

Ship Name: **AGHIA MARINA**

Flag: **Malta**

IMO Number: **9087805**

Date of Action: **04/05/2012**

Action Taken: **Detention**

Port: **Alameda, California**

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
Mount Thryptis Maritime S.A.
Anbros Maritime S.A.

Deficiencies: Code - Category
0925 - Musters and drills

Description
Master or crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew was unable to demonstrate proficiency in performing a satisfactory fire drill. Crew failed two consecutive attempts of the fire drill.

Ship Name: **ARKLOW WILLOW**
Flag: **Ireland**
IMO Number: **9314600**
Date of Action: **04/04/2012**
Action Taken: **Detention**

Port: **Norfolk, Virginia**

Ship Type: **General Dry Cargo Ship**
Recognized Org: **Bureau Veritas**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
BBS Bulk V Ireland Ltd.
Arklow Shipping Ltd.

Deficiencies: Code - Category
1420 - Cleanliness of engine room

Description
The PSCO observed fuel oil leaks at the #4 and #5 cylinders of the main engine. There is a significant amount of fuel oil leaking at the line entering into the fuel injectors. PSCO had the crew remove the metal spray shielding and observed fuel on underside of the shielding and pooling below onto the deck. The leaks observed and the collection of fuel/oil poses a serious risk of fire to the vessel and its crew.

1410 - Propulsion main engine

There is a significant amount of lube oil and fuel oil beneath the main engine by the shaft. Approximately 4 ft x 8 ft of standing oil, approx 1 inch deep. Additionally, leaks were located on the following equipment : #1 & #2 booster pressure line on the fuel oil booster pump, #2 generator had a 3 gallons catch can attached to the oil pump which was half way full, the boiler fuel oil inlet is leaking at the filter. Fuel oil was observed in a pool approx 1x2 foot and approx ¼ inch deep, and the majority of the lagging associated with the boiler is saturated and oil soaked.

1799 - Other (MARPOL Annex I)

PSCO observed a fuel oil leak at the fuel inlet of the incinerator. There is a catch can approx 1 quart in size and about ¾ full. PSCO was unable to perform an operational test of the incinerator due to the fire hazard. This condition poses a serious risk of fire to the vessel and its crew.

Ship Name: **CIELO DI MONFALCONE**
Flag: **Italy**
IMO Number: **9225251**
Date of Action: **04/12/2012**
Action Taken: **Detention**

Port: **Alameda, California**

Ship Type: **Bulk Carrier**
Recognized Org: **Registro Italiano Navale**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
D'Amico Shipping Italia S.p.A.

Deficiencies: Code - Category
0610 - Lifeboats

Description
During the examination of the free-fall lifeboat, the PSCO discovered a fiberglass patch approximately one foot in diameter located on the forward portion of the lifeboat at the gunnels. This patch is visually leaking rain water which has collected within the lifeboat. On the forward portion of the deck, located amidships, an eight inch crack was discovered. The top latching mechanism on the access door to the lifeboat is patched and inoperable preventing the hatch from being secured and allowing the ingress of water during launching/underway operations. The vessel could not provide flag Administration approval of repairs and there were no records available indicating when and where the repairs were performed. Given the severity of the discrepancies observed, the PSCO questions the repairs, structural and watertight integrity of the lifeboat; its ability to withstand an impact when launched from the free fall position; and the safety of the crew when launched in an emergency situation.

Ship Name: **CLIPPER SKAGEN**
Flag: **Norway**
IMO Number: **8813063**
Date of Action: **04/03/2012**
Action Taken: **Detention**

Port: **St. Croix, USVI**

Ship Type: **LPG Gas Carrier**
Recognized Org: **Det Norske Veritas**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Solvang ASA
Partrederiet Clipper Skagen DA
Charterers
Geo Gas

<u>Code - Category</u>	<u>Description</u>
1850 - Fire protection cargo deck area	The PSCO observed the vessels deck water spray system wasted, holed and missing vital components as follows: the vessel had a 2" pipe with a 2.25"L x .75"W hole located near the aft bulkhead door of the compressor room. The starboard manifold near the liquid line was discovered with a 1.5"L x .5"W hole. The water spray piping system has 61 clogged nozzles, 2 temporary clamp patches, 1 missing nozzle, and 1 capped nozzle. These identified deficiencies prevent adequate flow and protection through the deck water spray system.
1810 - Cargo area segregation	Access doors into the port and starboard main deck accommodation and aft compressor room doors could not be properly closed to maintain a gas tight integrity.
2550 - Maintenance of ship and equipment	Objective evidence discovered in an expanded ISM exam revealed a major non-conformity: the company/vessel failed to fully implement the requirements of the ISM Code through the Safety Management System as evident by the deficiencies issued pertaining to gas safe spaces and the water spray system. Additionally, there is no evidence within the SMS documentation of the deficiencies found being reported. Recommend an external audit of SMS.

