

Number	Ship Details	Reason for Detention
1	Date & Place of detention: 01/05/2010 SOUTH SHIAN Vessel Name: RONJA SKYE (Fish Farm Vessel) IMO: No: 9245926	The vessel was detained in South Shian for 5 days because the Cargo Ship Safety Radio Certificate (CSR) and the International Air Pollution Prevention Certificate (IAPP) were out of date and the surveys 4 months overdue. In addition the masters' GMDSS GOC certificate had not been revalidated and the Chief Officers' application for the flag state endorsement of certificate of competency was missing. Other deficiencies identified included: the compass error log had not been maintained; the records of rest for the master and the chief officer were missing and the records of rest for the engineer were false. The master's familiarity with the bridge operation showed a lack of training which led to the incorrect use of machinery and the subsequent grounding on 27/04/2010 which was not reported as required by Solas regulations. Other deficiencies identified included: the name of the ship was not marked on some of the lifebuoys; voyage charts had not been corrected; the rope reel on the forecandle deck aft port side was seized and the butterfly nut on the vent flap closing arrangement on the poop deck starboard side was seized.
2	Date & Place of detention: 10/05/2010 PORTSMOUTH Vessel Name: PRINCE ALBERT II (Passenger Ship) IMO No:8806747	The vessel was detained in Portsmouth for 1 day because it was overloaded by approximately 100 tons and the port and starboard Load Line marks were submerged. In addition the senior watch keeping deck officer was unaware that the vessel was fitted with 2 gyro compasses. A major non conformity was identified with respect to the resources and personnel especially regarding the hours of rest for the Chief Engineer which were shown to be false on 2 days during April 2010 and the records of rest for the Master which showed that he failed to have sufficient rest on 4 days during April 2010. A major non conformity was identified with respect to the maintenance of the ship and equipment which was not according to SMS, the stability calculations were inaccurate which led to the overloading; there was an air bubble in the magnetic compass; the structural fire protection throughout the engine room spaces was missing; the escape route in the auxiliary engine room aft was partly blocked and the emergency escape door in starboard shaft room did not auto close and the means of escape from the main laundry was blocked by laundry items. In addition the diffusers for deckhead lights in the radio room were mi
3	Date & Place of detention: 18/05/2010 - COWES (IOW) Vessel Name: SAN MARINI (General Cargo) IMO No:7601023	The vessel was detained in Cowes (IOW) for 30 days because the hours of rest records were not kept on board, several cubic metres of bilge water was on the tank top and there had been no shore discharge recorded since 5/04/2009, charts had not been corrected and the master and the engineer did not have a satisfactory command of the English language. Major non conformities were identified with respect to the resources and personnel and the maintenance of the ship and equipment which was not according to SMS. Other deficiencies identified included: the port engine room fire pump was inoperative; the port forward main engine fuel filter casing was repaired with liquid steel; one fire pump was inoperative because the sea water filter was dirty and there was little or no fresh food on board save for a few vegetables. The vessel was still detained at 31/05/2010
4	Date & Place of detention: 02/06/2010 - BELFAST Vessel Name: VISTAMAR (Passenger Ship) IMO: No: 8701193	The vessel was detained in Belfast for 4 days because fire doors were broken or missing, one fire door opening was restricted and numerous fire door latches were missing. Due to the number of deficiencies found, the maintenance of the ship and equipment was not in accordance with SMS. Other deficiencies included: life jacket donning instructions were missing; on-board instructions for life saving appliances required updating; lifeboat instructions posted were incorrect; the public address system in the upper alleyways and cabins was inoperative and paint was stored incorrectly. In addition: there was a large bubble in the magnetic compass and the azimuth ring did not fit; portside liferaft emergency preparation light was not connected to the emergency system and was not marked; switches were inoperative for emergency overboard lights for liferafts and a test battery was missing for the emergency two-way communications. The vessel was released on 05/06/2010.
5	Date & Place of detention: 09/06/2010 - ABERDEEN Vessel Name: ICELANDICA HAV (General Cargo Ship) IMO No: 8128884	The vessel was detained in Aberdeen for 4 days because it was unable to monitor the atmosphere of the cargo hold and adjacent spaces in accordance with precautionary measures indicated in the Code of Safe Practice for Solid Bulk Cargo 2004. Also the records of rest for all crew for the previous seven days were missing and the Master was not supplied with the specific carriage requirement, associated hazards and precautions in respect of the carriage of dangerous goods. The vessel was released on 12 June 2010.
