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FSI.2/Circ.5
7 June 2002

PORT STATE CONTROL

List of flag State comments on detentions for the years 2000, 2001 and 2002

1 The Sub-Committee on Flag State Implementation, at its seventh session (22 to 26 March 1999), agreed that flag State comments containing information on the deficiencies and remedial actions, whether the flag State was informed by the port State in accordance with SOLAS regulation I/19(d) and other comments pertaining to the detention should be made available in an electronic format on the IMO BBS/Secure Internet (FSI 7/14, paragraph 6.46).

2 The Maritime Safety Committee, at its seventy-first session (19 to 28 May 1999) and the Marine Environment Protection Committee, at its forty-third session (28 June to 2 July 1999), endorsed the Sub-Committee's proposal that data on casualties and deficiencies should be made available in an electronic format on the IMO BBS/Secure Internet, noting that the data would be accessible to Member Governments only via login and password and would not be open to the general public (MSC 71/23, paragraph 10.3 and MEPC 43/21, paragraph 8.6).

3 Attached in the annex is a list of flag State comments pertaining to detentions for the years 2000, 2001 and 2002, as received by the Secretariat.

4 The information contained in the electronic version of the circular will be updated when additional information becomes available and is recorded in IMO's relevant databases.

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FLAG STATE COMMENTS FOR THE YEARS 2000, 2001 AND 2002

Flag Administration Ship's name IMO n°/Date of detention	Port State Port of detention	Classification society	Comments	Updated on: 06 April 2003	FSL2/Circ.5 ANNEX
BAHAMAS					
ACOAXETA 8004997 19/05/2000	United States	ABS	Satisfactory drills undertaken and vessels Safety Management System (SMS) reviewed in light of identified non-conformities. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.		
AFRICAN SKY 8600492 07/03/2002	Netherlands	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
ALBERT OLDENDORFF 8314756 04/04/2000	Germany	ABS	All deficiencies rectified to the satisfaction of the port and flag State. The owners and crew of the vessel reminded of the requirements to comply with the national law and international conventions.		
ALKYON 8025472 01/01/2002	United States	LRS	Repairs carried out as required and all deficiencies rectified to satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
ALKYON 8025472 04/03/2002	United States	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. Satisfactory additional audit of company and ship undertaken. Frequency of national inspection increased. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
ANITA 7396654 25/09/2000	Spain	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		
ANJA 11 8611556 08/06/2000	Denmark	DNV	The relevant survey was carried out and all deficiencies rectified to the satisfaction of the port State. The vessel was deleted from this flag on 23/06/00. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.		
ANTARCTIC 8221595 02/07/2001		BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
ANTWERP BRIDGE 8120832 24/01/2002	Portugal	BV	Occasional surveys authorized and repairs carried out, as required, to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
APOLLO PIONEER 7514323 05/06/2001	Turkey	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
APOLLO PIONEER 7514323 07/03/2002	Italy	BV	All deficiencies rectified to the satisfaction of this flag State and the port State. Frequency of flag State inspections increased. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
ARCTIC 8223464 20/03/2002	Turkey	BV	Repairs carried out as required, the affected equipment tested and proven operational to the satisfaction of the flag State and this port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
ARGOLIKOS 8400983 20/08/2001	United States	LRS	Drill undertaken to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
ARION 6419057 13/02/2001		LRS	Equipment tested and proved fully operational to satisfaction of this flag State and the port State. Additional ISM audit conducted. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. Initial notification was not received from port State.		
ARION 6419057 31/03/2001		LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The Master was not advised of the detention order. This flag State considers that the reporting procedures as per Res. A.787(19) as amended were not followed and the deficiencies did not warrant a negative assessment of the vessel in accordance with Appendix 1 para. 1.3 of the aforementioned Resolution. On this basis, an appeal was submitted to the port State. Initial notification was not received from port State.		
ATLANTIC CONVEYOR 8965050 10/01/2001	United States	LRS	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		
ATLANTIC ISLAND 8222977 13/09/2001	Italy	GL	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
ATLANTIC OCEAN 8612990 11/04/2000	Croatia	DNV	Satisfactory repairs carried out to affected equipment. The owners and crew of vessel reminded of requirements to advise port authorities of any defects to statutory equipment.		

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ATLANTIC SAVIOR 8208153 11/10/2001	Canada	NKK	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner reminded of the requirement to comply with the national law and international conventions.
ATLANTIC SAVIOUR 8208153 09/10/2000	Germany	NKK	Repairs carried out and tests undertaken to the satisfaction of this flag State and the port State. All other deficiencies rectified. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
AVELONA STAR 7342988 27/06/2000		LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag and port State. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions. No report received from the port State.
AZUR 7628863 01/06/2000	United Kingdom	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag and port State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
BALTIC STONE 7224966 08/06/2000	Spain	RINA	An appeal has been lodged as this Administration considers that the Master and crew had fulfilled their obligation under MARPOL 73/78 Annex I Regulation 5(4)(C) and had implemented the necessary action to prevent any further discharge of oily water, implemented onboard measures to remove all contaminated oily water and investigated and carried out the relevant repairs to the cause of the discharge. The vessel was deemed to be safe to proceed to sea and did not pose a danger to the marine environment.
BALTIMAR NEPTUNE 8607672 24/01/2001	Germany	LRS	Repairs carried out and equipment tested to the satisfaction of the flag State and this port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
BALTIMAR SIRIUS 8812930 10/10/2000	United Kingdom	LRS	Temporary repairs undertaken to the satisfaction of the flag State and this port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
BALTIMAR SIRIUS 8812930 29/11/2000	Portugal	LRS	The vessel was inspected following detention at Seaham, UK on 9/10/00 and some of the deficiencies identified related to the earlier port State inspection. Temporary repairs were carried out as applicable to the satisfaction of the flag State and the port State. The interval between national inspections has been decreased. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
BALTIMAR SIRIUS 8812930 06/12/2000	Belgium	LRS	All deficiencies rectified to the satisfaction of the port State and this flag State. The interval between national inspections has been decreased and the owner and crew of the vessel reminded of the requirements to comply with national law and international conventions. The detention order was a follow-up from the port State inspection carried out at Setubal, Portugal on 28/11/00.
BALTIMAR VENUS 8807375 27/10/2001	Italy	BV	All deficiencies rectified to the satisfaction of the port State. The frequency of national inspections increased. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
BARRY 7610476 03/10/2000	Turkey	DNV	Safety certificate record of equipment corrected to reflect actual equipment on board and all other deficiencies rectified to the satisfaction of the port State. The owners and crew of the vessel reminded of the requirements to comply with national law and international conventions.
BATULICIN 8105404 22/08/2000	Singapore	NKK	Repairs carried out as required and all deficiencies were verified as being satisfactorily rectified by this flag State and the port State. Interval between national inspections decreased. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
BEAUPORT 7010755 11/10/2000		BV	Deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions. No report received from the port State.
BIG RED BOAT III 5367623 10/06/2000	United States	LRS	An appeal was submitted on the basis that the affected area was under survey by the Bahamian recognized organization and satisfactory repairs had been undertaken. Under IMO Resolution A.787(19) as amended by A.822(21), appendix 1, the vessel was deemed safe to proceed to sea and did not present a threat to the marine environment. The port State declined this appeal.
BOA VISTA 7325241 10/06/2002		BV	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions. No report received from the port State. Detention reported by Classification Society.
BRAND POLARIS 6807395 02/04/2001	Norway	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
BREEZE 7427659 29/08/2000	Denmark	GL	Repairs carried out as required and deficiency rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.

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CACAO 6829616 22/08/2001	United States	RINA	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. Subsequent to this inspection the vessel was deleted from the register due to the inability to comply with the national law and international conventions. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
CAR EXPRESS 7701067 22/02/2000	Greece	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and this flag State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
CARAVOS GALAXY 7527186 23/11/2000	Germany	LRS	Repairs carried out as required to the satisfaction of this flag state and the port state. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
CARPE DIEM 7424217 26/02/2002	Belguim	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The frequency of State inspection increased and the owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions. The vessel has been deleted from the Register.
CARPE DIEM 7424217 09/04/2002	Portugal	LRS	All deficiencies rectified to the satisfaction of the port State. The vessel has been deleted from the Register.
CARUS 6914459 23/01/2001	Portugal	DNV	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
CEC ANAX 9214587 31/08/2001	Japan	ABS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
CEC CONFIDENCE 9169809 01/11/2001	Republic of Korea	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
CELINE 9119440 31/07/2000	United Kingdom	BV	Statutory surveys undertaken and new certificates issued. The ISM Document of Compliance withdrawn from managers as a result of this incident. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
CELTIC AMBASSADOR 8917417 24/01/2000	Germany	LRS	Repairs carried out to the satisfaction of this flag state and the port state. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
CELTIC MONARCH 9113214 16/05/2001	Netherlands	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
CHEETAH 7533147 10/04/2000	Canada	BV	Repairs carried out to the satisfaction of the port and this flag State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
CHEM ADRIATIC 8405438 20/06/2000	Netherlands	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and this flag State. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.
CHICAGO EXPRESS 7119733 13/02/2001	Germany	BV	Repairs carried out to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. Vessel has since been deleted from the Bahamian Register.
CHOPIN 8513728 10/11/2000	Italy	DNV	The liferaft ladders were fully compliant with the international requirements. All other noted deficiencies rectified of the port state. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
COTSWOLD 8503498 08/06/2001	Portugal	NKK	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. An appeal was submitted with regards to reporting requirements as in accordance with convention requirements, the port State had been informed of the incident.
DAVIKEN 8505848 11/04/2001	Canada	ABS	Repairs carried out as required to affected doors and the use of the unapproval tank has ceased. All deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
DAVIKEN 8505848 09/06/2001	Canada	ABS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. An ISM non-conformity raised against the vessel with verification required during next ISM audit. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
DELOS TRADER 7359216 31/10/2000	Israel	LRS	Manning level was in accordance with the Safe Manning Document issued by this flag State. Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.

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EAGLE SKY 7124099 20/06/2001	Singapore	NKK	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
ECHO PIONEER 7724344 12/03/2001	United States	DNV	Operational tests undertaken to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with the national law and international conventions.		
ECHO PIONEER 7724344 21/02/2002	Portugal	DNV	Repairs carried out as required and deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
EPONYMA 9072460 21/11/2000	Hong Kong, China	NKK	Repairs were carried out to the relevant equipment and deficiencies were rectified to satisfaction of this flag State and the port State. The Safety Equipment certificate (SEC) was withdrawn and the vessel was issued a short term SEC to enable rectification of all outstanding deficiencies. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		
EPONYMA 9072460 02/07/2001	Japan	NKK	All deficiencies rectified to the satisfaction of the port state. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
EUROPA 6825464 23/04/2001	Australia	GL	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
FEDERAL POLARIS 8321929 07/12/2001	Canada	ABS	Deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
FRIBULK 7106994 05/09/2000		DNV	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions. No report received from the port State.		
FRIBULK 7106994 21/03/2002	Germany	DNV	Repairs carried out as required and deficiency rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
FRINES 7632876 21/05/2002	Brazil	LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
FRINES 7632876 07/10/2002	Canada	LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The interval between flag State inspections reduced to 6 months. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
FRITIND 7716488 09/01/2001	Belgium	LRS	An appeal was lodged against this detention, as there are no regulations for the manning number whilst a vessel is in port and the Master had not intended to depart from port without the correct manning number onboard. This flag State considers that if there were concerns, with regards to the manning level, the port State should have carried out the inspection on receipt of the notification for port clearance so as to ensure that the vessel was properly manned for the intended voyage. The port State denied the appeal.		
FRITIND 7716488 03/09/2001	Poland	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
FRITIND 7716488 12/09/2001	Poland	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirements to comply with the national law and international conventions.		
GIEM 7507320 23/02/2001		DNV	All deficiencies rectified to the satisfaction of this flag State and the port State. ISM non-conformity issued against the vessel. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. No report received from the port State.		
GLOBAL PROSPERITY 7504603 08/03/2002	India	BV	Deficiencies rectified to the satisfaction of the port State. No report received from the port State.		
GRETE ATLANTIC 7642223 02/01/2000	Netherlands	GL	Repairs carried out to the satisfaction of this flag State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.		
GRETE ATLANTIC 7642223 21/04/2000	Netherlands	GL	Survey carried out and vessel issued the relevant statutory certificate. All deficiencies rectified to the satisfaction of the port authority. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.		
GUR MASTER 7519751 14/11/2000	Brazil	DNV	Surveys applicable repairs undertaken and deficiencies undertaken to the satisfaction of this flag state and port state. The intervals between national inspections have been decreased. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		

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HASLO 7411624 19/09/2002	Iceland	DNV	Repairs carried out as required, the affected equipment tested and proven operational to the satisfaction of the flag State and this port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
HAVILA TRADER 7725946 01/05/2001	United Kingdom	DNV	Damage davit renewed and test undertaken to the boat and davit to the satisfaction of this flag State and the port State.
HEIN 7053264 29/01/2002		GL	All deficiencies rectified to the satisfaction of the port State. No report received from the port State. The owner and crew of the vessel were reminded of the need to comply with national law and international convention.
HEREFORD 7500839 18/05/2001	Portugal	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
HEREFORD 7500839 08/08/2001	Belgium	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
HOBSON 8225216 16/04/2000	Portugal	LRS	Repairs carried out as required with the relevant equipment tested to the satisfaction of the port and this flag State. All other deficiencies rectified. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
HOMER 7030391 22/01/2001		LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions. No report received from the port State.
HOUSTON 7361350 21/06/2001	Belgium	BV	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
HUAL TRAMPER 7900209 11/03/2002	Netherlands	DNV	Repairs carried out as required and equipment tested and proven operational. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
HUAL TRAPPER 7924853 12/04/2001	Canada	DNV	Repairs carried out to satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the National Law and International Conventions.
HUAL TRIDENT 9075709 01/10/2001	Japan	DNV	Discharge line of oily water separator cleaned and test undertaken to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
HYDRA 7525724 05/05/2000	Canada	KRS	Repairs carried out as required and all deficiencies rectified. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
HYUNDAI CHALLENGER 8511287 30/01/2002	Canada	KR	Servicing carried out to fire system and all other deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
HYUNDAI EXPLORER 8511299 25/09/2000	Canada	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with national law and international conventions.
HYUNDAI EXPLORER 8511299 23/01/2002	Canada	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
IBERIAN COAST 7725415 24/10/2000	Portugal	LRS	All deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
IBERIAN COAST 7725415 25/06/2002		LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The vessel has been deleted from the Bahamas flag for failure to comply with the national law and international conventions. Detention reported by Classification Society.
ILLAPEL 7600160 09/11/2001	Belgium	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
INCAT 046 9172076 03/10/2001	Canada	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
INGENUITY 9009059 03/03/2000		NKK	Repairs carried out as required and all deficiencies rectified. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions. No report received from port State.
IRO 7385722 12/04/2001	United States	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. A satisfactory additional ISM audit was conducted on the managing company and the vessel. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.

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ISLAND ESCAPE 8002597 04/04/2002	Malta	DNV	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions. No report received from the port State.		
ISLAND TRADER 5340041 08/06/2001	United States	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
JOSE MARIA 7424217 17/04/2001	Greece	None	Repairs carried out as required to the satisfaction of this flag State and the port State. Intervals between flag State inspections decreased to allow condition of vessel to be closely monitored. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		
JUMBO 8518297 24/04/2002	Poland	LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
KERKIS 8029064 26/01/2002	Italy	NKK	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
KERKIS 8029064 21/11/2002	Netherlands	NKK	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
LA FORGE 8005393 15/02/2002	Republic of Korea	BV	Operation of equipment carried out to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.		
LIMA 7921813 15/06/2000	United States	DNV	Vessel deemed in full compliance with the applicable international convention, nonetheless the owner fitted a fixed fire-fighting system for the cargo spaces in order to comply with local regulation.		
LISSOM LEADER 7701603 04/01/2001	Germany	NKK	Repairs carried out as required to the satisfaction of this flag State and the port State. An additional ISM audit was satisfactorily undertaken. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		
LISSOM LEADER 7701603 24/09/2001		NKK	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirements to comply with the national law and international conventions. No report received from the port State.		
LOUIS 7921253 17/07/2001	Turkey	BV	Survey undertaken and the proper equipment fitted to the vessel. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
LYNX 7600756 12/04/2000	Greece	DNV	All deficiencies rectified to the satisfaction of the port State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.		
M MELODY 7519725 10/07/2000	Belgium	LRS	Repairs carried out as required and deficiencies rectified to the satisfaction of this flag and the port State. A flag State detention was imposed on the vessel and the interval of national inspection has been reviewed to ensure that the vessel continues to be maintained in accordance with the international conventions and national law. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.		
M MELODY 7519725 26/07/2000	France	LRS	Survey carried out and certificate renewed. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.		
MAGELLAN SPIRIT 8413423 25/07/2000	Australia	NKK	Satisfactory repairs carried out to affected equipment. The owner and crew of the vessel reminded of requirements to comply with national law and international conventions.		
MAGIC I 7221433 05/06/2000		DNV	Repairs carried out as required, with the relevant equipment tested to the satisfaction of this flag and the port State. All deficiencies have been satisfactorily rectified. The Bahamian recognized organization, owner and crew of the vessel reminded of the requirements to comply with the national law and international conventions.		
MALE 7640158 09/01/2001		ABS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. No report received from the port State.		
MANGO 8003058 27/11/2001	Denmark	DNV	Deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.		
MANGO 8003058 26/02/2002	Spain	DNV	Repairs carried out to the satisfaction of this flag State. Damage to the affected tank had been incurred during a pilotage voyage within the port.		
MELANSIAN CHIEF 28/12/2000	New Zealand	DNV	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.		
MERCOUSAL ARGENTINA 7817115 04/04/2000	Brazil	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and flag State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.		

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MINOIC REEFER 7411363 01/12/2000	Russian Federation	LRS	New charts and publications furnished onboard. All other deficiencies rectified to the satisfaction of this flag State and port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
MINOIC REEFER 7411363 08/12/2000	Russian Federation	LRS	New charts and publications onboard. All deficiencies rectified. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
MINOIC REEFER 7411363 29/11/2001	Germany	LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
MINT FLASH 8807351 17/03/2000	Belgium	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
MONIQUE 7911686 30/04/2001	Portugal	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
MOONDANCER 8020551 19/06/2000	Australia	RINA	Repairs carried out to the satisfaction of this flag State. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.
MOONDANCER 8020551 04/12/2000	Italy	RINA	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
MOSOCEAN 7349144 23/05/2000		DNV	Satisfactory repairs carried out, equipment tested and proved fully operational to the satisfaction of the port and this flag State. The owner and crew of the vessel reminded of the requirements to comply with the national law and international conventions.
MULTIFLEX SPRINT 8812928 24/04/2001	United States	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
MULTIFLEX SPRINT 8812928 18/05/2001	Belgium	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. Authorization granted for a single voyage to enact permanent repairs. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
NANCY 7432848 26/04/2000	Belgium	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and flag State. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.
NANHAI 7347990 07/08/2001	United States	LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
NIKOLAOS 7373573 22/02/2000	Italy	DNV	Repairs carried out as required and all deficiencies rectified to satisfaction of this flag and port State. The owners and crew of the vessel reminded of the requirements to comply with national law and international conventions.
NORASIA MALTA 9192337 01/06/2001		LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
NORMANDIC 8215936 03/03/2000	United Kingdom	DNV	Repairs carried out as required and equipment tested to the satisfaction of the port and this flag State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
NORWAY 5119143 01/06/2001	Norway	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. Appeal submitted on the basis that substantive testing had proven that there was no compromise to the integrity of the affected piping.
NORWEGIAN SEA 8612134 14/03/2000	United States	DNV	Drills undertaken to the satisfaction of this flag and port State. The owners and crew of the vessel reminded of the requirements to comply with national law and international conventions.
NYANZA 7628021 02/06/2000	United States	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and this flag State. The owner and crew of the vessel reminded of the requirements to comply with the national law and international conventions.
ODALYS TON 7119721 10/05/2001	Spain	GL	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. Frequency of flag State inspection was increased.
ODALYS TONS 7119721 06/11/2000		GL	Repairs carried out as required to the satisfaction of the port state. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.

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ORKNEY SPIRIT 9038737 19/12/2000	Brindisi, Italy	DNV	All deficiencies were rectified to the satisfaction of this flag State and the port State. An appealed was submitted against this detention as our investigation concluded that: The damage to the lifebuoys was the result of the port State imposing a method of testing that was not consistent with the international standards; The emergency batteries for the portable GMDSS VHF were fully compliant with the international requirements. The port State denied this appeal.
PADMA 9124689 24/04/2002	China	NKK	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
PENELOPE A 7400261 23/11/2000	Italy	LRS	Additional ISM audits satisfactorily carried out on vessel and managing company with the short-term certification issued. All deficiencies rectified to the satisfaction of this flag State and the port State. The intervals between national inspections have been decreased and the owner and crew reminded of the requirements to comply at all times, with the national law and international conventions.
POLARTANK 6903010 06/10/2000	Norway	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the flag State and this port State. In view of the identified deficiencies, the ISM certification of the managing company and the vessel were withdrawn and full ISM audits carried out prior to re-instatement. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.
POLARTANK 6903010 07/01/2001	Norway	LRS	Hull damage was the result of contact with the pier. Temporary repairs were undertaken to the affected area and a test of the manoeuvring system was undertaken to the satisfaction of the port State and this flag State.
POLARTANK 6903010 12/02/2001	Norway	LRS	Relevant surveys undertaken and short-term certificates issued. Whilst the vessel had been delayed due to adverse weather conditions, the owner and the Master advised to ensure that all statutory surveys are undertaken within the due date or the appropriate extension has been granted.
POLARTANK 6903010 11/12/2001	Netherlands	LRS	Additional ISM audit undertaken and all deficiencies rectified to satisfaction of this flag State and the port State. Vessel deleted from the Register on 15/03/02.
PONGO 8104307 14/08/2001	United Kingdom	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
PONGO 8104307 17/10/2001	United Kingdom	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The frequency between national inspections increased. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
PONGO 8104307 07/10/2002	United Kingdom	LRS	Repairs carried out with equipment tested and proven operational to the satisfaction of this flag State and the port State. All other deficiencies rectified and the interval between national inspections reduced. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
PROVIDENCE 9186431 05/10/2001	India	NKK	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the need to comply with national law and international conventions.
RAFNES 7414183 15/01/2001		DNV	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions. No report received from port State.
RAFNES 7414183 09/11/2001	Germany	DNV	Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
RED STONE 7208235 04/01/2000	Italy	RINA	Vessel unable to be properly maintained in accordance with national requirements and deleted from this flag.
REGAL EMPRESS 5262835 05/10/2001	United States	LRS	All deficiencies rectified to the satisfaction of this flag State and the port State. An additional ISM audit was satisfactorily undertaken. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
REGAL EMPRESS 5262835 06/11/2002	United States	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
RENATA 7725843 13/06/2000	Portugal	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and this flag State. The owner and crew of the vessel reminded of the requirements to comply with the national law and international conventions.
RENATA 6516996 01/02/2001	Portugal	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The frequency of national inspections has been increased. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.

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RENATA 6516996 24/05/2001	Portugal	LRS	Repairs carried out as required to the satisfaction of this flag State and the port State. All deficiencies rectified. Intervals between flag inspections decreased. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
RENATA 7725843 11/09/2001	Belgium	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and port State. The frequency between national inspections has been increased. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
RMS-ARAMON 7719480 16/07/2001	United Kingdom	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. A flag State detention was imposed. Subsequent to this incident the frequency of flag State inspections has been increased. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
ROMAIN DELMAS 7813705 14/03/2002	Germany	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
ROUSTEL 7422532 13/09/2000	United Kingdom	LRS	Officer replaced by suitably qualified officer and satisfactory repairs carried out to the affected equipment. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.
SAGACITAS 7305526 18/07/2002	Italy	LRS	Certificates issued to vessel and company. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
SAKURA REX 7812189 19/10/2000		NKK	Repairs carried out as required to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
SAMOS 7926461 27/08/2001	United States	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. An additional ISM shipboard audit was satisfactorily undertaken. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
SEGOVIA CARRIER 7707877 31/05/2001	United States	LRS	Temporary repairs carried out to the affected equipment to the satisfaction of this flag State and the port State. New lifeboat ordered for installation. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
SETOKAZE 8217312 28/04/2001	Canada		Repairs carried out as required to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply with national law and international conventions.
SEVILLA CARRIER 9078488 07/02/2002		NKK	Deficiency rectified to the satisfaction of the flag State and the port State. The owner and crew of the vessel were reminded of the need to comply with national law and international convention. No report received from the port State.
SHERINGHAM 8858506 30/01/2001		BV	All deficiencies rectified to satisfaction of the port State. Vessel deleted from this flag on 28 July 2000. No report received from the port State.
SIDONIA CARRIER 8223385 28/01/2002	Japan	NKK	Safety equipment amended to reflect correct equipment onboard. All other deficiencies rectified to the satisfaction of the port State and this flag State.
SIDRELA 8316285 17/07/2000	Poland	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port and this flag State. The owner and crew of vessel reminded of the requirements to comply with national law and international conventions.
SKIER 7915553 08/06/2000		BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
SS SINGAPORE 7628057 30/05/2002	Hong Kong, China	BV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
STAR EUROPE 8417649 19/04/2001	Australia	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
STORFOSNA 6614530 08/09/2000	Norway	DNV	Repairs carried out to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with national law and international conventions.
SUN CLAUDIA 8313283 19/11/2001		NKK	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. No report received from the port State.
SUN MARIA 9019640 01/09/2000	Brazil	NKK	All deficiencies rectified to the satisfaction of this flag State and the port State. An appeal has been submitted as the bilge system piping arrangement was fully in compliance with MARPOL 73/78 Annex I. There was a proper valve fitting to ensure no contravention of the discharge provisions.

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SUN SOPHIA 9000364 16/08/2000	Ireland	NKK	Satisfactory tests undertaken and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirement to comply with national law and international conventions.
SUNBIRD 7927984 14/05/2002	Italy	DNV	The necessary arrangements were in place to service the liferaft within the servicing period. The vessel was delayed at sea and this State authorized an extension to the servicing period in accordance with SOLAS regulation III/19.8.1.1 as amended. An appeal was submitted on this basis but no response received from the port State.
SUNDERLAND 8314641 12/07/2001	United Kingdom	BV	Repairs undertaken and operational tests of main engine verified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions.
TAMARA 7222279 25/03/2002	Germany	DNV	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
TAMARA 7222279 03/05/2002	Gibraltar	DNV	A review of the vessel's registration undertaken and the frequency of flag State inspection increased. Deletion proceedings commenced due to the lack of compliance with the national law and international conventions.
TARGET 7531230 15/02/2001		ABS	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel were reminded of the requirement to comply with the national law and international conventions. No report received from the port State.
TERN ARROW 8316730 27/10/2000	Japan	DNV	Appeal lodged against imposition of a detention order as whilst the gyrocompass did malfunction, there was a lack of servicing facility in the port and provisions for such situations are contained under Regulation V/12(o) of SOLAS 1974 as amended. In addition, the vessel had a magnetic compass and all navigational equipment was fully operational. There was a difference in interpretation of this regulation by the port State that denied the appeal. Satisfactory repairs were carried out to the compass at the next port.
THORFRID 8204597 21/04/2000		NKK	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag and port State. The owners and crew of vessel reminded of the requirements to comply with national law and international conventions.
TRADER BULK 7435137 04/04/2000	Norway	GL	Certificates issued by the Bahamian recognized organization.
TRADER BULK 7435137 17/11/2000	Belgium	GL	All deficiencies rectified to the satisfaction of this flag State and the port State. The owner and crew of the vessel reminded of the requirements to comply, at all times, with the national law and international conventions.
TURANDOT 7433579 20/12/2000	Germany	GL	Repairs carried out as required and all deficiencies rectified to the satisfaction of this flag State and the port State. An ISM audit was carried out and the necessary corrective actions and preventative measures have been introduced on board. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
TURBULENCE 8203256 21/09/2000	France	LRS	Excess cargo discharged and satisfactory repairs undertaken to the rescue boat engine. All other deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirement to comply with national law and international conventions.
ULJANIK 9222572 10/07/2002	China	BV	Valid certificate, albeit a faxed copy, was onboard the vessel but port State would not accept the same. Document endorsed to certify certificate was an authentic copy. No report received from port State and no acknowledgement for request to clarify the non-acceptance of the certificate that was onboard.
WESTMINSTER 8004387 09/10/2000		ABS	Deficiency rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirements to comply with the national law and international conventions.
WESTMINSTER 8004387 23/01/2001	Italy	ABS	All relevant surveys were carried out to the satisfaction of this flag State.
WINDFIELD 7711581 12/09/2001	Republic of Korea	LRS	Repairs carried out as required and all deficiencies rectified to the satisfaction of the port State. The owner and crew of the vessel reminded of the requirement to comply with the national law and international conventions.
YUCATAN 7800291 25/04/2002	Ireland	BV	Flag State detention was imposed and all deficiencies rectified to the satisfaction of this flag State and the port State. The vessel has since been deleted from this Register.

BARBADOS

ANJA C
8903038 13/02/2001

Fowey, United Kingdom

The Anja C was detained at Fowey, England on 13/2/01 because the fixed fire extinguisher arrangement in the machinery space was apparently inoperative in one (of three) cylinder. Nine other defects were noted on the inspection, all being of so minor a nature that they were rectified within minutes of the PSCI pointing them out. On investigation it transpired that one of the three cylinders in the fixed fire extinguisher system in the engine room was indicated as being empty by the gauge fitted to the bottle. It was also noted that the certificate dated 21/9/00 had indicated that "one cylinder was low, advice refill & test".

All three cylinders were tested and found to be approximately level; ie full. It was concluded by the PSCI that "it may be reasonably concluded that one gauge on the aft bottle is faulty" and that this was "accepted until system replaced", it being acknowledged that with Halon being on its way out, there is now only a very limited number of companies that supply and repair this extinguishing system.

The owners were aware of the service certificate recommendation and had ensured that all three cylinders were full and operational. In short, notwithstanding the detention order being placed against the ship, the fixed fire extinguisher arrangement in the machinery space for which the ship was detained was before, at the time of and subsequent to the PSC inspection, fully operational and thus complying with SOLAS.

The ship was released from detention the same afternoon, 13/2/01. This was brought to the attention of the UK MCA, with the request that this detention be expunged from their February detention list, given that the nine minor defects listed were so minor as to be rectified within minutes of the PSCI pointing them out and that the fixed fire system was fully operational for use if/when the need arises.

The MCA declined to remove the detention from their records, quoting the overall condition of the ship as reason. It would seem that we will have to agree to differ with the views of the MCA, as we consider this detention unjustified given that the fixed fire fighting system was fully operational before, at the time of and after the PSCI and that the minor deficiencies listed in the PSCI report could not justify using the overall condition of the ship as a reason to detain.

CHERYL C
8116635 22/01/2001

New Ross, Ireland

The ship was inspected in the port of New Ross, Ireland on 22/1/01 and found to have two detainable deficiencies, namely that the fire main on the main deck was holed and that the hatch cover securing arrangements had a number of cleat blocks missing. On investigation, the deficiencies mentioned were addressed as follows:-
FIRE MAIN

The holed section of the fire main on the starboard side aft on the main deck was renewed with heavy schedule block steel tubing. On completion, the repairs were examined, pressure tested and found satisfactory. These repairs are considered permanent.

HATCH COVER CLOSING APPLIANCES

All missing cleat blocks (16) were fabricated out of 50mm steel plate and fitted. The welding was examined and found good. On completion, hatch operations and water tightness were tested and found satisfactory. These repairs are considered permanent.

The ship was released from detention on the 24/1/01 on completion of listed deficiencies. We regret that these deficiencies were not attended to prior to PSC inspection.

CLAUDIA
8128559 17/10/2000

Sydney, Australia

LRS

The ship was detained in Sydney due to a malfunctioning emergency fire pump. The ship was detained approximately five hours. On investigation the following was ascertained. During the PSCI the emergency fire pump was run but unfortunately did not pick up suction. Shortly thereafter (about 1130 hrs) the PSCI detained then left the vessel. Following the departure of the PSCI the emergency fire pump was primed, run and tested satisfactorily then shut down. The pump was then tested over the next two hours, to ensure that it was maintaining a primed suction and would operate satisfactorily. No mechanical repairs of any description were undertaken to bring the emergency fire pump on-line. At approximately 1430 hrs the PSCI was asked to attend onboard to witness the correct operation of the emergency pump. The PSCI attended an hour later, witnessed the fire pump in operation and lifted the detention. The cause of the emergency fire pump losing its primed suction appears to have been due to incorrect shut down procedures being employed following a fire drill conducted the previous Friday. During this drill the ship's crew were practising hand starting the diesel engine for the emergency fire pump and may have inadvertently not followed normal shut down and isolation procedures. The emergency fire pump is tested weekly and has been operating reliably since being fully overhauled and reconditioned some 18 months ago. The ship was not due to sail until 22/10/00 and it is felt therefore that under the circumstances described above, the PSCI did not sufficiently take into account the requirements of Chapter 2.6.5 of Procedures for Port State Control, in that it should have been borne in mind that the main purpose of port State control is to prevent a ship proceeding to sea if it is unsafe or presents an unreasonable threat of harm to the marine environment. The vessel was not even imminently ready to proceed to sea, nor was the ship unsafe.

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CROAZIA JET
8903703 09/06/2000

Ancona, Italy

DNV

The ship was apparently issued a detention notice by the Italian PSCI because the craft did not comply to the letter with Regulation 15 c of Chapter V of SOLAS, in that the SAR plan had not been stamped as formally approved by the Administration, and that the new name of the ship (the name having just been changed to reflect its new service) had not been entered on the SAR at the time of the PSCI. This was immediately undertaken and the craft was in fact formally "detained" just 40 mins. This "detention" did not delay the craft from sailing at its scheduled time of departure which, given the nature of the service, was shortly after it had arrived at its port of detention.

One must wonder how the craft can be considered to be unseaworthy when the SAR plan was, in practical terms, fully operational other than not having administratively had the name changed on it from the former name to the new name and the SAR plan not having formally had the Administration's stamp attached thereto. Chapter 2.6.5 of the Procedures for Port State Control stipulates that the main purpose of port State control is to prevent a ship proceeding to sea if it is unsafe or presents an unreasonable threat of harm to the marine environment. In this instance, an administrative delay in "stamping" and amending the craft's name on the SAR plan cannot be considered to make the ship unseaworthy, when the contents of that plan were otherwise fully operational and acceptable to both port and flag State.

Because of this, we are of the view that rather than a Code 30 notice being issued, the PSCI should have issued a Code 17 notice, which in reality is exactly what occurred given that the craft was at no time stopped from undertaking its scheduled service.

J. D. MITCHELL
7356288 13/10/2000

Trois Rivières
Canada

LRS

The ship was detained by Canada Transport Port State inspectors in Quebec primarily for the retention of engine room oily bilge water in the duct keel, rather than in the sludge tank. There is a 30 ton sludge tank onboard, which had recently been emptied therefore there was no reason, nor excuse, why the oily water had been pumped into the duct keel, rather than the sludge tank. The duct keel was subsequently emptied by pumping the oily water into the sludge tank and thereafter cleaned. We regret this infringement of MARPOL, for which there is no logical explanation why the oily water had initially been pumped into the duct keel rather than the sludge tank.

KLAZINA C
8215950 21/12/2001

Ashdod, Israel

Not available.

Enquiries regarding the nature of this detention have been hampered by the PSC authority concerned failing to respond to our enquiry regarding some aspects of this detention.

It is of some concern that actions taken in this way without any means of review by the Flag Administration concerned severely restricts the confirmation of any findings arising from such inspections and hence any lessons to be learnt.

In this case the owner has disputed the majority of defects and finds his avenue of redress blocked. As the Flag Administration we have a vested interest in our vessels being maintained at such a level that PSC detentions can be avoided.

To this end we applaud any progress that can be made in ensuring the even and fair application of PSC inspections and the clarity and veracity of their reporting.

NJORD
7819840 20/01/2000

Kotka, Finland

BV

The ship was boarded and inspected in Kotka on 20/01/00 by a Finnish PSCI who detained the ship for three alleged infringements of SOLAS or STCW 78. Whilst officers did not hold Barbadian licences, they had onboard their national certificates of competency. The Nautical Almanac, which was not readily available in Poland, where the ship had just undergone a major refit, was ordered to be placed onboard in Kotka, where it was known to be available. The ship's agent brought the publication down to the ship on the 20/01/00 but after the PSC inspection. The lifeboat/rescue boat was in compliance with SOLAS and had been sailing both under the French and Panamanian flags with the same equipment. We had the Classification Society (BV) look into this matter more closely. There has been no response to correspondence sent to the Finnish Maritime Administration explaining our investigation more fully. Consequently, we are of the view that the ship was wrongly detained, as it could not be judged unseaworthy in accordance with the guidelines for the detention of ships, to be found in the IMO Procedures for Port State Control.

BARBADOS

NJORD
7819840 23/05/2000

Antwerp, Belgium

BV

A notification of detention of the ship was received direct from the PSC office in Antwerp, outlining six deficiencies, none of which were identified by a code number to indicate whether or not they were considered sufficient to detain the vessel. After an exchange of faxes with the Belgium Maritime Inspectorate it eventually transpired that of the six items listed, only one was considered to be a "detainable" item, this being the rescue boat, which was notated as "condition of rescue boat - condition of keel beam". The keel is formed by polyester being glued and bolted to an aluminium keel. In one place the polyester had swollen slightly over a length of approximately 150 mm. The PSC Inspector assumed that the rescue boat was leaking because there was some water within the boat itself. This was rainwater and, if the rescue boat had indeed been leaking, one would assume that the water would have leaked out and not been retained within. This slightly swollen polyester keel was the reason given for the detention. On the swollen polyester being attended to, the company that took care of the repair confirmed that there was no damage to the construction of the rescue boat, neither was the rescue boat in any way leaking. Structurally the polyester itself was sound according to the expert attending. Nevertheless, the swollen area was ground, cleaned and a new layer of polyester was applied. The repair was then considered by BV and PSC as a permanent repair. Of the other five non-detainable items listed, two were incorrect (no valid tonnage certificate nor type approval for rescue boat by flag State onboard; they were), two were corrected even before the PSC inspector had completed his inspection (permanently welded flatbar deckline painted and extra rope attached to the hydrostatic release mechanism of the inboard liferaft removed; which would not have affected the release mechanism in any event) and the fifth item was a damaged liferaft, over and above the statutory requirement, that did not have a "not fit for use" sign attached. Of the items for which the ship was detained, whilst 150 mm of the swollen polyester keel may have looked unsightly, it in no way made the rescue boat unusable and therefore the ship unseaworthy. Consequently we are of the view that the detention on the grounds that the ship was unsafe to proceed to sea was wrong, and consider that a "code 16 or 17" should have been placed against this perceived deficiency rather than a "code 30".

SEA OSPREY
7530834 18/12/2000

El Ferrol, Spain

GL

The ship was detained on 16/12/00 because one of the ship's two main generators would not start at the time of the PSC inspection. It transpired that the starting mechanism was found to be faulty. The last class survey on this generator was carried out in October 2000, which did not reveal any problems. Consequently, it must be assumed that the defect manifested itself at or about the time of the PSC inspection. The starting mechanism was stripped down on 16/12/00 and landed ashore for overhaul, being placed back onboard the ship on 18/12/00. On being reassembled the generator operated in a satisfactory manner and the ship was released from detention. We regret the breakdown in the starting mechanism of this particular generator at this time, but advise that the second main generator and the emergency generator were working normally.

TENTOR
7819840 09/07/2001

Rouen, France

BV

Five detainable deficiencies noted:-
Fire detection not working in engine room. This transpired to be an electrical problem which was remedied almost immediately. Fresh water leakage on turbo blower charger; temporary repairs were carried out under the supervision of BV surveyor, and new parts ordered. Shaft generator not connected; though noted as a deficiency, this was not required and there was class approval accordingly. We understand this item to have been cancelled by the port state inspector. Grain stability booklet; this was in fact on board, but the name had not been amended (the vessel had changed names some weeks earlier). 15ppm sea outlet not sealed; this was sealed immediately it was noted. All other defects were remedied, and the vessel was released on 12/7/01. Owners/Managers have not disputed there were deficiencies at the time of the inspection, and have been warned that any further detention in the next twelve months will result in the removal of the ship from the Barbados register.

UNION PEARL
8903026 18/04/2001

Aveiro, Portugal

The above named ship was detained in the port of Aveiro because only copies of the safety construction and load line certificates were on board and that the safety equipment certificate expired. On investigation it was found that the owners had not sent the originals of the safety construction and load line certificates out to the ship, but only copies, the owners having the intention of placing the originals on board on the ships arrival in England. Whilst the safety equipment certificate onboard had expired, the owners had requested and received an interim cargo ship safety equipment certificate valid until 30/4/01, to allow the ship to return to England at which time full term survey and certification would take place. This interim safety equipment certificate had not been placed on board, either in copy of original. The originals of the three certificates under review were placed on board and the ship released from detention on 23/4/01. The owners have been admonished for their dilatory behaviour in not ensuring that the original certificates were placed on board as soon as they had received them.

BARBADOS

VANESSA C
7367914 19/01/2001

Rotterdam, Holland

LRS

The Vanessa C was detained at Rotterdam on 19/1/01 because the emergency fire pump would not draw suction and was thus found defective. The emergency fire pump had last been independently surveyed by Lloyds Register on the 25/4/00 and on 2/5/00 by our Nautical Inspector, at which time the emergency fire pump had been found to be working satisfactorily. On inspection on 19 January, it was initially thought that the starting batteries were flat, so new batteries were provided and connected. On replacing the batteries, the emergency fire pump was started but no suction was obtained, it subsequently being found that the mechanical seal was broken, which prevented suction. At this time the PSCI detained the ship. Temporary repairs were made to the emergency fire pump to the satisfaction of the PSCI and the class surveyor (LR) who was also on board at the time of the inspection, with the detention being lifted by the PSCI, to allow the ship to sail on the 20 January for Algeciras, at which place permanent repairs had to be completed. Permanent repairs to the fire pump were made on the vessel's arrival at Algeciras on the 29 January as required by PSCI, the repairs being certified by the local LR surveyor. We regret the breakdown of this emergency fire pump but advise that another fire pump was working normally at the time of the PSCI inspection.

BELIZE

A. LEGRAND
5382439 28/09/2000

Trieste, Italy

Not Available

All the statutory certificates have been issued by an unauthorized surveyor of the RO. The flag Administration sent a GSI inspector in order to assist the owner with this detention also to obtain a general picture of the vessel. The flag Administration allowed the RO to issue a new set of statutory certificates for a single voyage to Pola Croatia for dry dock in order to rectify the outstanding deficiencies pointed out by PSCO.

ADVANCE
6815524 20/05/2000

Novorossiysk, Russian Federation

Inspeccion Y
Clasificacion
Maritima

The vessel was detained 1 day and released when the deficiencies were rectified to the satisfaction of the PSCO. The detention report was not received in the format recommended in Appendix 5 of the Annex to the Resolution A.787 (19).

ADVANCE
6815524 31/05/2000

Mersin, Turkey

Inspeccion Y
Clasificacion
Maritima

The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. Due to this detention all full term statutory certificates were withdrawn by the RO and a new set of interim statutory certificates was issued by RO valid only for two months with recommendation of drydocking and repairs. The deficiencies coded as 399, 1560, 999, 745, 1570, 1599, 610, 730, 650, 915, 330, 820, 710, 371, 735, 350, were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1705 were allowed by PSCO to be rectified within 14 days. The general examination was carried out by the RO at Limassol, Cyprus on 3 August in order to verify that the outstanding recommendations imposed by PSCO were deleted.

AI BO
8515788 20/09/2000

Tomakomai, Japan

PSR

The deficiencies coded as 1560, 1570, 1275, 0925, were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1590, 0699 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 0220 were allowed by PSCO to be rectified within one month. RO informed us on 16 October 2000 that all the deficiencies pointed by PSCO were rectified.

AI FENG YUAN
8625533 19/09/2000

Niigata, Japan

PSR

The deficiencies coded as 0620, 1560, 1570, 1220 were corrected to the satisfaction of the PSCO prior to departure.

AINO
7030341 21/12/2000

St. Petersburg, Russian Federation

RMR

The vessel was detained for 3 days and released when all deficiencies were rectified to the satisfaction of the PSCO.

AMARANTH
8622440 03/06/2000

Vladivostok, Russian Federation

ISBS

Deficiencies coded as 1560, 1570, 1699, 1541 were allowed to be rectified in the next port of call. The outstanding deficiencies were rectified to the satisfaction of PSCO prior to departure.

ANASTASIOS III
7120794 12/05/2000

Heraklion, Greece

HRS

The flag Administration issued a warning to the ship Owner stating our position that a further detention will result in a fine or deletion from the registry. The following deficiencies coded as 0113, 0650, 0720, 1280, 1284, were corrected prior to departure. The deficiencies coded as 0956, 1270, 1570 were allowed by PSCO rectified in the next port of call. The deficiencies coded as 2035 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 0988 were allowed by PSCO to be rectified within one month. The PSCO allowed the vessel to sail for one single voyage to Piraeus in order to renew Cargo Ship Safety Radio. A provisional Cargo Ship Safety Radio was issued by RO at Port Piraeus, Greece on 24 May 2000.

ANASTASIOS III
7120794 21/06/2000

Sète, France

HRS

The flag Administration issued a Permit to Proceed in order to allow the vessel to perform a single passage to Port Amphiloia, Greece for rectifying the items not fixed in France. Deficiency coded 0230 number/composition: one officer is not on board, the Res. A.787(19) paragraph 3.6.3 clearly states that if the actual composition of the crew does not correspond to the manning document, the port State should request the flag State for advice as to whether or not it is allowed to sail with the actual number composition of crew. No action taken coded as 55* or communication in writing were received due to this detention. The deficiencies coded as 0936 (communication between navigation bridge and steering gear compartment) cannot be applied to this vessel according to SOLAS Reg II-1/29.19. The RO attended the vessel on arrival at Amphiloia, Greece for remaining deficiencies in this time shipowner requested change of flag survey. The flag Administration imposed a fine of USD 2000 on the vessel for change of flag without permission.

BELIZE

AQUARIUS 7923653 10/08/2000	Bremerhaven, Germany	RMR	The deficiencies coded as 1410, 1420, 2110, 2150, 0710 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 0630, 0740 were rectified to the satisfaction of the PSCO. A follow up inspection was coordinated with the RO in order to verify that all deficiencies pointed out by the PSCO were rectified.
ASPRO 8867026 11/05/2000	Rostov, Don, Russian Federation	RMR	The detention report was not received in the format recommended in the Appendix 5 of the Resolution A.787(19) -form B is missing. A follow up inspection was coordinated at the port of Taganrog, Russia due to the subject detention and concluding that all the outstanding deficiencies were cleared to the satisfaction of the RO surveyor.
ATLANTIS 7337854 29/09/2000	Esbjerg, Denmark	Not available.	The deficiencies coded as 0950, 0310, 0330 were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction to the PSCO prior to departure. A follow up inspection was coordinated with the RO at the same port on 5 October 2000 in order to verify that all terms pointed out by PSCO were rectified.
BAI TONG 8514461 14/02/2000	Nagoya, Japan	ISBS	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. The deficiencies as code 1275, 1270 not cleared of the PSCO were allowed to be rectified within 14 days.
BARBARIAN 8122414 17/10/2000	Guangzhou, China	PSR	The deficiencies were rectified to the satisfaction of the PSCO prior to departure.
BILLO BIANCO 7211294 06/03/2000	Setubal, Portugal	RMR	The deficiencies coded as 1730, 1560, 1570, 1541, 0672, 0620, 0720, 0750, 1430, 1499, 0410, 0920, 1320 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1499, 1250, 1299, 1270 were allowed by PSCO to be rectified in the next port of call. A follow up inspection was coordinated on 5 May 2000 concluding that all outstanding deficiencies were cleared to the satisfaction of the RO surveyor.
BLUE BRIDGE 7529160 14/12/2000	Tianjin, China	Not available.	The vessel was detained for 2 days and released when all deficiencies were cleared to the satisfaction of the PSCO prior to departure.
CAMEL ACE 8118736 26/06/2000	Fushiki-Toyama, Japan	BMB	An appointed surveyor was designated by RO in order to assist the Shipowner in this detention. All the deficiencies were cleared to the satisfaction of the PSCO and flag Administration. The PSCO released the vessel on 28 June 2000.
CARNIVAL 7638765 09/08/2000	Xiamen, China	BMB	No detention report has been received from the PSCO and information was obtained from the TOKYO MoU web page. Reports in this way are not sufficient in details for an assessment to be made of the severity of the deficiencies giving rise to the detention.
CARNIVAL 7638765 24/11/2000	Oita, Japan	BMB	The deficiencies coded as 0673, 0640, 2525, 2550, 1560 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1275 were allowed by PSCO to be rectified within 14 days.
CENTURY 8 8621824 30/10/2000	Vladivostok, Russian Federation	ISBS	Deficiencies coded as 1570, 113, 1699, 119, 110, 1310 were allowed by PSCO to be rectified in the next port of call. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
CHANG HUNG 7511175 27/07/2000	Fuzhou, China	ISBS	The vessel was detained for two days and released when all deficiencies were cleared to the satisfaction of the PSCO.
CISNE ROJO 6818942 26/07/2000	Port Louis, Mauritius	PBS	The deficiencies were cleared to the satisfaction of the PSCO.
CULPEPPER 6414150 24/11/2000	Fort de France, Guyana	BRC	The deficiencies were rectified to the satisfaction of the PSCO prior to departure.
DANTOR 7396678 06/01/2000	Miami, United States	PMDS	The flag Administration issued a warning to the ship owner stating our position that a further detention of the vessel will result in a fine against the vessel or deletion from the registry. The detention report has not been received in the format recommended in the Appendix 5 of the Res. A.787(19) omitting: Code: when no codes have been inserted, the nature of the deficiency may be interpreted differently influencing the quality of our statistics.
DRACO 7371367 26/01/2000	Chubu, Japan	KRS	No detention report received from PSCO. The vessel was deleted from the registry on May 2000.
DUNLIN 7418311 17/05/2000	Le Havre, France	RIN	An appointed surveyor was designated by RO in order to assist the shipowner in this detention. A new set of interim statutory certificates (LL, CSSC, CSSE, CSSR, IOOP) was provided by RO. The deficiencies were rectified to the satisfaction of the PSCO.
EIFFEL PLANET 7236074 06/03/2000	Setubal, Portugal	PMDS	The deficiencies coded as 0220, 0150, 1540, 0610, 0720, 0610 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 1720 were allowed by PSCO to be rectified in the next port of call. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure. Due to this detention the flag Administration issued dispensation certificate for carriage of Gyro-Repeaters valid until 25 December 2000.
EIFFEL PLANET 7236074 30/10/2000	Setubal, Portugal	Not available.	The deficiencies coded as 0399, 2015 were cleared to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1540 were allowed by PSCO to be rectified in the next port of call.

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EVGENIY CHAPLANOV 7041376 05/10/2000	Incheon, Republic of Korea	RMR	The deficiencies coded 0720, 1280, 1730, 0950, 1560, 1020, 0999 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1275, 1570, 0915 were allowed by PSCO to be rectified within 14 days. A follow up inspection was coordinated at the port of Vanino, Russia on 24 October 2000, concluding that all outstanding deficiencies were cleared to the satisfaction of the RO surveyor.
FAREAST FELICITY 8952364 02/05/2000	Hong Kong, China	ISBS	Prior to departure all deficiencies were cleared to the satisfaction of PSCO and flag Administration.
FAREAST FELICITY 8952364 07/12/2000	Hong Kong, China	ISBS	The flag Administration imposed a fine of USD5,000 on the vessel for non compliance with the international regulation. The vessel was allowed by the PSCO to sail without cargo for a single voyage to Whampao, China for repairs.
FENGSHUN 28 8351467 27/10/2000	Sakaide, Japan	ISBS	The deficiencies coded as 1570, 1270, were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 2120, 0150 were allowed by PSCO to be rectified in the next port of call.
FENGYUAN 5 7706586 04/07/2000	Tokyo, Japan	BMB	The deficiencies coded as 1299 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded 0999, 0930, 0925, 1240, 1275, 1280 were allowed by PSCO to be rectified within 14 days. A follow up inspection was coordinated at port of Pusan, Korea on 14 July 2000 concluding that all the outstanding deficiencies were rectified to the satisfaction of the RO surveyor.
GOLD LEADER 8014497 28/01/2000	Pusan, Republic of Korea	CCS	The deficiencies coded as 1299 were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
GOLD LEADER 8014497 20/06/2000	Kawasaki, Japan	CCS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. The deficiencies coded as 2120, 0650, 1560, 0680, 0618, 0615 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 0110, 0113, 0150, 1635 were allowed by PSCO to be rectified within one month. A General Safety Inspection performed by the flag Administration was scheduled on 4 August 2000 in order to verify if the outstanding deficiencies were cleared.
GOLDEN HIGH 7041003 07/01/2000	Incheon, Republic of Korea	Not available.	No detention report has been received from the PSCO. Information was obtained from the Tokyo MoU web page.
GOLDEN WISE 8310310 15/05/2000	Senboku, Japan	ISBS	The flag Administration imposed a fine of USD3,500 on the vessel for non-compliance with the international regulations. The deficiencies coded as 0190, 1541, 0925, 0230, 610, 9900 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 1571, 1560, 0745, 0640, 673, 1575 were rectified to the satisfaction of the PSCO prior to departure.
GOLDMINE 8621290 06/11/2000	Hong Kong, China	ISBS	The vessel was detained for 2 days and released when all the deficiencies were rectified to the satisfaction of the PSCO.
GRETA 7340784 03/02/2000	Limassol, Cyprus	Not available.	The vessel was released by PSCO on 7 June 2000. The vessel was deleted from the Registry on 21 July 2000.
GUANG YUAN 7429841 14/02/2000	Fuzhou, China	ISBS	No detention report has been received from PSCO and information had been obtained from the Tokyo MoU web page. Reports obtained in this way are not sufficient in details for an assessment to be made of the deficiencies giving rise to the detention. The non-official detention report obtained in the web page does not state the deficiencies in standard code format, therefore the nature of the deficiency can be interpreted differently.
HADAR 8006098 06/03/2000	Incheon, Republic of Korea	BMB	All deficiencies were rectified to the satisfaction of the PSCO and flag Administration.
HAI TONG 8351065 07/03/2000	Oita, Japan	ISBS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in fine or deletion from the registry. Deficiencies coded as 0220, 1030 not cleared to the satisfaction of PSCO were allowed to be rectified within 14 days.
HAMAL 7371355 10/02/2000	Incheon, Republic of Korea	KRS	The deficiencies coded as 1582 were allowed by PSCO to be rectified in the next port of call. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
HANG SHUN NO.1 8304359 13/09/2000	Kisarazu, Japan	ISBS	Due to this detention the LL certificate was withdrawn by RO in order to rectify the deficiencies. Due to this detention the flag Administration issued dispensation certificate for international load line and the attestation certification for the international tonnage convention (1969) valid until 18 October 2000 in order to rectify such deficiencies. The deficiencies coded as 1705, 0220, 2120, 1275 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 1650, 0680, 1541, 0936, 1499, 1599, 1550, 0650, 0745, 1230 were rectified to the satisfaction of the PSCO prior to departure.

