

Ship Name: **AMAN TRADER**
Flag: **Bahamas**
IMO Number: **8906535**
Date of Action: **08/22/2012**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**
Recognized Org: **Bureau Veritas**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Universal Shipmanagement Corp.
Ionian Marine Corp
Charterers
Ultrabulk Shipping A/S

Deficiencies: Code - Category
0750 - Fire prevention

Description
The arrangements for the storage, distribution and utilization of oils used in pressure systems shall be as such to ensure the safety of the ship and persons onboard. All ships service generators have excessive fuel/lube oil leaks, which are not being maintained allowing excessive amounts of fuel/lube oil to accumulate in the containment and bilge area below, presenting a serious fire hazard.

0610 - Lifeboats

During the examination of the starboard life boat, the PSCO discovered numerous cracks penetrating beyond the gel-coat and into the fiberglass hull in the vicinity of the contact point of the horizontal aft support beam of the launching arrangement. Provide report from recognized organization attesting to the structural integrity of the hull.

2550 - Maintenance of ship and equipment

Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System regarding engineering and lifesaving maintenance. The PSCO discovered: cracks in the fiberglass of the starboard lifeboat; port side life boat failed to lower from the cradle position; excessive hydraulic leaks in the steering gear and the #4 cargo hold system; and, excessive fuel/lube oil leaks from all three generators accumulating in the bilge, presenting a serious fire hazard. The PSCO reviewed the lifesaving maintenance and engineering operational maintenance records which indicated the aforementioned items were in order; however the PSCO actual observations conflict with these recorded records. Request an external audit.

Ship Name: **BAIZO**
Flag: **Panama**
IMO Number: **9263916**
Date of Action: **08/07/2012**
Action Taken: **Detention**
Port: **New Orleans, Louisiana**

Ship Type: **Oil Tankship**
Recognized Org: **American Bureau of Shipping**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Premier Tanker S.A.
Asahi Marine Co., LTD
Charterers
TORM, D/S

Deficiencies: Code - Category
1899 - Other (tankers)

Description
Inert Gas system shall be designed, constructed to the satisfaction of the Administration. During the vessel's examination, PSCO noted oxygen level on cargo tanks between 8%-9%, and water leaking from flue gas scrubber entrance. There is corrosion on the flue gas piping into the scrubber preventing the system from operating properly. Also, C/E was unable to demonstrate the deck water seal low water level alarm.

2510 - Safety and environmental policy

PSCO conducted expanded exam on the vessel's SMS. Visual inspection was to be completed prior to all operations of IGS. PSCO noted paperwork showing that a visual inspection was completed, however, noted in other deficiencies, the condition of the IGS does not match the SMS records. Request an audit of the SMS.

Ship Name: **CLIPPER MARIA**
Flag: **Cyprus**
IMO Number: **9452323**
Date of Action: **08/02/2012**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **General Dry Cargo Ship**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
**Great Options Investements Limited
Pacific & Atlantic (Shipmanagers) Inc.**
Charterers
Clipper International Carriers, Ltd.

Deficiencies: Code - Category
0715 - Detection

Description
Fire protection systems shall be maintained and ready for use. PSCO tested the 3 smoke detectors and 3 heat detectors above #1,#2, and #3 auxiliary generator without any of them activating an alarm on the alarm pane. However, the detector themselves show activation. The electrician could not demonstrate deactivation of the detectors so they could be tested again. Also, the fire control panel on the bridge shows a fault using AC power and was operating on DC power at time in examination.

0725 - Fixed fire extinguishing installation

Fire fighting systems shall be maintained and ready for use. The water mist fire extinguishing panel shows a failure alarm. The crew cannot determine what the failure is because the language for the display pane is in Chinese.

2550 - Maintenance of ship and equipment

Objective evidence exists that the vessel is not effectively implementing the SMS. The PSCO has clear grounds for believing that the Master or crew is not familiar with the essential shipboard procedures relating to the safety of the crew and vessel. This is evident by the master and crews unfamiliarity with properly conducting testing of the vessel's smoke detectors; and unfamiliarity with the operation of the water mist fire extinguishing panel fault code/displays in Chinese/crew does not read or understand fault code; no alarm on alarm panel indicating activation of smoke/heat detectors and the electrician told PSCO he tests all detectors every Saturday. However, he could not provide maintenance records of such test. The electrician also stated that he is suppose to use artificial smoke gas to make the test, but has not had any onboard for a month. When conducting test for smoke detectors, electrician uses a tin can tied to stick with burning oily rags inside. Request an external audit of the SMS.

Ship Name: **EURUS LIMA**
Flag: **Liberia**
IMO Number: **8902395**
Date of Action: **08/08/2012**
Action Taken: **Detention**
Port: **Mobile, Alabama**

Ship Type: **Containership**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Zodiac Maritime Agencies Ltd
Eurus Lima LLC

Deficiencies: Code - Category
0710 - Fire prevention

Description
There is excessive oil throughout the machinery spaces creating a potential fire hazard. Most notable amounts were found in the port side steering gear room, the purifier room and on top level of main engine. In addition, the number one HFO tank has a leak that is being trapped in a catch pan and is being directed by a hose to a bucket.

