

Ship Name: **AQUAMARINE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9469546**

Date of Action: **3/17/2023**

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  
**C Transport Maritime SAM**  
**AQUAMARINE CARRIER CO. LTD.**

Charterers  
**XCoal Energy & Resources, LLC**

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 THE PERSONNEL, SHIP AND PROTECTION OF THE ENVIRONMENT. THE COMPANY SHOULD ENSURE THAT ANY NON-CONFORMITY IS REPORTED. THE VESSEL'S SMS STATES THAT WHEN THE VESSEL OPERATES WITH A FULLY MANNED ENGINE, AND BEFORE THE RELIEVING ENGINEER COMES ON WATCH, THEY SHALL MAKE A COMPLETE ROUND OF THE ENGINE ROOM USING FORM FL1 7-ENGINE CHECKLIST. CHIEF ENGINEER WAS NOT ABLE TO PROVIDE EVIDENCE OF ROUNDS BEING COMPLETED OR ANY NOTIFICATION OF DISCREPANCIES IDENTIFIED DURING THE ROUNDS CONDUCTED BY THE CREW. THE CHIEF ENGINEER ALSO STATED THAT THE CREW USES THE ENGINE LOG BOOK TO DOCUMENT MAINTENANCE ITEMS TO BE CONDUCTED. HOWEVER, NONE OF THE DISCREPANCIES IDENTIFIED DURING THE EXAM AS DESCRIBED IN DEFICIENCIES #2 THROUGH #8 WERE NOTED IN THE ENGINE LOG BOOK. THIS PROVIDES EVIDENCE OF A SERIOUS LACK OF EFFECTIVENESS OF THE VESSEL'S SMS. 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 ISM AUDIT IS REQUIRED PRIOR TO THE VESSEL BEING RELEASED FROM DETENTION. PROVIDE A COPY OF THE AUDIT REPORT TO THE USCG WHEN COMPLETED TO DETERMINE WHETHER THE VESSEL IS OPERATING IN ACCORDANCE WITH THE ISM CODE.**

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. PSCO OBSERVED THE VESSEL'S HYDRAULIC QUICK CLOSING VALVES LACKED ADEQUATE OIL IN THEIR OIL LEVEL SIGHT GLASS ON ALL QUICK CLOSING ACTUATOR VALVES. VESSEL'S CREW ATTEMPTED TO OPERATE ACTUATOR 16, PER REQUEST OF THE PSCO, FOR APPROXIMATELY 15 MINUTES WITHOUT SUCCESS.

THE QUICK CLOSING VALVE IN OPERATION WAS MADE WORSE BY THE OBSERVATION OF EXCESSIVE OIL LEAKS THROUGHOUT THE ENGINE ROOM AND CONCERNS FOR THE OPERATIONAL STATUS OF THE VESSEL'S FIXED FIRE FIGHTING SYSTEM.

Ship Name: **CARIBE NAVIGTOR**

Ship Type: **Containership**

Flag: **Antigua and Barbuda**

IMO Number: **9116204**

Date of Action: **4/3/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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  
**Hyde Shipping Corporation**  
**Bay Island Shipping Ltd**

Deficiencies: Code - Category

**15101 - Safety and environment  
policy**

**02114 - Bulkhead -corrosion**

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. In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible cause, if known. PSCO's observed a hole due to excessive corrosion on the port side bulkhead of cargo hold number 2 on frame #45, above the waterline. It was determined that the master was aware of the damage but failed to report the non-conformity in accordance with the ship's Safety Management System. An ISM audit of the vessel SMS is required before departure.**

**In the circumstances given in paragraph (b) or where a certificate has expired or ceased to be valid, the officer carrying out the control shall take steps to ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the appropriate repair yard without danger to the ship or persons on board. PSCOs observed a hole due to excessive corrosion on the port side bulkhead of cargo hold number 2 on frame #45, above the waterline. Because the condition of the cargo hold is not maintained to the provisions of the present regulations as provided in the SOLAS Cargo Ship Safety construction certificate, it ceases to be valid.**



Ship Name: **CONTSHIP BEE**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9364344**