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HANG SHUN NO.2 8510116 23/05/2000	Yokohama, Japan	ISBS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in fine or deletion from the registry. The deficiencies coded as 0220, 1705, 0699 were allowed by PSCO to be rectify within 14 days. The deficiencies coded as 0936, 0730, 0999, 0110, 0680, 0986, 0710, 0735, 1551, 0945, 1560 were rectified to the satisfaction of the PSCO prior to departure. The PSCO released the vessel after 3 days of the detention.
HANG SHUN NO.2 8510116 09/11/2000	Oita, Japan	ISBS	The flag Administration imposed a fine of USD 3000 on the vessel for non-compliance with the international standards. All deficiencies were cleared to the satisfaction of the PSCO and flag Administration prior to departure.
HANSON 8032360 28/01/2000	Hong Kong, China	ISBS	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. Deficiencies coded as 1220, 1230 not cleared to the satisfaction of the PSCO were allowed to be rectified within 14 days. The vessel was deleted from the registry on 11 April 2000.
HE XIANG 8312667 30/05/2000	Fushiki-Toyama, Japan	ISBS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. Prior to departure all deficiencies were rectified to the satisfaction of the PSCO.
HELIOS 8217790 29/09/2000	Mokpo, Republic of Korea	KRS	The vessel was detained for 4 days and released when all deficiencies were cleared to the satisfaction of the PSCO prior to departure.
HOPE 8929379 24/06/2000	Split, Croatia	ICM	No detention report has been received from PSCO and information had to be obtained from Paris MoU web page.
JIN HONG 8931463 03/08/2000	Onomichi, Japan	PSR	The flag Administration removed the following certificates from on board the vessel the Load Line Certificates, Cargo Ship Safety Construction & Cargo Ship Safety Equipment. The deficiencies coded as 0220, 0650, 0725, were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 0620, 0628, were allowed by PSCO to be rectified in the next port of call. The deficiencies coded as 0190, 0945, 0650, 0745, 0680, 0710, 0960, 0720 were rectified to the satisfaction of the PSCO prior to departure.
JING YANG 7419406 14/08/2000	Singapore	BMB	No detention report has been received from PSCO. The copy of the detention report was sent to our Administration by the Recognized Organization. The flag Administration imposed a fine of USD2,000 to the vessel for trading with fraudulent statutory certificates (CSSR). The vessel was detained for 3 days and released when all deficiencies were cleared to the satisfaction of the PSCO.
JO 601 24/11/2000	Fort de France, Guyana	BRC	The deficiencies were rectified to the satisfaction of the PSCO prior to departure.
KAI CHANG 7702621 06/05/2000	Ulsan, Republic of Korea	ISBS	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. Deficiencies coded as 0955, 1330, 0695, 1699, 1575 not cleared to the satisfaction of the PSCO were allowed to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
KAI CHENG 8001684 03/03/2000	Ulsan, Republic of Korea	CCS	The deficiencies coded as 1710, 1560, 1570, 1699, 999 were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
KAI LONG 8114285 14/02/2000	Tokyo, Japan	CCS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. The deficiencies coded as 1705, 2120, 615, 616, 618 were allowed by the PSCO to be rectified within 14 days. The deficiencies coded as 1590 were corrected prior to departure.
KAI LONG 8114285 16/06/2000	Changshu, China	BMB	The vessel was detained for 4 days and released when all deficiencies were rectified to the satisfaction of the PSCO.
KAI LONG 8114285 11/07/2000	Kyushu, Japan	BMB	Deficiencies coded as 0938 not cleared to the satisfaction of the PSCO were allowed to be rectified within two months. Dry-docking of the vessel was scheduled from 23-25 July 2000 in order to rectify the outstanding deficiencies not cleared to the satisfaction of the PSCO.
KAI LONG 8114285 12/10/2000	Yokohama, Japan	BMB	The deficiencies coded as 1705, 1275, 0220, 2120 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 1560, 0615, 0190, 0740, 0650, 0680, 0683, were rectified to the satisfaction of the PSCO prior to departure.
KIM 7607467 31/10/2000	Gallipoli, Italy	BV	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. The vessel was detained for 3 days and released when all deficiencies were cleared to the satisfaction of the PSCO.
KOMSOMOLETS YAKUTII 8924628 22/02/2000	Elefsina, Greece	IRS	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. The deficiencies coded as 1560, 1541, 0350 not cleared to the satisfaction of the PSCO were allowed to be rectified within 14 days. Deficiencies coded as 0610, 0725, were allowed by PSCO to be rectified in the next port. Deficiencies coded as 0988, 0983 were allowed by PSCO to be rectified in the next dry-dock.

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KORYO MARU NO.35 8864672 24/10/2000	Nemuro, Japan	Not available.	Deficiencies coded as 1275, 0650 were allowed by the PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO.
LAAGNA 7120706 29/03/2000	Goole, United Kingdom	RMR	The deficiencies were cleared to the satisfaction of the PSCO.
LAAGNA 7120706 26/09/2000	Kokkola, Finland	RMR	Due to this detention the flag Administration imposed a fine of USD2,000 on the vessel for non-compliance with the international standards. An appointed surveyor was designated by RO in order to assist the shipowner in this detention. The deficiency was rectified to the satisfaction of the PSCO prior to departure.
LAAGNA 7120706 09/11/2000	Rotterdam, Netherlands	RMR	The flag Administration imposed a fine of USD2,000 on the vessel for non-compliance with the international regulation. A follow up inspection was coordinated by RO in order to assist the shipowner in this detention. The vessel was detained for 1 day and released when all deficiencies were cleared to the satisfaction of the PSCO.
LI HE 7824077 08/06/2000	Nanjing, China	ISBS	No detention report has been received from the PSCO and information was obtained from the Tokyo MoU web page.
LUCIE 6812948 06/04/2000	Bremen, Germany	BV	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in deletion from the registry. Deficiencies were cleared to the satisfaction of the PSCO.
LUCIE 6812948 02/11/2000	Rotterdam, Netherlands	BV	The flag Administration imposed a fine of USD3,000 on the vessel for non-compliance with the international standards. The vessel was detained for 3 days and released when all deficiencies were cleared to the satisfaction of the PSCO.
MACAU VENTURE 7343862 03/04/2000	Hong Kong, China	IRS	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion of the registry. The vessel had been released from PSCO only to be scrapped in Whampao, China. The vessel was deleted from the registry on 28 April 2000.
MAD EXPRESS 8896247 23/03/2000	Limassol, Cyprus	ICM	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. The vessel was released from detention after all the deficiencies were rectified to the satisfaction of the PSCO.
MAGNOLIA 7418309 14/11/2000	Mumbai, India	ICM	An appointed surveyor was designated by RO in order to assist the shipowner in this detention. The deficiencies were rectified to the satisfaction of the PSCO prior to departure.
MAN HE 8132419 25/10/2000	Niigata, Japan	CCS	The deficiencies coded as 113, 220, 9900 were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were cleared to the satisfaction of the PSCO prior to departure.
MARLIN EXPRESS 7513680 29/02/2000	Miami, United States	PSR	The detention report has not been received in the format recommended in the Appendix 5 of the Res. A. 787(19). A General Safety Inspection was ordered by the flag Administration in order to assist the owner with this detention and also obtain a general picture of the vessel. Due to this detention all the statutory certificates were withdrawn by the RO until the vessel upgraded her condition to the International Conventions Standards. A re-inspection by new recognised organisation was performed from 1 May 2000 until 25 May 2000 in order to verify that the vessel was in satisfactory condition. The flag Administration issued a permit to proceed in ballast in order to allow the vessel to proceed for dry dock in order to comply with CCSSC.
MARSOPA 7809388 20/09/2000	Villagarcia de Arosa, Spain	Not available.	The deficiencies coded as 0220 were allowed by PSCO to be rectified within 3 months. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
MARY 8866400 15/06/2000	Vladivostok, Russian Federation	BMB	The deficiencies were rectified to the satisfaction of the PSCO prior to departure.
MASTER CODY 6419497 24/02/2000	Honolulu, United States	ABS	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. All deficiencies were cleared to the satisfaction of the PSCO.
MASTER CODY 6419497 05/11/2000	Honolulu, United States	ABS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. The vessel was detained for 10 days and released when all deficiencies were cleared to the satisfaction of the PSCO.
MEHRAB 8501165 03/07/2000	Mumbai, India	BMB	An appointed surveyor was designated by the RO in order to assist the shipowner in this detention. A general safety inspection performed by the flag administration was scheduled on 2 August 2000, in order to assist the owner with this detention and also obtain a general picture of the vessel. The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. The flag Administration issued a Dispensation Certificate to conditional Cargo Ship Safety Equipment Certificate for carriage of Gyrocompass and Echo-sounder valid until 4 October 2000 in order to allow the vessel to be fitted with the relevant equipment. The deficiencies were rectified to the satisfaction of the PSCO the vessel was released on 25 September 2000.

Flag Administration
Ship's name
IMO n°/Date of detention

Port State
Port of detention

Classification
society

Comments

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METEOR 5233547 21/02/2000	Rijeka, Croatia	RMR	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. The deficiencies as coded 1699 (GMDSS), 1705, 1310 not cleared to the satisfaction of the PSCO were allowed to be rectified within 14 days. The vessel was deleted from the registry on 1 August 2000.
MINAS DEL FRIO 8008840 08/12/2000	Itajai, Brazil	Not available.	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. The vessel was detained for 5 days and released when all deficiencies were rectified to the satisfaction of the PSCO.
MITRESSE 7211309 01/06/2000	Motril, Spain	RMR	The deficiencies coded as 1560, 1570 were allowed by the PSCI to be rectified within 14 days. The deficiencies coded as 0199 were allowed by PSCO to be rectified in the next port of call. The following deficiencies were corrected prior to departure : inflatable liferaft weak link, motorman medical certificate. A follow up inspection was performed by RO on 30 August 2000, in order to verify that all the deficiencies not cleared to the satisfaction of the PSCO in Spain were rectified.
MORUE 7821661 16/06/2000	Fushiki-Toyama, Japan	ISBS	The deficiencies coded as 1705, 0930, 0695, 0696 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 0740, 0730, 0696, 9901, 0925, 0695 were rectified to the satisfaction of the PSCO prior to departure. The RO informed us that the pending deficiencies pointed out by the PSCO were rectified during the occasional performed by the RO on 13 October 2000.
MORUE 7821661 06/11/2000	Tokuyama, Japan	ISBS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine or deletion from the registry. The deficiencies were cleared to the satisfaction of the PSCO prior to departure.
MOUNT SUN 8125260 10/11/2000	Ishikari, Japan	BMB	The deficiencies coded as 1570, 1275, 1671 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1275, 950, 1310, 1275, 730, 1270, 1550 were allowed by PSCO to be rectified within 14 days. A follow up inspection was coordinated by the RO in order to verify that all the terms pointed out by the PSCO were cleared.
MUNSU 7626126 06/07/2000	Fraserburgh, United Kingdom	ICM	An appointed surveyor was designated by the RO in order to assist the shipowner in this detention. The deficiencies coded as 1410 (Engine Breakdown) were duly rectified by the caterpillar company. The deficiencies coded as 0745 was duly fitted by a shore company. The deficiencies coded as 1280, 1430, 0528 were duly rectified by crew. The deficiencies coded as 1560, 0640, 1541, 0610 were cleared to the satisfaction of RO and the PSCO. The PSCO released the vessel from detention on 16 August 2000.
NAN YANG 7516618 23/05/2000	Pusan, Republic of Korea	CCS	The flag Administration issued a warning to the Shipowner stating our position that a further detention will result in a fine or deletion from the registry. Prior departures all deficiencies were cleared to the satisfaction of the PSCO. The vessel was deleted from the registry on 20 July 2000.
NAT STAR 6928307 24/08/2000	Magadan, Russian Federation	RMR	The deficiencies coded as 1420 were allowed by PSCO to be rectified within 14 days. The deficiencies coded as 0135, 0620, 0730, 0745, 0910, 12020, 1460 were rectified to the satisfaction of the PSCO prior to departure.
NIKA 7023518 30/07/2000	Rotterdam, Netherlands	RMR	No detention report has been received from the PSCO. A General Safety Inspection was ordered by flag Administration in order to assist the owner with this detention and also obtain a general picture of the vessel. Due to this detention the certificate of Load Line was withdrawn by the recognised organisation until the vessel upgraded her condition to international conventions. The deficiencies coded as 1560, 1570, 0520, 1420, 2110 1240, 0935 were allowed by the PSCO to be rectified in the next port of call. The recognised organisation with the authorisation of the PSCO issued sailing permit for single voyage in order to allow the vessel effected permanent repairs in the next port of call no later than 20 August 2000.
NIKOLAOS M 5198357 03/04/2000	Gallipoli, Italy	Not available	Due to this detention the flag Administration resolved in immediate deletion from the registry on 18 October 2000 for utilization of fraudulent statutory certificates.
ORIENT EXPLORER 7391989 18/04/2000	Hong Kong, China	LRS	The detention report received by the PSCO omitting the code when no code has been inserted, the nature of the deficiency may be interpreted differently influencing the quality of our statistics. A follow up inspection was coordinated with the RO in order to verify that all the terms pointed out by the PSCO were cleared. The deficiencies coded as 1575 (echo sounder) were allowed to be rectified before expiration of the conditional CSSEC issued to the ship under express authorisation of IMMARBE. The deficiencies were rectified to the satisfaction of the PSCO and the vessel was released on 22 April 2000.
ORIENT PRINCESS 8020264 08/08/2000	Kawasaki, Japan	BMB	The flag Administration issued a warning to the shipowner that the next detention of the vessel will result in deletion from the registry. Such warning was sustained by the poor safety record demonstrated in a one year rolling period. The flag Administration resolved to immediately cancel the vessel "Orient Princess" from the International Merchant Marine Registry of Belize due to non-compliance of International Safety Standards. The following deficiencies coded as 9900, 0650, 0735, 0650, 1282, 2120, 0984, 0220, 1220 were corrected prior to departure. The deficiencies coded as 0735, 0930, 1199, 1699, 1230, 0990, 0220, 0950, 0673 were allowed by PSCO to be rectified within 14 days.

BELIZE

OSA VOYAGER 8126965 26/01/2000	New Plymouth, New Zealand	ABS	No detention report has been received from the PSCO and information was obtained from the Tokyo MoU web page.
OTRANON 8932120 01/11/2000	Mersin, Turkey	ICM	The vessel was detained for 20 days and released when all deficiencies were cleared to the satisfaction of the PSCO.
PENGUIN 2 8303587 04/04/2000	Singapore	BRC	The flag Administration issued a warning to the ship owner stating in our position that a further detention will result in a fine or deletion from the registry. The deficiencies were rectified to the satisfaction of the PSCO prior to departing.
PERSEUS 7805291 26/01/2000	Nagoya, Japan	KRS	The deficiencies coded as 0999, 0986, 0615, 9900, 1799, 1220, 2050, 0925, 0696, 0936 were corrected prior to departure. The deficiencies coded as 0615, 0730, 1275, 0635, 0640, 1560, 1570, not cleared to satisfaction of the PSCO were allowed to be rectified within 14 days. The vessel was released by PSCO at same day of the detention.
PRATIWI 7929566 27/10/2000	Singapore	BMB	An appointed surveyor was designated by RO in order to assist the shipowner in this detention. All deficiencies were cleared to the satisfaction of the PSCO prior to departure.
PRINCESS L. 6708678 08/08/2000	Florida, United States	PMDS	Due to this detention all the statutory certificates were withdrawn by the RO until the vessel upgraded her condition. The flag Administration imposed a fine of USD2,000 on the vessel for non-compliance with the international regulations. The vessel was deleted from the registry on 7 December 2000.
R JUPITER 7646968 31/10/2000	Nantes, France	Not available.	The vessel was under survey at the time of detention in order to determine the real condition of this vessel. At this time no statutory certificates were issued nor authorised to be issued by any RO working on our behalf.
RAY OF HOPE 5190159 22/08/2000	Miami, United States	Not available.	The flag Administration issued a warning to the ship owner stating our position that a further detention will result in a fine or deletion from the registry. A re-inspection was coordinated by the flag Administration and RO in order to assist the ship owner in this detention. The vessel was deleted from the registry on 27 October 2000.
RONG CHANG 8416009 28/12/2000	Yosu, Republic of Korea	PSR	The deficiencies coded as 1570 were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.
SAFE EXPRESS 8626707 21/04/2000	Nagoya, Japan	ISBS	The following deficiencies were corrected prior to departure:- charts, garbage, side light screen on port side, liferaft on both sides, phone number of Japan Coast Guard for SOPEP. The deficiencies coded as 1550, 1270, 1275, 0640 were allowed to be rectified within 14 days.
SALVINIA 7211737 05/09/2000	Savona, Italy	BRC	Due to this detention all statutory certificates were withdrawn by the flag Administration as they were considered forged. An initial inspection was arranged between the flag Administration and new RO at same port of detention in order to upgrade her condition. The flag Administration sent a GSI inspector in order to assist the owner with this detention also to obtain a general picture of this vessel. All deficiencies were cleared to the satisfaction of the PSCO prior to departure.
SANAV REEFER 6718805 20/11/2000	Singapore	Not available.	The flag Administration imposed a fine of USD5,000 on the vessel for non-compliance with the international regulations. An appointed surveyor was designated by RO in order to assist the owner in this detention.
SANDAKAN 6423993 26/01/2000	Miami, United States	BRC	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine and/or deletion from this registry. The vessel is not allowed to sail until all deficiencies pointed out by PSCO have been cleared. An appointed surveyor was designated by RO in order to assist the shipowner in this detention. The deficiencies were cleared to the satisfaction of the PSCO.
SANDAKAN 6423993 14/04/2000	Lake Charles, United States	BRC	The flag Administration imposed a fine of USD5,000 on the vessel for non-compliance with the international regulations. The outstanding deficiencies were cleared to the satisfaction of the PSCO.
SEA SHUTTLE 8857875 25/09/2000	Haifa, Israel	PSR	An appointed surveyor was designated by RO and also GSI was designated by flag Administration in order to assist the owner in this detention. Due to this detention all the statutory certificates were withdrawn by the RO until the vessel upgraded her condition. The vessel was deleted from the registry on 24 November 2000.
SEA WALRUS 8401731 18/07/2000	Manila, Philippines	NKK	No detention report has been received from the PSCO and information was obtained from the Tokyo MoU web page. Reports obtained in this way are not sufficient in detail for an assessment to be made of the severity of the deficiencies giving rise to the detention.
SEA WIND 8874328 08/03/2000	Kolding, Denmark	PRS	The vessel was allowed to rectify the deficiencies in the next port of call. The RO issued a limit single voyage (until 20 March 2000) in ballast from Kolding, Denmark to Klaipeda, Lithuania to rectify deficiencies. The RO advised the flag Administration that the vessel arrived at Klaipeda, Lithuania on 15 March 2000. All deficiencies were rectified at that port and the vessel was reassigned with her class. The vessel was deleted from the registry on the 22 March 2000.
SETTAM 9070503 30/08/2000	Haifa, Israel	GL	The deficiencies coded as 1570, 0371, 1275, 0745, 1282, 1430, 0820, were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1570, 0680, 0720, 1250, 0950, 1430, 0810, were allowed by PSCO to be rectified at the next port of call. The deficiencies coded 0680 were allowed by PSCO to be rectified within 14 days. The flag Administration issued dispensation certificate for carrying fire detention and fire alarm system valid until 20 September 2000. The vessel was deleted from the registry on 25 October 2000.

Flag Administration Ship's name IMO n°/Date of detention	Port State Port of detention	Classification society	Comments	Updated on: 06 April 2003	FSL2/Circ.5 ANNEX Page 21
BELIZE					
SHENG JING SHAN 8949393 18/12/2000	Nagoya, Japan	ISBS	The deficiencies coded as 0730, 0999, 1275, 0936, 0799, 1541, 1710, 9900, 1260 were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.		
SILVER ARROW 7921681 24/04/2000	Incheon, Republic of Korea	KRS	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine and/or deletion from the registry. The deficiencies were all corrected and confirmed by the PSCO on 25 April 2000		
SIMONAS 7229629 08/06/2000	Las Palmas, Spain	RMR	The deficiencies coded as 0199, 0200, 1560, 1550, 2055, 1230 were allowed by the PSCO to be rectified within 14 days. The deficiencies coded as 1270 were allowed by PSCO to be rectified in the next port of call. The outstanding deficiencies were rectified to the satisfaction of the PSCO. The RO informed the flag Administration that the deficiencies pointed out by the PSCO were found rectified during the annual survey performed on 22 September 2000.		
SLAVUTICH 2 8877241 03/08/2000	Ancona, Italy	RMR	The deficiencies coded as 0915, 0925, 0310 were allowed to the PSCO to be rectified in the next port of call. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.		
SOOPANAVA INTER 2 7025748 19/05/2000	Bangkok, Thailand	BRC	No detention report has been received from the PSCO and information was obtained from the Tokyo MoU web page.		
SPP-025 8726624 01/06/2000	Otaru, Japan	PMDS	The deficiencies were rectified to the satisfaction of the PSCO prior to departure.		
SUNNY SARAH 7039191 06/11/2000	Brugge, Belgium	ICM	The flag Administration allowed the RO to issue the statutory certificates for one single voyage in ballast from Brugge, Belgium to Piraeus, Greece for dry dock in order to rectify the outstanding deficiencies.		
TIMBER STAR 7029433 31/05/2000	Norrkoping, Sweden	Not available.	An appointed surveyor was designated by RO in order to assist the shipowner in this detention. The deficiencies were cleared to the satisfaction of the PSCO. The PSCO did not relate these deficiencies to the classification society.		
TIMBER SUN 7130153 02/05/2000	Belfast, United Kingdom	RMR	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine and/or deletion from the registry. An appointed surveyor was designated by the RO in order to assist the shipowner in this detention. The vessel was allowed to rectify the deficiencies in the next port of call Riga, Latvia. The flag Administration issued a permit to proceed (until 15 May 2000) in ballast in order to allow the vessel to perform permanent repairs. The RO notified the flag Administration that all deficiencies were rectified during the last inspection on board on 22 June 2000.		
TRADING LUCK 7703780 05/01/2000	Masan, Republic of Korea	CCRS	The flag Administration issued a warning to the shipowner stating in our position that a further detention will result in a fine and/or deletion from the registry. The deficiencies coded as Certificate of Competency were addressed by the PSCO because a seafarer was not provided with the relevant endorsement certificate. This issue was clarified in MSC/Circ. 918 paragraph 2.2 explaining that national endorsements are not required until 1 February 2002. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.		
VEGA 7719519 27/07/2000	Port Louis, Mauritius	Not available	The deficiencies were rectified to the satisfaction of the PSCO. The detention report has not been received in the format recommended in the Appendix 5 of the Res. A.787 (19)		
VLADI 6828234 27/04/2000	Hong Kong, China	ISBS	The flag Administration issued a warning to the shipowner stating in our position that a further detention will result in a fine or deletion from the registry. The vessel was detained for 26 days and released when all deficiencies were rectified to the satisfaction of the PSCO.		
VOLGO-BALT 138 8862791 14/06/2000	St. Petersburg, Russian Federation	RMR	The vessel was deleted from the registry on the 14 May 2000.		
WEN SHUN 8954611 14/04/2000	Qinhuangdao, China	ISBS	The vessel was detained for 3 days and released when all deficiencies were cleared to the satisfaction of the PSCO.		
YONG TONG 8028981 03/04/2000	Tokyo, Japan	PSR	The flag Administration issued a warning to the shipowner stating our position that a further detention will result in a fine and/or deletion from the registry. The deficiencies coded as 0615, 0616, 0635, 0620 were allowed by PSCO to be rectified at the next port of call. The deficiencies coded as 0936, 1220 were rectified prior to departure.		
YUAN TONG 7639070 22/03/2000	Yokohama, Japan	ISBS	The RO rescinded the authorisation granted to the non-exclusive surveyor in charge of the initial survey. The deficiencies coded as 0110, 0111, 0113, 0150, 0180, 0120 by call sign certificates wrongly written have been rectified within one month. The deficiencies were cleared to the satisfaction of the PSCO.		
YUN XING 8514710 17/01/2000	Yokohama, Japan	PSR	The flag Administration issued a warning to the shipowner stating in our position that a further detention will result in a fine and/or deletion from the registry. The deficiencies coded as 1795, 1699, 0799, 1560, 1699, 2120 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1590, 0696, 1705 were allowed by PSCO to be rectified within 14 days.		
ZHE ZHOU 272 9237278 15/09/2000	Wei Hai, China	PSR	The deficiencies were cleared to the satisfaction of the PSCO prior to departure.		

BELIZE

ZHE ZHOU 272
9237278 27/09/2000

Fushiki-Toyama, Japan

PSR

An appointed surveyor was designated by the RO and also GSI were designated by the flag Administration in order to assist the owner with this detention and also obtain a general picture of the vessel. Due to this detention all the statutory certificates were withdrawn by the RO until the vessel upgraded her condition.

ZHEN FENG 2
9045003 21/03/2000

Lianyungang, China

BMB

The deficiencies were rectified to the satisfaction of the PSCO prior to departure.

ZHEN FENG 2
9045003 31/05/2000

Ulsan, Republic of Korea

BMB

The flag Administration issued a warning to the shipowner stating in our position that a further detention will result in a fine and/or deletion from the registry. An appointed surveyor was designated by the RO in order to assist the shipowner in this detention. A re-inspection was coordinated by RO before 14 June 2000 in order to verify that deficiencies were clarified. The deficiencies coded as 1275, 0730, 0930, 1560, 1570, 1590, 1675, 0915, 0915, 0945, 0628, 0950, 0745, 0630, 0915, 0620, 0610 were rectified to the satisfaction of the PSCO prior to departure. The deficiencies coded as 1275, 1399, 0730, 1330, 1420, 1440, 0110, 1710, 1705, 0950, 0799, 1270 were allowed by the PSCO to be rectified within 14 days. The RO confirmed to the flag Administration that the deficiencies allowed by the PSCO to be rectified within 14 days were corrected at Fuzhou, China on 21 August 2000.

ZHEN FENG 2
9045003 20/07/2000

Samcheok, Republic of Korea

BMB

The flag Administration imposed a fine of USD3,000 on the vessel for non-compliance with the international regulation. The deficiencies coded as 1685, 1799, 0999, were allowed by PSCO to be rectified within 14 days. The outstanding deficiencies were rectified to the satisfaction of the PSCO prior to departure.

BOLIVIA

GILBERT SEA
6610546 05/06/2001

United States

Having verified through the service of the US Coast Guards, that on June 4, 2001, the Bolivian flag cargo vessel Gilbert Sea was detained in the port area of Miami Beach due to its cocaine transport. The vessel has the following characteristics:-
call sign: CPA090

Previous Flag: Honduras

We inform you that the Registro Internacional Boliviano de Buques (RIBB) (Bolivian International Registry of Ships) will proceed with the ceasing of the flag in accordance with the Chapter XII, Article 24, Incide © of the Reg. Of the Registro Internacional Boliviano de Buques, at margin of initiating other judicial actions as contemplated in Article 25 of the referred Regulation.

CANADA

G.L. 52
13/01/2000

Panama

Vessel changed flag State on May 24, 1994 to Canadian.

CYPRUS

CAPTAIN GEORGE L
8102000 20/04/2000

Ghent, Belgium

ABS

A number of deficiencies were noted and the ship was detained. Corrective action was taken and the ship was released. Freeboard mark reflecting missing: The line was painted. Record IOPP tank missing: The tank in question is not a sludge tank but a holding tank of bilge water, necessary by the design of the ship for the operation of the oily water separator. Inflatable liferaft for 10 men aft wrongly stowed: The unit was turned 180° and secured again on deck by electrowelding. Code 10 on service rapport portable fire extinguishers obscure: Service station in Uruguay was contacted.

One navigation lamp not operating: Lamp replaced. Counterweights missing on some sounding pipes: All sounding pipes were fitted with counterweights irrespective of their position (double bottom and/or otherwise). In engine room alarm panel CO2 & general alarm indication port side missing: Lamps and covers renewed. Bilges port side with water oil mixture: Bilge cleaned by removal of oil by hand and mopping. Fire detection holds in permanent faulty situation: The electrician re-cleaned the sensors and the unit functioned as designed.

Suspected connection between bilges pump and cooling water supply to main engine (stb side): The connection was removed and the ends were permanently closed by electrowelding. Fresh water priming was re-instated. On sludge pump one valve suspended: The wheel was placed on the spindle.

Starting panels in e.r. without rubber mats in front: Suitable mats supplied and fitted as required. Collecting bucket sludge in separator room cover missing: A steel cover was fabricated and fitted.

Leaking pipes from auxiliary engines in rubber: Rubber hoses and buckets removed.

Original drain arrangements to tank cleaned and re-connected. Rest of paints & thinner boxes in e.r.: Remnants removed to the paint locker. Indication of situation suction valve of emergency fire pump indistinctive: Both lights as well as all other arrangements were operating as designed. Glass cover was cleaned. Oily water separating equipment out of order: A local service engineer was called, checked the system and found it in order.

Separator & filtering equipment needs cleaning: Separator and filters opened up, cleaned and cartridges replaced.

Oil mist detector not working: Faulty coil replaced with spare. Discharge valve in case of flooding with closing device - no key in the vicinity: The key was attached to the padlock.

Flag Administration Ship's name IMO n°/Date of detention	Port State Port of detention	Classification society	Comments	Updated on: 06 April 2003	FSL2/Circ.5 ANNEX Page 23
DENMARK					
LUPUS 7361659 01/10/2001	Oslo, Norway	BV	The vessel was detained on 1 October 2001 at Oslo, Norway, due to:- -Hatch in front of accommodation to engine room to be brought in order. -Ventilation covers packing and cleats to cargo holds to be brought in order. -Cleats for doors and vents generally to be freed (greased and moved) All deficiencies were rectified before departure. The DMA has given the owner a reprimand emphasizing the need to maintain ship's standard at all times.		
ANDERS ROUSING 7826374 05/11/2001	Gdansk, Poland	GL	The vessel was detained on 5 November 2001 at Gdansk, Poland due to:- -Charts for intended voyages nos. 2150, 2288, 2368, 2377, 2384 missing -Excess amount of oily-water mixtures. Deficiencies were rectified before departure. The DMA has given the owner a reprimand emphasizing the need to maintain the ship's standard at all times in accordance with the principles mentioned in SOLAS, regulation I/11.		
ANDREAS BOYE 7803229 04/12/2000	Rome, Italy	BV	The vessel was detained on 4 December 2001 at Vibo Valentia, Italy. All deficiencies have been rectified. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.		
ANDREAS BOYE 7803229 06/03/2001	Reykjavik, Iceland	BV	The vessel was detained on 6 March 2001, Reykjavik, Iceland and released again on the 10 March 2001. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.		
ANNE BOYE 8413409 31/07/2000	Barcelona, Spain	BV	The vessel was detained on 31/07/00. Deficiencies were rectified before departure. The DMA has called a meeting with the owner of the ship.		
ARKTIS OCEAN 8600856 28/03/2000	Fremantle, Australia	LRS	The vessel was detained on 28/03/00 due to the No.2 double bottom tank - evidence of ballast water leaking from tank top into cargo hold. The deficiency was dealt with before release of ship. Classification Society representative attended on board. The DMA has assessed the matter and decided not to pursue it further.		
ARKTIS PACIFIC 9000778 09/05/2000	Australia	BV	The vessel was detained on 09/05/00 at Dampier, Australia due to E/R fire damper's not operational. Aft hold fire damper not free. All deficiencies were rectified before departure. The DMA has given the owner a written reprimand emphasising them to maintain ships standard at all times.		
CAROLINE 7503582 29/11/2002	Dunkirk, France	BV	The vessel was detained on November 29 2002 at Dunkirk. Deficiencies have been dealt with. The DMA has held an unscheduled survey of the ship in Soenderborg, Denmark, on December 17, 2002. The DMA has assessed the matter and decided not to pursue it further.		
CAROLINE K 8116130 12/03/2001	Taranto, Italy	LRS	The vessel was detained on 12 March 2001 at Taranto, Italy due to (quoted from the PSC report):- - Taranto chart (number 1643) missing; - the paint must be stored in the paint store; - emergency fire pump operative instructions missing. The Danish Maritime Authorisation (DMA) have looked into the matter and decided not to pursue it further, reasons being:- - the ship left Piraeus for orders. After departure the ship was fixed for a voyage from Taranto. The Taranto chart no.1643 was not in the ships stock, but it was on board at departure. - Paint for on-going daily work was placed in a room in the funnel. If it had been considered a fire hazard, the PSCO could have asked the crew to remove the paint. - Instruction for start of the emergency fire pump hung close to the pump. Further the pump was working and could be started without any problems. Due to our stand we approached the Italian Authorities and questioned the detention. The Italian authorities answered that "a detention is not based on crystal clear structural defects but is more related to administrative or operational deficiencies. However, as you well know, the whole PSC system is based on the inspectors freedom to exercise his own professional judgment when deciding whether a single deficiency or a combination of less serious deficiencies are ground for detention". However in conclusion we are still of the opinion that the detention was unjustified as we do not consider the deficiencies being a hazard to safety, health or the environment, cfr IMO res. 787/882 section 2.6.7. We have informed the Italian Administration about this.		
CAROLINE K 8116130 16/10/2002	Plymouth, United Kingdom	BV	The vessel was detained on October 16 2002 at Plymouth. The DMA held an unscheduled survey of the ship in October 2002. The DMA has assessed the matter and decided not to pursue it further.		
CEC FUTURE 9076351 24/10/2000	Singapore	BV	The vessel was detained on 24/10/00 due to distress parachute flares expired, means of access from main deck to embarkation deck of rescue boat obstructed. All deficiencies have been rectified according to the report received from the owners. The DMA has given the owners a reprimand emphasizing the need to maintain the ship's standard at all times.		
CEC HUNTER 9114921 30/07/2001	United States	BV	The vessel was detained on 30 July 2001 at Long Beach, USA as emergency generator would not start or carry a load due to dead batteries. The Danish Maritime Authority has written to the owner. All deficiencies have been rectified. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.		

DENMARK

CODAN 6421610 13/01/2002	Geraldton, Australia	BV	The vessel was detained on January 13 2002 at Geraldton, Australia, due to:- - Forward generator (for cargo services) found to be in a dangerous condition with respect to fire hazard created by armature windings soaked in MGO. All deficiencies were rectified before departure. The DMA has assessed the matter and decided not to pursue it further.
CONTO 6922779 18/12/2000	Edinburgh, United Kingdom	BV	The vessel was detained on 18/12/00 at Grangemouth due to quick closing/remote fuel valve not working and liferaft embarkation ladder rotten port side. All deficiencies were rectified before departure. The DMA has given the owner a reprimand emphasizing them to maintain ship's standard at all times.
CROWN OF SCANDINAVIA 8917613 29/05/2002	Oslo, Norway	DNV	The vessel was detained on May 29 2002 at Oslo, Norway. Deficiency dealt with before departure. The DMA has assessed the matter and decided not to pursue it further.
DAN TRADER 5300053 14/08/2002	Hamburg, Germany	BV	The vessel was detained on August 15 2002 at Hamburg, Germany. Deficiencies were dealt with before departure. The DMA has given the owner a reprimand emphasizing the need to maintain ship's standard at all times.
DAN TRIMMER 7411648 20/09/2000	Fredrikstad, Norway	LRS	The vessel was detained on 20/09/00 due to expired IOPP certificate. The deficiency was rectified before departure. The DMA has gone through the ship's file and assessed not to pursue the matter any further.
DANALITH 7424061 07/02/2000	Falmouth, United Kingdom	BV	The ship was detained on 07/02/00 and released again on 08/02/00. The DMA has received a report from the owners stating that the deficiencies have been dealt with. The DMA has assessed the matter and written to the owners giving them a reprimand.
DANFEEDER 7413581 31/08/2001	Russian Federation	GL	The vessel was detained on 31 August 2001 at Murmansk, Russian Federation because of the following: - chief officers to produce a certificate of competency not a photocopy. - rating to produce certificate of competency, A.B. Deficiencies were rectified before departure. The Danish Maritime Authority have given the owner a reprimand emphasizing them to maintain ship's standard at all times.
DANICA SUNBEAM 8701260 12/01/2000	Balboa, Panama	BV	The vessel was detained on 12/01/00 due to radar transponder, emergency generator and emergency fire pumps. All deficiencies rectified before departure. The DMA has given the owner a reprimand emphasizing the need to maintain the ship's standard at all times.
DRACO 7392593 11/07/2002	Dublin, Ireland	GL	The vessel was detained on July 11 2002 at Dublin. Deficiencies were dealt with before departure. The DMA held an unscheduled survey of the ship in August 2002. The DMA has reprimanded the owner, emphasizing the need to maintain the ship's standard at all times.
EGHOLM 5109851 15/08/2000	Seaham, United Kingdom	BV	The vessel was detained on 15/8/00 at Seaham due to safety radio certificate - periodical not carried out, EPIRB - test function inoperative - operation of EPIRB unknown, start battery out of order. All deficiencies have been dealt with. The DMA have assessed the matter and decided not to pursue it further.
ELBE 7102649 28/08/2000	Lisbon, Portugal	LRS	The vessel was detained on 28/8/00 at Lisbon, Portugal and released again on the 29/8/00. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.
ELISABETH BOYE 8912467 10/01/2001	Iceland	BV	The ship was detained on 10 January 2001 in Grundartangi, Iceland, due to expired safety radio certificate. The DMA have looked into the matter and decided not to pursue it further. The reason for this is as follows:- The ship had called at Port Au Prince, Haiti and at Puerto Ordaz, Venezuela, in Nov-Dec 2000. According to our information, a radio inspection could not be carried out in either of these two ports. The ship proceeded to Grundartangi, where she arrived on 10 January 2001. The Radio Safety Certificate expired on 9 December 2000. When the ship was detained on 10 January 2001, it was still within the time limit that can be given within the framework of the SOLAS convention. Spare parts and a radio service engineer were ordered for minor repairs on arrival at Grundartangi. At that time the radio equipment was operating satisfactorily. When repairs had been carried out, a surveyor from the Post and Telecommunication, Iceland, surveyed the radio equipment. Denmark has implemented the Harmonized System of Survey and Certification according to IMO Res. A.718(17). Bureau Veritas issued the RSC on our behalf in accordance with this system. BV or we could thus have extended the certificate for 3 months according to SOLAS reg I/14(e), in order to allow the ship to complete its voyage to the port where the survey was to take place. The Danish Maritime Authority therefore finds the detention unjustified. - as neither at arrival nor at departure was the ship unseaworthy, and - as from an administrative point of view, the ship was detained on a date that lies within the possible period of grace.
ELISABETH BOYE 8912467 21/02/2002	Aveiro, Spain	BV	The vessel was detained on February 21 2002 at Aveiro, Spain. All deficiencies were rectified before departure. The DMA has assessed the matter and decided not to pursue it further.

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HUBRO 7102649 20/12/2000	Iceland	LRS	The vessel was detained on 20/12/00 at Thorlakshafn, Iceland and released again the same day. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.		
HUBRO 7102649 09/02/2001	Lisboa, Portugal	LRS	The vessel was detained on 9 February 2001 at Averior, Portugal, released again 16 February 2001. All deficiencies have been rectified. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.		
HYDRUS 6916990 17/03/2000	Akranes, Iceland	BV	The ship was detained in Akranes, Iceland on 17/03/00 and released again on 19/03/00. According to a letter received from the company, all deficiencies have been dealt with. The DMA has assessed the matter and written to the owners giving them a reprimand, also underlining the need to maintain the ship's standard at all times.		
INDUS 7361647 08/06/2000	Rauma, Finland	BV	The vessel was detained on 8/6/00 at Rauma, Finland due to Cargo Ship Safety Equipment Certificate was not valid. All deficiencies were rectified before departure. Some outstanding points were not cleared with the class and the result was that new certificate was not issued. The DMA have given the owner a reprimand emphasizing them at any time to have the ships certificates updated.		
IWONA 7103148 26/11/2002	Stavanger, Norway	BV	The vessel was detained on November 26 2002 at Stavanger, Norway. Deficiencies were dealt with before departure. The DMA has assessed the matter and decided not to pursue it further.		
KIS SOBYE 8214205 07/02/2000	Vlissingen, Netherlands	BV	The vessel was detained on 7 February 2000 at Vlissingen, Netherlands due to:- -Lifeboat cannot be launched due to broken brake. Deficiency was rectified before departure. The DMA has given the owner a reprimand emphasizing the need to maintain ship's standard at all times.		
LAOLA 7928809 24/11/2000	Rotterdam, Netherlands	BV	The vessel was detained on 24/11/00 at Rotterdam, The Netherlands and released again on the 27/11/00. Deficiency was dealt with before departure. The Danish Maritime Authority has investigated the case and decided not to pursue it further.		
LETTE LILL 6607185 16/03/2000	Belgium	GL	The vessel was detained on 16/3/00 at Ghent, Belgium. Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.		
LONE WONSILD 8802791 12/03/2002	Rotterdam, Netherlands	LRS	The vessel was detained on 12 March 2002 at Rotterdam due to :- -The pocessed water line from the oily-water separator revealed water, strongly polluted with oily residues. The DMA has given the owners a reprimand emphasizing the need to maintain ship's standard at all times.		
MAERSK TACKLER 8126850 13/04/2000	Mossel Bay, South Africa	LRS	The vessel was detained on 13/04/00 at Mossel Bay, RSA due to: Numerous tank vents damaged on deck. Spare parts was the same day released by the customs and the deficiency was rectified before departure. The DMA have given the owner a reprimand emphasizing them that before entering a port to inform the authority about all major repair jobs which has to be done before departure.		
MARIT MAERSK 8613310 19/04/2001	Chubu, Japan	LRS	The vessel was detained on 19 April 2001 at Chubu, Japan, due to cracks in fuel oil tanks 5 and 6 on the starboard side. The officer on duty noticed an oil film in the water on the seaside of the vessel and two cracks were detected, one 10cm x 1mm and one 15cm x 1mm. The pollution was measured to a tenth of a litre. Temporary repairs were completed under the supervision of the class surveyor. This detention has been disputed with reference to Resolution 787(19) Paragraph 2.6.7, with the Japanese Authorities on the grounds that it was based on the damage sustained on arrival at Chubu. The Japanese Authorities' response, dated 30 August 2001: "... the vessel was inspected by Class at Hong Kong on 14 April 2001 and... the cracks on the shell plate above the waterline could have been detected by the surveyor at the survey. Under the above-mentioned circumstances, we concluded that this case was not an inevitable accident and that these were typical class-related deficiencies."		
NORDIC ICE 7920314 26/03/2001	Iceland	LRS	The vessel was detained on 26 March 2001 in Reykjanesbaer, Iceland and released on 27 March 2001. The Danish Maritime Authority deals with the technical matters whereas the Maritime Administration in the Faroe Islands deals with the manning issues. The Danish Maritime Authority has informed the owner that he at any time must ensure that the ship is maintained as stipulated in SOLAS reg. I/11, and that the ship at any time must be manned in accordance with the safe manning document.		
OLGA 8619015 07/06/2001	Lisboa, Portugal	LRS	The vessel was detained on 7 June 2001 and released again 8 June 2001. All deficiencies have been rectified. The DMA has assessed the matter and decided not to pursue it any further.		

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ORATUNA 9200081 03/12/2001	St. Petersburg, Russian Federation	DNV	<p>The vessel was detained on 3 December 2001 at St. Petersburg, Russia due to Propulsion main engine - Main engine out of order due to damage to cylinder no.8.</p> <p>Just prior to arrival to St. Petersburg the vessel suffered an accidental breakdown of the propulsion machinery, when it had just taken a pilot on board, so it had to be towed into the harbour, where it was detained.</p> <p>The DMA issued a provisional sailing permit and class condition was applied by vessel's classification society and it was towed to Helsinki, Finland for engine repairs.</p> <p>Additional comments:-</p> <p>We find that a master of a ship has many more important matters to deal with than "officially informing the authorities" when accidents occur.</p> <p>Our practice in similar cases e.g. (ships which have collided in the Sund outside the port of Copenhagen is that we instruct the ship that it must not leave the port until all detainable deficiencies are rectified, in addition to this we do not let such ships appear being substandard by reporting them to IMO or SIRENAC as being detained.</p> <p>Further to this we would consider section 2.6.7 in IMO Res. 787 and IMO Res. 882 breached, if the "accidental damage" is of a less dramatic nature such as collisions and main engine breakdown.</p>
SARAH ROUSING 7822495 23/02/2000	Oslo, Norway	GL	<p>The ship was detained on 23/02/00 in Drammen and released again the same day. The DMA has received a report from the owners regarding the deficiencies found at the detention and assessed the matter thoroughly. The DMA has decided not to pursue the matter further, but we have written to the owners giving them a reprimand.</p>
SEA MAID 8131154 10/08/2001	Portos e Costas, Brazil	BV	<p>The vessel was detained on 10 August Belem/Brazil as</p> <ul style="list-style-type: none">- rescue boat not ready for use immediately - inventory improperly stored hand flares and rockets parachute with validity expired- emergency fire pump no pressure to supply water for main deck- E/R with excessive accumulation of the oil in the bilges. <p>The Danish Maritime Authority have given the owner a reprimand emphasizing them to maintain ship's standard at all times.</p>
SEA ROSE 8100117 30/05/2001	Taranto, Italy	LRS	<p>The vessel was detained on 30 May 2001 at Taranto, Italy due to:-</p> <ul style="list-style-type: none">-Operative instructions for emergency fire pump missing.-Taranto chart missing. <p>All deficiencies were rectified before departure.</p> <p>The DMA has given the owner a reprimand emphasizing the need to maintain the ship's standard at all times.</p>
SEA ROSE 8100117 22/08/2001	St. Malo, France	LRS	<p>The vessel was detained on 22 August 2001 at St. Malo, France, due to:-</p> <ul style="list-style-type: none">-Diesel generator making noise-Magnetic compass-Harbour engine-Sound signal <p>All deficiencies were rectified before departure.</p> <p>The DMA protested against the survey, which was performed simultaneously with the annual survey by the Class.</p> <p>The DMA has given the owner a reprimand emphasizing the need to maintain ship's standard at all times.</p>
SIXTUS 7102649 10/09/2002	Leizoes, Portugal		<p>The ship was detained on September 10 2002 at Leizoes, Portugal. The DMA held an unscheduled survey of the ship on December 4 2002. The ship is now laid up in the Danish port of Frederikshaven.</p>
SVENDBORG GUARDIAN 8519198 03/04/2001	Canberra, Australia	LRS	<p>The vessel was detained on 3 April in Brisbane, Australia due to</p> <ul style="list-style-type: none">- radio sets not working on higher frequencies over long distances <p>Deficiency was rectified before departure.</p> <p>The Danish Maritime Authority have given the owner a reprimand emphasizing them to maintain ships standards at all times.</p>
TALADI 7104166 04/06/2002	Montrose, United Kingdom	BV	<p>The vessel was detained on 4 June 2002 at Montrose, UK due to:-</p> <ul style="list-style-type: none">-Hydrostatic release for life-raft out of date-Navigation charts out of date-No appropriate navigation charts on board for forthcoming voyage to Stavanger-No record of deviations for magnetic compass or deviation card on board-Signalling lamp not working-Life-raft embarkation ladder rotten on port side <p>The DMA has given the owner a reprimand emphasizing the need to maintain ship's standard at all times.</p>
THOR KIRSTEN 8702422 03/04/2001	Fremantle, Australia	LRS	<p>The vessel was detained on 3 April and released again later the same day.</p> <p>Case investigated, a strong warning was given to shipowners to maintain their vessel in accordance with the internationally accepted standards.</p>

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THOR SIMBA 8308757 24/10/2000	Hamburg, Germany	LRS	The vessel was detained on 24/10/00 due to the following. Witnessed abandon ship drill on occasion of ISM audit through BV. Found that stb lifeboat has blocked rudder and defective boat light. Two rollers of boat fall are blocked, one of them consequently destroyed. Limit switch corroded and inoperative. Stb lifeboat and stb boat davit out of order. BA set from bridge loses air on high-pressure test. To be repaired through authorized service. BA chart 1875 outdated and to be renewed. Following nautical publications are outdated or not available at all: NP 27, 28, 54, 55, 74 and 75 - all relevant. All deficiencies rectified before departure. DMA has given the owner a reprimand emphasising the need to maintain the ship's standard at all times.
THOR SIMBA 8308757 03/10/2001	Japan	LRS	The vessel was detained on 3 October 2001 at Nanao, Japan due to:- - fuel oil or sludge oil - leaked in ballast tank (no.39) - bulkhead (fr No.64) of No.39 ballast tank - occurred corrosion hole or cracked. The ships classification society boarded the ship and has made requirements as to examination and repair of the deficiencies. The Danish Maritime Authority has given the owner a reprimand emphasising them to maintain ships standards at all times.
TORM ANN-MARIE 9143520 31/07/2001	Republic of Korea	DNV	The vessel was detained due to the emergency source of electrical power for fire detection and the alarm system being out of order. Repair was carried out to the satisfaction of the port State. The DMA has given the owner a reprimand, emphasizing the need to maintain the ship's standard at all times.
TORM MARGRETHE 8700008 11/01/2000	New York, United States	LRS	The ship was detained 11/01/00 due to the port lifeboat releasing gear being inoperable. The deficiency was rectified and launching arrangement approved by the ship's classification society before leaving New York. The Danish Maritime Authority has written the owners giving them reprimand.

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SKANDIA 7700597 17/11/2000	Bremen, Germany	DNV	The vessel was detained on 17/11/00 due to emergency fire pump out of order. All deficiencies were rectified before departure. The DMA has given the owner a reprimand emphasizing the need to maintain the ship's standard at all times.
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AEGIR 6821585 26/09/2001	Genova, Italy	Not available.	Emergency fire pump was under scheduled maintenance and partly dismantled when the ship was inspected by Italian Port State Control and detained due to the not operable EFP. After assembly of the pump and a function test in the presence of the PSCO the detention was lifted and the ship allowed to sail without suffering any more delay.
ALTELAND 8922010 11/10/2000	Hamina, Finland	GL	Overloading rectified to the satisfaction of the PSC - Hamina. Owner informed to take appropriate action to avoid similar mistakes.
BORUSSIA DORTMUND 9162681 25/07/2001	St. Petersburg, Russian Federation	Not available.	Cargo ship safety equipment certificate and load line certificate were found expired at the date of the PSC inspection, due to inattention of relieving master. Owner was advised to pay more and in advance attention to the expiring dates of the certificates. Ship is marked down for additional inspection through flag state.
BUXCROWN 8808599 07/08/2001	Brisbane, Australia	Not available.	Master and officers of vessel were found unable to perform operational tests of MF/HF, VHF DSC GMDSS. At 2nd visit of PSCO a day later, master and officers were able to perform the tests. Matter will be taken up at next annual ISM - Audit of company with regards to familiarisation of crew with GMDSS duties (24.01.02).
BUXSAILOR 9070022 23/01/2001	Genoa, Italy	None	Second General Operators Certificate as required by Cargo Ship Safety Radio Certificate faxed on board of vessel and deficiency thus rectified.
BUXSAILOR 9070022 10/05/2001	Gioia Tauro, Italy	None	HF-SSB radio equipment found defect at PSC in Gioia Tauro. No repair service could be arranged locally but doubling of equipment by STD-C was warranted and a certificate of exemption for 10 days issued by flag state. Repair of HF-SSB was carried out in next port Alexandria/Egypt.
CALIFORNIA SENATOR 9071533 24/04/2001	Gioia Tauro, Italy	GL	3rd engineer's STCW certificate of competency issued by flag State was faxed via local agent to vessel/PSCO. Company was informed to observe at all times that valid certificates of competency of crew members are on board at all times.
CHRISTOPHER 8919843 24/01/2001	Tallinn, Estonia	GL	Master/owner has been advised that port State controls are carried out by Estonia in accordance with IMO Res. A.787(19) as amended by Res. A.882(21) which also includes as initial inspection the verification of ships' certificates and documents.
CHRISTOPHER 8919843 03/10/2001	Gdynia, Poland		Owner of ship was addressed twice for comments and remedial actions taken but no comment was received. The ship, therefore, has been noted down for additional flag State survey.
CMA CGU SAURAT 9102734 07/03/2001	Pusan, Republic of Korea		Interim Cargo Ship Safety Certificate expired 03/03/01 - owners failed to arrange survey/extension in time. Full term certificate was issued by classification society but not yet on board at the time of the inspection. Not approved SOPEP was examined and found in compliance with relevant regulation by classification society. Batteries of life jackets were replaced with new ones. Waste receptacles were replaced by ones made of non-combustible material.

