**List of Detained Vessels 2019**

| *Ship* | *PSC State* | *PSC Port* | *Detention Date* | *Ship Age* | *Detainable Deficiencies* |
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| Ship No. 1 | Belgium | Antwerp | 3-Jan-2019 | 3 | 1. Wages are not paid (in full) at monthly intervals as per SEA.<br>2. Monthly wage accounts are not given to the seafarers. Correct payment of the wages could not be verified.<br>3. Cargo information (bulk cargo) was not made availbable to the captain. During the inspection a document was sent to the captain but it is not specifying the BCSN. The goup of cargo could not be verified.<br>4. Automatic starting from the emergency generator could not be demonstrated. The alarm panel is showing following fault: 'gov char fault'. The automatic starting could be demonstrated after 2h by use of other<br>batteries. Vessel is still awaiting new batteries.<br>5. The VDR is showing two errors: 'PDC error' and 'FPDC error'.<br>6. Several ENCs used during the last voyage and to be used for the intended voyage are not up to date.<br>7. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. |
| Ship No. 2 | South Africa | Richards Bay | 5-Jan-2019 | 11 | 1. Piping behind service tank, purifyer piping and various piping on bottom platforms lagging soaked in oil<br>2. Fire hydrants on boat deck and forcastle deck seized<br>3. Engine room bicggs filled with oily water<br>4. Starboard lifeboat forward limit switch seized<br>5. The above mentioned deficiencies are ogjective evidence that there is a failure of the implementation of the ISM code. Audit of the SMS to be carried out by the RO. |
| Ship No. 3 | Belgium | Antwerp | 17-Jan-2019 | 11 | 1. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.<br>2. In the duct keel major fuel oil leak on bunker line, cement box used to minimize the leak and trip try placed to collect the fuel<br>3. Jacketed high pressure lines and oil leakage alarm. Disel generator 1 continue fuel leak oil from fuel oil leak alarm with engine stopped. |
| Ship No. 4 | Indonesia | Teluk Bayur | 18-Jan-2019 | 7 | 1. Air vent damper to E/R no. 1, 2 3 unable to close; and<br>2. Rescue boat engine unable to start. |
| Ship No. 5 | Bangladesh | Chattogram Port | 29-Jan-2019 | 22 | 1. Oil leakage from M/E to be rectified<br>2. Oil leakage from A/E to be rectified |
| Ship No. 6 | Russian Federation | Nakhodka | 9-Feb-2019 | 5 | 1. BA hard copy nautical publications for engaged and intended voyages No.41, No.43 out of date of editions and not up-dated;<br>2. BA hard copy nautical publications for engaged and intended voyages No. 42C, No.42B not updated; and<br>3. Deficiencies are objective evidence of a failure, or luch of effectivness of the Implementation of the ISM. |
| Ship No. 7 | Australia | Newcastle | 14-Feb-2019 | 14 | 1. Emergency fire pump not operation |
| Ship No. 8 | Canada | Vancouver | 5-Mar-2019 | 10 | 1. No wash basin sinks in oiler(A) oiler(B). Sink damaged in seamen (B) cabin; and<br>2. The deficiciency is objective evidence of a serious failure or lack of effectiveness of the imprementation of the ISM code. |
| Ship No. 9 | Italy | Brindisi | 6-Mar-2019 | 19 | 1. Brake's supports of the winches used for the mooring lines are noticeably cooroded. The width difference between the port side support to the starbord side one it's 6-7mm.<br>2. Deck in boatswain's store, deck store on the main deck are corroded and the fire insulation is missing. Deck store is above the E.R. and has no insulating material at all.<br>3. Found and air conditioning unit in the Bridge dastened to the boundary in an inconcistent manner (metal belt and screws).<br>4. Covers' gasket are worned out, same proble, for manual dampers of the natural ventilation for the holds. There's also evidence of water on the cargo inside the holds.<br>5. General conditions of the sanitary facility are not hygenic. Common shower are dirty and damaged. Common toilet are dirty and the flushing device of the wc are inadequate. The water that comes out of the faucet is light brown.<br>6. 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.