

Ship Name: **APUANA D**

Flag: **Italy**

IMO Number: **9167863**

Date of Action: **07/08/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**

Recognized Org: **RINA Services S.p.A.**

Recognized Security  
Organization

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

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**T-Bulk SRL**

**Norbulk Enterprise Ship Management Srl**

Charterers

**ADM Intermare**

Deficiencies: Code - Category

**2550 - Maintenance of ship and  
equipment**

Description

**A ship when in a port of another contracting  
Government is subject to control where 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 observed that the quick  
closing valves for the diesel oil service tanks and the  
lube oil settling tank were improperly blocked in the  
open position with a piece of wood. This rendered both  
those quick closing valves incapable of being closed  
remotely in event of a fire.**

Ship Name: **AUTO ATLAS**

Flag: **Panama**

IMO Number: **8608054**

Date of Action: **07/21/2016**

Action Taken: **Detention**

Port: **San Diego, California**

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

**KLC SM Co. Ltd**

**Atinum Maritime No Four SA**

Charterers

**Hyundai Glovis Co., Ltd**

Deficiencies: Code - Category

**2550 - Maintenance of ship and  
equipment**

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 exam revealed the following non-conformity: Due to the number of and nature of deficiencies identified during the exam, it was determined the vessel failed to fully implement the requirement of the ISM code through their Safe Management System's procedures. Recommend an external audit.**

**1420 - Cleanliness of engine room**

**Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter, or heater from coming into contact with heated surfaces. PSCO discovered several locations within machinery spaces that had excessive accumulation of oil and oily rags, including multiple leaks on the ship's service generators and steering gear system.**

Ship Name: **B. PACIFIC**

Flag: **Marshall Islands**

IMO Number: **9697296**

Date of Action: **07/08/2016**

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**

**Chuandong 1 Marine Holding Co. Ltd**

Charterers

**SK B&T Pte Ltd**

Deficiencies: Code - Category

**1710 - Oil record book**

**1721 - Retention of oil on board**

Description

**Each collection and disposal of oil residues (sludge) shall be fully recorded without delay in the Oil Record Book Part 1, so that all entries in the book appropriate to that operation are completed. Collection and disposal of oil residues (sludge) made to E/M bottom void tank were not recorded in Oil Record Book Part 1.**

**After the survey preceding issuance of the International Oil Pollution Certificate, no change shall be made in the structure equipment, systems, fittings, arrangements or material covered by the survey without the sanction of the Administration, except direct replacement of such equipment and fittings. Ship's crew utilized E/M Bottom Void Tank to stow oil residue, which is not listed as a oil residue tank on the vessel's IOPP Form B.**

Ship Name: **BOMAR REGENT**

Flag: **Marshall Islands**

IMO Number: **9376892**

Date of Action: **07/24/2016**

Action Taken: **Detention**

Port: **Savannah, Georgia**

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

**Bomar Eight, LLC**

**V. Ships Germay CmbH & Co. KG.**

Deficiencies: Code - Category

**2525 - Masters responsibility and  
authority**

Description

**Every company should develop, implement, and maintain a safety management system to include instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with relevant international and flag state legislation. Vessel has failed to properly report multiple past due maintenance items, including maintenance items due to be performed on main engine, in accordance with "fleet operations" within the company safety management system.**

**1410 - Propulsion main engine**

**Sufficient power for going astern shall be provided to secure proper control of the ship in all normal circumstances. While the vessel was maneuvering to Garden City Terminal Berth, Savannah, GA, the vessel experienced a loss of propulsion; main engine failed to respond to astern orders. Vessel has experienced six (06) losses of propulsion while transiting in the navigable waters of the United States since July 01, 2016.**

**1020 - Fire alarm**

**Fire control panels should be located on the navigation bridge or in the continuously manned central control station, clear information should be displayed on or adjacent to each indication unit about the spaces covered in the location of the sections. While testing the smoke detection alarms in the engine room the Port State Control Officer observed that the fire alarm panel indication system did not correspond with the graph that the vessel had created to determine fire locations.**

