

Ship Name: **CAPE MAAS**
Flag: **Marshall Islands**
IMO Number: **9571296**
Date of Action: **10/30/2012**
Action Taken: **Detention**
Port: **Alameda, California**

Ship Type: **Containership**
Recognized Org: **Germanischer Lloyd**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Columbia Shipmanagement Ltd.
Cape Maas Shipping Company Limited

Deficiencies: Code - Category
1745 - 15 PPM alarm arrangements

Description
PSCO found that the oil content meter (OCM) had been improperly serviced by a previous crewmember on board the vessel. The crewmember's action contravened with the manufacturer's instructions and the company's Safety Management policies. The OCM was not calibrated, tested or serviced by a certified technician to ensure proper operation, possibly rendering the OCM ineffective and potentially allowing effluents over 15 ppm to be discharged. The maintenance of the OCM was not reported, recorded in the vessel's Safety Management System, or logged in the Oil Record Book as required.

1710 - Oil record book

During expanded MARPOL exam, PSCOs found that the crew had tampered with (removed) the 4" sample line on the oil content meter (OCM). No records were found on board reporting the condition or maintenance of the OCM's sample line (required equipment) to the company, nor the hazardous conditions cause by these actions, per the vessel's Safety Management System. The maintenance of the OCM was not logged in the Oil Record Book.

1730 - Oily-water separating equipment

The engineering crew was regularly processing water from the bilge holding tank through the oily water separator containing rust/scale, causing the components of the separating equipment to clog (filters, coalescing units, and oil content meter (OCM)) and render the OWS ineffective. No records were found on board reporting the condition or maintenance of the bilges or OCM to the company, nor the hazardous condition caused by this failure per the vessel's Safety Management System.

Ship Name: **CSAV RIO MALLECO**
Flag: **Antigua and Barbuda**
IMO Number: **9483786**
Date of Action: **10/10/2012**
Action Taken: **Detention**

Port: **Boston, Massachusetts**

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

Ship Management: Owners, Operators, or Managers
Sunship Schiffahrtskontor KG
Reederei M. Lauterjung GmbH & Co. KG MS

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

Description
PSCO discovered the Chief Officer to be under the influence of alcohol. An alcohol test (Breathalyzer) was performed by the Coast Guard, which indicated a blood alcohol content of .228% (legal limit .04%). Based on the Chief Officer's intoxicated state, the vessel was not sufficiently and efficiently manned in accordance with the Safe Manning Document.

Ship Name: **DONG-A SATURN**
Flag: **Republic of Korea**
IMO Number: **9044322**
Date of Action: **10/23/2012**
Action Taken: **Detention**

Port: **Hampton Roads, Virginia**

Ship Type: **Bulk Carrier**
Recognized Org: **Govt of Listed Flag**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Dat Maritime co. Ltd.
KDB Capital Corporation

Deficiencies: Code - Category
1710 - Oil record book

Description
During a review of the Oil Record Book (ORB), the PSCO noted multiple inconsistencies between daily sounding logs entries and the ORB. The Chief Engineer made all entries into the ORB and stated he guessed at quantities and dates. The PSCO was unable to confirm ORB entries with the oil content meter (OCM) because the OCM's recording device was damaged and non-functional for at least 1 month.

Ship Name: **EVER REACH**
Flag: **Panama**
IMO Number: **9088122**
Date of Action: **10/26/2012**
Action Taken: **Detention**

Port: **Alameda, California**

Ship Type: **Containership**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **Not Determined**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Evergreen Marine Corporation

Ever Stork Marina, S.A.

(Taiwan) Ltd.

Deficiencies: Code - Category
0715 - Detection

Description

During the course of the Port State Control examination numerous fixed fire and smoke detectors throughout the machinery space and the house were found to be inoperable. No records were found on board reporting the condition or maintenance of the fixed fire detection system to the company, nor the hazardous conditions caused by this failure, per vessel's SMS and risk management procedures.

1410 - Propulsion main engine

During the course of the Port State Control examination, it was found that main engine high pressure fuel delivery lines were leaking at the fitting, and braided covers were cut, damaged, crushed, and kinked in various areas. It was also found that some of the pressure hose, and the vessel crew installed makeshift covers for exposed areas for pressure hose. No records were found on board reporting the condition or maintenance of the main engine high pressure fuel lines to the company, nor the hazardous conditions caused by the failure, per vessel's SMS and risk management procedures.

0715 - Detection

The vessel does not have adequate means of testing fire detection systems. Vessel crew attempted to prove proper operation of smoke and heat detection systems by means of open flame (blow torch and oil soaked cardboard). Vessel's maintenance log indicated that the last fire detection system operations test was conducted on Jun 2, 2012. Vessel SMS requires quarterly testing of the fire detection systems. No records were found on board reporting the condition or maintenance of the fire detector to the company, nor the hazardous conditions caused by this failure, per vessel's SMS and risk management procedures.

0745 - Fire-dampers remote control, etc.

During the Port State control examination, it was found that numerous ventilation dampers for engine room space do not close. No records were found on board reporting the condition or maintenance of the ventilation dampers to the company, nor the hazardous conditions caused by this failure, per vessel's SMS and risk management procedures.

2545 - Reports/analysis of non-conformities, etc.

The vessel has demonstrated a systematic lack of maintenance of critical equipment. Vessel lack SMS documentation; long-standing deficiencies identified throughout the course of the Port State Control examination were not documented on any non-conformity, near miss or hazardous occurrence, per chapter 10 of the vessel's Safety Quality Management System.

