

Ship Name: **ADMIRALTY SPIRIT**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9272773**

Date of Action: **8/31/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Construction**
Safety Equipment

Organization Related
to Detention: **Nippon Kaiji Kyokai**

Ship Management: Owners, Operators, or Managers
Asia Maritime Pacific (Shanghai Limited)
Spirit Shipping Inc
Charterers
Hanwin Shipping Limited

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07110 - Fire fighting equipment and appliances

02118 - Decks - cracking

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. Deficiencies #2-7 provide objective evidence of a serious lack of effectiveness of the planned maintenance system as currently implemented onboard in ensuring that the ship is adequately maintained in conformity with the relevant rules and regulations. An external audit conducted by the flag or RO is required to determine whether the ship is operating IAW the ISM Code. Provide a copy of the completed audit report to the USCG prior to departure from port.

Firefighting systems and appliances shall be kept in good working order and readily available for immediate use. During firefighting drill PSCO discovered firefighting hose in substandard condition with multiple leaks observed. Tested 3 additional hoses and found 2 of the 3 ruptured during operational test.

After any survey of the ship under regulations 7, 8, 9, or 10 has been completed, no change shall be made in the structural arrangement, machinery, equipment and other items covered by the survey, without the sanction of the Administration. PSCO observed a heavy layer of epoxy-like substance at the base of #2 cargo hold starboard side forward and aft hatch cover rams. The vessel's crew stated that repairs were conducted but could not provide any documentation from certificating issuing authority on the temporary repairs. Additionally PSCO observed cracks along the aft hydraulic ram deck mounts on starboard side of cargo holds #2 and #3.

Ship Name: **AGIOS DIMITRIOS**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9349605**

Date of Action: **7/29/2021**

Action Taken: **Detention**

Port: **N. Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Technomar Shipping Inc

Leonidas Marine LLC

Charterers

MSC Mediterranean Shipping S.A. Geneva

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**07123 - Operation of Fire protection
systems**

**07106 - Fire detection and alarm
system**

13102 - Auxiliary engine

Description

In a ship in which oil fuel is used, the arrangements for storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Excessive fuel oil accumulation between cylinders 1,2,3,4,9 and 10. Fuel oil accumulated on hot surface of high pressure fuel pump for #3 and #4 cylinders presenting risk of fire hazard.

Fixed local application fire-extinguishing systems are to protect areas such as the following: the fire hazard portion of incinerators. Hyper-mist system valve was closed preventing proper operation in incinerator space in the event of a fire.

Accommodation and service spaces and control stations of cargo ships shall be protected by a fixed fire detection and fire alarm system and /or an automatic sprinkler, fire detection and fire alarm system. PSCO observed a plastic bag covering the smoke detector in the workshop. When the bag was removed, pre-alarms and faults were initiated on the control panel.

Internal combustion engines of a cylinder diameter of 200mm or a crankcase volume of 0.6 cubic meters and above shall be provided with a crankcase explosion relief valves of a suitable type with sufficient relief area. PSCO observed crankcase explosion covers on all four ships service diesel generators were painted over, prevention proper operations.

13108 - Operation of machinery

The machinery shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to person on board. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board. PSCO observed a melted site glass on the #3 cylinder on the high pressure fuel pump due to improper installation of material not approved by the manufacturer. Additionally, site glasses for # 1 & #2 cylinders were missing bolts properly securing it to the M/E.

15102 - Company responsibility and authority

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations. Vessel failed to implement fire mitigation plan dated 26JUL2021 specifically readying fire hoses and additional fire extinguishers. Base on overall material condition of the vessel as substantiated by the objective evidence cited above, an additional external verification is required to be submitted to the USCG prior to departure.

Ship Name: **AMOY DREAM**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9583615**

Date of Action: **11/29/2021**

Action Taken: **Detention**

Port: **Port Isabel, Texas**

Unit: **MSD BROWNSVILLE**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Amoysailing Maritime So., Ltd
Dream Maritime Limited
Charterers
Oldendorff Carriers USA, INC.

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

**04114 - Emergency source of power -
Emergency generato**

**04114 - Emergency source of power -
Emergency generato**

Description

Objective evidence discovered in an expanded ISM exam revealed the following major non-conformity: The vessel failed to fully implement the requirements of the ISM code through their SMS procedures as evident by the following deficiencies. Chief engineer exhibited an overall lack of familiarity with the ship's SMS procedures. Pervious months maintenance plan not completed. Emergency generator, main engine, steam system, and fire detection were found in various states of disrepair. These deficiencies indicate that the ship and/or company are not meeting the SMS requirements. An external audit is required.

Each emergency generator set must be equipped with a second source of energy starting. PSCO observed the second means of starting to be inoperable.

Connections within the fuel supply and spill lines shall be constructed having regard to their ability and to prevent pressurized fuel leaks while in service and after maintenance. PSCO observed an active leak dripping off the high pressure lines of the emergency generator.

Ship Name: **ARTEMIS**

Ship Type: **Containership**

Flag: **Latvia**

IMO Number: **9366225**

Date of Action: **4/22/2021**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Baltnautic Shipmanagement Ltd
Waterway Shipping Ltd

Deficiencies: Code - Category

**04114 - Emergency source of power -
Emergency generato**

07199 - Other (fire safety)

**02103 - Stability/strength/loading
information and ins**

Description

A self-contained emergency source of electrical power shall be provided... The emergency generator is not operational due to a leak in the cooling water. Additionally, the vessel was issued a condition of class due to missing number 1 SSDG. Condition requires emergency generator to be ready for use and operational.

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned... If such an additional valve is fitted in the machinery space, it shall be operated from a position outside this space... The wire to the emergency shut off valve for the number 02 generator was disconnected preventing the valve from being actuated remotely.

The master of every new ship shall be supplied with information to arrange for the loading and ballasting of his ship in such a way as to avoid the creation of any unacceptable stresses in the ships structure... The ship's crew did not sound the ships ballast tanks, additional ship's stability information was found to be based off inaccurate ballast tank soundings, thus creating unknown stress on the ship's structure.

Ship Name: **BBC RIO**

Ship Type: **General Dry Cargo Ship**

Flag: **Hong Kong**

IMO Number: **9430222**

Date of Action: **5/24/2021**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

TW Ship Management private Limited

S K Transportation S.A.

Charterers

BBC Chartering Carriers GmbH & Co KG

Deficiencies: Code - Category

11119 - Immersion suits

07105 - Fire doors/openings in fire-resisting division

07105 - Fire doors/openings in fire-resisting division

07105 - Fire doors/openings in fire-resisting division

Description

An immersion suit of an appropriate size complying with the requirements of section 2.3 of the code shall be provided for every person on board the ship. PSCO noted 20 immersion suits not in serviceable condition.

The fire resistance of doors shall be equivalent to that of the division in which they are fitted. PSCO noted wires penetrating frame of the "A-O" door for the navigation equipment storage room on the navigation bridge.

The fire resistance of doors shall be equivalent to that of the division in which they are fitted. PSCO noted door to fire control room was not seating against the gasket rendering ineffective at stopping the passage of smoke.

The fire resistance of doors shall be equivalent to that of the division in which they are fitted. PSCO noted 02 doors, class A division stairwell door leading to the steering gear room and the upper deck main stairwell door, whose gaskets were deteriorated and ineffective.

Ship Name: **BBC RIO**
Ship Type: **General Dry Cargo Ship**
Flag: **Hong Kong**

IMO Number: **9430222**

Date of Action: **5/4/2021**

Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Unit: **MSU Lake Charles**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

S K Transportation S.A.

TW Ship Managment private Limited

Charterers

BBC Chartering Carriers GmbH & Co KG

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**07114 - Remote Means of control
(opening,pumps,ventila**

Description

Means shall be provided to control leaks of flammable liquids. PSCO's identified multiple active fuel oil and lube oil leaks in the engine room as follows: A) #1, #2, and #3 ship service diesel generators have active leaks with an accumulation of fuel on and around the generators. Parts of lagging for piping were saturated with fuel oil. Multiple PSCO's witnessed a squeeze test of the lagging. PSCO's observed a stream of fuel oil pouring from the lagging.

B) Evidence of active fuel oil and lube oil leaks was found on the vessel's main propulsion engine with approximately one inch of oil accumulated under the engine. Lagging of multiple pipes around main propulsion engine was also found saturated.

C) Evidence of fuel oil spray was found on bulkhead and overhead near the fuel oil purifier located in the engine room.

D) Active Fuel oil leaks were found in the vicinity of the boiler burner.

Oil fuel pipes which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. 02 quick closing valves were found with hold-back devices rendering remote closure of the valves inoperable.

07123 - Operation of Fire protection systems

Machinery spaces of category A above 500 m3 in volume shall, in addition to the fixed fire extinguishing system required in paragraph 5.1.1, be protected by an approved fixed water based or equivalent local application fire extinguishing system. In the case of periodically unattended machinery space, the fire extinguishing system shall have both automatic and manual release capabilities. PSCO tested 03 Hyper-mist Flame Detectors all of which were found inoperable in the engine room. Additionally the hyper-mist control panel was indicating a fault and automatic actuation of the system was rendered inoperable.

07106 - Fire detection and alarm system

A fixed fire detection and fire alarm system shall be an approved type and comply with the Fire Safety Systems Code. Any required fixed detection and alarm system shall be capable of immediate operation at all times. A smoke detector in the steering gear space was found covered with a plastic bag.

13199 - Other (machinery)

Provisions shall be made to facilitate cleaning, inspection and maintenance of main propulsion and auxiliary machinery including boilers and pressure vessels. Objective evidence demonstrated vessel failed to make provisions for proper maintenance of main propulsion and auxiliary machinery; multiple jacket water leaks were found on five separate cylinders of the ship's main propulsion engine. Jacket water was also found leaking from the heat exchanger on the ship's emergency generator.

15109 - Maintenance of the ship and equipment

Objective evidence discovered in an expanded ISM exam revealed the following major non-conformity; the vessel failed to fully implement the requirements of the SMS as evident by def. #01, 02, 03, 04, and 05. An external audit is required.

Ship Name: **BIG BANG**
Ship Type: **Bulk Carrier**
Flag: **Liberia**
IMO Number: **9347188**
Date of Action: **9/1/2021**
Action Taken: **Detention**
Port: **Baltimore, Maryland**
Unit: **Sector Maryland-NCR**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Starbulk S.A.
Sea Cape Shipping LLC
Charterers
Bainbridge Navigation

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The vessel provided PSCO's checklists that have been previously filled out by engineers on watch that do not accurately reflect the condition of the engine room. Deficiencies #'s 2-5 provide objective evidence of a lack of effectiveness of the planned maintenance system on board. Due to the objective evidence in the below deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port question the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the flag or RO is required to determine whether the ship is operation in accordance with the ISM code. Provide a copy of the completed audit report to USCG prior to departure from port.

07126 - Oil accumulation in engine room

Means shall be provided to control leaks of flammable liquids. PSCO observed fuel accumulation around main engine fuel pumps and lube oil accumulation around cylinder treads. Fuel leaks were observed on main engine NO. 1 fuel pump fuel line and NO. 6 fuel pump high pressure lines. Additionally, PSCO observed excessive fuel leaks on main diesel generators No 1, 2 and 3 fuel pumps. Oil soaked rags observed throughout the engine room.

13199 - Other (machinery)

External high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel injectors shall be protected with a jacket piping system capable of containing fuel from a high pressure line failure. PSCO observed one of the fuel lines on main engine cylinder no. 6 did not have the appropriate insulation and the connection at the pump was loose.

Ship Name: **BUXCLIFF**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9221815**

Date of Action: **5/30/2021**

Action Taken: **Detention**

Port: **N. Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**NSB Niaderelbe Schiffahrts GmbH & Co
Bereederungs-und Schiffahrtseellschaft
Mbh& Co.**

Charterers

Buxcliff (Liberia) Shipping Ltd

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**07103 - Division - decks,bulkheads
and penetrations**

**07106 - Fire detection and alarm
system**

**04103 - Emergency,
lighting,batteries and switches**

Description

In a ship in which oil fuel is used, the arrangements for storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Five gallons of fuel oil and multiple oil soaked rags observed in containment of purifier space due to a 10cm crack in very low sulfur service tank leaking approximately 60 liters/day. Additionally, main engine has significant accumulation of fuel oil around all cylinder heads and over the entire body of the engine presenting insufficient cleanliness of engine room and multiple fire hazard throughout the engine room.

"A" class divisions are those divisions formed by bulkheads and decks which are constructed of steel or other equivalent material, be suitably stiffened, and so constructed to prevent passage of smoke and flame to the end of the one-hour standard fire test. Crew intentionally cut approximately 12"x8" hole in A-O bulkhead between corridor and Engine room, compromising vessel's structural fire protection.

Cargo spaces for dangerous goods shall be fitted with either a fixed fire detection and fire alarm system complying with the requirements of Regulation 13 or sample extraction smoke detection system complying with the requirements of Regulation 13-1. Cargo hold smoke detection system found in continuous alarm status with multiple errors since January 2021.

