Ship Name: Clipper Kamoshio
Ship Type: Bulk Carrier

Flag: Panama
Recognized Org: Nippon Kaiji Kyokai

IMO Number: 9400899
Recognized Security Organization (RSO): Not Class Relat

Date of Action: 1/15/2019
Recognized Org (RO) Related: Not Class Relat

Action Taken: Detention
Organization Related to Detention:

Port: Philadelphia, Pennsylvania
Unit: Sector Delaware Bay

Ship Management: Owners, Operators, or Managers
Moon Rise Shipping Co, SA
Seyeong Maritime Co., Ltd

Charterers
Clipper Bulk A/ S

Deficiencies:

<table>
<thead>
<tr>
<th>Code - Category</th>
<th>Description</th>
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<tbody>
<tr>
<td>07113 - Fire pumps and its pipes</td>
<td>The machinery, boilers and other pressure vessels, associated piping system and fittings shall be of a design and construction adequate for the service for which they are intended. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, and conditions on board. A temporary repair consisting of a rubber patch was observed on the discharge side of the fire/general service pump. The repair leaked significantly when the system was pressurized. The Responsible Organization did not authorize the repair.</td>
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<tr>
<td>07108 - Ready availability of fire fighting equipment</td>
<td>Fire-extinguishing appliances shall be readily available. All three fire pumps have a manual valve closed on the suction side making remote starting and immediate water delivery unavailable.</td>
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<tr>
<td>07126 - Oil accumulation in engine room</td>
<td>The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following shall be met: means shall be provided to control leaks of flammable liquids. Observed excessive oil leaks on the fuel oil and lube oil purifying units and associated piping. Crew attempted to reduce these leaks using rags that were hidden by cardboard which had been painted to match the purifiers and associated piping. Additional significant oil leads were found on the main engine and energy generator.</td>
</tr>
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</table>
The company should establish procedures to ensure that the ship is maintained in accordance with the provision of the relevant rules and regulations and with any additional requirements which may be established by the company. In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible causes, if known; and ensure appropriate corrective action is taken. An unauthorized temporary repair was made to the discharge side of the fire and general service pump and was not reported to the Recognized Organization. Excessive oil leaks were observed on the oil purifier pumps and on the emergency generator, representing a significant fire hazard. Cardboard was painted and placed on the piping and oil purifier pumps which concealed rags and leaks. The crew made unsatisfactory repairs to the oily water supply piping that were not reported to the Responsible Organization. Operational-related deficiencies collectively provide objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM Code. No evidence of required reporting to the designated person was observed. An external audit is recommended to be conducted within 30 days by the flag state or RO to determine whether the ship is operating in accordance with the ISM Code. Provide decision to USCG prior to departing port.