

Ship Name: **PAP PA DAP PLUS**

Ship Type: **General Dry Cargo Ship**

Flag: **Togo**

IMO Number: **7724215**

Date of Action: **5/12/2022**

Action Taken: **Detention**

Port: **Key Largo, Florida**

Unit: **Sector Miami**

Recognized Org: **VG Register of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ILLC**

Safety Management Certificate

Organization Related
to Detention: **VG Register of Shipping**

Ship Management: Owners, Operators, or Managers
PAP.PA.DAP PLUS INC

NMS RIGEL SHIP MANAGEMENT LLC

Deficiencies: Code - Category

14107 - Oil disch. Monitoring and control system

02103 - Stability/strength/loading information and ins

11108 - Inflatable liferafts

07108 - Ready availability of fire fighting equipment

07106 - Fire detection and alarm system

Description

Oil filtering equipment referred to in paragraph 1 of 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. The crew could not demonstrate proper operation of the Oil Discharge Monitoring and Control System.

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 ship's structure. The vessel's stability diagrams did not accurately reflect the number and location of ballast tanks. Additionally, ship's stability information was found to be based off inaccurate ballast tank soundings, thus creating unknown stress on the ship's structure.

Such certificates shall be issued by the Administration or by any person or organization duly authorized by it. In every case, the Administration assumes full responsibility for the certificate. The ICLL Certificate was unsigned and the content of the certificate was filled in with an ink pen/marker pen.

Fire extinguishing appliances in new and existing passenger ships and cargo ships shall be kept in good order and available for immediate use at all times during the voyage. The CO2 storage room was secured with a padlock to which the key was missing, preventing the system from being ready for immediate use during the voyage.

All required fire detection systems shall be capable of automatically indicating the presence or indication of fire and also its location. Fire alarm panel on the bridge indicates a fault and maintains a continuous alarm for all engineering spaces of zones 1 and 2 and prevents the notification and location of a fire onboard.

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| 07114 - Remote Means of control (opening,pumps,ventila | Every oil fuel suction pipe from a storage, settling or daily service tank situated above the double bottom shall be fitted with a cock or valve capable of being closed from the outside of the space in which such tanks are situated. Quick closing valves for main engine and generator fuel oil tanks did not operate. |
| 04118 - Enclosed space entry and rescue drills | Crew members with enclosed space entry responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Vessel had no records of any confined space entry rescue drills being conducted. |
| 04114 - Emergency source of power - Emergency generato | In cargo ships of less than 5,000 tons gross tonnage shall be a self-contained emergency source of power located to the satisfaction of the Administration. PSCOs were unable to verify that the vessel's source of emergency power is a type approved by the administration and is capable of providing emergency power to required essential systems. |
| 01214 - Endorsement by flagstate | Control exercise by a duly authorized control officer under article X shall be limited to the following... all seafarers serving on board who are required to be certified 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. Ships officers could not produce valid Flag State endorsements or timely receipts of application for endorsement. |
| 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's SMS is not complete. Per the table of contents onboard, numerous sections are either incomplete or absent entirely, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. The major non-conformities identified include: Gross non-compliance with the Ballast Water Management Plan, an unreported, inoperable fire panel on the bridge, a missing key to open and operate the fixed CO2 system, and excessive fuel and oil accumulation in the engine room. 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. |

01201 - Certificates for master and officers

The company should ensure that each ship is manned with qualified, certificated, and medically-fit seafarers in accordance with national and international requirements. Vessel was reflagged and issued Certificate of Registry dated 12/30/2021. CH. Officer arrived onboard on 4/13/22 and CH. Engineer arrived onboard on 4/25/22. Both did not submit applications for flag state endorsements until 5/6/2022.