**Ship Name:**  CLOVER  
**Flag:**  Marshall Islands  
**IMO Number:**  9307994  
**Date of Action:**  2/7/2019  
**Action Taken:**  Detention  
**Port:**  Jacksonville, Florida  
**Unit:**  Sector Jacksonville  

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<th>Code - Category</th>
<th>Description</th>
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| 15101 - Safety and environment policy | 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. Recommend an external audit. The safety management system shall be maintained in accordance with the provision of the International Safety Management Code.  

The company should establish procedures, plans and instructions including checklist, as appropriate, for key shipboard operations concerning the safety of the personnel and ship and protection of the environment. The various task should be defined and assigned to qualified personnel.  

The company should identify equipment and technical system the sudden operational failure of which may result in hazardous situations. The safety management system should provide for specific measures 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. The following were noted:  

1) The ship' safety management system requires three (3) operational person gas detectors. Out of six (6) detectors on board, five (5) were not operational, leaving only one (1) to be utilized by 21 crew members for the first line of defense on a chemical tank ship. The ship's safety management system requires a 12-month supply of calibration gas on board for the personal gas detectors. There was no calibration gas non board for the personal gas detectors. The vessel's Class Society and Administration were not notified of these non-conformities.  

2) The inert gas generator requires calibration to cargo operations per the ship's Safety Management System. The vessel's last calibration was recorded on

**Ship Type:**  Chemical Tankship  
**Recognized Org:**  Lloyd's Register of Shipping  
**Recognized Security Organization (RSO):**  Not Class Relat  
**Organization Related to Detention:**  Owners, Operators, or Managers  
**Ship Management:**  Bernhard Schulte Shipmanagement (India)  
**Charterers:**  Fulton Clover Ltd  
**Petrobras**
18DEC2018. The crew state that the last calibration was conducted two days ago, this was not logged. Furthermore, the crew displayed unfamiliarity with the process of calibration.

3) The inert gas generator was actively leaking water form its cover plate. This cover plate showed signed of previous temporary repairs for patches. The vessels' Class Society Administration were not notified, confirmed by the Flag State Surveyor on board the vessel.

07102 - Inert gas system

The inert gas generator requires calibration to cargo operations per the ship's Safety Management System. The vessels last calibration was recorded on 18DEC2018. The crew state that the last calibration was conducted two days ago, this was not logged. Furthermore, the crew display unfamiliarity with the process of calibration.

07102 - Inert gas system

The inert gas generator was actively leaking water form the cover plate. This cover plate showed signed of previous temporary repairs for patches. The vessels' Class Society Administration were not notified, confirmed by the Flag State Surveyor on board the vessel.

15102 - Company responsibility and authority

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of relevant rules and regulations and with any additional requirements which may be established by the company. Means shall be provided to control leaks of flammable liquids. Per the Shipboard Preventative Maintenance Schedule, all fuel oil pumps on both #2 and #3 ships service generators were overdue of inspection and overhaul. The #1 fuel oil pump on the #2 ship's service generator was actively spraying fuel oil, creating a fire hazard. The #2 fuel oil pump on the #3 ships service generator was actively weeping fuel.

15102 - Company responsibility and authority

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of relevant rules and regulations and with any additional requirement which may be established by the company. The condition of the ship and its equipment shall be maintained to ensure that the ship in all respects will remain fit to proceed to sea. The hydraulic cargo pump system is displaying "communication failure" fault. The vessel's Class Society and Administration were not notified.

15102 - Company responsibility and authority

The company should establish procedure to ensure that the ship is maintained in conformity with the provision of relevant rules and regulations and with any additional requirements which may be established by the company. The condition of the ship and its equipment shall be maintained to ensure that the ship in all respects will remain fit to proceed to sea. The jacked water seal o cylinder #2 of the main diesel engine is actively leading jacket water at an approximate rate of one gallon per hour. The vessel's Class Society and Administration were not notified.