6	Date & Place of detention: 05/07/2010 - BERWICK Vessel Name: ROGER (General Cargo) IMO: No:8410330	The vessel was detained in Berwick for 2 days because the engine room skylight casing was corroded through and repaired with tape, which made it incapable of being sealed. Other deficiencies identified included: the rescue boat fuel tank was only a 1/3 full; several lights in the provision room store were inoperable and the crew toilet light cover was missing; the ventilators for the CO ² room and provision store were unable to be made weather tight and the discharge hose for accommodation CO ² extinguisher was missing as were the boots for the forward fireman's outfit. The vessel was released on 06/07/2010

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7	Date & Place of detention: 13/07/2010 Thamesport Vessel Name: MOL SASSANDRA (Container) IMO No:9178525	The vessel was detained in Thamesport for 8 days because the cleanliness of the engine room was insufficient, savealls were full of oil, there were broken handrails in various locations and the stevedore access to the container securing points was missing, in addition the turbo charger outlet insulation was missing on Nos1 and 3 auxiliary engines. The number and nature of deficiencies indicated a breakdown of the ships' ISM system. The vessel was released on 20 July 2010.
8	Date & Place of detention: 14/07/2010 Gunness Wharf. Vessel Name: FAST JEF (General Cargo). IMO No:9136101	The vessel was detained in Gunness Wharf for 3 days because the emergency fire pump casing was corroded through. Other deficiencies identified included; the chief engineer's certificate was invalid; there were no previous records of compass errors being taken and the cargo hatch drain valves were unapproved. The vessel was released on 16/07/2010
9	Date & Place of detention: 20/07/2010 Liverpool. Vessel Name: NORDSTRAND (Container) . IMO No:9003299	The vessel was detained for Liverpool for 3 days because there was oil on the stairway platforms and on the access to the bow thruster space, the engine room was dirty and required full cleaning. Other deficiencies identified included: the gyro repeater in steering gear was not as per the bridge reading; there was oil in the steering gear flat indicating poor house keeping; 2 navigation lights were not working and a fire suit in the locker stores was not fit for use. The number and nature of the deficiencies identified indicated the ISM was not functioning correctly. The vessel was released on 22/07/2010
10	Date & Place of detention: 26/07/2010 Swansea Docks. Vessel Name: SIAM PROJECT (RO – RO Cargo) . IMO No:8100571	The vessel was detained in Swansea Docks because the emergency fire pump was inoperable; the fire and abandon ship drills were sub-standard and the resources and personnel were not according to SMS. A major non conformity was identified with respect to the maintenance and equipment which was not according to SMS. Other deficiencies identified included: The fire suit in the accommodation required rubber gloves that have the correct electrical resistance and the batteries in the torch needed replacing; the rope on the port and starboard embarkation ladders was rotten at the anchor point and the launching instructions for the port lifeboat were ripped; the safety chains were missing from the liferafts and the engine room aft door could only be opened internally. The vessel was still detained at 31/07/2010
11	Date & Place of detention: 30/07/2010 Tilbury. Vessel Name: PAMAKARISTOS (Bulk Carrier). IMO No 8323214	The vessel was detained in Tilbury because the emergency generator flaps were unable to be closed; the engine room intake flaps were seized and the starboard casing after flap was holed; the engine room bilge pump was not able to pump to the bilge holding tank; the fore peak tank vent was holed and the port chain locker sounding cap was missing. Major non conformities were identified in respect of the maintenance and equipment and the development of plans for ship board operations. Other deficiencies identified included: the engine room stores hatch permanently secured open; the sheave wheels of the port and starboard lifeboats were seized; the records of rest for the captain, chief and second engineer were missing and the records of rest for the chief officer was false. The number and nature of the deficiencies indicated a breakdown of the planned maintenance and a lack of crew familiarity and a breakdown of training which not according to SMS. The vessel was still detained at 31/07/2010
12	Date & Place of detention 04/08/2010 - Southampton. Vessel Name: HUELIN ENDEAVOUR (General Cargo). IMO: No:8215807	The vessel was detained in Southampton for 6 days because stability calculation records were found not to have been fully completed for voyages since 26 th May 2010 and stability calculations prior to that date did not demonstrate compliance with relevant requirements. In addition there was insufficient navigational record keeping during previous passages and the passage planning was inadequate. Other deficiencies identified included: the medical certificate of fitness for the bosun had expired in June 2010 and the recently signed on 2 nd Engineer's COC had expired; the lifeboats were not properly maintained and not ready for immediate use; and the GMDSS logbook evidence for daily and weekly checks was not fully completed. The number and nature of the deficiencies relating to the maintenance, the safety and environmental policy and the resources and personnel showed that the ship was not being maintained according to ISM. The vessel was released on 09/08/2010.