<br>7. During fire drill nobody close the inner doors. Fire team forgot to check the door temperature prior to open the galley's door. Nobody gives informantion to the Master aboout the pressure of the breathing apparatus of the Fire team. There were no spare oxigen bottle in the emergency zone next to the fire.<br>8. During the abandon ship drill Boatswain lowered the PS Lifeboat operating directly on the davit's brake instead of the dedicated lever. Crew forgot the stern painter and lowering the LB the hook of taft one accidentally opened and release it. Turns out that the hook open automatically any time the rope is in force. When in the water 3Rd mate start sail away with the remote controlle of the davit connected to the LB. Crew had trouble to reset the LB hooks infact it took more tham 10 minutes to hook the lifeboat and when done, they realized that stern ropes were twisted so they had to repeat the operations.<br>9. In the galley cookers are dirty, tiles of the floor are broken in several part and the floor is dirty. Food in the fridge is stowed directly on the ice, without envelopes or boxes.<br>10. Laundry situated in the E.R. is dirty and full of rust. |
| Ship No. 10 | Ukraine | Chomomorsk | 10-Mar-2019 | 18 | 1. 15 PPM Alarm arrangmts out of order. |
| Ship No. 11 | Belgium | Ghent | 14-Mar-2019 | 9 | 1. Data for e-NP27 not present on system for electronic nautical publications.<br>2. Crew not familiar with emergemncy 9stored power0 operation of resue boat davit.<br>3. Several entrance hatches to cargo holds do not close properly: gods not engaging under wedges, dogs missing.<br>4. Several doors from main deck to accommodation not properly closing weathertight.<br>5. Poor performance of crew during fire drill. E.g. no head count during mustering, no closure of QC valve/ electrical isolation of scene, one fire fighter entered scene of fire with empty BA set, improper door precedure, failure to notice and extract casualty, improper choice of extinguishing medium.<br>6. Fresh water calorifier, used for warm water in accomodation, electrical and steam heating out of order.<br>7. Engine funnel fire flaps, remotely controlled, found inoperative, frozen in open condition.<br>8. Fire dampers on forward face of accommodation main deck obstructed by lashed-down ladders and parts.<br>9. Auxiliary engine no 2 & 3 inoperative. At time of inspection only one generator (no 1) functional/running.<br>10. Qucik closing vlves: at time of inspection several valves found inoperative.<br>11. Safety management audit by the Admimnistration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or ladck of effectiveness, of implementation of the ISM Code.<br>12. One ECDIS out of order. Conditions in Flag State exemption dd. 22/02/2019 are not being followed (e.g. no portfilio of appropriate paper charts on board, risk assessment is requiring an additional lookout on the bridge which is not being maintained).<br>13. Fire detection sensor is battery room out of order. Conditions set in Flag State exemption dd 01/03/2019 are not being followed (e.g. no additional fire partols are carried out). During fire drill, found fire dection system malfunctionin: no general fire alarm generated on the vessel upon activiation of smoke detection sensor in emergency generator room - only alarm sounding in steering gear room. |
| Ship No. 12 | Australia | Dampier | 29-Mar-2019 | 9 | 1. Emergency generator defectuve. |
| Ship No. 13 | Indonesia | Jakarta | 16-Apr-2019 | 7 | 1. Garbage last discharge was on 04.03.2019. Garbage (Plastic) Quantity on board only 2 drums;<br>2. SOLAS Training manual, fire training manual, all safety poster on board in English and working language is English, But some crew are unable to speak English;<br>3. Emergency generator is malfunction;<br>4. According deficiencies, ship ISM Code is failed by: Safety and Environment policy; Company responsibility and authority; emergency preparedness. |
| Ship No. 14 | Australia | Port Hedland | 24-Apr-2019 | 9 | 1. Sewage treatment plant defective. |
| Ship No. 15 | Australia | Port Hedland | 7-May-2019 | 12 | 1. Emergency generator defective |
| Ship No. 16 | Saudi Arabia | KFIP, Jubail | 8-May-2019 | 9 | 1.Gyro compass is defective and failed to work. |