The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency including emergency lighting for muster and embarkation station, over the sides, and all service and accommodation alleyways. Over 20 emergency lights failed through multiple areas of deck, embarkation areas and accommodation alleyways, and not would be available in the event of an emergency.

15102 - Company responsibility and authority

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations. Based on the overall material condition of the vessel as substantiated by the objective evidence cited above, and additional external verification is required.

07123 - Operation of Fire protection systems

Means of effectively cooling the designated under-deck cargo space by copious quantities of water by spraying nozzles or flooding the cargo space with water shall be provided. Fire main connection for hose is significantly wasted at cargo hold no. 1 and a hose cannot be threaded, demonstrating an inability to effectively fight a fire of a certain dangerous cargo in cargo hold no. 1.

Ship Name: **CAPE VENI**

Ship Type: **Bulk Carrier**

Flag: **Cyprus**

IMO Number: **9344485**

Date of Action: **3/21/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Olympia Ocean Carriers LTD

Cape Veni Shipping Company Limited

Charterers

Oldendorff Carriers GmbH & Co. KG

Deficiencies: Code - Category

**11129 - Operational readiness of
lifesaving appliances**

**15109 - Maintenance of the ship and
equipment**

Description

Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and read for immediate use. The forward embarkation ladder could not be moved to embarkation stations, port or STBD, due to seized shackle locking it in the centrally stowed position. Port & STBD non-davit launched life rafts were stowed with painted lines secured to the deck instead of hydrostatic weak-link, preventing function. Wire for internal lowering of port life boat despoiled from winch drum during lowering and fowled in way of gravity break sheave, bringing into question the proper of gracility of emergency internal lowering arrangements.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulation and with any additional requirements which may be established by the company. The safety management system checklist for inflatable life rafts include painter install to weak link, last inspected "22.02.2021" with no non-conformity, Embarkation ladder checklist include checking securing arrangements in good condition, last inspected "22.02.21" with no non-conformity, "ready for immediate use". Due to objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The captain of the port question the adequacy and overall implementation of the vessel's SMS under ISM code. External audit is requires to determine whether the ship operating in accordance with the ISM code. The audit should be completed prior to departure.

Ship Name: **CHALLENGER**
Ship Type: **General Dry Cargo Ship**
Flag: **Antigua and Barbuda**

IMO Number: **9213935**

Date of Action: **4/5/2021**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates: **Safety Construction**

Organization Related
to Detention: **RINA Services S.p.A.**

Ship Management: Owners, Operators, or Managers
Interscan Schiffahrtsgesellschaft m.b.h

MS "Challenger" Interscan UG

Charterers

Intermarine Inc

Deficiencies: Code - Category
**07126 - Oil accumulation in engine
room**

Description
The machinery, boilers and other pressure vessels, associated piping systems shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and environmental conditions on board. The PSCO discovered the following hazardous conditions in the vessel's machinery spaces: Missing and oil soaked lagging found on fuel line leading to main engine, starboard side, at bottom deck of engine room. Oil soaked electrical equipment on main engine to include: control box, oil mist detectors, and governor. HFO manifold in engine room, bottom deck, found with oil soaked lagging. Found oil soaked lagging throughout purifier space and purifier equipment. Oily rags and buckets thrown into ship's framing, adjacent to fuel oil purifier space. Drained fuel oil from fuel tank in emergency generator space, stored using 5 gallon container in the space.

13199 - Other (machinery)

The machinery, boilers and other pressure vessels, associated piping systems shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and environmental conditions on board. The PSCO discovered unapproved and improper installation of the following equipment in the vessels machinery spaces: Unapproved and improperly rigged main engine governor electrical control box installed on main engine port side. Main engine exhaust gas temperature sensor improperly rigged with temporary electrical connection. Ships service generators contain loose and exposed wiring for fuel alarms. Air start control box for ship service generator found with temporary zip-tie connections.

09209 - Electrical

Electrical installations shall be such that the safety of crew and ship from electrical hazards will be ensured. The PSCO discovered the following electrical hazards throughout the vessel: Daisy chained and unapproved electrical connections for equipment installed in engine control room. Sea Water #2 cooling pump for main engine found with loose wires and dangerous electrical connections. Emergency generator panel found with hazardous openings on the switchboard. Hazardous electrical connections for installed equipment found in crew laundry. Explosion proof lighting found without grounding cable. Navigation equipment electrical connections open, and not installed in a panel. Several unapproved connections and electrical splices found on Navigation Bridge. Broken lighting fixtures and open light fixtures in engine room, lower deck. Ion generator pump, for recirculation of sea chest, improperly fitted and tied into ship's electrical system. Unapproved additional lighting found installed in generator space, tied into ships electrical system inappropriately. Unapproved electrical breaker supplied unapproved and improvised heater tied into provisions cooling pump breaker, located in ECR.

11199 - Other (life saving)

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. The PSCO discovered the following: Emergency light fixtures at lifeboat and rescue boat embarkations, as well as forward port side cargo hold main deck emergency fixture, found inoperable. Public address system at embarkation stations for lifeboat and rescue boat found improperly installed and inoperable. Lifejackets not stowed in forward lifejacket storage box as designated by lifesaving plan.

07105 - Fire doors/openings in fire-resisting division

The fire resistance of doors shall, as far as practicable, be equivalent to that of the division in which they are fitted. The PSCO discovered the following: Fire door #726 into crew and officer's mess from passageway, not listed on fire control plan. Multiple fire doors throughout the stairway, as well as aft fire door to aft upper deck, found unable to latch properly.

07105 - Fire doors/openings in fire-resisting division

In addition to complying with the specific provisions for fire integrity of bulkheads and decks mentioned elsewhere in this part, the minimum fire integrity of bulkheads and decks shall be as prescribed in tables 44.1 and 44.2. "A" class boundary cable penetration from steering space to provision store, found with wasted fire proofing, not performing as listed "A-15" according to table.

07111 - Personal equipment for fire safety

For each breathing apparatus a fireproof lifeline of sufficient length and strength shall be provided. Firefighter lifeline, found not to be of approved fire-proof type.

15109 - Maintenance of the ship and equipment

Objective evidence discovered in an expanded ISM exam revealed the following non-conformities; the vessel failed to fully implement the requirements of the SMS as evident by deficiencies #01 through #07. An external audit is required.

Ship Name: **COPENHAGEN EAGLE**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9699359**

Date of Action: **6/3/2021**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Eagle Ship Management LLC
Copenhagen Eagle LLC

Charterers
Chemlabs /Grajoca

Deficiencies: Code - Category

11119 - Immersion suits

Description

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. 29/32 immersion suits are unserviceable due to unsealed seams.

Ship Name: **DELPHINUS**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

IMO Number: **9137844**

Date of Action: **6/2/2021**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Delphinus Chartering Ltd.

Baltnautic Shipmanagement Ltd

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. Despite completing an ISM audit on 3/11/2021, PSCOs collected objective evidence that the vessel is submitting requests to the company for maintenance and repair support, but could not find evidence of the company taking actions to support these requests. Requested repairs include CO2 lines and cargo fixed securing devices on deck. In all cases, the vessel could not produce evidence that the vessel or company notified their Recognized Organization or Flag Administration of the serious safety deficiencies. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

06104 - Lashing material

The piping for the distribution of fire-extinguishing medium shall be arranged and discharge nozzles so positioned that a uniform distribution of medium is obtained. PSCOs identified holes in the CO2 line leading to cargo hold 3 and excessive wastage of the CO2 line leading to cargo hold 2.

Ship Name: **DELPHINUS**
Ship Type: **General Dry Cargo Ship**
Flag: **Antigua and Barbuda**

IMO Number: **9137844**

Date of Action: **2/14/2021**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Balnautic Shipmanagement Ltd.
Delphinus Chartering Ltd.

Deficiencies: Code - Category

03104 - Cargo & other hatchways

Description

All hatchways in position 1 and 2 shall be fitted with hatch covers of steel or other equivalent material such covers shall be weather tight and fitted with gaskets and clamping devices. The means for securing and maintaining weather tightness shall be to the satisfaction of the Administration. During the deck walk PSCOs identified multiple areas of excessive corrosion and wastage that caused hole on the cargo hatch covers and on the sides of the cargo hold; compromising their structural strength and weather tight integrity. PSCOs observed light through the hatch covers in every cargo hold.

02101 - Closing devices/watertight doors

Openings in freeboard decks other than hatchways, machinery space openings, manholes, and flush scuttles shall be protected by an enclosed superstructure, or by a deckhouse or companionway of equivalent strength and weather tightness. PSCOs observed wasted edge and gasket on the watertight door for the paint locker leading below the freeboard deck. After further inspection, PSCOs observed excess light through the watertight door while in the closed position.

03108 - Ventilators, air pipes, casings

Except as provided in paragraph (3), ventilator openings shall be provided with weather tight closing appliances of steel or other equivalent material. In ships of not more than 10m in length the closing appliances shall be permanently attached; where not so provided in other ships, they shall be conveniently stowed near the ventilators to which they are to be fitted. PSCOs observed excessive corrosion and wastage on the cargo hold ventilators rendering them inoperable. Ventilators requiring portable covers were missing completely.

02118 - Decks - cracking

Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight without the use of wood or cement. PSCOs observed significant damage in the hull, frames, and deck plating on the starboard quarter in the air containing system space. PSCOs observed separation between the sidshell and deck plating with an ineffective and unapproved temporary concrete repair.

03110 - Manholes/flush scuttles

A forepeak or collision bulkhead shall be fitted which shall be watertight up to the bulkhead deck. PSCOs observed open forepeak tank cover and missing fixed securing bolts; eliminating the watertight integrity of the compartment.

15109 - Maintenance of the ship and equipment

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel is submitting request to the company for maintenance and repair support, but could not find evidence of the company taking actions to support these requests. In all cases, the vessel could not produce evidence of the company taking actions to support these requests. In all cases, the vessel could not produce evidence that the vessel or company notified their Recognized Organization or Flag Administration of the serious safety deficiencies. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operation in accordance with the ISM Code. Provided a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **EASTERLY BEECH GALAXY**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

IMO Number: **9340441**

Date of Action: **8/25/2021**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Fleet Management Ltd.

Easterly Beech Galaxy, LLC

Charterers

Womar Logistics PTE LTD

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

Description

Objective evidence discovered in an expanded ISM exam revealed the following major non-conformity: the vessel failed to fully implement the requirements of the ISM code through their SMS Procedures as evident by the following deficiencies indicating that the ship and /or company are not meeting the SMS requirements. An external audit is required.

No. 1 - The company should ensure that the master is fully conversant with the company's safety management system. The master and chief officer exhibited an overall lack of familiarity with the ship's procedures. When PSCO attempted to verify ship's SMS procedures regarding the noted deficiencies, the master and chief officer were unable to communicate or locate maintenance intervals and processes.

No. 2 - the company should ensure that inspections are held at appropriate intervals. The operational checks for the nitrogen generator were listed as conducted on a monthly basis in a binder located in the space. The binder was missing basis two months of checks. The nitrogen generator took more than two hours to produce an atmosphere less than 5%.

No. 3 - The company should ensure that inspections are held at appropriate intervals, any non-conformity is reported, and appropriate corrective action is taken. Maintenance records indicate the ballast water tank vents were inspected June 2021 and found satisfactory; however, four ballast water tank vents were observed severely wasted and/or with deteriorated flame screens. There were various deck/cargo systems in disrepair including missing valve handles, wasted mounting brackets, missing bonding wires, and exposed electrical hazards.

02108 - Electrical installations in general

Electrical installations shall be such as to minimize the risk of fire and explosion from flammable products. The emergency stopping devices at the port and starboard manifolds were missing vapor tight packing glands in switch housings.

02108 - Electrical installations in general

All gasketed cargo-pipe joints and hose connections shall be electrically bonded. Over 15 bonding connections were found missing or wasted in the cargo area.

Ship Name: **EPIC ST. GEORGE**

Ship Type: **Gas Carrier (Non-Specified)**

Flag: **Malta**

IMO Number: **9392872**

Date of Action: **2/3/2021**

Action Taken: **Detention**

Port: **St. Croix, USVI**

Unit: **RIO ST. CROIX**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Epic Ship Management Pte Ltd
Epic St. George Pte. Ltd

Charterers
SOL Petroleum

Deficiencies: Code - Category

**07109 - Fixed fire extinguishing
installation**

06199 - Other (cargo)

Description

Ships carrying flammable or toxic products or both, a water spray system for cooling, fire prevention and crew protection should be installed to cover: exposed cargo tank domes, cargo liquid and vapor discharge and loading manifolds and the boundaries of superstructures and deck houses normally manned, cargo compressor rooms, cargo pump rooms, store room containing high fire risk items and cargo control rooms, all facing the cargo area. PSCOs observed inadequate coverage due to at least 10 clogged deck water spray nozzles between the port and starboard sides of the vessel over cargo tanks #1 and #2 a well as the cargo compressor room. Over the cargo manifolds on either side of the vessel, coverage was observed to be 0% due to clogged nozzles.

