

### List of Detained Vessels 2018

<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	Fremantle	2-Jan-2018	9	1. No. 3 (port side) engine room fire damper remote means of closing defective.
Ship No. 2	China	Qingdao	2-Jan-2018	12	1. Sewage treatment plant defective (Air pump out of order); 2. Cables Penetration on deck between corridor and wheel house not sealed to same fire integrity of deck; 3. Fire dampers of stbd side ventilator for E/R and No.2 cargo hold seized in open position; and 4. Remote audible alarm for C/O cabin not available.
Ship No. 3	Australia	Port Hedland	9-Jan-2018	12	1. Port side lifeboat engine not able to be started by primary or secondary means (Battery No.1 and 2). Starboard lifeboat engine not able to be started by primary means (Battery No.1).
Ship No. 4	USA	Lewes, DE	21-Jan-2018	6	1. During testing of the ship's rescue boat, the crew attempt to start the outboard engine and the engine discharge large amounts of white smoke before seizing and turning off. The engine was not circulating cooling water from the raw water reservoir. 2. Fuel oil leaking from the vessel's three onboard service generators and the main engine. On the generators, fuel oil was leaking in the vicinity of the fuel injectors, on the main engine, fuel-soaked rags were found secured around the high-pressure fuel injector casings for cylinders 1,3 & 5. 3. 35 of the 40 suits onboard were found to be in a severely defective condition. The glued watertight seams between the front zipper of the suits and both the outer protective shell and the inner thermal insulation layer were found delaminated and separated. 4. The ship's crew did not render a safe and effective fire-fighting response during the fire drill, including the continued entry of the simulated fire scene by unprotected crewmembers, the firefighting team didnot engage the simulated fire with any means of extinguishing the fire, inability to provide a coordinated response to a fire scenario in safe and effective manner.
Ship No. 5	Japan	Kobe	22-Jan-2018	14	1. Discharge pipe of fixed CO2 extinguish system (and sample extraction smoke detection system) for No.1-No.3 cargo hold, unable to use due to fracture and corrosion hole.
Ship No. 6	Poland	Gdynia	5-Feb-2018	2	1. BA SD No. 19 and 56 for intended voyages missing 2. BA SD for intended voyages not up to update 3. Backup arrangements (charts for intended voyage) for ECDIS not available
Ship No. 7	Indonesia	Tanjung Priok	22-Feb-2018	10	1. Engine room entrance fire door A60 defective 2. Sewage treatment plant malfunction
Ship No. 8	India	Mumbai	23-Feb-2018	11	1. E/R bilges and purifier room is full of oil mixtures (lack of famlilarity) 2. Sewage treatment plant inoperative (not as required)
Ship No. 9	USA	Baltimore	27-Feb-2018	2	1. Oil residue around the valve on the form tank, and the level indicator was missing. 2. Cargo pump room CO2 system was not ready for immediate use as designed. 3. Fire detection missing from the paint locker (A smoke detector was moved from the paint locker to the pump room prior to inspection).
Ship No. 10	Australia	Geraldton	6-Mar-2018	8	1. Evidence of falsification of Oil record Book entries for overboard discharge(of oil mixtures from engine room space) on 08/02/18 as declared by Ch. Engineer. 2. Suspected MARPOL discharge violation as evidenced by engine room bilge contents being discharged into the sea by use of sewage discharging line on about 07/02.18.
Ship No. 11	Australia	Port Hedland	12-Mar-2018	7	1. Rescue boat engine defective
Ship No. 12	India	Mumbai	13-Mar-2018	7	1. Vessel arrived Cochin port with fully submerged load line mark 2. Alarm monitoring system in the ECR is defective for more than six months. No audio-visual alarm available to alert the watchkeeper in Emgy situation (inoperative) 3. Temporary repairs seen on both lifeboats at the top area above the operator seat 4. Unauthorized transfer of Engine room bilges to the Diesel Oil tank No. 2 undertaken regularly and the same is entered in the Oil Record Book
Ship No. 13	France	Nantes, Saint Nazaire	19-Mar-2018	14	1. Vessel arrived from Casablanca with no nautical publications at all for the area. NP 22 and 67 and many other not board. 2. 15 ppm alarm found inoperative (RTC "Real time clock" check: failed). The user manual informs that in this case, the battery of the clock must be replaced
Ship No. 14	Indonesia	Tanjung Priok	21-Mar-2018	10	1. MF/HF DSC source power defective; 2. Sewage treatment plant out of order; 3. Untreated sewage discharge in port area: 4. Incenerator used for incenerated garbage (Ann.V) defective.
Ship No. 15	Australia	Bell Bay, TAS	27-Mar-2018	5	1. Sewage treatment plant defective.
