INDAH**

Ship Type: **Bulk Carrier**

Flag: **Singapore**

Recognized Org: **American Bureau of Shipping**

IMO Number: **9624964**

Recognized Security  
Organization (RSO):

Date of Action: **6/19/2017**

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  
**MSI Ship Management PTE LTD.**

**Sari Indah PTE. LTD.**

Charterers

**Fountain Hat International Limited**

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 discovered the main hypermist system control panel in the engine room was set to manual mode. Vessel has a periodically unattended machinery space and system has been in manual mode for the duration of the vessel's last voyage.**

Ship Name: **SEA MASTER**

Ship Type: **Bulk Carrier**

Flag: **Greece**

Recognized Org: **Bureau Veritas**

IMO Number: **9228411**

Recognized Security  
Organization (RSO):

Date of Action: **3/22/2017**

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

**Mega Shipping Line Corp**

**Sea Master Shipping Inc**

Charterers

**Strategic Bulk Carriers Inc**

Deficiencies: Code - Category

**1410 - Propulsion main engine**

Description

**In a ship which oil fuel is used, the arrangements for the storage, distribution, and utilization of the fuel oil shall be such as to ensure the safety of the ship and persons on board. PSC observed that the vessel had an excessive LSFO leak from the high pressure fuel pumps on the main diesel engine. The fuel oil migrated and overflowed at the fuel oil overflow tank line. The ship's crew installed a fixed piping bypass to a collection bucket. Ship's crew then carried excess fuel in the collection bucket to transfer to the ship's bilge oil tank creating a fire hazard.**

**2510 - Safety and environmental  
policy**

**Objective evidence discovered during an expanded ISM exam revealed the following major non-conformity: the intentional deviation from the Company's SMS safety policy and mandatory SOLAS rules by a ship's senior officer, as evidenced by the Coast Guard (Form B) deficiency #1 above. Recommend ISM Audit.**

Ship Name: **SEAMEC GALLANT**

Ship Type: **Bulk Carrier**

Flag: **India**

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

IMO Number: **9599004**

Recognized Security  
Organization (RSO):

Date of Action: **5/25/2017**

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  
**M/S Seamec Limited**

Charterers  
**Clipper Bulk (USA) LLC**

Deficiencies: Code - Category

Description

**1020 - Fire alarm**

**Fire detection and alarm systems shall be kept in good order so as to ensure their required performance if a fire occurs. Engine room fire detection system disabled by the crew due to numerous false alarms received and inoperability of the rest of the system. Chief engineer was unable to provide maintenance/testing record for fire detection system.**

**0615 - Rescue boats**

**Before the ship leaves port and at all items during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Rescue boat engine unable to start. The Chief Engineer indicate the boat has not been serviced by the crew since March 2017.**

**2550 - Maintenance of ship and equipment**

**The safety management system should include procedures ensuring that non conformities, accidents and hazardous situations are reported to the company. The company should establish procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and regulation 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; any non conformity is reported with its possible cause, if known; appropriate action is taken; and records of these activities are maintained.**

**A. The master was unable to provide specific procedures, established by the company, to report non conformities, failure of shipboard equipment, or any other situation on which the vessel require shore side assistance.**

**B. The master was unable to provide procedure of intervals at which any fire fighting and life saving equipment/appliances should be inspected and serviced, nor records/documentation indicating that any firefighting and lifesaving equipment /devices were maintained and serviced by the crew.**

**Recommend external audit of the ship's Safety Management System.**

Ship Name: **SHEILA ANN**

Ship Type: **Bulk Carrier**

Flag: **Bahamas**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9138094**

Recognized Security  
Organization (RSO):

Date of Action: **11/10/2017**

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  
**V. Ships USA LLC ( Boston)**

**Hull 2227 Shipping Ltd**

Charterers

**CSL International Inc.**

Deficiencies: Code - Category

**2050 - Operation of machinery**

Description

**Each emergency generating set 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 3 starts within 30 minutes unless manual starting can be demonstrated to be effective. Using second source of energy generator shut down unexpectedly after 45 seconds. Crew was not able to restart emergency generator for approximately 1.5 hours.**