The Condition of the Ship and its equipment should be maintained to conform with the provisions of the code to ensure that the ship will remain fit to proceed to sea without danger to the ship or persons on board. PSCOs identified two cargo gas leaks; one located on the field test valve for the #1 cargo tank forward safety relief valve (611330A), and one located on the field test valve for the #2 cargo tank forward safety relief valve (611330C).

15109 - Maintenance of the ship and equipment

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. Due to the objective evidence in listed deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implantation of the vessel's SMS under the ISM code. Further, as per the vessels SMS Gas Carrier Manual Chp 4.8; Danger of ignition by static electricity is reduced if the system is correctly bonded. SMS work order ID 835-0; Check that all cargo pipelines are electronically continuous, in good order. Work order stated routine inspection was completed and the order was closed on 23JAN21. As per the vessels SMS Gas Carrier Manual Chp 4.9; firefighting appliance shall be kept in good order and tested regularly and be available for immediate use at all times the water spray should be set to protect the manifold and should be tested. SMS deck spray system and tank cooling spray monthly test record has a log entry dated 30JAN21; tested all nozzles checked, not sign of clog, in good order. This is directly contradicted by the condition of the systems observed by the attending PSCOs. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

06199 - Other (cargo)

All Gasketed pipe joints and hose connections should be electrically bonded. Bonding straps throughout the cargo deck were found broken, wasted, and generally not connected to keep the piping electrically continuous.

Ship Name: **EVANS SPIRIT**

Ship Type: **Bulk Carrier**

Flag: **Canada**

IMO Number: **9327774**

Date of Action: **2/4/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

McKeil Marine Limited

McKeil Work Boats GP Inc.

Deficiencies: Code - Category

02105 - Steering gear

**15109 - Maintenance of the ship and
equipment**

Description

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations. The packing gland on the rudder stock for the steering gear is allowing water ingress into the steering gear room.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. PSCOs requested to see the safety management system checklists and reporting procedures for the steering gear and checklists for the lifebuoys and fire stations. The checklist for the steering gear show that the engineers should check for water around the rudder stock and that the rudder gland should be checked and greased daily. Additionally the Chief Engineer shall report any defects to the Master which was not completed. Fire station checklists marked all hose nozzles as "Good" although the correct nozzles were missing in multiple locations. The lifebuoy inspection checklist marked all lifebuoyers as "Good" although they had deteriorated retro-reflective tape. Due to the objective evidence in the above deficiencies. The vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM code. An external audit is required to determine whether the ship is operating accordance with the ISM Code. Provide a copy of the audit report to USCG when completed.

Ship Name: **GALLOWAY**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9306471**

Date of Action: **10/1/2021**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

GW Galloway Holdings, LLC

Conbulk Shipmanagement Corporation

Charterers

Sealand Maersk

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

In meeting these requirements, the company should ensure that inspections are held at appropriate intervals and any non-conformity is reported, with its possible cause , if know.

Ships policies and procedures manual 10.6 (pg. 7 of 10) references Form D-12 and D-07 for monthly and weekly inspections and testing. [10.2.1] Chapter 9.3.b (pg. 3 of 7) requires a report to be made to an appropriate department head for any non-conformity. [10.2.2]

As seen in deficiency number 8, ships procedures do not address required testing intervals for manual call points. Deficiencies #2, 4, 5, 9, and 10 exhibit that non-conformities were found, but there were no reports or corrective actions for permanent repairs made.

An external audit of the ship's SMS is required to be released from detention.

**07126 - Oil accumulation in engine
room**

Means shall be provided to control leaks of flammable liquids.

PSCO observed fuel and oil leaks in the following locations of the engine room:

Approximately 2 gallons oil under the deck plates on the outboard side of No. 4 Ship Service Diesel Generator (SSDG)

- Steady fuel leak on No.2 SSDG behind the governor**
- Lube oil sump for Main Diesel Engine (MDE) cylinder oil was covered in oil with rags underneath it and approximately an inch of oil**
- Approximately half a gallon of fuel was pooled on top of No. 3 MDE cylinder**

Ship Name: **GANNET BULKER**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9441300**

Date of Action: **3/18/2021**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Gannet Shipping LLC

Eagle Ship Management LLC

Charterers

Strategic Bulk Carriers Inc

Deficiencies: Code - Category

**14119 - Oil and oily mixtures from
machinery spaces**

**15101 - Safety and environment
policy**

Description

The Oil Record Book Part I shall be completed on each occasion, on a tank to tank basis if appropriate, whenever discharge overboard or disposal otherwise of bilge water which has accumulated in the machinery spaces. The officer(s) in charge of the operation to dispose or discharge overboard accumulated bilge water failed to log, in the Oil Record Book, the disposal, transfer, or discharge overboard of approximately 28 cubic meters of accumulated bilge water in the engine room.

The company should ensure that the safety and environmental protection policy is implemented and maintained at all levels of the organization, both ship-base and shore based. The Safety Management and Environmental Protection section of the vessel's Procedures Manual in the SMS Chapter P11, Rev. 09, paragraph 3.6.2 states that the Chief Engineer shall control all critical operations such as collection and disposal of oil residues which can pose a pollution threat, and shall ensure that such operations are carried out in accordance with MARPOL requirements and company instructions. Furthermore, machinery space operations on the ones described above shall be recorded in "Oil Record Book" in accordance with regulation 17 of MARPOL. Reference is made to deficiency 001, where PSCO observed that approximately 28 cubic meter of accumulated bilge water is unaccounted for in the Oil Record Book. Vessel required to conduct Safety Management Audit, by the certificate issuing authority, prior to release from detention.

Ship Name: **GERD MAERSK**

Ship Type: **Containership**

Flag: **Denmark**

IMO Number: **9320245**

Date of Action: **11/9/2021**

Action Taken: **Detention**

Port: **Los Angeles, California**

Unit: **Sector Los Angeles-Long Beach**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Maersk Line A/S

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07126 - Oil accumulation in engine room

04114 - Emergency source of power - Emergency generato

Description

Objective evidence discovered during an expanded ISM exam revealed the following major non-conformity: the vessel failed to fully establish maintenance procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. This is made evident by deficiencies 02,03, 04, 05, and 06. An external audit is recommended.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. The following functional requirements shall be met. Means shall be provided to control leaks of flammable Liquids. PSCO observed the following conditions while conducting exam of engine room: excessive oil leak from No. 9 cylinder of main engine. Oil leak dripping on main engine exhaust from the overhead main engine crane. Excessive oil leaking on service generators No. 1, 2, and 3. Excessive oil leaking in the purifier room. Hydraulic oil from turbocharger found on deck. Excessive oil found above and underneath the 100 PPM separator. Excessive oil found near main engine injectors.

The machinery, boilers, and other pressure vessels, associated piping systems, and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. PSCO observed a hydraulic oil leak on the hydraulic pump of emergency generator while witnessing secondary independent means of starting. Last recorded test was on 02Feb2021 with last load test on 03Nov2021. Per SMS, emergency generator tests shall be completed weekly and load tests shall be completed monthly.

Ship Name: **GO ELECTRA**

Ship Type: **Supply Ship**

Flag: **Marshall Islands**

IMO Number: **9545481**

Date of Action: **9/28/2021**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates: **Safety Equipment**
Safety Construction

Organization Related
to Detention: **Det Norske Veritas**

Ship Management: Owners, Operators, or Managers

Go Offshore Pte Ltd

Ry Offshore Pte Ltd

Charterers

Equinor

Deficiencies: Code - Category

15113 - Other (ISM)

11104 - Rescue boats

12108 - Personal protection

Description

Considering the deficiencies identified on the PSC Form B dated 28 September 2021 as objective evidence, the company has not established and carried out procedures as to ensure the ship's material condition is in conformance with the provision of the relevant rules and requirements. Concur with the Flag requirements for an external audit of the vessel's SMS.

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. The rescue boat forward compartment hatch was found cracked and improperly repaired with silicone. This inadequate repair enabled water to fill the entire forward compartment, directly effecting the seaworthiness and rescue capability of the rescue boat.

Electrical installations shall be such that the safety of crew and ship from electrical hazards will be ensured. The electrical distribution power station located on the aft deck was found with internal components falling out of the enclosure, feeder cables improperly secured, and duct tape painted over to cover exposed wastage. In addition, the station was not properly locked-out/tagged-out from its breaker. The tag was removed and no lock was installed. The existing condition of the power station poses and immediate threat to crewmember safety.

Ship Name: **GRAL SAN MARTIN**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Cyprus**

IMO Number: **9382097**

Date of Action: **3/29/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
NSC Shipping GmbH & Cie. KG

Gral Sam Martin Car Carrier

Charterers

Grimaldi Deep Sea Spa

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**15109 - Maintenance of the ship and
equipment**

Description

Mean shall be provided to control leaks of flammable liquids. PSCO observed oil accumulation in oil box void space under main engine platform oil was pooled under generator #1, leaking from generator #3 fuel oil line, the main fuel oil pump, oil soaked lagging was found around bunker tank line, fuel oil line to the main engine, and lagging around fuel oil valve on fuel oil pump.

The company should establish procedures to ensure that the ship is maintained in conformity with her provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. PSCO's requested to see the vessel's procedures and maintenance checklists for the engine room. The Chief Engineer provided daily checklist that were all checked "OK" although the PSCO observed multiple leaks, pooled oil, and oil soaked lagging throughout the engine room. The only standing orders with regard to leaks into the engine room state they must be reported to the Chief Engineer. Due to the objective evidence in the above deficiencies. The vessel is not in substantial compliance with relevant conventions. The captain of the port questions the adequacy and overall implementation of the vessel's SMS under the ISM code. An external audit conducted by the Flag or RO is required to determine whether the ship is operating in accordance with the ISM Code.

Ship Name: **GRAND CLASSICA**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

IMO Number: **8716502**

Date of Action: **7/13/2021**

Action Taken: **Detention**

Port: **West Palm Beach, Florida**

Unit: **MSD LAKE WORTH (AKA. WEST**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Passenger Ship Safety
Safety Management Certificate**

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
Paradise Cruise Line Owner, Ltd
Campbell Cruise and Yacht Management LTE

Deficiencies: Code - Category

**11134 - Operation of Life Saving
Appliances**

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. Lifeboat #12 port engine is inoperable.

**07106 - Fire detection and alarm
system**

Any required fire detection system shall be capable of immediate operation at all times. Smoke detector 403 ADD 41 on deck 10 and 306/114 on deck 09 are not operational.

**15101 - Safety and environment
policy**

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements, which may be established by the company. In meeting these requirements, the company should ensure that: the inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken. Due to the objective evidence in the reported operational deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit conducted by the Flag is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

**02101 - Closing devices/watertight
doors**

Each power-operated sliding water tight door shall have an approximately uniform rate of closure under power and in no case less than 20 s or more than 40 s with the ship in the upright position. Vessel's crew were unable to meet closure timeframe requirements during the test on water tight doors #12 and #13.

07115 - Fire-dampers	In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. No fuel oil leaks shall be situated where spillage or leakage therefore can constitute a hazard by falling on heated surfaces. Fuel oil leak found at storage tank from regulating valve soaking the lagging covering the valve, creating an extreme fire hazard.
07115 - Fire-dampers	The main inlets and outlets of all ventilation systems shall be capable of being closed from outside of the spaces being ventilated. 09 fire dampers located on deck 9 and 01 located on deck 8 in the stack space are inoperable.
07108 - Ready availability of fire fighting equipment	Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. -The topping off pump for the sprinkler system protecting the accommodation and public areas, lobbies, stores, workshops, mooring decks and cold rooms is unable to fill the pressure vessel automatically as the system is designed. - The sprinkler system protecting accommodation and public areas, lobbies, stores, workshops, mooring decks and cold rooms has two soft patches on the main discharge pipe at the pressure vessel. - The sprinkler system pump protecting the accommodation and public areas, lobbies, stores, workshops, mooring decks and cold rooms is out of service. - The mist fire suppression system protecting the Main Engines, Diesel Generators and the Purifier room is off and not in the automatic position. The Ultrafrog fire suppression system fresh water supply tanks are below half full and not ready to supply sufficient water to the protected spaces.
02107 - Ballast, fuel and other tanks	The arrangements for the storage, distribution and utilization of oil used in pressure lubrication systems shall be such as to ensure the safety of the ship and persons onboard. A massive leak was observed on the hydraulic oil storage tanks for the power-operated sliding water tight doors in the engine room, hydraulic oil subsequently sprayed all over PSCOs and crew.
13101 - Propulsion main engine	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. There is a concrete patch located on the main cooling water line for the ship's diesel generators.