Date of Action: **3/15/2023**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **MSU Savannah**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Marea Navigation S.A.**

**Contship Management Inc**

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 detailed in the below deficiencies, the vessel is not in substantial compliance with the relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. Furthermore, PSCO observed objective evidence that the SMS requirements for watertight doors and watertight hatches inspection were not being adhered to. The vessel SMS had a watertight door and hatch inspection requirement of every 3-months. The last inspection was dated on 29JAN2023 and the graded by the crew as "4" on a 1-5 scale, with 1 meaning "bad" and 5 meaning "excellent", signed off by the Chief Officer. An external audit conducted by 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.

**03107 - Doors**

All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors of steel... The means for securing these doors weather-tight shall consist of gaskets, and clamping devices, or other equivalent means. PSCO observed 06 weather-tight doors on the main superstructure that did not properly secure due to corrosion around edges, defective gaskets, and closure devices that do not secure properly.

**07105 - Fire doors/openings in fire-resisting division**

In order to contain a fire in the space of origin, the fire integrity of the divisions shall be maintained and openings and penetrations. PSCO observed 04 damaged or modified A-0 fire doors (main deck stairwell door, main deck engineering space door, main deck stairwell door leading to engine room, and galley door) that would not prevent the passage of smoke or flame. Furthermore, PSCO observed 02 self-closing A-0 fire doors (galley door and door leading to ventilation stack) that did not operate as intended.

**03104 - Cargo & other hatchways**

The means for securing and maintaining weather-tightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in any sea conditions. PSCO observed 06 hatch covers not properly securing for weather-tightness due to excessive corrosion, defective gaskets, and closure devices that do not secure properly.

Ship Name: **EMERALD**

Ship Type: **Refrigerated Cargo Carrier**

Flag: **Liberia**

IMO Number: **9202857**

Date of Action: **3/29/2023**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

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

**Sole Seas Corporation**

**JSC "Ships Service Agency"**

Charterers

**Seatrade Reefer Chartering NV**

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 proper 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 discovered during an expanded ISM exam revealed that the vessel failed to properly maintain and inspect equipment, report non-conformities, and follow onboard procedures required by the SMS and PMS as seen by the following deficiencies. An external third party audit is required prior to being released from detention.**





Ship Name: **GALLOWAY**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9306471**

Date of Action: **3/21/2023**

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  
**Conbulk Shipmanagment Corporation**  
**GW Galloway Holdings, LLC**  
  
Charterers  
**Sealand Maersk**

Deficiencies: Code - Category

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

Description

**Maintenance of the ship and equipment... 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 known.**

**Vessels SMS Section E.1.3.3 states Engineer of the watch must make regular and frequent inspections of all machinery... All temperatures, pressures, levels, plans, loading, etc. are to be kept under observation and within normal operating limits, and where alarm conditions occur, he is to investigate the cause and initiate remedial action immediately. (10.2.1, 10.2.2)**

**Vessel SMS Section E. 1.3.9 states"...that bilges are examined and that oil leaks and spillages are stopped and contained where possible. Bilges are to be kept well lit and clean at all times..." [10.2.1, 10.2.2]**

**As observed in deficiencies #2 and 3, there were no report or corrective action for permanent repairs made.**

**An external audit of the ship's SMS is required to be release from detention. While subject to this detention, if movement of the vessel is required to facilitated corrective actions or surveys, you must first seek concurrence from your Liberia Flag representative prior to contacting the Sector Houston-Galveston Inspections staff to coordinate Captain of the Port authorization.**

**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.**

**PSCO observed oily water accumulated in bilge. Bilge alarms for starboard and aft locations were inoperable.**

**07126 - Oil accumulation in engine room**

**Means shall be provided to control leaks of flammable liquids.**

**PSCO observed accumulations of oil throughout purifier space, including under deck plates, around number 1 and 2 service generators, and underneath the freshwater generator.**



Ship Name: **HERCULES**

Ship Type: **Supply Ship**

Flag: **Mexico**

IMO Number: **9483047**

Date of Action: **3/10/2023**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**COTEMAR S.D. de C.V.**

Deficiencies: Code - Category

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

**01315 - Oil record book**

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 detailed in the below deficiencies, the vessel is not in substantial compliance with the 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.