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COLUMBUS PACIFIC 9122526 23/03/2000	United States	GL	Leaking overboard shell valve replaced by diver under supervision of attending class to the satisfaction of the PSCO.
CONTSHIP OPTIMISM 9128207 17/04/2001	Port Botany, Australia	GL	Vessel berthed Easter Sunday 15/4/01 in Sydney. Service was ordered for repair of defect DSC controller for the next day (Easter Monday), but spare was not available before 17/4/01, due to the public holiday. In the meantime the vessel was detained by AMSA. Contractual party for "Shore Based Maintenance" has been advised by company to keep spare parts also available on holidays.
CSAV HAMBURGO 9138276 31/05/2001	Rotterdam, Netherlands	GL	Intermediate Survey carried out by classification GL. Cracks in way of ballast water pipe in valve room midship, bulkhead frame 116 port and starboard repaired temporarily, to be repaired permanently until 30/06/01. All class recommendations regarding propulsion are deal with.
EWALD 9210012 13/11/2001	Vianna do Castelo, Portugal	Not available.	Due to bad weather the storage tanks for marine fuel oil was contaminated by seawater, the after storage tanks were emptied and cleaned in Dover. The forward storage tanks were not accessible because the ship was in loaded condition. The forward storage tanks were sealed by the insurance. The storage tanks were cleaned in the next port, Viana do Castelo. The hatch cleats was sent by express to Vianna do Castelo and installed there. The smoke detector was repaired by ship yard in Vianna do Castelo.
FAUST 8320779 16/01/2001	Taranto, Italy		Sea charts corrected according to SOLAS 74, chapter V, regulation 20. Owner advised to take appropriate measures to ensure that charts and nautical publications are always up to date.
HANNA 5295155 15/05/2001	Kotka, Finland	Not available	Owner was advised to pay more and in advance attention to the expiring dates of the certificate.
HELA 6702284 19/10/2001	Szczecin, Poland		Validity of life raft was entered as 10/2001. At the time of the PSC-inspection, the life raft was still valid for 12 days. This is an error of PSCO. Hydrostatic release validity has been overlooked by Master. He was warned to observe this item in future. With regard to surpassing daily operational restriction limit, it was clarified that the vessel after a collision on its way to Szczecin with damages received on ship's hull tried to reach the port of destination as quickly as possible.
IBN SINA 9056088 31/03/2000	Gioia Tauro, Italy	GL	Temporary substitution of equipment to the satisfaction of the PSCO since repair due to missing spares was not possible.
INGA 8504959 11/12/2001	Hull, United Kingdom		Charger for GMDSS was defective. A new charger was delivered on board on 12/12/02 in Hull, as well as new batteries as a reserve source of power for GMDSS equipment. Ship had PSC inspection after grounding in Humber under pilot assistance in dense fog, due to a manoeuvre to avoid collision with a fishing vessel.
JAN D 8121032 22/11/2000	Genoa, Italy		Nautical publications have been updated to the satisfaction of the PSCO. Owner informed and advised to take appropriate action for the future.
KEA 8609618 21/08/2000	Gdynia, Poland	GL	The deficiencies were rectified prior to departure to the satisfaction of the PSCO. Owner advised to take appropriate action to ensure satisfactory safety condition.
KIWI 7043087 12/03/2001	Sydney, Australia	None	MG/HF/DSC equipment was found working properly by AWA Marine Service, Melbourne on all DSC frequencies. DEBEG 2100 is however only receiving on 2187,5 and 2Mhz is not in use in Sydney area for DSC calls. Check calls to BRBSB on 12577,0 Mhz and 8291 for verbal confirmation were made. BRBSB had recorded 2 calls from MSC "Kiwi" (211202940) and acknowledged both calls (only vessel cannot receive DSC calls on 12 Mhz). Radio station was working okay.
KOSTERBERG 9184677 18/11/2000	Marina di Carrara, Italy	BV	All deficiencies have been rectified to the satisfaction of the PSCO. (Life rafts have been serviced.) Owner informed and advised to take appropriate action for the future.
KOTA PERWIRA 9109029 22/01/2000	Melbourne, Australia	GL	Deficiencies had been rectified to the satisfaction of the PSCO (temporary repair done only due to lack of spare parts). Final repair of GMDSS set done in Melbourne on 17/02/00.
LASS SATURN 9030515 12/07/2002	Klaipeda, Lithuania	GL	The original company had not prepared ISM certification in time, therefore ship was sold to another (daughter) company on 30th June 2002. As selling did not take place in time either, ship was sailing without ISM certificate. Ship was issued an interim SMC in August and now holds a limited (half year) SMC. Company meanwhile also missed to apply for initial office audit in time, and is under close observation of flag State with regard to ISM certification.
LEDATOR 9106962 25/09/2000	Leixoes, Portugal	GL	All deficiencies were rectified prior to departure to the satisfaction of the PSCO. Owner advised to take appropriate action to ensure satisfactory safety conditions.
LENA S 8124474 10/02/2000	Bilbao, Spain	GL	All deficiencies have been rectified to the satisfaction of the PSCO. Ship was subjected to a flag State control to ensure an appropriate safety standard.
LISA 8511029 17/07/2000	St. Malo, France	GL	Temporary repair done to the satisfaction of the PSCO. Ship towed to Rotterdam dockyard for final repair under supervision of classification society.
LISA 8511029 11/10/2000	Poland	GL	Number of crew brought back to full complement. Safety equipment not up to requirement. Matter was taken up with owner. Deficiencies rectified to satisfaction of the surveyor.

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MARIA 5130264 05/09/2001	Pusan, Republic of Korea	Not available	Ship detained because of missing embarkation ladder for life-raft. Two sets of embarkation ladders were provided to the ship on the same day. All other deficiencies (not detainable) were also immediately remedied.
MIRIAM 5298133 19/04/2001	Rio de Janeiro, Brazil	None	Emergency generator and emergency fire pump have been maintained during stay in Curacao ship yard 25/05 to 04/06/01. Cargo ship safety equipment certificate was issued 19/04/01 valid until 31/07/01. Company has taken necessary steps to ensure that similar occurrences will not repeat. Ship has been noted for additional flag state inspection.
NORDCOAST 01/01/2704	Genoa, Italy	Not available	Plexi glass panes of freefall lifeboat dim by effect of UV-light and exhaust gases. During replacement 1 pane cracked. At this stage PSC was carried out and the ship was detained due to this deficiency. According to recommendation of CS (DL) old pane was re-fitted and detention was withdrawn. A new pane was inserted in Capetown 10/06/01. Shipping company has acted appropriately - no further comment of flag state necessary.
OTTAR 7401368 29/03/2000	Portugal	GL	Double bottom tank top corroded and cracked. Bilge and ballast pumping system not working properly. After temporary repair ship was allowed to proceed in ballast to repair yard.
PIA 8710998 23/10/2001	Hamina, Finland	Not available.	Emergency generator was found defective and was immediately repaired in Finland. Deficiency not due to negligence of ship management, as generator had general overhaul by specialised company in Rostock a fortnight before. The rescue boat was pumped up directly after the inspection and the safety store was cleared from irrelevant goods. The company warned to maintain a better safety culture on their ships.
POET 7111547 15/01/2001	Savona, Italy	None	Muster list has been given on board with clear instructions for every person on board in case of emergency. New muster list specifies now all role of each crew member. Instructions for on board maintenance has been given on board. Instructions concerning maintenance and operation of all equipment and installations for fighting and containment of fire are on board now.
REBECCA HAMMANN 9119634 04/07/2000	Loviisa, Finland	GL	All deficiencies were rectified prior to departure to the satisfaction of the PSCO. Owner advised to ensure timely renewal/endorsement of certificates.
SAN PEDRO BRIDGE 9115717 15/03/2002	Naples, Italy		Smoke detector on bridge deck, automatic system of fire protection doors out of order, and fire protection door (5th deck) not closing properly. All deficiencies could be rectified immediately. Smoke detector on bridge deck was exchanged for spare, electrical failure in closing system of fire protection doors repaired by resetting device (failure happened only after 3rd alarm within a few minutes), and local closing system of fire protection door on 5th deck was adjusted. All rectification carried out by board electrician before scheduled departure. No further measures from flag State.
SEA-LAND MISTRAL 9125592 04/04/2000	The Netherlands	GL	15 ppm alarm was repaired, OWS repaired/adjusted to the satisfaction of the PSCO.
STADT PAPENBURG 8027638 04/06/2001	Arkhangelsk, Russian Federation	None	According to information received from owner, the ship run aground whilst under pilot assistance. The accident was not caused by technical failure of the ship or its equipment. An inspection of the hull by diver has been taken place and the class (Hull) confirmed.
TIGER SPEED 7413608 07/06/2001	Singapore	None	Rescue boat motor taken ashore for repair work 07/06 at 09:30hrs lt. PSCO boards vessel 07/06 at 12:00 lt. Despite information, that motor is for repair ashore and can be tested at 19:00 hrs, PSCO notes in his report "rescue boat motor not working" and detains the vessel. PSCO leaves vessel at 14:30hrs lt. Repaired rescue boat motor back on board 07/06 at 19:00 hrs lt. PSCO neither on 7th nor the following day comes back for re-inspection, all tries to reach MPA Singapore by phone or fax are to no avail. The DETENTION WAS NOT JUSTIFIED. A letter of protest will be sent to MPA Singapore from flag State.
TIRADOR 9163702 22/09/2000	Plymouth, United Kingdom	GL	All deficiencies have been rectified to the satisfaction of the PSCO. Owner informed and advised to take appropriate action for the future.
TIRADOR 9163702 26/04/2001	United Kingdom	None	Safety Radio survey ordered at Germanischer Lloyd 26/4/01, survey carried out 27/4/01 and Safety Radio Certificate issued. Company was advised to better monitor in future the validity dates of ships certificates.
TOPAS 9215517 21/06/2001	Jacksonville, United States	Not available.	Deficient pitch propeller system repaired by increase of hydraulic pressure. Manufacturer advised to install a separated hydraulic system for pitch propeller which was taken over by CS as recommendation limited to 1/12/01. Fitting will take place in November 2001, See-BG (FS) and USCG will be informed accordingly.
VILLE DE CAPELLA 9104914 12/06/2000	Los Angeles, United States	GL	Leaking flanges were dismantled, new packing inserted, flanges replaced and pressure tested under class supervision to the satisfaction of the PSCO.
WESTERLAND 7041091 30/07/2002	Havneby, Denmark	GL	During an abandon ship drill as part of an inspection acc. to Directive 1999/35/EC a sheave of the runner broke out of its bearing. Last test of davits took place in February 2001. All sheaves of port and starboard davits were exchanged against new ones.

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ZIM CHICAGO II 9082374 25/08/2000	Vancouver, Canada	GL	Owner contacted. Measures taken to ensure availability of certificates by responsible OOW.
ZIM CHICAGO II 9082374 02/03/2001	Vancouver, Canada	GL	Ground fault on R phase of electrical system (220V) was found after 2 hr search and repaired before closing of cargo operation. (This was noted also in the report of the PSC inspector). Mass of funnel fire damper counterweight has been increased so that operation of the fire damper is easier now. All seized fire dampers have been treated with penetrating oil and are functional. Ship management has been advised by company to take all necessary steps to avoid a repetition of deficiencies as reported in the Canadian PSC report. A company inspection will take place 01/06/01 in Singapore and reported deficiencies will be discussed.
ZIM SINGAPORE I 9158513 30/05/2001	Singapore	None	Garbage Management Plan has been given on board of all ships in 1999. As it could not be produced during the inspection, a new copy was immediately sent on board.

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ROUBINI I 7203821 21/09/2000	Italy		Master requested to provide an explanation. All deficiencies rectified.
ALKIMOS 8316546 15/03/2000	China	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
AMALIA 9180906 04/10/2000	Australia	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
ANANGEL SOLIDARITY 9039652 04/04/2000	Australia	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
ANASTASIOS 5322415 11/06/2000	Israel	HRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
ANGELIC FAITH 8109187 19/12/2000	Canada	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
AQUABELLA 9077355 13/03/2000	Germany	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
ARMATA 7913476 08/02/2000	Spain	NKK	Master and classification society requested to provide an explanation. All deficiencies rectified.
BYZANTION 7413658 02/03/2000	Canada	DNV	Master and classification society requested to provide an explanation. All deficiencies rectified.
CAPTAIN JOHN L 8702402 31/05/2000	Brazil	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
CARIBIA EXPRESS 7383877 13/10/2000	Germany	GL	Master and classification society requested to provide an explanation. All deficiencies rectified.
CHIOS VENTURE 7526182 06/10/2000	Canada	BV	Master and classification society requested to provide an explanation. All deficiencies rectified.
CRUDESTAR 8707379 03/03/2000	Croatia	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
EDINBURGH 7306312 18/12/2000	United States	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
ELLI 8400971 18/11/2000	Australia	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
EXPRESS ARIS 7211799 08/07/2000	Italy		Master requested to provide an explanation. All deficiencies rectified.
FILIPPOS 7365253 07/05/2000	Italy	RINA	Master and classification society requested to provide an explanation. All deficiencies rectified.
GALAXY 7713383 13/11/2000	Germany	RINA	Master and classification society requested to provide an explanation. All deficiencies rectified.
GOLDEN GLOW 7928122 10/02/2000	United States	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
HANJIN ELIZABETH 9001033 23/03/2000	Canada	DNV	Master and classification society requested to provide an explanation. All deficiencies rectified.
IOANNIS L 7211725 21/09/2000	France	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
KAPETAN GIANNIS 7376525 18/12/2000	United States	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
KAVO YERAKAS 8005537 25/01/2000	United States	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
KOSTIS T 6813368 11/08/2000	Slovenia		Master requested to provide an explanation. All deficiencies rectified.

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KYMA 7628227 29/11/2000	United Kingdom	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
LONDON 7214894 27/03/2000	The Netherlands	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
MACEDONIA 1 6903400 17/04/2000	Israel	HRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
MACEDONIA HELLAS 7433464 18/09/2000	Australia	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
MARIA IA 8306981 21/09/2000	Australia	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
MENITES 7929255 13/10/2000	Italy	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
MILOS 7356630 19/10/2000	Republic of Korea	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
NILOS 7915278 06/11/2000	Italy	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
NISSOS SANTORINI 7915333 02/11/2000	Portugal	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
NISSOS SERIFOS 8103121 03/03/2000	United States	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
PANTELIS A LEMOS 7921849 23/08/2000	Australia	DNV	Master and classification society requested to provide an explanation. All deficiencies rectified.
SAMJOHN CAPTAIN 8317277 30/06/2000	Italy	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
SAN NICOLAS 8407412 14/09/2000	Italy	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
SERIFOS 8103121 21/11/2000	United States	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
SPORADES 9035137 15/08/2000	The Netherlands	LRS	Deficiencies were caused by a collision with a fishing vessel
SUN P 7929970 12/04/2000	Germany	NKK	Master and classification society requested to provide an explanation. All deficiencies rectified.
THETIS 9045584 03/07/2000	Australia	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
TOPAZ 8316211 09/11/2000	Chile	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
TREASURE ISLAND 7378834 18/12/2000	United States	ABS	Master and classification society requested to provide an explanation. All deficiencies rectified.
VIVI M 7637515 18/12/2000	United Kingdom	BV	Master and classification society requested to provide an explanation. All deficiencies rectified.
VOLTAZ 7304417 17/07/2000	Israel		Master and classification society requested to provide an explanation. All deficiencies rectified.
VORIOS IPIROS HELLAS 7433634 17/01/2000	India	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
VORIOS IPIROS HELLAS 7433634 31/01/2000	Russian Federation	LRS	Master and classification society requested to provide an explanation. All deficiencies rectified.
ZIM EILAT - I 7502904 29/08/2000	Italy	GL	The PSCO did not take into account the fact that the flag State had approved the embarkation of the Hellenic Coast Guard cadets and that the vessel was supplied with additional life-saving equipment. All deficiencies rectified.

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ANGEL LIGHT 8109890 13/12/2000	Norway	NKK	Vessel detained in Fredrikstad, Norway due to various load line, FFA and LSA deficiencies, notably corroded air pipes and fire hoses in poor condition. All necessary repairs were effected and vessel released on 19/12/00. A Hong Kong SAR surveyor of ships visited the vessel at the next port and conducted a flag State quality control inspection (FSQC).
AZTECA S 9167710 17/02/2001	United States	BV	Vessel detained in Houston, USA as there was a problem with the vessel's gyro compass when under pilotage entering the port. Compass was repaired by shore technician and vessel released on 19/2/01.

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BAO CHANG 7531280 16/09/2000	Baie Comeau, Canada	BV	Vessel detained in Baie Comeau, Canada on 16 September 2000, because of numerous structural defects, LSA and FFA deficiencies. Hong Kong Marine Department sent a Senior Surveyor of Ships to attend the vessel and the owner's Superintendent also attended. Repair work was carried out under the supervision of Class and the detention was lifted on 28 September 2000.
CATHAY 8601812 12/05/2001	Republic of Korea	DNV	Vessel detained in Daesan, Korea on 12 May 2001 because the emergency fire pump could not be started. A portable fire pump was installed and emergency fire pump repaired at the next port (Ulsan).
CHANG QIANG 9144524 17/01/2000	Kushiro, Japan	NK	Vessel detained in Kushiro, Japan on 17 January 2000 for not having the appropriate chart of the port on board and the oily water monitoring system was inoperative. Arrangements to repair the oily water separator system were in hand prior to vessel's arrival at Kushiro but the discharge port rotation was changed. Vessel was permitted to sail to Kagoshima where full repairs were effected. Owners were advised to review their procedures within the vessel's SMS to ensure that if defects are known, and repairs are to be made in the next port, the authorities are to be advised in advance of arrival.
CHANG XIANG 8842167 23/01/2002	Matsuyama, Japan	CCS	Vessel detained on 23 January 2002 in Matsuyama, Japan, as vessel's port and starboard navigation lights were found not to conform with COLREG 1972 requirements, following repairs made by crew members. Lights were repositioned correctly and detention lifted.
CORAL BULKER 9020089 16/10/2000	Portugal	NKK	Vessel detained in Lisbon, Portugal as the liferafts, hydrostatic release units were past their service date. New units were fitted and the detention lifted.
COREY 7821178 06/11/2002	Torre Annunziata, Italy	BV	Vessel detained on 6 November 2002 at Torre Annunziata, Italy, as starboard lifeboat engine was inoperative. Various ISM deficiencies were also noted by the attending inspector. Repairs effected and vessel released on 7 November 2002.
DARYA DEVI 8406901 07/12/2000	Australia	NKK	Vessel detained in Newcastle, Australia as a number of top-side water ballast tank air vent closing devices were broken (defective floats). New floats were fitted and the detention was lifted on the same day.
DELMAS TOURVILLE 8130253 04/08/2000	Yokohama, Japan	BV	Vessel detained in Yokohama, Japan on 4 August 2000 because of unauthorised piping fitted to the oily water separator. The piping was removed by the ship's staff and the ship was released.
DELMAS TOURVILLE 8130253 24/08/2001	Singapore	BV	Vessel detained in Singapore on 24 August 2001 as there were problems with the oily water separator. Problem was corrected by ships crew.
EURASIAN CHERUB 8020965 17/05/2000	Thorold, Canada	NKK	Vessel detained in Thorold, Canada on 27 May 2000 as certain doors leading to the engine room and an emergency escape hatch from the steering flat could not be closed properly. New gaskets were fitted to the doors and hatch and the vessel was released on 17 May 2000.
FEDERAL PROGRESS 8806864 04/12/2002	Port Alfred, Canada	LR	Vessel detained on 4 December 2002 at Port Alfred, Canada as the emergency generator could not be started at the time of inspection.
FOREST VENTURE 9116137 13/08/2002	Fremantle, Australia	BV	Vessel detained on 13 August at Fremantle, Australia, as MF/HF radiotelephone was incapable of automatically tuning to the desired frequencies. Repairs effected and vessel released on 14 August 2002.
GEETA 9059963 23/07/2001	Matsuura, Sasebo, Japan	NKK	The deficiencies leading to the detention of m/v GEETA are the two ISM non-conformities. They were raised because of the International Load Line Certificate (ILLC) that was not endorsed after the annual survey completed on 18 July 2001 by the Class NK. However, the statutory Survey Record issued by the Class NK was available on board and indicated that annual survey for the ILLC was already carried out and endorsed on 18/7/01. All deficiencies were cleared (Action Code 10) by your PSCO after the local Class NK surveyor endorsed the ILLC on 23/7/01. This administration is of the view that the deficiency was apparently a documentation negligence that did not affect the safety or environment or the validity of the ILLC. Please refer to the attached "List of Survey Status" issued by the Class NK that the expiry date of the ILLC is 28/7/03. The due range of annual survey is from 28/4/01 to 28/10/01. It means that the ILLC still remains valid until 28/10/01, regardless of whether or not the endorsement had taken place. We are seriously concerned with the circumstances under which the detention of m/v GEETA was made by your authority. Chapter 1/3.7 of the Tokyo MoU PSC Manual clearly indicated that detention of ships should be made on deficiencies that would pose a hazard to safety, health or environment. We believe that the present case does not fall within the scope of a detainable deficiency. This administration sincerely wishes that your authority would re-consider the circumstances leading to the detention of m/v GEETA and delete its record from the Tokyo MoU detention list. As members of the Tokyo MoU, we pledge that the underlying principles of the MoU should be implemented uniformly within the region.

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GRAND CLIPPER 9121326 01/10/2002	Dampier, Australia	ABS	Vessel detained on 1 October 2002 at Dampier, Australia, with engine room fire dampers not working properly. Repairs and vessel released on the same day.		
HANDY JADE 8223335 13/11/2000	Japan	NKK	Vessel detained in Saganoseki, Japan as there was no port chart on board, no information from the shippers regarding the bulk cargo carried and some ISM deficiencies. All items were rectified within one day and the detention was lifted on 14/11/00.		
HANDY JADE 8223335 27/08/2001	Australia	NKK	Vessel detained in Port Hedland, Australia on 27 August 2001 due to a number of defective ballast tank air pipes, with missing and jammed floats. Repairs were carried out by the ships crew and the detention was lifted on 28 August 2001.		
HANDYMARINER 7702073 22/05/2000	Immingham, United Kingdom	LR	Vessel detained in Immingham, England on 22 May 2000 with serious deficiencies relating to fire-fighting apparatus, fire main and watertight integrity. Necessary repairs were made under Class supervision and the vessel was further audited by ABS on 26 May 2000. Vessel was released from detention on 26 May 2000.		
HANG CHEUNG 7526883 29/03/2001	Guangzhou, China	BV	Vessel detained on 29 March 2001 at Guangzhou, China, as discharge line from bilge pump went directly to the ship's side. By-pass line from bilge pump to overboard discharge was blanked and isolated, with classification society surveyor in attendance and detention lifted on 30 March 2001.		
HAPPY VENTURE 9153707 04/10/2000	Italy	BV	Vessel detained in La Spezia, Italy as some of the automatic closing devices on the fire doors did not work properly. All items were rectified by the crew and the vessel sailed on the same day.		
HARTING 8701521 10/10/2001	Chile	LRS	Vessel detained in Quintero, Chile on 10 October 2001, as the oil discharge monitoring equipment was found to be defective. Unable to repair the equipment at Quintero so vessel was permitted to sail to next port where technicians and required spare parts were available.		
HASTINGS 8701519 08/12/2000	United States	LRS	Vessel detained in New York, USA due to numerous deficiencies concerning the engine room and steering gear. Inert gas system oxygen sensor not working properly. Repairs were carried out under the supervision of LR and completed on 17/12/00.		
HENFIELD 8701533 28/05/2002	Houston, United States	LR	Vessel detained on 28 May 2002 at Williams Terminal, Houston, United States, due to a faulty inert gas valve activator. The activator valve was replaced with a new one, tested and found in order, with the ship released from detention on the same day.		
HENG LI 7706500 15/08/2002	Vungtau, Vietnam	NKK	Vessel detained on 15 August 2002 at Vungtau, Vietnam, as no HRU were fitted to liferafts and hoses were not readily available in fireboxes. Equipment replaced in correct position and vessel released from detention on the same day.		
JIN CHANG 7621956 09/03/2001	United States	NKK	Vessel detained at New Orleans due to main engine governor control air filter housing cracked, main engine jacket water cooler automatic regulating valve removed and electrical wiring not properly terminated. Deficiencies rectified by ships staff.		
JIN FENG 8402955 10/11/2000	United Kingdom	NKK	Vessel detained in Newport, United Kingdom with various FFA, LSA and load line deficiencies. Crew unable to perform a satisfactory fire drill. The UK Maritime & Coastguard Agency regarded an ISM audit to be carried out by ABS and this was done on 14/11/00. The vessel was subsequently released from detention the following day.		
JOYOUS AGE 9047099 24/05/2000	Kwinana, Australia	NKK	Vessel detained in Kwinana, Australia on 24 May 2000 as the float free EPIRB was found to be inoperative. The deficiency was rectified and the vessel was released from detention on the same day.		
KENT 8200498 27/08/2002	Sturgeon Bay, United States	DNV	Vessel detained on 27 August 2002 in Sturgeon Bay, United States, as vessel's starboard lifeboat engine was inoperative. Engine replaced and detention lifted on 29 August 2002.		
LONG GROW 8511809 22/10/2002	Kobe, Japan	CCS	Vessel detained on 22 October 2002 at Kobe, Japan, as cracks found in hull of starboard lifeboat, damaged fire insulation in engine room escape trunking and Load Line markings on port side of the hull missing. Repairs effected and following inspection by class surveyor vessel released on 29 October 2002.		
LONG KIM 8412467 05/07/2001	United States	NKK	Vessel detained in Hoonah, Alaska, USA on 5 July 2001 as the starboard motor lifeboat engine could not be started. Water was found in the fuel tank and the problem was rectified by the crew, with the ship being released on 9 July 2001.		
MARIENVOY 8020575 02/12/2001	Vancouver, Canada	BV	Vessel detained in Vancouver, Canada on 2 December 2001 due to defective launching arrangements for the port side lifeboat, and corroded plating in topside ballast tanks. Company superintendent attended the vessel to supervise repair work, with vessel released from detention on 31 December 2001.		

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MARINE PIONEER 9175107 10/03/2001	United States	BV	Vessel detained in Houston, USA on 10 March 2001 with a number of deficiencies, including inoperative oil discharge monitoring system, no garbage records, inoperative oxygen analyzers, various ISM code problems. Owners arranged for an external ISM audit to be carried out the following day and the ship was released on that day.
MARITIME SKILL 9104419 24/05/2000	Fort Lauderdale, United States	NKK	Vessel detained in Fort Lauderdale, USA on 24 May 2000 as the crew were unable to perform a satisfactory fire drill and abandon ship drill. Further drills were conducted on 25 May 2000 to the attending USCG inspector's satisfaction and the detention was lifted.
MARITIME VELOUR 8208206 22/03/2000	Kwinana, Australia	NKK	Vessel detained in Kwinana, Australia, on 22 March 2000 as MF/HF radio equipment was inoperable due to a defective antenna tuner. The ship was released from detention later on the same day as the Hong Kong Administration granted a dispensation for the defective item as no spare parts were available locally and the ship was fitted with two sets of Inmarsat earth stations. Arrangements were made to have the radio repaired at the next port of call.
MOOR LAKER 8312162 19/02/2002	Kwinana, Australia	NKK	Vessel detained on 19 February 2002 at Kwinana, Australia, as MF/HF radio equipment not completely serviceable.
NEGO KIM 8507535 01/12/2001	Dampier, Australia	NKK	Vessel sustained an explosion in no. 1 ballast tank on 18/12/01 at anchorage off Dampier, Australia and was detained on 1/12/01 due to various deficiencies relating to the ISM Code, notably emergency preparedness and vessel's maintenance procedures.
OCEAN SINCERITY 7513771 06/03/2000	Mumbai, India	ABS	Vessel detained in Mumbai, India, with numerous deficiencies, notably involving the hatch pontoons, emergency air compressor and oily water separator. Owners representatives from Hong Kong and Marine Department Surveyors attended the vessel at Mumbai and an audit inspection was carried out. Appropriate repairs were made to ABS's satisfaction and the vessel was released from detention on 24 March 2000.
OOCL ENVOY 7708950 31/10/2000	Melbourne, Australia	ABS	Vessel detained in Melbourne, Australia, on 31 October 2000 for the following:- a. Hatch sealing arrangements defective; b. Number of hatch securing cleats inoperable, and c. Unable to demonstrate MF/HF DSC using reserve source of power. Company Superintendent attended the vessel and repairs were carried out, the detention being lifted on 3 November 2000.
PACIFIC PIONEER 9001796 19/09/2000	Long Beach, United States	NKK	Vessel detained in Long Beach, USA, on 19 September 2000 as the ship's crew were unable to conduct satisfactory fire and abandon ship drills. Vessel was released from detention on 21 September 2000.
PACIFIC PIONEER 9001796 11/06/2001	United States	NKK	Vessel detained in Moorhead City, USA on 11 June 2001 as the port lifeboat fall release failed during a drill, causing the lifeboat to shift to the vertical position, supported only by the forward lifeboat fall. Shore contractors were engaged to inspect and repair the lifeboat davit assembly and the ship was released on 14 June 2001.
QUARRY BAY 8302260 26/01/2001	Italy	GL	Vessel detained in Savona, Italy as the Master was unable to produce the original Exemption Certificate which had been issued in respect of the vessels echo sounder which was not operational. A copy of the certificate was faxed from the operators head office and the detention was lifted.
RAINBOW SPRING 9159804 09/02/2001	Australia	NKK	Vessel detained in Fremantle, Australia as the hook release device on the starboard lifeboat was inoperative. Release device repaired by crew and detention order lifted on 13/2/01.
SHAN KING 8301668 09/03/2001	Spain	NKK	Vessel detained in Aviles, Spain as the vessels radar was inoperative (a new one was being installed at the time of inspection) junior engineer was unable to satisfactorily show how the oil filter equipment worked. Fitting of new radar was completed before sailing and other engineer officers demonstrated the oil filter equipment, which was, in fact, working satisfactorily.
SHAN KING 8301668 28/08/2001	Vietnam	NKK	Vessel detained in Quangnini, Vietnam on 28 August 2001 as liferaft HRU's were not in place, having been removed by the crew for safe storage before arrival in port.
SILVER ZHANG 8508187 21/11/2002	Dampier, Australia	BV	Vessel detained on 21 November 2002 at Dampier, Australia as oily-water separator was found to be inoperative. Repairs effected and vessel released on 22 November 2002.
ST. CLOUD 8201351 12/01/2001	Australia	LRS	Vessel detained in Wallaroo, Australia as the emergency power supply to the navigation lights were inoperative, one radar set was not working and one engine room air vent could not be closed. All items were rectified and the detention was lifted on 13/1/01. In view of numerous other minor deficiencies LR were requested to withdraw the vessel's full term SEC and issue a short term certificate until such time as the deficiencies were rectified.

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TAI KING 7639020 04/12/2002	Antwerp, Belgium	DNV	Vessel detained on 4 December 2002 at Antwerp, Belgium as the abandon ship drill was below the required standard, 15ppm alarm on the oily-water separator not working and various ISM related deficiencies found. Repairs effected with class surveyor in attendance, practice drills exercised with class and vessel released on 8 December 2002.
TAI PING 9086784 03/04/2002	Geelong, Australia	LR	Vessel detained on 3 April 2002 in Geelong, Australia, with inoperative engine room fire dampers and oily-water separator problems. All deficiencies rectified by the ship's staff and detention lifted on the same day.
TAI SHUN 7612979 25/06/2002	Osaka, Japan	CCS	Vessel detained on 25 June 2002 at Osaka, Japan, with cracks found in shell plating at forecabin and a fuel oil tank air-pipe heavily corroded. Repairs effected and vessel released.
TRADE HARVEST 9070175 17/10/2001	Italy	LRS	Vessel detained in Naples, Italy on 17 October 2001 as a number of emergency lights were not working, some fire doors did not close and the crew were unable to perform a satisfactory abandon ship drill. Vessel was released on 18 October 2001, all deficiencies having been rectified.
TRADE MAPLE 9070163 01/09/2000	Singapore	LRS	Vessel detained in Singapore on 1 September 2000 because neither of the lifeboat engines would be started. New batteries were fitted and the detention was lifted on the same day.
UNITED PURPOSE 9100097 02/03/2001	Italy	DNV	Vessel detained in Messina, Italy as sailing directions (pilot books) not updated. Updated by ships officers and detention lifted on 3/3/01.
UNITED PURPOSE 9100097 18/06/2001	Australia	DNV	Vessel detained at Kwinana, Australia on 18 June 2001 because the oily water separator filtering system was defective. The equipment was repaired to the PSC inspectors satisfaction and the ship was released on 19 June 2001.
YOU KING 7927532 15/07/2002	New Orleans, United States	BV	Vessel detained on 15 July 2002 in New Orleans, United States, as crew could not satisfactorily demonstrate a proper fire drill on two occasions. SCBA sets were also found not to be ready for immediate use.

LATVIA

SAULE 7040724 22/05/2000	St. Petersburg, Russian Federation	PRS	All deficiencies detected by the port State control surveyor were eliminated in above-mentioned port, on 24 May 2000, during the cargo operations and the vessel was released.
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ALLIGATOR AMAZONAS 8100507 17/07/2000	United Kingdom	GL	The above vessel was detained for the following reasons: 1. Lifeboat davits, arms and brackets heavy corrosion; 2. Lifeboat falls standing attachments to davit wasted and distorted. 3. Lifeboat winch and brake remote release gear handles came away from wire; 4. Boat over the side lights seized and will not swing up 5. Hatch cover sealing arrangements to be checked by class; 6. Hatch cover and access dog brackets and cleating arrangements to class satisfaction; 7. Engine room Escape lights not working; 8. Deck access lights some not working. Operators were not aware of conditions on board until vessel was detained; Master and crew had not been diligent in maintaining the vessel.
ALLIGATOR FORTUNE 8507688 01/08/2000	Canada	NKK	The vessel was detained because of: 1. Fire damper inoperative, and 2. Lifeboat not in state of readiness. The crew was not properly trained for lifeboat exercises and the fire flaps were not identified on maintenance schedule. The fire flaps are now on the regular maintenance schedule and the crew is being retrained.
ALLIGATOR HOPE 8507676 30/08/2000	Canada	NKK	The vessel was detained because; 1. Lifeboat Motor Guard defective, and 2. Engine room supply fan damper frozen in open position. The crew was making a new guard when boarded by PSC. The supply fan was to be corrected when the PPSC boarded the vessel. The company will place a new emphasis on maintenance.
ALTA 8714982 08/05/2000	Lisbon, Portugal	ABS	Oil water separator not working properly. At the time of the detention the vessel was in the repair yard. Many systems were not working. Not the fault of the crew or the company.
AMBASSADOR 7928110 07/11/2000	Croatia	DNV	The vessel was detained for the following reasons: 1. Life saving appliances (1); 2. Safety in general (1) and 3. Marine Pollution - Annex (1)(1)
ANN 7636561 06/11/2000	Cuba	RS	The vessel was detained for the following reasons: 1. Cargo Ship Safety Radio Certificate expired; 2. Emergency fire pump accumulator batteries were defective, 3. Auxiliary engine number 2. defective, 4. Lifesaving appliances not surveyed as required by SOLAS.
APACHE 7933113 24/02/2000	Netherlands	GL	The maintenance of the engine room was not adequate; specifically the record of maintenance concerning the oil water separator, alarm and automatic stopping device was not adequate (apparently there was non-conformity issue during an audit held on 2 November that listed the same problem and still it was not addressed. Door lock on after escape door from accommodations defective. Lifejacket not available in engine room. The overboard line from the oil water separator was found polluted with oil and oily residues. Chief engineer was told to keep records of maintenance of OWS; the new chief engineer had no record of maintenance of the OWS; he had the oil water separator cleaned out and the filters replaced. Planned maintenance system was not detailed enough and the previous chief engineer did not keep records of maintenance of the OWS. The company revised its SMS as a result of the detention.

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ASHLEY 7915955 12/09/2000	Croatia	LRS	The vessel was detained for the following reasons: 1. Ship Certificates and Documents (1), 2. Accommodations (2) 3. Safety in general (1) ; 4. Navigation (1) , 5. Radio (4)
AVON 7028972 04/08/2000	Chile	DNV	The vessel was detained for the following reasons: 1. Name not visible on bow. 2. Self-closing door in engineroom not working. 3. Engineroom bilges with high level of oily water. 4. Emergency escapes from engineroom not adequately lit and problems with doors. 5. two fire hoses had the wrong type of fitting. 6. All life rafts were found overdue for servicing. 7. Lights not working properly. 8. Two batteries used on the VHF portable need to be replaced. 9. Portable extinguishers overdue for inspection. The vessel was transferring out of the Liberian Registry, only they forgot to tell us and did not take action to get the proper certificates.
BALTIC STAR 8221832 28/02/2000	Republic of Korea	NKK	The vessel was detained for the following reasons: Lifeboat engine would not start, and seawater pipe on main deck leaking. NKK reported they were not invited to attend the ship, and that the detention was probably due to poor maintenance. We disagree. Weather related problems. The temperature was 0 degrees Celsius and the diesel motor had problems starting. The saltwater pipeline gasket failed due to age and weather.
BELGREETING 8313350 22/12/2000	Canada	DNV	The vessel was detained due to multiple cracks & corrosion in #2 Port TSTank, 2. Unauthorized repairs to hull. The company did not follow up with the Master regarding conditions of class and it was not passed on to the new Captain at change of command or the damage would have been corrected when required. The following improvements have been implemented: Notes regarding hull or machinery damage including conditions of class and recommendations to be part of the change of command, whenever a superintendent is away from the office for more than two weeks the superintendent will brief the MD regarding any outstanding recommendations, conditions of class or other special consideration.
BELMAJ 8814732 20/05/2000	Australia	DNV	The vessels was detained for the following reasons: 1. Cargo hold ventilator closing dampers defective. 2. Oil water separator discharge in excess of 15pp. 3. Test calls to coastal stations not carried out. 4. Dedicated sealed emergency batteries not supplied for emergency portable VHF radio. 5. Emergency fire pump priming pump not engaged on lower pressure. 6. Fire main isolating valve seized. Systems were in process of being corrected when boarded by port State. Company held safety meeting to expedite the resupply of vessels in the future. Ship safety meeting addressed the need to keep maintenance of OWS and contact log for radio stations.
CAPE COD 8702848 17/03/2000	Rotterdam, Netherlands	BV	IOPP Certificate Number and capacity of tanks not accurate. IMDG code missing volume VII 3. Table of life saving signals missing. Several breathing apparatus air cylinders show overdue for testing. Rescue boat propeller, no protective guard. Rescue boat crane has damaged hydraulic hose. Lights to emergency escapes are broken. Door locks on self closing doors defective. Engine room bilges excessive oil. Auxiliary engine spaces dirty and oily. Steering gear room filled with hydraulic oil, oil water separator not working properly oil found in discharge line. Class society followed up on the deficiencies on behalf of the administration. Company to conduct an additional external audit and so will the RO. Crew not following maintenance schedule. Vessel will be followed by Class & RO.
CAPE COLDBEK 9192040 02/06/2000	Australia	GL	The vessel was detained for the following reasons: 1. No record of cargo securing equipment being maintained. 2. Lifeboat not manoeuvred in water in last three months. 3. Rescue boat not lowered to and manoeuvred in the water in past three months. 4. Emergency steering gear not tested in the past three months. 5. No emergency steering instructions on bridge. 6. Safety chains not secured on funnel vertical ladders. 7. Fire flap operating instructions are not adequate. 8. Liferrafts not rigged for float free release. 9. No embarkation ladder for forward liferaft. 10. Vent on starboard side between bays 15 and 17 inoperative. 11. Engineroom fire dampers frozen. 12. Lifeboat means of recovery inoperative. Class reviewed the detention and determined the problem associated with inadequate maintenance and crew's lack of diligence in keeping up the vessel.
CAPTAIN P 9031093 10/02/2000	New York, United States	GL	The vessel was detained for the following reasons: 1. Port lifeboats engine not working. 2. Port lifeboats taking on water. Repairs made and vessels allowed to sail. At the encouragement of the Administration, management sent fleet bulletin reminding masters how to prepare vessels for cold weather. Lifeboats engine was working prior to lowering the lifeboat. Once waterborne, the shaft failed and the prop damaged the hull causing the lifeboat to flood.
CATHERINE 8106757 16/02/2000	Texas, United States	NKK	The vessel was detained for the following reasons: Starboard lifeboat motor will not start. The engine maintenance was not satisfactory and the company increased the interval of lifeboat engine maintenance to reduce the likelihood of failure in the future. The pistons and rings were defective on the starboard lifeboat.

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CERDA 7365526 06/07/2000	Milford Haven, United Kingdom	RINA	1. Main engine high pressure fuel piping brackets and double sheeting missing. 2. Numerous steam leaks. 3. Heavy oil deposits around ME crank case. 4. Port cargo pump leaking oil. 5. ME piston liner leaking cooling water. 6. Oily water on ER tank tops. 7. Oily water separator air line to sludge valve disconnected and line disconnected from monitor. 8. Stern tube lube oil heavily contaminated. 9. Quick closing valves wedged open. 10. Some salt water cooling intakes - bolts show heavy corrosion. 11. P & S Gas turbine sets - no insulation on turbine casing. 12. Self closing A-60 doors separating engine room and gas turbine room missing. 13. Self closing fire doors fitted with hold packs. 14. Engine room skylight-connection bolts to secure. 15. Funnel fire damper seized. 16. Ground (earthing) wires on cargo lines missing. 17. Hatch cover brass rubbing strips missing and loose. 18. Hatch cover side movement retaking chocks missing. 19. Several top side ballast tanks access manholes are only secure by 4 bolts. 20. 02 meter inoperative. 21. Inert gas recording device requires new graph paper. 22. Galley drainage channels require cleaning. 23. Cabins C32 and C20 sanitary lines flush not working. 24. 2 Jacket lights defective. 25. Fire drill not adequate. Company not following SMS.
CHELSEA 8016134 10/07/2000	Italy	LRS	The vessel was detained for the following reasons: 1. Ship Certificates and Documents (1), 2. Lifesaving Appliances (8), 3. Firefighting Appliances (2), 4. Navigation (2) 5 ISM (2).
CHEMBULK ROTTERDAM 8920361 25/11/2000	Canada	DNV	The vessel was detained because: 1. Oil Record Book incomplete, 2. GMDSS log book not properly completed, 3. Port lifeboat: remote brake release does not work, Hoist works only with great difficulty means of recovery not sufficient, 5. Fire doors defective, 6. Breathing apparatus and escape sets need inspection.
DARYA LAKSHMI 8308898 17/02/2000	California, United States	LRS	The vessel was detained for the following reasons: 1. Sea chest and other vital engineroom piping repaired using unapproved methods and materials; 2. Starboard lifeboat had a temporary repair; 3. Wooden rub rail was wasted in many areas; 4. Lifejackets worn and damaged; 5. Fire extinguisher for the paint locker kept in the paint locker, and was not available where it should be. Repairs were made to satisfaction of class and the lifejackets were replaced. The fire extinguisher was returned to the bracket outside the paint locker.
DAVIDS SIKEIROSS 7391379 18/07/2000	Quebec, Canada	LRS	1. Forepeak bilge valve out of order. 2. Lifeboats in poor condition. 3. Quick shut off valve on fuel tanks not working. Nautical inspector assigned. Stated the forepeak valve was not out of order, and the damage to the lifeboats can be put off until next dry-dock according to class. The quick shut off valve was repaired. The Inspector reported vessel is old but fairly well maintained. This was not a case of crew not maintaining the vessel.
DAVIDS SIKEIROSS 7391379 23/09/2000	Rotterdam, Netherlands	LRS	Liferaft weak link not attached correctly. 2. Lifeboat embarkation rope ladder deteriorated. 3. Exhaust pipe for engines on both lifeboats wasted. 4. P/S lifeboat davit block swivel pin frozen. 5. P/S davit turnbuckles thread worn. 6. P/S forward davit head top plating partly deteriorated. 7. P/S davits several sheaves wasted. 8. P/S davits several rope guides partly deteriorated. 9. Starboard lifeboat spray only partly working. 10. Aft deck store vent damper in poor condition. 11. Steering gear room gooseneck vent deteriorated. 12. Vent from foam room no damper inside. 13. Welding room fire damper missing. 14. Hospital room fire damper. 15. AC Room fire damper holed. 16. Emergency exit pump room door dogs seized wasted. 17. Magnetic compass has a large bubble in it. 18. Aft winches not marked with SWL. 19. 19 Supports for hydraulic lines wasted. 20. Foundation for port and starboard winch wasted. 21. Pump room starboard side tanktop shows a crack welded over several times. 22. Cargo pump number 2 mechanical seal leak. 23. Halon systems not checked since 1999. 24. Hatch to Boatswains stores forward wasted. 25. COW lines in very bad shape supports missing. 26. Maintenance of lifesaving launching equipment below standard. 27. SMS in doubt. The vessel is old and the systems are in constant repair. The company dry-docked the vessel to make permanent repairs and to continue in safe operation.
DELTAGAS 9008471 03/02/2000	Rotterdam, Netherlands	GL	Garbage record book not completed properly. Radio signal list outdated. No embarkation for port liferaft. No hospital on board. Pilot lifebuoy line not as required. 15 ppm oil alarm obstructed. Direct overboard line for oily water separator contains oil. Safety equipment certificate allows for 16 persons on board, but there are only enough beds for 13. Master advised to make appropriate entries by vessel management; updated radio signal book not available at this time; liferaft embarkation ladder supplied to vessel and class reviewing need for a hospital; pilot lifebuoy provided with adequate heaving line. Obstruction removed from 15ppm by crew, and crew advised by company follow existing procedures regarding the overboard discharge line-there should not be any oil in that line; although the safety equipment certificate allows 16 persons on board, the crew has only been 13 and that is why they only have 13 beds on board. Master and crew not following company procedures. Vessel and equipment not properly maintained. Deficiencies were corrected to the satisfaction of the port State inspection and the vessel was allowed to sail.
DIRECT KEA 9056276 24/01/2000	Japan	GL	The vessel was detained due to expiration of Safety Radio Certificate. Lack of oversight by company and crew.

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DOCELIRIO 7526601 03/02/2000	Canada	ABS	The vessel was detained for the following reasons: 1. Defective fire doors. 2. Leaking starboard lifeboat. 3. Excessive oil in the bilges. Defective fire doors were on list of items to be repaired, but the company had problems locating parts. Starboard was repaired, the oil leaks were looked into and the machinery repaired. The crew and shore side personnel will follow the company Safety Management System. Company states the problem with the fire doors was related to difficulties they were having in locating the parts. The oil leaks in the engineroom and the leaking starboard lifeboat were due to the crew not following the SMS.
EWL COLUMBIA 8321644 31/03/2000	Rotterdam, Netherlands	GL	IOPP Certificate incinerator not marked on certificate. Oil record book not completed properly. Fire hose missing in engine room. Self closing doors found open with hooks. 15ppm alarm discharge line found polluted with oil. Oil residues found in dirty water separator overboard line. OWS not processing correctly. Maintenance planning not recorded in accordance with company plan. Class reports misprint was their fault. Remainder of items due to lack of maintenance and ISM company not meeting its needs to communicate with the ship.
FAIR SPIRIT 7341881 25/09/2000	Thailand	GL	The vessel was detained for the following because of firefighting appliances pump not starting. Class did not attend. The port State did not report to the Administration. PSC sent a copy of the inspection report to class which clearly shows the emergency fire pump was corrected to the satisfaction of PSC.
FALCON CHEMIST 7621334 25/04/2000	Rotterdam, Netherlands	NKK	SOPEP manual did not have updated coastal contact list. Wasted foundations deck machinery. Sludge incinerated in auxiliary boiler but no class approval. Engineering has not been audited. No planned maintenance could be provided. No record of maintenance of OWS. Navigation manuals chart outdated No spare batteries for GMDSS VHF emergency radios. Magnetic compass out of order. New lights have wrong bulbs. Liferrafts - no sign of annual inspection and no embarkation ladder or sea surface lights. Garbage not sorted properly. Embarkation ladders wasted and ropes worn. Port and starboard davits-wasted sleeves and block fittings. International shore connection missing bolts. Emergency fire pump would not operate properly. Port hold glass missing. Anchor mooring equipment foundations severely wasted. Fire doors not self closing. Release for door to meat room could not be opened from inside. One fire hose found with wasted rubber liner. Interconnecting hose found which provided opportunity for over board discharge Insufficient reporting by Master regarding the life boat maintenance. Systems were not maintained by crew and shore side management was not following.
FANNIE 7385613 13/04/2000	Amsterdam, Netherlands	DNV	CO2 installation not operational. Several fire dampers frozen. Bilge water separator not operational. Pipelines on deck need better securing. Many brackets near hatches and cargo holds in need of repair. Quick closing valves defective. CO2 system was not serviced by shore side facility. The crew did not follow the safety management system for at least three months. DNV to follow up on ship and company.
GOLAR FREEZE 7361922 24/03/2000	Dampier, Australia	DNV	Engine room fire damper wasted; four new fire dampers were provided on board - the issue was raised at the company safety committee meeting. All Masters to confirm operational status of fire dampers. Lack of maintenance. Inattention by vessel crew. Vessel company emphasized the crew's need to follow SMS.
GOLAR FREEZE 7361922 25/04/2000	Louisiana, United States	DNV	The vessel was detained for the following reason: Gas detection system inoperative. Lack of maintenance and inattention by vessel crew.
GOLDEN CAPE 7389625 24/04/2000	Amsterdam, Netherlands	ABS	Some life jacket batteries have no plugs. Fire detection cabinet has ground fault. ITU Manual Volume VII A not available. Chart catalogue outdated. NP 100 outdated. Bridge ring buoy not 4KG. Emergency fire pump insufficient-water pressure. Remote control cabinet for quick closing valves. Air pressure reducer defective, since last port State inspection in September '99. Air cylinders for breathing apparatus air pressure insufficient. Meat room inside door handle missing. Temperature too high. Auxiliary engineer emergency air start vessel empty. Auxiliary engine flat found too much oil and residue. Bilges, too much oily water. Substantial number of oil leaks from auxiliary engines. Main engine lube oil cooler sea water connection heavily wasted. Sounding pips self closures are not effective. In general, vessel not in compliance with maintenance systems intended by ISM code. An intermediate audit was conducted on 22 April 2000 and two minor non-conformities were identified. The safety management system was corrected. Vessel crew not following SMS.
GRAND OCEAN 8319691 10/12/2000	Singapore	NKK	The vessel was detained for the following reasons: 1. Lifeboat engine would not start, 2. Gangway not safe, 3. Stairway to boat deck obstructed by wooden crate, 4. Fire hose nozzles missing, 5. International Shore Connection not where it should be, 6. SOPEP does not reflect current vessel's name. 7. Oil record book incomplete. 8. OWS not working, 9. Satellite EPIRB not properly stowed, 10. Bunker manifold insufficient number of bolts at transfer connection, and 11. Muster list did not identify officer in charge of maintaining safety equipment. The managers had the assistance of NKK the vessel's class society in resolving this deficiency. The problem was related to a lack of maintenance by the crew. The crew was directed by the operators to be more diligent in maintaining the vessel.
GRAZIA 8515738 27/03/2000	Spain	ABS	The vessel was detained for the following reason: Oil discharge monitor and control failed -oil pollution. No record at class or with operators or with the Administration. The port State did not provide anyone with a copy of the supposed port State detention.

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HAPPY VENTURE 9153707 04/10/2000	La Spezia, Italy	BV	Bilge and fuel oil drain tanks to be entered in IOPP supplement. Weak links to starboard liferaft not connected properly. Fire doors do not close automatically GMDSS log book not completed. Oil record book not maintained; IMO symbols not completed. Engine room sounding tubes not maintained. The vessel was detained because some of the fire doors would not close automatically. The other items were listed as deficiencies that needed to be corrected. BV the class society attended and helped to clear these deficiencies. The company is using the SMS to follow up on the deficiencies and improved the safety management on board.
HUA XING 7808267 27/03/2000	Hawaii, United States	CCS	The vessel was detained for the following reasons: 1. Port lifeboat damaged, 2. Fire drill not satisfactory, 3. Oil Water Separator to be proven operational, 4. Load line to be repainted. Both class and nautical inspector attended. Nautical inspector helped resolve problems regarding firemen's outfits and training. Class resolved issue regarding Lifeboat and OWS. Port lifeboat damaged in recent heavy weather during this crossing. Crew did not have proper firemen's outfits on board. Oil Water Separator parts were ordered and had arrived.
IRENE OLDENDORFF 9015589 17/08/2000	Republic of Korea	LRS	The vessel was detained for the following: 1. Sky light to engineroom missing glass panel. 2. Bulwark plate at top of bridge holed. 3. Air vent for left room holed. 4. All waste receptacles to be made of noncombustible materials. 5. The number of ship's radar transponders required by the Safety Radio Equipment Certificate.
ISEBEK 9016882 03/12/2000	Coruna, Spain	GL	Working spaces (2) a. forecandle flooded. Firefighting appliances (5) a. safety pin defective on butterfly valve for foam monitor, b. fire box station number 1 broken, c. breathing apparatus to be serviced d. fire damper frozen top of cargo control room and e. fire damper exhaust of emergency generator out of order. Accident prevention (2) a bow thruster space lighting defective, b. hand rails broken. Safety in general (2) a. electrical wires connection out of place in passageway at cargo tank number 1. b. steel gratings over manifold to be secured. Mooring arrangements (3), a. port anchor missing, b. port hawse pipe deformed and leaking, c. starboard hose pipe deformed. Marine pollution Annex (1) a. oil record book out of order. Tankers (4) a. cargo tank hatch covers to be secured using all bolts, b. mushroom cover top of p/v valve broken, c. hand wheel for vent valve or ballast tank number 4 starboard. ISM (1) a. copy of document of compliance not on board. The vessel was detained due to the loss of the anchor. GL reports lost anchor and damaged areas repaired and replaced. The vessel should not have been detained. It entered port to make repairs due to storm damage.
ISIS 7905481 12/07/2000	Amsterdam, Netherlands	BV	1. Second officer has no Liberian Certificate of Competency. 2. Chief Engineer and Second Assistant Engineer have no Liberian Certificate of Competency. 3. Asbestos fire liner on fireman's outfit to be replaced with non-asbestos liner. 4. Emergency fire pump no suction. 5. Isolating valve in fire line on port side of the accommodations seized. 6. 15ppm Oil Water Separator not working. Crew negligence. All items corrected to satisfaction of class and the port State inspector.
ISTRIA 8105727 12/11/2000	Italy	ABS	The vessel was detained for the following reasons: 1. IOPP Certificate - the position of sludge, drain and bilge slop tanks not indicated on Certificate, 2. Missing RDF Exemption Certificate, and 3. Loading Booklet not on board as required by SOLAS Chapter VI Reg. 7.
JOBST OLDENDORFF 7433282 02/10/2000	Antwerp, Belgium	GL	IOPP Record not properly completed. Liferaft missing in forecandle. 25 Man Liferaft not transportable from side to side. Fire detection not working properly. R fire dampers blocks. Lifeboat falls not renewed as required by SOLAS 7, remote control of watertight door defective. Ships bell missing. Hole in manhole for AC room. Excessive garbage on deck. Railing mast house #2 heavily damaged. Lighting inside and outside lockers broken - switches missing. Fireman's outfit locker not properly marked. Grinding machine in forecandle with out protective glasses. Emergency lights not working/marked. Lifebuoy outside bridge not proper size. EPIRB not easily accessible. Boxes containing extra lifejackets padlocked. Lifeboat launching instructions not at proper location. Lifeboat inventory incomplete. Fire boxes not complete. Ventilation caps not closing. International shore connection not marked. Pilot CO2 bottle broken off and alarm defective. Cable duct on deck holed. Stud links on both anchor chains missing. Lifebuoys with self ignition light missing. Safety plans not accurate. Plans in alleyways faded and to be translated into language of the crew. Steering gear pump no.1 marked remote switch missing pump #2 remote switch not working. Manual emergency steering station without rudder angle direction marking. Railing stairway to lower ER missing. Muster list in ER not updated. Emergency fire pump pressure inadequate. Insulation for emergency fire pump missing. OWS not working properly. Heavy corrosion on sea chest base. Remote control quick closing valve cabinet not marked correctly. No automatic emergency lights in ER in case of blackout. Purifier room dirty. No automatic emergency lights in ER. Bilges dirty/fire hazard. ER entrance doors not fitted with automatic closing device. Vessel not being maintained and records not being followed up by company. Class missed the fact that the forward liferaft was required and the additional liferaft was not transportable from side to side.

