

**List of Detained Vessels in 2017**

<i>Ship</i>	<i>PSC State</i>	<i>PSC Port</i>	<i>Detention Date</i>	<i>Ship Age</i>	<i>Detainable Deficiencies</i>
Ship No. 1	Australia	Brisbane	4-Jan-2017	9	1. The vessels two air conditioning plants are inoperative and crew cabin inlet temperature is at 35.6 degrees.
Ship No. 2	Australia	Abbot Point	6-Jan-2017	15	1. Engine room sewage overboard valve holed. 2. Objective evidence of failure of the SMS with regards to maintenance and ship board operation.
Ship No. 3	Germany	Hamburg	19-Jan-2017	12	1. MF/HF radio installation out of order.
Ship No. 4	Australia	Port Alma	31-Jan-2017	12	1. Deficiencies 1-5 are objective evidence that master failed to ensure safe and secure workplace that complies with safety standard as in Article IV of MLC 2006 regulation..
Ship No. 5	South African	Ngqura	1-Feb-2017	19	1. Port side lifeboat unable to launch.
Ship No. 6	Australia	Damper	13-Feb-2017	6	1. Oily water separator defective.
Ship No. 7	Russia	Saint Petersburg	22-Feb-2017	10	1. Civil Liability for bunker oil pollution is invalid 2. Signalling lamp inoperative 3. Steam pipes are broken 4. ISM serious failure
Ship No. 8	Canada	Vancouver	23-Feb-2017	29	1. Non-comformity with SOLAS CH 11-1 Part A1, Structure of ships Reg. 3.1, Structural mechanical and electrical requirements of ships
Ship No. 9	Vietnam	Quangninh	2-Mar-2017	7	1. Deck officers are not familiar with operation test of auto pilot alarm; 2. L.O. purification tank of diesel generator have been used cylindrical gauge glasses and not fitted with self-closing valve
Ship No. 10	Germany	Hamburg	9-Mar-2017	15	1. Fuel analysis from waterways police Hamburg results in more than 0.46% sulphur content, for the fuel oil in use on board. Requirement for SECA North Sea / Baltic max 0.1% sulphur. 2. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is objective evidence of a serious failure or lack of effectiveness, of implementation of the ISM Code.
Ship No. 11	Australia	Portland	15-Mar-2017	6	1.SMS, as implemented, does not ensure; compliance with procedures for critical shipboard operations as evidenced by deficiencies Nos. 2, 3, 11 & 12; vessel is prepared for an emergency as evidenced by deficiencies Nos. 5 & 6; the maintenance of the ship and equipment to regulations as evidenced by deficiencies Nos. 7 & 8.
Ship No. 12	Netherlands	Rotterdam	3-Apr-2017	3	1. The sample from main engine is 0.17% sulphur and the sample from the auxillary engine is 0.18% sulphur. The maximum allowable sulphur content is 0.10% this means that the ship is not in compliance with the regulations.
Ship No. 13	Indonesia	Tanjung Priok	10-Apr-2017	11	1. Hatch Clip for cargo hold No.1 and No.2, several hatch clip heavy corrosive and damaged; 2. Incenerator defective; 3. Engine room exh. Fan damper unable to closed/stuck; 4. Fire door between E/R and steering gear A60 defective/holed
Ship No. 14	Netherlands	Vlissingen	13-Apr-2017	2	1. Analyses of the fuel oil used on board indicates a sulphur content above 0.10%, not in accordance with Marpol Annex Vi.
Ship No. 15	Australia	Geelong	21-Apr-2017	20	1. Port lifeboat exhaust pipe wasted and broken and exhaust gas leaking inside the lifeboat.
Ship No. 16	Iran	Asaluyeh	6-May-2017	9	1. VDR failure [inoperative].
Ship No. 17	Australia	Newcastle	17-May-2017	15	1. Starboard lifeboat propeller inoperative. Lifeboat engine unable to turn propeller in either direction; 2. Cargo tank dome sealing arrangements defective. Evidence of cargo leakage at many places; 3. The above deficiencies are objective evidence that ship's SMS has not ensured effective maintenance of ship and its equipment.
Ship No. 18	Ukraine	Illichivsk	17-May-2017	17	1. Some ventilation on deck - corroded, need to change protecting nets; ventilation on bridge - located, need maintenance; 2. Fire and G. S. Pump N 1 - leakage; 3. Cleanliness of engine room - not satisfactory - fire hazard.