Any discharge into the sea of oil or oily mixtures from ships of 400 GT and above shall be prohibited. PSCO discovered that only 02 OCM entries were made for the year 2022, both exceeding the max throughput as indicated on the IOPP form A. The certificate indicates the OWS should not have a throughput exceeding 1 cubic meter per hour. The first oil record book (ORB) entry from 10MAY22 indicates the OWS was operated from 1900 to 2230 GMT with 5 cubic meters overboard, a rate of 1.42 cubic meters per hour. The second entry in the ORB from 24MAY22 indicates the OWS was operated from 1130 to 1150 GMT with 0.5 cubic meters overboard a rate of 1.50 cubic meters per hour.

**01315 - Oil record book**

Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the ORB part I, so that all entries in the book appropriate to that operation are completed. PSCO discovered the following issues (a-d):

(a) 05 entries are missing for the use of the oily water separator as per the ORB and OCM data (74.3hrs unaccounted for).

ORB entries not found in OCM: 10MAY22 and 24MAY22. OCM entries not found in ORB: 20APR22, 12DEC22, 27JAN23.

(b) All ORB entries for the offload of oily waste in 2022 did

not match the offload receipts provided by the vessel.

(c) 26 offloads in drums of waste oil are not logged in the ORB and corresponding receipts were provided by the vessel.

(d) ORB does not include any weekly sounding of the sludge settling tank as required.

**14104 - Oil filtering equipment**

Oil filtering equipment referred in paragraph 1 of his regulation shall be of a design approved by the administration... PSCO discovered a drain line forward of the three-way valve before overboard discharge valve. As per ships drawing, no such drain line exists.

**01117 - International Oil Pollution Prevention (IOPP)**

An IOPP certificate shall be issued; after an initial or renewal survey in accordance with the provisions of regulation 6 of this annex. PSCO discovered inaccuracies regarding sludge tanks found on the vessel. Both the IOPP and Ship's Arrangements plan lists 04 sludge tanks: PSCO and crew were unable to locate sludge settling tank.

**07126 - Oil accumulation in engine room**

Means shall be provided to control leaks of flammable liquids. PSCO discovered diesel fuel oil leak on #1, #2, and #3 SSDG forward engine pipe fittings. PSCO observed an approximate rate of one drop per three seconds, creating excessive risk for main space fire. PSCO also observed lube oil pipe leak on port azimuthing thruster.

Ship Name: **INGRID**

Ship Type: **Containership**

Flag: **Portugal**

IMO Number: **9387607**

Date of Action: **3/23/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

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

Relevant Certificates: **Safety Construction**

Organization Related **DNV**  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Lang Ship OY AB**

Charterers  
**Seaboard Marine**

Deficiencies: Code - Category

**15104 - Masters responsibility and  
authority**

**07126 - Oil accumulation in engine  
room**

Description

The company should ensure that the safety management system operating on board the ship contains a clear statement emphasizing the master's authority. The company should establish in the safety management system that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the company's assistance as may be necessary. Master failed to report to company continuous leaks and maintenance issues with the main Diesel engine. Demonstrated systematic breakdown, recommend an external audit.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. PSCOs identified excessive fuel leaks from the main engine and the fuel supply line near injectors #4 and #5. PSCOs also observed excessive accumulation of oil in the bilge and soaked lagging.

Ship Name: **KHARIS TRINITY**

Ship Type: **Bulk Carrier**

Flag: **Republic of Korea**

IMO Number: **9470313**

Date of Action: **3/13/2023**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

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  
**Korea Shipmanager Co., Ltd**  
**KHARIS SHIPPING CO.,LTD.**

Deficiencies: Code - Category

**15106 - Shipboard operations**

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

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. PSCOs observed the LSFO service tank quick closing valve in a permanently blocked-open position. C/E could not explain to PSCOs why the blocking device was installed or how long it was in place. Upon expanding, the C/E provided the most recent Engine Room Quarterly Inspection Log on record from June 2021. Upon examination of vessel's SMS procedures, PSCOs observed that a monthly checklist of the engine department should be carried out but could not find guidance on or be informed by the C/E on how to carry out the required checklists. An ISM audit of the vessel SMS is required before departure.