Ship Name: **SKIATHOS**

Ship Type: **Bulk Carrier**

Flag: **Malta**

Recognized Org: **China Classification Society**

IMO Number: **9497402**

Recognized Security  
Organization (RSO):

Date of Action: **1/17/2017**

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

**Seal Maritime Limited**

**Seal Maritime Limited**

Charterers

**ADM Intermare**

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 having a capacity of 500 liters and above shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of the fire. PSCO discovered a block of wood in the quick closing valve for the MGO service tank preventing it from being closed remotely in the event of a fire.**



Ship Name: **SLINGSHOT**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

Recognized Org: **CONARINA**

IMO Number: **8126549**

Recognized Security  
Organization (RSO):

Date of Action: **3/24/2017**

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

Action Taken: **Detention**

Port: **Miami, Florida**

Organization Related  
to Detention: **CONARINA**

Unit: **Sector Miami**

**Govt of Listed Flag**

Ship Management: Owners, Operators, or Managers

**SM Marine Inc**

**Long Shot Corporation S.A.**

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 deficiencies indication that the ship and/or company are not meeting the SMS requirements: vessel not properly manned, lack of appropriate flag state endorsements for certain officers, inspection checklists of vital ship's equipment indicated that everything was satisfactory but numerous issues were found with safety equipment onboard, and lack of shore-based support responsive for vital operational equipments/resources dating back to October 2016. Recommend an external audit.**

**0299 - Other (Crew)**

**Failure to correct any to the deficiencies referred to in paragraph 2 shall be the only grounds under Article X on which a party may detain a ship. The Chief Mate and Chief Engineer do not hold valid flag state endorsements.**

**0150 - Oil pollution prevention (IOPP)**

**A certificate issued under this Annex shall cease to be valid if the certificate is not endorsed in accordance with regulation 6.1.4. The anniversary date listed on the vessel's International Oil Pollution Prevention (IOPP) Certificate is December 22. A required annual survey should have been completed by March 22, 2017. An annual survey has not been completed since December 22, 2015 rendering the IOPP certificate invalid.**

**0199 - Other (certificates)**

**A certificate issued under this Annex shall cease to be valid if the certificate is not endorsed in accordance with regulation 5.1.4. A required annual survey should have been completed by March 22, 2017. An annual survey has not been completed since December 23, 2015, rendering the IAPP certificate invalid.**

<b>0111 - Cargo ship safety construction</b>	A certificate issued under regulation 12 shall cease to be valid if the relevant surveys and inspections are not completed within the period specified under regulations 8 (a) & 9 (a). The anniversary date listed on the Cargo Ship Safety Construction Certificate, Cargo Ship Safety Radio Certificate, and Cargo Ship Safety Equipment Certificate is December 22. A required annual survey should have been completed by March 22, 2017. The annual surveys have not been completed since December 23, 2015, rendering the aforementioned certificated invalid.
<b>0740 - Pumps</b>	In a cargo ship, the required fire pumps shall be capable of delivering for fire-fighting purposes a quantity of water at the appropriate pressure. Neither of the two required main fire pumps onboard provides an adequate pressure to fight a fire.
<b>1270 - Doors</b>	The construction of all doors and door frames in "A" class divisions shall provide resistance to fire as well as to the passage of smoke and flame. The door to the engine room is severely warped and cannot be closed.
<b>0720 - Fire fighting equipment</b>	Fire hoses shall be of material approved by the administration and sufficient to project a jet of water to any of the spaces in which they may be required to be used. The forward fire hose is worn and leaking.
<b>0735 - Personal equipment - fire fighting</b>	The fireman's outfit shall consist of an electric safety lamp of an approved type. One of the required fireman's outfits is missing an electric safety lamp (hand lantern).
<b>1270 - Doors</b>	The International Load Line Certificate shall not be delivered to the ship until the officer of surveyor acting under the provisions of Article 13 of the present convention has certified the marks are correctly and permanently indicated on the ship's sides. Vessel's load line markings do not match the load line marks as indicated on the ship's certificate.