Ship No. 19	Iran	Bik	21-May-2017	3	1. Officers unable to demonstrate operation GMDSS with DC power; 2. Life boat drill & inclose space drill not carried out as per regulation.
Ship No. 20	Ukraine	Yuzhnyy	23-May-2017	18	1. Pipe on deck - Corroded, holed, steam leakage.

Ship No. 21	Belgium	Antwerpen	24-May-2017	9	<p>1. Records of daily hours of work and rest are not in accordance with the activities recorded in the deck log book; e.g. manoeuvring in port and mooring operations on 1st April 2017 are carried out by 3/O and 1 A/B only. No records for drills.</p> <p>2. Overtime is not recorded individually and no records are handed to the seafarer. Additional overtime for ratings cannot be calculated due to missing overtime records. The bonus for 'Warlike Operations Area' is not found on the monthly account of March and April (port of Aden ATA 21st March 2017, ATD 4th April 2017). Holidays are not recorded;</p> <p>3. Part of the wage of March is not paid (Warlike operations area). Seafarers are not paid in monthly intervals, wage of April is not yet paid.</p> <p>4. Provision stores are nearly empty, insufficient food available for the port stay in Antwerp.</p>
Ship No. 22	USA	New Orleans	1-Jun-2017	6	<p>1. Rescue boat and free fall launching lifeboat had not been launched and manoevered in the water as required.</p> <p>2. The master failed to implement the established schedules for drills and exercises impacting the ability of the crew to remain effective in an emergency situation.</p>
Ship No. 23	USA	Brunswick	2-Jun-2017	11	<p>1. The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. PSCC observed insufficient cleanliness of the engine room, excess amount of oily water mixtures in bilges, underneath auxiliary engine and numerous buckets found with oily water. Bilge high level alarms could not be tested since it was already over the high level limit and visual alarm indicated in engine room alarm panel.</p> <p>2. A second source of energy shall be provided for an additional three starts within 30 min unless manual starting can demonstrated to be effective. PSCO observed that the crew could not demonstrate the proper operation of the secondary means of starting the emergency generator.</p>
Ship No. 24	Australia	Brisbane	9-Jun-2017	10	<p>1. The SMS, as implemented, does not ensure that the vessel is supplied with appropriate official nautical chart for the completed and intended voyage, as evidenced by deficiency number 1 and 2.</p>
Ship No. 25	Australia	Port Hedland	14-Jun-2017	13	<p>1. Several booby hatches ( No.1 Aft, No.6 Fwd/ Aft, No.7 Fwd/Aft, No.8 Fwd/Aft, No.Fwd/Aft) on deck not closing watertight. No. 1 and No. 2 Stbd side FO tank hatch lid on main deck defective and not closing watertight.</p> <p>2. The safety management system, as implemented on-board failed to ensure effective implementation of element 7 and 10 of ISM code as evidenced by deficiencies 1 to 20.</p>
Ship No. 26	USA	New Orleans	14-Jun-2017	11	<p>1. 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 respects will remain fit to proceed to sea without danger to the ship or persons on board. Engine room bilges contain an excessive amount of oily water throughout, presenting a serious fire risk and possible stability concerns.</p> <p>2. In a ship in which fuel oil and lube oil are used, the arrangement for storage, distribution and utilization of the fuel oil and lube oil shall be such to ensure the safety of the ship and persons on board. Main engine and both auxiliary engines are leaking fuel oil and lube oil in numerous areas presenting a serious fire risk, along with contaminating numerous sections of the protective lagging.</p> <p>3. A main source of electrical power of sufficient capacity to supply all those services in regulation 40.1.1 shall be provided. This main source of electrical power shall consist of at least two generating sets. No. 2 generator is inoperable due to lube oil systems malfunction and number 1 generator is experiencing similar issues, yet is continuing to provide electrical power.</p>
Ship No. 27	Iran	Bik	21-Jul-2017	13	<p>1. Emcy fire pump unable to pressurize fire main;</p> <p>2. Fire pump (G.S.) discharge line holed (cannot pressurize);</p> <p>3. Most location in engine room oily and dirty (fire hazard);</p> <p>4. C/E, 2/E and 4/E not holding flag State endorsement; and</p> <p>5. STBD radar (X-band) not operational.</p>
