

Ship Name: **ATA-M**

Flag: **Malta**

IMO Number: **9249283**

Date of Action: **02/13/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Iskenderun Gemi Isletmeciligit Ltd Sti**

**Great Legend Shipping Ltd**

Deficiencies: Code - Category

**0750 - Fire prevention**

**1499 - Other (Prop. & Aux.  
Machinery)**

**2515 - Company responsibility and  
authority**

Description

**The minimum fire integrity of bulkheads and decks shall be as prescribe in table 9.5 and 9.6 (Machinery Spaces of category A). The A-60 boundaries protecting the emergency escape and multiple exits an entries in the engine room are degraded and not satisfactorily protecting the intended spaces.**

**Means shall be provided whereby normal operation of propulsion machinery can be sustained or restore even though one of the essential auxiliaries becomes inoperative. Special consideration shall be give to the malfunctioning of sources of water pressure and air compressor and receiver for starting or control purposes. There is only one operable means of providing salt water pressure for cooling vessel generator and start air compressors, to meet full operational requirements.**

**The company and ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. Objective evidence discovered during an expanded ISM examination revealed the vessel and company failed to take appropriate corrective action on multiple structure fire protection and main propulsion system deficiencies.**

Ship Name: **ATLANTIC NAVIGATOR**

Flag: **Malta**

IMO Number: **8902292**

Date of Action: **02/23/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

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

Recognized Org: **Russian Maritime Register of Shipping**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Baltic Mercur PLC**

**Atlantic Energy Navigation Limited**

Charterers

**Atlantic Ro-Ro Carriers Inc.**

Deficiencies: Code - Category

**1730 - Oily-water separating  
equipment**

Description

**Oil filtering equipment on ships shall be of design approved by the Administration and shall be such as will ensure that any oily mixture discharged to the sea after passing through the system shall have an oil content not exceeding 15ppm. The system shall be outfitted with an alarm to indicate when the level cannot be maintained. PSCO found that the oily water separator is unable to function as approved and incapable of processing oily water to less than 15 ppm.**

Ship Name: **AUTO BANNER**

Flag: **Panama**

IMO Number: **8608066**

Date of Action: **02/14/2016**

Action Taken: **Detention**

Port: **Portland, Oregon**

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

Recognized Org: **Korean Register of Shipping**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Atinum Maritime No. Five S.A.**

**KLC SM Co. Ltd**

Deficiencies: Code - Category

**0613 - Stowage of lifeboats**

**0999 - Other (Safety In General)**

Description

**Before the ship leave port and at all times during the voyage, all life saving appliance shall be in working order and ready for immediate use. Port davit winch and starboard rescue boat davit winch inoperable.**

**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 the ship or persons onboard. Supply line to pneumatic winch on port lifeboat ruptured in two locations.**

Ship Name: **B. SKY**

Flag: **Vanuatu**

IMO Number: **9381627**

Date of Action: **02/07/2016**

Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Ship Type: **Oil Tankship**

Recognized Org: **American Bureau of Shipping**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Doorae Shipping Co., Ltd**  
**Sky Marine Holdings Co., Ltd**  
Charterers  
**SK Shipping Co, Ltd.**

Deficiencies: Code - Category  
**0610 - Lifeboats**

**1730 - Oily-water separating  
equipment**

Description

**Any ship of 400 gross tonnage and above, but less than 10,000 gross tonnage shall be fitted with compliant oil filtering equipment. The ship's OWS was not operational due to improper maintenance.**

**Oil filtering equipment on ships shall be of design approved by the Administration and shall be such as will ensure that any oily mixture discharged to the sea after passing through the system shall have an oil content not exceeding 15ppm. The system shall be outfitted with an alarm to indicate when the level cannot be maintained. During the PSCE, it was determined that there was no sample supply from the OWS discharge to the oil content meter due to an obstruction rendering the system inoperable.**

Ship Name: **DL IVY**

Flag: **Panama**

IMO Number: **9618678**

Date of Action: **02/09/2016**

Action Taken: **Detention**

Port: **Seattle, Washington**

Ship Type: **Bulk Carrier**

Recognized Org: **Korean Register of Shipping**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Eastern Media International Corp.**  
**Ivy Maritime S.A.**