Ship Name: **STELLA KOSAN**

Ship Type: **LPG Gas Carrier**

Flag: **Singapore**

Recognized Org: **Bureau Veritas**

IMO Number: **9373591**

Recognized Security  
Organization (RSO):

Date of Action: **2/4/2017**

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  
**Lauritzen Kosan A/S**  
**LKT Gas Carriers PTE Ltd**

Charterers  
**Sabic Petrochemicals BV**

Deficiencies: Code - Category

Description

**1138 - Liquefied gases in bulk**

**The condition the ship and its equipment should be maintained to conform with the provision of the code to ensure the ship will remain fit to proceed to sea without danger to the ship or person on board. During port state exams the port state control officer discovered a cargo leak on the deck tank in way of the pressure sensor. Deck tank is 90% full of propylene.**

**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. Port state control offices observed roughly 20% of the deck water spray nozzles had little to no water flow when tested. The airlock and motor room bulkhead did not have adequate coverage. The vapor manifold on the port side, above and behind the number 1 cargo tank, did not have adequate coverage. Multiple nozzles on the branch are clogged.**

**1099 - Other (alarm - signals)**

**An audible and visual alarm system to give a warning on both sides of the airlock should be provided to indicate if more than one door is moved from the close position. Neither an audible or visual alarm activated when the airlock doors were opened. The airlock did not alarm inside or outside of the space.**

**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 meeting these requirements, the company should ensure that any non-conformity is reported. During the port state control exam, port state control officers discovered objective evidence that the vessel has failed to fully implement the safety management system. According to the Lauritsen Fleet Management system, Document# 23.05.05, requires routine inspection of cargo plants and cargo pipes. Port state control officers observed a cargo leak during the port state control exam. The last record of inspection for leaks was on 28JAN17. According to the preventive maintenance job #5873, the vessel's crew is required to test and inspect the deck water spray system every 30 days. The crew documented that the deck water spray system was tested and inspected satisfactory on 30JAN17 and 06JAN17. Port state control officers observed roughly 20% of the deck water spray nozzles inoperable. According to the preventative maintenance Job #6067, the airlock alarm should be tested every month. Port state control officers observed that the airlock did not alarm on either side when both doors were opened. The crew documented that the last inspection was conducted 27JAN17 and 22DEC16. According to the Preventative Maintenance Job #893-001-02-01, all deck lights should be inspected every month. Port state control officer observed four (4) deck lights which did not appear to be gas safe. The crew documented the last inspection was carried out on 12JAN17 and 12DEC17. Based on the deficiencies identified an external audit of the vessel's safety management system is recommended.

Ship Name: **THORCO LUNA**

Ship Type: **General Dry Cargo Ship**

Flag: **Philippines**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9699957**

Recognized Security  
Organization (RSO):

Date of Action: **3/27/2017**

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

Action Taken: **Detention**

Port: **Portsmouth, New Hampshire**

Organization Related  
to Detention:

Unit: **MSD Portsmouth**

Ship Management: Owners, Operators, or Managers  
**Sea Quest Management, Inc**  
**Sinbanali Shipping, Inc.**

Charterers  
**THORCO SHIPPING A/S**

Deficiencies: Code - Category  
**1240 - Cargo and other hatchways**

Description  
**After any survey of the ship under article 14 has been completed, no change shall be made in the structure, equipment, arrangement, material or scantlings covered by the survey without the sanction of the administration. Cargo hold vents hatches for cargo Holds 1 and 2 have power cables being ran throughout the vessel through watertight hatches and fittings rendering them incapable of being made watertight.**

Ship Name: **UNION RANGER**

Ship Type: **Bulk Carrier**

Flag: **Greece**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9104562**

Recognized Security  
Organization (RSO):