Ship Name: **HOANYA WISDOM**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9433896**

Date of Action: **9/7/2021**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
**Well Shipmanagement and Maritime
Consultant Co., L**

Hoanya Wisdom SA

Charterers

Fortuna Seaside

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

**14121 - Suspected of discharge
violation**

Description

The company should establish procedures to ensure that the ship is maintained in conformity with provisions of the relevant rules and regulations and with additional requirements which may be established by the company. Due to the objective evidence in the deficiencies noted below, the vessel is not being maintained and not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. An external audit conducted by the Flag or RO is required before the ship will be released from its detention to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment. After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings. PSCO found a hose that was shown in photos to temporarily connect from the discharge side of the sludge pump directly to the overboard connection, bypassing the required oily water filtering and oily water monitoring system. Crew was unable to find proof that this alteration to the system was approved by their flag state or recognized organization.

01113 - Minimum Safe Manning Document

Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned. PSCO noted that the vessel was sailing without a chief engineer. Flag Administration issued a force majeure dispensation letter authorizing the vessel to obtain a chief engineer at its next port of call. Vessel did not obtain a chief engineer at its last port of call in Gulfport, Mississippi and provided no timeline for the replacement chief engineer arrival. This is a failure to comply with the applicable safe manning requirements of the flag Administration.

Ship Name: **HOSANGER**

Ship Type: **General Dry Cargo Ship**

Flag: **Singapore**

IMO Number: **9081801**

Date of Action: **3/24/2021**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Zeaborn Ship Management (Singapore) PTE LTD

HSL Hosanger Shipping PTE. Ltd

Charterers

Saga Welco AS

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

13102 - Auxiliary engine

13101 - Propulsion main engine

13102 - Auxiliary engine

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with additional requirements which may be established by the company. Due to the objective evidence in the deficiencies noted below, the vessel is not being maintained and not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. An external audit conducted by the Flag or RO is required before the ship will be released from its detention to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

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 aspects will remain fit to proceed to sea without danger to ship or persons on board. PSCO observed continuous flow of fuel leaking from packing gland of the fuel strainer on the #2 generator and #3 generator is inoperable.

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 aspects will remain fit to proceed to sea without danger to ship or persons on board. PSCO observed continuous flow of lube oil leaking from the turbocharger for the main propulsion diesel engine.

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 aspects will remain fit to proceed to sea without danger to ship or persons on board. PSCO observed excessive accumulation of excessive oil residue on intake filters for #1 and #2 generator winding cooler.

**14608 - Incinerator incl.operations
and operating manual**

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment. After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings. PSCO observed that the incinerator door safety interlock device was inoperable and disassembled enabling operation with the door open.

99101 - Other (Safety in general)

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 aspects will remain fit to proceed to sea without danger to the ship or persons on board. PSCO observed used gear oil being collected and stored in open 55-gallon drums in the forward bosun stores, which presents a fire hazard to the ship and its crew.

**02108 - Electrical installations in
general**

All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in the normal manner. PSCO observed multiple electrical panels in the engine control room and one motor controller in the machinery space had inoperable safety interlocks for the panel doors. The panels were all open exposing high voltage (440 V) electrical components causing a significant potential shock hazard.

Ship Name: **INCREDIBLE BLUE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9452658**

Date of Action: **11/22/2021**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Management Certificate**

Organization Related
to Detention: **Lloyd's Register**

Ship Management: Owners, Operators, or Managers
Load Line Marine S.A.
Wonder Seaway Inc.

Charterers
Panocean 7

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

In meeting these requirements, the company should ensure that any non -conformity is reported, with its possible cause, if known. PSCO noted the vessel failed to report several non-conformities, per vessel's Safety Management System (SMS) procedures, of a technical and operational nature which collectively provide objective evidence of a serious failure or lack of effectiveness of the implementation of the ISM Code. Due to the failure or lack of effectiveness of the SMS, and external SMS audit shall be carried out.

Ship Name: **INDIGO I**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Panama**

IMO Number: **8716966**

Date of Action: **10/29/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **IOPP**

Safety Construction

Organization Related
to Detention: **RINA Services S.p.A.**

Ship Management: Owners, Operators, or Managers
RORO Shipping Company SA
Independencia Shipping Lines

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company [10.1]. The Company should establish procedures, plans and checklists for key shipboard operations [7]. The Company should identify potential emergency shipboard situations and establish procedures to respond to them. The vessel was unable to provide procedures and/or checklists for key shipboard operations including use of the emergency generator, oily water separator, cargo securing, and bunkering. Many of the listed technical and/or operational deficiencies provide objective evidence that the maintenance program as presently implemented onboard does not effectively ensure that the vessel is being maintained in substantial compliance with the relevant conventions. The crew was also initially unable to complete a successful fire drill and the SMS lacked procedures for conducting fire drills. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the Flag or RO is required to determine the vessel's compliance with the ISM Code prior to departure from port.

15106 - Shipboard operations

An interim Safety Management Certificate may be issued following verification that: the safety management system provided by the company for the ship concerned includes key elements of this Code and has been assessed during the audit for issuance of the Document of Compliance or demonstrated for the issuance of the Document of Compliance. The vessel does not have established procedures for routine shipboard operations such as operating the oily water separator or testing the emergency generator. The Chief Engineer was not provided, or did not have access to checklists for machinery related maintenance. Additionally, the Chief Engineer is in the process of writing engine room SMS procedures on board the vessel. A company representative for the vessel also stated the SMS is incomplete.

01315 - Oil record book	Each operation shall be fully recorded without delay in the Oil Record Book (ORB) Part 1. The ORB is missing numerous entries, including transfers from the bilge to the bilge holding tank and transfers from the sludge tank. Additionally, there are multiple entries in the ORB for discharge overboard of bilge water via the OWS during periods of time where the OCM data log/history indicates that the OWS was not operating.
14104 - Oil filtering equipment	The capacity of the supply pump should not exceed 110% of the 15 ppm bilge separator. The maximum throughput for the bilge separator is 0.7m ³ . Multiple entries in the Oil Record Book showed the throughput exceeding 0.7m ³ . For example, on 10/20/21, the logged throughput was 3.5m ³ from 12:50 to 15:40.
14109 - Oil/water interface detector	Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all the following conditions are satisfied: the oil content of the effluent without dilution does not exceed 15 ppm. PSCO observed oily water discharge going into a bucket after the three way valve. That oily water discharge was over 15 ppm even though the oil content meter was reading less than 15 ppm.
14104 - Oil filtering equipment	Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the Administration...The oil filtering equipment had an unapproved modification. A valve was added downstream of the oil content meter and three-way valve arrangement which was not on the approved plans.
07105 - Fire doors/openings in fire-resisting division	The following fire protection systems shall be kept in good order: fire protection, including fire resisting divisions, and protection of openings and penetrations in those divisions. Multiple "A" class fire screen doors were not fully closing and latching or sealing, including the main stairwell door on the main deck, the door to the engine casing on the main deck, the door from the accommodations to the aft mooring deck, and the door from the engine room to the cargo deck.
02105 - Steering gear	The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations. Water is leaking into the steering gear room through the packing glands on the steering gear. The Chief Engineer stated the packing glands were tightened but continue to leak.

Ship Name: **ITHACA STOCKHOLM**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9563392**

Date of Action: **6/4/2021**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Dalex Shipping Co S.A.

Ithaca Handy AS

Charterers

UltraBulk (USA) Inc.

Deficiencies: Code - Category

11119 - Immersion suits

Description

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. 35/36 immersion suits are unserviceable due to unsealed seams.

Ship Name: **JOANNA**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9460277**

Date of Action: **3/12/2021**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Joanna Maritime Limited

Empire Bulk Ltd

Charterers

Cargill International S.A.

Deficiencies: Code - Category

14109 - Oil/water interface detector

13199 - Other (machinery)

15109 - Maintenance of the ship and equipment

Description

Oil filtering equipment referred to in paragraph 2 of regulation I/14 shall comply with paragraph 6 of regulation I/14. In addition, it shall be provided with alarm arrangements to indicate when the level cannot be maintained. The system shall also be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when oil content of the effluent exceed 15ppm. PSCO identified a machined piece of metal, welded to the limit switch actuator/valve handle of the oil content meter prohibiting the installed measuring cell from accurately analyzing effluent prior to being discharge overboard.

Provisions shall be made to prevent overpressure in any oil tank or in any part of the fuel oil system. PSCO observed that pressure relief valves on both main engine fuel oil supply heaters were rendered inoperable by modifications to the discharge piping.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. PSCO observed ship SMS document "FIM Ch. C-04 Annex 1 Prevention of Pollution by Oil [EB], revision number 9" which states in paragraph 4.2.1 that the modification of any piping system, sensing tube, or electrical wiring associated with the oily water separator (OWS) is forbidden unless exceptionally approved by the Managing Office, vessel's Classification Society, and Flag Administration. PSCO also observed ship SMS document "FIM Ch. F-02 Engineering Practices [EB], Revision number 4" which states in paragraph 2.1.11 that safety and relief valves are never to be plugged or gagged except when testing boiler safety valves under the direction of a classification surveyor. Reference is made to deficiencies 001 and 002, where these procedures were not followed. PSCO requires an additional audit of company safety management system by certificate issuing authority.

Ship Name: **KEMPTON**
Ship Type: **LPG Gas Carrier**
Flag: **Panama**
IMO Number: **9229142**
Date of Action: **1/13/2021**
Action Taken: **Detention**
Port: **St. Croix, USVI**
Unit: **RIO ST. CROIX**

Recognized Org: **Bureau Veritas**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Pantor Holdigs S.A.
Brasgas AS
Charterers
SOL Petroleum

Deficiencies: Code - Category
06199 - Other (cargo)

07120 - Means of escape

06199 - Other (cargo)

04117 - Functionality of Safety Systems

Description
The condition of the ship and its equipment should be maintained to conform with the provisions of the code to ensure that the ship will remain fit to proceed to sea without danger to the ship or person on board. PSCOs noted substantial wastage and corrosion throughout the cargo piping system which included 04 cargo leaks that were actively leaking propane into the atmosphere. Specifically, one leak was found on the purging valve of the #2 cargo tank's discharge line, two leaks on #2 tank discharge line, and one leak was found above the #2 cargo tank on the vapor line for re-liquefaction.

At all levels of accommodation there shall be provided at least two widely separated means of escape. Port side "A" deck door, which is one of the required means of escape, is seized.

All gasketed pipe joints and hose connections should be electrically bonded. Bonding straps throughout the cargo deck were found broken, wasted, and generally not connected to keep the piping electrically continuous.

Emergency shutdown valves in liquid piping should fully close under all service conditions within 30 seconds of actuation. Emergency shutdown valve on the liquid line at the starboard manifold could not close automatically due to hydraulic supply line being disconnected.

**15101 - Safety and environment
policy**

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. Further, the vessel underwent a drydock period in November, 2020. PSCOs found substantial steel wastage throughout all areas of the ship, including cargo and fire main piping, decks, bulkheads, stairways, and walkways. The company failed to ensure that adequate repairs were made to the structure of the ship during the drydock. PSCOs also requested SMS procedures and manufacturer's specifications for calibration of the fixed gas detection system. The crew did not provide these documents to PSCOs after multiple requests. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **KIRAN AMERICA**

Ship Type: **Bulk Carrier**

Flag: **Malta**

IMO Number: **9491264**

Date of Action: **12/6/2021**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Pasifik Gemi Isletmeciligi Ve Ticaret A.S

Senator Shipping ltd

Charterers

Bertling Bulk Services Pte Ltd

Deficiencies: Code - Category

**07123 - Operation of Fire protection
systems**

**07114 - Remote Means of control
(opening,pumps,ventila**

04109 - Fire drills

Description

Machinery spaces of category A above 500 m3 in volume shall, in addition to the fixed fire-extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire-extinguishing system, based on the guidelines developed by the Organization. In the case of periodically unattended machinery spaces, the fire-extinguishing system shall have both automatic and manual release capabilities. PSCO observed the water supply valve to the local application fire-extinguishing system to be closed rendering the system inoperable.

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500L and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed a steel plate wedged into and beside the valve stem for the #1 ULSFO Service Tank preventing the valve from closing during an emergency from outside the space.

Each fire drill shall include: starting of a fire pump, using at least two required jets of water to show that the system is in proper working order and checking of fireman's outfit and other personal rescue equipment. During initial fire drill, PSCO observed that the crew did not energize the fire pump and did not demonstrate two required jets of water. In addition, one out of the two firefighter's self-contained breathing apparatus was not properly donned and checked before entering the space. The SCBA was loosely fit around the firefighter's face and could not provide a seal. PSCO informed Captain of the two deficient items and allowed 10 minutes for crew training before conducting the fire drill again. PSCO observed second fire drill and witnessed the same deficient items as before.

