Ship Name: AMBER L
Ship Type: Bulk Carrier
Flag: Panama
IMO Number: 9200354
Recognized Org: Bureau Veritas
Recognized Security Organization
Date of Action: 02/23/2017
Action Taken: Detention
Port: Portland, Oregon
Unit: Sector Columbia River
Recognized Org (RO) Not Class Related:
Organization Related to Detention:
Ship Management: Owners, Operators, or Managers
Karlog Shipping Co. Ltd.
Avenio Maritime SA
Charterers
Brobulk Ltd
Deficiencies: Code - Category Description
1499 - Other (Prop. & Aux. Machinery)
In the event of a failure of electrical power supply to the control system, an audible and visual alarm shall be given on the navigation bridge. When testing #1 and #2 steering systems the loss of power audio/visual alarms did not activate on the navigation bridge.

Ship Name: ATLANTIC RUBY
Ship Type: Bulk Carrier
Flag: Panama
IMO Number: 9628245
Recognized Org: Nippon Kaiji Kyokai
Recognized Security Organization
Date of Action: 02/23/2017
Action Taken: Detention
Port: Portland, Oregon
Unit: Sector Columbia River
Recognized Org (RO) Class Related Related:
Organization Related to Detention: Nippon Kaiji Kyokai
Ship Management: Owners, Operators, or Managers
Shunzan Kaiun Co., Ltd
Primavera Montana S.A.
Charterers
NS United Kaiun Kaisha Ltd
Deficiencies: Code - Category Description
0725 - Fixed fire extinguishing installation
The fixed fire-fighting system shall be maintained ready for use. The fixed CO2 fire-fighting system was disconnected between the time delay and CO2 bottles rendering a significant portion of the system inoperable for the cargo holds and engine room.

0725 - Fixed fire extinguishing installation
The fixed fire-fighting system shall be properly tested and inspected. The fixed CO2 fire-fighting system was disconnected at the shipyard prior to transiting to the U.S., remained disconnected throughout the system inspection by the vessel crew on 22 Jan 2017 after the system certification by the servicing technician and during surveys by the classification society.
Ship Name: LESSOW SWAN
Flag: Denmark
IMO Number: 9386378

Date of Action: 02/10/2017
Action Taken: Detention

Port: Houston, Texas
Unit: Sector Houston-Galveston

Deficiencies:

1850 - Fire protection cargo deck area

Description:
Sufficient foam concentrate shall be supplied to ensure 30 minutes of foam generation in tankers not fitted with an inert installation or not required to use an inert gas system. Foam concentrate level is currently around 1900 liters and would provide approximately 20 minutes of firefighting foam to the cargo deck. Furthermore the foam tank inspection cover is broken and allows for the evaporation and dissipation of the liquid content of the tank.
**Ship Name:** MAJESTY OF THE SEAS  
**Ship Type:** Passenger Ship  
**Flag:** Bahamas  
**IMO Number:** 8819512  
**Recognized Org:** DNV GL  MARITIME  
**Recognized Security Organization:**

**Date of Action:** 02/13/2017  
**Action Taken:** Detention  
**Port:** Port Canaveral, Florida  
**Unit:** MSD PORT CANAVERAL  
**Recognized Org (RO) Class Related:** DNV GL  MARITIME  
**Related:** Organization Related

**Ship Management:** Owners, Operators, or Managers  
Royal Caribbean Cruises Ltd.  
Majesty of the Seas Inc

### Deficiencies:

<table>
<thead>
<tr>
<th>Code</th>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0799</td>
<td>Other (Fire Fighting Equipment)</td>
<td>The construction of all doors and door frames in &quot;A&quot; class divisions, with the means of securing them when closed, shall provide resistance to fire as well as to the passage of smoke and flame, as far as practicable, equivalent to that of the bulkheads in which the doors are situated. Such doors and door frames shall be constructed of steel or other equivalent material. The following fire doors had compromised fire protection integrity to include holes, wastage, patches, and improper modification or repairs: 4.21, 4.22, 4.25, 4.28, 4.38, 4.39, 4.40A, 4.44, 4.51, 4.56, 4.57, 4.65.</td>
</tr>
<tr>
<td>0799</td>
<td>Other (Fire Fighting Equipment)</td>
<td>Special attention shall be given to the fire integrity of window facing open or enclosed lifeboat and life raft embarkation areas in so that failure during a fire would not impede embarkation into lifeboats and life rafts. Ten (10) windows are found to be cracked and/or shattered.</td>
</tr>
<tr>
<td>0699</td>
<td>Other (Life Saving Appliances)</td>
<td>Before the ship leaves port, and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. Numerous lifeboats were found to have fuel in the bilge from unknown source.</td>
</tr>
<tr>
<td>0610</td>
<td>Lifeboats</td>
<td>The normal equipment of every lifeboat shall consist of a manual pump. Manual pumps in numerous life boats found to be inoperable due to deterioration of bilge pump hoses.</td>
</tr>
<tr>
<td>0660</td>
<td>Lifejackets</td>
<td>All lifesaving appliances prescribed in this part shall be not affected by fungal attack. A great number of lifejackets (adult and child sizes) were found in severe condition, with deteriorated retro reflective tape, and severe fungal attack.</td>
</tr>
</tbody>
</table>
Ship Name: Rook  
Ship Type: Bulk Carrier  
Flag: Cyprus  
Recognized Org: Lloyd's Register of Shipping  
IMO Number: 9404455  
Recognized Security Organization  
Date of Action: 02/08/2017  
Action Taken: Detention  
Port: Portland, Oregon  
Unit: Sector Columbia River  
Recognized Org (RO) Not Class Related:  
Ship Management: Owners, Operators, or Managers  
Access Shipping Ltd.  
Asproyi Shipping Co Ltd  
Charterers Oldendorff Carriers GMBH & CO. KG  
Deficiencies:  
0615 - Rescue boats  
Description: Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes. Rescue boat was not stowed in a state of continuous readiness; ship's crew could not start the rescue boat engine.  
0615 - Rescue boats  
Description: Cargo ships shall carry at least one rescue boat complying with the requirements of section 5.1 of the Code. All items of rescue boats equipment shall be secured within the rescue boat. The rescue boat's equipment, including thermal protective aids, fire extinguisher and rescue quoits, were not stored within the rescue boat. The equipment was located in a locker near the exhaust stack on B deck, one deck above and on the opposite side of the vessel from the rescue boat.
Ship Name: RYUJIN  
Ship Type: Ro-Ro-Cargo Ship

