Ship Name: NIKOS P
Flag: Marshall Islands
IMO Number: 9329629
Date of Action: 5/22/2019
Action Taken: Detention
Port: Los Angeles, California
Unit: Sector Los Angeles-Long Beach

Deficiencies: Code - Category
15101 - Safety and environment policy

Description
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 the policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: The crew failed to fully implement the requirements of the ISM code through their SMS procedures. These identified deficiencies are evidence that the ship and/or company are not meeting the SMS requirements. Recommend external audit.

PSCO identified that weekly checks as required by Technomar Management System Procedure QP13 were not carried out properly. The check sheets filled out by the crew state that the following systems were “OK” without any amplifying remarks: the fire alarm and fire detection system, condition of fire-fighting outfits, stowage of flammable liquids in engine room, and condition of securing devices for watertight doors and hatches. PSCO identified deficiencies on all these systems and found objective evidence that crewmembers were aware of the tear in fire-fighting outfit and excessive fuel oil in the machinery space but had not reported them to the appropriate officers and master. The crew failed to implement their SMS procedures as per the ISM code.
15108 - Reports of non-conf., accidents & hazardous occur.  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 safety management system should include procedures ensuring that non-conformities, accidents, and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution prevention. PSCO identified substantial sea water ingress into the engine room. Upon further questioning of the crew, the 2/E stated he had identified the leak two weeks ago, installed a soft patch, and notified the Chief Engineer. The Master had no knowledge of the ingress of water.

13199 - Other (machinery)  The condition of the ship and its equipment shall be maintained to conform with the provisions 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. 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. PSCO witnessed substantial sea water ingress of approximately one gallon per minute emanating from the main raw water riser to the marine sanitation device. Sea water was draining into bilge pockets via a crew-constructed catchment basin. Additionally, crew had installed a soft patch to limit the ingress. Statements from the crew indicate the condition had been allowed to exist for at least two weeks.

07118 - International shore-connection  Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. At approximately 1015 local time, PSCO discovered that the international shore connections were not in the location as designated per local signage and Fire Control Plan. The crew did not know where the international shore connection was located. It took the crew approximately 04 hours to locate the international shore connections and place them in the location designated by the Fire Control Plan.