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KEMERI 8207288 03/04/2000	Rotterdam, Netherlands	RS	Starboard lifeboat motor not operating properly. Maintenance plans and records for OWS not maintained. Engine Room entrance door starboard side, self closer disabled. MRS reports that all of the items were corrected and the vessel was allowed to sail. Lack of maintenance and crew not following company's preventive maintenance requirements.
KEN GALAXY 8323903 12/12/2000	Germany	NKK	The vessel was detained for the following reasons: Charts not up to date, Nautical Publications not up to date, Oil Water Separating Equipment defective, 15 ppm Alarm defective.
KEN PAN 8312681 04/02/2000	China	NKK	The vessel was detained for the following reason: Chief mate not on board as required by Minimum Safe manning Certificate. Chief mate had a difficult time joining the vessel.
KIMBERLY 7381087 14/06/2000	Valencia, Spain	BV	1. Tank with a capacity for 27 m3 at frame 11 to 18 being used for retention of bilge sludge and another tank with capacity of 30 m3 being used for waste oil retention are not identified on IOPP certificate. 2. Oil record book does not identify time period incinerator was used. 3. Oil record book instructions were not attached to oil record book and instructions were not being followed. Class society made incomplete entry on oily water storage tank information on IOPP. New IOPP issued by class.
LARA 8103547 20/01/2000	Antwerp, Belgium	NKK	GMDSS not on board. Pharmacy not adequate. Pharmacy certificate expired. Several small steam leaks in engine room. Purifier platform dirty. No recent foam analysis. The administration issue a new exemption certificate, which correctly identified the reason for the exemption. The fire fighting foam analysis was done within the last two years as required, and the remainder of the items were small housekeeping issues were corrected quickly by the crew. The cause of the detention was a GMDSS Exemption Certificate issue by the administration, which did not adequately describe the reason for the exemption. Vessel should not have been detained for administrative error related to what is typed on an exemption certificate. The port State should have called the administration and cleared up this matter. Vessel provided with a proper exemption form the administration. Other deficiencies were corrected by the crew to the satisfaction of the port State.
LINDA OLDENDOROFF 9084580 31/05/2000	United States	DNV	The vessel was detained for the following reason: Vessel not manned in accordance with the Minimum Safe Manning certificate. Some of the officers did not have their Liberian licenses but they did have their National licences. The applications for the Liberian licenses were lost and had to be redone.
LUCKY REEFER 9171632 12/01/2000	Fushiki, Japan	NKK	Two fire screen doors defective. Steam pipe under main engine leaking. Class investigated the incident and found both items were repaired. NKK identified this as a class non-conformity because the items were probably in the same condition during the recent survey.
MAIPO 8213756 27/12/2000	Chile	LRS	Deficiencies: unknown
MARILEE 8301119 03/01/2000	Quebec, Canada	DNV	Starboard lifeboat engine out of order. Exemption to sail provided by administration with additions of liferafts while liferaft engine under repair. Diesel engines were replaced with engines that had blocked heater. A new engine was ordered. Administration provided a dispensation. Repairs were made to the satisfaction of class and the port State. DPA conducted a thorough investigation and provided details of the detention to other vessels in the fleet. Lifeboat engine not designed for very cold temperatures.
MONTAN 8218749 29/03/2000	Antwerp, Belgium	GL	Lots of drums with heavy oil on deck. Some outside lights not functioning. Directions lifeboat launching not clear. Some fire alarm points not lights. Charts not corrected. Skylight will not close. Lights in trunk broken off, and some switches dismantled. Railing on forecastle broken and bent. Vegetable storage room flooded. Oily water separator not working properly. Huge ground fault on 220v system. Supplementary 15ppm alarm to be dismantled. Loose floor plates in engine room. Pumps leaking in the engine room. Self closing devices on sounding pipes missing in engine spaces. Self closing doors obstructed in engine room. Main engine dirty lots of oil and grease. Our nautical inspector reports the vessel was part of a group designed and built in East Germany 20 years ago. The engines are sturdy but never ran clean and leaked a great deal. The OWS and other equipment and parts for the main engine are hard to find as the East German industry no longer exists.
MULTITANK BOLOGNIA 9140815 25/04/2000	Florida, United States	GL	The vessel was detained for the following reasons: 1. Crew unable to perform satisfactory fire drill. 2. Crew unable to perform satisfactory boat drill. 3. Vessel not manned in accordance with MSMC. 4. Instructions for fixing and testing fire detection system not available. 5. Smoke detector inoperable. One of our nautical inspectors conducted a follow up inspection in New Orleans. Found the problem to be associated with the SMS. The procedures as written for abandon ship do not match the procedures in use by the vessel and crew. There was nothing wrong with either the written procedure or the crew's response, they were just not the same. Sensors for smoke detector working. Class report confirms: The smoke detector for one loop did not function for the Port State Inspector. It was repaired at the next port. The abandon ship procedure was adequate, but not in accordance with the procedure in the SMS. SMS to be revised accordingly.
NORTHERN VIRTUE 9122409 06/02/2000	Texas, United States	GL	The vessel was detained for the following reasons: Main engine exhaust leak above turbo charger. Repairs made to the satisfaction of the port State and vessel was allowed to sail. Defective compensator due to improper alignment between engine side and funnel side of exhaust.

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OBO VENTURE 8116934 01/02/2000	Quebec, Canada	LRS	Emergency fire pump leaked excessively and would not provide sufficient pressurization. Steering gear performance not satisfactory. Emergency generator would not take the load after 45 seconds. Inner stud link on anchor chain missing. Anchor windlass shaft and bearing worn. Numerous fire hydrants frozen. Class surveyor from NKK attended the vessel. Anchor chain, windlass main shaft and emergency fire pump were required to be corrected by 15 May 2000. The company has determined that the vessel is not to operate in the area during winter months as the systems are not designed for the extreme cold. Panka Maritime determined the root cause for the majority of the identified deficiencies to be extreme environmental conditions. The emergency fire pump did leak, but the vessel was in light condition and a piece of ice blocked the impellor. The steering gear hydraulic fluid was effected by the extreme cold as was the emergency generator.
OBO VENTURE 8116934 18/09/2000	Texas, United States		The vessel was detained because : the inert gas oxygen analyzer cannot be properly calibrated.
OCEAN SPIRIT 8321747 27/08/2000	Emden, Germany	NKK	Oil record book entries not right. 2. An excessive amount of oil retained on board. 3. Oil discharge monitoring and control system not working. According to the German authorities. The sludge oil quantity recorded in the oil record book did not reflect as much waste as should have been generated given the amount of fuel consumed. This requirement is arbitrary and should not have ended in fines to the crew and a port State detention of the vessel without proof of an actual discharge.
P & O NEDLLOYD ACCRA 9203514 30/11/2000	Brazil	GL	The vessel was detained because of missing SMC.
P&O NEDLLOYD DJIBOUTI 9161211 06/06/2000	Hamburg, Germany	GL	1. Vessel not manned in accordance with Minimum Safe Manning Certificate, 2. Quantity of oil residue (sludge) retained on board not entered in oil record book. A deckhand was dismissed by the Master, and the crew was short of the required number found on the MSMC. A replacement arrived 6/6/00 and the vessel was released. Certain quantities of sludge were not included in the oil record book. The chief engineer corrected the entries which were maintained in his engine log.
PACOCEAN 8315009 07/11/2000	Canada	ABS	The vessel was detained because of defective MF/HF DSC (Not transmitting). The problem was technical. The local controller and/or antenna tuner were faulty. Parts received and equipment repaired.
PACSEA 8701375 17/07/2000	Canada	ABS	The vessel was detained because starboard lifeboat davit was defective. The davit was damaged by heavy seas.
PACSEA 8701375 07/09/2000	Canada	ABS	The Vessel was detained for various reasons: 1. Lifeboat keel connections are deteriorating/rusty and bolts, nuts rusted out and swivel to be replaced, 2. Lifeboat ladders and shackles need to be replaced, 3. Lifeboat canopy ribs are rusted out, 4. All fire hoses need to be replaced, 5. Manhole access plates for cargo holds need to be repaired, 6. Many general alarm pulls do not work, 7. All paint cans to be removed from accommodations, 8. Plans for OWS to be exhibited near OWS and engineers to be conversant in its use, 9. Notice to mariners to be acquired. 10. Man overboard ring buoy and light to be replaced - port side, 11. Bowsing tackle to be replaced, 12. Starboard lifeboat davit deformed, and 13. All alarms sirens in engine room to be clearly marked.
PACSTAR 8605727 20/06/2000	Australia	ABS	The vessel was detained for the following reasons: 1. Unable to demonstrate operation MF/HF radio using reserve source of power, 2. Bulkhead between no.1 and no.2 holds - lower spool split port side, 3. Emergency generator starting batteries defective, 4. Engine room vents port side corroded and holed, 5. Galley exhaust uptake filter oily, 6. MSI information not on board, 7. Railing starboard side boat deck defective, 8. Air pipe no.3 db ballast tank float defective, 9. No.2 hold, port side, hatch cover track, aft stiffener cracked, 10. Emergency lights for survival craft embarkation defective, and 11. Internal audits not being conducted annually. Master and crew were advised that a non-conformity would be issued due to their failure to notice and rectify MF/HF deficiency, problem with galley exhaust, vent flaps, hatch cover track and stiffener. Class was called in regarding the crack found in the bulkhead separating number 2 cargo hold.
PEARL CREST 9082958 07/10/2000	Novorossiysk, Russian Federation	NKK	1. Ship certificates and documents. 2. Firefighting appliances. 3. Load Lines. NKK reports the vessel corrected the deficiencies, changed management and flag. NKK the class society and the recognised organisation for the new company helped to ensure a new maintenance program was in place.
PROSPECTOR II 8013601 31/03/2000	British Columbia, Canada	LRS	The vessels was detained for the following reasons: 1. Magnetic Compass to be surveyed apparently out of adjustment, 2. Accommodation stairway doors out of alignment in need of adjustment, 3. Automatic closing devices for accommodation spaces not set to close properly, 4. No GMDSS Radio log with entries, 5. Deck officers unaware of false distress signal requirements, 6. Radio distress signal log not available, 7. GMDSS radio batteries expired. The company reports that the particular Port State Inspector was very vindictive and when they complained to his superiors they had run into problems with him before. There was a bubble in the compass that needed to be fixed and was fixed. The doors were out of alignment and repaired and some of the self closing devices were not working properly and all were repaired. However, the crew reports the items regarding the GMDSS log were not valid, the deck officer did know about the false distress signal requirements and the radio batteries were already on order to be replaced.

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R. PETER M. ELRICH
7212199 01/02/2000

Foynes, Ireland

DNV

Hatch coamings & covers watertight. Record of radio equipment on safety radio not current. Oil record book entries not properly made. Sludge tank 90% full. Sludge pump connection allows overboard discharge of oily water
SOPEP contact not current. Remote shut downs for fuel tank wired open. Air compressor for starting air not working. Many oil leaks in engine room. Engine room floor plates corroded. Galley exhaust trunk filled with greasy sludge. Windlass platform corroded. Guard rails missing. Man overboard lifebuoy releasing gear frozen. Gyro compass at steering station not aligned with main gyro. Echo sounder not working. Fire nozzle in engine room needs replacing. Daylight signal lamp battery not on board. Radio batteries require recharging. Fire flaps missing aft side of accommodations.
The vessel was inspected by Nautical Inspectors in Ireland and in the USA.
Vessel made repairs to the satisfaction of class and was allowed to sail. To be followed by class and the administration until it is scrapped.
Age deterioration. The vessel had just been surveyed and was allowed to sail with hatch coaming and covers that were marginal. A follow up by another class surveyor ended up with the vessel being detained in Ireland. One of our Nautical Inspectors in US followed up two weeks later and stated the vessel was old, looked worn, but safe for the intended voyage to scrap.

SAMOS WAVE
7904475 25/10/2000

Hamburg, Germany

LRS

1. SART source reports not maintained. 2. Fire safety plan symbols not correct. 3. Grinding tools not fitted with their protection. 4. No record of providing a new crew member with familiarization training. 5. No reports of non-conformities or hazardous occurrences submitted, RDF Exemption Certificate not available. 7. Wrong IMO number on tonnage certificate. 8. Plimsol mark not as indicated on LL certificate. 9. Gangway step on stbd side broken. 10. Hatch cover forecandle deck cannot close due to corrosion, hatch number 5 crack on hatch coaming. 12. Forepeak tank cover not properly bolted in place. 13. Seats for emergency batteries broken. 14. Liferings for man overboard port and stbd bridge wing wrong size. 15. Hydraulic line leaking beside hatch number. 16. Forward store room used as paint locker has no fixed extinguishing system. 17. Instructions for CO2 release system are not accurate. 18. 2nd and 3rd mate not familiar with ARPA. 20. Some lifejacket lights have expired batteries. 21. Garbage handling on board not in accordance with plan. 22. Lots of garbage on deck to be removed. 23. Fire drill to be carried out. 24. IOPP certificate does not mention bilge holding tank described in oil record book. Our nautical inspector attended the vessel and found that with the exception of the need for additional training in the use of the lifesaving and firefighting equipment, the corrosion on the hatch cover, and no fixed fire extinguishing system for the forward paint locker, the broken seals on EPIRB batteries the remainder of the items were housekeeping items, reflecting new maintenance as a result of the change in management. We are confident this vessel will improve under new management - the RO also attended the vessel to resolve ISM non-conformities on 26 October 2000.

SEA BELLS
7354539 21/08/2000

South Africa

NKK

The vessel was detained for various reasons:
1. Numerous wooden hatch wedges missing. 2. Sections of steel side battens missing from hatch coamings. 3. Several missing dogs on man hole accesses between number 3 and 4 hatches. 4. Fire main port side of main deck leaking. 5. Ladder rungs, number 2 Mast house port side, wasted-to be renewed. 6. Hatch coaming transverse member corroded and holed Number 2 hatch port side forward. 7. Dogs on after end of number 1 hatch require wing nuts to be fitted. 8. Port side of number 1 hatch gooseneck air vent badly corroded and self-sealing floats inoperative. 9. Rope hatch on forecandle head has missing dog wing nuts. 10. Gear covers on windlass missing. 11. No 1 steel hatch covers have 28 top wedges missing - replace 4 channels for accommodating top wedges on number 1 hatch. 12. Number 1 hatch forward steel lid heavily corroded and holed in three places. 13. Number 3 hatch starboard coaming fractured and cracked, corroded and holed in one place. 14. Outboard bulwark plate in vicinity of same, fractured at weld. 15. Vent on starboard side number 1 hatch has closing device seized, 16. Steel cleats for securing side wedges on number 2 hatch starboard side not fitted. 17. Number 2 mast house steel plating at foot of same starboard aft corner, corroded and holed. 18. Cable trunk piping adjacent to vessels hatches up port side of vessel corroded and holed.
Owner blames the Master for not reporting deficiencies in accordance with the SMS Class reports the reported rust and deterioration are more cosmetic than actual defects. However the crew is not performing up to standard and could not even conduct an adequate fire and boat drill.

LIBERIA

SEA LIGHT
7217652 25/08/2000

South Africa

NKK

The vessel was detained for the following reasons:
1. Number 3 hatch port coaming buckled and caved over 3/4 meter. 2. Number 3 hatch starboard side coamings distorted. 3. Number 3 hatch starboard coaming holed in places. 4. Number 3 holed port side 14th frame from aft cracked at weld approximately 3m from top. 5. Number 3 hold port side, 11th frame from forward, heavily distorted and buckled over 2 meters. 6. Number 3 hold port side 7th frame from forward cracked across weld on web and flange approximately 2 meters from tank top. 7. Number 3 hold after corrugated bulkhead 3rd corrugation from port plating holed/split over approximately 300 mm, breaching watertight integrity number 4 hold. 8. Number 3 hold after bulkhead port side air pipe adjacent to 3rd corrugation with tape repair and noted to be leaking at upper edge. 9. Number 3 hold after bulkhead starboard side 4th corrugation inboard holed at approximately mid-height from tank top breaching watertight integrity with number 4 hold. 10. Number 3 starboard side after hatch coaming has two vent pipes, both holed within space, - Port side similar with one pipe apparently leaking oil residue. 11. Hydraulic motors in number 2 mast house have no coupling protectors. 12. Number 5 hold starboard side 1st and 5th frames from foreword heavily distorted. 13. Number 5 hold --13th frame from aft port side fractured across weld on web and flange approximately 3 meters from the top of the frame. 14. Number 5 hold 12th frame from foreword port side has fracture on web and flange in way of weld extending across and partly up side shell plating. 15. Number 5 hold port side sounding pipe between frames 11 and 12 from foreword on port side fitted with cement box at lower extremity. 16. Number 5 hold vertical pipe situated between 8th and 9th frames from foreword on port side fitted with temporary clamp repair. 17. Number 1 hold port side frame 14 aft web wasted and hold at approximately 3 meters from top. 18. Number 1 hold foreword bulkhead ports side 4th transverse gusset from top fractured in way of weld and connection to side frame. 19. Number 1 hold foreword bulkhead port side 5th transverse gusset from top wasted and corroded. 20. Number 1 hold starboard frame 11 from aft, detached from side shell over 1 meter length at approximately 3 meters from top. 21. Number 1 hold starboard side frame 9 from aft buckled at web at mid height.
Owner blames the Master for not reporting deficiencies in accordance with the SMS. Class states that there are serious problems with corrosion and deterioration of the vessel. The problems were known by both Class and the owner and both share responsibility for the condition of this vessel. The greater share of responsibility lies with the owner as represented by the management company.

SIRIUS
8100507 29/05/2000

Rotterdam, Netherlands

GL

List of lights missing. SOPEP manual outdated list of coastal contacts. Oil record not maintained properly. Port and starboard davits wasted. Firemen's outfits missing safety torch, and one outfit had expired batteries in torch. Anchor windlass has washed foundations. CO2 room cylinders loose and fan not working. Several doors to engine room not self closing. ITU Manual outdated. Escape routes not adequately marked. Lifeboats forward painter not in place. Operators were not aware of conditions on board until vessel was detained. Master and crew had not been diligent in maintaining vessel.

ST LUCY
8125105 24/02/2000

Swinoujscie, Poland

RINA

The vessel was detained for the following reason: 1. General safety.

ST LUCY
8125105 01/09/2000

Quebec, Canada

RIN

Rudder Angle indicator needs adjustment. 2. Steering motor #1 give false alarm. 3. Engine room exhaust fan cover disconnected. 4. Bottom stair corroded in air conditioner room. 5. Engine room hatch cover not bolted down. 6. Front funnel wheel damper not identified. 7. Port side porthole to smoke room broken. 8. Port hole in galley entrance broken. 9. Numerous electric bulb protectors missing/broken. 10. Galley fire damper broken. 11. Main deck port side accommodation door missing dogs. 12. Fire hose A deck starboard side to be renewed. 13. Lifeboat ladder rope to be renewed. 14. Flashlight missing in emergency kit. 15. Fireman's outfit, also face mask, need replacing. 16. Flame arresters on numerous fuel vents to be renewed. 17. Emergency fire pump has a fuel leak. 18. Generator room hatch cover to be closed. 19. Forecastle port side cracked in deck and bulwark aft. 20. Oil leak on steering gear block valve, both port and starboard pumps. 21. Door to generator room to be repaired. 22. Numerous dogs need to be replaced or renewed on numerous water ballast tank covers and cargo hold entrance hatches. 23. Oil leak from aft turbo charger. 24. Numerous electrical connections boxes show signs of extreme corrosion. 25. Numerous water ballast tank vents corroded and holed. 26. Potable water tank vent head disconnected on port main deck aft. 27. Porthole glass broken, main deck port side. 28. Fire hose box missing main deck port near accommodations. 29. Life ring light not working boat deck forward. 30. Emergency light not working A deck aft. 31. Ventilation fire flap not working poop deck starboard side. 32. Water tight door main deck front of house starboard frame corroded at bottom. 33. Galley supply frame A deck damper missing. Lack of maintenance on board and lack of follow up from shore side management. Class reported all repairs completed to their satisfaction. Class attended the vessel on 9/10/00 at Genoa.

STOLT ASPIRATION
8610019 22/02/2000

Canada

NKK

The vessel was detained for the following reason: Oil spill resulting in detention. The spill was the result of a leak into the ballast tank from cargo tank 8 centre resulting in a discharge of oily water.

STOLT HINYK
9017678 16/02/2000

Republic of Korea

NKK

The vessel was detained for the following reason: Propeller shaft on the lifeboat broke and the fire extinguisher in the lifeboat had not been inspected in one month. The shaft broke when lifeboat got underway. Examination indicates a defect in the shaft. The fire extinguisher was inspected.

Flag Administration Ship's name IMO n°/Date of detention	Port State Port of detention	Classification society	Comments	Updated on: 06 April 2003	FSL2/Circ.5 ANNEX Page 44
LIBERIA					
STOLT PROTECTOR 7923524 23/08/2000	Hamburg, Germany	DNV	1. Radio Station License expired. 2. Exemption Certificate for RDF expired. 3. No entry in Safety Equipment Certificate that Exemption Certificate had been issued. 4. Self closing devices in doors to accommodations defective. 5. Door to forecandle would not close properly. 6. Dog to forecandle stores missing. 7. Fire flaps for vents not closing. 8. Ships pan, general arrangement plan and piping diagrams worn and faded. 9. Garbage management plan not working - seven drums of garbage stowed on stern. 10. Painter ropes to liferafts not properly secured. 11. No evidence of maintenance to lifeboat davits. 12. Call sign to be marked on lifeboats. 13. Crane not properly maintained. 14. Lifeboat drill not carried out to satisfaction of PSC-Crew standing on top of lifeboat while lowering boat, bousing tackles not used, release hooks were not ready to be opened. 15. Starboard lifeboat in need of repair. There were a number of maintenance items that were addressed. Due to the problem demonstrated by the crew's poor performance the vessel should have been detained. Stolt is working on the issue with added emphasis on crew training.		
STOLT VINELAND 8911657 28/06/2000	Texas, United States	DNV	The vessel was detained for the following reasons: 1. Cross connect between oily bilge water suction and emergency bilge suction allows direct connection to overboard. This was installed correctly but should have been removed in July of 1994 in accordance with MARPOL. Class is not picking up this deficiency on older vessels.		
SUERTE 7409035 15/02/2000	China	ABS	The vessel was detained for the following reasons: 1. Muster list not proper; 2. No annual verification of DOC. The master modified the muster list to satisfy the Port State Control, and a copy of the annual verification was in the mail to the vessel. Master did not update the muster list with the new crewmembers on board. All masters were advised to keep their muster list up to date. The later issue regarding the DOC was not a cause for detention.		
SUN SAPPHIRE 9005390 11/05/2000	Kobe, Japan	LRS	1. Possible crack between No.6 center tank and adjacent D.B. Ballast tank, 2. Chief engineer had not checked the valve position carefully. The number 6 centerline tank leaked P-Xylene into the double bottom ballast tank and P-Xylen mixed with ballast water was accidentally pumped over the side when one of the ballast water valves was accidentally left open during a transfer operation.		
SWAN RIVER 7804625 23/06/2000	Australia	DNV	The vessel was detained for the following reasons: 1. Lifeboats Gunwale rubbing strakes - rotted sections displaced and grab lines adrift. Lifeboat sea anchors -wasted rotten. Transom board rotten, gunwale GRP deeply grooved, and mast stays and halyard rotted. 2. Engine room floor bed plates and deck in way of ME cooling water pump, and FM generator wasted. Drainage system wasted. 3. Mainmast Traverse stiffener cracked and wasted at mast connection. 4. Fire damper flaps -engine room and paint room defective. Crew negligence. SMS revised to highlight crew requirements to report similar defects in future.		
TAGAMA 8225436 12/09/2000	Lisbon, Portugal	BV	The vessel was detained for the following reasons: 1. Port and standard lifeboats would not lower by gravity, 2. Starboard lifeboat engine dismounted, 3. Smoke detectors in engine room not working, 4. GMDSS VHF radio spare batteries missing – seal to be replaced, 5. Two lifebuoys not of SOLAS type to be replaced, 6. Lifejackets in engine room either missing lights or the lights are damaged. It is uncertain why the port State detained the vessel. The lifeboat davits and starboard motor were being worked on in the port as part of the vessel's planned maintenance and the smoke detectors were turned off while hot work was being done in the space provided. The vessel should not have been detained.		
TAGAMA 8225436 12/09/2000	Lisbon, Portugal	BV	1. Port and standard lifeboats would not lower by gravity. 2. Starboard lifeboat engine dismounted. 3. Smoke detectors in engine room not working. 4. GMDSS VHF radio spare batteries missing - seal to be replaced. 5. Two lifebuoys not of SOLAS type to be replaced. 6. Lifejackets in engine room either missing lights are damaged. It is uncertain why the port State detained the vessel. The lifeboat davits and starboard motor were being worked on in the port as part of the vessels planned maintenance and the smoke detectors were turned off while hot work was being done in the space provided. The vessel should not have been detained.		
TAIO RAINBOW 8225436 13/10/2000	Australia	BV	The vessel was detained for the following reasons: 1. Engine room fire dampers port and starboard corroded through and inoperative, 2. Emergency generator would not start using secondary source of energy. 3. Galley range uptake duct greasy and oily. Lack of proper maintenance. DPA conducted internal audit on 4 November 2000 and found the defects to be corrected and the nonconformities regarding improper maintenance to have been properly addressed.		
TOP GLORY 8307820 10/01/2000	Port Elizabeth, South Africa	ABS	Lost anchor, main deck railings missing and liferaft hydrostatic release not service on time. Crew was able to fix immediate problem to the satisfaction of the port State. Anchor to be replaced and hydrostatic release serviced. Class assisted in the release and issued and outstanding recommendation to get the anchor. Vessel lost anchor in the open sea and the hydro static release was an oversight by the safety officer.		

LIBERIA

TOP GLORY 8307820 05/05/2000	Port Lincoln, Australia	ABS	Port lifeboat not manoeuvred in the water for more than 3 months. Bilge suction from #1 1(s), 2 (p) (s) 4 (p) & (s), 5 (p) & (s) inoperative. 2 fire hoses wasted and require replacement. Deck scuppers holed in steering gear space. Main leaking on foredeck in way of #4 hatchway. Main engine crankcase mist detector inoperative. No spare life jackets provided at forecandle. Loose pipes, wire coils and steel plates not properly secured. Float valves for air vent pipes in double bottoms #(p), 2 (s) 4 (p) seized and inoperative. Pins & chains for windlass missing. Crew water closet urinal flushing and basin drain inoperative. Lifeboat wire stays traveller and strap missing. Air vent pipe #2(p) aft double bottom wing ballast tanker wasted, holed #3 cargo hold allowing cargo granola to flow into w/b double bottom tank. Securing nuts on #3 (s) man hole covers bottom cross hopper #4 heavily wasted. Sounding pipe for #2 (p) db stand pipe wasted. Failure to maintain ship in good order. Case was circulated to other vessels in the fleet. Shipboard operations reviewed and necessary changes implemented.
TOP RELIANCE 9200407 17/02/2000	California, United States	NKK	The vessel was detained for the following reasons: 1. Crew not able to perform satisfactory fire and abandon ship drills. In a letter from the company, Mr Chan reported the problem was a miscommunication between the Captain and the USCG. The captain sent the crew to the wrong place. 2. The master studied the problem and redrilled his crew and invited the USCG back. The Company sent a circular to the fleet regarding the incident, with instructions to pay close attention to the directions of the USCG. The Captain's lack of understanding of directions by the USCG. The crew did not respond as the USCG expected because the Captain sent them on a different response.
TOP STAR 7435084 27/01/2000	Thailand	GL	The vessel was not detained by Port State Control in Bangkok, but arrived there to complete required repairs to satisfaction of class on or about 27 April 2000. Confirmed by Class.
TOP STAR 7435084 21/03/2000	Singapore	GL	The vessel was detained for the following reasons: 1. Hatch securing cleats missing; 2. Lifeboat lifting/lowering brackets detached. 3; Aft access hatch cover, dogs missing; 4. No lifebuoys sighted at locations; Man overboard arrangement not properly rigged. Crew and management not maintaining vessel to national standards. Management ignored various requests for information. Result was a special inspection on 28 June 2000.
TROMSO RELIANCE 9000510 26/02/2000	Rotterdam, Netherlands	DNV	The vessel was detained for the following reasons: The vessel became damaged due to a collision with another vessel: Hull damage starboard side aft of engine room on 2nd deck frames 30 to 18; Worst at frame 26. Crack in vertical weld (at approximately 25m) and longitudinal crack about 3 metres above second deck. Crack about 5 to 6 cms. Also damage to portable water tank on starboard side and steering gear room. Class and nautical inspector attended the vessel. Temporary repairs completed to the satisfaction of class and vessel released 27 February 2000. Cause of the damage was the collision. The cause of the collision is under investigation but not the subject of the detention.
TURQUOISE 8107555 06/12/2000	Hamburg, Germany	BV	Capacity of tanks listed for oil residue does not comply with tanks used. Floor plates in engine room not fixed. No evidence of maintenance schedules for the vessel and equipment. No evidence or reporting non-conformities. No evidence the SART and EPIRB batteries have been replaced. No valid exemption certificate for the RDF. No approved incinerator on board. New publications and sailing directions required to be carried on board. Bridge windows need repair. Self closing devices to be replaced or adjusted. Roof panels in house to be replaced. MOB Buoy not the correct type. Electrical lights need repair. Vent flaps need repair, GMDSS batteries not maintained. Skylight on aft deck broken. Rail in need of repair. Hatch 3 crack in stiffener. Hatch coaming knees cracked. Hatch 3 cover needs replacement. The deficiencies were corrected and are related to poor maintenance on board the vessel and a lack of on the part of the crew. Combine marine was newly established as the ISM Code Manager and were busy bringing the vessel into compliance with the company SMS when the vessel was detained. The internal auditor and the auditor from the recognized organization followed up on the detention.
TYCOON 7921174 19/03/2000	Haifa, Israel	DNV	The vessel was detained for the following reasons: 1. Deck portable gas welding flexible pipe deteriorated and back flow valve missing; 2. Portable cargo lights no means of protection; 3. Lifeboat embarkation ladder missing rails; 4. List of lights and signals outdated; 5. Aft engine room door missing self closing devices; 7. Forward liferaft missing embarkation means; 8. Door between engine room and steering gear room missing self closing devices; 9. Emergency fire pump not working properly; 10. Workshop grinder missing protection; 11. No nonskid on steering gear room flat. Class society followed up on all of the deficiencies as did our nautical inspector. The list of deficiencies are minor and most likely caused by a lack of co-operation between the Master and the port State inspectors.
VANS QUEENS 7727683 11/02/2000	Portugal	NKK	The vessel was detained for the following reasons: 1. Garbage not properly maintained on board; 2. Excess oil and oily mixtures in engines spaces; 3. Oil record book not maintained; 4. Retention of excess oil on board; 5. Main engine problems. Repairs were made and the vessel was allowed to sail. The owners stated the Master will take better care to update the oil record book in the future. Vessel suffered heavy main bearing damage and crew had to dismount the bearing in order to ascertain nature of the problem. This was the result of a machinery breakdown and not a problem related to the vessel's management.
VARDEN 8920488 01/09/2000	Quebec, Canada	DNV	Emergency fire pump engine leaking lube oil. Root causes was overfilling of the oil tank by the officer responsible. He has been admonished.

Flag Administration
Ship's name
IMO n°/Date of detention

Port State
Port of detention

Classification
society

Comments

Updated on:
06 April 2003

FSL2/Circ.5
ANNEX
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LIBERIA

VERGINA
7375260 29/06/2000

Bremen, Germany

ABS

1. Oil water separator out of order. 2. Sludge tank capacity in supplement not correct. 3. Connections between sludge system and sea (un-authorised). Repairs to the oil water separator were already in hand when the vessel was being inspected. The sludge tank capacity was corrected, and the connection between the sludge system and the sea was authorised until 1998 but was never required to be removed. The crew and the owners are following their SMS.

VIKING SERENADE
8002597 25/02/2000

Los Angeles, United States

DNV

The vessel was detained for the following reasons: Inoperative emergency fire pump. The pump failed to provide adequate pressure during a fire and boat drill witnessed by the USCG, class and our nautical inspector. The company policy is to open the pump up once a week and check for build up of deposits. There were deposits in the pump that caused failure. The pump was opened, the internals replaced and the emergency fire pump was able to provide adequate pressure.

LITHUANIA

ARGO
8506737 10/05/2002

Marin, Spain

NKK

Vessel was inspected by PSCO at Marin port, Spain, in accordance with the "Paris Memorandum of Understanding on Port State Control" on 10 May 2002 and was detained. Detainable deficiencies:

1. Expired liferaft certificates.
2. Emergency fire pump not operating properly.
3. Lack of knowledge of crew emergency duties.

The deficiencies were rectified to the satisfaction of the PSCO prior to departure. The detention was lifted 20/05/02. A warning was given to the owner to maintain the vessel in accordance with internationally accepted standards.

IGNALINA
8326101 28/12/2000

New Orleans, United States

MRS

We have made an assessment of all deficiencies indicated in the USA coast guard port State report and found them essential for the ship's detention. The ship's master and chief engineer were asked to be accounted for such situation on board the ship. The ship was bought at Pusan in November 2000 and has never yet been at a Lithuanian port. After her arrival our flag State inspectors will conduct an expanded inspection to avoid in future the ship's detention by PSC.

KAPITONAS A. LUCKA
7831109 12/09/2001

Chicago, United States

RS

m/v Kapitonas A. Lucka was inspected by USCG at Chicago port on 12/9/01 and was obtained. The grounds for detention were: Lifeboat food rations defective and survival craft embarkation arrangement found defective. The deficiencies were rectified to the satisfaction of the USCG prior to departure. A warning was given to the owner to maintain the vessel in accordance with the internationally accepted standards. RS Head Office was asked to clarify their activities in this case.

KAPITONAS SERAFINAS
7832983 25/09/2001

Brindisi, Italy

RS

m/v Kapitonas Serafinas was inspected by PSCO at Brindisi port and was detained. The grounds for detention was stated as: parachute distress signals and hand flares not in compliance with SOLAS 74 Ch.III Rg. 6 & 41. RS Head Office and owner clarified that the above parachute signals and flares comply with SOLAS 74 Ch. III Reg. 6 & 41, but there was no mark "Comply SOLAS". It is not required by the SOLAS 74/78 Regulations. With regard to the deficiency - Radio Shore Maintenance Contract original not on board, it is not within the IMO COM/Circ.117 10-01-94 spirit. The ship should not have been detained on this ground.

KAUKAS
8874328 14/08/2001

Antwerpen

PRS

An inspection in accordance with "The Paris Memorandum of Understanding on Port State Control" was made on board the ship by Belgian Maritime Inspectorate at Antwerpen on 14/9/01. Detainable deficiencies were found and the ship was detained. All deficiencies were rectified before departure to the satisfaction of the PSCO. Lithuanian Safe Shipping Administration has reprimanded the owner emphasising the need to maintain the ships standards at all times.

LYRA
7826154 01/08/2001

RS

m/v Lyra was detained at Antwerpen on the 1/8/01. The detention has been raised on the 22/8/01. All deficiencies except SB radar - due to non-availability of spare parts, were rectified to the satisfaction of the PSCO. Shipowner replaced master and chief engineer.

RAMBYNAS
8404575 25/09/2001

Waterford, Ireland

PRS

m/v Rambynas was inspected by PSCO and was detained for 9 days. Total number of deficiencies 17. Matter was taken up with the owner and PRS Head Office. The ship was marked for special control by flag State Inspector on returning to Lithuanian port.

RASA
9135846 24/11/2001

Gibraltar, United Kingdom

Not available.

m/v "Rasa" anchored in the bay of Gibraltar with wet cargo of copper concentrated in bulk was inspected by a local PSCO on 24 November 2001 and was detained. The ground for detention - unsafe stability. The detention has been released 27/11/01 to the satisfaction of the local PSCO. Ship owner asked for comments.

TUKANAS
8210285 07/03/2001

Porto Alegre, Brazil

NKK

We have analysed m/v Tukanas detention PSC report dated 07/03/01 at Porto Alegre, Brazil. We accept the NKK explanation regarding report items 1740 and 1730. We have asked the Klaipeda Transport Fleet General Director to fine responsible crew members to avoid in future ships detention.

LITHUANIA

VEGA 8204078 16/04/2001	Spain	NKK	We have analysed m/v Vega detention report and accept the detainable deficiency code 0620 regarding inflatable liferaft re-inspection. The ship has been surveyed at Tokyo by NKK surveyors. Cargo Ship Safety Construction Certificate and International Load Line Certificates were issued on 18/1/01 without any limitation. All deficiencies show the low maintenance level on board the ship. We asked the shipowner to fine the responsible persons of the crew to avoid in future JS Company, Klaipeda Transport Fleet, ship's detention PSC.
ZALGIRIS 8313879 11/08/2001	Portugal	PRS	M/V Zalgiris was inspected by PSC at Ponta Delgrada, Portugal and was detained. We are disappointed by detainable deficiency under item 0299 - Chief and Second Officer very poor English, impossible to communicate, and do not believe it to be within the STCW 78/95 convention reg 1/4 spirit. The rest of the deficiencies were rectified to the satisfaction of the PSCO prior to departure.

LUXEMBOURG

TRONES 8422163 07/08/2002	Bremen, Germany	BV	Vessel was detained on 7 August 2002 in the port of Bremen, Germany on the following grounds: -OWS equipment not operational -15 ppm monitor/automatic stopping device not operational. All deficiencies were rectified and the detention was lifted on 8 August 2002. Owner was asked to inform the Commissariat aux Affaires Maritimes of all the corrective actions adopted in order to avoid future deficiencies/detentions. Shortly after, upon owner's request, the vessel was deleted from the Luxembourg Registry on 19 August 2002. As no other vessel from the same owner is registered in Luxembourg, no further actions were undertaken.
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MALAYSIA

ANNA 7207138 19/04/2001	Singapore	FS	This department has communicated with the owner of ship m/v Anna and the flag surveyor concerned is to make an inspection on the ship and rectify all deficiencies raised.
BUDI TEGUII 9003392 11/05/2001	Singapore	FS	This department has communicated with the owner of the ship M.V. BUDI TEGUII and the flag Surveyor concerned to make inspection on the ship and rectify all deficiencies raised.
BUNGA MAS TUJUH 9150858 11/10/2002	Singapore	ABS	This department has communicated with owner of ship m/v Bunga Mas Tujuh for rectification of deficiencies raised.
BUNGA RAYA DUA 9157703 17/09/2002	Hamburg, Germany	LRS	This department has communicated with owner of ship m/v Bunga Raya Dua for rectification of deficiencies raised.
GIHUAT 7373638 11/07/2001	Singapore	GL	This department has communicated with the owner of ship m/v Gihuat and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised. The owner being directed to send an inspection report and long term planning to avoid such occurrence for department evaluation.
GIJOO 7703716 05/03/2002	Singapore	GL	This department has communicated with owner of ship m/v Gijoo and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised.
GILEONG 7636937 22/07/2002	Singapore	GL	This department has communicated with owner of ship m/v Gileong and the classification society concerned to make inspection on the ship and rectify all deficiencies raised.
GILIAN 8002705 06/09/2001	Singapore	GL	This department has communicated with the owner of ship m/v Gilian and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised. The owner being directed to send an inspection report and long term planning to avoid such occurrence for department evaluation.
GISENG 7713199 19/04/2001	Singapore	FS	This department has communicated with the owner of ship m/v Giseng and the flag surveyor concerned is to make an inspection on the ship and rectify all deficiencies raised.
HIBISCUS 7726976 12/07/2001	Singapore	GL	This department has communicated with the owner of ship m/v Hibiscus and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised. The owner being directed to send an inspection report and long term planning to avoid such occurrence for department evaluation.
HUNG LEE VI 7935266 18/05/2001	Singapore	FS	This department has communicated with the owner of ship M.V. Hung Lee VI and the flag Surveyor concerned to make inspection on the ship and rectify all deficiencies raised.
JET JOANNA 9188843 09/10/2002	Singapore	ABS	This department has communicated with owner of ship m/v Jet Joanna for rectification of deficiencies raised.
LANTIC RUBY 7433141 11/01/2000	Antwerp, Belgium	BV	This department has communicated with the owner of ship Lantic Ruby and the Classification Society concerned to make inspection on the ship and rectify all deficiencies raised. The Department sends acknowledgement received of the report to the Port State.
LILIUM 8131013 21/02/2001	Singapore	FS	This department has communicated with the owner of ship m/v Lilium and the flag surveyor concerned is to make an inspection on the ship and rectify all deficiencies raised.
MAS ENAM 9121687 20/11/2001	Hong Kong	ABS	This department has communicated with the owner of ship m/v Mas Enam and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised.
MERCURY JADE 7001388 22/03/2001	Singapore	FS	This department has communicated with the owner of ship m/v Mercury Jade and the flag surveyor concerned is to make an inspection on the ship and rectify all deficiencies raised.

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SANTA SURIA 7610220 07/02/2000	India	BV	This department has communicated with the owner of ship Santa Suria and the Classification Society concern to make inspection on the ship and rectify all deficiencies raised. The department sends acknowledgement received of the report to the Port State.		
SANTA SURIA II 7628291 31/10/2001	Singapore	GL	This department has communicated with the owner of ship m/v Santa Suria II and the classification society concerned to make inspection on the ship and rectify all deficiencies raised.		
SENARI JAYA 8131013 10/02/2001	Singapore	FS	This department has communicated with the owner of ship m/v Senari Jaya and the flag surveyor concerned is to make an inspection on the ship and rectify all deficiencies raised.		
SERI IBONDA 7410840 02/05/2000	Singapore	BV	This department has advised the owner of ship Seri Ibonda and the Classification Society concerned to ensure that the ship complied with requirements of International Conventions and to rectify all deficiencies raised. The department sends acknowledgement received of the report to the port State.		
SERI IBONDI 7410840 19/04/2001	Hamburg, Germany	FS	This department has communicated with the owner of ship M.V. Seri Ibonda and the flag Surveyor concerned to make inspection on the ship and rectify all deficiencies raised.		
SHINLINE 1 8926121 25/07/2001	Singapore	GL	This department has communicated with the owner of ship m/v Shinline 1 and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised. The owner being directed to send an inspection report and long term planning to avoid such occurrence for department evaluation.		
SHINLINE 8 8920749 11/10/2002	Hong Kong, China	NKK	This department has communicated with the owner of ship m/v Shinline for rectification of deficiencies raised.		
SRITIARA 7336264 16/09/2002	Singapore	FS	This department has communicated with owner of ship m/v Sritiara for rectification of deficiencies raised.		
SUPERIOR GLORY 8101472 27/01/2001	Singapore	ABS	This department has communicated with the owner of ship m/v Superior Glory and the class surveyor concerned to make inspection on the ship and rectify all deficiencies raised.		
SUPERIOR STAR 7533680 27/02/2001	Singapore	FS	This department has communicated with the owner of ship m/v Superior Star and the flag surveyor concerned is to make an inspection on the ship and rectify all deficiencies raised.		
YAYASAN LIMA 7917161 19/01/2002	Hong Kong, China	LRS	This department has communicated with owner of ship m/v Yayasan Lima and the classification surveyor concerned to make inspection on the ship and rectify all deficiencies raised.		

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BEATRIXHAVEN 7427764 03/11/1999	Moerdijk, Netherlands	DNV	The vessel was detained at Moerdijk, Netherlands on 31 October 1999 due to ingress of water in starboard number 3 water ballast tank and a fuel leak observed at tank top level. All deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised on 3 November 1999. According to the class surveyor, the floating ball on the air vent head for the number 3 starboard ballast tank was found missing, causing the water ingress. This was repaired and tested to class satisfaction.		
ACTION 9132363 26/02/1999	Tilbury, United Kingdom	RMRS	The vessel was detained at Tilbury, United Kingdom on 26 February 1999, due to outdated publications and charts, one missing fire extinguisher in engine room, pilot ladder spreader too short and other deficiencies. All the deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised the same day. All recommendations of the PSC report were confirmed rectified in a separate survey carried out on 26 March 1999 by the class society.		
ADRIATIC QUEEN 7434949 05/02/1999	Gioia Tauro, Italy	GL	The vessel was detained at Gioia Tauro, Italy on 3 February 1999 due to inoperable echosounder, three missing VHF GMDSS portables and other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on 5 February 1999. The vessel was allowed to perform one voyage to Beirut, where the GMDSS VHF portables were supplied upon arrival. This Administration authorised the class society to issue a conditional safety equipment certificate with respect to the inoperative echo sounder, valid until end of May 1999 (next drydock). All recommendations of the PSC report were confirmed rectified in a survey carried out between July/August 1999 by the class society. This vessel was deleted from the Maltese Register on 21 April 2000.		
ADVENTURE 7725324 25/11/1999	Ghent, Belgium	LRS	The vessel was detained at Ghent, Belgium on 23 November 1999 due to two MARPOL-related deficiencies, defective fire fighting gear and other deficiencies. All the deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor and the detention was raised on 25 November 1999. This vessel was deleted from Maltese Register on 15 May 2001.		
AFRICAN COAST 8311015 05/03/1999	Quebec, Canada	BV	The vessel was detained at Quebec, Canada on 3 March 1999 due to inoperable emergency air compressor, missing emergency generator battery cover, seized paint locker damper and other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State authorities and the detention was raised on 5 March 1999. All pending items reported by the Canadian PSC were confirmed rectified by the ship managers and class society following a survey carried out on 1 April 1999.		

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AGIOS NIKOLAOS 7926227 22/01/1999	Cuba	LRS	This Administration was never officially informed of this detention. According to our records and the Equasis database, this detention never took place. This vessel was inspected on 8 October and 8 December 1999 by the United States Authorities of Port Arthur and Miami respectively and was never detained.
ALEXANDRA S EX LUCKY P.G. 7336642 07/07/1999	Rotterdam, Netherlands	LRS	The vessel was detained at Rotterdam, Netherlands on 6 July 1999 due to corroded port side lifeboat foundations, broken portable oxygen meter, inoperative reserve navigation lights and other deficiencies. All the deficiencies were rectified before departure to the satisfaction of the port State authorities and the attending class surveyor and the detention was raised on 7 July 1999. This vessel was deleted from the Maltese Register on 8 November 1999.
ALEXANDRA S EX LUCKY P.G. 7336642 16/08/1999	Hamina, Finland	LRS	The vessel was detained at Hamina, Finland on 14 August 1999 due to missing anchor bell, outdated list of contacts on SOPEP manual, punctured vapour return line and two other deficiencies. Loading operations were suspended until the line was repaired. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State authorities and the detention was raised on 16 August 1999. This Administration requested an additional ISM audit to be carried out by the American Bureau of Shipping in October 1999. This vessel was deleted from the Maltese Register on 8 November 1999.
ALEXANDROS 7701122 26/10/1999	Haldia, India	NKK	This Administration was never officially informed of this detention. There are no records indicating a detention of this vessel in Haldia, India on or around 26 October 1999.
ALEXIA M 7729746 10/09/1999	Chubu, Japan	NKK	The vessel was detained at Chubu, Japan on 10 September 1999 due to harbour charts not updated, incorrect fire control plan and some other deficiencies. The deficiencies were rectified before departure and the detention was raised on 13 September 1999. This vessel was deleted from the Maltese Register on 30 December 1999.
ALEXINO 8230041 08/10/1999	Rostov on Don, Russian Federation	RMRS	The vessel was detained at Rostov on Don, Russian Federation on 3 October 1999, due to lifebuoys not of approved weight, some fire hoses found deteriorated, missing grinder protective screens and other deficiencies. Most of the deficiencies were rectified before departure to the satisfaction of the port authorities and the detention was raised on 10 October 1999. All the recommendations were found corrected by the class surveyor following a survey carried out on 10 December 1999. This vessel was deleted from the Maltese Register on 26 July 2001.
AMARANTOS 7918256 30/06/1999	United Kingdom	LRS	The vessel was detained at Belfast, United Kingdom on 24 June 1999, due to unsatisfactory fire and abandon ship drills performed by the crew, unsatisfactory provision spaces, magnetic compass not well maintained and other deficiencies. According to the owners, all deficiencies were rectified before departure. This was verified by the detaining Authorities and the vessel was released on 30 June 1999. An 'onboard internal audit' was carried out on 28 July 1999 and no non-conformities were raised.
AMBER I 7306063 21/02/1999	Newcastle, United Kingdom	RMRS	The vessel was detained at Newcastle, United Kingdom on 8 February 1999. This Administration was never officially informed of this detention. According to the Paris MoU database, the vessel was detained due to deficiencies related to life saving and fire fighting appliances. The vessel was deleted from the Maltese Register on 28 September 2002.
AMPHITRITE 8308111 11/12/1999	Montreal, Canada	DNV	The vessel was detained at Montreal, Canada on 10 December 1999, due to starboard lifeboat engine unable to start, missing notices to mariners, inoperative oil discharge monitoring system alarm and other deficiencies. All deficiencies were rectified before departure to the satisfaction of the port State authorities and the vessel was released on 11 December 1999. The vessel was deleted from the Maltese Register on 4 December 2001.
ANDREAS V 7221897 25/02/1999	Visakhapatnam, India	ABS	This Administration was never officially informed of this detention. According to the classification society, the vessel was detained at Visakhapatnam, India on 25 February 1999, due to one inoperative radar, emergency air compressor not starting, plimsoll marking not visible and some other deficiencies. Most deficiencies were rectified to the satisfaction of the class surveyor and the detaining Authorities. The detention was raised on 25 February 1999. Conditional statutory certificates were issued, valid for one single coastal voyage in ballast condition to Alang, India where the vessel terminated its service. This vessel was deleted from the Maltese Register on 15 March 1999.
APOSTOLOVO 8227795 19/03/1999	Belfast, United Kingdom	RMRS	The vessel was detained at Belfast, United Kingdom on 16 March 1999, due to engine room hatch in poor condition, one fire box needing repair and some other deficiencies. Temporary repairs were carried out on the engine room hatch under the supervision of the class surveyor and all the remaining deficiencies were rectified before departure to the satisfaction of the port State Authorities and the vessel was released on 19 March 1999. Permanent repairs were carried out at the port of Kotka, Finland on 29 March 1999 in presence of the class and Finnish Administration representatives.
ARACHOVITIKA BAY 7368073 05/03/1999	Genoa, Italy	RINA	The vessel was detained at Genoa, Italy on 5 March 1999 due to nautical charts not updated, missing radio signals and tide tables and two other deficiencies. All the deficiencies noted by the port Authorities were verified corrected and the vessel was released the same day. The vessel was deleted from the Maltese Register on 11 June 2001.