| Ship No. 17 | Argentina | Las Palmas, Zárate | 15-May-2019 | 8 | 1. There is objective evidence that some engineer officer does not possess enough training/familiarization necessary to use main fire pums (50 min. starting);<br>2. Diesel generator no. 1, 2 and 3 had lube oil leakes, with fire risk;<br>3. When driving the hidraulic engine of the ship's rudder the systems tend to fall towards the starboard-side until 37°, without activation of any command;<br>4. The autopilot of gyrocompas does not work correctly, has continuous mov. of 2/3 starboard / port side;<br>5. There is objective evidence deck off does not possess enough training/familiarization necessary to use SART;<br>6. There is objective evidence that the master did not perform a risk analysis to sail with S-band radar out of service;<br>7. There is objective evidence that the master didn t perform a voyage plan to sail without band S radar;<br>8. There is objective evidence that the master performed pilot card but is not filled up properly because he did not put on remarks of the S-band radar not working, being the pilot who detected the anomaly. |
| Ship No. 18 | Netherlands | Amsterdam | 17-May-2019 | 18 | 1. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.<br>2. Several cleats cannot be tightend on the cargo tank domes. Several strong points on the hatches for the cleats are deteriorated (tank 7,8 en 9 cjeck rest by class)<br>3. Several hyfaulic valves on the cargo deck area are leaking. oil leaking on deck. |

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| Ship No. 19 | Netherlands | Rotterdam | 23-May-2019 | 9 | 1. Found the automatic closing devices of the ballast tanks damaged and heavily corroded on the sealing surfaces, gaskets missing, floating discs damaged/ holed because the guidepin is broken off or cracked, e.g. two forepeaktank valves P and S, WBR2P, WBT3S, WBT2P, Found WBT 3P, 4P, 5P, 2P, automatic flating disc stuck in upper position and gaskets missing and heavily corroded. Found TST 1P with plastic debris inside, Found ballastwater sounding plugs made of non matallic meterial, some with damaged thread e.g. BW3S.<br>2. Safety management audit by the Administration is required before departure of the ship. Deficiennncies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.<br>3. Found the two bilge suctions in the forecastle/ bosunstore on port and starboard with dirty filters, filters are completely blocked with dirt.<br>4. Found the crew entering the void space in the forecastle without following any item of the enclose space entry procedures e.g. no atmosphere measurements, personal oxygen meters not available , safety equipment not available etc. Evidence of lack of familiarisation and training on entry of enclosed spaces as described in Solas chlll reg. 19. There was objective evidence that the hatch was not opened for long time and therefore not ventilated properly because hatch was stuck and atmosphere was feeling airless at the top of the entrance. |
| Ship No. 20 | Russia | Saint Petersburg | 5-Jun-2019 | 10 | 1. Cargo Ship Safety Radio (including exemption) expired;<br>2. Load Lines (including Exemption) expired;<br>3. Cargo Ship Safety Equipment (including exemption) cert. expired;<br>4. Cargo Ship Safety Construction (including exempt.) expired;<br>5. International Air Pollution Cert. expired;<br>6. International Oil Pollution Prevention (IOPP) expired;<br>7. Document of Compliance Dangerous Goods expired;<br>8. International Sewage Pollution Prevention Cert. expired;<br>9. EPIRB annual test expired;<br>10. AIS annual test expired;<br>11. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of<br>the ISM Code;<br>12. Gangway not properly arranged. Safety net absend. |
