

Ship Name: **ALIA R**
Flag: **Malta**
IMO Number: **9149718**
Date of Action: **09/10/2012**
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
J. G. Roussos Shipping S.A.
Efkрати Maritime Ltd
Charterers
Cargill International S.A.

Deficiencies: Code - Category
0710 - Fire prevention

Description
The PSCO observed the quick closing fuel shutoff valve on the HFO service tank for the main engine blocked in the open position with a wooden block. Valve is not capable of being remotely closed from outside the space.

Ship Name: **AMERICABORG**
Flag: **Netherlands**
IMO Number: **9365659**
Date of Action: **09/16/2012**
Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Ship Type: **Bulk Carrier**
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
Wagenborg Shipping BV
Scheepvaartonderneming Americaborg B.V.

Deficiencies: Code - Category
0610 - Lifeboats

Description
During an examination of the free fall life boat, the vessel's crew could not engage the clutch for forward/aft propulsion, rendering the lifeboat unavailable for immediate use.

Ship Name: **DEEP OCEAN SURVEYOR** Ship Type: **Research Ship**
Flag: **Panama** Recognized Org: **Govt of Listed Flag**
IMO Number: **7127699** Recognized Security Organization
Date of Action: **09/26/2012**
Action Taken: **Detention** Recognized Org (RO) **No**
Related:
Port: **Riviera Beach, Florida** Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Search Survey and Recovery Inc (SSR)

Deficiencies: Code - Category Description
0111 - Cargo ship safety **The vessel's SOLAS Cargo Ship Safety Construction Certificate states that the last two hull inspections took place on July 18, 2007 and July 23, 2009. The vessel has exceeded the 36-month maximum interval between inspections and was unable to produce an extension letter from the Flag Administration.**

Ship Name: **DELTUVA** Ship Type: **Bulk Carrier**
Flag: **Lithuania** Recognized Org: **American Bureau of Shipping**
IMO Number: **8908832** Recognized Security Organization
Date of Action: **09/10/2012**
Action Taken: **Detention** Recognized Org (RO) **No**
Related:
Port: **New Orleans, Louisiana** Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
AB "Lietuvos Juru Laivininkyste"
Charterers
Onego Shipping & Chartering B.V.

Deficiencies: Code - Category Description
0299 - Other (Crew) **The master and crew are not familiar with the carriage requirements of silicomanganese as listed in the IMSBC. Specifically the cargo was not mechanically ventilated and atmospheric testing was not conducted for oxygen and flammable gases during the voyage in accordance with the IMSBC Code. Additionally, the Master did not have proper documentation onboard from charterer until arrival at the discharge port and stated that no records were provided besides the Bill of Lading and the Mate's Receipt.**

Ship Name: **GUNVOR MAERSK**
Flag: **Denmark**
IMO Number: **9302891**
Date of Action: **09/18/2012**
Action Taken: **Detention**
Port: **Los Angeles, California**

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

Ship Management: Owners, Operators, or Managers
A.P. Moller- Maersk A/S

Deficiencies: Code - Category
2550 - Maintenance of ship and equipment

Description
Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System. The PSCO discovered: secondary starting for e-generator inoperable; fire door in engine room (seventh deck) unable to properly close; Severe fuel oil leaks in way of – F/O feed pumps 1 & 2, F/O purifier supply pump #1, #3 service F/O filter; pooled fuel oil throughout the engine room creating a fire hazard; #4 shaft bearing and #1 service generator rear bearing are overheating - crew is utilizing fans to aid in cooling; severe steam leak in the F/O heating line for #3 service generator – leak was large enough that crew and PSCO had to avoid the area. No non-conformities were submitted for the identified items. Spare parts were onboard, but crew failed to rectify prior to PSCO requiring. An external audit is recommended.

Ship Name: **MS SIMON**
Flag: **Liberia**
IMO Number: **9247493**
Date of Action: **09/19/2012**
Action Taken: **Detention**
Port: **New Orleans, Louisiana**

Ship Type: **Chemical 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
Chemikalien Seetransport GmbH
Dr. Kari-Heinz Kramer GmbH
Charterers
Cargill Ocean Transportation

Deficiencies: Code - Category
1210 - Overloading

Description
When conducting the hull survey of the vessel, the Port State Control Officer (PSCO) observed that both Fresh Water Port & Starboard Load Lines were completely submerged. Upon expanding the examination, the PSCO found that the Master and Chief Mate knew that the vessel was loaded beyond the vessel's capacity as stipulated by the load line certificate prior to the vessel's departure from its last loading port.

Ship Name: **PHOENIX**
Flag: **Liberia**
IMO Number: **9558490**
Date of Action: **09/06/2012**
Action Taken: **Detention**
Port: **New Orleans, Louisiana**

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

Ship Management: Owners, Operators, or Managers
LCSC LTD
Erringdale Limited
Charterers
Onego Shipping & Chartering B.V.

Deficiencies: Code - Category
0299 - Other (Crew)

Description
The master and crew are not familiar with the carriage requirements listed in the IMSBC Code, specifically the atmospheric testing of the cargo spaces while transporting ferrosilicone, based on the following: In accordance with the IMSBC Code; testing for phosphine, arsine, and hydrogen gas shall take place every eight hours during the voyage. The Chief Officer only conducted atmospheric testing for arsine gas twice a day. In addition, the Chief Officer was unaware of how to properly operate the testing equipment and did not conduct the test for arsine gas in accordance with the maker's instructions, questioning the reliability of the test results.

