

Ship Name: **VANQUISH**

Ship Type: **General Dry Cargo Ship**

Flag: **Netherlands**

IMO Number: **9375135**

Date of Action: **10/14/2022**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Bureau Veritas**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **Safety Management Certificate**

Safety Equipment

IOPP

Organization Related
to Detention: **Bureau Veritas**

Ship Management: Owners, Operators, or Managers

VMS Shipping B.V.

Flexam Invest Ireland 1A Designated Activity

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 with any additional requirements, which may be established by the company. Due to the objective evidence in the identified 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 crew is unaware of operating key systems onboard, specifically the oily water separator. While onboard, operation of the oily water separator could not be verified to the PSCOs. Furthermore, PSCO's observed a systematic failure of required fire and lifesaving equipment onboard the vessel. An external audit conducted by the Flag 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.

**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. PSCOs observed excessive amounts of fuel oil and oil on the bilge tank tops and throughout the engine room, posing a fire risk to the ship and crew.

08199 - Other (alarms)

Bilge wells in periodically unattended machinery spaces shall be located and monitored in such a way that the accumulation of liquids is detected at normal angles of trim and heel, and shall be large enough to accommodate easily the normal drainage during the unattended period. All bilge alarms are found to be inoperative in the engine. room.

02107 - Ballast, fuel and other tanks	In cargo ships, the failure of such gauges or overfilling of the tank shall not permit release of fuel into the space. The use of cylindrical gauge glasses is prohibited. The Administration may permit the use of oil-level gauges with sight glasses and self-closing valves between the gauges and fuel tanks. PSCOs observed a self-closing valve between a day tank located in purifier room and the associated sight glass permanently held in the open position by safety wire.
07113 - Fire pumps and its pipes	With a periodically unattended machinery space or when only one person is required on watch, there shall be immediate water delivery from the fire main system at a suitable pressure, either by remote starting of one of the main fire pumps with remote starting from the navigation bridge and fire control station, if any, or permanent pressurization of the fire main system by one of the main fire pumps. The emergency fire pump is inoperable and main fire pump is being used for HVAC cooling and cannot sufficiently supply required pressure to fire main system.
07105 - Fire doors/openings in fire-resisting division	The following fire protection systems shall be kept in good order so as to ensure their required performance if a fire occurs: structural fire protection, including fire-resisting divisions, and protection of openings and penetrations in these divisions. Fire doors located on the Tween Deck in the engine room do not close properly to provide the required class boundary. Furthermore, all self-closing fire doors forming a required fire boundary within the accommodation stairwell were found modified with permanently or temporarily affixed holdbacks, which are not an approved installation in accordance with the fire plan.
04103 - Emergency, lighting, batteries and switches	During preparation and launching, the survival craft, its launching appliance, and the area of water into which it is to be launched shall be adequately illuminated by lighting supplied from the emergency source of electrical power required by regulation II-1/42 or II-1/43, as appropriate. PSCOs observed inoperable emergency lighting at the davit launched liferaft and below the freefall lifeboat.
14104 - Oil filtering equipment	Any ship of 400 gross tonnage and above but less than 10,000 gross tonnage shall be fitted with oil filtering equipment complying with paragraph 6 of this regulation. Engineering staff, including the Chief Engineer, could not demonstrate to PSCOs proper operation of the vessel's oil water separator, and there was no proof available that the OWS was working properly.
07199 - Other (fire safety)	Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance. PSCOs discovered a high-pressure fuel line connection support bracket had a broken weld and the fuel line was supported by a rope from the overhead. Under the high-pressure fuel line, a drip pan was found with fuel oil collected from an evidential leak from the high-pressure fuel line.