Ship Name: PREMIUM DO BRASIL
Ship Type: Refrigerated Cargo Carrier
Flag: Liberia
IMO Number: 9242089
Recognized Org: DNV GL MARITIME
Date of Action: 1/8/2019
Recognized Security Organization (RSO): Not Class Relat
Action Taken: Detention
Port: St. Petersburg, Florida
Unit: Sector St Petersburg
Recognized Org (RO) Related: Not Class Relat

Deficiencies:

015109 - Maintenance of the ship and equipment

Description
Objective evidence discovered during an expanded ISM exam revealed the following non-conformities. These discrepancies included with the other material deficiencies are evidence that crew/company are not meeting the SMS requirements. Recommend an external audit.

01 - 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 that any non-conformity is reported; and appropriate corrective action is taken. PSCO observed soft patches in the engine room on the auxiliary salt water line and the #4 main engine cylinder fuel pump drain line. The patches were not approved by the vessel's class nor were there any corrective actions taken IAW the vessel’s SMS.

02 - 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. PSCO also observed a flexible hose installed in the drain line from fuel oil hot box which was not of approved material, nor were there any corrective action taken IAW the vessel's SMS.

03 - 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 that any non-conformity is reported and appropriate corrective action is taken. The main engine was observed to have fuel soaked lagging, piping and housing in the vicinity of the fuel pumps. Additionally, in the automatic fuel filter area, fuel spray was apparent and observed on the ceiling, covering the piping and the lagging, and inside the electrical control boxes for the automatic fuel filter system. Being a reoccurring issue, a plastic curtain was installed around the system to shield the rest of the engine room from the fuel spray. No
corrective action taken IAW the vessel's SMS.

04 - 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. PSCO observed an approximately 15 inch crack in the crank case housing of the main engine. PSCO observed documentation showing that the crack had been reported on January 18, 2018, but no non-conformity report have been filed or corrective actions have been implemented.

05 - The company should establish procedures, plans and instructions, including checklist as appropriate for key shipboard operations. Crew members were assigned a number and not all crew members knew their assigned number or duties. Additionally, muster list does not instruct fire fighting team to carry radios as per 74SOLAS (14 Cons). Furthermore, PSCO discovered vessel was not conducting enclosed space entry and rescue drills as required by 74SOLAS (14 Cons). Vessel was unable to produce sufficient procedures or checklist for training an ensuring personnel knew what to do in the event of an emergency.

06 - The company should establish procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and regulations. All items of rescue boat equipment shall be secured within the rescue boat. PSCO observed all required equipment was stored in a separate locker on deck away from the rescue boat.

07126 - Oil accumulation in engine room

In a ship in which fuel oil is used, the arrangements for the storage, distribution and utilization of the fuel oil shall be such as to ensure the safety of the ship and persons onboard. PSCO observed an overall hazardous condition of the engine room. PSCO observed the main engine to have fuel soaked, lagging, piping, and housing in the vicinity of the main engine fuel pumps. Additionally, in the automatic fuel filter area, a history of fuel spray was apparent and observed on the ceiling, covering the piping and lagging, and inside the electrical control boxes for the automatic fuel filter system. Being a reoccurring issue, a plastic curtain was placed around the system.