Ship No. 28	Netherlands	Amsterdam	31-Jul-2017	6	<p>1. Pressure in stored power bottle only being 90 MPa. During the drill the rescue boat could not be swung out because after a short while the accumulator was empty. It is also noted that there was a significant leakage in the hydraulic system.</p> <p>2. The fore peak PS air vent disc shaft being broken. The gasket of no3 WBT S missing, in other air vents severe parts of corrosion which might block the proper functioning of the free floating discs.</p> <p>3. Crewmembers were not familiar with the operation of the rescue boat crane (stored power), quick release of the cradle lashings.</p> <p>4. During the small fire drill of donning the PPE several issues were noted: not properly donning of BA set (hip band, shoulder straps not tightened). Air pressure was not checked by on scene commander, safety hip band for axe and life line not properly secured. Air pressure meter not visible, bottle low on air (bottle of 30MPa filled 19MPa only). During changing of the bottle the bottle strap was wrong tightened to the frame.</p> <p>5. Safety management audit by the Administration is required before departure of the ship.</p> <p>6. During the enclosed space drill it was noted that the crew members needed a previous filled in check list for the new enclosed space drill. Following items were not met: .1 checking and use of personal protective equipment required for entry (crew went inside with leaking BA set and wrongly donned BA set (as mentioned earlier on during fire drill) Also one crewmember went inside with stretcher and was wearing EEBD instead of BA. .2 checking and use of communication equipment and procedures (see comment above) .3 checking and use of instruments for measuring the atmosphere in enclosed spaces (key officer was not using extension tube only after suggestion PSCO). .4 checking and use of rescue equipment and procedures; and .5 instructions in first aid and resuscitation techniques." (crew was using the EEBD for the victim instead of medical oxygen). In addition during the inspection at the fore castle the personal meters of both PSCOs alarmed on CO. Master went inside after without meter and was warned by PSCOs because meters still alarmed. Cause high level CO to be investigated.</p>

Ship No. 29	Germany	Hamburg	10-Aug-2017	2	<ol style="list-style-type: none"> <li>1. Oily water separator not working. Pipes take off more than two weeks ago and not repaired due to missing spare parts.</li> <li>2. Several outside doors not tight closing. Entrance to passage ways not tight closing. Watertight door inside passage way not tight closing.</li> <li>3. Deficiencies marked ISM are objective evidences of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</li> <li>4. Low insulation on 440V when some galley equipment is in use.</li> <li>5. Several fire doors in accommodation not properly closing.</li> <li>6. Found damaged hydraulic pipe in engine room leaking, therefore bigger hydraulic oil spill in engine room.</li> <li>7. Stb side passage way hydraulic spill due to small leakage on hydraulic pipes.</li> <li>8. Several self-closing valves on fuel sounding pipes in engine room found locked or disabled.</li> <li>9. Vessel is not receiving regular fresh provision. In vegetable room found several rotten vegetables and not enough fresh provision for way back.</li> <li>10. Several emergency lights and deck lights not working. Missing bulbs ordered but not delivered in time.</li> <li>11. Cargo Hold Smoke Detection system not working.</li> <li>12. Both magnetic compass lights not working, magnetic compass not readable.</li> <li>13. Indicators for main engine RPM on bridge disabled, in engine room not working.</li> <li>14. Several navigational lights not working (e.g. PS, anchor).</li> <li>15. Valve for Ballast Wing Tank 4 PS not closable.</li> </ol>
Ship No. 30	Japan	Nagoya	12-Sep-2017	11	<ol style="list-style-type: none"> <li>1. Crew is not familiar with essential shipboard procedures relating to the safety of the ship. The crew were unable to perform a satisfactory Rescue Boat drill. Crew failed an attempt to perform the Rescue Boat drill as evident by unfamiliarity with procedures of release and recovery for Rescue Boat.</li> <li>2. Captain and crew member were not aware of their tasks, duties or responsibilities as evident by deficiency in item 1.</li> </ol>