Ship Name: **SAFMARINE SUMBA**
Flag: **Hong Kong**
IMO Number: **9423516**
Date of Action: **09/13/2012**
Action Taken: **Detention**
Port: **Savannah, Georgia**

Ship Type: **Bulk Carrier**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security Organization
Recognized Org (RO) Related: **Not Determined**
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Enzian Ship Management AG
Safmarine Container Lines N.V.

Deficiencies: Code - Category
0615 - Rescue boats

Description
The rescue boat engine was found inoperable due to a failed fuel tank primer, rendering it unavailable for immediate use..

0730 - Appliances (general equipment)

There shall be in each space such approved foam type fire extinguishers, each of at least 45 liter capacity or equivalent and shall be kept in good order and readily available for immediate use. 02-45 liter foam extinguishers in the ER were reported of having inadequate pressure on 31AUG12 and 02 call points located on the focsle are also inoperable

1450 - UMS- ship

Arrangements provided UMS shall be such to ensure that the safety of the ship in all sailing conditions and the condition of the ship and its equipment shall be maintained. The main engine crankshaft position sensor for the cylinder lubricating system failed on 11 June 2012. Additionally, #2 auxiliary engine, low speed sensor failed on 21 June 2012. Based upon the malfunction of the main engine lubrication system and #2 auxiliary engine low speed sensor, the unattended machinery space requirements are no longer met thus inoperative.

Ship Name: **SATIGNY**
Flag: **Malta**
IMO Number: **9522738**
Date of Action: **09/18/2012**
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
Massatlantic (Malta) Ltd.
Massoel Ltd
Charterers
Uralkali Trading SA

Deficiencies: Code - Category
0750 - Fire prevention

Description
The PSCO observed the quick closing fuel shutoff valve on the HFO service tank held in the open position by wire. Valve is not capable of being remotely closed from outside the space.

0725 - Fixed fire extinguishing installation

Firefighting systems shall be kept in good working order and ready for immediate use. PSCO observed the fixed fire extinguishing system (Hyper Water Mist) disabled in the Engine Control room, engine room and on the emergency switchboard. System has been non-operational since 19 Apr 2012. Crew was unable to produce any documentation of repairs.

0945 - Emergency lighting, etc

Electrical power available shall be sufficient to supply all those services that are essential for safety in an emergency. PSCO observed more than 20 emergency lighting stations that are not operational. The electrical engineer stated that he did not have sufficient spare bulbs for replacement.

2510 - Safety and environmental policy

Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System. The PSCO discovered: safety devices intentionally disabled (HFO service tank quick closing valve blocked in the open position utilizing wire since May 2012) and firefighting equipment disabled (Hyper Water Mist Extinguishing system and alarms were secured/disabled since 19 Apr 12) which conflicts with the SMS environmental protection policy pages 68 & 78. An external audit is recommended.

Ship Name: **THETIS**
Flag: **Bahamas**
IMO Number: **9283992**
Date of Action: **09/22/2012**
Action Taken: **Detention**

Port: **Hampton Roads, Virginia**

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
Diana Shipping Services S.A.
Changame Compania Armadora S.A.

Deficiencies: Code - Category
1730 - Oily-water separating equipment

Description
Any ship of 10,000 GT and above shall be fitted with oil filtering equipment meeting the requirements of MARPOL Annex I. Chief Engineer and Second Engineer could not prove proper operation of the oil filtering equipment to the attending PSCO.

1710 - Oil record book

Each operation and failure required to be recorded in the Oil Record Book (ORB) shall be completed in accordance with the Convention. During review of the ORB, the PSCO compared the ship's daily sounding log entries recorded by the engineering crew with the entries recorded in the ORB by the Chief Engineer. During this review the PSCO noted discrepancies between the amounts recorded in the daily sounding log and the amounts recorded for the same dates and tanks in the ORB. In addition, the crew reported that the OWS has not been used since May 2012 and the Chief Engineer stated the OWS has not been used since June 2012, but OWS operations were recorded and signed by the Chief Engineer and the Master in the ORB occurring after these dates. 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.

2110 - Oil/oily mixtures machinery spaces

After several attempts by the engineers, the crew could not demonstrate proper operation of the dedicated OWS bilge pump to the attending PSCO.

1795 - Other (Suspected Of Discharge Violation)

The PSCO discovered the vessel's crew is discharging the oily water mixture collected in the machinery space (engine room) bilge wells into the sea utilizing the emergency bilge piping system through an unapproved bypass without processing the mixtures through the approved oil filtering equipment (OWS). This unapproved method does not permit the monitoring of the effluent to ensure the oil content discharge over board does not exceed 15 parts per million.

2510 - Safety and environmental policy

Objective evidence discovered in an expanded ISM exam revealed the intentional deviation from the company's SMS environmental protection policy and compliance with mandatory rules and regulations (MARPOL) by a ship's senior officer. This includes inoperable oil filtering equipment, inconsistencies in the Oil Record Book (Part I), an inoperable oil bilge pump and an unapproved bypass modification of the OWS.