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. PSCOs observed the quick closing valve for the LSFO service tank had a device installed preventing the valve to be closed from a position outside the space.

Ship Name: **MSC KOREA**

Ship Type: **Containership**

Flag: **Panama**

IMO Number: **9123154**

Date of Action: **3/9/2023**

Action Taken: **Detention**

Port: **Staten Island, New York**

Unit: **Sector New York**

Recognized Org: **DNV**

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**

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. Multiple fuel oil leaks were observed in the engine room. E/R log states rounds are being conducted every four hours but there is no guidance as to which items are to be checked and at what frequency. SMS states oil leaks shall be cleaned, but multiple catch basins were observed throughout E/R, including approximately 2 inches oil under M/E shaft seal near cylinder 4 and 5. None of these fuel leaks have been reported to the company for rectification. Based on the objective evidence cited above, the vessel is not in substantial compliance with the relevant conventions, this questioning the adequacy and overall implementation of the vessels SMS. An external audit conducted by the flag or RO to determine the ship is operating in accordance with the ISM Code is required.

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 leaks in numerous locations including, but not limited to, Main Engine Shaft Seal near cylinder #4 and #5, M/E crankcase, pooled oil in m/e containment, lube oil purifier pump, and aux generator piping. Crew was observed removing manufactured catch basins full of oil and oil soaked rags in areas where oil leaks were observed. In addition, Excessive amounts of pooled fuel oil were discovered under step of main engine, coming from M/E shaft seal near cylinder #4 and #5.



Ship Name: **NAVIGATOR PHOENIX**

Ship Type: **LNG Gas Carrier**

Flag: **Liberia**

IMO Number: **9407330**

Date of Action: **3/17/2023**

Action Taken: **Detention**

Port: **Texas City, Texas**

Unit: **MSU Texas City**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Northern Marine Management Limited**  
**Navigator Phoenix LLC**  
Charterers  
**Yara Switzerland Ltd.**

Deficiencies: Code - Category

**06105 - Atmosphere testing  
instruments**

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

Description

**Gas detection equipment acceptable to the  
administration and suitable for the gases to be carried  
should be provided in accordance with column F in the  
Table of Chapter 19.**

**When PSCOs attempted to observe testing of the  
installed ammonia NH3 sensor it was discovered there  
was no test gas available on board.**

**The Safety Management System should include  
procedures ensuring that non-conformities and  
hazardous situations are reported to the company and  
investigated and analyzed to improve safety and  
pollution prevention.**

**On 28 OCT22 Autronica Fire & Security AS installed a  
new NH3 sensor. The invoice states that at completion of  
the install there was no test gas for NH3 on board and  
that initial sensor calibration must be performed when  
test gas is on board.**

**A requisition was created and test gas was expected to be  
received 08NOV2022. The test gas was not received and  
a non-conformity was raised by the crew 30 days later on  
08DEC2022 using SMS Form ID#08-12-2022/Other/SMT  
documenting the non-conformity.**

**On 11FEB2023 the crew performed SMS quarterly  
maintenance procedure WOU.NPH.2022.004798 and  
documented in the findings that the NH3 sensor testing  
could not be performed due to no test gas on board. On  
17MAR2023 PSCOs found that test gas was not on board  
while witnessing gas detection system testing.**

**Vessel has been operating from 28OCT2022-  
17MAR2023 without having acquired test gas to  
properly calibrate NH3 sensor. Vessel has conducted  
numerous NH3 cargo operations during this time period.  
An expanded ISM Exam was conducted. Deficiencies 1  
and 2 provide objective evidence that revealed a possible  
major non-conformity of ISM Code 9.1. An external  
audit is required focusing on ISM Code 9.**

Ship Name: **PS DREAM**

Ship Type: **Chemical Tankship**

Flag: **Panama**

IMO Number: **9358307**

Date of Action: **3/14/2023**

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

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  
**Prive Shipping Denizcilik Ticaret A.S.**  
**SLH2021 S. A.**

Charterers  
**Petro Plus General Trading LLC**

Deficiencies: Code - Category

**15105 - Resources and personnel**

**04109 - Fire drills**

**07125 - Evaluation of crew  
performance (fire drills)**

**07110 - Fire fighting equipment and  
appliances**

Description

Objective evidence discovered in an expanded ISM examination revealed the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by deficiencies 02, 03, and 04. This indicates that the ship and/or company are not meeting the SMS requirements. An external audit is required.