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ARETI 7710771 29/03/1999	Kobe, Japan	BV	The vessel was detained at Kobe, Japan on 29 March 1999, due to missing chart, stowage position of international shore connection not corresponding to fire control plan, crew certificates not endorsed and some other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on the same day. This vessel was deleted from the Maltese Register on 11 January 2002.
ARGOMAR 7931674 28/07/1999	Waterford, Ireland	BV	The vessel was detained at Waterford, Ireland on 20 July 1999, due to inoperable emergency fire pump, damaged gangway, oil residue in engine room bilge and some other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised on 29 July 1999.
ATHINA I 6824202 25/08/1999	Brindisi, Italy	HRS	The vessel was detained at Brindisi, Italy on 25 August 1999 due to lifejackets onboard not approved by SOLAS, missing international tonnage certificate, defective fire fighting equipment and some other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on the same day. The vessel was deleted from the Maltese Register on 27 September 2001.
AUTUMN 7618301 08/03/1999	Vitoria, Brazil	ABS	The vessel was detained at Vitoria, Brazil on 8 March 1999 due to GMDSS equipment not totally fitted onboard, not all lifebuoys marked with name of ship and port of registry and two other deficiencies. These deficiencies were corrected in port to the satisfaction of the port State Authorities and the detention was raised the next day.
BARIS B 6602018 23/05/1999	Haifa, Israel	HRS	The vessel was detained at Haifa, Israel on 23 May 1999 due to no digital selective calling (DSC) equipment (channel 70 or medium/high frequency (MF/HF), missing fire fighting equipment, inoperable emergency lighting and other deficiencies. This directorate ordered the vessel not to sail prior to full compliance with GMDSS requirements and issuance of safety radio certificate. Most of the remaining deficiencies were rectified before departure to the satisfaction of the port State Authorities. Following the issuance of a conditional safety radio certificate valid for one month, the detention was raised and the vessel allowed to sail on 31 May 1999. The vessel was deleted from the Maltese Register on 4 June 2002.
BELGORODA 8500642 17/02/1999	Alexandria, Egypt	DNV	This Administration was never officially informed of this detention. According to our records, the vessel was detained at Alexandria, Egypt on 17 February 1999, due to missing nautical charts, missing lamp cover in steering gear and some other deficiencies. According to the managers, all the deficiencies were rectified before departure and the detention was raised the same day.
BERG EX VOLGO-BALT 185 8896039 09/04/1999	Chioggia, Italy	RMRS	The vessel was detained at Chioggia, Italy on 31 March 1999, due to structural damage sustained following a collision with a fishing boat on the vessel's way to Chioggia, fire hose to be replaced and some other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised on 9 April 1999. The class carried out an occasional survey on 24 April 1999 and all deficiencies noted by the Italian Authorities were found satisfactorily rectified.
BIRTA 7129180 05/02/1999	Sundsvall, Sweden	BV	The vessel was detained at Sundsvall, Sweden on 4 February 1999 due to expired safety radio and safety equipment certificates, together with some other deficiencies. According to the Master of the vessel, a class surveyor was scheduled to attend the vessel at Sundsvall for the renewal of the safety equipment certificate. This was eventually the case, however, only after the port State Authorities had detained the vessel. This Administration authorized class to issue a conditional safety radio certificate valid until 20 February 1999. A new safety radio certificate valid until April 2000 was later issued by class. All the remaining deficiencies were rectified before departure to the satisfaction of the detaining Authorities and the attending class surveyor and the detention was raised on 5 February 1999. The vessel was deleted from the Maltese Register on 11 February 2000.
BLUE BOLD EX GRUS 7312660 04/10/1999	Savona, Italy	KRS	The vessel was detained at Savona, Italy on 4 October 1999 due to missing publications on board, inoperable starboard lifeboat engine, wasted gasket in battery room weathertight door and other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor and the detention was raised on 5 October 1999. An occasional survey was carried out by the class society in Istanbul, Turkey on 25-26 October 1999 and all pending items were confirmed rectified. The vessel was deleted from the Maltese Register on 28 September 2000.
BOLD ALLIANCE 7385772 29/05/1999	Novorossiysk, Russian Federation	LRS	The vessel was detained at Novorossiysk, Russian Federation on 25 May 1999, due to retroreflective material on lifeboats and lifebuoys partly missing, damaged cover of number 3 ballast tank, some life jacket batteries found expired and other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor and the detention was raised on 29 May 1999. According to the managers all pending items were rectified at the port of Trabzon, Turkey on 8 June 1999. The vessel was deleted from the Maltese Register on 14 December 1999.

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CAROL N 7365394 25/07/1999	Antwerp, Belgium	PSR	The vessel was detained at Antwerp, Belgium on 5 July 1999, due to oil present in bilges, naked lights in bathroom and engine room, inoperable oily water separator and other deficiencies. All the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor and the detention was raised on 25 July 1999. The vessel was deleted from the Maltese Register on 17 October 2000.		
CASTOR 8605909 07/09/1999	Hokkaido, Japan	RMRS	The vessel was detained at the port of Rumoi, Hokkaido, Japan on 7 September 1999, due to damaged mooring rope, lifebuoys on fore deck not stored correctly and some other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised the same day. The vessel was deleted from the Maltese Register on 27 May 2002.		
CEM CLIPPER 7125964 28/02/1999	Rotterdam, Netherlands	HRS	The vessel was detained at Rotterdam, Netherlands on 24 February 1999 following a grounding due to steering gear failure. Other deficiencies noted by the port Authorities included low pressure delivered by emergency fire pump and exposed turning parts of pump engine, missing light protection covers and other deficiencies. The steering gear was repaired and all the other items noted by the detaining Authorities were also rectified in Rotterdam. The detention was raised on 28 February 1999. A survey carried out by the class society later confirmed the rectification of all deficiencies and confirmed that the vessel had suffered no serious structural damage as a result of the grounding. The vessel was deleted from the Maltese Register on 2 September 1999.		
CHARIOT EX CHARIOTVENTURE L 7369077 14/11/1999	Kotka, Finland	DNV	The vessel was detained at Kotka, Finland on 11 November 1999 due to inoperative lifeboat release mechanism, seized fire dampers, outdated publications and other deficiencies. All reported deficiencies were corrected in port to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised 14 November 1999.		
CHEMSUN 7004641 13/05/1999	Ashdod, Israel	HRS	The vessel was detained at Ashdod, Israel on 13 May 1999, due to inoperative high level alarm, grinding machine without protection, outdated publications onboard and other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the detaining Authorities and the detention was raised the same day. The vessel was deleted from the Maltese Register on 19 April 2002.		
CHIOS 7371525 21/09/1999	Rouen, France	RINA	The vessel was detained at Rouen, France on 21 September 1999 due to defective steering gear. This deficiency was corrected in port to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised the same day.		
CHRISTOS M 7310208 01/06/1999	Paranagua, Brazil	PSR	The vessel was detained at Paranagua, Brazil on 1 June 1999, due to expired safety radio certificate, insufficient pressure generated by emergency fire pump, one fire hose box found damaged and other deficiencies. Most of the reported deficiencies were corrected in port to the satisfaction of the port State Authorities. The class society confirmed the rectification of these deficiencies and a new safety radio certificate was issued. The detention was raised on 1 June 1999. According to the managers, all outstanding items were rectified within due date. The vessel was deleted from the Maltese Register on 31 August 2001.		
CIHAN 7004251 03/02/1999	Mariupol, Ukraine	HRS	This Administration was never officially informed of this detention. We have no records indicating the vessel was detained at Mariupol, Ukraine on or around 3 February 1999. There is no information regarding the mentioned case in the Equasis database.		
CYCLOPUS K EX CYCLOPUS 7302287 13/10/1999	Hamburg, Germany	BV	The vessel was detained at Hamburg, Germany on 5 October 1999 due to outdated publications on board, wasted handrails in deck area, missing medical equipment and other deficiencies. All the deficiencies were corrected to the satisfaction of the port State Authorities and the attending class surveyor. The vessel was released on 13 October 1999. An occasional survey carried out by class confirmed the rectification of all deficiencies reported by the German Authorities. The vessel was deleted from the Maltese Register on 20 November 2000.		
DANID AGMASHENEBELI EX SKARLAN 7713137 21/05/1999	Valencia, Spain	DNV	The vessel was detained at Valencia, Spain on 18 May 1999 due to deteriorated mooring arrangements, liferaft weak link not properly fixed and some other deficiencies. Most of the reported deficiencies were corrected to the satisfaction of the port State Authorities and the detention was raised on 21 May 1999.		
DANIS KOPER EX CARLE 7631561 21/04/1999	Novorossiysk, Russian Federation	DNV	This Administration was never officially informed of this detention. According to our records, the vessel was detained at Novorossiysk, Russian Federation on 19 April 1999, mainly due to deficiencies related to ship statutory certificates and some other deficiencies. These deficiencies were corrected and the vessel was released three days later on 21 April 1999. The vessel was deleted from the Maltese Register on 25 April 2001.		
DANIS KOPER EX CARLE 7631561 25/06/1999	Montreal, Canada	DNV	The vessel was detained at Montreal, Canada on 23 June 1999 due to inoperative emergency fire pump, defective oily water separator and some other deficiencies. All the deficiencies were corrected before departure to the satisfaction of the port State Authorities and the attending class surveyor. The class society confirmed that until the emergency fire pump was repaired, the vessel was equipped with a portable self driven and self primed fire pump. The detention was raised on 25 June 1999. The vessel was deleted from the Maltese Register on 25 April 2001.		

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EVAGELIA 7433220 10/01/1999	Rotterdam, Netherlands	GL	The vessel was detained at Rotterdam, Netherlands of 7 January 1999 due to high level of residues in bilge holding tank, missing garbage management plan, defective lighting in engine room escape route and other deficiencies. The residues were landed in Rotterdam and all the remaining deficiencies were rectified before departure to the satisfaction of the port State Authorities. The detention was raised on 10 January 1999. A port State control assessment report by the class society later confirmed the rectification of all deficiencies.
EVAGELIA 7433220 26/11/1999	Cape Town, South Africa	GL	The vessel was detained at Cape Town, South Africa on 26 November 1999 due to inoperative emergency fire pump and emergency generator. The fire pump was repaired and tested in presence of a class surveyor whilst the emergency generator was being serviced at the time of inspection. In view of this the detaining Authorities released the vessel on the same day.
EVITA 7378420 10/03/1999	Gdansk, Poland	ABS	The vessel was detained at Gdansk, Poland on 10 March 1999 due to inoperative emergency fire pump and missing publications on board. A portable emergency fire pump was installed to the satisfaction of the detaining Authorities and the attending class surveyor. The remaining deficiency was also rectified and the detention was raised the same day. The managers confirmed that the emergency fire pump was permanently repaired at Rouen, France, the ship's next port of call.
EVPO AGEOS EX PINE ACE 7908756 29/12/1999	Quebec, Canada	BV	The vessel was detained at Quebec, Canada on 21 December 1999 due to inoperative emergency fire pump and oily water separator. The port Authorities also requested a test of the lifeboat launching appliances. The emergency fire pump was repaired and tested to the satisfaction of the detaining Authorities. As regards the oily water separator, the required part was not available in Quebec, but the managers confirmed that this was replaced at the next port of call (Becancour). The detention was raised on 29 December 1999. Also according to the managers, the requested lifeboat launching appliances tests were carried out at Puerto Ordaz, Venezuela as neither Quebec nor Becancour offered the required facilities.
EXPLORER II 8025161 29/09/1999	Portland, United States	LRS	The vessel was detained at Portland, Oregon, United States on 29 September 1999 due to inoperative fixed CO2 fire fighting equipment. The deficiency was verified rectified by the detaining Authorities and the class surveyor. The detention was raised the same day.
FORTUNA II 9202493 10/05/1999	Ashdod, Israel	RMRS	The vessel was detained at Asdod, Israel on 10 May 1999 due to a class 6.1 container (toxic substances) on board, missing chemical suits on board and some other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on 13 May 1999. The vessel was inspected another five times, with no detentions or deficiencies reported, since this detention in Israel.
GLORIA DEO 7526170 22/02/1999	Uusikaupunki, Finland	RMRS	This Administration was never officially informed of this detention. According to our records, the vessel was detained at Uusikaupunki, Finland on 15 February 1999. As grounds for the detention was an expired safety radio certificate. Some other deficiencies were noted by the port State Authorities mainly related to fire safety measures. The vessel had not yet complied with the GMDSS requirements which came into force on 31 January 1999, due to a delay in equipment delivery in the port of Uusikaupunki. This Administration authorized class to issue a conditional safety radio certificate valid until end of March 1999 subject to a number of conditions. The detention was raised on 22 February 1999. The vessel complied with the GMDSS requirements within the given date and a short term safety radio certificate was issued by the class society.
GROBNIK EX VOJVODINA 7920467 08/04/1999	Marina di Carrara, Italy	CRS	The vessel was detained at Marina di Carrara, Italy on 7 April 1999 due to vessel not fully equipped according to GMDSS requirements, one fire hose found wasted and some other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised the next day. According to the managers, the vessel was found fully GMDSS compliant and all pending items were found rectified when the vessel was inspected at Torre Annunziata, its next port of call. This vessel was deleted from the Maltese Register on 9 December 1999.
GULFBREEZE 8209119 24/09/1999	Rotterdam, Netherlands	NKK	The vessel was detained at Rotterdam, Netherlands on 21 September 1999 due to lifeboats not found in satisfactory condition, missing publications on board and some other deficiencies. The lifeboats were inspected by a class surveyor and were later taken to a specialised workshop for a detailed inspection. Instead of contracting the necessary repairs, the owners chose to replace the lifeboats in Rotterdam. All necessary load and running tests were carried out by class and a new safety equipment certificate was issued. All of the remaining deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on 24 September 1999.
H. EMINE SAGBAS 8418253 10/02/1999	Barcelona, Spain	NKK	This Administration was never officially informed of this detention. According to our records, the vessel was detained at Barcelona, Spain on or around 10 February 1999. The grounds for detention included ship medical certificates, safety radio and safety equipment related items and some other deficiencies. Most of the deficiencies were verified rectified by the port Authorities and the detention was raised. The vessel was detained for two days.
HARMONY DOVE 7515212 01/07/1999	Tuticorin, India	LRS	This Administration was never officially informed about this detention. There are no records indicating the vessel was detained at Tuticorin, India on or around 1 July 1999. According to our records during the mentioned period, the vessel successfully carried out a renewal survey for the safety equipment certificate in Mumbai, India. The new certificate was issued on 26 June 1999.

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IOANNIS P 7402336 30/10/1999	Ghent, Belgium	ABS	The vessel was detained at Ghent, Belgium on 28 October 1999 due to one radar out of order, incomplete oil record book, missing muster list in control room and other deficiencies. All the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised on 30 October 1999. The vessel was deleted from the Maltese Register on 5 July 2001.
IRINA 2 8102218 10/02/1999	Brofjorden, Sweden	RINA	The vessel was detained at Brofjorden, Sweden on 7 February 1999 due to inoperative gyro compass, dirt in engine room and only one radar found functioning. These deficiencies were rectified with the exception of the radar, as necessary parts were not readily available. The detention was raised by the port Authorities on 10 February 1999. The vessel was reinspected two days later at Wilhemshaven, Germany and the port Authorities confirmed the correction of all deficiencies including the radar.
IRINA 2 8102218 01/03/1999	Milford Haven, United Kingdom	RINA	The vessel was detained at Milford Haven, United Kingdom on 24 February 1999 due to deficiencies related to the safety management system, inoperative emergency generator, inoperative lifeboat release mechanism and other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. An auditor from Bureau Veritas also attended the vessel on three separate occasions for an occasional audit. Corrective and preventive actions were taken and all major non-conformities had been downgraded. The detention was raised by the port Authorities on 1 March 1999. The vessel was reinspected by a class surveyor at Rotterdam, Netherlands between 9 March and 7 April 1999. All deficiencies were rectified and annual statutory surveys were carried out.
IST 8024923 30/10/1999	Long Beach, United States	CRS	The vessel was detained at Long Beach, California, United States on 24 October 1999 due to lifeboat davits not operating properly, unsatisfactory abandon ship drill carried out by crew and some other deficiencies. The detention was raised following the rectification of these two deficiencies and most of the other reported items. The vessel was released on 30 October 1999.
IZZET REIS 8511146 19/04/1999	Haifa, Israel	NKK	The vessel was detained at Haifa, Israel on 19 April 1999 due to missing charts on board, load line related deficiencies, missing GMDSS shore base maintenance certificate and other deficiencies. The classification society issued the vessel a safety radio certificate valid for one single voyage directly to Mersin, Turkey with the condition to rectify all GMDSS related items not later than 30 April 1999. Most of the other items noted by the port State Authorities were rectified before departure and the detention was raised on 19 April 1999. The classification society confirmed that all GMDSS related items were verified rectified in Istanbul, Turkey on 29 April 1999. During the renewal surveys of the statutory certificates carried out while the ship was dry docked in Varna, Bulgaria between 3 May and 1 June 1999, class confirmed that all outstanding recommendations had been cleared up.
J & D FRIENDSHIP EX OBOD 7123992 16/09/1999	Bakar, Croatia	HRS	The vessel was detained at Bakar, Croatia on 15 September 1999 due to missing medicine chest certificate, ISM Code non-conformities, radio equipment related deficiencies and other deficiencies. The medical chest certificate was found and any necessary repairs were carried out. All the reported deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised on 16 September 1999. The vessel was deleted from the Maltese Register on 2 August 2002.
JEROM EX GINA 7388695 29/12/1999	Trieste, Italy	DNV	The vessel was detained at Trieste, Italy on 26 December 1999 due to leakage from segregated ballast line for transfer of crude oil from tank 1 to tank 4 starboard and some other deficiencies. The vessel was issued conditional short term safety construction and IOPP certificates valid until 3 January 2000. This to allow transit to Piraeus, Greece for the necessary repairs. The vessel arrived in Piraeus on 1 January 2000 where all the necessary repairs were carried out under class supervision.
KAPETAN ALEXANDROS A 5092888 23/09/1999	Brindisi, Italy	HRS	The vessel was detained at Brindisi, Italy on 23 September 1999 due to some life jackets not approved by SOLAS, main fire pump found leaking, missing certificates for life saving appliances and other deficiencies. Following the rectification of some deficiencies at Brindisi, the class society issued a conditional exemption certificate for personal life saving appliances valid until 14 October 1999, to allow the vessel to proceed to Igoumenitsa, Greece for the necessary repairs. The vessel was released on the same day and sailed straight to Greece. An occasional survey carried out by the class society on 8 October 1999 confirmed the rectification of all deficiencies noted by the Italian Authorities. The vessel was deleted from the Maltese Register on 29 October 2001.
KAPITAN IVANCHUK 7301790 23/03/1999	Amsterdam, Netherlands	BV	The vessel was detained at Amsterdam, Netherlands on 19 March 1999 due to inoperative emergency fire pump, safety valves on boiler not working, damaged winches and lifeboat davits and other deficiencies. All deficiencies with the exception of one (fire detectors in engine room) were rectified before departure to the satisfaction of the port Authorities and the attending class surveyor. Class tested all machinery mentioned in the report and dynamic load tests were carried out for the lifeboats. An auditor from LRS also attended the vessel and all ISM related deficiencies were closed or downgraded. The vessel was released on 23 March 1999.
KARIM M 6718879 12/09/1999	Antwerp, Belgium	GL	The vessel was detained at Antwerp, Belgium on 8 October 1999 due to outdated charts onboard, lifebuoy lights not working, inoperative oil mist detector and some other deficiencies. According to the managers, all deficiencies were rectified before departure to the satisfaction of the port Authorities and the attending class surveyor. The vessel was released on 12 October 1999.

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KATERINA S 8029272 24/06/1999	Singapore	ABS	The vessel was detained at Singapore on 24 June 1999 due to starboard lifeboat engine unable to start, emergency generator oil storage tank level gauge found dirty and one other deficiency. The lifeboat engine was started later during the mentioned inspection. The other deficiencies were also rectified to the satisfaction of the port State Authorities and the detention was raised on the same day. The vessel was deleted from the Maltese Registry on 23 March 2000.		
KAVO GERANOS 7232951 05/02/1999	Genoa, Italy	BV	The vessel was detained at Genoa, Italy on 4 February 1999 due to expired safety radio certificate and ship not GMDSS compliant, tank number 2 being used as sludge tank but not indicated on IOPP supplement and other deficiencies. A radio survey was carried out in Genoa on behalf of the class society and GMDSS approved equipment was installed on board. Following authorization by this Administration, a new conditional safety radio certificate was issued and a valid GMDSS radio station licence was to be placed on board. Class also confirmed that all sludge contained in the mentioned tank (No. 2) was discharged to a barge. Most of the remaining deficiencies were rectified before departure to the satisfaction of the port Authorities and the attending class surveyor and the vessel was released on 5 February 1999.		
KAVO GERANOS 7232951 10/06/1999	Chiba, Japan	BV	The vessel was detained at Chiba, Japan on 10 June 1999 due to expired safety radio certificate, discharge line of oily-water separator attached to another line, charts not updated and one other deficiency. The safety radio certificate had expired a few days earlier, class issued a new interim certificate valid until November 1999. The remaining deficiencies were dealt with before departure to the satisfaction of the port Authorities and the vessel was released on 11 June 1999. The vessel was deleted from the Maltese Register on 23 February 2000.		
KUPISKIS 7104233 09/08/1999	Israel	RMRS	This Administration was never officially informed of this detention. We have no records indicating the vessel was detained in Israel on or around 9 August 1999.		
LADY AURORA 7435149 02/12/1999	Rijeka, Croatia	LRS	The vessel was detained at Rijeka, Croatia on 29 November 1999 due to inoperative starboard side lifeboat engine, expired EPIRB batteries, liferaft weak links not properly arranged and other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on 2 December 1999. The managers confirmed that all pending items were dealt with by 16 December 1999.		
LADY JUANA 7218319 13/07/1999	Seville, Spain	HRS	The vessel was detained at Seville, Spain on 12 July 1999 due to liferafts and hydrostatic releases in need of inspection, wasted ropes, latest notices to mariners not on board and other deficiencies. Most of the reported deficiencies were dealt with before departure to the satisfaction of the port Authorities and the vessel was released on 13 July 1999. Any outstanding deficiencies were dealt with during the annual class inspection scheduled in Constanza two weeks after this detention.		
LANCELOT 8018089 09/04/1999	Kwinana, Australia	BV	The vessel was detained at Kwinana, Australia on 9 April 1999 due to vessel not being GMDSS compliant, outdated charts and some other deficiencies. Subject to a number of conditions, this Administration had authorized class to extend the safety radio certificate until 30 April 1999, due to a delay in equipment delivery from the supplier. In view of this, both this Administration and the Australian Authorities agreed that given the radio equipment on board was fully operational, the vessel should be allowed to sail one single direct voyage to Alexandria, Egypt where all GMDSS equipment was to be installed by 30 April 1999. The detention was raised on 10 April 1999 as most of the other items had been rectified satisfactorily. The suppliers confirmed that the equipment was delivered to Alexandria on 20 April 1999 where it was to be installed. A new safety radio certificate was later issued by class.		
LIA 7807794 17/03/1999	Kalamata, Greece	LRS	The vessel was detained at Kalamata, Greece on 17 March 1999 due to expired safety radio certificate, damaged main engine governor gear and two other deficiencies. According to the class survey report, the vessel was in the process of installing the GMDSS console, whilst the main engine governor had been removed for repair. Upon satisfactory completion, the port Authorities removed the detention order and the vessel was released that same day. The vessel was deleted from the Maltese Register on 25 July 2001.		
LINDOS 8001543 31/08/1999	Genoa, Italy	LRS	The vessel was detained at Genoa, Italy on 25 August 1999 due to one lifeboat found damaged, oil record book not complete, missing training manual and other deficiencies. During the same period a flag State inspection was being carried out on the vessel in the port of Genoa. Both our inspector and the class surveyor confirmed the rectification of most deficiencies and the vessel was released on 31 August 1999. All remaining items were verified rectified by the class surveyor at the Istanbul office. The vessel was deleted from the Maltese Register on 7 December 2001.		
LUIGI S 7357505 26/05/1999	Novorossiysk, Russian Federation	RINA	The vessel was detained at Novorossiysk, Russian Federation on 26 May 1999 due to an oil leakage from the side shell plating of cargo tank number 6 and three other deficiencies. Temporary repairs were carried out to the satisfaction of the port Authorities and the detention was raised on the same day. Reinspection was carried out by class at Porto Torres, Italy on 5 June 1999. Following another inspection by class in Malta on 8 June 1999, a recommendation was issued to carry out permanent repairs at next dry docking. The vessel was dry docked on 30 September 1999. The vessel was deleted from the Maltese Register on 24 September 1999.		

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LURIC 7944229 13/11/1999	Antwerp, Belgium	GL	The vessel was detained at Antwerp, Belgium on 3 November 1999 due to charts not corrected, freeboard marks not clear, inadequate lighting and other deficiencies. Most of the reported deficiencies were rectified to the satisfaction of the port State Authorities and the attending class surveyor. The vessel was released on 13 November 1999. The vessel was released from the Maltese Register on 9 August 2001.
MAERSK NOUADHIBOU EX BOX HAMBURG 9190810 11/11/1999	Algeciras, Spain	BV	The vessel was detained at Algeciras, Spain on 10 November 1999 due to one MARPOL-related deficiency, missing publications on board, and some other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the detention was raised on 11 November 1999.
MAGANDA 9086538 17/07/1999	Szczecin, Poland	LRS	The vessel was detained at Szczecin, Poland on 16 July 1999 due to invalid load line and safety construction certificates and two other deficiencies. The two certificates had expired earlier the same month and the vessel was in process of transferring class to NKK. New full term certificates were issued by class (LRS) valid until 18 July 2001. The port State Authorities raised the detention on 17 July 1999.
MAJORI 7831745 19/05/1999	La Coruna, Spain	RMRS	The vessel was detained at La Coruna, Spain on 18 May 1999 due to segregated ballast tanks not complying with MARPOL regulation 1/13 for minimum draft requirements. The IOPP certificate incorrectly stated that the vessel complied with the requirements of regulation 13. Since the vessel was not a "new oil tanker", the IOPP certificate could be corrected by class as per regulation 1/17 and resolution A. 747(18). Having taken account of this, the vessel was released by the Spanish Authorities on 19 May 1999.
MANDO 7219040 25/05/1999	La Plata, Argentina	ABS	This Administration was never officially informed of this detention. There are no records indicating the vessel was detained at La Plata, Argentina on or around 25 May 1999. According to our records this detention never took place. This vessel was deleted from the Maltese Register on 6 March 2000.
MANLEY HAVANT 7602352 11/01/1999	Havana, Cuba	LRS	This Administration was never officially informed of this detention. There are no records indicating the vessel was detained at Havana, Cuba on or around 11 January 1999. According to our records this detention never took place.
MARE 8010257 09/06/1999	Antwerp, Belgium	ABS	The vessel was detained at Antwerp, Belgium on 4 June 1999 due to incomplete lifeboat inventory, inoperative 15 PPM monitor of oily water separator, insufficient pressure generated by emergency fire pump and other deficiencies. Most deficiencies were rectified to the satisfaction of the port State Authorities and the attending class surveyor. The detention was raised on 9 June 1999.
MARE NOSTRUM 7128057 29/01/1999	Hamburg, Germany	RINA	The vessel was detained at Hamburg, Germany on 28 January 1999 due to expired safety radio certificate, missing publications on board, one breathing apparatus air bottle found empty and other deficiencies. Class had been authorized to extend the safety radio certificate for one month as soon as it had expired early in January 1999 as the vessel was still in process of installing the GMDSS equipment, due to delays in delivery. Most of the remaining deficiencies were rectified before departure to the satisfaction of the port Authorities and the detention was raised on 29 January 1999. The managers confirmed that all pending items were rectified within due date. The vessel was deleted from the Maltese Register on 12 January 2001.
MARIA G EX OKUDOGO 3 7432733 10/03/1999	Brindisi, Italy	HRS	The vessel was detained at Brindisi, Italy on 10 March 1999 due to missing medical certificates, damaged lifebuoy, lifejackets not provided with lights and some other deficiencies. Most of the reported deficiencies were rectified before departure to the satisfaction of the detaining Authorities and the vessel was released that same day. The managers confirmed that necessary action was taken and all outstanding items were corrected within due date.
MATHIOS 7375301 27/07/1999	Cape Town, South Africa	ABS	The vessel was detained at Cape Town, South Africa on 27 July 1999 due to outdated charts, one MARPOL contravention, expired liferaft hydrostatic releases and some other deficiencies. All the deficiencies were rectified before departure to the satisfaction of the detaining Authorities and the vessel was released on 28 July 1999. A flag State inspection carried out on 9 September 1999 confirmed the rectification of all items noted in South Africa. This vessel was deleted from the Maltese Register on 12 March 2002.
MED CARRARA EX ESENTEPE II 7104738 11/03/1999	Sete, Mole France	RINA	This vessel was detained at Sete Mole, France on 8 March 1999 due to inoperative bridge remote control of steering gear pilot pump, expired EPIRB hydrostatic release unit, CO2 distribution plan not posted in CO2 room and other deficiencies. Most deficiencies were rectified before departure to the satisfaction of the port State Authorities and the attending class surveyor. The vessel was released on 11 March 1999. Class confirmed that all pending items were corrected within due date, following a survey carried out in Marina di Carrara, Italy. This vessel was deleted from the Maltese Register on 24 February 2000.
MED CARRARA EX ESENTEPE II 7104738 16/03/2002	Marina di Carrara, Italy	RINA	The vessel was detained at Marina di Carrara, Italy on 13 March 1999 due to a hole between peak tank and tunnel of emergency exit from engine room. Necessary repairs were carried out in port and an occasional hull and machinery survey carried out by class confirmed the rectification of this deficiency. The detaining authorities released the vessel on 16 March 1999. This vessel was deleted from the Maltese Register on 24 February 2000.

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ADMIRAL
7916349 12/08/2002

Amsterdam, Netherlands

RMRS

The vessel was detained at Amsterdam, Netherlands on August 12 2002 for numerous lifeboat, davit and winch maintenance related deficiencies. The lifeboat equipment was found to be in poor condition, and this was not accurately reflected in the maintenance records. In addition, there were other deficiencies that did not contribute to the detention. All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.

AEOLOS
8503072 30/08/2001

United States

DNV

The Aeolos was detained in New Orleans, Louisiana, USA on 30 August 2001 for an improperly functioning oily water separator (OWS), excessive machinery fuel oil and lube oil leakage, missing and inoperative air starting compressors, and temporary repairs to the rudder post collar. The malfunctioning OWS was confirmed by the presence of an oily film on the inside of the OWS overboard piping. In addition, there were numerous deficiencies of lesser severity which were not cause for detention. All deficiencies were corrected to the satisfaction of the classification society acting on behalf of the Administration and the port State prior to release of the vessel from detention. The Administrator was not notified of the detention until after the vessel was released. A boarding by the Administration was conducted at a subsequent port.

AFRICANA
7402374 02/07/2001

Spain

NKK

The Africana was detained at Algeciras, Spain, on 2 July 2001 due to illegal oil filtering equipment bypass piping and the presence of an oil film on the inside surfaces of the overboard discharge piping. The electronic circuitry for automatic operation of the oil filtering equipment was also missing and there was excessive packing gland leakage from the auxiliary circulating water pump. An excessive amount of sludge was also being retained on board. The vessel was released from detention after the deficiencies were corrected to the satisfaction of the classification society, Administration and port State. A penalty was assessed against the vessel owner for the MARPOL contraventions and the ship was subsequently removed from the registry due to non-payment of the fine.

ATLANTIC
9135676 08/01/2001

Belgium

KRS

The Atlantic was detained in Ghent, Belgium on 8 January 2001 for ISM code violations. The interim statutory certificates had expired while the ship was at sea en route to Ghent and the Master was unaware that these certificates had expired. The ship was detained on the basis of a malfunctioning ISM code safety management system. An external audit of the ship was conducted. It was determined that the Master had not checked the statutory certificate expiry dates and he did not communicate with the company regarding the placement of full term certificates aboard the Atlantic. The Master was dismissed by the company and the non-conformities that were issued have subsequently been cleared.

AXON QUEEN
8307181 19/10/2001

United States

NKK

The Axon Queen was detained in Los Angeles, California, USA because the oily water separator recirculation valve was inoperative, gym-compass was not functioning properly, lifeboat embarkation ladders were deteriorated and for the ISM code non-conformities resulting from the failure to correct previously cited deficiencies. An ISM code audit was performed and the remaining deficiencies were corrected to the satisfaction of the classification society, administration and the port State prior to release of the vessel from detention.

BRAVERY
8919075 26/11/2002

Trieste, Italy

LRS

The vessel was detained at Trieste, Italy on November 26 2002 due to the failure of three fire doors to operate properly. In addition, there were some other deficiencies of lesser severity which were not cause for the detention. The detention is currently under appeal since it is believed that the ship was in substantial compliance with international requirements. All of the deficiencies were corrected to the satisfaction of the classification society, Administration, and port State prior to release of the vessel from detention.

CAPE DENISON
9231119 29/07/2002

Himeji, Japan

GL

The vessel was detained at Himeji, Japan on 29 July 2002 for not having the Himeji Port chart or Sailing Directions, and the Master was unaware of the requirement to ensure that relevant publications were available before sailing. In addition, there were a few minor deficiencies which did not contribute to the detention. All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.

DEBORAH K
7615804 21/09/2000

Brisbane, Australia

BV

The DEBORAH K was detained in Brisbane, Australia, primarily for having expired certificates needed to carry on international trade. The DEBORAH K was a newly acquired vessel intended for domestic trade in the Marshall Islands. At the time of the detention she was on her way to Majuro, for repairs prior to entering domestic service, when it was decided to stop in Brisbane to take on cargoes destined for Majuro businesses. On 4 October 2000, all deficiencies were corrected to the satisfaction of the port State. The details of the detention were forwarded to the Minister of Transportation and Communications in Majuro, the Republic of the Marshall Islands, for adjudication.

DIA P
7528867 25/02/2002

Lisbon, Portugal

DNV

The vessel was detained at Lisbon, Portugal on February 25 2002 for deficiencies which reflected lack of maintenance and failure of the ISM Code System. In addition, there were not sufficient inflatable rafts for the number of persons being carried, there existed an illegal bypass/overboard connection installed on the OWS, and the ship failed to comply with STCW 95 requirements. All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention. Due to flag State efforts to ensure that the ship remained in compliance with international requirements, the vessel operator chose to reflag the vessel.

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FREDERIKE SELMER 8214073 03/11/2000	Rostock, Germany	DNV	The Frederike Selmer was detained for an inoperable emergency fire pump, bilge water and sludge stored in unauthorised locations and an inoperable oil water separator. A Marshall Islands Nautical Inspector, class surveyor and a company representative attended the vessel to ensure correction of all deficiencies. On 8 November 2000 all deficiencies were corrected to the satisfaction of all parties including the Port State Control personnel.
GENMAR MACEDON 8819146 23/02/2002	United States	ABS	The vessel was detained in the Virgin Islands on February 23 2002 due to an oil sheen in the vicinity of the vessel. The source of the oil sheen was a small hole in the high ballast overboard discharge piping inside a cargo tank. As a result, a small amount of contaminated ballast water was released into sea. Upon discovery of the oil sheen, the ship's crew proceeded to take all appropriate measures to minimize the leakage and installed a temporary plug to secure the source of discharge. The vessel owner subsequently repaired the deficiencies to the satisfaction of the flag State, Coast Guard and classification society.
GEORNIK 8214205 20/09/2002	Soby, Demark	BV	The vessel was detained at Soby, Denmark on September 20 2002 for an inoperable Oily Water Separator (OWS), missing Oil Record Book, and because the Master and Chief Engineer did not have the required STCW 95 licenses. All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.
GLOBAL TRIUMPH 9118666 22/10/2002	Hay Point, Australia	BV	The vessel was detained at Hay Point, Australia on October 22 2002 due to several defective ballast tank air vents. The defects were temporarily addressed and subsequently rectified to the satisfaction of the classification society and Administration at the next port of call.
HAVTANK 6901634 22/02/2001	Norway	BV	The Havtank detained at Fredrickstad, Norway on 22 February 2001 for expired statutory certificates, damaged weathertight doors, improperly closing the engine room and steering gear flat side scuttles, a disconnected drain line from the main engine lube oil sump to the drain tank, and defective life preservers. All of the deficiencies were corrected to the satisfaction of the classification society acting on behalf of the administration and the port State prior to release of the vessel from detention on 23 February 2001.
IRINI 8802210 23/12/2002	Newcastle, Australia	BV	The vessel was detained at Newcastle, Australia on December 23 2002 due to Oily Water Separator (OWS) discharge exceeding 15 ppm and an inoperative MF/HF Radio. The radio problem was rectified prior to departure. The OWS was repaired to the satisfaction of the classification and the Administration at the next port of call.
KOSCIERNZYA 7725661 14/05/2002	Cagliari, Italy	PRS	The vessel was detained at Cagliari, Italy on May 14 2002 due to an expired exemption certificate, fire-fighting personnel without proper certificates, obstruction of embarkation station by oil drums, misalignment of starboard lifeboat's rudder with the propeller, oil leakage from quick closing valves control panel, broken fire boxes on main deck, and incorrect stowage of paint bottles. In addition, there were a handful of minor deficiencies which did not contribute to the detention. All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.
KOSCIERNZYNA 7702661 19/12/2002	Pescara, Italy	PRS	The vessel was detained at Pescara, Italy on December 19 2002 for deficiencies related to pyrotechnics, lifejackets, lifeboat food rations, and required Bulk Carrier Loading Booklet. In addition, there were a handful of minor deficiencies which did not contribute to the detention. All of the deficiencies were corrected to the satisfaction of the classification society, Administration, and port State prior to release of the vessel from detention.
KOSCIERZYNA 7725661 04/12/2000	Leith, United Kingdom	PRS	The KOSCIERZYNA was detained for losing power as it entered port, inoperable lifeboat davits, and for not having records of drills and exercises in accordance with the ISM code. A class surveyor attended the vessel to ensure repairs were made. All repairs were completed to the satisfaction of class and the port State control officer and the vessel was permitted to sail on the same day as the detention.
LAKE MICHIGAN 7910163 30/05/2000	Cleveland, Ohio, United States	LRS	The Lake Michigan was detained for having an inoperable emergency fire pump. The emergency fire pump was repaired and tested to the satisfaction of the port State on the same day as the detention.
LAKE SUPERIOR 7910175 08/02/2001	Israel	LRS	The Lake Superior was detained on Israel on 8 February 2001 because a fuel oil air pipe was corroded and holed, the bolts on a deck fire main expansion joint were corroded, and the #2 double bottom ballast tank vent pipe was missing a float check valve. There were also several deficiencies of lesser severity which were not cause for the detention. All of the deficiencies were corrected to the satisfaction of the ship's superintendent and the port state and the vessel was released from detention on 9 February 2001.
LEOPARDI 8029090 01/12/2000	Port Hedland, Australia	LRS	The LEOPARDI was detained for having defective hatch covers. A class surveyor and a company representative attended the vessel and supervised temporary repairs. Temporary repairs were made to the satisfaction of the port State control authority and a condition of class was imposed. Subsequently permanent repairs were made and the condition of class was removed on 12 December 2000.

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LOMZA 7725570 21/03/2000	St. Malo, France	PRS	The LOMZA was detained for having a defective fire detection system in the engine room and an inoperable emergency fire pump. Shortly after the detention was reported, a Marshall Islands Nautical Inspector and a PRS surveyor boarded the vessel to ensure repairs were completed. On 22 March 2000, all deficiencies were corrected to the satisfaction of the flag State, port State and the classification society.
LUCY 8319902 29/06/2001	United States	LRS	The Lucy was detained at Los Angeles, California, US on 29 Jun 2001, because the alarm, monitor and shut down unit of the oily water separator was inoperative. A replacement unit had already been ordered and at a warehouse in Los Angeles awaiting clearance from US customs for delivery to the vessel. The installation and testing of the new unit was performed to the satisfaction of the classification society acting on behalf of the administration and the port State prior to release of the vessel from detention.
LUNA 7915591 27/02/2001	United States	NKK	The Luna detained at Hampton Roads, USA on 27 February 2001 for wasted hatch coamings and damaged hatch cover securing devices, missing containment around lube and fuel oil vents, holed bulkhead between engine room and cargo hold, wasted handrails and steps on main deck ladders, hole in main deck above chain locker, improper emergency fire pump fuel tank vent, missing equipment for fireman's outfits and fire stations, and wasted battery locked door. There were also other deficiencies of a lesser nature that were not cause for the detention. All of the deficiencies were corrected to the satisfaction of the classification society, administration, and port State prior to release of the vessel from detention. The Administration also required that additional repairs be completed at the next port of call.
LUNA 7915591 02/10/2001	Portugal	NKK	The Luna was detained at Leixoes, Portugal on 2 October 2001 for unauthorised MARPOL overboard discharge piping, inoperative emergency generator and radar, improper oil record book entries, missing garbage management plan, holed fire main, expired smoke signals, overdue fire extinguisher servicing, improper fire nozzles, outdated publication and missing weathertight superstructure and sound tube closures. There were also several deficiencies of lesser severity which were not cause for the detention. All of the deficiencies were corrected to the satisfaction of the classification society, administration, and port State prior to release of the vessel from detention on 10 October 2001.
MERCURE 8705591 08/02/2000	Netherlands	LRS	The MERCURE was detained for having defective radars, outdated publications and charts, senior officers without Marshall Island certificates and for numerous lifeboat deficiencies. The vessel was newly registered by the Marshall Islands on 20 January 2000 and had not yet had her initial safety inspection. At the time of the detention, the new owners were in the process of arranging for the vessel to be dry-docked for extensive rework. In March 2000 the vessel entered the dry-dock in Riga, Latvia where all deficiencies noted were corrected to the satisfaction of both the port State and the classification society.
PANAGIA ODIGITRIA 7915656 17/12/2002	Rotterdam, United Kingdom	DNV	The vessel was detained at Rotterdam, UK on December 17 2002 due to poorly maintained crew accommodations, absence of functional cabin lighting, inoperative showers, wash consoles and washing machines, damaged washbasins, lack of sufficient linens and dirty facilities. There also existed a major UHF radio deficiency, a paint locker fixed fire fighting system discharged, several untested fire hoses, seized fire main isolation valves, and poor execution of boat drills. In addition, there were other minor deficiencies that did not contribute to the detention. All of the deficiencies were corrected to the satisfaction of the classification society, Administration, and port State prior to release of the vessel from detention.
PORTO CAYO 7914963 20/10/2000	Bremen, Germany	LRS	The PORTO CAYO was detained for having numerous deficiencies concerning pollution prevention, life saving and fire fighting equipment and housekeeping requirements. Shortly after the detention was reported the owner's representative and a LRS surveyor boarded the vessel to ensure repairs were completed. On 22 October 2000, all deficiencies were corrected to the satisfaction of the vessel's owner, port State and the classification society.
QUEEN T 8207018 13/11/2002	Algeciras, Spain	DNV	The vessel was detained at Algeciras, Spain on November 13 2002 for being in violation of MARPOL regulation 17(3). There was an interconnection between the sludge and bilge systems. It was used solely to pump water from the sludge tank into the oily bilge water tank. The connection was removed, and the deficiency was rectified, as were several other minor deficiencies that did not contribute to the detention.
SAIGON 3 7822380 10/08/2001	Italy	LRS	The Saigon 3 was detained at Trieste, Italy on 10 August 2001, because the oily water separator was not functioning properly. In addition, the engine room skylight and a ventilation trunk did not properly close, the load line marks were not painted, the bulwark plating was damaged, missing lifeboat equipment and a liferaft weak link, and a lifebuoy that did not meet LSA code requirements. There were also numerous deficiencies of lesser severity which were not cause for the detention. All of the deficiencies were corrected to the satisfaction of the classification society acting on behalf of the administration and the port State prior to release of the vessel from detention on 17 August 2001.

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SEABULK EAGLE II 7523180 15/05/2001	Portugal	LRS	The Seabulk Eagle II was detained at Lisbon, Portugal on 15 May 2001 because the nautical publications were outdated, the international code of signals was not in a language understood by the crew, and the Navtex receiver was inoperative. All of the deficiencies were corrected to the satisfaction of the classification society acting on behalf of the administration and the port State prior to release of the vessel from detention.
SEABULK TOUCAN 8601587 08/11/2000	Mossel Bay, South Africa	RINA	The SEABULK TOUCAN was detained for having no operative SOLAS approved rescue boat and for not being able to launch the rescue boat in "Dead Ship" conditions. The rescue boat was replaced and an exemption was issued to allow for hand launching of the new rescue boat pending shipyard availability. The Classification Society along with the port State control authority were satisfied and the vessel was released from detention on 11 November 2000.
SWAN 8007157 02/09/2002	Haifa, Israel	BV	The vessel was detained at Haifa, Israel on 2 September 2002 because the crew attempted to repair the main engine prior to notifying the classification society. This was in violation of chapter 13.2 of the Safety Management System for the Swan, which requires the attendance of a classification society surveyor while repairs are being made. The repairs to the main engine were made to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.
TALTY 7725673 21/12/2000	Spain	PRS	The Talty was detained in Valencia, Spain on 21/12/00 due to an inoperative emergency fire pump. The crew was able to repair the pump within two hours and demonstrate satisfactory operation to the port State control officer. The vessel was then released from detention.
THOMAS SELMER 8214061 05/05/2001	United States	DNV	The Thomas Selmer was detained at Hampton Roads, Virginia, USA on 5 May 2001, because the crew could not perform acceptable fire or abandon ship drills and they had not been afforded sufficient rest as required by the STCW convention. In addition, the rudder angle indicator was out of calibration. All of the deficiencies were corrected to the satisfaction of the classification society, administration and the port State prior to release of the vessel from detention. An additional ISM code audit was also required prior to departure from the port.
THOMAS SELMER 8214061 01/06/2002	Portland, United States	GL	The vessel was detained at Portland, Oregon on June 2002 for an inoperable Oily Water Separator (OWS), a loose heat exchanger on the emergency fire pump, missing fire boundary doors to the engine room, inoperable EPIRB, crew unable to perform satisfactory drills, and an unserviceable Marine Sanitation Device (MSD). All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.
VEGA 8706208 24/01/2001	Canada	ABS	The Vega was detained at Point Tupper, Nova Scotia, Canada on 24 January 2001, because neither lifeboat engine would start. The LSA code specifies that these engines should start within two minutes at temperatures as low as -15C. The ambient temperature was -2C and the port lifeboat engine started several attempts, but not within the two minute time limit. A new engine starting battery was purchased for the starboard lifeboat and satisfactory operation of the engine was demonstrated. A loose electrical connection on the charging system for the lifeboat engine battery was found while renewing the battery. The maintenance procedures were modified to include verifying the integrity of this connection during future maintenance operations.
WARSAW 7407013 10/06/2002	Jacksonville, United States	BV	The vessel was detained at Jacksonville, Florida on 10 June 2002 due to an ISM Code maintenance-related non-conformity, an inoperative Oily Water Separator (OWS), and the inability to demonstrate proper operation of emergency fire pump. In addition there were several other deficiencies of lesser severity which did not contribute to the detention. All of the deficiencies were corrected to the satisfaction of the classification society, Administration and port State prior to release of the vessel from detention.
WIGRY 7725697 08/03/2001	Spain	PRS	The Wigry was detained at La Coruna, Spain on 8 March 2001 because the cargo loading information required SOLAS VI/7.2 was not endorsed on behalf of the administration as required by SOLAS XII/8.1. In addition, a copy of the most current thickness gauging report for the enhanced survey program was not aboard the vessel. All of the deficiencies were corrected to the satisfaction of the classification society acting on behalf of the administration and the port State prior to release of the vessel from detention.
WYSZKOW 7725532 16/02/2001	Netherlands	PRS	The Wyszkow was detained at Rotterdam, The Netherlands on 16 February 2001, because the oily water separator was not functioning properly. The malfunction was confirmed by the presence of an oily film on the inside of the overboard piping to the oily water separator. In addition, there were numerous deficiencies of lesser severity which were not cause for the detention. All of the deficiencies were corrected to the satisfaction of the classification society acting on behalf of the administration and the port state prior to release of the vessel from detention on 17 February 2001.
YELLOWKNIFE 8113384 11/10/2002	Trois Rivieres, Canada	BV	The vessel was detained at Trois Rivieres, Canada on 11 October 2002 due to an inoperative secondary hydraulic starting mechanism on the vessel's emergency generator. In reviewing the detention, it was established that the ship was built prior to the SOLAS requirement to provide a secondary means of starting the emergency generator. Even though not required, the secondary starting means has been repaired and the detention is being appealed.

NETHERLANDS

ACHTERGRACHT 8821202 08/04/2002	Australia	LR	Ship detained due to non availability of evidence that officers qualifications comply with the vessels safe manning document requirements. Owner asked to explain and detention resulted in lower ranking by the flag State of the owner.
AEGIR 9226176 11/07/2002	Portugal	BV	SMC issued on 16/7 after audit on 28/5/02 due to mistake by flag State. Fire alarm in engine room not working. Owner advised in respect of this serious deficiency.
AGNES 7727073 12/09/2002	Portugal	BV	Nautical publication outdataed, hull in poor condition. Vessel allowed to proceed on one single voyage, certificates to shipyard for repairs and Special Survey. Owner asked to explain and strongly warned.
ALBATROS 5008356 12/09/2002	United Kingdom	RH	Emergency fire pump unable to deliver water, charts for intended voyage out of date. Planned trip with this historical vessel was cancelled and deficiencies rectified.
ALMENUM 9017202 25/03/2002	Italy	LR	Ship detained due to outdated nautical publications. No further action from flag State.
AMELAND 9166481 19/08/2002	Poland	GL	Certificates of compliance of Master not on board. Owner requested to explain and to deliver original COC on board in Poland.
ANDRIES 7646190 17/10/2000	Sweden	None	Rescue boat was not fully inflated due to temperature differences between previous port and Sweden. One crew member did not board the vessel on departure. Owner instructed master to check rescue boat weekly, furthermore better procedures are put in place to prevent shortage of crew.
ANKE 9246267 26/07/2002	Ireland	BV	Third engineer not on board, fire fighting equipment not fully operational. Issued warning to the owner and engineer joined the vessel in Ireland.
ARION 9142514 14/09/2001	Finland	BV	Inspection by port State on request of flag State as vessel was not manned in accordance with safe manning document. After consultation by PSC vessel was detained on advice by flag State, part of the crew was replaced to the satisfaction of the flag and port States.
BALTIC ERIN 9155872 22/11/2002	Finland	BV	Manning not in accordance with safe manning document, engine rescue boat not operational. Flag State issued dispensation to sail with 3 instead of 4 rating.
BANJAARD 5400188 28/02/2000	Belgium	LRS	Issued a strong warning to the owner and instructed him to ensure that all equipment on his vessel must be kept in a good operational condition. The vessel will be targeted for additional flag State inspections.
BANJAARD 9064956 27/09/2001	Ireland	BV	Owner advised by letter to instruct the crew to keep the emergency fire fighting pump at all times operational.
BEVELAND 8117457 13/07/2001	United Kingdom	BV	Severe warning letter was sent to the owner and vessel was put on priority flag State inspection list as detention was caused by lack of maintenance.
BEVELAND 8117457 20/08/2002	Belgium	BV	SMC issued on 3/7/02 not on board, was delivered to the vessel after detention.
BOSGAT 9194270 16/06/2000	Finland	GL	Owner advised that space designated as paintlocker must be provided with required equipment, in accordance with the regulations. Furthermore, the emergency generator to be frequently tested to assure operation in case of an emergency. Vessels targeted for flag State inspection.
CONSTANCE 8411657 11/12/2000	Spain	LRS	Due to unforeseen circumstances updated charts and books for port State area were not available on board, but ordered to be delivered in first port, as they were not available in port of departure. Furthermore, the emergency fire fighting pump broke down after installation of some replacement parts. Vessel was allowed to proceed after installation of portable pump in the absence of required spare parts in the port of detention.
CORAL ACTINIA 9031985 08/02/2000	United Kingdom	BV	Issued a strong warning to the owner that he must keep his navigational equipment in a good working condition at all times.
CORAL ANTILLARUM 8016196 30/11/2000	Ireland	BV	Emergency fire pump was not operational in ballast condition, due to a crack in the suction line, the pump was never tested during a ballast condition, resulting in not being aware of the crack. ISM code "Maintenance, Dry-docking and Repair Manual" was revised due to the outcome of the PSC inspection.
CORAL OBELIA 9053816 27/09/2000	Finland	GL	Structural damage due to design mistake of which repairs were already foreseen in co-operation with the classification society.
DANIEL 9148104 15/02/2002	Spain	BV	Ship detained due to chief mate's certificate being insufficient for vessel's size. Chief mate replaced. No further action from the flag State.
DEO GRATIAS 7510793 08/03/2001	Germany	BV	Mistake by class surveyor acting on behalf of flag State. Annual inspections were carried out instead of intermediate inspections. Informed class to be more accurate.
DINA JACOBA 7702322 13/01/2000	Croatia	BV	Owner strongly advised to take measures to prevent absence on board of their vessels of qualified officers.
DINA JACOBA 7702322 14/09/2001	Italy	BV	Vessel was no longer under the Dutch flag when inspected but was sold in August 2001, changed flag to Honduras and was renamed ANEMOS.
DOGGBERSBANK 9116010 14/02/2000	France	BV	Advised the port State that we consider the detention undue as the validity of the certificates was well within the 3 months window.
EDISONGRACHT 9081289 02/07/2002	Chile	LR	No information received from the port State.

