Ship Name: PROTEFS
Ship Type: Bulk Carrier
Flag: Bahamas
IMO Number: 9286633
Date of Action: 6/10/2020
Action Taken: Detention
Port: Newport News, Virginia
Unit: Sector Virginia

Recognized Org: DNV GL MARITIME
Recognized Security Organization (RSO): Not Class Related
Relevant Certificates:

Deficiencies: Code - Category
14105 - Pumping, piping and discharge arrangements

Description
Any discharge into the sea of oil or oily mixtures shall be prohibited unless the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14. Vessel was bypassing oily water separator in way of suction hose from bilge holding tank, into suction valve of a void space, through the bilge cross connect valve, to the general service pump, which leads directly overboard. In addition, emergency bilge cross connect valve can be manipulated without breaking vessel's tamper seal.

01102 - Cargo Ship Safety Construction (including exemption)

Description
After any survey of the ship, no change shall be made in the structural arrangements, machinery, equipment and other items covered by the survey, without the sanction of the Administration. Duct keel bilge alarm was going off every 03 days starting on 18MAR2020 due to a steam pipe leak, starting on 27MAR2020, vessel began manually disabling duct keel bilge alarm, there is no SMS record of notifications or requisitions to the company for repairs, nor did class or flag approve these repairs. There is no record of where the duct keel bilge water transferred.

01315 - Oil record book

Description
The Oil Record Book Part I shall be completed for each discharge overboard or disposal otherwise of bilge water which has accumulated in the machinery space. After review of the Oil Record Book and bilge tank soundings, numerous inconsistencies were identified. Examples: unaccounted for bilge tank water on 16APR2020 (1.9 m3), 24APR2020 (1.86 m3). Soundings on 19May2010 was 9.4m3. OWS was run. Oil record book stated they discharged 6.96 m3 and retained 2.44 m3. Sounding on 20May2020 read 0m3.

Ship Management: Owners, Operators, or Managers
Diana Wilhelmsen Management
Cypres Enterprises Corp

Charterers
Phaethon International Ltd.
<table>
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<tr>
<th>15101 - Safety and environment policy</th>
<th>The company and the ship shall comply with the requirements of the ISM Code. Company should ensure the safety of environmental protection policy is implemented and maintained at all levels of organization. Company policy states &quot;Chief Engineer is responsible for safe/efficient operation of systems and equipment on board.&quot; The bilge cross connect valve to the general service pump was manipulated to discharge contents of bilge tank directly overboard, recommend external ISM Audit.</th>
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<td>15101 - Safety and environment policy</td>
<td>The company and the ship shall comply with requirements of the ISM Code. Company should establish and maintain procedures to control all documents and data which are relevant to SMS. Company procedure states &quot;ensure that all local and international oil pollution laws are strictly observed and that the Oil Record Book Part I is maintained, as required by law.&quot; Oil Record Book Part I and daily soundings logs showed conflicting data.</td>
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<td>14119 - Oil and oily mixtures from machinery spaces</td>
<td>Each operation described by Regulation 17.2 shall be fully recorded without delay in the Oil Record Book Part 1, so that all entries in the book appropriate to that operation are completed. The 2nd Engineer stated and demonstrated that he was transferring oily water from the bilge tank, through a diaphragm pump to the sludge tank, then to the waste oil tank for means of evaporating water. This is not approved by Class or Flag and was not logged in the Oil Record Book Part 1.</td>
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