Ship Name: GENCO NORMANDY
Flag: Marshall Islands
IMO Number: 9347877
Date of Action: 7/17/2019
Action Taken: Detention
Port: New York, New York
Unit: Sector New York
Ship Type: Bulk Carrier
Recognized Org: DNV GL MARITIME
Recognized Security Organization (RSO): Not Class Relat
Recognized Org (RO) Related: Not Class Relat
Organization Related to Detention: Not Class Relat
Ship Management: Owners, Operators, or Managers
      Wallem Shipmanagement Limited
      Genco Ship Management LLC.
      Charterers
      Titan Cement
Deficiencies:

Code - Category
11101 - Lifeboats

Description
Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. While lowering the starboard lifeboat, it was observed that the remote control/brake release line had previously became unbraided/broke and was splice back together.

07110 - Fire fighting equipment and appliances

Description
Fire fighting systems and appliances shall be kept in good working order and readily available for immediate use. Fire hose boxes on deck were observed in poor condition and not able to be opened or closed properly due to broke latches. Additionally, fire hose boxes were observed with the fire hose missing and the forward fire box is missing the nozzle.

10114 - Voyage data recorder (VDR)/Simplified Voyage data recorder(S-VDR)

Description
To assist in casualty investigations, ships when engaged on international voyages, subject to the provisions shall be fitted with a voyage date recorder (VDR) as follows: Ships other than passenger ships, of 3,00 gross tonnage and upwards constructed on or after 1 July 2002.
Voyage date recorder (VDR) not connected to the EDDIS or the ECHO sounder. When the above mention devices are turned off no VDR alarm is present.
The company should establish procedure to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations with any additional requirements which may be established by the company. The crew lowered the starboard lifeboat and maneuvered it the wats on 24JUN2019. They identified the remote control/brake release wire was broken. The crew spliced the wire back together and did not report to company for class. Also, multiple fire boxes are in poor condition, unable to open or close properly or are missing the fire hose or nozzle. The 3/0, C/O, and the Master all reported the items in good condition during the monthly LSA/FSS inspection. The excessive oil in the engine room is due to a lack of maintenance. The crew identified multiple maintenance items, but have made no attempt to rectify the problems. On 20JUN2019, the crew identified M/E cylinder #1 piston ring is broken but have yet to replace it. An ISM audit is recommended.