| Ship No. 21 | Argentina | La Plata Road | 12-Jun-2019 | 10 | 1. There is objective evidence that 2nd enhr Mr. LIU ZHENHUAN Pasp. EB5719593 not have enough training and familiarization for use emergency generator;<br>2. There is objective evidence that 3rd engr Sr. SUN ZHINXING Pasp. EF0205372 not have enough training and familiarization for use oily water separator (15 PPM);<br>3. There is objective evidence that the Master did not perform a risk analysis to sail having constatate a fissure approx 20 cm in hold N1 port side - coincident with a fuel oil tank N1 , and with leak (Approx 3 M3) of fuel oil, and damaged part pf cargo;<br>4. There is objective evidence that the Master didn't perform a voyage plan to sail having constatate a fissure - approx 20 cm in hold N1 port side - coincident with a fuel oil, and damaged part of cargo;<br>5. There is objective evidence that the Master performed pilot card but is not filled up properly because he did not put on remarks of the anomaly of cargo hold N1 and condition of cargo;<br>6. Although the company been formally informed by email that there was a fissure - approx 10 cm in hold N1 port side - coincident with a fuel oil tank N1, and with leaks (approx 3 M3) of fuel oil, the company didn't ensure the safety as the procedure to inform the Master about the measures to be adopted. |
| Ship No. 22 | Russian Federation | Rupse - Posiet | 25-Jun-2019 | 18 | 1. ISM/ Maintenance of the ship and equipment/ Maintenance of the ship and equipments not maintained well as evidenced above deficiencies |
| Ship No. 23 | China | Shanghai | 25-Jun-2019 | 15 | 1. A proper lookout not kept effectively which caused the vessel collided with m/v tian xiang ji at 1814lt 24/jun/2019 bearby no61l/b<br>2. Voyage plan not prepared according to bridge manual chapter 2.1 of sms.together with the above mentioned deficiency 10133,it shows there's a serious failure of shipboard operation aspects of sms. additional sms audit required |
| Ship No. 24 | India | Chennai | 4-Jul-2019 | 12 | 1. Mushroom vents on main deck found seized for cargo pump exhayst room, void space and CO2 room. [not as required]<br>2. Emergency fire pump found not working since last 25 days, vessel arrived chennai from vizag with nonfuctioning emergency fire pump. [inoperative]<br>3. Emergency bilge suction valve cannot be operated. [not preperly maintained]<br>4. Oily water separator found not working since 2nd July 2019 [inoperative]<br>5. Untreated sewage found being pumped overboard while the vessel in port. |
| Ship No. 25 | USA | Honolulu | 9-Jul-2019 | 10 | 1. The oil Record Book Part 1 shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship: Discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces. PSCO received cause to a transfer was made from the AFT Engine room belge well to the clean draintank a portable pump.<br>2. Eash operation of scarbed in par 2 of this regulation shall be fully recorded without delay in the oil record book part I, so that all entrces in the book appropriate to that operation are completed. Each completed operation sha;; be signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the Master of Ship. A transfer from the AFT Engine Room Bilge Well to the clean drain tank was not recorded in the oil record book part I. |
| Ship No. 26 | Indonesia | Tanjung Priok | 11-Jul-2019 | 13 | 1. Resue boat drill recovery person from the water never conducted.<br>2. Emergency generator manual test by emergency power (battery), unable to start. |
| Ship No. 27 | USA | Portland, Oregon | 16-Jul-2019 | 8 | 1. The company and the ship shall comply with the requirements of the ISM Code. For the purpose of this regulation, the requirements of the code shall be treeated as mandatory. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. The vessel's crew failed to report nonconformities of critical items and fucntions IAW Chapter 9 of their SMS as indicated by deficiency #2. It is recommended that an external third party audit of the SMS be completed with regard to deficiency #2.<br>2. The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minium any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. The design shall have regard to materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board. Temporrary repairs were found in the following spaces: Piping for the Fire/ Ballast/ Bilge pump has 2 temporary repairs; 1 repair has failed and is actively leaking. Piping for the Fire/ General Service pump has 2 temporary repairs; 1 repair has failed and is actively leaking. Seawatercooling pump piping has a failed, leaking temporary patchand main engine cooling line has1 temporary repair. Main engine heat exchanger seawater piping has two tempoary repairs. The freshwater generator has 2 temporary repairs and one pinhole leak. Generator heat exchanger has two temporary repairs. |