13	Date & Place of detention: 11/08/2010 Southampton. Vessel Name: FLEX DARWIN (General Cargo). IMO No:9195925	The vessel was detained in Southampton for 2 days because the charts had not been properly updated since April 2009 and the passage planning had not been prepared as required by SMS. In addition the development of plans for ship board operations was not according to SMS. Other deficiencies identified included: the compass was unreadable over approximately 50° arc on the aft part of the bowl and the compass error log had not been completed which was in contravention of the master's standing orders; the GMDSS shore based maintenance agreement had expired on 27/07/2010: and the muster lists did not indicate the person responsible for the maintenance of life saving and fire fighting equipment. The vessel was released on 12/08/2010.

Number	Ship Details	Reason for Detention
14	Date & Place of detention: 16/08/2010 Port of Tyne. Vessel Name: PLEIADES SPIRIT (Ro-Ro Cargo). IMO No 9409326	The vessel was detained in the Port of Tyne for 2 days because the vessel was using low sulphur fuel oil (LSFO) in the generators and auxiliary boiler 12 hours after berthing which was in contravention of an EU directive. The hours of rest for the master and the officers were not available for August and not all of the crew were meeting the hours of rest requirements on 24 th / 25 th July 2010. In addition there was no enclosed space entry permit in accordance with the regulations for crew cleaning the ME scavenge space. Other deficiencies identified were the self closing fire doors in the purifier rooms had non approved hold backs and there were no acknowledgements to any external DSC test calls for the last 3 weeks. The vessel was released on 17/08/2010.
15	Date & Place of detention: 23/08/2010 Tilbury. Vessel Name: FEROI (Bulk Carrier) . IMO No:8220101	The vessel was detained for Tilbury for 4 days because: the charts had expired; the water level indicator was broken; the fire pump was inoperative and the chain locker water tight doors were inoperative. A major non conformity was identified with respect to the maintenance and equipment due to the number and nature of deficiencies found on board. Other deficiencies found included: the hospital toilet was inoperative; the crew shower facilities were unusable the instructions for the main engine emergency starting were missing; the emergency escape from the engine room was not marked and the inflatable liferafts were not properly marked the id was incorrect. The vessel was released on 26/08/2010.
16	Date & Place of detention 08/09/2010 Fawley - Southampton. Vessel Name: NORD FAST (Chemical Tanker). IMO: No:9316608	The vessel was detained in Fawley Southampton for 2 days because the port lifeboat could not be launched as the winch was seized; in addition the LRIT conformance report was not on board. Other deficiencies identified included: several life jackets were in a poor condition; the first aid kits were depleted; various fire doors were not closing when tested; a crew member working on deck dealing with the transfer of lubricating oil was not wearing personal protection equipment and suitable footwear; an able seaman was working on the outboard side of a lifeboat without wearing a harness, he also did not have a permit to work; the Port State Control Officer (PSCO) was not asked for identification when boarding the vessel, and the master who had had insufficient rest was requested to get 24 hrs rest before the ship sailed. The maintenance of the ship and equipment was not according to the SMS. The vessel was released on 09/09/2010. The vessel was still detained at 30/09/2010.
17	Date & Place of detention: 10/09/2010 Hunterston. Vessel Name: CLYDENES (General Cargo). IMO No:9101546	The vessel was detained in Hunterston for 4 days because the oily water separator was inoperative. The engine room posed a serious fire risk due to an uncontrolled spillage of fuel oil; it had overflowed from the upper and lower savealls and had spread over the engine room tank tops and platforms. Major non conformities were identified because the engine room staff lacked familiarity with the machinery operation and engine room systems and the resources and personnel were not according to the SMS. Other deficiencies identified included: the chief engineer was not familiar with the operation of the oily water separator and associated piping system; the galley fire detector wiring was exposed due to the cover missing; the starboard side life raft was not connected properly to the HRU; the maintenance of the ship and equipment was not according to the SMS. The vessel was released on 13/09/2010.