Ship Name: **CHEMBULK YOKOHAMA**

Ship Type: **Chemical Tankship**

Flag: **Marshall Islands**

Recognized Org: **DNV GL MARITIME**

IMO Number: **9276248**

Recognized Security Organization **DNV GL MARITIME**

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

Action Taken: **Detention**

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

Port: **Houston, Texas**

Organization Related **DNV GL MARITIME**  
to Detention:

Ship Management: Owners, Operators, or Managers  
**V Ships (Asia) PTE Ltd**  
**Chembulk Yokohama LLC**

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

Description  
**The following arrangements shall be tested in accordance with the Fire Test Procedures Code: fire dampers, including relevant means of operation. Multiple fire dampers were inoperable and had post installation alterations in both machinery and accommodation spaces.**

**0720 - Fire fighting equipment**

**Fire extinguishing appliances shall be kept in good order and be available for immediate use. A hydrant in the machinery space outside the engine control room was found to be seized and leaking. Fire fighting hoses were found in machinery spaces and on deck with dry rotted O-Rings and unserviceable fittings. Fire extinguishers were not inspected within the past 3**

**0750 - Fire prevention**

**Doors required to be self closing shall not be fitted with hold-back hooks. Over ten (10) A-0 boundaries compromised with hold backs on required self closing doors.**

**0750 - Fire prevention**

**Doors fitted in boundary bulkheads of machinery spaces of category A shall be reasonably gas tight and self closing. Any other machinery space shall be adequately ventilated appropriated for the purpose of the machinery space. PSCO discovered an extension cord leading from emergency generator room out an A-0 boundary door through a passageway, and into another A-0 boundary door connected to ventilation fan to cool refrigeration units. This condition did not allow for multiple self closing doors to close and seal properly.**

**0750 - Fire prevention**

**In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Flame screens on HFO bunkering station were found to be wasted and/or missing. Additionally, the valve handle on port and starboard bunkering stations were stripped, wasted, and inoperable.**

**0630 - Launch arrangements for survival craft**

The life raft painter system shall provide a connection between the ship and the liferaft and shall be so arranged as to ensure that the life raft when released and, in the case of inflatable life raft, inflated is not dragged under by the sinking ship. Starboard life raft painter was attached to cradle and not to the weak link preventing it from being free floating.

**0610 - Lifeboats**

The rudder and tiller shall be so arranged as not to be damaged by operation of the release mechanism or the propeller. Port and starboard lifeboat rudder mounts warped approximately 2 degrees due to improper securing.

**1830 - Cargo transfer**

Cargo tanks shall be fitted with a visual and audible which indicates when the liquid level in the cargo tank approaches the normal full condition. Several high/overflow alarms were inoperable in both the cargo control room and on the deck cargo area.

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

Machinery spaces of Category A shall be adequately ventilated & adequate supply of air is maintained to the space for the safety & comfort of personnel in the operation of the machinery. Any other machinery space shall be adequately ventilated appropriate for the purpose of that machinery space. Atmospheric conditions inside steering gear room found to be of low oxygen content. Ventilation fan on fantail found to be inoperable.

**0720 - Fire fighting equipment**

Valves shall be provided in the foam main when this is an integral part of the deck system, immediately forward of any monitor position to isolate damaged sections of those mains. Foam line isolation valve seized.

Ship Name: **TROPIC SUN**

Ship Type: **Containership**

Flag: **Saint Vincent and the Grenadines**

Recognized Org: **Bureau Veritas**

IMO Number: **9039016**

Recognized Security  
Organization

Date of Action: **07/15/2016**

Action Taken: **Detention**

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

Port: **St. Thomas, USVI**

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Tropical Shipping & Construction Co. Ltd.**

**Tropical Shipping and Construction Company, Ltd.**

Deficiencies: Code - Category

**0750 - Fire prevention**

Description

**Every oil fuel pipe, which if damaged would allow oil to escape from a storage, settling or daily service tank situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being close from a safe position outside of the space concerned. PSCO observed the quick closing fuel shut off valve on the starboard MGO day tank and HFO day tank to a main engine /boiler supply wired in the open position. The valve is not capable of being remotely closed from outside the space.**