Ship Name: **EXCELLENT PESCADORES**
Flag: **Panama**
IMO Number: **9260653**
Date of Action: **04/16/2012**
Action Taken: **Detention**
Port: **Portland, Oregon**

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
Shih Wei Navigation Co Ltd
Excellent Pescadores S.A.

Deficiencies: Code - Category
0220 - Certificates of competency

Description
All seafarers serving onboard who are required to be certificated in accordance with the Convention, shall hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted. The Chief Officer presented a Panamanian issued license with GMDSS and Ships Security Officer endorsements. During examination of the document the dates, name and grades of the person to whom the document was issued to were clearly removed and the document was altered by overtyping with the Chief Officers name, endorsements and dates of issue/expiration. These alterations were clearly visible to the naked eye and the PSCO questions the authenticity of the document as presented.

2020 - Fire drills

Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew was unable to demonstrate proficiency in performing a satisfactory fire drill. Officers (Myanmar) and Crew (Chinese) could not effectively communicate in a common language nor were persons available to effectively translate orders or relay assessment reports. The crew failed two consecutive attempts of the fire drill.

2015 - Communication

Every ship shall carry personnel qualified for distress and safety radio communications with knowledge of the English language, both written and spoken for the satisfactory exchange of communications relevant to the safety of life at sea. The Master, Chief Officer and personnel designated as GMDSS operators do not meet standards for adequate knowledge of the English language and could not satisfactorily demonstrate their ability to communicate under simulated emergency situations with the PSCO.

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 Safety Management System. The PSCO identified the following major non conformities: crew could not effectively communicate between the officers (Myanmar) and crew (Chinese) in a common language nor were persons available to effectively translate orders or relay assessment reports during emergency situation such as fire, abandon ship drills or relay communications relevant to the safety of life at sea as it pertains to the navigation. The SMS is not written in a language understood by the Master, Chief Officer, Chief Engineer and crew in order to communicate effectively in the execution of their duties related to the SMS; Chief Officer presented STCW credentials for fulfilling said role to include GMDSS and Security Officer endorsements. The document as presented was altered and clearly noticeable to the naked eye, questioning its authenticity. An external audit is requested.

Ship Name: **HALO CYGNUS**
Flag: **Panama**
IMO Number: **9147423**
Date of Action: **04/10/2012**
Action Taken: **Detention**

Port: **Houston, Texas**

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
Fir Shipping S. A.
Bernhard Schulte ShipManagement (HK)
Charterers
Mitsui O.S.K. Lines Ltd.

Deficiencies: Code - Category
0610 - Lifeboats

Description

Both port and starboard enclosed lifeboats were found not ready for immediate use. The PSCO discovered missing/broken hardware securing multiple seat belts in both the port and stbd lifeboats. Modifications were made by the ship's crew to both the port and stbd lifeboat's engine cooling systems. The cooling system modification was not approved nor was the capacity of the lifeboat reduced by the certificate issuing authority/RO. Lastly, the stbd lifeboats coxswain seat mounting hardware was missing, allowing the seat/pedestal to move freely, presenting a safety hazard to the coxswain and crew when launching in an emergency situation.

1199 - Other (Cargo)

The Master and Chief Officer are unfamiliar with the procedures relevant to cargo operations for loading and ballasting the vessel, causing the PSCO to suspend cargo operations. The PSCO observed the vessel drafts as follows: fwd 3.8 meters and aft 8.8 meters equaling a total of 5 meters difference. The vessels plan indicates the greatest difference acceptable between these draft readings in port shall not exceed 3.76 meters. This observed condition exceeded the vessels plan by 1.24 meters placing undue stress to the hull.

Ship Name: **MARIETTA**
Flag: **Liberia**
IMO Number: **9330678**
Date of Action: **04/01/2012**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **General Dry Cargo Ship**
Recognized Org: **Bureau Veritas**
Recognized Security Organization

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

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Uniteam Marine Shipping GmbH
United Seven GmbH & Co. KG
MS "Marietta Bolten" Schiffahrtsgesellschaft Mbh & Marietta Navigation Company Limited
Charterers
Oldendorff Carriers GMBH & CO. KG

Deficiencies: Code - Category
0750 - Fire prevention

Description
PSCO observed the quick closing fuel shutoff valves for the #2 HFO service tank blocked in the open position utilizing a bolt. The valve is not capable of being remotely closed from outside the space.

Ship Name: **MARINA ACE**
Flag: **Panama**
IMO Number: **8610526**
Date of Action: **04/16/2012**
Action Taken: **Detention**

Port: **Savannah, Georgia**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization

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

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
New Shipcarrier S.A.
Kansai Steamship Co., LTD.
Charterers
Mitsui O.S.K. Lines Ltd.