Date of Action: **1/6/2017**

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  
**Union Marine Enterprise S.A.**

**Mava Shipping Co Ltd**

Charterers

**Baltnav**

Deficiencies: Code - Category  
**0610 - Lifeboats**

Description  
**The lifeboat engine shall be capable of operating for not less than 5 minutes after starting from cold with the lifeboat out of the water. The starboard lifeboat (designated rescue boat) failed to start.**

Ship Name: **UNISON POWER**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

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

IMO Number: **9579406**

Recognized Security  
Organization (RSO):

Date of Action: **5/31/2017**

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

**Unison Marine Corporation**

**Potential Shipping (HK) Company Limited**

Charterers

**Pacific Basin Supramax Limited**

Deficiencies: Code - Category

**2025 - Abandon ship drills**

Description

**In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to, but not including, the actual release of the lifeboat. The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary mean of launching with or without the operating crew on board. As far as is reasonable and practicable, rescue boats other than lifeboats which are also rescue boats shall be launched every month with their assigned crew aboard and maneuvered in the water. While reviewing the ship's "Lifeboat and Rescue Boat Lowering" record, PSCO observed that the record for multiple drill had identical photos and photos that were not of the vessel's actual rescue boat being lowered to the sea level (some drill records had identical descriptions of the drills). Also upon reviewing the vessel' photo file PSCO observe that photos being used were from 2014. PSCO was subsequently told by several crew members, including the Master, that no drills were actually conducted since September 2016.**

**2540 - Emergency preparedness**

**The company should establish programs for drills and exercised to prepare for emergency actions. Although schedules /check sheets for exercises have been established in the safely management system, the Master failed to implement the establish schedules, as described in deficiency No. 01, impacting the ability of the crew to remain effective in an emergency situation. Request an additional audit of the Vessel's Safety Management System.**

Ship Name: **VEGA MARS**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

Recognized Org: **Nippon Kaiji Kyokai**

IMO Number: **9497438**

Recognized Security  
Organization (RSO):

Date of Action: **1/30/2017**

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

**Vega Reederei GmbH & Co. KG**

**MS "Vega Mars" Schiffahrtsgesellschaft  
MbH & Co.**

Charterers

**Navision Shipping Co A/S**

Deficiencies: Code - Category

Description

**2020 - Fire drills**

**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. Crew failed two consecutive attempts of the fire drills due to failure to exhibit proper use of SCBAs, inadequate/improper use of firefighting ensemble equipment and ventilation secured slowly.**

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

**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 after passing through the system has an oil content not exceeding 15 parts per million. The oil content meter failed to record 6 periods of operation for a total of 17 hours of unaccounted use when compared to the oil record book.**

**0725 - Fixed fire extinguishing  
installation**

**Machinery spaces of category A above 500 cubic meters in volume shall, in addition to the fixed fire-extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire extinguishing system. Vessel's water mist extinguishing system was found to be inoperable.**



Ship Name: **VEGA OMEGA**

Ship Type: **Containership**

Flag: **Liberia**

Recognized Org: **Bureau Veritas**

IMO Number: **9330226**

Recognized Security  
Organization (RSO):

Date of Action: **7/28/2017**

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

Action Taken: **Detention**

Port: **Palm Beach, Florida**

Organization Related  
to Detention:

Unit: **MSD LAKE WORTH (AKA. WEST**

Ship Management: Owners, Operators, or Managers

**Vega Reederei GmbH & Co. KG**

**Vega Beteiligungsgesellschaft Omega mbH &  
Co. KG**

Charterers

**MS Vega Omega Shipping Company  
Limited**

Deficiencies: Code - Category

Description

**2515 - Company responsibility and  
authority**

**Objective evidence discovered during an expanded ISM exam revealed the following nonconformities: The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following deficiencies indicating that the ship and /or company are not meeting the SMS requirements. PSCO observed that daily checks were being conducted on the CO2 fixed fire fighting system; however these checks failed to detect the numerous cracked and kinked flexible hoses. Recommend an external audit.**