Ship Name: **KOKUKA GLORIOUS**
Flag: **Panama**
IMO Number: **9568500**
Date of Action: **10/09/2012**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

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

Ship Management: Owners, Operators, or Managers
Camelli Maritime SA
Bernhard Schulte Shipmanagement

(Singapore)

Charterers
Kokuka Sangyo Co. LTD

Deficiencies: Code - Category
1210 - Overloading

Description
The appropriate load lines on the sides of the ship corresponding to the season of the year and the zone or area in which the ship may be shall not be submerged at any time when the ship puts to sea, during the voyage or on arrival. Vessel arrived from sea in a loaded condition to the port of New Orleans, Belle Chasse Anchorage for the purpose of discharging cargo. This port/anchorage is located on the internal waters of the United States and is considered by the United States as fresh water zone for load line calculation. The PSCO observed both load lines submerged approximately 8-10 cm past the freshwater mark.

Ship Name: **LAKATAMIA**
Flag: **Bahamas**
IMO Number: **9203796**
Date of Action: **10/24/2012**
Action Taken: **Detention**

Port: **Lake Charles, Louisiana**

Ship Type: **Oil Tankship**
Recognized Org: **Lloyd's Register of Shipping**
Recognized Security Organization
Recognized Org (RO) **Not Determined**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Lakatamia Shipping Co. Ltd.
World Tankers Management PTE LTD

Deficiencies: Code - Category
0630 - Launch arrangements for survival craft

Description
The port lifeboat davit brake did not engage as designed. It was necessary for the vessel's crew to provide additional pressure at counterbalance to prevent the lifeboat from descending uncontrolled into the water.

Ship Name: **MOSKALVO** Ship Type: **Chemical Tankship**
Flag: **Cyprus** Recognized Org: **Lloyd's Register of Shipping**
IMO Number: **9162502** Recognized Security Organization
Date of Action: **10/12/2012** Recognized Org (RO) **No**
Action Taken: **Detention** Related:
Port: **Lake Charles, Louisiana** Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
M-Tankers as of Norway
Prisco (Singapore) Pet Ltd

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

Description
Any ship of 10,000 GT and above shall be fitted with oil filtering equipment that is provided with alarm arrangements to indicate when the oil content of the effluent exceeds 15 ppms and automatically stops any discharge of oily mixture. Vessel's oil water separator is not preventing the discharge of oil overboard as evidenced by oil and oil residue in the piping system on the discharge side of the oil content meter and the overboard discharge valve.

Ship Name: **NORDIC PASSAT**
Flag: **Marshall Islands**
IMO Number: **9229386**
Date of Action: **10/25/2012**
Action Taken: **Detention**

Port:

Ship Type: **Oil Tankship**
Recognized Org: **Germanischer Lloyd**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Columbia Shipmanagement

(Deutschland) Gmbh

Nordic American Tanker

Deficiencies: Code - Category
1795 - Other (Suspected Of Discharge Violation)

Description

Any discharge into the sea of oil 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 (OWS) meeting the requirements of MARPOL Annex 1. The PSCO discovered the vessel's crew is discharging oily water mixtures collected in the Bilge Holding Tank (engine room) directly overboard/into the sea by cross connecting to the sewage discharge system utilizing hoses, a portable pneumatic pump, and an elbow pipe flange. This unapproved method by-passes the installed/approved OWS and Oil Content Meter (OCM) and does not permit the monitoring of the effluent to ensure the oil content discharged over board does not exceed 15 parts per million.

1710 - Oil record book

Each operation and failure required to be recorded in the Oil Record Book (Part 1) shall be completed in accordance with the convention. During review of the ORB; the PSCO noted inconsistencies regarding the Bilge Holding Tank, Sludge Tank and Oily Bilge Tank as recorded on the daily soundings sheet when compared to the ORB recorded amounts disposed of through the incinerator and OWS. Transfers from the Oily Bilge and Sludge Tanks to the No. 6 Cargo tank were not recorded. 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.

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, having regard to the type of machinery and length of voyage to receive oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex. The PSCO discovered the vessels crew is transferring oil residue from the sludge and oily bilge tanks via the standard discharge connection and flexible piping to Cargo Tank No. 6 (starboard side). This process of disposal is not identified on the vessels IOPP Certificate as an other acceptable means for the disposal of oil residue (sludge).

2510 - Safety and environmental policy

Objective evidence discovered in an expanded ISM exam revealed the following major non-conformity; the intentional deviation from the companies SMS's environmental-protection policy (POL.06) and the non-compliance with mandatory rules and regulations (MARPOL) by a ship's engineering crew and the Chief Engineer. By-pass of the OWS and 15 ppm OCM equipment discovered; the crew is transferring oily water from the Bilge holding tank to the sewage discharge system, allowing the discharge of oily water directly overboard; the crew failed to complete the ORB one each occasion for the following machinery space operations: tank to tank transfers - disposal of oil residues; discharges overboard or disposal otherwise of bilge water. Based on the exam results and the PSCO's observations an external audit is requested.

Ship Name: **SOPHIE OLDENDORFF**
Flag: **Liberia**
IMO Number: **9138109**
Date of Action: **10/17/2012**
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
Oldendorff Carriers GMBH & CO. KG
Charterers
Rosewater Maritime Inc.

Deficiencies: Code - Category
0299 - Other (Crew)

Description
The Administration shall require an appropriate and effective watch or watches are maintained for the purpose of safety at all times while the ship is at anchor. While anchored at Anchorage No. 9 in San Francisco Bay, the master failed to maintain a qualified watch on the bridge. While the watchstander was not physically present on the bridge, the vessel began to drag anchor and moved approx 400-600 yards subsequently colliding with an essential aid to navigation (buoy) causing the aid to move off station. The vessel's navigation bridge watchstander did properly assume the watch, but admitted to departing the bridge and falling asleep in his cabin while cargo operations were ongoing.