| Ship No. 28 | Australia | Fremantle | 24-Jul-2019 | 13 | 1. With reference to the above deficiency no. 3 to 8, they are objective evidence that the vessel and equipment are not maintained between surveys. |
| Ship No. 29 | Netherlands | Rotterdam | 8-Aug-2019 | 21 | 1. From main line is leaking heavily due deterioration. Approvimately 2 meter after accommodation bulkhead and before the first foam section valve. |
| Ship No. 30 | Netherlands | Amsterdam | 9-Aug-2019 | 8 | 1. Found at least 11 air pipes (DB 1P aft, DB 2 P, TS 1P, TS 1S, FPT PS, FPT SB, DB 1S, DB 2S, TS 2S) not as required, all the top side gaskets not in place/loose. All air pipes to be opened up and presented to the RO. Report from RO to be sent to psc Netherlands. |
| Ship No. 31 | Australia | Dampier | 12-Aug-2019 | 10 | 1. Engine room fire dampers number 1, 2 and 4 defective. |
| Ship No. 32 | Australia | Fremantle | 15-Aug-2019 | 17 | 1. Engine room fan rooms ventilation trunk deck penetration in way of flexible distance piece below fire damper for no. 3 & 4 fan (D deck) and no. 2 fan (A deck) defective. |
| Ship No. 33 | Australia | Brisbane | 11-Sep-2019 | 5 | 1. Repeated instances of non-payment of crew wages at regular monthly intervals |
| Ship No. 34 | Netherlands | Amsterdam | 28-Sep-2019 | 10 | 1. Three spot-checks indicated that for all these three ballast tank went heads that they are substandard. O-rings loose, missing or cracked. Also in one case the disc could not be lifted due to the fact that it is most probably filled with water. Also for some vent heads the top covers are deformed and creating a cap and for some vent heads covers the bolds are missing. All ballast vent heads to be assessed and to be made operational. 2. Two spot-checks indicated that for all these two fuel oil tank vent heads that they are substandard. O-rings loose or missing. Also, the covers are deformed and creating a cap. All fuel oil tanks vent heads to be assessed and to be made operational. 3. For nearly all hold entrance hatch covers it was not possible to close the completely. One or more cleats are not working. They are seized or cannot be turned 360 degrees. In some cases, steering gear hatch and entrance hold, none of the cleats can be moved to the closed position. All cleats to be made operational and rectification to be witnessd by the RO.<br>4. For the hold entrance hatches hold no. 01 and pipe tunnel the hatches cannot be closed since the hand wheels are not operational. All hand wheel operated hatches to be made operational and rectification to be witnessed by the RO before departure. 5. Last nozzle local water mist system purifier room clogged. All nozzles to be checked. 6. Automatic cleats for cargo holds not always according manufactures specification. They are seized and thus cannot be moved freely. All to be assessed. 7. Emergency fire pump was not working. 8. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code. |

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| Ship No. 35 | Australia | Dampier | 30-Oct-2019 | 5 | 1. Vessel not manned in accordance with minimum safe manning document in an inoperative UMS system since 29 August 2019 2. The above deficiencies are objective evidence that the safety management system as implemented on board the vessel does not meet with the requirements of ISM code elements 6,7,9 and 10 |
| Ship No. 36 | India | Kandla | 2019-11-06 | 13 | 1. Vessel position not plotted on chart during inward pilotage (Missing) 2. Vessel violated load line convention, submerged load line 3. Vessel safety management system not effective on board, failure of ISM |
