Deficiencies:

**13101 - Propulsion main engine**
The condition of the ship and its equipment shall be maintained to conform with the provision of the present regulation to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. During PSC exam, PSCOs observed fuel oil leaking out of the main propulsion engine's #6 high pressure fuel line at the cylinder ahead while the engine was not running. Under normal conditions none should be seen leaking.

**02108 - Electrical installations in general**
Cables and wiring shall be installed and supported in such a manner as to avoid chaffing or other damage. During PSC exam, PSCOs observed numerous electrical hazards including but not limited to chaffed and cut electrical cable insulation on the middle SSDG exhaust temperature RTD, purifier room motor controller cabling, multiple purifier room electrical valve controller wires were pulled out of the packing, sludge tank remote level indicator wires in the purifier room were pulled out of the packing, the oxygen analyzer transmitter box cables were pulled out of the packing, the emergency alarm annunciator's electrical wires were pulled out of the packing, wires to the ventilation damper motor controller were twisted and pulled out of the electrical box, a fire detector in the engine room was found with a cut cable going into the packing, exposed wiring was found near the steam heater for the fuel oil booster skid in the purifier room, and all three SSDG main electrical distribution lines at the generator boxes appeared to be cracked and deteriorated.
02108 - Electrical installations in general

All electrical apparatus shall be constructed and installed as not to cause injury when handled or touched in the normal manner. PSCOs observed that the means to secure power to the motor controller for the #1 and #2 HFO purifiers and fuel oil supply and circulation pumps were broken which would expose the crew to live electrical hazards in order to secure power at the motor controllers locally.

02108 - Electrical installations in general

Where cables which are installed in hazardous areas introduce risk of fire or explosion in the event of an electrical fault, special precaution against such risk shall be taken. During PSC exam, PSCO's observed fuel oil on and inside the motor controller of the fuel oil pump motors.

09232 - Cleanliness of engine room

Purpose of this regulation is to prevent the ignition of combustible material. Ignition sources shall be separated from combustible materials. PSCO observed main engine cylinder #6 was leaking fuel oil from the high-pressure fuel injector. Evidence of excessive leaking was found in the engine room. Diesel-soaked rags were found around the cylinders, unapproved plastic collection buckets full of oil mixtures were located in two separate areas in the engine room, creating a fire hazard. The oil purifier room was found in disrepair with extensive oil accumulation.

99102 - Other (SOLAS operational)

When defect is discovered, which affects the safety of this ship or the efficiency or completeness of its equipment, the master or vessel's representative shall report at the earliest opportunity to the Administration or the RO responsible for issuing the relevant certificate as well as the authorities of the port State in which the vessel is in. PSCOs conducted Port State Control exam and observed numerous condition which affected the safety of the ship and the completeness of its equipment and were not made aware to the USCG by the vessel's master nor the RO responsible for issuing the relevant certificates.

15109 - Maintenance of the ship and equipment

The Company should ensure that inspections are held at appropriate intervals, any non-conformity is reported, and appropriate corrective action is taken. The vessel's safety management system required weekly, monthly, and annual inspection of the marine sanitation device. Records how that he weekly, monthly, and annual inspections were not conducted as often as required by the ship's safety management system. PSCOs identified a crack on the marine sanitation tank as well as human feces covering the tank, both of which were not report by the vessel, nor was there evidence of any corrective action being taken except for a bucket placed beneath the tank to collected the leaking contents.
Every company should develop, implement and maintain a safety management system which includes instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with relevant international and flag State legislation. During the expanded ISM exam PSCOs received verbal statements from the crew that the vessel had not prioritized the implementation of ISM procedures prior to entry into US waters. The lack of implementation became further evident during the examination of record for parts requisition by the crew to the company. It was found that the vessel had requested parts for various systems including vital equipment as early as January of 2019 which weren’t received until September of 2019. The crew informed PSCOs that this was when the vessel was scheduled to operate in US waters after a 4 year gap from the previous US port state control exam. Record showed a total of 106 parts were requested for the vessel since January and 44 of these parts were received on September 14, two weeks prior to the vessel arrival in US waters. 146 maintenance items were discovered to be overdue across systems which encompass machinery, lifesaving, firefighting, accommodations, cargo, ballast, and navigation. Evidence indicated that some of these items were overdue as result of the need for parts which were not readily provided to the vessel.

Objective evidence discovered during an expanded ISM examination revealed the following major non-conformity; the vessel failed to fully implement the requirements of the SMS as evident by deficiency #1-9. An external audit is required.