Flag: Panama  
Recognized Org: Nippon Kaiji Kyokai

IMO Number: 9055486  
Recognized Security Organization

Date of Action: 02/01/2017  
Recognized Org (RO) Not Class Related:

Action Taken: Detention  
Organization Related to Detention:

Port: San Francisco, California  
Sector San Francisco

Deficiencies: Code - Category  
2020 - Fire drills

Description
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 to 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. The crew was unable to demonstrate proficiency in performing a satisfactory fire drill after two separate attempts. On both the first and second fire drills, crew members were not outfitted in protective gear entered spaces affected by simulated smoke/heat, boundary cooling did not take place, and crew displayed an inability to properly don firefighting equipment.
Ship Name: STELLA KOSAN
Ship Type: LPG Gas Carrier
Flag: Singapore
IMO Number: 9373591
Recognized Org: Bureau Veritas
Recognized Security Organization
Date of Action: 02/04/2017
Action Taken: Detention
Recognized Org (RO) Not Class Related:
Port: Houston, Texas
Unit: Sector Houston-Galveston
Organization Related to Detention:

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<td>1138</td>
<td>Liquefied gases in bulk</td>
<td>The condition the ship and its equipment should be maintained to conform with the provision of the code to ensure the ship will remain fit to proceed to sea without danger to the ship or person on board. During port state exams the port state control officer discovered a cargo leak on the deck tank in way of the pressure sensor. Deck tank is 90% full of propylene.</td>
</tr>
<tr>
<td>1850</td>
<td>Fire protection cargo deck area</td>
<td>On ships carrying flammable or toxic products or both, a water-spray system for cooling fire prevention and crew protection should be installed. Port state control offices observed roughly 20% of the deck water spray nozzles had little to no water flow when tested. The airlock and motor room bulkhead did not have adequate coverage. The vapor manifold on the port side, above and behind the number 1 cargo tank, did not have adequate coverage. Multiple nozzles on the branch are clogged.</td>
</tr>
<tr>
<td>1099</td>
<td>Other (alarm - signals)</td>
<td>An audible and visual alarm system to give a warning on both sides of the airlock should be provided to indicate if more that one door is moved from the close position. Neither an audible or visual alarm activated when the airlock doors were opened. The airlock did not alarm inside or outside of the space.</td>
</tr>
</tbody>
</table>
The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations. In meeting these requirements, the company should ensure that any non-conformity is reported. During the port state control exam, port state control officers discovered objective evidence that the vessel has failed to fully implement the safety management system. According to the Lauritsen Fleet Management system, Document# 23.05.05, requires routine inspection of cargo plants and cargo pipes. Port state control officers observed a cargo leak during the port state control exam. The last record of inspection for leaks was on 28JAN17. According to the preventive maintenance job #5873, the vessel’s crew is required to test and inspect the deck water spray system every 30 days. The crew documented that the deck water spray system was tested and inspected satisfactory on 30JAN17 and 06JAN17. Port state control officers observed roughly 20% of the deck water spray nozzles inoperable. According to the preventive maintenance job #6067, the airlock alarm should be tested every month. Port state control officers observed that the airlock did not alarm on either side when both doors were opened. The crew documented that the last inspection was conducted 27JAN17 and 22DEC16. According to the Preventative Maintenance Job #893-001-02-01, all deck lights should be inspected every month. Port state control officer observed four (4) deck lights which did not appear to be gas safe. The crew documented the last inspection was carried out on 12JAN17 and 12DEC17. Based on the deficiencies identified an external audit of the vessel’s safety management system is recommended.
Ship Name: WISE YOUNG
Flag: Marshall Islands
IMO Number: 9512898
Date of Action: 02/09/2017
Action Taken: Detention
Port: Mobile, Alabama
Unit: Sector Mobile

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
Joon Ang Shipping Co., Ltd
Korea Tonnage No. 11 Shipping Company

Deficiencies:

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<tr>
<td>1710</td>
<td>Oil record book</td>
<td>The Oil Record Book Part I shall be completed on each occasion, whenever any bunkering of fuel or bulk lubricating oil takes place in the ship. PSCO observed missing log entries in the oil record book part I regarding bunkering operation of fuel oil.</td>
</tr>
<tr>
<td>1710</td>
<td>Oil record book</td>
<td>Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part I, so that all entries in the book appropriate to that operation are completed. PSCO observed three log entries in the Oil Record Book Part I that exceeded the maximum throughput capacity of the OWS listed on the IOPP certificate.</td>
</tr>
</tbody>
</table>