18	Date & Place of detention: 14/09/2010 Seaham. Vessel Name: FINJA (General Cargo). IMO No: 7724564	The vessel was detained in Seaham for 4 days because the deficiencies identified at the last port state inspection on 20/07/2010 had not been rectified, namely expired pilot books, the passage plan had not been completed berth to berth; the flag state endorsement for the master was missing and the cargo securing manual was not on board, and this had been a condition imposed by class on 19/07/2010. In light of this a major non conformity was raised with respect to the maintenance of the ship and equipment which was not according to the SMS. Other deficiencies identified included: the seawater sanitary pipe in the officers' mess was corroded through and the CO ² room lights did not work. The vessel was released on 17/09/2010.
19	Date & Place of detention 20/09/2010 Flixborough. Vessel Name: BUSE STEVNS (Bulk Carrier). IMO No:8220101	The vessel was detained in Flixborough because of the number and nature of the deficiencies identified which was indicative of a failure in the SMS a major non conformity was raised against the vessel. The deficiencies included: a look out was not maintained during the hours of darkness; some weighted cocks in the engine room had handles missing; the galley hot plate was not secured and storm rails were inadequate; the compass was not adequately secured to the base and the compass glass was dirty inside; in addition the compass error book had not been updated since June 2010; the bridge window wipers and clear view screen were inoperative and the ships' whistle defective. The vessel was still detained at 30/09/2010.
20	Date & Place of detention 20/09/2010 Tilbury. Vessel Name: GRANDE AMERICA (Ro - Ro Cargo). IMO No:9130937	The vessel was detained in Tilbury for 10 days because it was suspected that oil had been discharged into the River Thames from the port fuel tank and the starboard side discharge pipe. A Major non conformity was identified in respect of the maintenance of the ship and equipment which was not according to the SMS. Other deficiencies found included: the hand rails in the main engine room were broken; the oil tank sight glasses were gagged open and there were fuel/oil leaks from the main engine camshaft. The vessel was released on 29/09/2010.
21	Date & Place of detention 22/09/2010 Mallaig. Vessel Name: RONJA PIONEER (Other Cargo) . IMO No:9345520	The vessel was detained in Mallaig for 2 days because: there was no international load line certificate or bunker oil pollution certificate available on board. Other deficiencies identified: were the gangway net was not rigged and there was no suitable gangway net available; no entries had been made with regard to oily waste/oily bilge in addition there had been no proper handover of ships papers to the incoming master during the crew change on 22 October 2010. The vessel was released on 23/09/2010.

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22	Date & Place of detention 24/09/2010 Sunderland. Vessel Name: Kommandor Jack (Research Vessel). IMO No:5380376	The vessel was detained in Sunderland for 3 days because: the number and nature of the deficiencies indicated a major failure of the SMS. The deficiencies identified included: false records of rest; the port lifeboat forward fall wire support was corroded through; the lifeboat embarkation ladder side rope was rotten and the port lifeboat engine would not start. In addition some ventilators on the man deck were incapable of being made watertight; the engine room skylight casing was corroded through and the fire main fixed connection was incorrectly fitted as the hose led to ship side valve. The vessel was released on 26/09/2010.
23	Date & Place of detention 27/09/2010 Avonmouth Dock. Vessel Name: KATARINA (Bulk Carrier). IMO No:8400452	The vessel was detained in Avonmouth because; the lifeboat davit sheaves were seized and the sheave mounting brackets were severely corroded. Major non conformities were identified in relation to the maintenance of the ship and equipment and emergency preparedness especially in relation to the maintenance of the lifeboat davits and ballast tanks and the fire drill which showed lack of emergency preparedness were not according to the SMS. Other deficiencies identified included: the records of rest had not been maintained correctly; the engine room table of working hours was missing; there were no records showing that 10 new crew had received basic safety training. In addition there was no sanitary water supplied to some of the cabins and there were no fresh vegetables on board.