**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 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. No adequate procedures were identified for routine maintenance or inspection of the CO2 system and its components. The crew was unaware of any company Safety management requirements for planned maintenance or inspections, leading to the deterioration of several flexible hose on the fixed CO2 system, and thereby compromising the fire-fighting capabilities of the vessel.**

**0725 - Fixed fire extinguishing  
installation**

**Fire protection systems and fire fighting systems and appliances shall be maintained ready for use, and fire protection system and fire fighting systems and applicable appliances shall be properly tested and inspected. Several flexible hoses throughout the fixed CO2 system were found to be dry-rotted and with severe bends leading to the deterioration of the hoses, compromising the integrity of the whole fixed CO2 system and its operation.**

Ship Name: **VERACRUZ**

Ship Type: **Oil Tankship**

Flag: **Mexico**

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

IMO Number: **9234501**

Recognized Security  
Organization (RSO):

Date of Action: **1/22/2017**

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

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Organization Related  
to Detention:

Unit: **MSU Lake Charles**

Ship Management: Owners, Operators, or Managers  
**TMM Division Maritima, S.A. DE C.V.**

Charterers  
**PMI Trading LTD**

Deficiencies: Code - Category  
**0715 - Detection**

Description  
**Any required fixed fire detection and fire alarm system with manually operated call points shall be capable of immediate operation at all times. PSCO observed all (31) smoke detector throughout the engine room were not properly operating when stated.**

Ship Name: **VICTORIA KOSAN**

Ship Type: **LPG Gas Carrier**

Flag: **Isle of Man**

Recognized Org: **Bureau Veritas**

IMO Number: **9390965**

Recognized Security  
Organization (RSO):

Date of Action: **6/12/2017**

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

**Lauritzen Kosan A/S**

**J. Lauritzen A/S**

Charterers

**PMI Trading LTD**

Deficiencies: Code - Category

Description

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

**Methane(LNG) is the only cargo whose vapor boil-off gas may be utilized in machinery space of Category "A" and in such spaces may be utilized only in boilers, inert gas generators, combustion engines and gas turbines. PSCO's discovered the ISO container on port side is hard piped to the #2 generator in the E/R. The ISO container is loaded with ISO-Butane. Vessel is not authorized to carry methane (LNG) in any of the cargo tanks.**

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

**Gas fuel piping should not pass through accommodation spaces, service spaces, or control stations. Gas fuel piping may pass through or extend into other spaces provided they fulfill one of the following: double-wall piping system with gas fuel contained in the inner pipe or installed within a ventilated pipe or duct with 30 air changes per hour. PSCO's discovered that the non-double walled gas fuel piping passes through the steering gear room.**

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

**A ventilation hood or casing should be provided for areas occupied by flanges, valves, etc., and for the gas fuel piping, at the gas fuel utilization units, such as boilers, diesel engines or gas turbines. The ventilation hood or casing should be installed or mounted to permit the ventilation air to sweep across the gas utilization unit and be exhausted at the top of the ventilation hood or casing. PSCO's discovered the ventilation in the ventilation hood is of the positive type and blowing on the #2 generator. This arrangement would not allow gas leaks to be sweep up and away from the gas utilization unit.**

**1110 - Stowage of cargo**

Care should be taken to ensure the cargo is sufficiently inhibited to prevent polymerization at all times. Ships should be provided with a certificate from the manufacturer stating date inhibitor was added, normal expected duration of its effectiveness, temperature limitations and action to be taken should the length exceed the effective lifetime. The date the inhibitor was added is not specific date (Month and Year only listed), nor does it clearly have an expected duration of its effectiveness. The certificate also does not state any temperature limitation or what actions are to be taken should the voyage exceed the effective lifetime of the

**0999 - Other (Safety In General)**

Electrical installations should be as to minimize the risk of fire or explosion from flammable products. PSCO's observed the starboard deck lights in the cargo area that did not appear to be gas safe. All explosion proof lighting on the starboard cargo area have condensation contained with the glass globes.