Ship No. 16	Australia	Adelaide	28-Mar-2018	12	1. Cargo hold booby hatches cover for all cargo holds and forward stores ventilators covers at forecandle not weathertight- dogs and securing arrangements seized; 2. All of the above deficiencies( 1-26) are objective evidence that the safety management system as implemented on board fails to adequately satisfy the requirements of elements of the ISM code 6,7,8, and 10.

Ship No. 17	USA	Houston	17-Apr-2018	2	<p>1. The electrical power cable going into the alarm outside the airlock (filled with silicone) is missing the proper approved fitting.</p> <p>2. Salt and standing water in almost every light fixture on deck. These lights include all tank domes and all lights around the compressor room. Silicone had been added to all light fixtures on deck. Standing water/ salt provides objective evidence that the integrity of the enclosure has been compromised.</p> <p>3. Vessel could not demonstrate satisfactory operation of the fixed gas detection sample system for the cargo hold spaces. The crew used a span gas containing 50% LEL Butane, but could not produce a reading on the fixed sample system for the hold spaces. The LEL reading on the fixed gas detection system for the hold spaced never went above 0% LEL.</p> <p>4. The vessel has failed to fully implement the safety management system. PSCOs reviewed the ship/ shore safety checklist dated 16 APR 2018 and monthly report of fixed gas analyser maintenance and calibration record. Both documents state that the fixed gas detection system had been tested satisfactory on 16 APR 2018 &amp; 13 APR 2018 respectively. The crew could not prove proper operation of the system during PSC exam. PSCOs reviewed the critical equipment checklist/ record for LPG/ Ethylene carriers. The crew stated that the last monthly check of the deck lighting was 29 MAR 2018 without issue. PSCOs found salt and/ or water in almost every deck light.</p>
Ship No. 18	Indonesia	Tanjung Priok	19-Apr-2018	26	<p>1. Air vent fire damper for E/R is unable to close;</p> <p>2. Emergency escape door at lower 2nd deck E/R are unable to close;</p> <p>3. Hatch cover no.1 is untight.</p>
Ship No. 19	Netherlands	Rotterdam	25-Apr-2018	3	<p>1. The sample from fuel oil of the main engine is 0.41% sulphur and the sample from the auxillary engine is 0.39% sulphur.</p>
Ship No. 20	Australia	Port Hedland	3-May-2018	9	<p>1. Emergency generator unable to start and connect to emergency switch board automatically.</p>
Ship No. 21	Indonesia	Teluk Bayur	4-May-2018	9	<p>1. Ventilation damper to engine room P/S unable to close;</p> <p>2. Sewage treatment plant defective.</p>
Ship No. 22	Turkey	Rota Port	22-May-2018	12	<p>1. Some fire hydrants bad condition;</p> <p>2. Three fire hoses checked from E/R, two of them are found holed and very bad condition.</p>
Ship No. 23	Australia	Townsville	5-Jun-2018	10	<p>1. CO2 Fixed fire extinguishing system defective.</p>
Ship No. 24	Australia	Port Hedland	5-Jun-2018	12	<p>1. Engine room ventilation fan No.3 fire damper defective.</p>
Ship No. 25	Australia	Fremantle	12-Jun-2018	14	<p>1. Oil water separator defective.</p>
Ship No. 26	France	Le Havre	14-Jun-2018	7	<p>1. One of the two blowers in pump room inoperative.</p>
Ship No. 27	Australia	Port Hedland	16-Jun-2018	8	<p>1. Emergency fire pump unable to pressurise fire mains;</p> <p>2. Sewage treatment plant defective.</p>
Ship No. 28	Nigeria	Lagos	18-Jun-2018	10	<p>1. Air condition faulty- ACC not conductive;</p> <p>2. Oil and oily mixtures from machinery spaces.</p>
Ship No. 29	Australia	Adelaide	20-Jun-2018	12	<p>1. Deficiencies( 1-16) are the objective evidence that the safety management system as implemented on board fails to adequately satisfy the requirements of elements of the ISM code 7,8, and 10</p>
Ship No. 30	Australia	Gladstone	7-Jul-2018	7	<p>1. Several seafarers have not been paid at monthly intervals in full for their work, in accordance with their SEAs and collective bargaining agreement.</p>
Ship No. 31	Australia	Port Hedland	13-Jul-2018	7	<p>1. Freefall life boat engine inoperative</p>
Ship No. 32	New Zealand	Nelson	23-Jul-2018	4	<p>1. The ship unable to provide the objective evidences of the allotments have been made to the ship carpenter's nominated bank account directly from March to July 2018 fully and in a timely manner.</p>
Ship No. 33	Russian Federation	Nakhodka	25-Jul-2018	14	<p>1. Duration of time of exchange of ballast water in last engaged voyage found less than necessary in accordance with capacity of ballast water pump, BW record book and ballast water reporting form entries (required exchange time of BW 32-33H as minimum, actual duration time of exchange of BW 27h 42m.</p> <p>2. Total 16 deficiencies found are objective evidence of a failure, or lack of effectiveness of the implementation of the ISM.</p>