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NETHERLANDS					
EEMNORG 7902611 11/04/2000	Sweden	LRS	Vessel has been deleted from the Dutch Bareboat register.		
ELKE K 9006332 26/07/2002	Germany	GL	Accidental damage due to defective gear box main engine. Reaction of the vessel and owner not in compliance with ISM.		
ELSTAR 8801072 07/08/2000	Norway	BV	Vessel was detained due to overloading. As we were not informed by the port State, but got the information from the publication in SiReNac, no action was taken towards the owner.		
ESPRIT 9229166 09/12/2002	France	BV	Port State did not accept safe manning document issued by the flag State, they demanded an extra bridge officer which is disputed by the flag State. Furthermore, nautical publications were not updated. PSC report is still disputed by flag State.		
EST 8609931 18/02/2002	Poland	BV	Ship detained due to absent crew member with declaration for engine room duties. As only paper was missing and one crew member was capable for this duty, deficiency was rectified by manning department of the flag State.		
EST 8609931 02/07/2002	Portugal	BV	SMC issued 26/6/02 was not on board the vessel. Ship detained for two days. Owner informed to send the document to the vessel a.s.a.p.		
FAIRLIFT 8806905 01/12/2001	Australia	LRS	Emergency generator inoperative for some time. Repairs were carried out to the satisfaction of AMSA.		
FAIRMAST 8110899 09/07/2001	United States	LRS	Emergency fire fighting pump inoperable, after repairs vessel was allowed to proceed. No action taken towards owner in view of the fact that equipment can fail at any time.		
FAST JULIA 8605234 26/04/2001	Poland	BV	No crew member in possession of engine room declaration in accordance with SMD. Vessel granted exemption by flag State for the voyage only, after which detention was lifted.		
FAST SIM 9013062 27/08/2002	United Kingdom	BV	Rating missing, joined vessel in Seaham, U.K.		
FENJA 8504258 03/04/2001	Sweden	GL	Inspections, with result the detention, were done by port State on request of the flag State as owner was warned several times by the flag State, without reaction from the owner. Unqualified chief engineer was replaced after the detention.		
FIDUCIA 9057226 11/02/2000	Denmark	GL	Instructed the owner to maintain his vessel in such a way that the equipment is at all times in operational condition.		
FLINTERBORG 8817356 07/05/2002	Denmark	BV	Detention due to not operational emergency generator. Flag State ranking of owner adjusted, no further action.		
FLINTERDIJK 9215658 01/08/2001	Italy	BV	Detention due to "overdue" drills which were carried out, but no record in ship's logbook. Detention is therefore not considered justified. Flag State not informed by port State, but by class BV.		
FLINTERMAAS 9180877 17/04/2001	Turkey	BV	Information received from class and not port State. Defective oily water separator (detention ground) was already under repair during inspection.		
FRANCE 9103697 16/05/2002	Italy	ABS	Indonesian crew members not familiar with working language, resulting in unsatisfactory abandon ship drill. Flag State ranking of owner adjusted, crewmembers replaced in next port of call in Italy.		
FRISIUM 9012048 14/03/2001	Lithuania	GL	Vessel overloaded. Issued strong warning letter threatening with legal action in case the same offence occurs again.		
FUTURA 9133537 01/06/2000	United Kingdom	BV	Owner issued with a strong warning to keep his equipment in an operational condition. Vessel will be a priority for flag State inspection.		
GRETA 9191747 21/11/2000	Italy	LRS	Vessel on maiden trip had no original certificates on board, but faxes as certificates were, by mistake, still at the shipyard. Faxes were permission of the Flag state allowing the vessel to trade were on board. No information was received from the Port State about the detention and detention is considered not justified. Port state was informed about this view.		
GRIFTBOURG 9116008 06/02/2002	France	BV	Ship detained due to non operational emergency generator. No further action from the flag State.		
GROOTDIEP 9199385 06/07/2000	Spain	GL	15 PPM equipment was not functioning after delivery by the builder. This was a matter of warrantee of the supplier and vessel did not operate the equipment between the delivery by the builder and the PSC inspection.		
HENK VAN OTTERLOO 7709112 25/05/2000	United Kingdom	BV	Missing CSM submitted by owner and approved by NSI, strong warning issued to the owner that heavy deck cargo cannot be loaded without sufficient stability calculations. Furthermore, equipment to be checked and space designated for paint storage equipped in accordance with the regulations.		
HERON 8512126 03/12/2001	Turkey	BV	We requested that port state to reconsider the detention as we consider it ungrounded.		
HOLLAND 5429433 01/03/2000	Sweden	BV	Certificates were by mistake not signed by surveyor after survey. After confirmation from Flag state that surveys were successfully carried out, detention was lifted.		

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NETHERLANDS					
HOLLAND 5429433 04/03/2000	Germany	BV	As vessel was detained due to overloading, owners strongly advised to prevent this serious offence in the future by instructing their masters not to overload their vessel, creating a dangerous situation.		
HOLLAND 8319976 28/11/2001	Poland	BV	Owner strong advised by letter to keep the nautical publications and GMDSS documentation updated.		
HOLLAND 8319976 15/02/2002	Spain	BV	Ship detained due to overdue servicing of liferafts, vessel released after 3.5 hours. No further action from the flag State.		
IJSSELBORG 8121381 05/02/2002	Finland	BV	Ship detained due to expired inspection of inflatable liferafts. Inspection carried out in next port in the Netherlands. No further action from the flag State.		
IRINA 9137038 20/06/2001	Russian Federation	LRS	Accidental damage to CP propeller, vessel detained on 16 April and allowed to proceed to repair port. Flag State protested against detention, no reply received.		
JAGUAR 9011973 09/07/2002	Belgium	GL	SMC issued 5/7/02 after audit on 14/6/02 not yet on board. Document was sent to the vessel immediately after detention.		
JO CLIPPER 7907611 07/10/2002	United States	DNV	Oily water separator inoperable, unauthorized bypass installed. Vessel released after deficiencies rectified. Strong warning issued and new ISM audit carried out on 10/10/02.		
KAAPGRACHT 8401236 08/03/2000	Canada	LRS	Owner has taken actions to prevent future problems. As they participate in a Dutch Inspection Ranking Program and detentions are strongly influencing their ranking, they will do whatever is possible to keep their ranking position.		
KAAPGRACHT 8401236 14/10/2002	Finland	LR	Vessel detained due to the fact that port State did not accept exemption certificate for a fixed fire extinguishing system due to the nature of the cargo being paper reels. The flag State does not consider paper reels to be highly flammable but a low fire risk which is disputed by the port State.		
KATHARINA 7702970 19/11/2001	Belgium	BV	Owner strongly advised by letter to instruct his crew to keep the emergency fire fighting pump operational at all times and test the pump regularly.		
KATHARINA 7702970 23/09/2002	United Kingdom	BV	Vessel not complying with SMC, several fire safety devices defective. New ISM audit by flag State on 25/10/02 with all deficiencies rectified.		
KLIPPER STREAM 9167796 14/01/2002	Portugal	BV	Ship detained due to emergency fire fighting pump not operational. Repairs carried out, ship allowed to sail the same day. No further action from flag State.		
LAURINA 9120102 24/06/2002	France	BV	Detention due to several safety deficiencies and officers not familiar with equipment. Flag State ranking of owner adjusted and strong warning issued.		
LELIEGRACHT 8611099 14/09/2002	Australia	LR	Radio equipment out of order, vessel released next day after repairs. Owner asked to explain.		
LESSE 6908931 16/06/2002	France	BV	Vessel, which is a deep sea dredger, had accidental damage and was repaired in France. No information received from port State, information obtained from PMOU web site. Requested France to cancel detention, no reply received.		
LINDA MARIJKE 9053684 27/12/2002	Spain	BV	Vessel detained due to faulty main engine blower (not caused by neglect of maintenance). Detention is disputed by the flag State and port State is requested to reconsider, but no reply received.		
LUMARE 9173161 08/08/2000	Germany	BV	Crew did not comply with safe manning document. This was rectified after consultation between port State, flag State and owner.		
MAJESTIC 8614039 05/08/2002	Korea	LR	No information received from port State.		
MARIA GREEN 9164017 02/05/2001	Portugal	LRS	Vessel entered port to carry out repairs after collision with m/v Flottbeck. Did however not inform port State control in advance.		
MARIE CHRISTINE 8915744 13/01/2000	Finland	LRS	Owner advised to arrange the testing of liferafts in time, as this was overdue.		
MARION GREEN 9164029 07/08/2002	Australia	LR	Certificates of compliance of 3rd officer and chief engineer not in compliance with STCW95. Manning not in compliance with safe manning requirements. Owner requested to explain and prevent this in the future.		
MARKES 7902623 06/06/2000	United Kingdom	LRS	Vessel allowed to proceed to the Netherlands, where she was re-detained by withdrawal of the certificates. At this moment, 31 July, she is still under detention in Rotterdam.		
MERWEBORG 9142552 21/08/2000	Italy	BV	Liferaft annual survey was carried out in previous port and certificates were not yet on board. New expiry date was mentioned on the rafts. No information was received from the detaining port State, in spite of several requests, but information was obtained from SiReNac. We consider this detention as unjustified and informed the port State about our view.		
MORGENSTOND II 9142643 11/09/2002	Norway	BV	Certificate of competence of three crewmembers not in accordance with STCW95. Hull damage due to grounding. Vessel released the same day.		
NINA 8402668 01/03/2000	Sweden	BV	We are not informed by the detaining port state about this detention. Information was obtained from Paris MOU internet. Detention due to manning.		
NOORDZEE 8605375 28/09/2000	Sweden	BV	Damaged rescue boat was not repaired in spite of instructions in previous port. Issued a strong warning to the owner of the vessel.		

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NETHERLANDS					
NOORDZEE 8605375 05/06/2001	Norway	BV	Deficiencies due to overdue maintenance. Strong warning sent to the manager of the vessel.		
NOORDZEE 8605375 08/11/2001	Portugal	BV	Owner strongly advised by letter to keep the maintenance of his vessel up to standard. Vessel added to priority flag state inspection list.		
NOORDZEE 8605375 24/09/2002	Portugal	BV	Frames in hold deformed and detached from hull plating, vessel not complying with safe manning document due to not having a chief engineer. Vessel released after 5 days of repairs.		
NORTHERN EXPLORER 8922242 15/10/2002	Korea	LR	Vessel detained on account of 2 minor deficiencies. Information received from owner by copy of inspection report and no information from port State.		
NOVA FRIESIA 8609084 16/02/2000	Australia	BV	Instructed the owner to take the necessary steps to ensure that the officers on his vessels are capable of performing their duties and are qualified in accordance with the STCW.		
PALEISGRACHT 8414764 21/08/2000	Japan	LRS	No information received from port State but from Lloyds Register. Vessel was detained due to the fact the charts of Kobe port were not on board. Port State requested to give information, action towards owner depending on reply from port State which was not received up to now.		
PAUWGRACHT 8517839 20/03/2000	Italy	LRS	As liferafts were ashore for servicing, which was the only detention ground, we consider this detention not justified. We were never informed by the port State about this detention, but received information from the owner.		
PIETERSGRACHT 8517841 02/05/2000	Canada	LRS	Crew member without the right endorsement was above the requirements of the Safe Manning document and therefore no ground for detention. A mistake was made on the Record of Safety equipment for which the owner cannot be blamed.		
POLAR SEA 9196199 29/06/2001	Poland	BV	Supernumerary person left the vessel in Poland, bringing the crew in accordance with the safety certificate and available equipment.		
RACHEL 8205187 08/06/2001	Norway	BV	Detention due to cracks in foreship for which repairs were planned in co-operation with the class.		
RAMBLER 8325133 05/02/2001	United Kingdom	BV	Issued strong warning letter to the owner to keep his equipment up to standard.		
REEST 9234410 05/07/2002	Spain	BV	Exhaust insulation broken, repairs ordered but no evidence of them taking place. Furthermore, excess of oily water in bilges engine room. Warning issued to owner. Ship detained for 4 days.		
RYNDAM 8919269 14/05/2000	Canada	LRS	Owner instructed masters of his vessels, by means of a fleet alert, to increase the testing cycle of the fire dampers. Flag State surveyors instructed there be extra alert for problems with the type of fire dampers involved during forthcoming annual surveys.		
SCHELDEDIEP 9194048 29/01/2001	Portugal	GL	Emergency exit of Engine room was blocked by insulation material due to work carried on in accommodation. Materials were immediately removed by crew, vessel was detained in spite of this action by the crew.		
SCHOKLAND 8511696 24/10/2002	United Kingdom	BV	Charts for intended voyage not updated and magnetic compass unable to read at helm position. Owner requested to explain by flag State and warned.		
SCOUT MARIN 8222173 26/01/2000	Poland	GL	Advise the owner to assure that the crew of his vessels is qualified to perform their duties.		
SCOUT MARIN 8222173 05/10/2001	Belgium	GL	Owner advised by letter to keep the maintenance of his vessel up to standard. Follow-up was done by flag State.		
SCOUT MARIN 8222173 15/04/2002	Germany	GL	Vessel overloaded, issued strong warning to the owner.		
SEA BALTICA 9136228 21/07/2002	Russia	LR	Certificates of competence for Master and officers not in accordance with STW95. No action from flag State towards owner.		
SEAHORSE 8213744 10/04/2001	Norway	LRS	By mistake not informed by port State but information obtained from PMoU website. No action was taken towards owner as we received the inspection information at a later stage from Norway. Vessel has received inspection priority by flag State.		
SPAARNEDIEP 9194062 08/11/2002	Spain	GL	Emergency fire pump defective, vessel released same day after repairs.		
SPRING PANDA 8213653 08/12/2000	France	BV	Vessel undermanned due to accident to 2nd mate who was admitted to the hospital. Dispensation was given by the flag State to proceed. Furthermore, the vessel was ballasted in a wrong way and as a result of that, over-loaded. After removal of 94 tons of ballast forward the detention was lifted.		
SPRING PANDA 8213653 02/03/2002	Chile	BV	Ship detained due to non pressure of emergency fire fighting pump. No information received from port State, but from class after one month. No further action from flag State.		
STELLA NOVA 9085730 25/10/2000	Canada	LRS	Issued warning letter to the owner and requested flag State inspection department to monitor future performance of the vessel.		
STELLAPRIMA 8912326 21/03/2002	United States	LR	Ship detained due to fire drill not satisfactory, two firemen outfits missing/to be replaced. Vessel placed on attention list by lower ranking by flag State.		

NETHERLANDS

SWEDER 9136137 08/11/2002	Sweden	BV	Vessel detained due to accidental damage to hatch cover (fell into hold). Vessel released after repairs.
SYLVIA 9166467 08/02/2000	Finland	GL	Owner instructed to take the necessary actions to have certificates endorsed in time, as the validity of the load line certificate was expired by one week.
TASMAN 9194282 28/02/2002	United Kingdom	GL	Ship detained due to Chief Engineer not in possession of correct certificate. Chief Engineer replaced. No further action from flag State.
THALASSA 9148180 10/01/2001	Poland	BV	Vessel not manned in accordance with safe-manning document. Officer replaced and strong worded warning letter issued by NSI to owner.
THEODORA 9005338 12/09/2001	Portugal	BV	Detention due to incorrect ISM certificates due to change of ownership. Detention is considered too severe.
TRANSMARE 9090171 07/12/2000	United Kingdom	BV	Manning was reconsidered by flag State and new Safe Manning Document issued after which detention was raised.
TRITON 8421717 23/04/2001	Belgium	BV	Detention caused by lack of maintenance, owner warned to improve maintenance procedures.
TRITON 8421717 22/08/2002	France	LR	Master licensed as chief mate, dispensation was granted. Vessel not complying with SMC, new audit by L.R. was ordered by flag State.
TROUBADOUR 9048639 16/08/2000	Italy	BV	Liferaft annual survey was a few days overdue as a result of delay in loading port. No information was received from the detaining port State, in spite of several requests, but information was obtained from SiReNac.
VALIANT 7624348 12/12/2001	Portugal	BV	Nautical publications for intended voyage not updated. Owner advised to improve supply of these publications.
VEERSEDIJK 9246140 12/09/2002	Sweden	GL	SMC which was issued on 7/6/02 was not on board. Released on acceptance of copy by PSC Sweden.
VISSERBANK 9075371 02/09/2002	Greece	BV	Certificate of competence of Master not in accordance with STCW95. Vessel not complying with SMC, flag State ordered new audit which was carried out on 23/9/02 showing that all non-conformities were rectified.
WALSERTAL 8918796 02/05/2002	Russian Federation	GL	Vessel overloaded, issued strong warning to the owner and ranking of owner adjusted.
WARBER 9143582 18/08/2000	United Kingdom	BV	Issued a strong warning to owner.
ZWARTEMEER 9001825 17/01/2000	United Kingdom	LRS	Instructed the owner to take the necessary steps to ensure that the safety equipment as well as the communication equipment is kept in an operational condition at all times. The ship may be subject to more extensive and frequent inspections.

NORWAY

AASLAND 6919851 22/08/2002	Denmark	BV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
ALUTRANS 7301489 07/06/2000	Netherlands	BV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
ANNA MARIA 7368530 19/07/2000	Portugal	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
ARENDAL BAY 7363619 10/02/2000	Madrid	LRS	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
BERGE ATHENE 7404140 04/01/2002	Rotterdam, Holland	DNV	Report by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
BERGE FISTER 7342811 29/02/2000	China	LRS	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
BERGE RACHEL 8116570 14/06/2001	United States	DNV	Report by telefax to: Shipowner for comments Maritime Investigator for information and possible legal action. Norwegian shipowners association for information.

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BERGE RACHEL 8116570 14/06/2001	United States	DNV	Report by telefax to: Shipowner for comments Maritime Investigator for information and possible legal action. Norwegian shipowners association for information.
BERGE RAGNHILD 8302985 10/09/2000	Australia	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
BORC 7210898 17/02/2000	Canada	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
BOW SKY 7384883 26/05/2000	Netherlands	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
BREMER NORDEN 7524963 08/02/2002	Rotterdam, Holland	GL	Report by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
CHAMPION TRADER 7504055 11/10/2001	Rotterdam, Holland	LRS	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
EURO TRANS 7818119 29/10/2002	Denmark	LRS	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
FASTE JARL 6727258 19/06/2001	Lisbon, Portugal	DNV	Report by telefax to: Shipowner for comments Maritime Investigator for information and possible legal action. Norwegian shipowners association for information.
FORTUNA 7716490 31/07/2000	Netherlands	LRS	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
FOSTRAUM 9011521 30/03/2000	Portugal	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
FREJA JUTLANDIC 8213548 22/03/2000	United States	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
GARDWIND 7015286 02/11/2001	Arkhangelsk, Russian Federation	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
GRETHE 7208261 14/03/2002	Koeege, Denmark	unclassified	Report by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
GULLHOLM 7407726 19/07/2000	Portugal	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.
HAVPRINS 7321544 17/09/2001	Yosu, Republic of Korea	DNV	Report by telefax to: Shipowner for comments Maritime Investigator for information and possible legal action. Norwegian shipowners association for information.
HEIMBULK 7042514 08/11/2002	Ireland	GL	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.
HUAL TREKKER 8005903 10/05/2002	Chile	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.

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ICEWIND 6727258 17/09/2002	Netherlands	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
JOSEFINE 7108899 24/02/2000	Sweden	None	Reported by telefax to: Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
JOSEFINE 7108899 23/08/2000	United Kingdom	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
LASKA 7225922 10/09/2001	Hamina, Finland	GL	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
LOYAL TRADER 7234753 22/01/2000	United Kingdom	DNV	Reported to: Shipowner for comments; Maritime Investigator for information and possible legal action; Norwegian Shipowners Association for information.		
MALMES 7364027 14/05/2002	Sweden	LR	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
NCC JUBAIL 9087025 02/10/2002	Netherlands	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
NEVA G 6523286 13/11/2002	Ayr, United Kingdom	Unclassed	Grounds for detention: 1. No spare magnetic compass on board and gyro compass not functional 2. No evidence that navigational charts have been corrected. Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
NEVA TRADER 7607170 10/03/2002	Lisbon, Portugal	LRS	Report by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
NOMADIC PATRIA 7514426 29/06/2000	Brazil	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
NORBJORN 7324871 02/04/2002	St. Petersburg, Russian Federation	GL	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
NORMANNES 7508532 22/08/2000	Rotterdam, Netherlands	BV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
NORVARG 7911052 11/04/2002	Murmansk, Russian Federation	GL	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
OCEAN PRIDE 7396666 10/03/2000	Finland	GL	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
POLARBULK 7237236 12/07/2000	United Kingdom	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
RHAPSODY OF THE SEAS 9116864 10/06/2000	Canada	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
SANDRA 7601073 17/06/2002	Portugal	GL	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		

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SOKNA 7018628 24/02/2000	Poland	No class	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
SPAR EIGHT 8118229 24/08/2001	Bremen, Germany	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
STAR ISJORD 9182978 11/08/2000	Canada	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
STAVTANK 9056571 22/03/2000	Germany	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
STINA 7047370 14/12/2001	Dublin, Ireland	BV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
STRIPE 7364027 04/06/2000	United States	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
STRIPE 7364022 24/08/2000	Latvia	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
STRIPE 7364027 04/04/2002	Genoa, Italy	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
SVEAFJELL 7023075 13/09/2001	Murmansk, Russian Federation	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
SVEANORD 7504055 21/11/2001	Bremen, Germany	LRS	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
THELITA 7104154 18/04/2000	Argentina	BV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
TONJO 6924882 14/07/2000	Denmark	BV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
TRANS SEA 7368906 21/01/2000	Netherlands	DNV	Reported to: shipowner for comment, Maritime Investigator for information and possible legal action, Norwegian Shipowners Association for information.		
TRIOBULK 8843848 01/08/2000	Germany	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action Norwegian Shipowners Association for information.		
TUG NESTOR 7222944 11/12/2001	Vyborg, Russian Federation	Not available	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
VIKINGFJORD 7526699 06/06/2002	United Kingdom	DNV	Reported by telefax to: Shipowner for comments. Maritime Investigator for information and possible legal action. Norwegian Shipowners Association for information.		
ROMANIA					
BLUE OCEAN 7346623 24/01/2002	Hull, United Kingdom		Taking into consideration the analysis of the state of each vessel, the general impression and the results of Port State Control inspections, the right to fly the Romanian flag was withdrawn from this vessel.		

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ROMANIA

ISLAND OIL ONE

Taking into consideration the analysis of the state of each vessel, the general impression and the results of Port State Control inspections, the right to fly the Romanian flag was withdrawn from this vessel.

ISLAND OIL TWO

Taking into consideration the analysis of the state of each vessel, the general impression and the results of Port State Control inspections, the right to fly the Romanian flag was withdrawn from this vessel.

NAPHT AL YEMEN

Taking into consideration the analysis of the state of each vessel, the general impression and the results of Port State Control inspections, the right to fly the Romanian flag was withdrawn from this vessel.

OPAL
8831261

Taking into consideration the analysis of the state of each vessel, the general impression and the results of Port State Control inspections, the right to fly the Romanian flag was withdrawn from this vessel.

RUSSIAN FEDERATION

AJAKS-II
8521878 03/07/2000

Madras-Ambarly, Turkey

MRS

The ship was detained due to not up to date nautical publications, poor maintenance of lifeboats by the crew, lack of fire boxes maintenance and absence of marks on some lifebuoys indicating port of registry. RS carried out a survey of the ship at the port of Rostov-on-Don on 14/7/00. The rectification of the deficiencies was confirmed. Validity of ships statutory certificates was retained. An appropriate notification to the Shipowner was made.

ALBATROS-102
23/05/2000

Kushiro, Japan

MRS

On 23/05/00, the fishing m/v Albatros-102 underwent a PSC inspection by the authorities of the port of Kushiro in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention was a significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Registers Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted.

AMETISTOVYY
8034904 13/07/2000

Hokkaido, Japan

MRS

All necessary repairs were carried out under RS supervision at the port of Sovgavan on 30/8/00. The shipowner submitted a report on actions taken in order to prevent occurrence of such deficiencies in future.

AMUR 2526
8721521 11/10/2000

Bremen, Germany

MRS

The ship was detained due to the absence of updated nautical publications, lack of preparedness of the crew to lower the starboard lifeboat and to start the lifeboats engine immediately. All deficiencies were rectified to the satisfaction of RS surveyor at the port of detention. An audit according to the ISM Code has been performed by RS before the ships departure. As a result, the ship was found safe.

AMUR-2537
8842545 22/02/2000

Honfleur, France

MRS

On 22/02/00, the fishing m/v Amur-2537 underwent a PSC inspection by the authorities of the port of Honfleur in accordance with the provisions of the Paris MoU. The ship was detained as a result of this inspection. The grounds for the detention was a damage to the metal-reinforced rubber coupling of the PS main engine. This damage was due to an accidental hitting by the ship a buoy when approaching the berth with a pilot on board. The damage coupling was renewed while conducting loading works. After the ship was submitted for checking to the PSCOs and Registers Surveyors, the detention was lifted and the ship left the port. The remaining deficiencies were rectified at ship repairing yards of Lithuania before 11/3/00. Those identified as liable were punished by the shipowner.

ASINO
7336147 25/04/2000

Monbetsu, Japan

MRS

On 25/04/00, the fishing m/v Asino underwent a PSC inspection by the authorities of the port of Monbetsu in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Following a formal investigation conducted, the Master was signed-off, the validity of the ships certificate of Compliance was suspended, an unscheduled audit of the Company's Safety Management System was undertaken.

AYANKA
7336020 23/08/2000

Wakkanai, Japan

MRS

The ship was detained due to damage to shell plating. A permanent repair of shell plating was carried out under the class supervision at the port of Korsakov on 31/8/00. The validity of class was retained.

BARABASH
8835968 04/08/2000

Kushiro, Japan

MRS

The ship was detained due to a missing ship cargo securing manual and stowage of cars on the upper deck and poop deck. The vessel had been supplied with a CSM approved by RS on 18/11/98. The availability of CSM survey carried out by RS at Petropavlovsk-Kamchatskiy on 21/8/00. The carriage of cars on decks is prohibited to the ship.

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BARKHATOVO 7533771 06/06/2000	Wakkanai, Japan	MRS	On 06/06/00, the fishing m/v Barkhatovo underwent a PSC inspection by the authorities of the port of Wakkanai in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were deficiencies in the stowage of liferafts and absence of the chart of the port of Wakkanai. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted.
BOLSHERETSKIY 8330279 31/01/2000	Chiba, Japan	MRS	On 31/1/00 m/v BOLSHERETSKIY was inspected by PSC officer of the port of CHIBA the provisions of the memorandum of understanding on port State control in the Asia Pacific region. Upon the results of the inspection the vessel was detained. The detention was based on discrepancies found in ship's documents and starboard bulwark damage. Some deficiencies were rectified at the port of Chiba prior to ship's departure and the rest at the port of Ousan by 16/2/00. The reason for the detention was improper maintenance of the ship by the crew members and them being unready for a PSC inspection. Upon the results of official investigation guilty crew members were reproved by the ship owners.
CHEKALIN 7121853 01/02/2000	Wakkanai, Japan	MRS	On 1 February 2000 fishing vessel Chekalin was inspected by port State control authorities of the port Wakkanai, Japan in accordance with provisions of memorandum of understanding on port State control in the Asia Pacific region. The detention was based on improper maintenance of navigation charges and life saving equipment. That deficiency and some others were rectified while the vessel was inspected. Upon the results of official investigation the guilty crew members were reproved by the shipowners. Certificate of conformity was suspended till deficiencies would be eliminated in the company.
DARASUN 7418646 29/05/2000	Monbetsu, Japan	MRS	On 29/05/00, the fishing m/v Darasun underwent a PSC inspection by the authorities of the port of Monbetsu in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted, the validity of the Certificate of Compliance was suspended and an unscheduled audit of the Company's Safety Management System was carried out.
IGOR ILYINSKIY 8711253 25/01/2000	Fushiki, Japan	MRS	On 25/1/00 m/v Igor Ilyinskiy was inspected by port State control authorities of Fushiki port, Japan, in accordance with provisions of memorandum of understanding on port State control in the Asia-Pacific region. Upon the results of the inspection the vessel was detained. The reason for the detention was non-operation of remote control system of controllable pitch propeller at the bridge and at the Central Control Station revealed when the vessel was unmooring. Upon rectification of all substantial deficiencies at the port of Fushiki and after inspection of the vessel by NKK surveyor the detention was revoked. The deficiencies left were rectified within an appointed period of 15/2/00.
KANDALAKSHA 8119156 09/02/2000	Hamburg, Germany	MRS	On 09/02/00 the m/v KANDALAKSHA was inspected by the authorities of the port of Hamburg in accordance with the provisions of Paris MoU. The ship was detained as a result of the above inspection. A failure of the pipeline of the emergency fire pump was the reason of the detention mentioned. On 10/02/00, the defect in question was rectified. As a result of a re-inspection carried out by a PSCO and RS, the detention was lifted, and on 11/02/00 the ship proceeded to sea. The reason for the detention was insufficient control of the ship's technical condition by the crew. Those liable were fined as a result of the service investigation conducted.
KERCHENSKIY 8866137 28/09/2000	Hokkaido, Japan	MRS	As a result of a survey of the ship carried out by RS at the port of Nakhodka on 6/10/00, all the deficiencies stated by PSC were found as having been rectified. The ship is in fit technical condition. The validity of statutory certificates is retained.
KERET 9103972 01/08/2000	Lisbon, Portugal	MRS	The reason for the subject detention was ships grounding on 8/4/000 at 03:04 LTD while manoeuvring for anchorage in Cascais Bay and hull damages suffered due to this grounding - holes in the aft-peak, fr.6, and bottom ballast tank No.3, fr.30. RS carried out an occasional survey following this accident on 15/4/00 and, subsequently, the ships class was suspended and a permit for a single passage to the repairing shipyard was issued to the ship. The Shipowner changed subsequently their plans concerning the voyage to the repair yard. As a consequence, the ship did not leave Lisbon. The ship was under repair at the port of detention until 1/8/00, when RS renewed her class and statutory certificates on the grounds of satisfactory results of a survey conducted.
KHATANGALES 6504187 10/10/2000	Niigata, Japan	None	The ship was detained due to lack of the crews preparedness to demonstrate the availability of tide tables and international shore connection to PSCO during the inspection. The ship was released at the same day when this confusion was cleared. However, the rectification of other minor deficiencies was checked by RS surveyor at the port of Vanino on 25/10/00. As a result, the ship was found in a fit technical condition.

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KORAL STAR
8863056 01/08/2000

Wakkanai, Japan

MRS

On 01/08/00 the fishing m/v Koral Star underwent a PSC inspection by the authorities of the port of Wakkanai in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Registers Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted.

KRASKINO
8906808 26/04/2000

Hachinohe, Japan

NKK

On 26/4/00, the fishing m/v Karskino underwent a PSC inspection by the authorities of the port of Hachinohe in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention was a non-conformity of the quantity of ship life-saving appliances to the number of persons on board. After the required number of passengers was signed-off, the ship was allowed to proceed to the sea. Those identified as liable were punished by the Shipowner following a formal investigation conducted.

KRASNOYE SORMOVO
7741081 21/02/2000

Hokkaido, Japan

MRS

The ship was detained due to absence of chart of Rumoi port. The occasional survey of the ship was carried out by Russian Maritime Register of Shipping at the port of Nakhodka on 19/03/00. The ship was found in fit condition, rectification of the deficiencies was confirmed, the validity of the Classification and Statutory Certificates was retained. An appropriate notification was issued to the Master and to the ship's owner.

KRYUKOVO
8721961 12/09/2000

Otaru, Japan

None

Taking into account the nature of the detainable deficiency detected by PSC as well as comments provided by the Shipowner, it was found possible to postpone the occasional survey of the ship stipulated by its detention until next periodical survey (dry-docking survey on 22/5/01).

LADOGA-17
7614666 22/09/2000

St. Malo, France

MRS

The ship was detained since the Cargo Ship Safety Construction Certificate was not accepted by PSCO. RS carried out the survey of the ship at the port of detention on 22/9/00. As a result, the ship was released the same day.

LEONID SOBOLYEV
8325925 03/02/2000

Thessaloniki, Greece

MRS

The ship was detained due to expiry of EPIRB servicing period and inability of the crew to start lifeboats engine. An appropriate unscheduled survey was carried out by RS at the port of Portbury, UK on 28/04/00 with satisfactory results. The ship's owner was notified concerning the subject failure.

LIFLYANDIYA
8729767 18/08/2000

Hokkaido, Japan

MRS

RS carried out the survey of the subject vessel at the port of Khomsk on 12/9/00. Rectification of the deficiencies of the closing devices of watertight doors and hatch covers was confirmed upon satisfactory results of the repairs carried out. The bulwark stanchions were welded. The fire box clip underwent a required maintenance. The mooring ropes were renewed, and charts provided as necessary. The validity of statutory certificates is retained.

MAKSIM MIKHAYLOV
7614379 21/09/2000

Port Botany, Australia

MRS

The vessel was laden with too many containers on the fore deck which resulted in a reduction of the bridge visibility (breach of SOLAS 74 v/22). An appropriate telephone conversation between RS and AMSA led to assurance that there was no need for class attendance. The ship was released after a re-inspection by PSCO.

MARAL
6417281 01/08/2000

Istanbul, Turkey

MRS

The ship was detained due to the absence of tide tables and 4 sets of line-throwing appliances on board the ship and due to the non-replacement of the flat primary batteries for two-way VHF radiotelephone. RS carried out occasional survey of the ship at the port of Novorossiysk on 25/8/00. The validity of statutory certificates was retained on the grounds of satisfactory results of the survey.

MATHIAS THESEN
7324778 04/07/2000

Bremerhaven, Germany

None

The ship was detained due to leakage from diesel oil tank No.37 into cargo hold No.4. RS carried out an occasional survey of the ship the same day. As a result, the International Load Line Certificate was withdrawn by the attending Surveyor. The deficiency was rectified on 27/7/00 at the port of Swinoujscie, Poland. Due dates for next occasional surveys of the vessel intended to check the rectification of some other minor deficiencies were fixed as October and November 2000.

MTK-0107
8330451 02/02/2000

Wakkanai, Japan

MRS

The ship was detained due to non-provided stern light. The occasional survey of the vessel was carried out by Russian maritime register of shipping on 17/03/00 at the port of detention in order to examine technical condition of the ship which was found fit. The appropriate note was made to the Master.

NADYM
7223390 10/04/2000

Hokkaido, Japan

MRS

The ship was detained due to the absence of a chart of the port of call. The crew rectified the detainable and all other minor deficiencies. RS has confirmed a fit technical condition of the ship at the port of Mysovoy on 19/09/00.

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NEVELSKIY 6417255 21/06/2000	Ishikari, Japan	MRS	<p>On 21/6/00, the fishing m/v Nevelskiy underwent a PSC inspection by the authorities of the port of Ishikari in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection.</p> <p>The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions.</p> <p>The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port.</p> <p>The reason for detaining the ship was insufficient care by the crew of the ships technical condition.</p> <p>Those identified as liable were punished by the Shipowner following a formal investigation conducted.</p>
OBRAZTSOVYY 7124544 01/02/2000	Wakkanai, Japan	Not determined	<p>The detention order was issued to the subject vessel due to deficiency stated as follows: "stern light - not turned on". The occasional survey of the ship in connection with this detention was carried out by Russian Maritime Register of Shipping on 17.3.2000 at the port of Wakkanai. The fit technical condition of the vessel was confirmed.</p>
OMSK 8884957 05/09/2000	Naoetsu, Japan	MRS	<p>On 5/9/00 at the port of Naoetsu, Japan, the m/v Omsk was inspected in accordance with the provisions of the Tokyo Memorandum of Understanding on Port State Control and detained due to violation of SOLAS 74, CH.5, R.20, that is, absence of chart of Naoetsu port onboard.</p> <p>The deficiency was rectified within one day and the vessel was allowed to proceed with its voyage. Upon the results of an official investigation, the Master of the vessel was punished by the Shipowner.</p> <p>To prevent such occurrences in future, Administrations of other vessels of the company were duly informed of the matter. In accordance with an official order, each Master of the Company has to receive special instructions from the Safety shipping department of the company before the voyage.</p>
OZERSK 7348815 22/09/2000	Rostock, Germany	MRS	<p>The vessel was detained due to violation of MARPOL 73/78 (Reg. 20, Annex I), when the crew were using water ballast tank No.23 as a sludge tank.</p> <p>RS carried out a survey of the ship at the port of detention. The ship was released after discharge of oily water.</p>
PARAMUSHIR 7205635 01/06/2000	Tomakomai, Japan	MRS	<p>The ship was detained due to the following deficiency: "watertight door of the bulkhead between the engine room and the propeller shaft room - does not operate".</p> <p>RS carried out an occasional survey of the subject vessel in order to check her technical condition at a first opportunity (at the port of Vanino on 14/6/00). A close-up survey of the above-mentioned watertight door showed that a crack in the choke bean of the intake line caused the air penetration to the hydraulic pipe which itself led to impossibility of opening the door automatically while inspecting the ship at Tomakomai on 1/6/00.</p> <p>However, the examination of ship's machinery logs showed that the last operational test of this particular door was successfully made by the crew on 25/5/00 in full accordance with the relevant technical instruction for the ship's equipment maintenance, i.e. automatically from the control stations and manually. No defects were found. The crew rectified the detainable deficiency within one hour following the PSC inspection.</p> <p>The detainable deficiency occurred as a result of a slight damage of the hydraulic piping, which took place within a week prior to the PSC inspection.</p>
PARAMUSHIR PERVYY 7929384 21/08/2000	Tohoku, Japan	MRS	<p>The ship was detained due to a deficiency stated as follows:- daylight signalling lamp not provided.</p> <p>RS carried out the survey of the ship at the port of Korsakov on 8/9/00.</p> <p>The daylight signalling lamp was found as available onboard in a working condition. The detainable deficiency occurred as a result of a crew's lack of preparedness to demonstrate the performance of relevant equipment during the PSC inspection.</p> <p>The load line marks were re-painted. The PS cradle of the life raft launching appliance has been refitted.</p>
PAVEL JABLOCHKOV 7612412 04/01/2000	Wakkanai, Japan	MRS	<p>On 4/1/00 the Pavel Yablochkov underwent a PSC inspection by the authorities of the port of Randers in accordance with the provisions of the Paris MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions.</p> <p>The reason for detaining the ship was insufficient care by the crew of the ship's technical condition and lack of preparedness of the crew to undergo PSC inspection. Those identified as liable were punished by the shipowner following a formal investigation conducted. To prevent such occurrences in future, this particular case was perused by the officers of the company's ships. The reason for detaining the ship was insufficient care by the crew of the ships technical condition.</p>
RAKITINO 7524469 27/01/2000	Hokkaido, Japan	MRS	<p>On 27/1/00 fishing vessel RAKITINO was inspected by port State control authorities of Hokkaidou port, Japan in accordance with provisions of memorandum on port State control in the Asia Pacific region.</p> <p>Upon the results of the inspection the vessel was detained. The grounds for the detention were not up to date navigation charts. This deficiencies and some others were rectified at the port of inspection by 6/2/00. Upon the results of official investigation the guilty crewmembers were reproved by the shipowners. Certificate of conformity was suspended till deficiencies would be eliminated in the company.</p>

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REZON-2 7037428 01/02/2000	Wakkanai, Japan	MRS	On 01/02/00 the fishing m/v Rezon-2 underwent a PSC inspection by the authorities of the port of Wakkanai port in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Registers Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ships technical condition. Following a formal investigation conducted, the master was signed-off the ship, the validity of the certificate of compliance was suspended and an occasional audit of the company's safety management system was carried out.
RUBINOVYY 8725826 24/08/2000	Kushiro, Japan	MRS	On 24/8/00, the fishing m/v Rubinovyy underwent a PSC inspection by the authorities of the port of Kushior in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted.
RYBAK 7645392 31/05/2000	Nemuro, Japan	MRS	On 31/05/00, the fishing m/v Rybak underwent a PSC inspection by the authorities of the port of Nemuro in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. Within the period ending 06/06/00, the significant deficiencies were rectified under the supervision of RS surveyors. Following the results of checking the rectification of these deficiencies by the PSCOs and Registers Surveyors, the detention was lifted and the ship left the port on 06/06/00. The reason for detaining the ship was insufficient care by the crew of the ships technical condition. As a result of a formal investigation conducted: the Chief Officer and Master were punished, the validity of the Certificate of Compliance was suspended and an unscheduled audit of the company's safety management system was carried out.
SAKHFRAKT-3 8826400 15/06/2000	Tohoku, Japan	MRS	The vessel was detained due to a missing tide table, list of lights and chart of the Sendai port. All these deficiencies were rectified by the crew. An occasional survey of the vessel was carried out by RS at the port of Chekhov, Russian Federation, on 24/8/00. During the survey no deficiencies were found, the vessel was found in a fit technical condition, the validity of ship's statutory certificates was retained. An appropriate notification of the Shipowner was made.
SAKHRAKHT-1 8941767 02/08/2000	Monbetsu, Japan	MRS	On 2/8/00, the fishing m/v Sakhfrakht-1 underwent a PSC inspection by the authorities of the port of Kushiro in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the shipowner following a formal investigation conducted.
SAVINSK 7741354 19/01/2000	Hokkaido, Japan	MRS	On 19/1/00, the fishing m/v Savinsk underwent a PSC inspection by the authorities of the port of Hokkaidou in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted, the validity of the Certificate of Compliance was suspended and an unscheduled audit of the Company's Safety Management System was carried out.
SAZHINSK 7831123 19/05/2000	Hokkaido, Japan	MRS	On 19/05/00, the fishing m/v Sazhinsk underwent a PSC inspection by the authorities of the port of Hokkaidou in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted.

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SDS-001
8728725 23/05/2000

Wakkanai, Japan

MRS

On 23/05/00, the fishing m/v DS-001 underwent a PSC inspection by the authorities of the port of Wakkanai in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Those identified as liable were punished by the Shipowner following a formal investigation conducted, the validity of the Certificate of Compliance was suspended and an unscheduled audit of the Company's Safety Management System was carried out.

SDS-206
9076832 25/04/2000

Monbetsu, Japan

MRS

On 25/04/00, the fishing m/v SDS-206 underwent a PSC inspection by the authorities of the port of Monbetsu in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Following a formal investigation conducted, the Master was signed off the vessel, the validity of the Certificate of Compliance was suspended and an unscheduled audit of the Company's Safety Management System was carried out.

SERGEY LEMESHEV
822587 22/02/2000

Ghent, Belgium

MRS

The ship was detained due to lack of preparedness of the crew to demonstrate the operable condition of the boat lifeboat engines. The deficiency occurred as a result of empty fuel tanks of the lifeboat engines.
The fit technical condition of the vessel was confirmed by RS after a survey was carried out at the port of St. Petersburg on 03/05/00. An appropriate notification was forwarded to the Shipowner.

SIBIRSKIY-2115
7911478 23/02/2000

Ishinomaki, Japan

MRS

On 22/2/00 the m/v Sibirskiy-2115 underwent a PSC inspection by the authorities of the port of Ishinomaki. The ship was detained as a result of this inspection. The grounds for the detention was absence of a large scale chart of the port of Ishinomaki. After the purchase of an appropriate chart the detention was lifted. The reason for detaining the ship was insufficient control over the set of charts by the Shipmaster.
The fact of the detention served as the grounds for initiating a formal investigation. Those identified as liable therefore were punished by the Shipowner. Other ships of the Company were informed of the issue.

SIBIRSKIY-2119
7911519 18/04/2000

Rumoi, Japan

MRS

On 18/04/00, the fishing m/v Sibirskiy-2119 underwent a PSC inspection by the authorities of the port of Rumoi in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The remaining deficiencies were rectified at ship repairing yards before 06/05/00. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Following a formal investigation conducted, those liable were punished by the Shipowner.

SIKHOTE-ALIN
7035808 06/03/2000

Rumoi, Japan

MRS

On 6/3/00, the fishing m/v Sikhote-Alin underwent a PSC inspection by the authorities of the port of Rumoi in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Registers Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Following a formal investigation conducted, those liable were punished by the Shipowner, the validity of the Certificate of Compliance was suspended and an occasional audit of the company's safety management system was carried out.

SVIR
8852033 13/04/2000

Bremen, Germany

MRS

The ship was detained due to non-operable condition of the audio stopper for OWS. The occasional survey of the vessel in connection with the detention was carried out by RS on 14/04/00 at the port of Bremen. New IOPP Certificate and Supplement were issued by RS Surveyor in accordance with the request of ship's owner. The action taken by the Surveyor was denied by PSCO but subsequently accepted by See- Berufsgenossenschaft Head Office as an appropriate corrective action.

TSEMDOLINA
8861058 17/02/2000

Thessaloniki, Greece

MRS

The ship was detained due to 2 pcs of distress flares missing on board. RS carried out occasional survey of the ship on 18/5/00. The rectification of the deficiency was confirmed, validity of statutory certificates was retained. RS undertook appropriate measures in respect of the Shipowner.

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TUMCHA 8418617 27/04/2000	Esbjerg, Denmark	MRS	The vessel was detained due to deficient fire pump. Grounds for detention occurred as a result of damage to the pump's rubber sealing. The ship was released after the rubber sealing was replaced by the crew. The pump was examined by Class Surveyor at a first opportunity - on 31/5/00. The pumps fit technical condition was confirmed after the survey. An appropriate notification of the Shipowner and necessary measures were undertaken by RS in order to prevent further occurrence of such operational deficiencies.
VASILY KALASHNIKOV 8002547 02/01/2000	Bremerhaven, Germany	MRS	The vessel was detained due to grounding occurred in River Weser, as stated by PSC, as a result of breakdown of the steering gear. Last class annual survey of the ship was carried out 9 days prior to the detention (on 22/12/99) at the port of Berwick, UK. The underwater survey of the vessel was carried out on 31/12/99 and 2/1/00 by the diver who confirmed the absence of any damage to the ship. The steering gear was tested on 2/1/00 in presence of attending class surveyor in an automatic mode as well as in the manual one; no defects were found, the fair condition of the subject equipment was confirmed. The breakdown of the steering gear and the subsequent grounding (to the opinion of the Register, based on the results of the survey and comments made by ship's chief officer) occurred as a result of a pilot's mistake.
VERKHOVINA 7642766 07/04/2000	Lisbon, Portugal	MRS	Rectification of the deficiencies was checked and general examination of the subject ship has been carried out by RS at the port of Kirkenes on 23/8/00. The validity of class and statutory certificates was retained. Appropriate measures were taken in order to notify the Shipowner concerning the necessity to maintain the vessel in full accordance with international standards.
VOLGO-BALT 138 8862791 03/10/2000	Sandefjord, Norway	8862791	The ship breached the requirements regarding its restricted area of navigation. A sailing permit for a single voyage from Sande to Kaliningrad has been issued by RS on 4/10/00.
VOLGO-BALT 193 8230302 25/07/2000	Hamburg, Germany	MRS	The detention occurred as a result of lack of preparedness of the crew to demonstrate the operable condition of the ships OWS equipment. Class surveyor attended the ship at the port of detention. Rectification of all the deficiencies was confirmed on 27/7/00. Appropriate notification of the Owner was made.
VOLOGDA 8923492 19/01/2000	Niigata, Japan	MRS	On 19/1/00, the fishing m/v VOLOGDA underwent a PSC inspection by the authorities of the port of Niigata in accordance with the provisions of the Tokyo MoU. The ship was detained as a result of this inspection. The grounds for the detention were cases of significant non-compliance of the ship with the requirements of international conventions. The deficiencies detected were rectified by the crew while loading the ship. Following the results of checking the rectification of these deficiencies by the PSCOs and Register's Surveyors, the detention was lifted and the ship left the port. The reason for detaining the ship was insufficient care by the crew of the ship's technical condition. Following a formal investigation conducted, those liable were punished by the Shipowner, the validity of the certificate of compliance was suspended and an occasional audit of the company's safety management system was carried out.