**1160 - Holds and tanks**

All cargo tanks should be provided with a pressure relief system appropriate to the design of the cargo containment system and the cargo being carried in hold spaces, inter-barrier spaces and cargo piping which may be subject to pressure beyond their design capabilities should also be provided with a suitable pressure relief system. PSCO's observed a compromised rupture disc located on the #1 cargo hold space. Crew advised company of the problem on 04APR17; the new part was ordered and message was returned to the vessel that the part is estimated to arrive in 45 days. New part to repair the ruptured disc is now 24 days overdue. Compromised rupture disc was not notified to Flag or Class.

**2555 - Documentation**

The company should establish procedures to ensure the ship is maintained in conformity with the relevant provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. As noted in deficiencies #1-13, PSCO's believe there is objective evidence that the vessel is not being maintained or operated as required by the Safety Management System.

An external ISM audit is highly recommended to be conducted by the certificate issuing authority.

Ship Name: **WATER SPIRIT**

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

Flag: **Togo**

Recognized Org: **CONARINA**

IMO Number: **8119950**

Recognized Security  
Organization (RSO):

Date of Action: **6/29/2017**

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

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Organization Related  
to Detention: **CONARINA**

Unit: **Sector San Juan**

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

Deficiencies: Code - Category

Description

**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. The material strength of the main bulkhead deck, which carries thousands of pounds of cargo including dangerous good in greater than limited quantities, is severely wasted and compromised; there are currently five penetrations allowing water to drip directly into the main machinery space and lazarette in addition to more than a dozen doublers and temporary repairs.**

**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. The aft ballast tanks, located in a passageway openly connected to the lazarette, are severely wasted and filled to the point of overflowing thru the penetrations. The lazarette is not equipped with a bilge alarm. If the tanks were to overflow, the holes in the deck above the starboard rudder post (see deficiency 1) would allow air to escape, and subsequently the space will fill with water rapidly without warning. Throughout the vessel, there are several dozen temporary repairs on ballast tanks around active leaks into the bilge. A small inspection hammer was able to create 5-inch diameter holes in the aft ballast tank bulkheads confirming the steel is paper-thin.**

**0220 - Certificates of competency**

**Deficiencies which may be deemed to pose a danger to person, property or the environment include the following: failure to comply with the applicable safe manning requirements of the Administration. The Minimum Safe Manning Certificate requires deck ratings of II/2 and II/1; both Master and Deck Officer hold II/3.**

**0220 - Certificates of competency**

Deficiencies which may be deemed to pose a danger to persons, property or the environment include the following: failure of seafarers to hold a certificate to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5. The master did not have a valid endorsement for GMDSS training or Ship Security Officer Certification.

**0299 - Other (Crew)**

Each Administration shall, for the purpose of preventing fatigue; establish and enforce rest period for watch-keeping personnel and those whose duties involve designated safety, security and preventing of pollution duties in accordance with the provisions of the section A-VIII/1.1.1 of the STCW Code. The vessel does not have a work rest scheduler, and the master stated he had been awake without rest for 26 hours.

Ship Name: **WISE YOUNG**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

Recognized Org: **Korean Register of Shipping**

IMO Number: **9512898**

Recognized Security  
Organization (RSO):

Date of Action: **2/9/2017**

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

**Joon Ang Shipping Co., Ltd**

**Korea Tonnage No. 11 Shipping Company**

Deficiencies: Code - Category

**1710 - Oil record book**

Description

**The Oil Record Book Part I shall be completed on each occasion, whenever any bunkering of fuel or bulk lubricating oil takes place in the ship. PSCO observed missing log entries in the oil record book part I regarding bunkering operation of fuel oil.**

**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 that operation are completed. PSCO observed three log entries in the Oil Record Book Part I that exceeded the maximum throughput capacity of the OWS listed on the IOPP certificate.**