Ship No. 31	Egypt	Alexandria & Damietta	4-Oct-2017	12	<ol style="list-style-type: none"> <li>1. VDR isn't working; and</li> <li>2. CSR isn't onboard.</li> </ol>
Ship No. 32	Australia	Brisbane	13-Oct-2017	23	<ol style="list-style-type: none"> <li>1. Emergency generator defective. Unable to connect to EMSB after simulated blackout.</li> </ol>
Ship No. 33	Australia	Port Hedland	17-Oct-2017	8	<ol style="list-style-type: none"> <li>1. Emergency generator not able to automatically connect to emergency switchboard in event of blackout.</li> </ol>
Ship No. 34	China	Qingdao	25-Oct-2017	10	<ol style="list-style-type: none"> <li>1. Air vent head of No.3 DBWBT S &amp; No.5 WWBT S cannot keep weathertight due to corrode and waste seriously;</li> <li>2. Thehydraulic accumulator of rescue boat davit unable to be pressurized for emergency launching;</li> <li>3. The SMS as implemented on board failed to ensure effective ship maintenance and emergency preparedness as evidenced by above mentioned.</li> </ol>
Ship No. 35	Canada	Prince Reupert	31-Oct-2017	7	<ol style="list-style-type: none"> <li>1. Rescue boat engine operation unreliable, stalled during drill &amp; testing in water.</li> </ol>
Ship No. 36	Australia	Brisbane	14-Nov-2017	21	<ol style="list-style-type: none"> <li>1. Sewage treatment plant is defective</li> </ol>
Ship No. 37	Indonesia	Tanjung Priok	20-Nov-2017	23	<ol style="list-style-type: none"> <li>1. Untreated sewage discharge over board in port area;</li> <li>2. Sewage treatment plant defective;</li> <li>3. Lifeboat drill maneuver in the water not conducted; and</li> <li>4. Several hatch clip for hatch cover No.2 are broken and heavy corroded;</li> <li>5. Fire door entrance to E/R defective; and</li> <li>6. Ship's ISM Code Failure By: -Safety and environment policy (15101); -Mater responsibility &amp; authority (15104); -Resources &amp; personnel (15105); -Shipboard operation (15106).</li> </ol>
Ship No. 38	Korea Republic	Gwangyang	24.11.2017	8	<ol style="list-style-type: none"> <li>1. Failed rescue boat davit operation;</li> <li>2. Ship's crew failed simulated launching drill of free-fall type lifeboat;</li> <li>3. Emergency lights (3pcs) for lifeboat launching station on poop deck not working;</li> <li>4. Locla fire fighting system of watermist not working by auto mode;</li> <li>5. Smoke detector in boiler room covered by plastic bag;</li> <li>6. Manual operating boxes (4pcs) in CO2 room (Limit switch for alarm not working);</li> <li>7. Jacketed high pressure F.O. pipe of No.1 generator (leakage alarm not working);</li> <li>8. Emergency generator not automatically connect to ESBBD with 45 second during test.</li> </ol>
Ship No. 39	Indonesia	Tanjung Priok	04.12.2017	11	<ol style="list-style-type: none"> <li>1. Fire door entrance to engine room (A60) is defective;</li> <li>2. Fire door A60 from E/R to steering gear is damage/broken;</li> <li>3. Sewage treatment plant malfunction; and</li> <li>4. Air vent damper unable to close.</li> </ol>

Ship No. 40	Netherlands	Amsterdam	11.12.2017	9	<p>1. The correct (remote) operation of bilge system could not be demonstrated;</p> <p>2. Inside the pipe tunnel, emergency fire pump area, CO2 room and fore-castle there is excessive amount of water on the floor;</p> <p>3. Many engine room alarms are blocked or activated or are out of order;</p> <p>4. Some (ballast) vent heads on deck substandard. i.e. Ballast tank heads covers are deformed. Drinking water head PS aft mooring heavily corroded;</p> <p>5. Winches can only run on low speed. The control cabinet is in open position and external cables are installed. Also some wires are disconnected; Railing hawse pipe on PS missing and both protection plates hawse pipe missing;</p> <p>6. Local base water mist system not fully operational;</p> <p>7. Fire detection system indicating a fault alarm;</p> <p>8. Many manhole covers on deck, indicated with VCTK are having missing or loose bolts;</p> <p>9. Entrance cover pipe tunnel ER not up to standard;</p> <p>10. Sigh classes fuel oil system outside purifier room showing clear signs of leakages. Also the isolation material is soaked / covered with fuel oil;</p> <p>11. Firemen's outfit SB side near hold 3 aft covered with rubber due to oil leakage; and</p> <p>12. Deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness, of implementation of the ISM code.</p>
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