0960 - Means of escape

A ready means of escape shall be provided to the open deck. There are various hoses and pumps located in engine room escape trunk, blocking an individual's path to escape.

Ship Name: **LISANNE**
Flag: **Panama**
IMO Number: **8117421**
Date of Action: **08/29/2012**
Action Taken: **Detention**
Port: **Miami, Florida**

Ship Type: **Containership**
Recognized Org: **Intermaritime Certification Services**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Spark Ocean Marine Inc.
World Shipping Management Corporation S.A.

Deficiencies: Code - Category
1240 - Cargo and other hatchways

Description
The means for securing and maintaining weather tightness shall be to the satisfaction of the administration. The arrangements shall ensure that weather tightness can be maintained in any sea conditions. Approximately 70% of the devices used to secure the perimeter of the cargo hatch cover to create a weather tight seal are wasted or missing; the chain locker is flooded for ballast, open manhole covers on the chain locker bulkhead allow for free communication of water into the forecastle space.

1220 - Freeboard marks

The ILLC shall not be delivered to the ship until the office or surveyor acting under the provisions of article 13 has certified that the marks are correctly and permanently indicated on the ships sides. The vessel's load line does not match their International Load Line Certificate presented to the PSCO.

Ship Name: **NORDAMERIKA**
Flag: **Marshall Islands**
IMO Number: **9212400**
Date of Action: **08/01/2012**
Action Taken: **Detention**
Port: **San Francisco, California**

Ship Type: **Chemical Tankship**
Recognized Org: **Det Norske Veritas**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Interorient Marine Services (Germany) Gmbh
MT "Nordamerika" Gmbh & Co. KG
Charterers
Nordamerika Shipping Company Limited

Deficiencies: Code - Category
2545 - Reports/analysis of non-conformities, etc.

Description
Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the ISM Code through the vessel's Safety Management System. Ship's crew is not performing maintenance to critical equipment resulting in long standing deficiencies being identified with no documentation of non-conformity identified. Identified deficiencies include, #2 fire pump 10 inch supply line contained soft patches, main engine lube oil cooler has temporary patches, cooling line to the main engine turbo charger has temporary patches and are leaking, main engine (propulsion) failed on numerous occasions with no report to the Class Society or company, Voyage Data Recorder has not been operational since April 2012 and all fire doors to the engine room were discovered tied back and maintained in the open position with broken locks, latches or missing self closing devises. An external audit is requested.

Ship Name: **ONEGO MISTRAL**
Flag: **Cyprus**
IMO Number: **9371919**
Date of Action: **08/15/2012**
Action Taken: **Detention**
Port: **New Orleans, Louisiana**

Ship Type: **General Dry Cargo Ship**
Recognized Org: **China Classification Society**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Haratio Shipping Company Limited
Charterers
Onego Shipping & Chartering B.V.

Deficiencies: Code - Category
1735 - Pumping discharge arrangements

Description
Piping to and from tanks shall have no direct connection overboard, other than the standard discharge connection. Prior to embarking the vessel, the PSCO noticed the presence of oil and oil staining on the ship's hull located on the starboard side in the area of the #16 ballast tank overboard discharge port. Upon embarkation of the vessel, the PSCO was informed that the crew was discharging sludge directly overboard using a flexible hose with flanges. PSCO conducted an expanded MARPOL Annex I exam and discovered that the ship's crew has installed an unauthorized modification to the ship's ballast water system consisting of a fire hose connection (hydrant). The PSCO also discovered the flexible hose with flanges reported by the crew in the forward boatswain store utilized to allegedly discharge sludge directly overboard via the ballast water system.

1799 - Other (MARPOL Annex I)

There are clear grounds for believing that the Master and the crew are not familiar with essential shipboard procedures relating to the preventing of pollution by oil. The Oil Record Book (ORB) part I shall be completed on each occasion, on a tank-to-tank basis, whenever collection and disposal of oil residues (sludge and other oil residues) takes place in the ship. Based on the PSCO's observation, the discovery of numerous inaccuracies in regards to operations recorded in the ORB and the alleged discharging of sludge directly overboard, it was determined that the Master and Chief Engineer are completely unfamiliar with the operations required to be recorded in the ORB and for the prevention of pollution.

2510 - Safety and environmental policy

The company should establish procedures and plans for key shipboard operations concerning the protection of the environment. The Master and crew have completely disregarded the companies Safety Management policy in regards to the protection of the environment from pollution based on the reports made to the PSCO by the crew that the vessel is discharging sludge directly overboard, the PSCO's discovery of an unauthorized modification to the ballast water system and the PSCO's discovery of the flexible hose with flanges utilized to complete the discharge. Request an external audit of the ship's Safety Management System.