Ship No. 34	Russian Federation	Novorossiysk	29-Jul-2018	7	<p>1. NAVTEX not working condition. Screen not work, last information from Kritll no Novorossiysk information.</p>
Ship No. 35	Indonesia	Tanjung Priok	6-Aug-2018	16	<p>1. Fire door entrance to E/R A60 broken;</p> <p>2. Oil mist detector defective</p>
Ship No. 36	Australia	Brisbane	13-Aug-2018	7	<p>1. Significant number of instances of crew being unfit for duty in June and July. Nine instances in July. with C/E working 18 hours in 24 hour period once in July and twice in June. Onboard recording system highlights breach but no evidence of corrective action to prevent re-occurrence or acknowledgement from vessel management that breaches have occurred.</p>
Ship No. 37	Australia	Melbourne	14-Aug-2018	18	<p>1. Port lifeboat exhaust pipe wasted and broken and exhaust gas leaking inside the lifeboat.</p>
Ship No. 38	Australia	Fremantle, WA	28-Aug-2018	7	<p>1. Oily water separator defective.</p>

Ship No. 39	Russia	Novorossiysk	26-Sep-2018	18	1. Ventilation of galley thoroughly corroded, below fire flap 2. Ventilation of accomodation thoroughly corroded, covers rubber groove corroded, damaged
Ship No. 40	Sweden	Halmstad	20-Oct-2018	11	1. Quick closing valves Loop 3 - 4 valves inoperative - HFO settl x 2 HFP service x 2; 2. Quick closing valve Loop 4 - 1 valve inoperative - LS cylinder LO tank; 3. Emergency generator - second starting device inoperative; 4. Emergency generator - inoperative (during normal start); 5. Freefall lifeboat - Multiple seatbelts not properly attached (great risk of injuries of crew if lifeboat is released and crew not properly secured in seats) - multiple loose bolts and missing nut (attachment plate to release hook); and 6. Legionella bacteria found in drinking water analyze, Immingham UK, The company could not present a new report stating that the problem is solved during the PSC inspection.
Ship No. 41	Australia	Geraldton, WA	13-Nov-2018	10	1. Engine Room fire dampers defective. 2. Funnel Flaps defective; 3. All above deficiencies (15 deficiencies) is objective evidence that the SMS as implemented on board fails to ensure element 10 of ISM code.
Ship No. 42	Australia	Cape Preston, WA	14-Nov-2018	7	(Seafarers on board not in possession of valid Seafarers Employment agreement; Seafarers on board were asked to sign two different SEA; One at homeport and one on ship. Both SEA contain different terms and conditions of employment; Seafarers not being paid in full in accordance with their employment agreements; No evidence or any follow up measures taken to ensure home allotments are received by seafarers family; Seafarers were made to pay unofficial recruitment fees for joining vessel (Ranging from 500 to 1300 dollars)) 1. All the above deficiencies are objective evidence that the company has committed serious and repeated breaches to the requirements of the MLC ( including seafarers rights)
Ship No. 43	UAE	Fujariah	19-Nov-2018	20	1. Main fire line with crack in different location (hatch #2 Port side, #5 aft)
Ship No. 44	Romania	Constanta	24-Nov-2018	19	1. Fire drill failed - lack of control, crew members confused regarding their assigned duties, incomplete equipment used by the crew members. 2. Safety management audit by the Administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
Ship No. 45	Australia	Port Hedland	28-Nov-2018	8	1. Seafarers (2 AB and one oiler) repeatedly not paid wages in accordance with their Seafarer's Employment Agreement.
Ship No. 46	Belgium	Antwerpen	12-Dec-2018	8	1. Several ENC are not up to date; 2. Excessive residual deviation on the magnetic compass; 3. Insufficient provisions on board; 4. No dryers provided in officer's and rating's laundries; 5. The seafarers are not given a monthly account; 6. According to their SEA, all officers and ratings have a 'guaranteed overtime' (GOT) of 103h. Overtime in excess of 103h is not compensated. The subsistence allowance is deducted from the wage which is in not in accordance with Article 8.5 from the Agreement; 7. Several medicines in the medicine chest do only have instructions in a language not understood by the crew. The oxygen bottle in the hospital has no reference to 'medical oxygen'; and 8. Deficiency marked ISM are objective evidence of a serious failure or lack of effectiveness of implementation of the ISM Code.
Ship No. 47	France	Rouen	20-Dec-2018	8	1. Crew in charge of ballast operations not use the relevant instrument and don't know that the Ballast Water Management Convention is in force; 2. Several fire doors found tightened by piece of wood or not closing properly. General check to be performed before departure; and 3. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
Ship No. 48	USA	Longview	02-Nov-2018	20	1. Clear for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of the ships. Vessel's crew failed two fire drills and abandonsip drills.