15109 - Maintenance of the ship and equipment

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to objective evidence in deficiencies 01, 02, 03, 05, and 06, the vessel is not in substantial compliance with the relevant conventions, calling into question the adequacy and implantation of the vessel's SMS under ISM Code. A Safety Management Audit must be carried out by the Administration or the Recognized Organization prior to release from detention

Ship Name: **KYDON**
Ship Type: **Passenger Ship**
Flag: **Bahamas**
IMO Number: **8916607**
Date of Action: **11/15/2021**
Action Taken: **Detention**
Port: **San Juan, Puerto Rico**
Unit: **Sector San Juan**

Recognized Org: **RINA Services S.p.A.**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Anonymi Naftiliaki Etaireia Kritis AE
Caribbean Vessel LLC
Charterers
America Cruise Ferries Inc

Deficiencies: Code - Category
15111 - Company verification, review and evaluation

Description
Due to the objective evidence cited in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. The ship's crew could not provide company procedures as part of the vessel's SMS to ensure that the vessel is properly manned with duly certificated seafarers. Three (03) of the ship's certificated engineers under Chapter III of the STCW Convention were missing the required Bahamas Flag State Endorsement. These crew members had been on board and on the watch schedule for a few months (Chief Engineer has been on board since 24 JUN 21, the 2nd Engineer since 18 SEP 21, and Chief Electrician since 30 May 21). Furthermore, one (01) of the engineers had an expired national license (11 NOV 21) which was left in the watch schedule. At the time of the examination, the company and crew follow SMS Form R 1.3 to ensure that assigned seafarers comply with the licensing and STCW requirements. However, this form does not have a way to ensure that assigned crew members are in possession of valid Flag State Endorsements.

01214 - Endorsement by flagstate

Seafarers shall hold the appropriate certificate for service on their ships or be able to provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with the provisions of the STCW Convention. The vessel's Chief Engineer, one (01) of the required 2nd Engineers, and the Chief Electrician were missing a Bahamas Flag State Endorsement. In addition, another 2nd Engineer was placed in the watch schedule with an expired Greek National License and no Flag State Endorsement.

11129 - Operational readiness of lifesaving appliances

Before a ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Upon examination of the #4 life boat, the external shaft log had excessive vibration which caused the propeller blades to make contact with the rudder assembly housing and guard.

Ship Name: **LORELEI**

Ship Type: **Oil Tankship**

Flag: **Marshall Islands**

IMO Number: **9314179**

Date of Action: **10/9/2021**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Equipment**

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
Product Shipping and Trading S. A.
PST Energy 4 Shipping LLC

Deficiencies: Code - Category

15105 - Resources and personnel

Description

Every company should develop, implement and maintain a safety management system (SMS) which includes the following functional requirements: instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with relevant Int and Flat State legislation. Objective evidence discovered during an expanded ISM exam revealed the following non-conformities: The vessel failed to fully implement the requirements of the ISM code through their SMS procedures as evident by the following identified deficiencies indicating that the ship and/or company are not meeting the SMS requirements. Recommend an external audit.

No. 1- Crew is not familiar with valve alignment procedures for boiler startup. PSCO witnessed crew misalign valves for boiler, resulting in a low water alarm and safety shutdown of the boiler.

No. 2 - Crew is not familiar with testing procedures for inert gas system alarms. PSCO witnessed crew close scrubber water discharge valve resulting in a backflow of water that leaked out of the piping from the scrubber to the boiler.

No. 3 - Crew is not familiar with proper testing procedures for fixed fire detection systems. PSCO witnessed crew test 02 detectors in the engine room, unknowingly discharging water mist system.

Vessel personnel were not familiar with the established procedures for shipboard operations. The crew was unable to provide written procedures for testing essential or critical equipment.

07111 - Personal equipment for fire safety

In tankers, 4 fire-fighter's outfits shall be provided. Three sets of the fire-fighter's outfits had holed gloves, two had trousers with tears, and one had a frayed damage hood. Only 1 fire-fighter's outfit is fully operational.

Ship Name: **MARAN GRACE**

Ship Type: **Bulk Carrier**

Flag: **Greece**

IMO Number: **9440320**

Date of Action: **3/15/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Maran Dry Management Inc

Ambrosia Navigation Ltd

Charterers

Uniper Global Commodities SE

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

**15109 - Maintenance of the ship and
equipment**

Description

Means shall be provided to control leaks of flammable liquids. The main engine had leaks around multiple fuel pumps with significant oil pooled around the No. 2, 6 and No. 8 fuel pumps. The No.1 generator has leaks at the No. 4, 3 and No. 5 fuel pumps and a cylinder oil leak at the No. 5 cylinder head. The No.3 generator had active leaks at the No. 1 and 2 fuel pumps. The fuel oil transfer pump on the lower level of the engine room was found with oil soaked lagging and pooled oil on deck below. There is lagging on the turbo charger to the main engine with oil droplets accumulated on the outside of the

The company should establish procedures to ensure that the ship is maintained in conformity with the provision of the relevant rules and regulations and with any additional requirements which may be established by the company. Daily machinery checks, required by ISM company, were completed without report of multiple non-conformities. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM code. An external audit conducted by the flag or RO is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **MONARCH PRINCESS**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **St.Kitts & Nevis**

IMO Number: **7725374**

Date of Action: **12/2/2021**

Action Taken: **Detention**

Port: **Palm Beach, Florida**

Unit: **MSD LAKE WORTH (AKA. WEST**

Recognized Org: **International Naval Surveys Bureau**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Safety Equipment**

Organization Related
to Detention: **International Naval Surveys Bureau**

Ship Management: Owners, Operators, or Managers
Monarch Shipping Co Ltd

Deficiencies: Code - Category

15105 - Resources and personnel

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Review of the vessel's SMS during an expanded ISM examination confirmed discrepancies with the vessel's manning requirements, life-saving appliances, maintenance and checklists. Due to the objective evidence detailed in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel' SMS under the ISM code. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to

01214 - Endorsement by flagstate

All seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the administration in accordance with regulation I/10, paragraph 5. The Second Engineer does not have a valid Saint Kitts and Nevis flag state endorsement. A copy was provided for an application for endorsement that was signed on 09OCT21, but it is unknown if it was ever submitted to the administration. This crew member never received confirmation of application from the Flag State, nor did they obtain Flag State endorsements. The Chief Mate's flag state endorsement expired 30JUN21.

01105 - Cargo Ship Safety (including exemption)

The life-saving appliances and other equipment of cargo ships of 500 gross tonnage and upwards shall be subject to the surveys: an annual survey within three months before or after each anniversary date of the Cargo Ship Safety Equipment Certificate. Vessel' Cargo Ship Safety equipment Certificate expired 30NOV21.

11132 - Maintenance and inspections

The following tests and inspection shall be carried out weekly and a report to of the inspection shall be entered in the logbook: all survival craft and launching appliances shall be visually inspected to ensure they are ready for use. Vessel was unable to produce any records to PSCO for weekly life-saving appliance checks.

11132 - Maintenance and inspections	Falls used in launching shall be inspected periodically with special regard to areas passing through sheaves, and renewed when necessary due to deterioration of the falls or at intervals of not more than five years. Vessels falls for both lifeboats expired 03SEP21.
11135 - Maintenance of Life Saving Appliances	Every inflatable life raft shall be serviced at intervals not exceeding 12 months. PSCO discovered three inflatable life rafts that expired on 02NOV21 and no extension was given by flag.
11103 - Stowage and provision of Lifeboats	Liferaft shall be so stowed as to float free in the event of the ship sinking. PSCO discovered two 25-person life rafts tied to the ship not in a float free arrangement.
05116 - Operation/maintenance	Every ship shall be provided with a satellite emergency position indication radio Beacon which shall be capable of floating free if ship sinks. Vessel's hydrostatic release for EPIRB expired October 2021.
11102 - Lifeboat inventory	The normal equipment of every lifeboat shall consist of two plugs for each plug hole, a baler, two buckets of approved material, an approved first aid outfit in a water tight case, one approved cover of a highly visible color capable of protecting the occupants against injury by exposure, and 1 gallon of vegetable, fish or animal oil. The vessel shall be so constructed that the oil can be easily distributed on the water, so arranged that it can be attached to the sea anchor. Lifeboats #1 and #2 are missing one plug, a baler, two buckets of approved material, an approved cover of a highly visible color, 1 gallon of vegetable, fish or animal oil, and both lifeboats first aid kits expired August 2020.

Ship Name: **MSC BILBAO**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9301495**

Date of Action: **11/30/2021**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **MSU Savannah**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Hammonia Reederie Gmbh & Co. KG

GTLK Asia M13 Limited

Deficiencies: Code - Category

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities. The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following deficiencies. These non-conformities taken with the remaining material deficiencies discovered are evidence that the ship and/or the company are not meeting the SMS requirements. An external audit is required.

No. 1 - In meeting these requirements, the company should ensure that any non-conformity is reported, with its possible cause, if known. On November 28, 2021 the aft window of the starboard lifeboat was damaged when lifting the lifeboat back into the davit. Damage requires full replacement of the window with no notification of the non-conformity. Vessel's SMS requires, "In the event of any shortfall or non-compliance with the Flag State or other requirements, the Master has to inform the Company immediately". Due to the objective evidence detailed in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. An external audit conducted by the Flag or RO is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

11101 - Lifeboats

Cargo ships shall carry one or more totally enclosed lifeboats complying with the requirements of section 4.6 of the Code of such aggregate capacity on each side of the ship as will accommodate the total number of persons on board. PSCO observed damage to window of starboard lifeboat that required its complete replacement.

11108 - Inflatable liferafts

Each liferaft or group of liferafts shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code so that each floats free and, if inflatable, inflates automatically when the ship sinks. The PSCO observed the painters for all four inflatable liferafts improperly connected. They were found tied to the liferaft racks, not the designated weak link on the hydrostatic release.

Ship Name: **MSC DARDANELLES**

Ship Type: **Containership**

Flag: **Cyprus**

IMO Number: **9247754**

Date of Action: **6/8/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Ledra Marine S.A.

Charterers

**MSC Mediterranean Shipping Company
S.A.**

Deficiencies: Code - Category

**07126 - Oil accumulation in engine
room**

15106 - Shipboard operations

Description

In a ship which oil fuel is used the arrangements for the storage, distribution, and utilization of the fuel shall be as such as to ensure the safety of the ship and persons onboard. PSCO's observed numerous oil leaks on the main engine, with oil soaked rags in various spaces and around piping. PSCO observed leaks from all 4 generators with oil soaked rags in various spaces throughout all 4 generators . The main fuel oil transfer pump was leaking fuel oil and had a bucket filled with fuel oil beneath it. There was also a bucket of oil on the second deck of the main engine. A HFO line on the HFO settling tank was leaking on the same tank there was a flange actively leaking fuel oil with oil pooled beneath it with a bucket collecting oil.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The class report for a previous U.S. Coast Guard Port State Control exam required the vessel to monitor and identify leaks on the main engine, diesel generators, and purifiers. PSCO requested documentation showing the leaks were being identified and monitored for rectification and the vessel was unable to provide correspondence or documentation. The vessel did provide direction from the company stating excessive oil leaks must always be cleaned and oil soaked rags were not to be left on the main engine or diesel generators which was contradictory to PSCO's observations. Due to objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the Flag or RO is required to determine whether the ship is operating in accordance with ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **MSC DARDANELLES**

Recognized Org: **RINA Services S.p.A.**

Ship Type: **Containership**

Recognized Security
Organization (RSO):

Flag: **Cyprus**

Recognized Org
(RO) Related: **Not Class Related**

IMO Number: **9247754**

Relevant Certificates:

Date of Action: **6/4/2021**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **Norfolk, Virginia**

Unit: **Sector Virginia**

Ship Management: Owners, Operators, or Managers

Ledra Marine S.A.

Charterers

**MSC Mediterranean Shipping Company
S.A.**

Deficiencies: Code - Category

Description

**07126 - Oil accumulation in engine
room**

In a ship in which fuel oil is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. PSCO observed excessive leaking on all four auxiliary diesel engines.

**07126 - Oil accumulation in engine
room**

In a ship in which fuel oil is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board and shall at least comply with the following provisions; precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter, or heater from coming into contact with heated surfaces. PSCO observed leaking fuel oil and the resulting oil soaked lagging on the number four purifier.

**15109 - Maintenance of the ship and
equipment**

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulation and with any additional requirements which may be established by the company. There is no evidence that the vessel's crew was taking appropriate action to prevent fire potential in the engine room nor taking steps to ensure integral systems on board the vessel are properly maintained. Recommend ISM audit.

Ship Name: **MSC KOREA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9123154**

Date of Action: **9/21/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MSC Shipmanagement Limited
Korea Maritime Inc
Charterers
MSC Geneva

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07126 - Oil accumulation in engine room

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. PSCO requested the vessel's daily checklist for engine room maintenance. The daily work report for 9/20/2021 stated the engine room was cleaned and painted and the daily work report for 9/18/2021 stated the main engine crank case was inspected. Additionally, permits to work for 9/21/21, 9/16/2021, and 9/15/21 stated cleaning was being conducted in the engine room. Due to objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM code. An external audit conducted by the Flag or RO is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

In a ship which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil shall be such to ensure the safety of the ship. PSCO observed fuel oil running down both sides of the main engine, fuel oil leaking from the gasket on crankcase #2, oil soaked rags stuffed in numerous spaces on the main engine and all 4 generators, oil splattered on lighting in the vicinity of the main engine, fuel oil leaks, and pooled oil around all fuel pumps for the main engine, and fuel leaking from the injector on the #6 cylinder. Additionally, there were fuel oil leaks from multiple crank cases on all 4 generators, oil leaks and pooled oil on top of the generators, and leaking pipelines around generators.