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ACCORD I 7710812 01/12/2000	Kandla, India	INSB	0220, 0220, 1550, 0920, 1275, 0910, 0720, 0725, 0635, 0910, 0730, 0725, 1499, 2110. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AGHIOS NICOLAOS 7533044 23/11/2000	Paranagua, Brazil	ABS	0220, 1499, 2330, 1799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AGIOS ANDREAS 6418390 14/05/2001	Parangua, Brazil	RINA	0725, 0112, 0110, 0120, 1675, 1599, 1410, 1420, 1740, 0740, 0610, 0610, 0610, 0610, 0650, 0625. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AGIOS FANOURIOS I 7435113 02/02/2000	Sète, France	RINA	0988, 0983, 1220, 0730, 0730, 0730, 0740, 1410, 0420, 0715, 0720, 0720, 0740, 0371, 2320, 1671, 0610, 1260, 0936, 0936, 0936, 0611, 0610, 2035, 0915, 1677, 1020, 0730, 2050, 1270, 1623/1651. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AGIOS FANOURIOS I 7435113 21/03/2000	Marina Di Carrara, Italy	RINA	0988, 0983, 1710, 0610, 0610, 0610, 0611, 1673, 0299, 1541, 1635, 1640, 0220, 0699, 0611. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AL WALEED 7386946 17/04/2002	Gioia Tauru, Italy	GL	0299, 1260, 0740, 0410, 0410, 0988, 1310, 1230, 0988, 0988, 0988, 0350, 0988, 1651, 0696, 0936, 0371. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALASKA 7435943 12/01/2000	Ribeira, Spain	RINA	0110, 0371, 1721, 0240, 0620, 0715, 0720, 0725, 0730, 1541, 1570, 0350, 0925, 0915, 0660, 0410, 1270, 1260, 0520, 0960, 1420, 0330, 0630, 0945, 0950, 2120, 1599, 1275. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALCOR 7233046 15/01/2001	Sète, France	BRS	0628, 1599, 0720, 0725, 1120, 1120. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALEUTIAN 8111398 07/11/2001	Houston, United States	ABS	0150, 0113. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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ALFADL 7109415 15/11/2001	Marina Di Carrara, Italy	INSB	1560, 0699, 0299, 0730, 0230. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALINA 7525683 27/08/2002	Iquique, Chile	RS	0111, 0983, 1220, 0988, 1240. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALKYON 6510253 16/08/2001	Brindisi, Italy	CRS	0221, 0250, 0610, 0620, 0666, 0710, 0720, 0735, 0799, 0915, 0930, 1220, 1220, 1250, 1299, 1551, 1560, 1575, 1620, 1651, 1799, 2330, 0820, 0820, 0830, 0936, 0936, 0910, 0745. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALMA 8000305 07/08/2000	Hamburg, Germany	NKK	0999, 1420, 1570, 1560, 1705, 1541, 0650, 0745, 0982, 1150, 0520, 0983. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ALPHA 6701034 20/11/2000	Teeside, United Kingdom	Not available	1560, 1570, 1655, 1240, 1240, 0745, 0745, 0745, 0745, 1270, 1275, 1230, 1541, 0599, 1240, 0690, 1551, 0955, 0680, 0730, 0740, 1286, 1299, 1299, 1420, 0730, 1170, 1170, 1671, 1651, 0956, 0310, 0330, 0599, 0940, 1275, 0985, 0985, 1671, 1651, 0982, 0982, 0985, 0985, 1440, 1275, 1275, 0599, 1250, 1260, 1260. A warning has been assigned to the owners and Master. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AMAZE 8878764 15/02/2000	Sète, France	INSB	0220, 0350, 0520, 0628, 0720, 0950, 0956, 0999, 1499, 1730, 0725. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ANCONA BRIDGE 7359797 20/03/2000	Valetta, Malta	RS	2000, 1499, 1499, 1299, 0936, 1270, 149, 0940, 0950, 1270, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ANDRIOS 7218216 27/04/2000	Mumbai, India	RINA	1730, 0610, 0720, 0740, 0799, 1830, 0799, 1750, 0699, 1550, 1575, 1560, 1570, 0699, 0630, 0672, 1541, 0320, 0220, 0230. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ANI 7371666 02/04/2000	Richards Bay, ZA	INSB	Tank top hold/shell plating, stiffeners, transverse b/head. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ANINE MALEEN 6518360 14/02/2002	Svolvaer, Norway	DNV	0938, 0100, 0221. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ARHAGELOS 7353602 12/11/2000	Lisbon, Portugal	PRS	1410, 1730, 1700, 1560, 1710, 1735, 0220, 0220, 1570, 0199, 0420, 1099, 0740, 0936, 0915, 1420, 0925, 1570, 1220, 1430, 0710, 0984, 2550, 1570, 1570, 1570, 2055, 0981, 0981, 0981, 0981, 0981, 0981, 0981, 1220, 1282, 0983, 0981. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AROLD 6506329 05/12/2002	Tilbury, United Kingdom	DNV	0230, 0660, 1280, 1270, 1560, 1410. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ASHA ASHIK 7803372 12/10/2002	Caen, France	LR	1705, 0956, 0330, 1540, 1440, 1499, 1410, 0310, 0730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ATHOS 7230290 06/12/2000	La Spezia, Italy	INSB	0220, 0220, 0399, 0610, 0611, 0630, 0650, 0695, 0695, 0611, 0715, 0725, 0735, 0745, 0745, 0745, 0745, 0925, 0956, 0950, 0920, 1160, 1270, 1275, 1275, 0310, 1420, 1541, 1560, 1570, 1570, 1570, 1570, 0260, 0199, 0695, 0696, 0699, 0920, 1160, 1160, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ATHOS 7230290 20/03/2001	Koper, Slovenia	INSB	0610, 0740, 0240, 0750. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AVEN 8604606 22/10/2001	Palermo, Italy	BV	1220, 1705, 1560, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AVIOR 7312397 04/07/2002	Sete, France	BRS	0117, 2055, 1620, 0745, 0730, 0955. This Administration confirms that all deficiencies have been rectified to its satisfaction.
AVON I 7103564 26/02/2001	Rotterdam, Netherlands	HRS	0150, 0140, 1705, 2550, 0910, 1570, 1540, 0610, 0735, 0950, 0910, 0730, 0940, 1720, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
BALKANSTAR 4 8857069 18/09/2001	Pescara, Italy	BRS	0920, 0695, 1560, 1710, 1699, 0725, 0730, 0730, 0983. A warning was assigned to the owners and Master. This Administration confirms that all deficiencies have been rectified to its satisfaction.
BLACKBIRD 6718142 21/02/2001	Hamburg, Germany	HRS	0371, 1560, 1570, 1299, 1420, 2099, 1735, 1799, 1470, 0745, 0715, 1410. This Administration confirms that all deficiencies have been rectified to its satisfaction.
BLIGH 4902426 08/11/2002	Waterford, Ireland	LR	0230, 0620, 0650, 0720, 0720, 0799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
BLUEBIRD 8027391 06/07/2000	Bremen, Germany	HRS	1730, 1745, 0150, 1220, 0110, 0660, 0650, 0135. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CAPTAIN SPYROS 7516711 03/01/2001	Liverpool, United Kingdom	RS	0221, 0221, 0222, 0628, 0630, 1560, 1570, 1551, 1680, 1710, 2041. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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CAPTAIN SPYROS 7516711 22/06/2001	Livorno, Italy	RS	1705, 1705, 2320, 0650, 0730, 0999, 1570, 1275. A warning and fine have been assigned to the owners. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CARAMBA 6609585 12/12/2000	Bergen, Norway	GL	Damage of main switchboard by fire. This Administration confirms that the main switchboard has been completely repaired.
CARIBE 8222410 24/04/2002	Pensacola, United States	RINA	0740, 1250, 0936. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CARIBE C 8222410 14/08/2001	Brownsville, United States	RINA	0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CARIBE C 8222410 06/10/2002	Cape Town, South Africa	RINA	Vessel overloaded. This Administration confirms that this deficiency has been rectified to its satisfaction.
CELINE M 7021845 21/02/2000	Piraeus, Greece	LRS	0720, 0630, 0725, 1685. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CEM ATLANTICO 7397024 13/05/2002	Setubal, Portugal	NKK	1710, 1705, 0720, 1570, 0745, 0950, 0920, 1099, 1430, 1420, 0799, 0999, 0330, 1440. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CEM COVER 7902934 08/09/2001	Brunsbüttel, Germany	NKK	0110, 0199, 1220. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CEM CUTTER 7355349 07/03/2001	Taranto, Italy	HRS	0720, 0999, 0330, 1570. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CEM RIVER 7204813 12/02/2002	Antwerp, Belgium	LR	0371, 0630, 0692, 1230, 0984, 0989, 0630, 1275, 1550, 0611, 1705, 0950, 0710, 0710, 1420, 1721, 0899. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CEMENTOR 8921963 23/11/2001	Manchester, United Kingdom	LRS	1730, 1710, 0740, 0720. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CETINA 7612838 13/07/2001	Croatia	CRS	0740, 0945. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CHUN XING 8403741 16/04/2001	Yokkaichi, Japan	CCS	1560, 1560, 1705, 1705, 1710, 2310, 1550, 0630, 2310. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CHUN XING 8403741 28/09/2001	Tokuyama, Japan	CCS	1560, 1570, 1550, 1699, 1680. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CIBONEY 7631626 29/03/2000	Kiel, Germany	PRS	1730, 1735, 1735, 1799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CIRRUS 6908864 17/05/2002	Pescara, Italy	RS	1550, 1551, 1570, 1570, 1570, 0630, 0720, 1310, 0660, 0745, 0299, 0299, 0620, 0740, 0730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
CIRRUS 6908864 07/08/2002	Koper, Slovenia	RS	0299, 1560, 1560. This Administration confirms that all deficiencies have been rectified to its satisfaction.
COSMOS 8872588 22/11/2000	Haifa, Israel	RS	1699, 0620, 0616, 0745, 0915, 0820, 0710, 0725, 0720, 0640/0660. This Administration confirms that all deficiencies have been rectified to its satisfaction.
COSTIS 7801570 01/03/2001	Setubal, Portugal	INSB	0222, 0250, 0399, 1705, 1560, 1570, 1540, 1575, 0155, 0650, 2010, 0510, 0720, 2055, 1290. This Administration confirms that all deficiencies have been rectified to its satisfaction.
DIMITRA 7311678 08/02/2000	Cartagena, Spain	LRS	0940, 0938, 0725, 0150. This Administration confirms that all deficiencies have been rectified to its satisfaction.
DUBAI SUCCESS 8220591 16/01/2001	Kochi, India	RS	1110, 1110, 0170, 0620, 0988, 0610, 1280, 1275, 0725, 0799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
DYNAMIC OIL 7501429 13/03/2001	Messina, Italy	HRS	1620, 1560, 0699, 0925, 1220, 0920, 0945. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EASTERN BRIGHT 7628423 27/03/2000	Singapore	CCS	0610, 0610, 0610, 0920, 0720, 1550, 1560, 1240, 1599, 1430, 1430, 1410, 1410, 1410, 1410, 1410, 0745, 1299, 1720, 1420, 1499, 0499, 0320. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EKTOR 7230290 02/10/2002	Setubal, Portugal	INSB	0113, 1635, 0223, 1115, 0221, 0221, 0221, 0250, 0399, 0399, 1560, 1570, 1540, 2035, 1710, 1705, 0220, 2040, 1560, 1570, 0660, 0695, 0950, 0613, 1730, 1310, 1440, 0520, 0510, 1651, 2040, 0915, 0611, 1721, 0750, 0799, 0695, 0735, 2015, 1410, 1410, 0520, 0950, 1430, 1430, 1420, 0740, 1430, 0820, 1430, 0945, 0520, 1575, 1060, 1460, 0740, 1410, 1430, 1430, 1410, 0510, 0999, 0190, 1099, 1060, 1721, 1499, 1010, 0810, 0221, 1540, 1540. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ELTANIN 7635397 17/07/2002	Mumbai, India	RS	0799, 0745, 1275, 1541, 0618, 0945, 0830, 0672, 1550, 0987, 0985, 0985, 0615, 0999, 1570, 1730, 1710. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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EMERALD 6912683 05/11/2001	Seville, Spain	INSB	0110, 0111, 0113, 0120, 0150, 0945. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EMERALD P 6912683 04/05/2000	Ashdod, Israel	RINA	0611, 0680, 0320, 0330, 0371, 0745, 0350, 0915, 0950, 0950, 1499, 0725, 1621, 0955, 1570, 0745, 0981, 1070, 1651, 0725. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EMERALD P 6912683 14/05/2001	Haifa, Israel	INSB	0111, 0810, 0810, 0820, 0745, 0950, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EMERALD P. 6912683 05/01/2001	La Spezia, Italy	INSB	0150, 0630, 0221, 0699, 0740, 0925, 1541, 1560, 1570, 1550, 1680, 1710, 1740, 0330, 0399, 0410. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EMERALD P. 6912683 28/09/2001	Alicante, Spain	INSB	0740, 0830, 1260, 1260, 1623, 1651, 1671, 1671, 1677, 1677, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EPIC STAR 7410888 30/05/2000	New Haven, United States	LRS	0330, 0610, 0610, 1730, 0725, 0600, 2025, 2020, 0700, 0945, 0720, bilge valves, 0720, 0945, 0950, 0500, 0500, 0945, 1420, 0660. Fine US\$1000. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EPIC STAR 7410888 14/07/2000	New Orleans, United States	LRS	0310, 0340, 0430, 0300, 0936, 0945, 0740, 1420, 2000, 1499, 0330, 0950. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EUROCARRIER 7359826 18/09/2000	Brindisi, Italy	RS	0640, 1671, 0611, 0611, 0610, 0670. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EUROMED 8858764 26/10/2002	Rostov, Russian Federation	INSB	0610, 0740, 0930, 0190, 0650, 0660, 0690, 0899, 0910, 0999, 1330, 1540, 1560, 1699, 2010, 2020, 2025. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EVA 7421124 21/11/2000	Elefsis, Greece	INSB	1560, 1575, 1671, 0915, 0650, 0310, 0371, 0650, 1499, 0730, 2099, 0988, 1310, 1220, 0999, 1440, 1799, 1710, 1799. Fine \$500. This Administration confirms that all deficiencies have been rectified to its satisfaction. A warning and a fine have been assigned to the owners/managers.
EVA 7421124 11/12/2000	Barcelona, Spain	INSB	0720, 0999, 0745, 0669, 1270, 1710, 0740, 0635, 0615, 0620. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EVA 7421124 22/08/2002	Alicante, Spain	INSB	0222, 0630, 0669, 0983, 0988, 0720, 1260, 1560, 1655, 2530, 2550, 2555. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EVANGELINE 7402984 16/10/2001	Tuticorin, India	RINA	0110, 1540, 1799, 1799, 1730, 1635, 0725, 1599, 0799, 0680, 0610, 0630, 0680, 0945, 0720, 0745, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.
EVDOKIA EXPRESS 7411600 11/01/2000	Sète, France	LRS	1120 (wrong Masters calc.) Master did not present a satisfactory calculation - vessel was released after presentation of satisfactory figures.
FARID F 7203663 11/08/2001	Fremantle, Australia	RINA	1260, 0799, 0799, 0611, 0330. This Administration confirms that all deficiencies have been rectified to its satisfaction.
FCC PROSPERITY 7917006 14/03/2001	Shimizu, Japan	CCS	1810, 1705, 1570, 1551, 1575, 0745, 0730, 0945, 1286, 1250, 1671, 0699, 0630, 0799, 1286, 0936, 0695, 0695, 0695, 0190. This Administration confirms that all deficiencies have been rectified to its satisfaction.
FENGSHUN 8 8857057 12/04/2001	Ulsan, Republic of Korea	CCS	1275, 1710, 0613, 1560, 1570, 0692, 1499, 0930. This Administration confirms that all deficiencies have been rectified to its satisfaction.
FENGSHUN 8 8857057 11/10/2001	Chiba, Japan	CCS	1270, 1270, 1220, 1550, 0685, 0683, 0735, 1270. This Administration confirms that all deficiencies have been rectified to its satisfaction.
FRANCOISE 7512521 21/06/2000	Brest, France	ABS	Due to grounding causing hull damage. This Administration confirms that all deficiencies pertaining to hull damage have been rectified to its satisfaction.
FRANCOISE 7512521 13/07/2000	Teeside, United Kingdom	ABS	0745, 0745, 0745, 0745, 0113, 0680, 0650, 0680, 0955, 0740, 0735, 0735, 1275, 0899, 0945, 0945, 0936, 0150, 1550, 1530, 1270. This Administration confirms that all deficiencies have been rectified to its satisfaction.
FRANCOISE 7512521 21/03/2001	Brest, France	ABS	9800, 0750, 0740, 0745, 0745, 0750, 0750, 0899, 0750, 1699, 0240, 0910, 1020, 0330, 0910, 1050, 0799, 0725, 0710, 1710, 0725, 0820, 0915, 0999, 2310. A warning has been assigned to the owners and master. This Administration confirms that all deficiencies have been rectified to its satisfaction.
FRIENDSHIP ACE 7941966 20/07/2001	Thessaloniki, Greece	INSB	0730, 0611, 0611, 0640, 0650, 0650, 0730, 1671, 0620, 1570, 0620, 1115, 0650, 0610, 0650, 1550, 0675, 0725. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GENOVA BRIDGE 7637826 18/07/2002	Hamburg, Germany	RS	0830, 0720, 0520, 0520, 1699, 0999, 1286, 1286, 0982, 1330, 0981, 1799, 0799, 0950, 0830, 0899, 0330, 1795, 1721, 1760, 1799, 0745, 0830, 2510, 2550. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GERRY 7602704 12/02/2002	Ashdod, Israel	GL	0945, 2040, 1570, 1541, 1550, 0945, 0371, 0350, 0945, 0680, 1270, 0684, 0915, 0899, 0899, 0745. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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GERRY 602704 03/12/2002	Bourgas, Bulgaria	GL	1570, 0135, 2230, 1541, 0110, 0610, 0660, 1699, 1550. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GIOVANNA 7434145 28/05/2001	Aveiro & Lisbon, Portugal	RINA	1430, 1430, 1430, 0945, 0925, 1999, 2535, 1720. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GOLDEN SAILING 7532832 15/05/2001	Singapore	GL	0110, 0520, 0599, 0610, 0620, 0650, 0720, 1260, 1420, 1550, 1635, 1671, 1705, 1760, 0745, 2120. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GOLIATH 5133307 01/02/2002	Newcastle, United Kingdom	INSB	1570, 1570, 1570, 1570, 1620, 0660, 0985, 0650, 1275, 1270, 0615, 1282, 0221, 0230, 0830, 0669. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GOOD NEWS 8001787 30/05/2000	Aliveri, Greece	LRS	The MSM Certificate requires two GOC holders. Only the Master was found with a GOC. This Administration confirms that the deficiency has been rectified and the required number of GOC holders is now on board.
GOOD NEWS 8001787 20/08/2000	Vancouver, Canada	LRS	1240, 1240, 1150, 1160, 1330, 0910, 0955, 0730, 0899, 1582, 0740, 1299, 0915, 0940, 1240, 1282, 0950, 1250, 1570, 1541, 1680, 0650, 0940, 1230, 1580, 1230, 2045, 0910, 0910, 0520, 0745, 0430, 0960. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GOOSE BAY 7800198 26/04/2000	Merwehaven, Netherlands	NKK	1570, 1550, 0628, 0960, 0740, 0735, 0410, 1420, 1720, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
GOSPIC 7601619 28/03/2001	Leixoes, Portugal	CRS	1575, 1570, 0599, 0650, 1740, 2515. This Administration confirms that all deficiencies have been rectified to its satisfaction.
HAI MEN 9041722 18/09/2001	Tokyo, Japan	NKK	1730, 1721, 0799, 1560, 1705, 0222, 2320, 2330, 1220, 0630, 0611, 0730, 0221, 0221, 0720. This Administration confirms that all deficiencies have been rectified to its satisfaction.
HECTOR 7531448 04/07/2000	Gdansk, Poland	BV	1570, 1530, 2330, 2199, 1430, 1420, 1721, 1730, 1499. This Administration confirms that all deficiencies have been rectified to its satisfaction.
HUA XIN 8511809 15/03/2002	Hong Kong, China	CCS	0740, 0910, 0720, 0720, 0799, 0720, 1230, 0956, 0610, 0650, 1160. This Administration confirms that all deficiencies have been rectified to its satisfaction.
HUA XIN 8511809 04/04/2002	Tokyo, Japan	CCS	1282, 1710, 1551, 0910, 0610, 0611, 0745, 0745, 0221, 0223, 0982, 0982, 0988, 1230, 0982, 0988. This Administration confirms that all deficiencies have been rectified to its satisfaction.
HUMBOLDT CURRENT 7819943 23/07/2001	Los Angeles, United States	DNV	0720. This Administration confirms that all deficiencies have been rectified to its satisfaction.
HURACAN 7106657 13/10/2000	Las Palmas, Spain	RINA	1745, 1820, 0720, 0720, 0520, 0983, 0988. This Administration confirms that all deficiencies have been rectified to its satisfaction.
IPPOCRATIS 7235783 27/03/2000	Koper, Slovenia	INSB	0240, 0610, 0740, 1671, 0650, 0650, 1560, 1570. This administration confirms that all deficiencies have been rectified to its satisfaction. A WARNING was assigned to the Owners.
IPPOCRATIS 7235783 23/08/2000	Heraklion, Greece	INSB	0110, 0610, 0650, 0983, 1280, 1550, 1560, 1570, 1675, 1710, 2010. This Administration confirms that all deficiencies have been rectified to its satisfaction. A fine was assigned to the owners.
IRENE 8225216 07/03/2001	Antwerp, Belgium	RS	0371, 0611, 0899, 0956, 0899, 1220, 1275, 1275, 0730, 0745, 1399, 2320, 1250, 1299, 0899, 1275, 0899, 0730, 1240, 1299, 1250, 1299, 1250, 1275, 1275, 0899, 0110, 0150, 1710, 1705, 0899, 0696, 0620, 0950, 0899, 1150, 0945, 1560, 1575, 0715, 1270, 0945, 0899, 0899, 1310, 1250, 0899, 0710, 0745, 0899, 1745, 0899, 0630. This Administration confirms that all deficiencies have been rectified to its satisfaction.
IRENE 8225216 21/03/2002	Bremen, Germany	RS	1745. This Administration confirms that this deficiency has been rectified to its satisfaction.
IRENE EM 7433593 16/09/2002	Koper, Slovenia	BV	1541, 0985, 0985, 0988, 0610, 1275, 1275, 1275, 0985, 1275, 1275, 1275, 1275, 1275, 1275, 1320, 7282. This Administration confirms that all deficiencies have been rectified to its satisfaction.
J. BRIGHTER 7702803 10/01/2001	Belfast, United Kingdom	CCS	0630, 0630, 2540, 0630, 0610, 0630, 0628, 0611, 0611, 0611, 0745, 0725, 0988, 0660, 0330, 0945, 1575, 0630, 0725. This Administration confirms that all deficiencies have been rectified to its satisfaction.
JAMAL 7614692 18/10/2000	Seville, Spain	LRS	0615, 0635, 0616, 0616, 0674, 0660, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
JANE 8721002 04/10/2002	Chinhai, Republic of Korea	RS	0116, 0899, 1275, 0820, 0685, 0830. This Administration confirms that all deficiencies have been rectified to its satisfaction.
JENNY 7602716 27/03/2002	Koper, Slovenia	GL	0199, 0611, 1541, 0945, 1275, 0986, 1275, 1275, 1250, 1275, 1230, 1275, 0999, 1420. This Administration confirms that all deficiencies have been rectified to its satisfaction.
JENNY 7602716 10/10/2002	Haifa, Israel	GL	2555, 2555, 2555, 1210, 0810, 0810, 0320, 0820, 0520, 0320, 0810, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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JIAN JIE 7927362 13/08/2001	Hong Kong	NKK	1250, 1250, 1575, 0945, 0611, 1541, 0692, pyrotechnics, 1550, 1275, 0300, 0410, 1270, 1270, stiffeners. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
JIN SHENG 9130999 09/08/2002	Yokohama, Japan	CCS	1705, 1730, 1730, 0930, 0930, 2550, 2510. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
JOHANNA KATHRINA 7368293 09/04/2002	Las Palmas, Spain	BV	0910, 0988, 0988, 1299, 1310, 1420, 1560, 1570, 1721, 0899, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
JUL 7124403 18/04/2001	Lisbon, Portugal	RS	1705, 1560, 1560, 1570, 2040, 0650, 2055, 0420. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
JUL 7124403 01/02/2002	Hamburg, Germany	RS	0745, 0745, 0745, 0745, 0299, 0920, 0710, 1799, 0999, 0725, 1560, 1570, 1550, 1275, 1282, 1320, 0750, 0999, 0710, 0730, 0899, 0945. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
K. NICOLAS 7643423 30/08/2001	St. Petersburg, Russian Federation	TL	0956, 1705, 1115, 1590, 0735, 1680, 0669, 0674, 1540, 1550, 0616, 1460, 2120, 0330, 1430, 1721, 0695, 0110, 2330, 1550, 1541, 0628, 0730, 0611, 0611, 1310, 0520, 0735, 0620, 0710. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
K. NICOLAS 7643423 06/10/2002	Tyne, United Kingdom	TL	0984, 0985, 0745, 1275, 1000, 0660, 1275, 1275, 1275, 0999, 0613, 0630, 0720, 1560, 1570, 1699, 0399, 0945, 0745, 0985, 0985, 0613, 2399, 0399, 1270, 1275, 1540, 0720, 1299, 0799, 0399, 0310. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KALIMERA 8029600 11/01/2000	Piraeus, Greece	BV	1430, 1420, 0745, 0725, 1560, 1655, 0715, 2015. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KAMAL 6705224 24/10/2002	Aalborg, Denmark	DNV	0220, 0150, 0240, 0220, 0399. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KLIS 7127912 13/12/2001	Koper, Slovenia	CRS	0740, 0910, 0610, 0950, 1430, 1420, 0945, 1320, 0640, 1570, 1530. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KOMET 7604843 10/05/2002	Seaham, United Kingdom	RS	0986, 1621, 0230, 0221, 0730, 1560, 1250, 1550, 0981, 1282, 0330, 0430, 0956, 1570, 1230, 0745, 0635, 0615, 1250, 0982. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KORO 7029421 16/08/2000	Valletta, Malta	RINA	0940, 0940, 0700, 0420, 1750, 0197, 0116, 1282, 1282, 1280, 1282, 0700, 1299, 0950, 1499, 1499, 0610, 0610, 0695, 0810, 1745. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KRAS 7433608 03/01/2000	Gdynia, Poland	LRS	0740, 0745, 1275, 0910, 1499, 0745, 1430, 0910, 0936, 0945, 0945, 1420, 1460. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KRAS 7433608 12/09/2001	New Orleans, United States	LRS	2299, 1499, 0720, 1499, 1499, 1499, 1499, 1499, 1499, 1499, 1499, 2110, 2199, 1499, 1730, 2550, 2510, 1470, 1499, 1499. This administration confirms that all deficiencies have been rectified to its satisfaction.		
KRAS 7433608 24/10/2001	New Orleans, United States	LRS	1730, 1410, 1410, 0936, 1499, 1430, 1430, 0999, 1250, 1499. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
KRISTINE 8031122 14/04/2002	Lake Charles, United States	RS	0630, 0630, 0910, 0950, 0650, 0350, 1560, 0610. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LADY 7411583 02/04/2002	Sete, France	LR	0221, 0222, 1560, 1560, 1560, 1560, 1570, 1570, 0690, 0611, 0611, 0611, 0520, 1275, 0740, 0260, 0925, 0956, 1680. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LADY CLEOPATRA 7366025 17/10/2001	Rouen, France	LRS	0380, 0820, 1275, 1575, draft, 0735, 1541, 1560, 0410, 0410, 0925, 0810. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LAGUNA 7703699 24/05/2001	Szczecin, Poland	GL	1710, 0920, 1705, 0620, 1270, 0925, 0925, 1099, 0616, 0945. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LAGUNA 7703699 02/07/2002	Aabenraa, Denmark	GL	255. This Administration confirms that the deficiency has been rectified to its satisfaction.		
LAKHTA 7335870 22/05/2001	Goole, United Kingdom	RS	1651, 1250, 1250, 0610, 1677. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LAKHTA 7335870 18/06/2002	St. Petersburg, Russian Federation	RS	1550, 0986, 0740, 1560, 1570, 0695, 0640, 2330, 1710, 1705, 0221. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LEPETANE 8126367 13/06/2002	Hamburg, Germany	BV	0111, 2555, 0915, 1541, 2320. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LIBRA 8906535 27/09/2000	Novorossiysk, Russian Federation	LRS	2550, 2550, 0830, 0745, 0350, 1430, 1420, 1020, 0650, 0610, 0730. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LIBRA 8906535 14/07/2001	Bell Bay, Australia	LRS	0740, 0630, 0630, 0684, 0610, 0628, 2041, 1740. This Administration confirms that all deficiencies have been rectified to its satisfaction.		

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LILLY 7018628 02/10/2002	Shoreham, United Kingdom	BV	0120, 0150, 1651, 1699, 1671, 1699, 0930, 1560, 0640, 0690, 0960, 0720, 0650, 0680, 1240, 0999, 1410, 0399, 0745, 0981. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LIME 8857954 23/08/2002	Alexandroupolis, Greece	BRS	0110, 0111, 0113, 0120, 0150. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LINA 7622766 28/03/2002	New Orleans, United States	LRS	2020, 0720, 2525, 0720, 1150, 1270, 0983, 0983. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
LINK TRADER 8003864 19/03/2001	Fowey, United Kingdom	RINA	1115, 1115, 1115, 1115, 1230, 1230, 0745, 0960, 0745, 0745, 0950, 0799, 0799, 0950, 1070, 1430, 1430, 1410, 1430, 1430, 0111. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MAAIKE 7702554 03/04/2000	St. Malo, France	DNV	0330, 0340, 0350, 0399, 0520, 0610, 0675, 0711, 0960, 1550, 1510, 1420, 1440, 1499, 1430. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MAJED M 7618533 27/01/2000	Mormugao, India	NKK	0610, 1550, 1299, 1270, 0720, 1570, 0699, 0956, 1275, 1260, 1299, 0699, 0725, 2110, 0999, 0999, 1499, 0799. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MAJED M 7618533 21/11/2000	Mumbai, India	NKK	0230, 0799, 0740, 0650, 1275, 1570, 1560, 1635, 1550, 1677, 1575, 0680, 0610, 0610, 0630, 0920, 1270, 0915, 0299/0699, 1730, 1735/1440, 1499. This Administration confirms that all deficiencies have been rectified to its satisfaction. A fine has been assigned to the owners following a first warning.		
MANYA 6715281 02/02/2000	Goole, United Kingdom	GL	0113, 1671, 1275, 0956, 1460, 1710, 1550, 0599, 1705. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MAPLE 7427142 21/02/2002	Lisbon, Portugal	RINA	0620, 1560, 1570, 1740, 1745, 0735, 2550. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MARI 7102493 05/02/2002	Antalya, Turkey	INSB	0599, 1310, 1220, 2120, 0190, 1540, 1570, 1599, 0925, 1650, 1671, 1625, 0690, 0735, 0610, 0920, 1420, 1020, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MARI 7102493 04/04/2002	Carboneras, Spain	INSB	2015, 2020, 2025, 1320, 1560, 1250, 0930, 0710, 0745, 0310, 1270, 1270, 0936, 0936, 0950, 0936, 1250, 0310, 1570, 0983, 0982, 0999, 0999, 0610, 1510, 0940, 0940, 0985. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MARIA L 7942441 12/10/2001	Taranto, Italy	GL	2020, 0725, 1721, 0610, 1570, 0725. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MARIBOR 7512741 12/07/2000	Chennai, India	CRS	0220, 0220, 0230, 0220, 0220, 0956, 1570, 2055, 0520, 0988, 0745, 0950, 0371. A new MSM has been issued by this Administration rectifying the deficiencies concerning the Licences of Competence, all other deficiencies have also been corrected.		
MED PRINCESS 8607567 20/03/2001	Augusta, Italy	LRS	1220, 0650, 1310, 0920, 0956, 0956, 0240, 0950, 0650, 1570, 0310, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MELODY 6719976 22/01/2000	Sète, France	HRS	1710, 0720, 0730, 1430, 0745, 0740, 1299, 0710, 0710, 1650, 0220, 1270, 2055. Warning and fine assigned to Owners. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MELODY 6719976 11/04/2001	Brindisi, Italy	HRS	0820, 0830, 0899, 0730, 0180, 1220, 0150, 1710, 0220, 1635, 0730, 0730, 1560, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MELODY 6719976 07/05/2001	Brindisi, Italy	HRS	0220, 0150, 0999. A warning and a fine were assigned to the owners. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MELODY 6719976 29/01/2002	Bari, Italy	HRS	2010, 0945, 1677, 0915, 0745, 0615, 1705, 1710, 0199, 1220, 1310. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MERAG 6600802 17/10/2002	Koper, Slovenia	CRS	0985, 0745, 0745, 1270, 1270, 0985, 1275, 1260, 1275, 0985, 1282, 1260, 1275, 0945, 1430, 1420, 1440, 0945. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MOLAT 7601621 27/07/2000	South Shields, United Kingdom	CRS	1560, 1575, 0745, 0899, 0745, 0915, 1275, 1240, 1275, 0899, 1275, 1240, 0710. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MONARCH 8109113 30/08/2002	Vancouver, Canada	LRS	SOLAS, Section 19 - Traverse frames #2 topside tanks P&S Corrosion, wash bulkheads top side tanks 2 P&S cracked. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
MULTI COASTER 7615610 09/08/2002	Naples, Italy	RS	0730, 0730, 2320, 0730, 0725, 0620, 0663, 0650, 1275, 1275. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
NADA I 7305617 16/09/2002	Nemrut, Turkey	INSB	0745, 1730, 1420, 1575, 0620, 1560, 11570, 0730, 0610, 0220. This Administration confirms that all deficiencies have been rectified to its satisfaction.		
NADA II 7507605 06/11/2001	Aveiro, Portugal	LRS	1710, 1705, 1705, 2055, 1115, 1560, 1560, 0223, 1540, 0920, 0650, 1430, 1460, 1099, 0720, 1575, 0695, 0695. This Administration confirms that all deficiencies have been rectified to its satisfaction.		

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NADA III 7507605 23/02/2000	Rouen, France	LRS	1540, 1580, 0910, 1420. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NATOL 7703754 09/02/2000	Setubal, Portugal	RS	9900, 0720, 1560, 1590, 1590, 0670, 0925, 0650, 0999, 0610, 0720, 1970, 1730, 1799, 0410. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NATOL 7703754 03/10/2000	Amsterdam, Netherlands	None	1705, 1710, 0695, 0299, 1560, 1570, 0690, 1540, 0430, 1671, 0371, 0510, 1250, 1299, 0410, 0999, 0982, 0899, 0720, 0420, 0820, 0520, 1299, 0745. Fine US\$1000. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NESTOR C 7739985 21/03/2000	Bremen, Germany	LRS	0945, 1240, 1240, 1230, 1299, 2199, 2550, 0999, 1730, 1745, 0830, 0820, 1721, 1799. This administration confirms that all deficiencies have been rectified to its satisfaction.
NESTOR C 7739985 25/10/2001	Buenos Aires, Argentina	LRS	0915, 1710, 0116, NAVTEX, 1560, 2510, 0945, 1270, 1250, 0830, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NIN 7705506 10/01/2000	Dublin, Ireland	CRS	0630, 0610, 0611, 0745, 1410, 1590, 0116, 0650, 0650, 0745, 0955, 0710, 1282, 1260, 0660, 0715, 1286. This Administration confirms that all deficiencies have been rectified to its satisfaction. Please note that the vessel was deleted from this Registry on 19/1/00.
NORA 7024421 25/05/2000	Viana Do Castelo, Portugal	RINA	1560, 1560, 1570, 0690, 0610, 0610, 0310, 1745, 0330. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NORSTONE 7024421 08/02/2000	Ashdod, Israel	RINA	0611, 0611, 0371, 0370, 0745, 0740, 0725, 0740, 0915, 1270, 0350. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NORTRA 6609585 21/05/2001	Kolding, Denmark	GL	0740, 1730, 2110, 0725, 0950, 0945, 0620, 0620, 1705, 1250, 1250, 1270, 2240, 0520, 2110, 0899, 0899, 0899, 2330, 0199, 1721, 1250, 0950, 0745, 1420. This Administration confirms that all deficiencies have been rectified to its satisfaction.
NTINA KATERINA 7378896 04/01/2000	Piraeus, Greece	LRS	1685, 0610, 1160, 1420, 0830, 0830, 1250, ESP, 1250, 0650, 0950, 0945, 0950, 1420, 1160/0199, 0330, 1270, 0371, 0190, 1720, 1710, 0830, ISM. This administration confirms that all deficiencies have been rectified to its satisfaction.
OCEAN PRIDE 7603435 31/07/2000	Mumbai, India	NKK	0190, 0190, 0190, 2055, 2055, 0190, 0190, 1560/1570, 0520, 0520, 0650, 0650, 1275, 0610, 0610, 0610, 1320, 0610, 0610, 0630, 0610, winchbrake, 0610, 0660, 0330, 0910, 0610, 1250, 1275, 1275, 1275, 0950, 1275, incinerator, 1420, 0740, 1286, 0740, 1270, 1270, 0650, 0945, deck generator, 2550, 0610. This Administration confirms that all deficiencies have been rectified to its satisfaction.
OGARAMBA DIUGWU 7636810 20/10/2000	Belfast, United Kingdom	RS	0613, 0620, 0199, 0669, 0669. This Administration confirms that all deficiencies have been rectified to its satisfaction.
OGARAMBA DIUGWU 7636810 29/05/2001	Baltimore, United States	RS	0830. This Administration confirms that the deficiency has been rectified to its satisfaction.
OGARAMBA DIUGWU 7636810 17/10/2001	Novorossiysk, Russian Federation	RS	1410, 0725, 0690, 0725, 1260, 1275, 1275, 0710. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ORCA 7221249 16/05/2002	Stavanger, Norway	BV	1410, 0221, 0730, 0615, 0663. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PAKRAC 7601633 27/11/2000	Bremen, Germany	CRS	1745, 1730, 1730, 1799, 1799, 0150, 1560, 0611, 0611, 2550. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PARTNER 7121712 14/03/2001	Iskenderun, Turkey	GL	1115, 0220, 0720, 0799, 1560, 1580, 0410, 1570, 1275, 0820, 0620. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PAVONIS 7341740 20/11/2000	Mumbai, India	RS	1220, 1655, 1250, 1275, 0950, 1250/0930, 1150, 0999, 0985/0999, 0740, 0650, 0660, 0671, 1671, 0240, 0611, 1675, 0920, 1560/1570, 0610, 1735. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PEARL FISH 8209468 04/12/2000	Mossel Bay, RSA	BV	0615, 0635. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PIGI K 7029029 10/04/2002	Ashdod, Israel	INSB	0740, 0930, 1705, 0220, 1575, 1705, 0680, 0199, 0920, 0611, 1399, 0945, 0371, 0745, 0810, 0820, 0820, 1010, 0945, 0911, 0900, 0680, 1299, 0820, 0810, 0945, 0915. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PIRGOS 7118076 24/05/2001	Molfetta, Italy	LRS	1560, 0660. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PIRGOS 7118076 21/06/2001	La Spezia, Italy	LRS	0150, 1705, 1560, 1570, 1570, 0611, 0630, 0630. A warning was assigned to the owners and Master. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PIRGOS 7118076 13/09/2002	Lisbon, Portugal	LRS	1560, 1570, 1570, 1540, 1680, 0686, 0669, 0330, 0950, 1160, 1199, 0981, 1399, 1320, 1240, 1430, 1705, 0715, 1430, 1730, 0950, 2550, 2515, 2535, 1115, 0695 - Fine US\$ 800.00. This Administration confirms that all deficiencies have been rectified to its satisfaction.
PIRGOS 7118076 06/11/2002	La Spezia, Italy	LRS	1310, 0110, 1115, 0221, 1705, 0695, 0696, 0260, 1570, 2955, 2599, 1560, 1560, 1570, 0925, 0730, 0611, 0956, 0936, 0330, 0350, 0745, 0745, 0745, 0730. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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RICKBANK 7531228 18/12/2001	Rotterdam, Netherlands	ABS	0999,1199, 1705, 1550, 0610, 0610, 0725, 1720, 1499, 1499, 2550, 0820. This Administration confirms that all deficiencies have been rectified to its satisfaction.
RISTO 7130086 23/10/2001	La Spezia, Italy	RS	1560, 1570, 1570, 1570, 1310, 1705, 0221, 0730, 0695, 0299. This Administration confirms that all deficiencies have been rectified to its satisfaction.
RISTO 7130086 27/01/2002	Ashdod, Israel	RS	0725, 0199, 1670, 1560, 1655, 0640/0690, 0640, 0371, 1280, 1270, 0610/0611, 0910/0745, 0680, 1550, 0945, 1040, 0399, 0915. This Administration confirms that all deficiencies have been rectified to its satisfaction.
RONY 7716725 16/11/2000	Hamburg, Germany	BV	1570, 1560, 0710, 0599, 1240, 1270, 0660, 0925, 1270, 1499, 0330, 0915, 2399, 0745, 0899, 0799, 0799, 0950, 0370,0371, 0330, 0299, 0299, 2330, 0710, 0710, 0710, 0340, 0988, 0620, 0620, 1799, 0988, 0983, 0899, 1220, 0730, 0730, 0150, 0950, 0950, 0950, 0520, 0950, 0399, 0745, 0950, 1420, 0999, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ROYAL COOLER 7815088 29/01/2002	Hamburg, Germany	NKK	1540, 0299, 1282, 1310, 0628, 1330, 1420, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ROYAL REEFER 7814072 27/11/2000	Beverwyk, Netherlands	NKK	0430, 1721, 1570, 1550, 0730, 0610, 0630, 0945, 0745, 2120, 1310, 1330, 0950, 0970, 0750, 0745, 2055, 0410, 0985, 0910, 0660, 1420, 1430, 0910, 1730, 1720, 0830, 1410. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SAMARA 7523233 20/06/2000	Kochi, India	GL	0110, 0111, 0120, 0720, 0725, 1625, 1623, 0740, 0610, 1530, 0650, 0915. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SCORPION 6800086 30/06/2001	Marina/Carrara, Italy	INSB	0983, 0899, 0988, 0615, 1611, 1799, 0299, 0925, 1705, 2330, 1115, 1570, 1570, 1541, 1541, 0615, 0615, 1275, 1275. A warning has been assigned to the owners and Master. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA BRIGHT 7641073 17/10/2000	Chennai, India	LRS	1710, 1795, 0113, 0199, 0695, 1599, 1799, 1250, 0740, 1420, 2525. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA EAGLE S 7315258 02/12/2002	Rocheftort, France	INSB	0110, 0111, 0799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA LORD 5096614 04/05/2000	Rijeka, Croatia	INSB	0220, 0945, 0135, 1685, 1699, 1699, 1680, 1250, 1560, 1570, 1520. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA RESOURCE 7602912 18/11/2000	Sant' Antioco, Italy	NKK	1541, 1541, 1430, 1420, 1410, 1430, 1430, 2565, 2550, 0960. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA REY 7636872 03/06/2002	Bremen, Germany	LRS	1730, 1745, 1799, 1750, 1721. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA STAR 7516723 29/04/2002	Koper, Slovenia	INSB	1710, 0750, 1275, 1280, 1275, 1799, 1275, 1275, 1020, 0745, 0683, 1299. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA TIGER 6901775 22/05/2001	Aveiro, Portugal	INSB	0221, 0221, 0399, 0399, 0330, 0599,0660, 0615, 0616, 0740, 1430, 0945, 0950, 0988, 1060, 1150, 1220, 1330, 1530, 1541, 1570, 1560, 1570, 1570, 1655, 1730, 2110, 1570, 1420, 0399,1199. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA TIGER 6901775 28/06/2001	Marina/Carrara, Italy	INSB	0988, 0230, 0299, 0925, 1250, 1310, 0999, 0983, 1699, 1599, 0615, 0730, 0799, 0936. A warning and a fine have been assigned to the owners. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA TIGER 6901775 27/09/2001	Brindisi, Italy	INSB	0830, 0730, 0730, 0230, 0221, 0230. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEA TIGER 6901775 13/05/2002	Kalamata, Greece	INSB	1671, 1699, 1625, 1685, 1560, 2010, 0399, 0260, 0299, 0310, 1680, 1635, 1699. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEAFIGHTER 7367990 06/03/2002	Monfalcone, Italy	RINA	1710, 0610, 1470, 0260, 0660, 0663, 0650, 0610, 0221, 0945, 0695, 0221. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SEAWAVE 7942441 13/07/2000	Bremen, Germany	GL	1730, 1745, 1730, 1720, 1760, 0999, 1560, 1570, 0630. This Administration confirms that all deficiencies have been rectified to its satisfaction. A warning has been assigned to the owners and Master.
SHIRI 7714387 22/02/2000	Mumbai, India	BV	1560 1570, 0700, 0715, 0735, air vents, 0299, 0320, 0610, 0625, 1250, 1250, 1250, 1250, SCBA, 0625, 0300, poop crane, plating dents. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SHYAMLEE 7229667 15/05/2001	Ghent, Belgium	GL	1560, 1570, 0150, 1730, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SKANTIC 7358626 01/02/2000	Fredrikstad, Norway	BV	0938. Classification Society has issued Hull Survey Report valid to 15/4/03. The safety of the vessel was not affected.
SPENCER 7644063 09/10/2002	Gdansk, Poland	RS	0910, 1730, 1745, 1499, 0950, 1420, 1570, 2041, 1530, 1541, 0650, 0610, 0371, 0420, 0330, 1150, 0988. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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STATHIS G 7405065 23/01/2002	Marina di Carrara, Italy	DNV	1560, 0740, 0699, 9900, 1705, 0730, 0618, 0615. This Administration confirms that all deficiencies have been rectified to its satisfaction.
STEMO 7902623 24/05/2001	Bilbao, Spain	LRS	0350, 0410, 0695, 0696, 0730, 0820, 0999, 1420, 1575, 1541, 1635, 1721, 1570, 0982, 1230. This Administration confirms that all deficiencies have been rectified to its satisfaction.
STEMO 7902623 19/09/2001	St. Malo, France	LRS	1410, 1310, 1430, 0945, 1541, 0999, 1550, 1420, 1560, 1575, 0745, 0520, 0745, 0672, 1199, 0810, 0699, 1320. A warning was assigned to the owners and Master. This Administration confirms that all deficiencies have been rectified to its satisfaction.
STEMO 7902623 03/04/2002	Antwerp, Belgium	LRS	0610, 0630, 0684, 1275, 0221, 0630, 1611, 1710, 0630, 0611, 1560, 1541, 0720, 2320, 0745, 0745, 0735, 1799, 0740, 0950, 0715, 1740, 1745, 0945, 0520, 1420, 1899, 0199, SOPEP. This Administration confirms that all deficiencies have been rectified to its satisfaction.
STORM BAY 8307911 10/10/2002	Charleston, United States	DNV	0735, 0686, 2599, 1720, 1730, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SU TAI 7501273 04/06/2001	Tuticorin, India	NKK	0150, 0150, 1745, 1705, 1799, 0610, 0240, 0710/0740, 0830, 0740, 2110, 1020, 1799, 0330, 1020. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SUNVAZS 7709485 23/11/2001	Yosu, Republic of Korea	NKK	1280, 1280, 0370, 1270, 0745, 0720, 0915, 1599, 0430. This Administration confirms that all deficiencies have been rectified to its satisfaction.
SUPERBA 7118002 17/01/2001	Rotterdam, Netherlands	RINA	0117, 0221. This Administration confirms that the ISM deficiencies have been rectified to its satisfaction and the Officer's Certificates have been corrected.
SUSAN ANNE 7038111 26/05/2002	Ashdod, Israel	INSB	0680, 0680, 0611, 0725, 1440, 0945, 0720, 0945, 1282, 1299, 0820, 1430, 0371, 0680, 0720, 1010. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TAI LONG 9051674 05/06/2001	Hong Kong	CCS	0199, 1705, 1705, 2025, 2120, 1560, 1541, 1575, 1275, 0720, 2010, 2050, 0630, 0650, 1275, 0610, 0680, 1270, 0611, 0660, 1275. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TAI ZHONG 8130227 19/04/2002	Shimizu, Japan	NKK	0211, 0211, 0615, 0635, 0635, 1550, 1560, 1671. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TAMA 7833028 14/02/2001	Ashdod, Israel	RS	1170, 0371, 0371, 0745, 0371. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TAMA 7833028 14/05/2001	Gioia Tauro, Italy	RS	0699, 0690, 1410, 1430, 1270, 0988, 1270, 0610, 0950, 0330, 0410, 0399. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TAMAR 7302823 06/11/2000	Taranto, Italy	HRS	0150, 0113, 0925, 0999, 0660, 0720, 0520, 1420, 0830, 0899, 0710, 1745, 0720, 0988. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TAMAR 7302823 13/04/2001	Ghent, Belgium	HRS	0940, 0940, 0945, 1420, 1299, 0999, 1730, 2530, 0725, 0950, 0730, 1275, 0799, 1420, 0610, 0150, 0113, 1551, 0720, 0628, 0399, 0660, 1420. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TEKLIBKA 7320382 22/04/2002	Niigata, Japan	RS	0221, 0222, 0983, 1410, 0735, 0735, 0799, 0799, 0750, 0950, 0983, 1230, 1240, 1270, 0999, 0695, 0735. This Administration confirms that all deficiencies have been rectified to its satisfaction.
THEODOR 7804390 11/02/2002	Houston, United States	DNV	1540, 1730. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TITAN 8117146 04/02/2002	Hamburg, Germany	ABS	0725, 0745, 1299, 1560, 0899, 0650, 1330, 0950, 0984, 0899, 0150, 0150, 0150, 1799, 0988, 1320, 1220, 0799, 0799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TOWING WIZARD 6928864 08/12/2000	Hull, United Kingdom	LRS	1541, 1599, 0740, 1677, 1275, 1655, 1623, 0650, 2035, 1685. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TRADER 7008635 23/07/2001	Elefsis, Greece	INSB	0199, 0110, 0120, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TRADER 7008635 10/05/2002	Brindisi, Italy	INSB	1635, 1120, 1120, 1710, 1799, 0696, 0221, 0221, 0221, 0223, 0982, 0985, 0950, 0950, 1850, 0730, 0730, 0730, 0680, 0730, 1270, 1230, 1250, 1671, 0650, 1570, 1560, 0999, 0999, 0999, 0650, 0650, 1310, 1399, 1230. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TRAMP 7604834 08/02/2002	Seaham, United Kingdom	RS	1282, 1240, 0740, 0982, 1270, 0999, 0945, 0135. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TRAMP 7604831 05/04/2002	Southampton, United Kingdom	RS	0740. This Administration confirms that this deficiency has been rectified to its satisfaction.
TRAMP 7604831 03/10/2002	Antwerp, Belgium	RS	1560, 0615, 0956, 0635, 0199, 0735, 1730, 2510, 0371. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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TRI STAR 7703247 20/10/2000	Seaham, United Kingdom	BV	1570, 2025, 1275, 0745, 0745, 0745, 0730, 0650, 0650, 0220, 1671, 1671, 0673, 1685. This Administration confirms that all deficiencies have been rectified to its satisfaction.
TZEFIL 7235783 13/11/2001	Mersin, Turkey	INSB	1635, 0250, 0199, 1699, 0610, 2055, 1240, 1250, 0730, 1570, 1575. This Administration confirms that all deficiencies have been rectified to its satisfaction.
UNION LUCKY 7512703 18/04/2000	Kawasaki, Japan	CCS	1730, 1599, 0611, 0611, 0610, 0699, 0630, 1275. This Administration confirms that all deficiencies have been rectified to its satisfaction.
UNITY V 7007306 12/02/2001	Brindisi, Italy	HRS	1710, 0110, 1120, 1120, 0220, 0220, 0936, 0740, 0660, 1570, 1560, 1655, 1670, 1551, 1675, 1541, 0610, 0730, 0730, 0730, 0611, 0611. A warning was assigned to the owners. This Administration confirms that all deficiencies have been rectified to its satisfaction.
UNITY V 7007306 13/02/2001	Brindisi, Italy		m/v Unity V was inspected by our accredited surveyor who found the vessel to be in a very bad condition. The owners have received a warning from this administration and been advised that the ship will be subject to a re-inspection in three months time. We have also contacted the class society and asked them to board the vessel and check that all deficiencies have been rectified accordingly. We will, of course, keep your authorities informed.
UNITY V 7007306 11/04/2002	Bari, Italy	HRS	0740, 1220, 0730, 1560, 1570, 1510, 1499, 0899, 0695, 0350, 1581, 0221, 0223, 1260, 2330, 0310, 0410, 0330, 1705, 0983, 1420, 0650, 2120, 1270. This Administration confirms that all deficiencies have been rectified to its satisfaction.
URI 9037111 19/06/2002	Mersin, Turkey	RS	0220, 1110, 1560, 1570, 1621, 2055. This Administration confirms that all deficiencies have been rectified to its satisfaction.
VICKY 8421561 09/04/2002	Koper, Slovenia	BV	0110, 0120, 0150, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction.
VICTORIYA 6395172 11/07/2000	Thessaloniki, Greece	BRS	0680, 0730, 0371, 0650, 0660, 1960. This Administration confirms that all deficiencies have been rectified to its satisfaction.
VIGO STONE 7320708 28/05/2001	Hamburg, Germany	RINA	0420, 0420, 0520, 0610, 0610, 0899, 1541, 1570, 2120, 0810, 0910, 1720, 1710, 0745, 0745, 0745, 0799. This Administration confirms that all deficiencies have been rectified to its satisfaction.
VIGSNES 7700544 16/06/2000	Rotterdam, Netherlands	DNV	1720, 0910, 0730, 0945, 0735, 1570, 1590, 2120, 0650, 0955, 0610, 0620, 0725, 0628, 0740, 0745, 0410, 0420, 0950, 2055, 0960, 0940, 1720, 1745, 1730, 1440, 2025, 0630. This Administration confirms that all deficiencies have been rectified to its satisfaction.
VIGSNES 7700544 16/01/2001	Aveiro, Portugal	DNV	0740, 0984, 0988, 0999. This Administration confirms that all deficiencies have been rectified to its satisfaction. The owners and Master have received a first warning.
VIGSNES 7700544 23/12/2001	Glomfjord, Norway	DNV	1410, 1420, 0320. This Administration confirms that all deficiencies have been rectified to its satisfaction.
VIRMA 7226122 24/01/2002	Lithuania	RS	Detained at 24/1/02 at Klaipeda. The ship was inspected in accordance with IMO Res. A.787(19) as amended. Detainable deficiency steering gear out of order. The ship was released on 25/1/02.
VIRMA 7226122 24/01/2002	Lithuania	RS	0936, 1560, 1570, 0135, 1170, 1710. This Administration confirms that all deficiencies have been rectified to its satisfaction.
WORLDBLINE 3 8323159 21/12/2000	Hong Kong	NKK	2330, 1560, 0610, 0190, 0610, 0650, 0720, 0620, 0611, 0945, 0300, 0500, 1440, 0330, 0740. This Administration confirms that all deficiencies have been rectified to its satisfaction.
WORLDBLINE 3 8323159 05/12/2002	Hong Kong, China	NKK	0221, 2025, 0720, 2041, 1710, 0199, 0940, 1541, 0920, 1542, 1699, 1721, 0820, 1440, 0820, 2599. This Administration confirms that all deficiencies have been rectified to its satisfaction.
YORDAN LUTIBRODSKI 8515532 18/05/2001	Loviisa, Finland	LRS	0370, 0410, 0420, 0710, 0710, 0745, 0920, 0956, 1710, 1710, 1799, 1420, 1699. This Administration confirms that all deficiencies have been rectified to its satisfaction.
YORDAN LUTIBRODSKI 8515532 24/10/2001	Ashdod, Israel	LRS	0199, 0110, 1199, 1560, 1570, 0611, 0745, 1270, 1275/0710, 0745, 1299, 1010, 0725, 0720, 0520, 0520, 1284, 0680, 0915, 0945, 0371. Fine \$500. A warning and a fine have been assigned to the owners. This Administration confirms that all deficiencies have been rectified to its satisfaction.
ZOIS 7614707 24/04/2001	Antwerp, Belgium	PRS	1710, 0230, 0399, 0399, 0222, 1705, 1560, 1570, 0660, 1550, 1260, 1671, 1541, 1510, 1541, 0650, 0725, 0725, 0799, 0799, 0680, 0635, 0616, 0715, 0745, 0730, 0745, 0410, 0740, 1430, 1721, 0740, 0370. This Administration confirms that all deficiencies have been rectified to its satisfaction.

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ALL GREEN 8216112 02/03/2000	Tokyo, Japan	BV	The vessel was detained on 2 March 2000 at Japan for deficiencies recorded during a PSC inspection. The vessel was released after Class Surveyor carried out the survey and limit her certificates validity until 30 April 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
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ALL GREEN 8216112 20/04/2000	Mizushima, Japan	BV	The vessel was detained on 20 April 2000 at Japan for deficiencies recorded during a PSC inspection. The vessel was allowed to sail to Vietnam for rectifying the deficiencies. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ALL GREEN 8216112 19/01/2001	Republic of Korea	BV	The vessel was detained on 19 Jan 01 due to difficulties in starting the diesel engine of the emergency fire pump in freezing temperature. The crew rectified the problem by heating up the engine. The vessel was released on 20 Jan 01. The company was instructed to take preventive measures and ensure that the vessel complies with mandatory rules and regulations. In view of its port State control record, the class society was requested to conduct a vertical service audit on the vessel in Feb '01. All deficiencies noted were rectified to the satisfaction of the class society when the vessel underwent dry-docking repairs in April '01. The vessel was additionally inspected by the flag State on 21 July '01.
ALPHA GAS 8910811 22/12/2000	China	NK	Flag State was not notified by the port state of this detention and came to know of it during routine monitoring of PSC inspection on Singapore vessels. The vessel was detained on 22/12/00 at Nanjing, China due to a lifeboat engine not being able to start and the emergency fire pump not being able to pump. The deficiencies were promptly rectified within a few hours to the satisfaction of the port State and the vessel released on the same day. Class and statutory survey reports were reviewed and the owner reminded to ensure that safety equipment on their vessels are regularly tested and maintained for ready use. The classification society was requested to pay particular attention to the vessel in future surveys and ISM verification audits.
AMAZON 8010453 18/05/2000	Australia	LRS	The vessel was detained on 18 May 2000 at Australia for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 23 May 2000. The Owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ANDHIKA ADHIDAYA 8708763 07/06/2001	Australia	NKK	The vessel was detained on 7/6/01 at Brisbane due to deck officers being unable to perform on line MF/HF DSC test call to shore station. When required by the port State to perform the DSC test call and obtain a response from Brisbane Radio, the crew was only able to obtain an answer back from Perth Radio. After a radio technician went onboard to reconfigure the radio frequencies, the crew had no problem obtaining a response from Brisbane Radio. The vessel was released on the same day and other deficiencies were promptly rectified before departure. The owner was instructed to take corrective action to ensure that all relevant officers on their vessels are conversant with the DSC test call and frequency setting procedure.
APL CHINA 9074389 08/09/2000	United States	ABS	The vessel was detained on 8 September 2000 at USA for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 8 September 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ASEAN EXPRESS 7425340 06/01/2000	Mumbai, India	NKK	The vessel was detained on 6 January 2000 at Thailand for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 16 January 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ASEAN EXPRESS 7425340 26/04/2001	India	NKK	Flag State was not notified of this detention and came to know from the classification society several months later. The vessel was detained on 26/4/01 at Chennai due to corroded platform of an accommodation ladder and the number of liferafts on board being not corresponding to the safety equipment certificate. All deficiencies were promptly rectified to the satisfaction of the port State. The owner was advised to analyze the deficiencies and take corrective and preventive actions to address their root causes directly. MPA flag State control had met the owner's management and inspected several of the company's vessels to ensure that they comply with mandatory rules and regulations, including the ISM code requirements.
ASEAN JOY 7603277 13/07/2001	India	NKK	The vessel was detained on 13/7/01 at Tuticorin due to numerous deficiencies relating to the ISM code, MAPOL Annex 1, fire-fighting appliances, general safety, load line items, cargo hold and hull structures. All deficiencies were rectified to the satisfaction of the class surveyor and the vessel was released on 31/7/01. A condition of class was imposed for the thickness determination of corroded areas in way of the cross deck and main deck plating to be held at the next docking survey, not later than 20/8/02. Some of the structural deficiencies raised by the port State were deemed to be in order by the class surveyor. MPA met the owner and the classification society to follow up on the poor condition of the vessel. MPA was informed of the action plan the owner would implement to ensure their vessels comply with mandatory rules and regulations. NK informed MPA that their audits would give special attention to the ISM code related deficiencies at the next company and shipboard periodical verification audits. MPA had to date inspected several of the owners vessels to verify their conditions and the effectiveness of the owners action plan.
ASEAN JUMBO 7522801 15/09/2000	Incheon, Republic of Korea	NKK	The vessel was detained on 15 September 2000 at China for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released on 27 September 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.