Deficiencies: Code - Category  
**0635 - Launch arrangements for  
rescue boats**

Description  
**Rescue boat shall be stowed in a state of continuous  
readiness and be capable of launching within five  
minutes. Rescue could not be readily launched during  
PSC exam due to a blown fuse that was underrated in  
accordance with the manufacturers recommendation.**

Ship Name: **EL PRINCIPE ANDRES**

Ship Type: **General Dry Cargo Ship**

Flag: **Panama**

Recognized Org: **Panama Maritime Documentation Service**

IMO Number: **7045683**

Recognized Security  
Organization

Date of Action: **02/04/2016**

Action Taken: **Detention**

Recognized Org (RO) **Class Related**  
Related:

Port: **Miami, Florida**

Organization Related **Panama Maritime Documentation**  
to Detention: **Service**

Ship Management: Owners, Operators, or Managers

**Elicla Maritime Advisor & Broker Inc.**

**JRD Shipping**

Deficiencies: Code - Category

**2510 - Safety and environmental  
policy**

Description

**Objective evidence discovered during an expanded ISM exam revealed the vessel was not properly implementing the Safety Management System as it applied to their primary lifesaving equipment and loadline requirements. PSCO's discovered that the rescue boat failed to operate within the required time and the rescue boat davit was wasted and damaged. Additionally, PSCOs found wasted frames and side shell; lack of watertight integrity in areas of the accommodation spaces and lack of weather tightness for the cargo holds. Recommend a full external audit by the flag state or recognized organization to determine whether the ship is operating in accordance with the ISM code.**

**1299 - Other (Load Lines)**

**The Administration shall satisfy itself that the general structural strength of the ship is adequate for the draught corresponding to the freeboard assigned. Numerous frames are wasted and have excessive deformation on the portside, side shell framing in a way of the steering gear room. Additionally, side shell frames in way of the oiler and AB berths are wasted.**

**1299 - Other (Load Lines)**

**Opening s in the side of ships below the freeboard deck shall be so designed as to ensure the same water tightness and structural integrity as the surrounding shell plating. The port holes in the AB and oiler berths are wasted and have no means of closure and allow water to free-flow into the space.**

**1240 - Cargo and other hatchways**

**The means for maintaining weather tightness shall be to the satisfaction of the administration. The arrangements shall ensure that tightness can be maintained in any sea condition. The joint between the cargo hatch covers are open and do not provide for weather tightness when in the closed position.**

Ship Name: **GOLDENSTAR**

Flag: **Cyprus**

IMO Number: **9252046**

Date of Action: **02/05/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Seabird Shipping Limited**  
**Seastar Chartering Ltd**

Charterers  
**Lauritzen Bulkers**

Deficiencies: Code - Category  
**0696 - Record of  
inspections/maintenance**

Description  
**Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. PSCO observed the port side lifeboat incapable of being launched. The release lever was not working when activated by crew and the boat remained cradled and unable to proceed to embarkation deck.**

Ship Name: **NAHIDE M**

Flag: **Malta**

IMO Number: **9116319**

Date of Action: **02/29/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related **Nippon Kaiji Kyokai**  
to Detention:

Ship Management: Owners, Operators, or Managers

**Iskenderun Gemi Isletmeciligit Ltd Sti**

**Yellow Funnel Shipping Ltd**

Charterers

**Med Brokerage Management Corp.**

Deficiencies: Code - Category

**1730 - Oily-water separating  
equipment**

**1410 - Propulsion main engine**

**2110 - Oil/oily mixtures machinery  
spaces**

Description

**Vessel must be fitted with properly working oil filtering equipment in accordance with MARPOL. Crew could not demonstrate proper operation of the oily water separator in a reasonable amount of time.**

**In a ship which fuel oil is used, the arrangements for the storage, distribution and utilization of the fuel oil shall be such as to ensure the safety of the ship. PSCO discovered excessive fuel oil leaks on the no. 1 and no. 4 main diesel engines and the no. 1 and no. 3 ship's diesel engines.**

**A ship when in a port or an offshore terminal of another Party is subject to inspection concerning operational requirements under MARPOL Annex I, where there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures related to pollution prevention, the Party shall take such steps to ensure the ship shall not sail until the situation has been resolved. PSCO found objective evidence that the vessel's sewage and ballast systems contained oil.**