The drills of the crew shall take place within 24 h of the ship leaving port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. When a ship enters service for the first time, after modifications of a major character or when a new crew is engaged, these drills shall be held before sailing. The drills required were not held before sailing when a new crew was engaged, nor at any time during the following voyage.

Parties responsible for fire extinguishing shall be organized. These parties shall have the capability to complete their duties at all times while the ship is in service. The vessel's crew lacked familiarity with shipboard fire extinguishing procedures and equipment. During the fire drill, Port State Control Officers observed a breakdown in communication resulting in a loss of situational awareness, and a lack of familiarity with required equipment.

Crew members shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any fire-fighting systems and appliances that they may be called upon to use. When requested by the PSCO to perform a routine test of the deck foam monitors, the crew was unable to operate the system for 20 minutes due to unfamiliarity with the piping and valve configuration.



Ship Name: **SIRIOS CEMENT III**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9373606**

Date of Action: **3/26/2023**

Action Taken: **Detention**

Port: **Savannah, Georgia**

Unit: **MSU Savannah**

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  
**Caribbean Cement Shipping S.A.**  
**Sirios Shipmanagement Corp**

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 detailed in the below deficiencies, the vessel is not in substantial compliance with the relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. Furthermore, PSCO observed objective evidence that the SMS requirements for maintenance of life saving equipment and fire fighting equipment were not being adhered to. An external audit conducted by 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.

**11104 - Rescue boats**

The condition of the ship and its equipment shall be maintained to conform to 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. PSCO observed rescue boat in poor material condition. Rub rail on bow was peeling off pontoon, seat attachments were coming detached, vinyl on transom was not connected and would allow for water ingress, not suitable for crew.

**07105 - Fire doors/openings in fire-  
resisting division**

In order to contain a fire in the space of origin, the fire integrity of the divisions shall be maintained and openings and penetrations. PSCO observed 01 damaged A-0 self closing fire door (accommodation deck stairwell door) that would not prevent the passage of smoke or flame. Door latching system was completely missing, rendering door unable to remain shut to prevent the spreading of fire and smoke.

**11113 - Launching arrangements  
for rescue boats**

The rescue boat embarkation and launching arrangements shall be such that the rescue boat can be boarded and launched in the shortest possible time. PSCO observed crew unable to lower rescue boat, due to lack of proper maintenance of falls. PSCO was informed that rescue boat and davit inspections are conducted every Saturday, last inspection was 25MAR23.

**11108 - Inflatable liferafts**

Each liferaft shall be stowed with a float-free arrangement complying with the requirements of paragraph 4.1.6 of the Code. PSCO observed that the 05 liferafts had non-SOLAS approved weak links attached. These non-SOLAS approved arrangements are unsuitable for launching requirements for the vessel's area of operation, thus compromising the safety of the crew in an emergency situation where they would need to abandon ship.

Ship Name: **YUYO SPIRITS**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

IMO Number: **9395501**

Date of Action: **3/1/2023**

Action Taken: **Detention**

Port: **Port Arthur, Texas**

Unit: **MSU Port Arthur**

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  
**Gas Spirits Shipping S.A.**  
**ENEOS Ocean Corporation**  
Charterers  
**Vitol Inc**

Deficiencies: Code - Category

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

Description

**The safety management system shall be maintained in accordance with the provisions of the International Safety Management 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. PSCO's noted the above deficiencies and questions the implementation of the vessel's safety management system. Due to the noted deficiencies, the vessel is required to receive an audit within 90 days.**