24	Date & Place of detention 30/09/2010 Royal Portbury. Vessel Name: MARTIGNY (Bulk Carrier). IMO No:9229867	The vessel was detained in Royal Portbury because major non conformities were identified with regard to the emergency preparedness and the maintenance of ship and equipment which were not according to the SMS. The fire drill showed a lack of preparedness by the officers and the crew, and the maintenance of equipment on board was inadequate. Other deficiencies identified included: the Automatic Identification System (AIS) was not transmitting heading information; the magnetic compass had an unnecessary magnetic clip attached to the gimble ring; the spare magnetic compass was not on board; the old batteries for the GMDSS needed to be removed and the navigation light panel has an alarm when a test is run which indicated a fault with the forward mast light. In addition the bridge man over board lifebuoy quick release was not working correctly and one lifeboat was not ready for use. The vessel was still detained at 30/09/2010
25	Date & Place of detention 12/10/2010 Penzance. Vessel Name: MY LADY NORMA 1. IMO: No:6523602	The vessel was detained in Penzance because the statutory certificates were not available on board ship. The vessel was still detained at 31/10/2010
26	Date & Place of detention: 25/10/2010 Southampton. Vessel Name: NORDSTERN (General Cargo). IMO No:9039092	The vessel was detained in Southampton for 2 days because the SMS was not working on board, major non conformities were identified in respect of: crew familiarity and basic knowledge of machinery and equipment, especially the engineers' lack of familiarity with the emergency generator spring starter; and a senior deck officer was not familiar with the liferaft painter connection. In addition there was a language communication problem between the master and engineer the engineer did not have a satisfactory command of the English language and there was only 1 engineer on board. Other deficiencies identified included: the aft engine room emergency escape hatch was locked on the outside with a cable tie; 2 floor plates were missing in the aft port and starboard engine room; the light was out in the forward engine room escape duct and both port and starboard bridge wing man overboard (MOB) buoys and lights were not ready for use as they were tied to the ship. The vessel was released on 26/10/2010.
27	Date & Place of detention: 28/10/2010 Portsmouth. Vessel Name: ELSEBETH (Refrigerated Cargo) . IMO No:9175901	The vessel was detained in Portsmouth because the ship was dangerously unsafe as the engine room bilge wells were full of thick black oil and other parts of the engine room were also covered in oil; the engine room bilge alarm system was in a permanent alarm mode, also the main engine cooler discharge pipe was holed. Other deficiencies identified: included: both the fire doors of the reefer machinery space did not close properly; the radio log was not as required in respect of recording that MH/HF test calls had been carried out; several small engine room floor plates were missing and lagging was missing on several steam and fuel pipes, valves and filters. The vessel was still detained at 31/10/2010.
28	Date & Place of detention: 02/11/2010 Birkenhead. Vessel Name: H SARIAHMETOGLU General Cargo. IMO No:9100164	The vessel was detained in Birkenhead for 4 days with 2 major non conformities: the fire drill was not according to SMS and the crew in the engine room were unable to communicate effectively with the deck crew in the working language of the ship. Other deficiencies identified included: the hours of rest had been incorrectly recorded for the bridge watch - keepers; the emergency escape from the engine room was obstructed with steel pipes; fire doors were held open with hold backs; the charts were not corrected up to date and officers and crew were not wearing appropriate personal protection equipment (PPE). The vessel was released on 05/11/2010.

Number	Ship Details	Reason for Detention
29	Date & Place of detention: 08/11/2010 Birkenhead. Vessel Name: MOST SKY General Cargo. IMO No:9389370	The vessel was detained in Birkenhead because the engine room was very dirty, there were fuel oil leaks and a major non conformity was identified with respect to the lack of maintenance of the ship and equipment. Other deficiencies identified included: the crew/officers records of rest were not signed; the crew accommodation was no longer provided with steam heating; the galley needed cleaning; there was insufficient fruit and vegetables on board; the crew showers and toilets were dirty and the shower curtains missing and the laundry washing facilities were inadequate. In addition the lifejacket lights were out of date; the aft deck was slippery underneath the deck generator and several fire doors were tied open. The vessel was still detained at 30/11/2010
30	Date & Place of detention 29/11/2010 Portland. Vessel Name: SARA Oil Tanker. IMO No:8814861	The vessel was detained in Portland because the fire drill showed a lack of training and was not to an acceptable standard. The number and nature of the deficiencies identified was indicative of a failing of the SMS. Deficiencies identified included: the rescue boat drill was not up to standard; 2 inflatable life jackets were not ready for use as they were outside their service time; gas cylinders had been stored on the aft deck instead of a suitable area; the crew were not familiar with the stability and book limitations they were also unfamiliar with the CO ² system. The vessel was still detained at 30/11/2010.
