Ship Name: ZAO GALAXY
IMO Number: 9566160
Date of Action: 2/11/2019
Action Taken: Detention
Port: San Francisco, California
Unit: Sector San Francisco

Ship Type: Chemical Tankship
Recognized Org: Nippon Kaiji Kyokai
Recognized Security Organization (RSO): Not Class Relat
Organization Related to Detention:

Deficiencies:

<table>
<thead>
<tr>
<th>Code - Category</th>
<th>Description</th>
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<tr>
<td>14107 - Oil disch. Monitoring and control system</td>
<td>The oil filtering equipment referred to in paragraph 2 of this regulation shall comply with paragraph 6 of this regulation. Additionally, the oil filtering equipment shall be provided with alarm arrangements which indicate when the oil content exceeds 15 ppm and this level cannot be maintained. The system shall also be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 ppm. While witnessing the operation test of the Oily Water Separator (OWS) and Oil content Meter (OCM), the PSCO observed the oil content effluent reading on the OCM exceeded 15 ppm without automatically stopping and effluent continue to flow past the three way valve to the overboard valve.</td>
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<td>15105 - Resources and personnel</td>
<td>A ship when in a port of 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 believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. The PSCO requested the First Engineer to demonstrate operation of the Oily Water Separator (OWS), the First Engineer did not know how to operate the OWS and it took over 30 minutes to get the system started with other crew assistance. In accordance with ship's procedures the First Engineer is responsible for operating and testing the OWS. Additionally, the First Engineer did not know the reason why the equipment would not operate in recirculation mode, when the mode, when the OCM showed a reading above 15ppm and effluent continued to flow past the three way valve to the overboard valve.</td>
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<td>13105 - UMS - Ship</td>
<td>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. Upon review of the Oil Record Book Part I by the PSCO, it was determined that approximately 169.5 gallons of waste oil/oily mixtures were unaccounted for in the ship’s ORB and the First Engineer did not have documentation or receipts of waste oil/oily mixtures being disposed to a reception (shore side) facility.</td>
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Ship Management: Owners, Operators, or Managers
FGL Moon Marshall Limited
Unix Line PTE Ltd.