Ship Name: **MSXT OCEANUS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9600633**

Date of Action: **10/26/2021**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Tianjin Cosbulk Ship Management Co. Ltd

Hong Xu (Tianjin) Ship Leasing, Co. Ltd

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company should establish procedures, plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of personnel, ship and protection of the environment. The ship has failed to provide records for crew familiarity with garbage management plan. Additionally, records for the disposal/discharge of garbage as per the garbage management plan have not been maintained and are not available for review. Vessel category A garbage accumulation was not consistent with 13 month generation rate. Safety management audit must be carried out by the Administration or Recognized Organization prior to departure.

Ship Name: **NACC ALICUDI**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9586435**

Date of Action: **1/28/2021**

Action Taken: **Detention**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Document of Compliance**
Safety Management Certificate
IOPP
Safety Construction

Organization Related
to Detention: **Bureau Veritas**

Panama Maritime Documentation Service

Port: **Wilmington, North Carolina**

Unit: **Sector North Carolina**

Ship Management: Owners, Operators, or Managers
Gremex Shipping S. A. DE C.V.
Karis Shipping Ltd
Charterers
Thestia Shipping, S.A.

Deficiencies: Code - Category

**15101 - Safety and environment
policy**

Description

In meeting the requirements, the company should ensure that any non-conformity is reported with its possible cause, if known; appropriate corrective action is taken, and records of these activities are maintained. Chief Engineer and Captain are not utilizing company procedure to report any non conformities or take appropriate action to record discrepancies found throughout the vessel.

07120 - Means of escape

Firefighting systems and appliances shall be readily available for immediate use. PSCO found water mist supply valve in closed position. Chief Engineer stated they closed the valve several days prior so crewmember could weld in the Engine Room shop and not set off the system, rendering the automatic water mist system inoperable.

14104 - Oil filtering equipment

Oil filtering equipment referred to in this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. In considering the design of such equipment, The Administration shall have regard to the specification recommended by The Organization. Vessel is fitted with a MEPC 107 oil content meter and automatic stopping device to prevent overboard discharge of effluent exceeding 15 ppm. PSCO found the pneumatic line connecting to the stopping device, which activates the closure, broken off, leaving the closing valve inoperable and unable to stop flow to overboard discharge if needed.

07101 - Fire prevention structural integrity

When sounding pipes are used, they shall not terminate in any space where the risk of ignition of spillage from the sounding pipe might arise. Where the administration considers this to be impractical, it may permit termination of sounding pipes in a machinery space on the condition the following requirement(s) are met, the termination of the sounding pipes are fitted with self closing blanking devices and with a small-diameter self closing control cock located below the blanking device for the purpose of ascertaining before the blanking device is opened that fuel oil is not present. The self-closing cock was held open by a metal wire affixed to a sounding lever on the diesel oil tank beside the ships boiler. Wire is intended to hold open sounding tube leaving tank's contents susceptible to fire.

07101 - Fire prevention structural integrity

Means shall be provided to control leaks of flammable liquids. PSCO observed diesel oil leak coming from heat exchange in purifier system. Containment below heat exchanger contained two inches of fuel. Additionally, PSCO observed leak coming from MGO storage tank dripping into containment below and showed signs of ongoing leakage from sight glass.

07101 - Fire prevention structural integrity

The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs; means of escape systems and appliances. Two A-60 fire doors in way of emergency escapes from engine room were found to be held back. When removed fire doors were still found to be inoperable due to excess corrosion and misalignment, rendering doors insufficient for escape and fire containment.

Ship Name: **NAIYA**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Bolivia**

IMO Number: **8408454**

Date of Action: **4/30/2021**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA Group**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Heli Shipping, LLC

Elicla Maritime Advisor & Broker Inc.

Deficiencies: Code - Category

**07106 - Fire detection and alarm
system**

01299 - Other (STCW)

**15109 - Maintenance of the ship and
equipment**

Description

The fire detection system shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces...the detection system shall initiate audible and visual alarms distinct in both respects... All smoke detectors and accompanying alarms in the machinery space are not operational.

Seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties. Chief Officer and Chief Engineer are unable to demonstrate how to properly operate CO2 system.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCOs collected objective evidence that the vessel is submitting requests to the company for maintenance and repair support. An external audit conducted by the Flag or RO is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **NAIYA**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Bolivia**

IMO Number: **8408454**

Date of Action: **6/11/2021**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA Group**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **ILLC**

Safety Equipment

Safety Management Certificate

Organization Related
to Detention: **CONARINA Group**

Ship Management: Owners, Operators, or Managers

Heli Shipping, LLC

Elicla Maritime Advisor & Broker Inc.

Deficiencies: Code - Category

03113 - Bulwarks and freeing ports

Description

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 onboard... PSCOs observed excessive corrosion and significant wastage in the bulwark support structure, brackets, and frames on the starboard side of the vessel. Bulwarks were completely disconnected from the deck and frames were bent and disconnected, providing no support structure.

**07103 - Division - decks,bulkheads
and penetrations**

"A" class divisions are those divisions formed by the bulkheads and decks which comply with the following: they shall be constructed of steel or other equivalent material; they shall be so constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard flame test... PSCOs observed holes and wiring run through "A" class divisions surrounding the cargo hold.

**11112 - Launching arrangements
for survival craft**

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... Lifeboats were not available for immediate use due to broken limit switches rendering the electric motor inoperable.

03108 - Ventilators, air pipes, casings

Ventilators in position 1 or 2 to spaces below the freeboard decks of enclosed superstructures shall have coamings of steel or other equivalent material, substantially constructed and efficiently connected to the deck... PSCOs observed excessive corrosion, significant wastage, casing holes in 07 ventilators leading below the freeboard deck to the cargo hold. Vessel attempted repair to 01 ventilator with red painted duct tape, covering large 3 to 4 inch hole.

03108 - Ventilators, air pipes, casings	Where air pipes to ballast and other tanks extend above the freeboard or superstructure decks, the exposed parts of the pipes shall be of substantial construction... PSCOs observed air pipes to fuel and ballast tanks with excessive corrosion and significant wastage, causing holes leading below the freeboard deck.
03105 - Covers (hatchway-, portable-, tarpaulins, etc.	The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions... During the deck walk, PSCOs observed the hydraulic locking devices for the cargo hatch covers disconnected from the hydraulic lines, rendering them inoperable and unable to be tightened.
03105 - Covers (hatchway-, portable-, tarpaulins, etc.	The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions... Watertight access ramp/door to the cargo hold does not seal properly, PSCOs observed excessive light through the ramp/door seal.
15105 - Resources and personnel	The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements, which may be established by the company. In meeting these requirements, the company should ensure that: the inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken... Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCOs collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit conducted by the Flag is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **NAIYA**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Bolivia**

IMO Number: **8408454**

Date of Action: **8/6/2021**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **CONARINA Group**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Heli Shipping, LLC

Deficiencies: Code - Category

07113 - Fire pumps and its pipes

Description

Every ship shall be provided with fire pumps, fire mains, hydrants and hoses complying as applicable with the requirements of the regulations. The main fire pump gauge indicated a working pressure of 0.20 N/mm² (design pressure is 0.40 N/mm², in accordance to service tag on pump). Observed pressure at the hoses on deck was inadequate to fight a fire.

07113 - Fire pumps and its pipes

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. Emergency fire pump, located below the living space, generates excessive smoke while running. Smoke creates lack of oxygen in the compartment and throughout the house making it an unsafe for personnel.

**04114 - Emergency source of power -
Emergency generato**

The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. Emergency diesel generator was steadily leaking diesel fuel onto hot machinery, creating a fire hazard.

15113 - Other (ISM)

The Company should ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements, which may be established by the company. In meeting these requirements, the company should ensure that: the inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken... Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. PSCOs collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS.

Ship Name: **NAVIOS ETOILE**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9481312**

Date of Action: **8/16/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Navios Corporation Management Inc

Ducale Marine Inc

Charterers

**Swiss Singapore Overseas Enterprises PTE
LTD**

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

The safety management system should ensure compliance with mandatory rules and regulation. Operational deficiencies found on board indicate a lack of effectiveness of the ISM Code implementation. PSCOs reviewed monthly life-saving appliance checks as well as the vessel's "Port Stat Control Inspection Preparation Checklist." Both checklist indicated the lifeboat inventory was good, in contradiction to observations made by the PSCO noted in deficiency #02. Deficiencies #02, #04, and #05 are technical and operational deficiencies that show objective evidence of failure in the implementation of the ISM Code. A safety management audit is required to be carried out by Administration before the ship is released from detention.

Ship Name: **NORDIC HARBIN**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9585338**

Date of Action: **3/1/2021**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

MPF MI Investco S1 Cooks, LLC

Nordic Hamburg Shipmanagement (HK) Ltd

Charterers

Delta Corp

Deficiencies: Code - Category

**07108 - Ready availability of fire
fighting equipment**

Description

**The firefighter's outfits or sets of personal equipment
shall be kept ready for use. PSCO observed 04 breathing
apparatuses inoperable.**

Ship Name: **NYK RIGEL**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9416977**

Date of Action: **2/19/2021**

Action Taken: **Detention**

Port: **Seattle, Washington**

Unit: **Sector Puget Sound**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
NYK Ship Management (HK) Ltd
Bombon Shipholding S.A.

Charterers
Ocean Network Express Pte Ltd

Deficiencies: Code - Category

11119 - Immersion suits

**15109 - Maintenance of the ship and
equipment**

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. The PSCO discovered 09 immersion suits where the zipper detached from the suit that would allow for the ingress of water and prevents the suit from achieving a water tight seal.

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the Company. The ship's monthly immersion suit inspection record and procedures failed to identify 09 defective immersion suits onboard. A safety management audit must be carried out by the Administration or the Recognized Organization prior to departure.

Ship Name: **OCEAN FORCE**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Belize**

IMO Number: **8215613**

Date of Action: **8/27/2021**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Det Norske Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Primeshipping LLC
Redbrick Ventures Ltd

Deficiencies: Code - Category

13108 - Operation of machinery

**11113 - Launching arrangements
for rescue boats**

**07126 - Oil accumulation in engine
room**

Description

The condition of the ship and its equipment shall be maintained to conform with 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. Numbers one and two diesel generators are not operational causing the vessel to have limited electrical power and unable to start main engines and operate steering gear.

Lifeboats together with the emergency boat required by sub-paragraph (b) (iii) of Regulation 35 of this chapter shall be served by wire rope falls, together with winches of an approved type in which in the case of an emergency boat shall be capable of quick recovery of those boats. The vessel's rescue boat is incapable of being retrieved in a timely manner due to insufficient electrical power to the rescue boat davit winches and associated equipment. PSCO observed the crew manually hand crank the boat from the embarkation deck to the cradle, which took the crew over an hour to complete.

The condition of the ship and its equipment shall be maintained to ensure that the ship in all respects will remain fit to proceed to sea without any danger to the ship or persons on board. PSCO observed that the vessel's bilge holding tank is at capacity and an accumulation of approximately six (6) inches of oil and fuel throughout the engine room bilges, posing a fire risk to the vessel and the crew.

15109 - Maintenance of the ship and equipment

The company and the ship shall comply with the requirements of the International Safety Management (ISM) Code. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company.

1. Crew failed to adhere to established company procedures for the maintenance of critical equipment. A review of the vessel's operational maintenance routine (OMR) revealed inconsistencies between maintenance performed and the vessel's July 2021 "Engine Checklist" submitted to the company. Inconsistencies amount to the number one and number two diesel generators being overdue 3,312 hours and 3,617 hours respectively. Condition of the generators indicate failure of crew to maintain generators in accordance with OMR.
2. Vessel SMS states that the vessel's superintendent should make annual inspections. Ship board records show the vessel's superintendent has not conducted an inspection since March 2019. Safety management audit is required to be carried out by RO before ship is released from detention.

Ship Name: **OCEAN VENUS**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9604964**

Date of Action: **8/14/2021**

Action Taken: **Detention**

Port: **Portland, Oregon**

Unit: **Sector Columbia River**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Kobe Shipmanagement Company Ltd.

Big East SA

Charterers

Mur Shipping

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

**07108 - Ready availability of fire
fighting equipment**

Description

In meeting these requirements, the company should ensure that inspections are held at appropriate intervals, any non-conformity is reported with its probable cause, if known; appropriate corrective action is taken; and record if these activities are maintained. Objective evidence during an expanded ISM exam revealed that the vessel has failed to conduct required inspection of the fixed foam fire fighting system. Additionally, the vessel's maintenance checklist are not properly controlled and PSCO identified several completed checklists with whited out dates bringing the reliability of documents into question. An external ISM audit is required.

