

Ship Name: **AZALEA ISLAND**

Flag: **Panama**

IMO Number: **9304148**

Date of Action: **06/23/2016**

Action Taken: **Detention**

Port: **Long Beach, California**

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
Shikishima Kisen K. K.
Mitsui O.S.K. Lines Ltd.

Deficiencies: Code - Category
**2430 - SOx content exceeds limit for
use within ECA**

Description
**While ships are operating in an area (ECA) the sulfur
content used on board ship shall not exceed 1%. The
PSCO discovered that the vessel has been operating
within the North America ECA from 17 June 2016 to 19
June 2016 utilizing fuel oil that does not comply with
the MARPOL Annex via ECA Sulfur limits.**

Ship Name: **EL-SHADDAI**

Flag: **Panama**

IMO Number: **8977455**

Date of Action: **06/08/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **Govt of Listed Flag**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Ronald Lubin

Deficiencies: Code - Category
0930 - Stability/strength

Description
**The administration shall satisfy itself that the general
structural strength of the ship is adequate for the
draught corresponding to the freeboard assigned.
While performing an examination of the vessel's engine
room, the PSCO observed several misaligned and
significantly deformed frames and load bearing beams
located directly above both the starboard and port main
engines. Further examination revealed that the vessel's
crew cut openings in the main deck for engine removal.
As a result of the modifications; longitudinal main deck
framing and transverse support beams have been
compromised. In addition, the affected beams have been
improperly repaired utilizing inadequate welds, and by
re-adjointing cut members with sister plating of
questionable size and strength, secured with small
fasteners. The affected longitudinal and beams appear
to be separating, further and some fasteners appear to
be loosening. The master was unable to provide any
attestation that the modifications were approved or
examined by the Flag State or recognized organization.**

Ship Name: **GAS STAR**

Flag: **Panama**

IMO Number: **9670004**

Date of Action: **06/17/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Ship Type: **LPG Gas 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
KSS Line Ltd.
K.E. Shipping S.A.

Deficiencies: Code - Category
**0510 - Ventilation Heating work.
spaces**

**2510 - Safety and environmental
policy**

Description

In cargo and compressor and pump rooms and in cargo control rooms if considered gas dangerous, the ventilation should be of the negative type. NO. 2 ventilation fan for compressor room creates positive pressure, and both fans running result in not 0 ventilation.

The company shall establish procedure to ensure that the ship is maintained in conformity with the provisions of relevant rules and regulations. Review of class survey and maintenance records indicate the above deficiency has existed since the construction. recommend external ISM audit be conducted and submitted to USCG.

Ship Name: **JAG LAVANYA**

Flag: **India**

IMO Number: **9237412**

Date of Action: **06/27/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Oil Tankship**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
The Great Eastern Shipping Co. Ltd.
Heidmar Inc.

Deficiencies: Code - Category
**0745 - Fire-dampers remote control,
etc.**

Description

Fire protection systems and fire fighting systems and appliances shall be maintained ready for use. PSCO noted that the quick closes valves #7, #16, for MGO service and HFO storage were disconnected from the pneumatic control air prevention them form closing in the even of an emergency.

Ship Name: **LIMINOUS ACE**

Flag: **Panama**

IMO Number: **9110107**

Date of Action: **06/18/2016**

Action Taken: **Detention**

Port: **Jacksonville, Florida**

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

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

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

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
MMS Co. Ltd.
T & M Maritime S.A.

Deficiencies: Code - Category
0715 - Detection

**2510 - Safety and environmental
policy**

Description

The fire detection and alarm system shall be kept in good order so as to ensure their required performance if a fire occurs. PSCO observed the fire detection panel displaying several faults and multiple smoke detector failed to detect smoke and sound the alarm when tested. No Recognized Organization Condition of Class or notifications to Class Society were made.

The Safety Management System shall be maintained in accordance with the provisions of the International Safety Management Code. PSCO observed the following ISM non conformities; as per the vessels SMS, it is the Masters, senior officers and the crew members responsibility to report all not conformities to their supervisors. The fire panel has 19 faults, the cargo ventilation indicators on the bridge are non-operational and the auxiliary boiler steam lines have multiple leaks and temporary patches through. As per the vessel SMS, all smoke detectors are to be tested every six months. There is no documentation of which smoke detectors have been tested and maintenance logs did not reflect any faults with the fire detection system. Recommend an external ISM audit.

Ship Name: **YUH FA NO. 201**

Ship Type: **Other**

Flag: **Vanuatu**

Recognized Org: **Govt of Listed Flag**

IMO Number: **8520032**

Recognized Security
Organization

Date of Action: **06/01/2016**

Action Taken: **Detention**

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

Port: **American Samoa**

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Yuh Fa Fishery (Vanuatu) Co., LTD

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 discovered multiple unapproved modifications and alterations to OWS equipment and the absence of an approved method to monitor oil content of the effluent before discharging overboard.

0220 - Certificates of competency

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 discovered objective evidence that the crew was unfamiliar with proper operation and maintenance of OWS equipment and maintenance of the oil record book.

1710 - Oil record book

Every ship, other than an oil tanker, of 400 gross tons and above shall be provided with an Oil Record Book. The oil Record Book shall be completed on a tank to tank basis or whenever machinery space operation specified in MARPOL Annex I Regulation 17.2 take . PSCO discovered on Oil Record Book on board with previous machinery space operations logged from 2012 to 2013. The Chief Engineer is unable to record Oil Record Book operation in English, French, or Spanish. An Oil Record Book is not maintained on the vessel and was not readily available for inspection.

1710 - Oil record book

Every ship 400 gross tons and above, other than an oil tanker shall be subject to an annual IOPP survey within three months before or after each anniversary date of the certificate. Such annual surveys shall be endorsed on the certificate issued under regulation 7 of MARPOL, Annex I. The International IOPP Certificate issued to the vessel is missing the third and fourth annual survey. PSCO's observations indicate that the condition of the ship and its equipment do not correspond substantially with the particulars of the Certificate and the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment.