

Ship Name: **BIMINI CAT**

Flag: **Honduras**

IMO Number: **8982515**

Date of Action: **07/25/2012**

Action Taken: **Detention**

Port: **Miami, Florida**

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

Recognized Org: **Horizon International Naval Surveying and Inspection Bureau**

Recognized Security Organization

Recognized Org (RO) **No**
Related:

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Bimini Shipping

Deficiencies: Code - Category
0230 - Number/composition (manning)

Description
The vessel's master failed to produce an appropriate or valid certificate (license) issued by the Administration to serve in the capacity as Master.

Ship Name: **EL ZORRO GRANDE II**

Flag: **Mexico**

IMO Number: **9205744**

Date of Action: **07/26/2012**

Action Taken: **Detention**

Port: **Houma, Louisiana**

Ship Type: **Towboat/Tug**

Recognized Org: **American Bureau of Shipping**

Recognized Security Organization

Recognized Org (RO) **No**
Related:

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Tidewater de Mexico S de RL de CV

Deficiencies: Code - Category
1510 - Navigational equipment

Description
Vessel is required to comply with LRIT requirements in SOLAS V/19-1. Per MSC.1/CIRC. 1307. Vessel's Master could not provide proof that the conformance test has been completed by evidence of a conformance test report being onboard.

Ship Name: FERMITA	Ship Type: Bulk Carrier
Flag: Norway	Recognized Org: Det Norske Veritas
IMO Number: 9223992	Recognized Security Organization
Date of Action: 07/05/2012	Recognized Org (RO) Not Determined
Action Taken: Detention	Related:
Port: New Orleans, Louisiana	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Ugland Shipping AS
	<u>Charterers</u> Hyundai Merchant Marine Co. Ltd.

Deficiencies: <u>Code - Category</u> 0710 - Fire prevention	<u>Description</u> PSCO observed the quick closing fuel shutoff valve on the Diesel Oil Service tank for the ships service generators blocked in the open positions with a wood block. Valve was not capable of being remotely closed from outside the space in the event of a fire.
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Ship Name: OCEAN TRADER	Ship Type: General Dry Cargo Ship
Flag: Saint Vincent and the Grenadines	Recognized Org:
IMO Number: 7228429	Recognized Security Organization
Date of Action: 07/13/2012	Recognized Org (RO) No
Action Taken: Detention	Related:
Port: Miami, Florida	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Ocean Trader International Co, Inc Wavecrest Shipmanagement, Inc.

Deficiencies: <u>Code - Category</u> 0220 - Certificates of competency	<u>Description</u> The Master and Chief Mate could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide documentary proof that an application for an endorsement had been submitted to the Administration.
0620 - Inflatable liferafts	Both life rafts were overdue for the required annual servicing. The Master was not able to produce documentation from the Administration or designated Recognized Organization extending the service period beyond 12 months.
0672 - EPIRB's for survival craft	The vessel's EPIRB battery had an expiration date of January 2012.
1510 - Navigational equipment	Vessel is required to comply with LRIT requirements in SOLAS V/19-1. Per MSC.1/CIRC. 1307. Vessel's Master could not provide proof that the conformance test has been completed by evidence of a conformance test report being onboard.

Ship Name: **PANAMAX JADE**
Flag: **Cyprus**
IMO Number: **8708232**
Date of Action: **07/25/2012**
Action Taken: **Detention**
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Legend Maritime Company Ltd.
Cyprus Sea Lines Co. Ltd.
Charterers
Arcelomittal Shipping Ltd.

Deficiencies: Code - Category
1710 - Oil record book

Description

Each operation and failure required to be recorded in the ORB shall be completed in accordance with the Convention. The PSCO reviewed the 15ppm bilge alarm data history in comparison with the ORB entries. The PSCO noted that several OWS operations displayed on the bilge alarm's recording device logging the operation/overboard discharges did not align with the ORB entries presented to the PSCO. PSCO also noted several OWS operations that were indicated in the ORB as operations/overboard discharges that were not recorded/displayed on the bilge alarm's recording device. The PSCO questions the authenticity of the ORB as presented and the crew's compliance with MARPOL Annex I regarding the prevention of pollution by oil.

2199 - Other (MARPOL Related Operational Def.)

Based on the inaccuracies of the OWS operations recorded in the ORB, inconsistencies in the waste oil tank levels as compared to the ORB, and numerous tank to tank transfers not recorded as required, the PSCO believes the crew is not familiar with essential shipboard procedures relating to the prevention of pollution by oil. In addition, MEPC.107(49) states "Ship staff training should include familiarization in the operation and maintenance of the equipment." The Engineering Department was unaware that the OCM recorded the start and stop time of the OWS and did not know how to recall information from the OCM memory.

Ship Name: **QUEEN SEA** Ship Type: **Containership**
Flag: **Bolivia** Recognized Org: **VG Register of Shipping**
IMO Number: **7637345** Recognized Security Organization
Date of Action: **07/06/2012**
Action Taken: **Detention** Recognized Org (RO) **No**
Related:
Port: **Miami, Florida** Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Marine Sale and Trading, S.A.

Deficiencies: <u>Code - Category</u>	<u>Description</u>
0230 - Number/composition (manning)	Vessel does not have a Chief Engineer on board and has only 1 of the 2 oilers required by their Minimum Safe Manning Certificate.
0936 - Steering gear	Found excessive hydraulic leak from port side steering gear ram rod (102 drops per minute) while system was idle and a steady leak when operating.
1620 - Main installation	Vessel did not have an operable inmarsat ship earth station, an MF radio installation, a radio installation capable of maintaining a continuous Digital Selective Calling watch and means of initiating ship-to-shore distress alerts by a radio service. The only operable radio installation on board was the vessel's VHF radio.
0925 - Musters and drills	Crew was not able to demonstrate proficiency during the fire drill. During the drill, PSCO observed one of the responding firefighters report and enter the space selected for the simulated fire utilizing an empty breathing air bottle. The vessel did not have sufficient spares or means of replacement onboard rendering the air bottle not ready for immediate use. Inability to properly access space and combat fire resulted in drill failure.
0740 - Pumps	During an operational test of the main fire pump, it was incapable of delivering the required two jets of water at the appropriate pressure.
0930 - Stability/strength	Found two 1/2" holes in the overhead of the engine room, decreasing watertight integrity of the engine room. Noted water leak from overhead into watertight steering room space.
0120 - Load lines	The loadline markings on the vessel's hull do not match those prescribed on the load line certificate. Specifically, the tropical fresh and fresh water markings are not appropriately displayed.

1730 - Oily-water separating equipment

The PSCO discovered the oily water separator system was inoperable and the crew was unable to conduct an operational test. Crew indicated the OWS had been inoperable for approximately one month due to a faulty pump. PSCO found the sludge tank full and oily water was recirculating back to the bilge.