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ASEAN POWER 7419717 12/01/2000	Mumbai, India	NKK	The vessel was detained on 12 January 2000 at Mumbai, India for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 25 January 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ASEAN PREMIER 7607900 01/05/2000	Mumbai, India	NKK	The vessel was detained on 1 May 2000 at Mumbai, India for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 6 May 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ASIA EXPRESS 7818686 07/03/2000	Thailand	DNV	The vessel was detained on 7 March 2000 at Thailand for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 9 March 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
ASSETS ENERGY 8025032 31/03/2001	Australia	NKK	The vessel was detained on 31/3/01 at Port Hedland due to the engine room fire dampers being unable to be closed and the port lifeboat davit arms being corroded and holed. The deficiencies were rectified and the vessel released on the same day. The owner was contacted and advised to take preventive measures to address the root causes of the deficiencies directly. The vessel was closely monitored and subsequently inspected and detained under flag State control on 24/4/01 and made to rectify additional deficiencies. Flag state inspected the vessel again on 5/7/01. A meeting was held with the owner and classification society. The owner was directed to have the vessel surveyed by the classification society in accordance with the scope of renewal survey with respect to all statutory certificates and to rectify all deficiencies found. Following the decision of the owner to change its flag, the vessel was subsequently de-registered after completion of full surveys and repairs.
ASSETS VENTURE 8301230 21/06/2001	Australia	ABS	The vessel was detained on 22/6/01 at Port Hedland due to structural deficiencies in cargo holds and main deck plating, and wastage at engine room fire damper trunking. Temporary repairs were carried out at the port of Dampier to the satisfaction of the class surveyor. The vessel was released on 26/6/01 and sailed to a shipyard for permanent repairs and drydocking. A meeting was subsequently held with the owner and classification society. The owner was cautioned and directed to have the vessel surveyed by the classification society in accordance with the scope of renewal survey with respect to all statutory certificates and to rectify all deficiencies found. Full surveys and repairs, including premature special survey, were completed to the satisfaction of the classification society on 15/11/01. Flag State control is closely monitoring the vessel.
ASSETS VICTORY 8015532 24/10/2000	Australia	KR	The vessel was detained on 24/10/00 at Fremantle due to the hatchcovers of No.1 and No.2 cargo holds not being weathertight. The defects were surveyed by the classification society and conditions of class imposed for permanent repairs to be carried by next annual survey or 31 December 2000. The vessel was inspected and detained by the flag State on 15/11/00 and required to rectify additional deficiencies and the classification society carried out an occasional survey. The owner was cautioned to ensure the vessel is properly maintained at all times.
ASSETS VICTORY 8015532 31/07/2001	Australia	KR	The vessel was detained on 31/7/01 at Port Hedland due to structural deficiencies in No.1 cargo hold and excessive oil at the generator engine platform. The deficiencies were dealt with or temporarily repaired to the satisfaction of the class surveyor. The vessel was released on 2/8/01 with conditions of class due on 15/11/01. The vessel was inspected and detained by the flag State on 15/8/01. A meeting was subsequently held with the owner and classification society. The owner was cautioned and directed to have the vessel surveyed by the classification society in accordance with the scope of renewal survey with respect to all statutory certificates and to rectify all deficiencies found. Full surveys and repairs were completed to the satisfaction of the classification society on 10/9/01. Flag State control is closely monitoring the vessel.
CAPE AMERICA 8920517 25/04/2001	Denmark	ABS	The vessel was detained on 25/4/01 at Aabenraa due to incorrectly mounted liferaft hydrostatic release units, poor condition of lifeboat embarkation ladders, oily savealls in engine and steering gear rooms and inoperative lifeboat release mechanism. All deficiencies were rectified to the satisfaction of the class society and the vessel released on 28/4/01. Flag State was not notified of the detention but came to know of it during routine monitoring of fleet performance. The company was instructed, and had taken corrective and preventive actions to ensure that the vessel complies with mandatory rules and regulations.
CHIANGMAI NAVEE 7600940 10/04/2000	Netherlands	NKK	The vessel was detained on 10 April at Netherlands for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 16 April 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.

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CHINA PROSPERITY 8420593 11/09/2001	Denmark	LRS	The vessel was detained on 11/09/01 at Aabenraa (Ensted) due to deficiencies relating to lifeboat embarkation ladders, life raft hydrostatic release, oily mixture on purifier room tank top, engine room emergency exit door, and emergency lighting. All deficiencies were rectified to the satisfaction of the class surveyor and port State. The vessel was released on 13/9/01. The owner was instructed to analyze the deficiencies and review their safety management system, and to take necessary steps to directly address the root cause of the deficiencies in order to ensure that the vessel complies with mandatory rules and regulations. The owner had submitted their internal audit and management review reports to MPA and further guidance was given to the company to improve the management skills on board. MPA is closely monitoring the performance of the company's vessels.
CO-OP PARTNER 8716320 31/08/2000	Bunbury, Australia	NKK	The vessel was detained on 31 August 2000 at Bunbury, Australia for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 1 September 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
COS ANGEL 8025458 12/10/2000	Dampier, Australia	CCS	The vessel was detained on 12 October 2000 at Dampier, Australia for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 12 October 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
CSK GRANDEUR 9182734 23/01/2003	Rotterdam, Netherlands	ABS	The vessel was detained at Rotterdam on 23 January 2003 allegedly due to lifeboats not being launched for more than three months and failing to correctly demonstrate an abandon ship drill. The Master claimed that the lifeboats were regularly launched but the PSCO did not agree with how the logbook records were written. It was also reported that the abandon ship drill was ordered without the Master's knowledge. During the PSC inspection, the Master and most of the crew were also preoccupied with annual class surveys and receiving stores, resulting in lack of co-ordination and confusion. Upon being notified of the detention, our flag State Administration informed the company to rectify all deficiencies promptly, carry out root cause analysis of serious deficiencies and implement corrective actions to improve safety and pollution prevention standards on the vessel. Class was requested to follow-up at subsequent ISM audits. Flag State is appealing against the decision of the port State to detain the vessel.
DELTA 61 8511823 28/01/2002	Japan	DNV	The vessel was detained on 28 January 2002 at Tokyo due to the following deficiencies: 1. Portable foam applicator in engine room not provided. 2. Explosion proof safety light in paint locker broken. 3. Emergency lights on captain, boat and poop deck not working. A meeting with the top management of the ship manager/owner was called after the PSC detention. The importance of maintaining all vessels under their management to meet the international and FSC requirements was highlighted. All deficiencies found under PSC were rectified to the satisfaction of the class surveyor and the vessel was released on 30 January 2002. The owner was advised to investigate and analyze the deficiencies raised under PSC and implement corrective and preventive action as appropriate.
EAGLE VERMONT 9234654 17/02/2003	Point Tupper, Canada	LRS	The vessel was detained at Point Tupper, Canada on 17 February 2003 due to its anchors being iced up and not capable of being used, and failing to report the deficiencies to the port State Authorities. Flag Administration investigated into the detention and found that the Master had acted competently after the vessel encountered very severe snowstorm and icing conditions prior to arrival which led to the fore deck, deck machinery and anchors to be icebound. The Master reported the situation and consulted with all concerned parties. The vessel stayed off the port for a day to allow the crew to work round the clock to de-ice the deck and machinery. The vessel proceeded into port with the agreement of the pilot who knew about the condition of the anchors and berthed safely. During the stay in port and PSC inspection, the crew continued to work to de-ice the anchors. Given the circumstances and the weather conditions, flag Administration is of the opinion that the detention is not justified and had appealed to the port State.
EAST LIFTER 7637400 17/05/2000	Singapore	RINA	In accordance with IMO Res. A.787(19) the Panamanian flagged vessel was inspected at Singapore on 17/5/00 under port state control. The vessel was detained due to serious deficiencies found.
EVER WEALTHY 8608602 20/11/2001	Netherlands	NKK	The vessel was detained on 20/11/01 at Rotterdam, due to the nuts for the hook and keel connection of both lifeboats being heavily wasted. All deficiencies found under PSC were rectified to the satisfaction of the class surveyor. The vessel was released on 24/11/01. The company was instructed to investigate and analyze the deficiencies and implement corrective and preventive actions to improve safety. The ISM certifying class was requested to take into account of the detention and serious deficiencies during subsequent ISM verification and verify the effectiveness of corrective and preventive actions taken by the company and ship personnel. Since the last safety equipment survey was held on 8/9/01 where the lifeboats and its launching appliances were to be thoroughly examined, class has informed the flag State that they will take necessary corrective actions.

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FALCON
7353157 05/07/2001

India

NKK

MPA came to know of this detention from the owner's voluntary report. The vessel was detained on 5/7/01 at Chennai due to several deficiencies relating to safety in general. Although some of the deficiencies were deemed to be of a minor nature and not deserving to be graded as detainable deficiencies, the detention was not disputed. All deficiencies were promptly rectified. A meeting was held with the owners management and they were advised to analyze all the deficiencies raised by the port State and take corrective and preventive actions to address their root causes directly and improve safety management skills on board. MPA flag State control had inspected several of the owner's vessels rigorously to ensure that they comply with mandatory rules and regulations, including the ISM code requirements.

FAR EASTERN AUSPICE
9108257 12/10/2000

United States

ABS

The vessel was detained on 12 October 2000 at USA for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 12 October 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.

FIDELITY
7931181 23/01/2001

Italy

DNV

The vessel was detained on 23/1/01 at Trieste during the last cargo discharge operation prior to its scheduled drydocking. The detention was on account of a leak at COW line that occurred during cargo operations and temporary repairs at corroded and holed areas on one of the cargo manifold line and fire main line which was permanently repaired, conditions of class were imposed on the other deficiencies. The vessel was released on 24/1/01 and granted a single ballast voyage to the shipyard for drydocking. The owner was contacted and advised to take appropriate measures to ensure that the vessel is maintained in accordance with mandatory rules and regulations. The classification society was requested to pay particular attention to the vessel at future surveys and ISM verification audits.

FOREST 1
9070515 27/01/2000

India

NKK

The vessel was detained on 27 January 2000 at India for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 27 January 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.

FORTUNE TRADER
8005745 01/12/2000

India

NKK

Flag State was not notified by the port State of this detention and came to know of it from the report of the classification society a few months later. The vessel was detained on 1/12/00 at Chennai on account of several deficiencies associated with oil record book entries, lifeboat rudder, stowage of liferaft and MOB lifebuoy, approved trim and stability information, marine notices, poop deck watertight door, hot work safety procedure. Class surveyor attended. All deficiencies were subsequently rectified at other discharge ports to the satisfaction of the class surveyors. Flag State control had met up with the owner and classification society. The owner was cautioned and instructed to submit an action plan to ensure that the vessel is properly maintained in compliance with mandatory rules and regulations. Past survey records of the vessel were reviewed and the classification society requested to pay particular attention at future surveys. The vessel is being monitored and the owner had been instructed to arrange for the vessel to be inspected by flag State control.

FORTUNE TRADER
8005745 31/07/2001

India

NKK

MPA was not notified by the port State of this detention and came to know of it from the report of the classification society. The vessel was detained on 31/7/01 at Calcutta due to several deficiencies associated with wastage at accommodation ladder and steering room deck head plating, inefficient emergency fire pump, cracked overboard scupper pipe in steering room, missing or deteriorated flame screens at all fuel tank air pipes and leaking deck fire line. Most of the deficiencies were rectified to the satisfaction of the class surveyor on 5/8/01 and conditions of class imposed on the outstanding deficiencies. The vessel was subsequently inspected and detained by the flag State and granted a direct ballast voyage to the shipyard for complete repairs. Flag State control had met up with the owner and classification society. The owner was cautioned and instructed to submit and action plan to ensure that the vessel is properly maintained in compliance with mandatory rules and regulations. Past survey records of the vessel were reviewed and the classification society requested to pay particular attention at future surveys. The vessel is being monitored and the owner had been instructed to arrange for the vessel to be inspected by flag State control.

SINGAPORE

FRONT LORD
8906901 02/12/2002

Las Palmas, Spain

DNV

The vessel was detained at Las Palmas, Spain on 2 December 2002 due to cracks in No. 4 cargo tanks and VHF-DSC equipment being inoperative. The cracks were initially detected by ship personnel while discharging cargo at Bilbao on 25 November 2002 and promptly reported to the port Authorities, classification society (DNV) and flag State. DNV imposed a condition of class for repairs to be dealt with by 7 December 2002. In the expert opinion on DNV, the cracks had no significant bearing on the hull's structural integrity and posed no safety or environmental threat as the vessel was in ballast condition. PSC allowed the vessel to sail to the next port. The vessel was detained when it arrived at Las Palmas for surveys and repairs. Repairs were completed to the satisfaction of DNV and PSC. Despite a condition of class for the remaining cargo tanks to be examined before the vessel is allowed to load cargo, and the expert opinion of DNV that examination of cargo tanks is possible in afloat condition, PSC further subject the vessel to sail in ballast condition to a shipyard within the EU to drydock for inspection of other cargo tanks as a condition of release from detention. No cracks in the remaining cargo tanks were found in drydock. As for the defective VHF equipment, the company had made prior arrangements to repair the deficiency. Necessary spare parts and service technician were already on board before the arrival of the PSC inspector. Owners, DNV and flag State were of the opinion that the PSC decisions were unwarranted and appealed against the detention order and requirement for inspection of cargo tanks in the drydock.

HENG SAN
7379905 25/05/2001

China

NKK

The vessel was detained on 25/5/01, at Qingdao due to leaking deck fire line, some isolating valves of the deck foam system being seized, and engine room ventilator coaming being heavily corroded. All deficiencies were rectified to the satisfaction of NK surveyor. The owner was advised to take corrective action to improve the standard of shipboard inspection and maintenance.

JURONG
7426289 10/08/2001

India

BV

We were notified of this detention after the vessel had left our registry on 16/8/01. The vessel was detained on 10/08/01 at Kochi due to steam pipe profusely leaking on deck, engine room bilges being oily, service and settling tank drip tray being oily, CO room temperature being too high and master not being aware of pump room and its contents. All deficiencies were rectified to the satisfaction of the class surveyor and the port State. MPA flag State control met up with the owners management and advised them to analyze the deficiencies and take corrective and preventive actions to address the root causes of the deficiencies and improve safety management skills. MPA had also inspected several of the owners vessels to ensure that they comply with mandatory rules and regulations, including the ISM code requirements.

JUTHA PARICHART
7720881 14/10/2002

Vostochny, Russian
Federation

GL

The vessel was detained at Vostochny on 14 October 2002 due to the quick-closing valve of its heavy fuel oil tanks for the main engine being inoperative. Upon being notified of the detention, our flag State Administration informed the company to rectify all deficiencies promptly, carry out root cause analysis of serious deficiencies and implement corrective actions to improve safety and pollution prevention standards on the vessel. The company and Master were advised to ensure that the safety management system is effectively implemented and mandatory requirements are complied with on board. The vessel was targeted for flag State inspection. The vessel was released on 15 October 2002 after all deficiencies were rectified to the satisfaction of the PSC inspector. The classification society (GL) carried out an additional survey after the release to ensure all deficiencies on board are dealt with satisfactorily. The owner on its own accord de-registered the vessel shortly after the survey.

KARIMUN
7372555 01/02/2002

Kunsan, Republic of Korea

DNV

The vessel was detained on 1 February 2002 at Kunsan, Republic of Korea due to the accidental discharge into the sea of small quantity of oily mixture. The incident occurred after the fire and general service pump was operated to supply cooling water to the cargo pump engines. A leaking interconnecting valve at the engine room bilge and cooling water systems and/or improperly closed engine room bilge suction valves had led to oily mixture from the engine room bilge system to be drawn into the cooling water system. Class was not requested to attend. The affected valves and other deficiencies raised by the PSCO were rectified before scheduled departure and the vessel was released from detention on 3 February 2002. Flag State control investigated into the pollution incident and detention and found no evidence of intentional act to violate MARPOL Annex 1 regulations. The procedure and corrective actions taken by the company to address the root cause of the incident was in accordance with the requirements of the safety management system and to the satisfaction of the flag State.

KILCHEM
MEDITERRANEAN
8405701 14/09/2000

Vancouver, Canada

LRS

The vessel was detained on 14 September 2000, at Vancouver, British Columbia for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 16 September 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.

MARITIME LIGHT
8902151 27/04/2002

Vostochny, Russian
Federation

NKK

The vessel was detained on 27 April 2002 at Vostochny due to its emergency fire pump not taking suction as a result of defective priming pump. The crew promptly rectified all deficiencies found under PSC and the vessel was released on 28 April 2002. The company was advised to investigate and analyze the deficiencies and implement corrective and preventive action as appropriate. The company informed the flag State of the specific measures they have taken to ensure that safety equipment on their vessels are effectively maintained, tested and inspected.

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MOLUNAT 6927092 10/07/2001	Australia	DNV	The vessel was detained on 1/7/01 at Darwin on account of several deficiencies due to heavy corrosion and damage at collision bulkhead and frame, side shell plating and transverse stiffener of forecandle deck. All detainable deficiencies were rectified on 13/7/01 to the satisfaction of DNV surveyor. Upon departure from Darwin, the vessel proceeded directly to a shipyard for dry-docking, hull renewal survey, and to rectify all outstanding deficiencies which had been raised by the PSC inspector. The owner was instructed to take corrective action to ensure that the vessel is properly maintained in compliance with mandatory rules and regulations. The owner had informed the flag State that they will enhance the shipboard operational procedures and improve the frequency of inspection of the vessel. At the request of MPA, the classification society agreed to pay special attention to the owners vessels.
OAK WAVE 9186924 27/01/2001	United States	NKK	The vessel was detained on 27/1/01 at Los Angeles due to the crew being unable to perform a satisfactory abandon ship drill and port lifeboat remote release mechanism not being able to operate properly. The deficiencies were dealt with to the satisfaction of the port State and class surveyor. The vessel was released on 28/1/01. The owner was advised to identify the root cause of the deficiencies and take appropriate action to correct the non-conformity in the shipboard safety management system. The owner submitted to the flag State their non-conformity and corrective action reports and proposals to improve shipboard training and familiarisation and safety awareness on board, and inspection and test of lifeboat system.
OAK WAVE 9186924 11/05/2001	Japan	NKK	The vessel was detained on 11/5/01 at Oita on account of ISM code related deficiency (master not familiar with his responsibilities and authority) as a result of emergency steering drill not being conducted at 3-monthly interval and garbage record book not being maintained correctly. Owners superintendent attended to the vessel during detention to carry out an internal audit of the shipboard safety management system and numerous corrective action requests were raised. The owner was advised to take preventive measures to address the ISM code non-conformities and to ensure that the vessel complies with mandatory rules and regulations. The owners superintendent revisited the vessel on 7/6/01 to assess the implementation of corrective actions on board. The classification society would verify the effectiveness of corrective actions taken by the company at the next DOC verification audit. The vessel is being monitored by flag State control.
OCEAN MORAY 9123879 24/08/2000	Hong Kong	NKK	The vessel was detained on 24 August 2000 at Hong Kong for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released on 25 August 2000. The Master and Owners were cautioned and instructed to implement measures to ensure that the vessel complies with the relevant International Regulations at all times.
P&O NEDLLOYD CORFU 9145279 25/01/2000	Piraeus, Greece	LRS	The vessel was detained on 25 January 2000 at Piraeus, Greece for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 25 January 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
PU PROGRESS 7726914 01/03/2000	United States	GL	The vessel was detained on 1 March 2000 at New Orleans, USA for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 14 April 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
SHUNKOH 8518819 20/03/2000	United States	NKK	The vessel was detained on 20 March 2000, for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released on 30 March 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
SHUNKOH 8518819 29/06/2000	Western Alaska, United States	NKK	The vessel was detained on 29 June 2000, for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released on 2 July 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
SIBU 7237913 31/10/2001	Vietnam	NKK	The vessel was detained 31/10/01 at Quangninh due to the record of equipment for the safety radio certificate and company ISM/DOC being a photocopy on board. The Safety Radio Certificate was renewed on 7/12/00. Instead of issuing a new supplement after renewal survey, the new certificate was referenced to the old supplement. The Master managed to locate the original supplement later on and produced it to the PSC officer. Flag State informed the PSO office that the shipboard ISM/DOC is not required to be original. Flag States appeal to the PSC to re-consider the detention was not accepted. All deficiencies found under PSC were rectified. The owner was advised to investigate and analyze the deficiencies raised under PSC and implement corrective and prevention action as appropriate. The company informed the flag State of the specific measures they had taken to improve their safety management system. Flag State is of the opinion that the detention is not justified.
SMART REEFER SATU 8223311 08/05/2000	Bangkok, Thailand	NKK	The vessel was detained on 8 May 2000 at Bangkok, Thailand for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 12 May 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
SOTEC EXCEL 9144184 22/06/2000	China	DNV	Not Applicable. Vessel has been sold and ex-owner unable to furnish report on rectification of deficiencies recorded against the vessel.

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STAR DRIVANGER 7620603 22/03/2000	California, United States	DNV	The vessel was detained on 22 March 2000 at Long Beach, California, USA for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released from detention on 23 March 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
STRIDE 8800511 21/08/2000	United States	DNV	The vessel was detained on 21 August 2000 at USA for deficiencies recorded during a PSC inspection. All the deficiencies were rectified and the vessel was released on 24 August 2000. The owners were instructed to ensure that the vessel complies with the relevant International Regulations at all times.
TAIYOH III 9156591 01/07/2002	Dampier, Australia	NKK	The vessel was detained at Dampier on 1 July 2002 due to its emergency fire pump being unable to develop adequate pressure. The deficiency was promptly rectified on the same day. The vessel was released on 2 July 2002. The classification society confirmed that the pump was working satisfactorily during safety equipment survey on 3 June 2002. The pump was also tested on 27 June 2002 by the ship personnel prior to arrival in port. The pump had failed due to defective flange packing at the priming pump connection. Despite the deficiency being a technical failure of equipment, our flag State Administration advised the company to implement corrective action to improve safety standards on the vessel. The company promptly informed our Administration of the corrective and preventive actions being initiated. Our flag State control officers inspected the vessel on 8 July 2002 and found the vessel very well maintained.
TANJONG 8921482 04/06/2002	Hong Kong, China	NKK	The vessel was detained on 4 June 2002 at Hong Kong, China due to the following deficiencies: 1. Emergency fire pump unable to supply sufficient pressure. 2. Discharge pipe from oily water separator found with oil inside the pipe. The Master and crew promptly rectified all deficiencies and the vessel was released on 5 June 2002. The vessel and company were instructed to investigate and analyze the deficiencies and implement appropriate corrective and preventative actions to address the root causes directly with a view to improve safety and pollution prevention. They had replied to the flag State giving specific measures they have taken to ensure that safety equipment on their vessels is effectively maintained, tested and inspected. Flag State will closely monitor the performance of vessels managed by the Company. Afternote: The vessel was de-registered from the Singapore flag on 15 August 2002.
VENESSA 8014930 26/06/2002	Guangzhou, China	ABS	The vessel was detained on 26 June 2002 at Guangzhou, China for deficiencies recorded during a PSC inspection. All deficiencies were rectified and the vessel was released on 28 June 2002. The Master and owners were cautioned and instructed to implement measures to ensure the vessel complies with the relevant international rules and regulations. Vessel's classification society ABS has been informed about the class-related deficiencies and requested to be more vigilant during periodical or annual statutory surveys.
WAN HAI 306 9237084 26/11/2002	Kobe, Japan	ABS	The vessel was detained at Kobe on 26 November 2002 due to its oil filtering equipment being out of order and Master allegedly not recognizing his overriding authority. It was also reported that a small quantity of bilge water from the engine room was spilled into the sea when the vessel was at the port of Osaka on 25 November 2002. Upon being notified of the detention, our flag State Administration informed the company to rectify all deficiencies promptly, carry out root cause analysis of serious deficiencies and implement corrective actions to improve safety and pollution prevention standards on the vessel. The company and Master were advised to ensure that the safety management system is effectively implemented and mandatory requirements are complied with on board. The classification society issuing the ISM certificate on our behalf was requested to verify the corrective action implemented by the company at subsequent shipboard audit. The PSC authorities were informed of the action being taken by our flag State to investigate into the incident. The vessel was released on the same day after all deficiencies were rectified to the satisfaction of the PSC inspectors. Our flag State control officer inspected the vessel on 29 December 2002 and investigated into the alleged oil pollution to take appropriate action.
YALA NAVEE 7607924 03/04/2001	Germany	NKK	The vessel was detained on 3/4/01 at Hamburg due to the emergency fire pump being out of order, some seized engine room fire dampers, inlet pipe to the oily water separator being full of sludge and damaged gaskets at access hatches of the latex tank. All deficiencies were rectified to the satisfaction of the PSC inspector and NK surveyor and the vessel was released on 5/4/01. The owner informed the flag Administration that they would take necessary steps to prevent the reoccurrence of these deficiencies and to educate the shipboard personnel in the proper maintenance of the vessel. The vessel was scrapped a few months later.
YOKOHAMA 7513616 23/05/2001	India	NKK	MPA was not notified of this detention and only came to know of the matter a few months after the vessel had been de-registered and scrapped. The vessel was detained on 23/5/01 at Tuticorin due to numerous deficiencies relating to defective accommodation ladder, fire safety, fire-fighting appliances and oil pollution prevention. Most of the deficiencies were rectified to the satisfaction of the class surveyor and the vessel was released on 28/5/01. The owner had been cautioned previously to take necessary steps to ensure that their vessels are maintained in compliance with mandatory rules and regulations, MPA is closely monitoring the standard of the company's vessels and had to date inspected several of their vessels.

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SWEDEN					
CHESS 8411255 23/01/2002	Hamburg, Germany	GL	OWS and 15ppm oil monitor not operational. The company has failed in having the equipment repaired. The Swedish Maritime Safety Inspectorate has issued a certificate which says that all oil is to be retained on board when at sea and discharged to a sludge station when at port. This certificate is only valid within a certain area.		
DETTERN 6616796 06/09/2001	Kotka, Finland	GL	Overload: Some cargo was discharged before departure. LL-mark has been painted over.		
DETTERN 6616796 23/07/2002	Kappeln, Germany	GL	The ship has been de-registered from the Swedish Register on 3 September 2002. Therefore, Sweden is no longer flag the State and can only act as port State.		
FOREST 7632759 17/05/2001	Finland	DNV	A new stability book has been ordered 7 June 2000. Due to some doubts, inspectorate has not approved the book. Meanwhile, the classification society has issued temporary load line certificates with short time validity. This journey, however, the company's representative has failed in having a valid certificate. The inspectorate will issue the new stability book as soon as it has been approved, which will allow the classification society to issue an ordinary load line certificate.		
HALMIA 6411598 11/07/2000	Rostock, Germany	None	The first mate did not have a valid GOC certificate. A new first mate has been employed, who has a valid GOC certificate. Working language (Swedish) was not understood by a Latvian seaman. He has been replaced by a Swedish AB. A new ISM audit has been undertaken. One radar out of function. Actually, it turned out that the radar was only slow to start and is functioning. Nautical publications outdated. New charts, list of lights, list of radio signals and nautical almanac have been obtained. The ISM system was not working well on board. Our surveyor has now spent two weeks on board implementing the ISM system with the new crew.		
HELLEVIK 7431650 24/10/2001	Denmark	GL	Most of the deficiencies were rectified before the ship departed. The Swedish Inspectorate has made a survey on 14 November, due to the detention. Some of the remaining deficiencies were still not rectified, but there will be a final follow up at the annual survey in January.		
LADY ELLEN 13/06/2002	Oslo, Norway	GL	The ship was detained due to some technical faults, some documents not being onboard and national (Swedish) certificate for the Master not being valid. The technical faults have been repaired and the documents have been brought onboard. It is, however, the opinion of the Swedish Maritime Administration that the certificate is valid. The Norwegian Maritime Administration has admitted that specific deficiency should be removed.		
LOVISA GORTON 7724526 27/02/2000	Haugesund, Norway	LRS	The ship grounded and was leaking into some of the double bottom tanks. The leaks were temporarily repaired and the ship was allowed to sail to a shipyard for final repairs.		
MARGARON 7018616 06/02/2002	Oslo, Norway	GL	Deficiencies have been rectified. The Swedish Administration has been in contact with the involved class society.		
NORDICA 7524017 14/03/2001	Klaipeda State Seaport Authority	LRS	Ship was overloaded on arrival. No available stability calculation on board. Swedish administration inspector has been discussing the matter with the Master/owner.		
NORLANDIA 7524029 19/11/2001	Denmark	BV	Most of the deficiencies were rectified before the ship departed. The two remaining deficiencies will be checked specifically during next coming annual survey by the Swedish inspectorate.		
RAUK 6824745 04/08/2000	Kiel	BV	The alarm unit for the oily water separator was not functioning due to a short circuit caused by vibration damages. Damaged parts have been replaced and improvements have been made to prevent similar damages in the future. The unit has been tested and found to be in good order.		
SMARAGD 8004090 13/02/2001	Fredrikstad, Norway	BV	Emergency fire/foam pump not working. The reason was that the crew was not training in the handling of the pump. The crew has now been trained and a written instruction has been posed at the pump. Manning not in accordance with the safe manning document. One able seaman was missing. The ship had one motorman extra on board, and he was signed-on as able seaman instead, for which he was also qualified.		
STAR WIND 752788 17/10/2002	Tallinn, Estonia	NA	One engineer did not have a certificate on board. The certification was controlled and confirmed and is now on board.		
TANGO 5017656 06/04/2001	Southampton, United Kingdom	BV	The ship is since 6/4/01 no longer registered in Sweden. The ship is still 4/5/01 in detention. No further action is taken by Swedish authorities.		
TRISTAN 8321333 09/08/2001	Washington, United States	LRS	UMS-alarms out of order. When filling the settling-tank, the pump was operated in manual position, therefore it didn't stop when tank was full and oil went over board via the overflow system. The UMS-alarms are now in working order. The tank-system has been rebuilt: overflow from settling -tank now goes to a bunker-tank instead of overboard. Inventory of the systems in the other ships within the company are now being conducted (to identify similar problems).		
TRITON AV GOTEBOG 7805150 11/07/2002	Brevik, Norway	NA	The vessel wasn't allowed to sail in international traffic, due to oil water separator out of order, among other deficiencies. The vessel, however, sailed in such traffic. Therefore, the Swedish Maritime Administration asked the Norwegian Administration to conduct a port State control. This was done and the ship was detained. The ship was later allowed to sail for Sweden, without cargo. The Swedish Maritime Administration was then satisfied with the actions taken by the company, and all deficiencies have been rectified.		

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SWEDEN

TURANDOT
9070450 22/01/2002

Australia

LRS

The ship was detained due to radio-equipment out of order. Since the duplication equipment was in order and the fact that there also was functional extra radio equipment on board, the ship received permission from flag State to sail to next port and there perform necessary service. On departure from next port, the equipment had been repaired and was in working order.

WEST SKY
6810201 22/05/2000

Haugesund, Norway

LRS

When approaching Haugesund the actuating rod between the fuel oil pump and the regulator broke and the emergency system had to be used. In port, the rod was temporarily repaired (welded) by the crew to the satisfaction of the class surveyor. A new actuating rod was ordered and is now installed in the ship.

TURKEY

LEYLA SEKERCI
7901801 03/03/2002

Ashdod, Turkey

ABS

1. Vessel was built in 1978 thus system on board is original and approved according to international regulations which apply for this vessel (SOLAS 60/74 regulation 29).
2. Letter sent to PSCO head office in Haifa from government of the Republic of Turkey, Maritime Undersecretariat, Directorate District of Istanbul, confirming vessel's system is approved and in accordance with international regulations.

UNITED KINGDOM

BERLIN EXPRESS
7218383 02/07/2001

Port Botany, Australia

LRS

Following the detention the vessel was inspected by a MCA surveyor on its arrival in the UK. The vessel had three detainable deficiencies. The first two referred to fractures and failed welds, generally in the mid ship length of the hull. The vessel had suffered from weld fractures in the past and it was the ships policy to mark weld fractures when found for repairs to be carried out at a convenient repair port. The crack identified at Port Botany had all been highlighted in this way. The position of these cracks meant that neither the vessels longitudinal strength or seaworthiness were impaired. The class surveyor who was in attendance issued Intermediate Certificates requiring all welds to be examined and dealt with by December 2001. The third detainable item "ER watertight door unable to close from remote position" was due to the fluid reservoir at the remote position being empty. This does not have a visual gauge or low level alarm. The watertight door is used frequently and the remote closing is checked and tested weekly as part of the planned maintenance programme, however this check had not included opening the reservoir cap and checking fluid levels. We have recommended that the local and remote operation of the watertight doors, including the reservoir level and fluid pipes be checked weekly.

BRIARTHORN
7917044 20/07/2001

St. Malo

LRS

Vessel detained for damage caused during berthing at St. Malo. Temporary repairs were completed under the supervision of the class surveyor, which included plate replacement and re-sitting of bulwark stiffener. The vessel was re-inspected by the flag surveyor at Garston, UK on 25/7/01. This detention is being disputed with the French Authorities on the grounds that it was based solely on the damage sustained on arrival at St. Malo. French authorities response dated 27/11/01:- They have not recorded a detention on the Paris MoU database and hence DO NOT consider that the vessel was detained at St. Malo.

CANDOURITY
7413971 12/01/2002

LRS

The above vessel was detained due to a defective oily water separator. The fault was with the discharge pump, however at the time of its detention the vessel was operating in a special area and could not discharge oily water directly into the sea because the unit also lacked an automatic stopping device. In practice they had been retaining oily water on board and discharging it ashore and lacking designated holding tanks the bilges were found to be full of oily water. The replacement parts were fitted under class supervision and a conditional certificate, valid for two months, was issued. The conditions included the following:

- an automatic stopping device to be installed; a standard discharge connection for oily mixtures etc. to shore discharge connections to be provided; the overboard discharge connection to be blanked off and the oil record book to be completed with the details of the discharges to reception facilities and receipts to be obtained. These measures were acceptable to the MARPOL police who subsequently released the vessel.

OIL ONYX
8200319 01/06/2002

Netherlands

GL

The vessel was detained when the oily water separator's overboard line was found to contain strongly oil polluted water. Upon notification that the oily water separator was defective the vessel was taken out of service and a new unit was fitted. At the request of the Netherlands Shipping Directorate, a GL surveyor was present for the testing of the new unit.

RIVER DART
8012839 21/07/2000

Rotterdam, Netherlands

None

The ship was detained on 21/7/00 at Rotterdam, Netherlands, due to oil pollution caused by a stern tube seal leakage. She was released the same day for a single voyage to Humberside for permanent repairs. A follow-up flag State inspection was conducted on 28/7/00 to ensure that the repairs were being conducted satisfactorily.

SAINT JAMES
7218656 17/05/2002

LRS

The vessel was detained on the following grounds: all the statutory certificates had expired, the Notice to Mariners and Safe Manning Certificate were missing, the life jackets did not conform to SOLAS and gaskets on the watertight doors were damaged. As the vessel was under 500 gross tonnage, Safety Equipment and Safe Manning certificates were not required. A class surveyor was appointed to carry out a general inspection, issue the necessary certificates and ensure that the life saving appliances and fire protection met UK requirements. A Carving and marking note was also completed for the change of name and copies of the crew's certification was sought to check that the manning and crew certification met UK requirements. The vessel was released on 17/5/02 following the receipt of the correct applications for flag endorsements for the officers on board.

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**UNITED KINGDOM
(BERMUDA)**

CAST PRIVILEGE 7529122 01/08/2001	Canada	LRS	The vessel was detained following a grounding incident on 29 July, as a result of a power failure while navigating the St. Lawrence River. The Transportation Board of Canada is conducting an investigation into the grounding. The vessel was placed on dry-dock for repairs during August. The Bermuda Registry of Shipping is to conduct their own investigation into the events and will carry out a more detailed inspection of the vessel in late October 2001.
FERNIE 9105633 16/01/2001		LR	The vessel was detained because of a small crack in the junction between the hopper side tank and the aft bulkhead in No.9 hold. The ship's crew carried out temporary repairs and permanent repairs were completed on 13/4/01. The vessel has also been inspected by an MCA surveyor, on behalf of the flag State, on 8/3/01 at Bristol and was found to be in good condition.
KILDARE 9115690 08/08/2001		LR	The vessel was detained because an original copy of the Tonnage Certificate could not be located at the time of the inspection. This detention has been disputed with the Italian Authorities on the grounds that there is no provision within the regulations to detain a vessel for failure to have a valid tonnage certificate, a letter of warning would have been the appropriate course of action. The Italian Administration had agreed to withdraw the detention if this interpretation could be confirmed by new guidance which has been requested from the Paris MoU.
MARGIT GORTON 7612656 21/12/2001	Port Canaveral, United States	LRS	The vessel was detained because of inoperative accommodation and galley fire dampers, and a defective fire door and emergency lighting in the engine room escape. The deficiencies were rectified before departure. The vessel was inspected and an initial ISM audit was conducted at Port Canaveral, United States, on 24 and 25 February 2002 with satisfactory results.
MARGIT GORTON 7612656 21/12/2002		LR	The vessel was detained because of inoperative accommodation and galley fire dampers, and a defective fire door and emergency lighting in the engine room escape. The deficiencies were rectified before departure. The Bermuda Maritime Authorities are to undertake a follow up inspection of this vessel at Lake Charles, USA on 23/2/02.
STENA CONVOY 7226885 16/01/2001	Canada	ABS	The vessel was detained because the engine in one of the motor lifeboats failed to start following damage resulting from extreme cold weather conditions in Canada. Temporary repairs were carried out on board and the lifeboat engine was replaced in April 2001. A Surveyor from the flag State inspected the vessel at Come-by-Chance, Canada on 4 and 5 June 2001 with satisfactory results.
VINE 8806498 16/10/2001		LR	The vessel was detained because of two deficiencies, a leakage into No.3 doublebottom tank and a crack in the shell in No.5 doublebottom tank. Temporary repairs were carried out, with a condition that permanent repairs are to be carried out at the next annual survey. The vessel was inspected by an MCA surveyor, on behalf of the flag State at Bristol on 17/1/01 with satisfactory results.

**UNITED KINGDOM
(CAYMAN ISLANDS)**

ARIMAO UNIVERSAL 8213615 28/11/2000	Gdansk, Poland	LRS	The vessel had suffered a fuel transfer spill which resulted in the boiler oil service tank in the engine room overflowing whilst the vessel was alongside in Gdansk. The engineer on watch was found to have been drinking and was subsequently sacked. The PSC officer arrived three hours after the spill had occurred and as the crew were cleaning up. He detained the vessel until the engine room cleaning was complete and the oil sludge tank contents pumped ashore.
ATLANTIC START 8221856 06/04/2002	Piraeus, Greece	NKK	The vessel had been detained at its previous port (Koper, Slovenia) regarding alleged non-payment of refit fees and sailing without permission. Slovenia notified the Paris MOU for a "stop and detain" order and the vessel was stopped at its next port. The Greek Authorities detained the vessel on arrival and released it having verified that no detainable deficiencies remained outstanding. (The detainable deficiencies had resulted from a fire in one of the cargo holds and the vessel sailed in ballast condition to dry dock to effect permanent repairs.)
AUSTRALIAN REEFER 8311120 04/01/2000		LRS	The ship was detained because of faulty oily water separator equipment as indicated by traces of oil in the overboard discharge pipe. There were no other indications that the equipment was faulty or reports of pollution regarding the vessels. The crew or classification society could not find any evidence of the equipment being at fault, and the flag State raised questions as to the validity of the method of testing used.
BELGIAN REEFER 8300365 04/05/2002	Rotterdam, Netherlands	DNV	The vessel was detained because the emergency generator failed to start when tested by the PSC officer. The fault was traced to a faulty fuse and damaged capacity in the emergency generator starter battery charger. Repairs were made and the batteries re-charged. The generator had been tested two days previously but the malfunction had not been noted. This vessel has since been sold and has left the Register.
CHRISTY 8208701 18/07/2001	Poland	LRS	The Christy was detained for alleged overloading of the vessel in port. The Cayman Islands have investigated the allegation and determined that it was unfounded. This detention is currently being disputed with the Polish Authorities. The flag State has been assured of a fair investigation and are now awaiting a response from the authorities in Warsaw. All other deficiencies found during the inspection were rectified before departure.

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(CAYMAN ISLANDS)**

DILMUN FULMAR 8024882 16/07/2001		DNV	Following the detention a DOC audit of the operators head office was carried out by a surveyor from the Cayman Islands' London office to ascertain the efficacy of the safety management system. The classification society with whom the operators fleet is classed will pay close attention to the fleet to ensure continued maintenance. It is hoped that the overall performance of the Dilmun fleet will improve as a result.
GREEN IGLOO 8211100 07/05/2001	Norway	LRS	Vessel detained for damage caused during grounding on a voyage from Kalingrad to Bergen. The vessel proceeded to Olen, Norway for dry-dock inspection of hull damage. After temporary repairs the vessel was towed to Poland for permanent repairs. This detention is disputed given that the vessel complied with the accident reporting requirement and had arrangements in place for repairs to be carried out as required by Chapter 2.6.7 of IMO Res. A787 (19) as amended.
MILLENIUM EAGLE 8200486 24/05/2000	Greece	DNV	The vessel was detained because the SART battery replacement was overdue by 16 days, the life raft service was seven days overdue and the periodical examination of portable fire extinguishers was due that month. The Cayman Islands Administration investigated the case and discovered that the ship had notified management a month previously that these were due at the next port but the operators had not made the necessary arrangements. This vessel is no longer registered with the Cayman Islands.
MORILLO 7105031 24/07/2002	Antwerp, Belgium	GL	The vessel was detained whilst it was laid up with no crew due to it lacking valid ISM/SMC. This detention had been disputed with the port State Administration.
MORILLO 7105031 10/11/2002	Uddevalla, Sweden	GL	Due to its inspection history the vessel was subjected to a detailed inspection by a team of 6 PSC officers which uncovered a large number of deficiencies and the vessel was detained under the provisions of the ISM code i.e. maintenance of ship and equipment and emergency preparedness. 2 flag State surveyors had been on the vessel two weeks prior to the inspection and determined that it neither posed a threat to the crews' safety nor was it a pollution risk. Since the detention the flag State has met with the ship's owner and issued a notice of de-registration to the effect that if the vessel is boarded and detained once more it will be removed from the Register.
STOLT GUILLEMOT 8920581 31/05/2000		LR	The ship was detained because of faulty oily water separator equipment as indicated by traces of oil in the overboard discharge pipe. There were no other indications that the equipment was faulty or reports of pollution regarding the vessels. The crew or classification society could not find any evidence of the equipment being at fault, and the flag State raised questions as to the validity of the method of testing used.
STOLT SHEARWATER 9148958 15/02/2000		DNV	The ship was detained because the pressure gauge on the fixed CO2 manifold indicated 25 bar, and the inspector suspected one or more bottles could be leaking. A check on the equipment was carried out and all bottles were found to be in good order only the pressure gauge was found to be faulty and this was changed. The fire fighting capacity of the CO2 system was not impaired. The validity of the detention was disputed with the port State on the grounds that the inspector had insisted a shore based company carry out the checks rather than ships own engineering staff, and if this had been allowed the fault may have been identified and rectified without the need for detention.
UB GEMINI 8213603 13/09/2001	Gdansk, Poland	LRS	The vessel was detained due to the poor state of the engine room sea water pipes which had been temporarily repaired, and a problem with the oily water separator. The vessel's next port was Las Palmas for dry-docking and repairs, but PSC considered the repairs should be done before departure. The oily water separator fault should have been reported/repared in Poland but the owner reported that they had not wanted to delay the start of the refit.
UB GEMINI 8213603 03/10/2001	Las Palmas, Spain	LRS	Following the detention in Poland, PSC in Las Palmas visited the vessel at the repair yard during refit. Las Palmas PSC detained the vessel for expired certificates and this action was disputed by the Cayman Islands Administration because the vessel was under survey in a repair facility at the time. The flag State carried out an audit of the vessel on 6 October at the repair yard, and the surveyor was happy with their findings.
YAPI 8701507 27/09/2000	Connecticut, United States	LRS	This vessel was detained for various deficiencies which were not identified by the flag State and class surveyors during survey/registration. Following detention a surveyor from the Cayman Islands Administration attended the vessel and undertook a full audit and survey, to ensure that all the deficiencies were rectified. The vessel was released two weeks after detention.
YAPI 8701507 26/10/2000	La Coruna, Spain	LRS	This was the vessel's first port of call following the detention in Connecticut. The Cayman Islands Administration questioned the validity of this detention given that the grounds for detention including a typographical error IOPPC Record of Equipment and vague references to water and gas leaks in addition to this no references to SOLAS regulation were given. A class surveyor attended to amend IOPPC REC entry and verified operation of inert gas plant and servicing schedule plan to the satisfaction of the PSC officer.

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**UNITED KINGDOM
(GIBRALTAR)**

ANKE ANGELA
8417546 03/10/2002

GL The reason for detention was the lack of mandatory annual endorsements for the Safety Equipment Certificate, Safety Radio Certificate and IOPP Certificate. The annual surveys should have been carried out by 28/02/02 at the latest. Class carried out an initial ISM Audit on 24/06/02 and in July the ship's papers were checked again by class while the vessel was at a shipyard. On both occasions the need for these annual surveys was not picked up. The ship's management were also mistaken in their understanding of when these surveys were due. An ISM re-audit was carried out by GL on the flag State's behalf on 8/11/02, and in future it is the flag's intention to carry out all initial, renewal and intermediate shipboard audits itself. The flag State has also asked the company management to provide information on how due dates for surveys are monitored and how they propose to prevent a future reoccurrence.

LUNDENES
7228429 16/02/2001

Haugesund, Norway

None Ship detained on 7/12/00 at Haugesund, Norway due to hull damage impairing seaworthiness and OWS equipment not operating. Regarding the hull damage managers informed the Administration at the time of damage and during satisfactory repair, therefore no further action required. For the OWS equipment a separate letter was sent to the owner regarding the importance at all times of the satisfactory operation of this equipment and to notify the Administration when equipment of this nature is non-operational so that contingency measures can be applied.

ROSA T
7504031 16/02/2001

Amsterdam, Netherlands

None Ship detained on 6/12/00 at Amsterdam, Netherlands due to the following deficiencies:-
- Fire detection loop being in constant alarm
- Engine Room fire dampers non-operational
- Flag State endorsement for officers' certificates
- Radar scanner motor protection cover missing and foundation waster
- Christmas Tree mast corrosion apparent
- Port liferaft hydrostatic release not correctly secured
- Port and Stbd liferaft gearbox motor bolts corroded
- Lifeboat skates seized connections
- Remote operated emergency fire pump suction valve seized open
- Port and Stbd navigation light lenses broken
- Oil discharge monitoring equipment not operational. Pump out of order
- Sound powered telephone steering gear space not operating
- Halon bottle contents in ECR reading low

A letter was sent to the owner with respect to the items listed and at the vessel's next inspection a closer scrutiny will be carried out pertaining to the list.

**UNITED KINGDOM
(ISLE OF MAN)**

ALGA
7510884 22/11/2001

LRS The vessel was inspected and detained on 16/11/01 for holes in the chain locker and oily water separator alarm not working. Following the detention a flag State surveyor attended the vessel to investigate the circumstances of the detention and ascertain the condition of the vessel.
The Classification Society was asked to provide an explanation of the condition of the steel locker steelwork, given that a special survey and the statutory surveys were completed at a repair yard in Kalingrad in May 2001. They reported that during this time the chain locker was cleaned and corroded bulkhead and some stiffeners were renewed, following which all was found to be satisfactory. The chief engineer was aware the oily water separator alarm unit was not working, but he had experienced trouble in obtaining spare parts as it operated 24v DC. The oil record book indicated the unit was never used and all bilge water and sludge were discharged ashore. At the time of the flag surveyors visit the alarm had been replaced and operated satisfactorily when tested.

AVON
9044425 12/09/2001

NKK The vessel was detained for expired certificates while surveys for the renewal of those certificates were underway. The vessel had sailed from the previous port with valid certificates but they expired before she reached Klaipeda. The owners arranged immediate survey on arrival and this was in progress when the inspectors boarded. This detention is considered to be unwarranted by the Isle of Man Administration and is the subject of correspondence with the port state.

CAPE RECIFE
9123740 28/09/2000

BV The vessel was detained when unspecified problems were identified in starting the lifeboat engine at the first attempt. The engine started at the second attempt. The Isle of Man Authorities consider the detention to be unwarranted and have disputed it with the port state.

DALLINGTON
7403550 15/04/2000

LRS The vessel suffered minor hull contact damage while berthed at a London River Berth, however the damage was not identified until it was spotted by the port state control officer in Narvik.
Repairs were instigated immediately under class supervision.

FIGAROS
7928768 16/02/2001

GL This vessel released oil into the Baltic. The Master was arrested and prosecution is underway.
The vessel was detained as a means to support the arrest of the Master and Chief Engineer. No structural deficiencies were identified.

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IRON QUEEN 9116747 09/01/2002	Hamburg, Germany	BV	The vessel was detained in Hamburg due to an illegal irregularity in the completion of the Engine Room Oil Record Book, which resulted in an inspection of the waste oil management system on board. This highlighted a problem with the piping arrangement in the system. The piping system defect was rectified to the satisfaction of the German Authorities and the vessel was released on 9 January 2002, with all deficiencies rectified. The Isle Of Man Marine Administration is conducting their own inquiry into the matter.
JETTA THERESA 9119476 28/11/2002	Oslo, Norway	BV	The vessel was detained because the Master could not produce the original copy of his Certificate of Competency when requested to do so by the PSC officer. This deficiency was rectified and the vessel was allowed to sail.
LADY CAMILLA 7315818 24/03/2000		LRS	The vessel failed to complete her IOPP annual survey within the deadline. A suspect connection to the oily water separator was also found. The vessel was surveyed as a renewal survey, the suspect connection was removed and a new IOPP certificate issued. The Owners have been strongly advised of the requirements in respect of MARPOL compliance.
LADY OF MANN 7400259 11/09/2001		LRS	Lady of Mann was detained because the oily water separator was unshipped (the inspection which lead to the detention was carried out when the oily water separator unit was ashore for maintenance). The vessel was not at sea and was not intending to sail until the unit was returned and refitted. The Isle of Man Administration has investigated the detention and considers that it was unwarranted, but have decided not to dispute the detention in this instance.
SALDANHA 9050010 24/09/2001		BV	The Saldanha was detained due to possible MARPOL infringements. A flanged connection was found on the overboard discharge line from the oily water separator. Although it was blanked off traces of oil were found on the inside of the connection. The Isle of Man Administration has investigated the detention and could find no evidence of unauthorised use of the connection to discharge oily water to sea, but concluded that it may have been fitted following an engine room flooding incident to assist in pumping out contaminated water to shore reception facilities. The connection has now been permanently closed.
SCAN ATLANTIC 9198226 12/05/2001	New Zealand	GL	The vessel suffered a failure of the propeller pitch controls when entering Tauranga Harbour in New Zealand on 12/5/01. The New Zealand authorities detained the vessel whilst repairs were being carried out. This work was completed satisfactorily and the vessel was released on 14/5/01. The New Zealand authorities in co-operation with the Isle of Man Marine Administration are carrying out an inquiry into the cause of the incident.
ULTRAMAR 9167320 29/03/2000		GL	The vessel was found to have minor hull cracks which had been caused by ice floe damage in the Baltic. Temporary repairs were completed under class supervision before the ship sailed.

UNITED STATES

ARTHUR F. ZEMAN JR. 13/01/2000	Panama		Repairs carried out to the satisfaction of the port and flag States. The owners and crew of the vessels were reminded of the requirements to comply with national law and Internal Conventions.
ASPHALT COMMANDER 7810642 08/05/2001	New Zealand	ABS	Vessel arrived in port with three invalid certificates. The Load Line certificate had expired at sea while enroute to New Zealand. The Safety Construction and IOPP certificates, lacked their annual endorsements. The new Loadline Certificate as well as the endorsements of the other certificates had been intentionally withheld by the US flag administration pending correction of outstanding deficiencies. The vessel owners scheduled a follow up survey for the correction of the deficiencies in New Zealand. All deficiencies were corrected, a new Load Line Certificate issued and the SAFCON and IOPP endorsed prior to the vessels departure.
GEYSIR 7710733 10/05/2000	Iceland	ABS	Repairs carried out to the satisfaction of the port and flag States. Vessel was inspected by US Coast Guard upon return to the US, the owners and crew of the vessel were reminded of the requirements to comply with national law and Internal Conventions.
GEYSIR 7710733 12/03/2001	Iceland	ABS	Vessel sustained heavy weather damage during its voyage to Iceland and repairs were underway at a shipyard the time of this detention. Repairs carried out to the satisfaction of the port and flag States and verified as completed by the US Coast Guard upon the vessels arrival in the US.
MAERSK ALASKA 7361233 02/02/2001	Poland	LRS	Repairs carried out to the satisfaction of the Classification Society. The owners and crew of the vessel were reminded of the requirements to comply with national law and Internal Conventions.
SMT CHEMICAL TRADER 7821207 11/08/2000	Russian Federation	ABS	Repairs carried out to the satisfaction of the port and flag States. The owners and crew of the vessel were reminded of the requirements to comply with national law and Internal Conventions.

Flag Administration
Ship's name
IMO n°/Date of detention

Port State
Port of detention

Classification
society

Comments

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VANUATU

GRACE
9061899 26/12/2000

Las Palmas, Spain

NKK

The vessel was detained for an inoperable emergency fire pump and three other minor deficiencies. No notification was received by this office from the Spanish authorities and the owners failed to recognise that the vessel was "detained" so neither did they notify us. We learned of the detention from FSL2/Circ.4. As the deficiencies were immediately corrected, and as we found out about the detention so late after it occurred, no inspector was assigned. The owners were fined for the deficiencies. Although the detention was legitimately imposed, we filed a formal protest with the Spanish authorities for lack of immediate notification as required by SOLAS, Chapter I, Reg. 19, and requested the detention be expunged.

MIGHTY TIDE
8119625 14/01/2000

Darwin, Australia

ABS

The vessel was detained by AMSA on the basis of a gripe complaint from a disgruntled employee. The vessel is of less than 500 grt, i.e. less than SOLAS convention size and, although some of the deficiencies found pertained to requirements set either for all vessels or vessels of 300 grt and above, most were SOLAS requirements for vessels above 500 grt. We had protested to AMSA previously about their detentions of non-conventionsized vessels to no avail. We immediately appointed a local inspector. Most of the deficiencies were corrected by the following day and all were corrected by the vessels arrival at the next port. In the main, we consider the detention legitimate.

POL IRIS
7905895 26/06/2000

Setubal, Portugal

BV

The vessel has been subject to numerous detentions over the years, including 1998 Germany and Belgium; 1999 Newcastle and Mumbai in this case the vessel was in lay-up in Setubal awaiting sale or scrapping. There was no one on board. (Note that the report to IMO was filed on/about October 17 2000 whereas we were notified on June 29 2000. She was in lay-up all that time and longer as she had been in Setubal for some months before the boarding). Numerous deficiencies were found including insufficient or unsatisfactory lifesaving equipment, firefighting equipment, manning, certificates, etc. We filed an official protest with Portugal requesting the vessel be removed from the detention list as it was unmanned, in lay-up, not trading, and not intending to trade. Our request was denied. We opted not to place an inspector on board. The vessel was deleted from the Vanuatu flag in October 2000. We do not deny that deficiencies existed and that, in normal circumstances, the vessel should be detained, but we consider this detention unusual in the circumstances and possibly motivated just to increase detention statistics.
