**Ship Name:** CONTI LYON  
**Flag:** Portugal  
**IMO Number:** 9222285  
**Date of Action:** 9/11/2019  
**Action Taken:** Detention  
**Port:** Staten Island, New York  
**Unit:** Sector New York  

**Ship Type:** Containership  
**Recognized Org:** Bureau Veritas  
**Recognized Security Organization (RSO):** Not Class Relat  

**Deficiencies:**  
**Code - Category**  
07110 - Fire fighting equipment and appliances  
13104 - Bilge pumping arrangements  

**Description**  
The purpose of this regulation is to maintain and monitor the effectiveness of the fire safety measures, the ship is provided with. For the purpose of the following functional requirements shall be met: Fire protection systems and fire fighting systems and appliances shall be maintained ready for use.

Activated emergency fire and tested fire hose on starboard bridge wing and tested fire hose which discharged oil mixed with fire fighting water. Examined fire stations and found additional 02 to be contaminated with oil on deck and 02 contaminated fire stations in the engine room. Also found hole in main fire pipe leaking water in to a 55-gallon drum which filled completely in one hour. Lastly, found 06 fire extinguishers overdue for servicing.

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.

When conducting engine room exam, found 18 inches of oily water mixture in starboard side aft bilge well underneath shaft seal and in starboard side bilge well underneath propeller shaft. See first deficiency for oil found in the fire main system.
The safety management system should include procedures ensuring that the non-conformities, accidents and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution prevention. Master explained that vessel sucked up oil from a sheen in the water while sailing through the Persian Gulf two months ago via the ships emergency fire pump. One month later, BOSUN reported that the pool “reeked” of a fuel oil smell while attempting to fill the pool. Captain failed to report either instance to the company and was not surprised when fire hose on bridge wing discharged oily water mixture.

In addition, galley fixed CO2 extinguisher had not been checked since March 2019. Battery room extinguisher has not been checked since June 2019. Engine room had 04 extinguishers overdue for annual servicing but are marked “OK” or “Good” on monthly servicing tag. Recommend full ISM audit.