Ship Name: **MAPLE PIONEER**  
Flag: **Hong Kong**  
IMO Number: **9493494**  
Date of Action: **11/8/2019**  
Action Taken: **Detention**  
Port: **Philadelphia, Pennsylvania**  
Unit: **Sector Delaware Bay**  

**Ship Management:** Owners, Operators, or Managers  
**Maple Leaf Shipping Co Ltd**

### Deficiencies:

<table>
<thead>
<tr>
<th>Code - Category</th>
<th>Description</th>
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<tr>
<td>11119 - Immersion suits</td>
<td>Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. 34 immersion suit zippers are not in working order or the seams are severely deteriorated, rendering them inoperable.</td>
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<tr>
<td>07109 - Fixed fire extinguishing installation</td>
<td>Machinery spaces of category A above 500 m3 in volume shall be protected by an approved type of fixed water based or equivalent local application fire-extinguishing system. The system should be available for immediate use and capable of continuously supplying water based medium for at least 20 min. During test of fuel oil purifier local water fire-extinguishing system (hypermist), nozzle discharge pressure and volume inadequate to extinguish fire. During test of generator #1 local water fire-extinguishing system, smoke detector did not activate, preventing the system from automatically operating to extinguish a fire.</td>
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<tr>
<td>14105 - Pumping, piping and discharge arrangements</td>
<td>The arrangement on board ship for the extraction of samples from the 15ppm bilge separator discharge line to the 15ppm bilge alarm should give a truly representative sample of the effluent with an adequate pressure and flow. PSCO conducted test of oil content meter while the oily water separator was operating in recirculation mode and discovered that the system would still simulate an overboard discharge when oil content meter was presented with a fresh water sample. Additionally, the oil content meter's sample valve was labeled incorrectly, and crew has been operating system in fresh water sample mode when thought to be in bilge water or discharge sample mode.</td>
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The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. (1) 34 immersion suits found in unsatisfactory condition. Vessel's SMS (Doc#SMO-412, 6.8.4) requires monthly checks and once in three months donning of suit. Three months (August, September, October 2019) of monthly maintenance and inspection checklists (form 07) signed by 3/O and Master indicate satisfactory condition of immersion suits.

(2) Fuel oil purifying unit local water fire-extinguishing system nozzle discharge unsatisfactory. Generator #1 local water fire-extinguishing system smoke alarm inoperable. Vessel conducts monthly and annual checks of water mist system per Monthly Maintenance and Inspection checklist-FMSA form 08 and form 12 (Annual). Three months (August, September and October) and 2018 Checklist records indicate satisfactory condition of all equipment. During test of smoke detector, crew attempted to use a heat gun to test. Crew was unable to reset water mist system for 30+ minutes following activation, incorrectly believing that the bridge panel must reset the system.

(3) Improper operation of OWS permits oily waste to be discharged overboard. Crew is unfamiliar with operation of OWS and OCM. No procedures available for testing of OCM alarms. Improper labeling of valve.

Due to the objective evidence in the above deficiencies that the vessel is not in substantial compliance with relevant conventions, the Captain of the Port questions the adequacy and/or implementation of the vessel's SMS under the ISM code. An audit is recommended to be conducted within 30 days by the flag state or RO to determine whether the ship is operating in accordance with the ISM code. Provide decision to the U.S. Coast Guard.