Fire Fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCOs identified blocked and clogged foam generators through the engine control room making the primary firefighting system unavailable for use during an engine room fire.

Ship Name: **OPTIMANA**

Ship Type: **Bulk Carrier**

Flag: **Isle of Man**

IMO Number: **9253856**

Date of Action: **5/24/2021**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Westfal-Larsen Management AS

Masterbulk AS

Charterers

Saga Welco AS

Deficiencies: Code - Category

15113 - Other (ISM)

Description

The company and the ship shall comply with the requirements of the International Safety Management (ISM) Code. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company.

1. Vessel has not been following procedures outlined within the Safety Management System (SMS) for verifying expiration dates of lifeboat equipment; PSCO identified 9 out of 30 food rations with expiration dates of 2019.

2. Vessel failed to make proper notifications to the Coast Guard COTP of sick crew on board. Vessel was aware of two crew members with COVID-19 like symptoms and failed to report them for two days while in the Sector Delaware Bay COTP Zone. Vessel's SMS clearly states to report immediately to the USCG COTP any crew who show signs and symptoms of COVID-19 or flu like illness. Vessel had ample opportunities to notify the Coast Guard but proper notifications were never completed. Prior to the release of the detention, an audit of the vessel's safety management system must be completed.

Ship Name: **PENSILVANIA**

Ship Type: **General Dry Cargo Ship**

Flag: **Panama**

IMO Number: **9287443**

Date of Action: **2/9/2021**

Action Taken: **Detention**

Port: **N. Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Navesco S.A.

Deficiencies: Code - Category

**04114 - Emergency source of power -
Emergency generato**

Description

Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the Administration with a stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts within 30 min unless manual starting can be demonstrated to be effective. The vessel's secondary means of starting the emergency generator found disconnected, discarded and adrift on deck. Spring starter failed to operate after reinstalled.

**07110 - Fire fighting equipment and
appliances**

Fire-extinguishing appliances shall be kept in good order and be available for immediate use at all times. The following engine room equipment was found in disorder and/or unavailable for immediate use: inoperable smoke detection in lower level engine room, engineer's workshop missing fire hose, missing discharge nozzle on semi-portable fire extinguisher, clogged CO2 discharge nozzle in purifier room, broken CO2 nozzle in engine room, inaccessible EEBD, tampered EEBD, 02 inoperable self-closing A-60 fire doors.

10127 - Voyage or passage plan

Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date. Vessel was without appropriate charts and corrected nautical charts for intended voyage, namely chart containing final leg of inbound voyage, NOAA Chart 11527.

10103 - Radar

All ships of 3,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 2.5, have a 3 GHz radar or, where considered appropriate by the Administration, a second 9 GHz radar, or other means, to determine and display the range and bearing of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance, which are functionally independent of those referred to in paragraph 2.3.2. The vessel's secondary S-Band radar was found inoperable.

**15101 - Safety and environment
policy**

The company should establish procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules and regulations. Base on the overall material condition of the vessel as substantiated by the objective evidence cited above, an additional external verification is required.

Ship Name: **PERTUSOLA**

Ship Type: **Gas Carrier (Non-Specified)**

Flag: **Italy**

IMO Number: **9147394**

Date of Action: **11/8/2021**

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Unit: **Sector Honolulu**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Carbofin Spa

Charterers

Geogas Trading SA

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

**07124 - Maintenance of Fire
protection systems**

09110 - Electrical devices

Description

Objective evidence discovered in an expanded ISM examination revealed the following major nonconformity; the vessel failed to fully implement the requirements of the SMS. The vessel failed to fully establish maintenance procedures to ensure the ship is maintained in conformity with the provisions of the relevant rules. This is made evident by deficiencies 02, 03, 04, and 05. Ship's maintenance records state that the gas detectors, the valves measured by the cargo control room indicators, and the deck water spray system, were tested satisfactorily by the ship's crew the day prior to this examination. Deficiency 06 shows that the vessel did not meet the requirement to provide for safe practices in ship operation and a safe working environment. Additionally, deficiency 7 shows that the management of change procedures in Section 2.2 of the SMS, which shall be applied to changes in the operational management of ships, were not properly implemented. An external audit is required.

The system should be capable of covering all areas mentioned in 11.3.1 with a uniform distributed water spray of at least 10 l/m² per minute for horizontal surfaces and 4 l/m² per minute for vertical services. Many deck spray nozzles were plugged or did not provide a uniform distributed water spray to cover all areas on the vessel mentioned in 11.3.1, including roughly 50% of nozzles on both cargo manifolds and the superstructure, and over 50% of nozzles over the #1 port and starboard cargo tanks.

Where electrical equipment is installed in gas-dangerous spaces or zones as provided in 10.1.4, it should be to the satisfaction of the Administration and approved by the relevant authorities recognized by the Administration for operation in the flammable atmosphere concerned. Multiple certified safe type pieces of equipment in gas-dangerous locations on deck and in the cargo compressor room have issues compromising their intrinsic safety and explosion proof properties, such as improper glands, missing nuts and bolts or improperly sized bolts preventing securing, and loose, improperly terminated electrical conductors.

**06105 - Atmosphere testing
instruments**

Gas detection equipment should be so designed that it may readily be tested. During examination both redundant systems were inoperable, and troubleshooting and cleaning could only make two of the nine sample points operable.

Ship Name: **RIVERSIDE**

Ship Type: **Oil Tankship**

Flag: **Malta**

IMO Number: **9412464**

Date of Action: **3/22/2021**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Glory Riverside Navigation Limited
Thome Ship Management Ltd.

Charterers
Signal Maritime Services Ltd.

Deficiencies: Code - Category

13101 - Propulsion main engine

13101 - Propulsion main engine

**15108 - Reports of non-conf.,
accidents & hazardous occur.**

Description

Main and auxiliary machinery essential for the propulsion and safety of the ship shall be provided with effective means for its operation and control. Vessel reported a loss of propulsion during outbound transit on 03/15/2021 resulting in the allision of the vessel with the MODA pier located in Ingleside, TX. Vessel's main engine shut down and crew was unable to regain propulsion and maneuverability.

Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater coming into contact with heated surfaces. Main diesel engine was found to have fuel leaking from #1 and #5 fuel oil pumps. PSCO observed excess amount of fuel oil collecting on top of the main diesel engine, leaking over the #1 and #5 fuel oil pumps, and expending onto the main engine A-Frame.

Objective evidence discovered in an expanded ISM exam revealed the following non-conformities; the vessel failed to fully implement the requirements of the SMS as evident by deficiency #01 and #02. An external audit is required.

Ship Name: **RORO FEEDER I**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Portugal**

IMO Number: **9198719**

Date of Action: **9/14/2021**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **ILLC**

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
Ugland Castor Car Carrier I AS
Matrix Ship Management Ltd

Charterers
Marinex Cargo Line

Deficiencies: Code - Category

**15102 - Company responsibility and
authority**

Description

THE COMPANY SHOULD ENSURE THAT THE MASTER IS GIVEN THE NECESSARY SUPPORT SO THAT THE MASTER'S DUTIES CAN BE SAFELY PERFORMED. DUE TO THE OBJECTIVE EVIDENCE CITED IN THE BELOW DEFICIENCIES, THE VESSEL IS NOT IN SUBSTANTIAL COMPLIANCE WITH RELEVANT CONVENTIONS, CALLING INTO QUESTION THE ADEQUACY AND IMPLEMENTATION OF THE VESSEL'S SMS UNDER THE ISM CODE. NUMEROUS MANUALS AND PROCEDURES ARE NOT IN THE WORKING LANGUAGE OF THE CREW (ISM CODE 6.6) AND NO INTERNAL AUDIT IS SCHEDULED WITHIN THREE MONTHS AFTER THE ISSUANCE OF THE INTERIM SAFETY MANAGEMENT CERTIFICATE (ISM CODE 14.4.3). AN EXTERNAL AUDIT CONDUCTED BY THE FLAG OR RO IS REQUIRED WITHIN 30 DAYS TO DETERMINE WHETHER THE SHIP IS OPERATING IN ACCORDANCE WITH THE ISM CODE. PROVIDE A COPY OF THE COMPLETED AUDIT REPORT TO USCG PRIOR TO DEPARTURE FROM PORT.

**01108 - Load Lines (including
Exemption)**

THE INTERNATIONAL LOAD LINE CERTIFICATE SHALL NOT BE DELIVERED TO THE SHIP UNTIL THE OFFICER OR SURVEYOR ACTING UNDER THE PROVISIONS OF ARTICLE 13 OF THE PRESENT CONVENTION HAS CERTIFIED THAT THE MARKS ARE CORRECTLY AND PERMANENTLY INDICATED ON THE SHIP'S SIDES. THE PHYSICAL LOAD LINE MARKS LOCATED ON THE SHIPS SIDES DO NOT CORRESPOND TO THE LOAD LINE CERTIFICATE, ISSUED 30AUG21, FOR THE VESSEL. NO PERMANENTLY MARKED DECK LINE EXISTS ON EITHER SIDE OF VESSEL AND NO FRESHWATER LINE IS MARKED.

99102 - Other (SOLAS operational)

OPERATING AND MAINTENANCE INSTRUCTIONS AND ENGINEERING DRAWINGS FOR SHIP MACHINERY AND EQUIPMENT ESSENTIAL TO THE SAFE OPERATION OF THE SHIP SHALL BE WRITTEN IN A LANGUAGE UNDERSTANDABLE BY THOSE OFFICERS AND CREW MEMBERS WHO ARE REQUIRED TO UNDERSTAND SUCH INFORMATION IN THE PERFORMANCE OF THEIR DUTIES.

CREW COMPILED MACHINERY, ENGINEERING, MAINTENANCE, AND OPERATIONAL MANUALS AND DRAWINGS. DOCUMENTS WERE SORTED BY LANGUAGE AND IT WAS FOUND THAT ALMOST ALL WERE NOT WRITTEN IN THE WORKING LANGUAGE OF THE CREW TO INCLUDE THE STABILITY BOOK, LOADING MANUAL AND THE OWS MANUAL. CREW TRANSLATES NEEDED TEXT USING INTERNET TRANSLATION RESOURCES AS NEEDED.

11131 - On board training and instructions

EACH LIFEBOAT SHALL BE LAUNCHED, AND MANEUVERED IN THE WATER BY ITS ASSIGNED OPERATING CREW, AT LEAST ONCE EVERY THREE MONTHS DURING AN ABANDON SHIP DRILL.

PSCO WAS UNABLE TO DETERMINE, THROUGH VESSEL LOGS, THE LAST TIME THE LIFEBOATS WERE LAUNCHED AND MANEUVERED IN THE WATER. MASTER WAS UNAWARE OF THE LAST TIME LIFEBOATS WERE LAUNCHED INTO THE WATER. CURRENTLY HAS NOT PERFORMED SUCH EVOLUTIONS SINCE ARRIVING ONBOARD VESSEL.

Ship Name: **SAIMAAGRACHT**

Ship Type: **General Dry Cargo Ship**

Flag: **Netherlands**

IMO Number: **9288069**

Date of Action: **12/23/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Splithoffs Bevrachtingskantoor BV

Rederij Saimaagracht

Deficiencies: Code - Category

07126 - Oil accumulation in engine room

15109 - Maintenance of the ship and equipment

Description

Means shall be provided to control the leaks of flammable liquids. PSCO's observed oil leaking from the oil mist detector to an unauthorized container, leaks from the compressor's condenser, leaks and oily rags on the HFO filters in the purifier room, leaks from the valve on the HFO supply line into a bin, oily rags on the fuel oil pump, oil leaking from the main engine being collected in a container, a container collecting fuel oil under the NO. 3 generator, the fuel booster unit leaking fuel into a container, fuel leaking from the filter on the main engine, a tin collecting oil from the gear oil pump, oil soaked lagging on the HFO line, HFO leaking from a filter valve, and the thermal oil line leaking.

The company should establish procedures to ensure 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. PSCOs reviewed the monthly maintenance report for the engine room for November 2021. The monthly report did not have any remarks for deficiencies 1 & 3. Actions by the crew to place unauthorized plastic containers, hoses, and rags throughout the engine room demonstrated the crew's awareness of deficient conditions in the engine room although they were not properly logged. Additionally, as noted in deficiency 4, the Chief Engineer stated there was tape around the heat detector in the engine room due to sensitivity. Deficiencies 1, 3, & 4 create a hazardous environment. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the Flag or RO is required to determine whether the ship is operating in accordance to the ISM Code. Provide a copy of completed audit report to the USCG prior to departure from port.