| Ship No. 37 | USA | Wilmington | 2019-11-08 | 12 | 1. Before the ship leaves port and at all times durive the voyage, all lifesaving appliances shall be in working order and ready for immediate use. 34 immersion suit zippers are not in working order or the seams are severely deteriorated. Rendering them inoferable.<br>2. Machinery spaces of category A above 500m in volume shall be protected by an approved type of fixed water, based on equivalent local application fire-extinguishing system. The system should be available for immediate use and capable of continuously supplying water based medium for at least 20 min. During test of fuel oil purifer local water fire-extinguishing system (hypermist), nozzle discharge pressure and volume inadequate to extinguish fire. During test of generator #1 local water fire-extinguishing system, smoke detector did not activate, preventing the system from automatically operating to extinguish a fire.<br>3. The arrangement on board ship for the extraction of samples from the 15ppm bilge separator discharge line to the 15ppm bilge alarm should give a truly representative sample of the effluent with an adequate pressure and flow. PSCO conducted test of oil content meter while the oily water separator was operating in recirculation mode and discovered that the system would still stimulate an overboard discharge when oil content meter was presented with a fresh water sample. Additionally, the oil content meter's sample value was labled incorrectly, and crew has been operating system in fresh water sample mode when thought to be in bilge water or discharge sample mode. 4. The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. 1) 34 immersion suits found in unsatisfactory condition. Vessel's SMS (DOC #SMO-412, 6.8.4) requires monthly checks and once in 3 months (Aug, Sep, Oct 2019) of Monthly Maintenance and Inspection Checklists (Form 07) signed by 3/O and Master indicate satisfactory condition of immersion suits. 2) Fuel oil purifying unit local water fire-extinguishing system nozzle discharge unsatisfactory. Generator #1 local water fire-extinguishing system smoke alarm inoperable. Vessel conducts monthly and annual checks of water mist system per Monthly Maintenance and inspection checklist-FFA, From 08, and Form 12 (Annual). Three months (Aug, Sep and Oct) and 2018 checklist records indicate satisfactory condiction of all equipment. During test of smoke detector, crew attempted to use a heat gun to test. Crew was unable to reset water mist system for 30 mins following activation, incorrectly believing that the bridge panel mist reset the system. Improper operation of OWS permits oily waste to be discharged overboard, crew unfamiliar with operation of OWS and OLM procedures available testing of com heavy improper labeling of valve. Due to the objective evidence in the above deficienceis that the vessel is not in substantial compliance with relevant conventions, the COTP questions the adequancy and/or implementation of the vessel's SMS under the ISM Code. An audit is recommended to be conducted within 30 dyas by the Flag State or RO to determine whether the ship is operating in accordance with the ISM Code. Provide decision to the USCG. |
| Ship No. 38 | Australia | Gladstone | 2019-11-20 | 8 | 1. Emergency source of electrical power (emergency generator) defective Emergency generator failed to automatically connect to emergency switchboard. |
| Ship No. 39 | Japan | Kobe | 2019-11-26 | 11 | 1. Fixed $CO^2$ fire-fighting equipment - Discharging pipe line for cargo holds (No.1 & 2) on upper deck had a lot of holes and fractured more than 10 pcs. Max size was approx. 40cm fractured. |
| Ship No. 40 | Spain | Huelva | 2019-11-28 | 8 | 1. Rudder inoperative it was not possible to manouvering rudder properly. 2. Fail on starting system. It was not possible to start properly. |
| Ship No. 41 | Australia | Port Hedland | 2019-12-02 | 4 | 1. Freefall life boat release system defective. |
| Ship No. 42 | Australia | Port Hedland | 2019-12-03 | 5 | 1. Oily water separator defective. |
| Ship No. 43 | Indonesia | Tanjung Priok, | 2019-12-05 | 13 | 1.. E. room fire funnel damper, unable to closed. |
| Ship No. 44 | Indonesia | Tanjung Priok, | 2019-12-10 | 8 | 1. Rescue boat engine, defective 2. Fire door entrance to E/R (A-60) broken 3. Fire funnel damper for E/R, unable to close |
| Ship No. 45 | Colombia | Barranquillak | 2019-12-11 | 6 | 1. VDR - It is giving alarm warning number 082 regarding RAP not connection. |