Ship Name: **PALANGA SPIRIT**

Ship Type: **Bulk Carrier**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Russian Maritime Register of Shipping**

IMO Number: **9133733**

Recognized Security  
Organization

Date of Action: **02/05/2016**

Action Taken: **Detention**

Recognized Org (RO) **Not Class**  
Related:

Port: **Savannah, Georgia**

Organization Related **Russian Maritime Register of**  
to Detention: **Shipping**

Ship Management: Owners, Operators, or Managers  
**Balthellas Chartering S.A.**  
**Palanga Spirit Navigathion Ltd**

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

Description  
**Objective evidence discovered during an expanded ISM exam revealed the vessel was not following proper shipboard operations as they applied to their primary lifesaving appliances. PSCO's confirmed the crew failed to properly inspect, report, or otherwise rectify serious deficiencies with the lifeboat launching appliance. Recommend a full external audit be conducted by the flag state or recognized organization to determine whether the ship is operating in accordance with the ISM code.**

**0610 - Lifeboats**

**Every totally enclosed lifeboat shall be provided with a rigid watertight enclosure with which completely encloses the lifeboat and shall be fitted with hatches that can be closed to make the lifeboat watertight. The forward lifeboat window hatch is broken and missing two handles preventing it from being made watertight.**

**0630 - Launch arrangements for survival craft**

**Cargo ships may carry lifeboat capable of being free-fall launched over the stern of the ship and in addition one or more life rafts complying with the requirements of regulation 39 or 40. The life raft on at least one side of the ship shall be served by launching appliances. The life savings and arrangement plan for the vessel required a life raft capable of being launched by a davit. PSCO observed the vessel to have free fall lifeboat on the stern. However the life raft that can carry the agreed capacity cannot be launched by a davit.**

Ship Name: **STADIONGRACHT**

Flag: **Netherlands**

IMO Number: **9202508**

Date of Action: **02/04/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Spliethoffs Bevrachtingskantoor BV**  
**Rederij Stadiongracht**

Deficiencies: Code - Category  
**1420 - Cleanliness of engine room**

Description  
**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. PSCO observed multiple, excessive fuel and oil leaks in the engine room that presented both fire and slip hazards. Rags were placed throughout the engine room to mitigate the leaks, but were not maintained, became oil soaked, and also presented a fire risk.**

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Ship Name: **WESTWOOD ROBSON**

Flag: **Liberia**

IMO Number: **9383235**

Date of Action: **02/04/2016**

Action Taken: **Detention**

Port: **Seattle, Washington**

Ship Type: **Containership**

Recognized Org: **DNV GL MARITIME**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Hammonia Reederie Gmbh & Co. KG**  
**Sinoceanic VI Limited**

Deficiencies: Code - Category  
**2510 - Safety and environmental policy**

Description  
**The company and ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory. Objective evidence discovered during an expanded ISM examination revealed the vessel was not following proper shipboard procedures as they applied to maintenance of primary and auxiliary machinery.**

Ship Name: **WLADYSLAW ORKAN**

Flag: **Cyprus**

IMO Number: **9271925**

Date of Action: **02/16/2016**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Lloyd's Register of Shipping**

Recognized Security  
Organization

Recognized Org (RO) **Not Class**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Chinese-Polish Joint-Stock Shipping**

**Stemblar Shipping Company Limited**

Charterers

**Liner**

Deficiencies: Code - Category

**0715 - Detection**

**2510 - Safety and environmental  
policy**

**0610 - Lifeboats**

Description

**Required fixed fire detection and alarms systems shall be of an approved type and comply with the Fire Safety Systems Code. PSCO found the fire control panels located in the pilot house and fire control room were in default and disabled. PSCO found multiple smoke detectors and manual call points were inoperable. In this condition, the fixed fire detection and alarm system would not adequately notify the crew in the event of a fire onboard the vessel.**

**A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO found that the crew was not familiar with essential shipboard procedures with regards to maintaining the ship's fixed fire detection and alarm system.**

**Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Crew was unable to start the life boat for over two hours. The lifeboat was not ready for immediate operational use in the event of an emergency.**