Ship Name: **SARAH DESGAGNES**

Ship Type: **Chemical Tankship**

Flag: **Canada**

IMO Number: **9352171**

Date of Action: **7/16/2021**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Transport Desgagnes Inc

Charterers

Petro Nave Inc

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company and the ship shall comply with the requirements of the international safety management code. Deck instruction manual 10.1 stipulates that a record of operation and maintenance of inert gas system must be kept on board. Instructions on IGG local panel stipulate that upon start up, calibration shall be conducted and logged. Logs for calibration could not be provided, and calibration procedures were for equipment that had been replaced by a different brand of oxygen analyzer. Chief engineer was not familiar with testing procedures or requirements. Safety management audit shall be carried out by RO before ship is released from detention.

Ship Name: **TROPIC UNITY**

Recognized Org: **Bureau Veritas**

Ship Type: **Containership**

Recognized Security
Organization (RSO):

Flag: **Saint Vincent and the Grenadines**

Recognized Org
(RO) Related: **Not Class Related**

IMO Number: **9225275**

Relevant Certificates:

Date of Action: **6/15/2021**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **West Palm Beach, Florida**

Unit: **MSD LAKE WORTH (AKA. WEST**

Ship Management: Owners, Operators, or Managers
**Tropical Shipping and Construction
Company, Ltd.**

Deficiencies: Code - Category

Description

**07117 - Jacketed high pressure lines
and oil leakage a**

All external high-pressure fuel delivery lines between the high-pressure fuel pumps and fuel injectors shall be protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages and arrangements shall be provided with an alarm in case of a fuel line failure. The Port Main Diesel Engine leakage alarm was found inoperative and in alarm since 21May2021

**07126 - Oil accumulation in engine
room**

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. No fuel oil leaks shall be situated where spillage or leakage therefore can constitute a hazard by falling on heated surfaces. The port main diesel engine secondary duplex fuel filters were found excessively leaking fuel. The port main diesel engine crankcase breather discharge was found routed into a five gallon bucket with approximately 2.5 gallons of fuel in it located outboard side of the engine. A fuel oil leak was discovered on the governors for both main engines, which then drained into two five gallon buckets. The main engines' fuel supply lines had a temporary repair that was leaking and being collected in a five gallon bucket. The fuel module system in the purifier room is leaking from the relief valve and being captured into drum then transferred to the number 40 overflow tank via portable pump. Cardboard was found to be placed around the fuel oil leaks on the main engines' governors; the pieces of cardboard were saturated with fuel oil creating an extreme fire hazard. Portable buckets and drums were found throughout the engine room nearly completely full from the collection of leaking fuel oil.

13101 - Propulsion main engine

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. The central sea water cooling pipe for both main engines was found to be leaking then collected, piped to the vessel's bilge pocket, and subsequently to the slop tanks via portable pump.

13101 - Propulsion main engine

The condition of the ship and its equipment shall be maintained to conform with the provisions 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. Spring loaded gate valves on the #33 & 34 lube oil tanks were tied open and unable to be automatically closed.

15113 - Other (ISM)

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements, which may be established by the company. In meeting these requirements, the company should ensure that: the inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. PSCOs collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit conducted by the Flag is required within 30 days to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to USCG prior to departure from port.

Ship Name: **ULUSOY-11**

Ship Type: **Bulk Carrier**

Flag: **Turkey**

IMO Number: **9586411**

Date of Action: **11/1/2021**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Ulusoy Denizcilik AS

**Ulusoy Deniz Yollari Isletmeciligi Anonim
Sirketi**

Charterers

Uiterra Chartering B.V.

Deficiencies: Code - Category

15106 - Shipboard operations

Description

The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The vessel's safety management system states that before leaving the engine room unattended the engineer officer shall check that dirty cotton waste and that fuel and lube oil leakages are not present. Additionally, monthly report for the Chief Engineer, sent in 10/31/2021, stated the electrical was normal. The vessel was unable to provide checklists for engine room or electrical maintenance. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An external audit conducted by the flag or RO is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to the USCG prior to departure.

**07106 - Fire detection and alarm
system**

Fire detection and fire alarm systems shall be kept in good working order so as to ensure their required performance if a fire should occur. Fire detection in the purifier room, a space considered a high risk for fire hazards that was observed containing pooled oil as shown in deficiency No. 3 was inoperable. Additionally, the fire alarm panel in the engine control room was showing a fault.

07126 - Oil accumulation in engine room

Means shall be provided to control the leaks of flammable liquids. PSCO observed fuel oil leaks on all 6 main engine cylinders and fuel pumps or all 6 fuel injectors, the #2 generator was leaking oil into an unapproved plastic container, leaks were observed on the heavy oil fuel line and fuel oil supply lines as well as fuel oil supply lines in the purifier room. Pooled oil was observed in the purifier room, underneath the #3 generator, and in the catch all beneath the fuel oil pumps for the main engine cylinders. Oil soaked rags were observed in various locations throughout the engine room

09209 - Electrical

Electrical installations shall be such that the safety of passengers, crew and ship from electrical hazards will be ensured. PSCOs observed exposed wiring in numerous spaces throughout the engine room to include the purifier room, the provision control compressor, and on the main engine cylinders. Various electrical panels in the engine room were unable to latch close or were closed using tape. Unauthorized modifications were made to the electrical wiring on cylinders #1, 4 & 6 for the main engine as well as to an electrical panel in the vicinity of the generators that had a wire added preventing closure of the panel.

Ship Name: **VEGA GRANAT**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9497440**

Date of Action: **7/12/2021**

Action Taken: **Detention**

Port: **San Francisco, California**

Unit: **Sector San Francisco**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Ms "Vega Granat" Beteiligungs Gmbh & Co.
KG**

Vega Reederei GmbH & Co. KG

Charterers

**MS Vega Granat Shipping Company
Limited**

Deficiencies: Code - Category

**02101 - Closing devices/watertight
doors**

**15109 - Maintenance of the ship and
equipment**

Description

All hatchways in position 1 and 2 shall be fitted with hatch covers of steel or other equivalent material. Except as provided in regulation 14 (2), such covers shall be weathertight and fitted with gaskets and clamping devices. The means for securing and maintaining weathertightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions. PSCO observed over 50% of cargo hatch clamping devices missing/deteriorated from rust and unable to serve their operational purpose. Overall lack of adequate securing devices affects weathertightness of all of the vessel's cargo holds.

The company and the ship shall comply with the requirements of the International Safety Management Code. PSCO collected objective evidence that the vessel's SMS was not adequately being implemented throughout areas of the ship including: weather tightness, alarms, and presence of fire hazards in the engine room. Procedure 16 of the vessel's SMS states, "Record to be made in maintenance report(s) and documented with pictures. Further, the Crew should draw attention to the dangers of proceeding to sea without fully secure hatch covers." PSCO observed wastage of cargo hatch clamping devices on over 50% of the devices. PSCO observed maintenance record dated 30JUN21 that stated all hatch devices were in fair/good condition; no documents addressed the extensive corrosion. Procedure 07 of the SMS states "The (maintenance) plan consists of several parts, such as monthly procedures, manufacturer maintenance sheets, forms...Safety, fire fighting, pollution and control equipment, pipelines and valves." PSCO observed extensive engine room build up of oil, inoperable alarms, and unauthorized electrical installations. Due to the severity of the discrepancies, an external SMS audit is required before release from detention.

07126 - Oil accumulation in engine room

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids, and ignition sources shall be restricted. PSCO observed oil soaked lagging on heavy fuel oil piping in the overhead space adjacent to the Engine Control Room, oil soaked lagging on piping in the engine room below the deck plate and on the bulkhead side of piping, multiple oil containers with hoses and funnels to varying equipment and spaces, hydraulic oil accumulation in the overhead of the steering gear room from a previously repaired leak, plastic hoses attached to the M.D.O. setting tank and bypassing installed funnel and piping, a steam leak in the lube oil purifier room, damaged and missing indicator panels in the purifier room for lube oil and heavy fuel oil purifier, missing or deteriorated lagging around piping in the bilge, and overall uncleanliness of the engine room.

Ship Name: **VICTORY I**

Ship Type: **Passenger Ship**

Flag: **Bahamas**

IMO Number: **9213129**

Date of Action: **4/1/2021**

Action Taken: **Detention**

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Class Related**

Relevant Certificates: **Passenger Ship Safety**

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers
Victory Operating Company, LLC
Victory Holdings, I, LLC

Deficiencies: Code - Category

07116 - Ventilation

Description

Where ventilation systems penetrate decks, precautions shall be taken, in addition to those relating to the fire integrity of the deck required by regulations II-2/ 18.1.1 and 30.5. Ventilation dampers throughout the vessel fail to close and are unavailable in the event of an emergency.

11107 - Stowage of rescue boats

Passenger ships of 500 gross tonnage and over shall carry at least one rescue boat complying with the requirements of section 5.1 of the LSA Code on each side of the ship. Vessel is currently outfitted with two lifeboats. Second lifeboat does not conform to LSA Code 5.1 requirements for a rescue boat and is only certificated as a lifeboat under 4.4, 4.5.

11108 - Inflatable liferafts

Every inflatable life raft shall be serviced at intervals not exceeding 12 months. No available records of onboard inspection having been carried out by certified inspection personnel in the last 12 months. (IAW with MSC.1/CIRC.1328).

11104 - Rescue boats

Rescue boats shall be capable of carrying at least five seated persons and a person on a stretcher. Rescue boat was modified from its type approval, preventing access of a stretcher in the event of an emergency.

13101 - Propulsion main engine

Where risk from overspeeding machinery exists, means shall be provided to ensure that the safe speed is not exceeded. #1 Main propulsion engine did not shutdown at over speed condition.

09209 - Electrical

Electrical installations shall be such that the safety of passengers, crew, and ship from electrical hazards will be ensured. Multiple power strip installations in server room and exposed wires above emergency generator fuel tank found presenting inherent risk to shipboard personnel.

09209 - Electrical

Cables and wiring shall be installed and supported in such a manner as to avoid chaffing or other damage. The wiring beneath the bridge console contained several extension cords and power strips. Additionally, the wires were not supported and bundled on the deck causing a fire hazard.

10116 - Nautical publications	Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date. Vessel's charts on ECDIS, nautical publications, light lists, and notice to mariners not updated since 2015.
09209 - Electrical	Electrical installations shall be such that the safety of passengers, crew, and ship from electrical hazards will be ensured. Switchboards in engine control room and emergency generator have missing fault lights, power lights, and running lights presenting inherent hazard to shipboard personnel.
01201 - Certificates for master and officers	Masters, officers, ratings qualified in accordance with Chapters I, II, II, and VII and other personnel designated on the muster list to assist passengers in emergency situations on board passenger ships, shall complete passenger ship crowd management training as specified in section A-V/2 paragraph 3 of the STCW code. Third mate as required by safe manning document and with associated shipboard duties is missing crowd management cert.
09209 - Electrical	All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in a normal manner. The following electrical panels were missing circuit breakers and did not contain spacers: HVAC Room 3, HVAC Power Panel P209, Power Panel P418, IT Office Power Panel, and Power Panel P208.
11101 - Lifeboats	All lifeboats except free-fall lifeboats shall be provided with at least one drain valve fitted near the lowest point in the hull which shall automatically open to drain water from the hull when the lifeboat is not waterborne and shall automatically close to prevent entry of water when the lifeboat is waterborne. The cork plug was found cracked, no longer in good and serviceable condition, and does not properly prevent entry of water when lifeboat is waterborne.
04103 - Emergency, lighting, batteries and switches	The electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency for a period of 36h. Emergency lighting (22) failed through multiple areas of deck, embarkation areas and accommodation alleyways, and would not be available in the event of an emergency.

Ship Name: **ZHENG KAI**
Ship Type: **Bulk Carrier**
Flag: **Panama**
IMO Number: **9593787**
Date of Action: **12/10/2021**
Action Taken: **Detention**
Port: **Kalama, Washington**
Unit: **Sector Columbia River**

Recognized Org: **Lloyd's Register**
Recognized Security Organization (RSO):
Recognized Org (RO) Related: **Not Class Related**
Relevant Certificates: **Safety Management Certificate**
Organization Related to Detention: **RINA Services S.p.A.**
Ship Management: Owners, Operators, or Managers
Fujian Ocean Ship Management, Co
Zheng Kai Shipping Group, Ltd
Charterers
Pan Ocean Co., Ltd

Deficiencies: Code - Category
15109 - Maintenance of the ship and equipment

Description
In meeting these requirements, the company should ensure that inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken; and records of these activities are maintained. Objective evidence during an expanded ISM exam revealed that the vessel failed to document required inspections and take appropriate corrective actions relating to essential life saving equipment as seen by deficiency number 2. An external third party SMS audit is required.

11124 - Embarkation arrangement survival craft

An embarkation ladder complying with the requirements of paragraph 6.1.6 of the Code extending a single length from the deck to the waterline in the lightest seagoing condition under all conditions of trim up to 10 degrees and a list of up to 20 degrees either way shall be provide at each embarkation station or at every two adjacent embarkation station for survival craft launched down the side of the ship. PSCO's observed all four embarkation ladders with severed or severely degraded side ropes creating an inability to safely disembark the ship in the event of an emergency.