Deficiencies: Code - Category
0750 - Fire prevention

Description
PSCO observed the quick closing fuel shutoff valve for the HFO service tank blocked in the open position utilizing a bolt. The valve is not capable of being remotely closed from outside the space.

Ship Name: **MISS CHLOE**
Flag: **Columbia**
IMO Number: **7338901**
Date of Action: **04/16/2012**
Action Taken: **Detention**

Port: **Houma, Louisiana**

Ship Type: **Towboat/Tug**
Recognized Org:
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Moby Marine, Inc.

Deficiencies: Code - Category
1699 - Other (radio)

Description
Vessel is required to comply with LRIT requirements in SOLAS V/19-1. Per MSC.1/CIRC. 1307, vessel does not have evidence of LRIT compliance as neither a conformance test report nor properly endorsed/amended records of equipment are onboard.

0135 - Minimum safe manning certificate

The Master and Mate did not produce an appropriate Flag State certificate (license), a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration. In addition, the vessel was missing one Navigation Officer and the Master did not provide a letter of dispensation from flag State.

Ship Name: **ORTO**
Flag: **Panama**
IMO Number: **9162394**
Date of Action: **04/18/2012**
Action Taken: **Detention**

Port: **Long Beach, California**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Prince Kaiun Co., Ltd.
Y. N. Panama S. A.

Deficiencies: Code - Category
1299 - Other (Load Lines)

Description
Discharges led through the shell shall be fitted with efficient and accessible means for preventing water from passing inboard. The PSCO discovered the OWS overboard discharge valve located at the skin of the ship is severely corroded/wasted and actively leaking/seeping through the valve body. The PSCO questions the reliability of the valve to perform as designed, as observed.

0710 - Fire prevention

The PSCO observed fuel pumps #1, 2, 5 and 6 located at the main engine leaking excessively; oil in the bilge under the main engine with soundings of 45cm FWD and 55 cm aft; and flammable liquids stored in the steering gear room are leaking into the bilge. The leaks observed and the collection of fuel/oil poses a serious risk of fire to the vessel and its crew.

1721 - Retention of oil on board

Every ship of 400 gross tons and above shall be provided with a tank or tanks of adequate capacity. The vessel is using a drain trap to collect oil and water, which is then transferred to a 55 gallon drum. When the 55 gallon drum is full, the contents are transferred to

1410 - Propulsion main engine

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respect will remain fit to proceed to sea without danger to persons on board. The following systems were identified with soft patches or multiple leaks: main engine salt water cooling line, air cooler supply and discharge lines, lube oil cooler outlet alt water flange, #1 generator salt water line to cooler, and the suction line to generator #1 and #2 salt water supply had an unapproved cement patch installed.

Ship Name: **OVERSEAS ELIANE** Ship Type: **Oil Tankship**
Flag: **Marshall Islands** Recognized Org: **American Bureau of Shipping**
IMO Number: **9053660** Recognized Security Organization
Date of Action: **04/16/2012**
Action Taken: **Detention** Recognized Org (RO) **No**
Related:
Port: **New Orleans, Louisiana** Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
OSG Ship Management (UK) LTD.
Caribbean tanker co.
Charterers
Valero Marketing & Supply Co.

Deficiencies: Code - Category Description
0750 - Fire prevention **PSCO observed the quick closing fuel shutoff valve on the HFO settling tank servicing the main engine was disabled; the air line for actuating/controlling the particular valve was disconnected. Valve is not capable of being remotely closed from outside the space.**

Ship Name: **SINGELGRACHT** Ship Type: **General Dry Cargo Ship**
Flag: **Netherlands** Recognized Org: **Lloyd's Register of Shipping**
IMO Number: **9197375** Recognized Security Organization
Date of Action: **04/07/2012**
Action Taken: **Detention** Recognized Org (RO) **No**
Related:
Port: **Baltimore, Maryland** Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
C.V. Scheepvaartondememing
Splithoffs Bevrachtingskantoor BV

Sngelgracht

Deficiencies: Code - Category Description
1730 - Oily-water separating equipment **During an operational test of the OWS, the PSCO observed the system malfunctioning as follows: The Oil Content Meter (OCM) was not able to stop the overboard discharge of effluent when the OCM registered 15 ppm (or above) as designed and approved. The three way valve (stopping device) failed to redirect the effluent back to the dirty oil tank as designed and remained in the overboard position.**

1730 - Oily-water separating equipment

Any discharge into the sea of oil or oily mixtures from a ship of 400 gross tons and above shall be prohibited except when the oily mixture is processed through the oil filtering equipment meeting the requirements of MARPOL Annex I. During an expanded exam due to the discovery of a malfunctioning OWS, the PSCO discovered the presence of oil in the discharge piping and overboard discharge valve downstream of the Oily Water Separator (OWS)/Oil Content Meter (OCM) sampling supply connection.