31	Date & Place of detention: 30/12/2010 Belfast. Vessel Name: ANARCHOS Bulk Carrier. IMO No:9119983	The vessel was detained in Belfast because 7 grounds for detention had been identified including 3 major non conformities which were: the emergency preparedness; the maintenance of ship and equipment and documentation; which were not as per the Merchant Shipping Regulations. In addition the fire doors and dampers were not functioning correctly and the BA set was inoperative. Other deficiencies identified included: the cargo information manual was incomplete, instructions were missing for the dangerous goods code and there was insufficient documentation in respect of bulk cargoes. The vessel was still detained at 31/12/2010.
32	Date & Place of detention: 03/12/2010 – Portland. Vessel Name: FIDELITY (General Cargo). IMO No 8307648	The vessel was detained in Portland for 14 days because the hull had cracked in 2 places on the starboard side. Other deficiencies identified included: a number of engine room sounding pipes self closing devices were not functioning; engine room bilges aft of the main engine were covered with oil residue; the galley & cold rooms were dirty and there was insufficient segregation of food items, in addition at the time of inspection there were numerous fire zones isolated without a reason given. The vessel was released from detention on 16/12/2010.
33	Date & Place of detention: 30/12/2010 – Belfast. Vessel Name: BALLYHEALY (General Cargo). IMO No: 8104553	The vessel was detained in Belfast because the chief engineer was not qualified as per the flag state safe manning document. The safe manning document requires a chief engineer on board however the engineer on board was only a 2nd engineer, the main engine auxiliary gear box pump and the N° 1 fire pump were not operational. Other deficiencies identified included: the main engine heating system was not as required; 2 VHF hand held radios were not working; temporary wiring in the galley needed repairing ; various light fittings throughout the vessel were missing and it was apparent during the boat drill the crew lacked training. The vessel was still detained at 31/12/2010.
34	Date & Place of detention 10/01/2011 Port of Tyne. Vessel Name: NEW EMERALD (Bulk Carrier). IMO No: 9110987	The vessel was detained in the port of Tyne for 5 days because the crew could not demonstrate effective fire and abandon ship drills; in addition they were not familiar with the operation of the fire dampers. Other deficiencies identified included: there were 5 securing devices missing from the engine room hatch; the emergency generator vent was corroded through in several places; the fire hose on the starboard side B deck was holed; the gangway port side lower platform damaged and the starboard side embarkation light inoperable. The vessel was released on 14/01/2011.
35	Date & Place of detention 19/01/2011 Silvertown. Vessel Name: VTC LIGHT (Bulk Carrier). IMO No: 9085675	The vessel was detained in Silvertown for 7 days because the maintenance of the ship and equipment; emergency preparedness and the lifeboat and fire drills were not according to SMS. Other deficiencies identified included: Children's lifejackets were not marked as required by SOLAS also they are needed to be stowed separately from the officers and crew life jackets; some IMO signs were missing and SOLAS poster N°1 was also missing; the passage plan was incomplete; the inflatable life craft was not properly marked and the lifebuoys were not as per the approved safety plan. The vessel was released on 25/01/2011.
36	Date & Place of detention 27/01/2011 Tyne. Vessel Name: CITY OF LUTECE (Ro-Ro Cargo). IMO No: 8017970	The vessel was detained in Tyne for 3 days because the number and nature of the deficiencies indicated a break down of the Safety Management System SMS. There was no evidence available of an internal audit since 02/08/2009 which was contrary to ISMC; the master had not followed the procedure of the SMS contingency plan following a collision with another vessel during January 2011; the engine room personnel were not wearing Personal Protection Equipment (PPE) and the fire detection system for cargo spaces was inoperable. Other deficiencies identified included; there was no ID check at the entry point; HRU fitted upside down, shackle not fitted correctly and the steering gear bilges were unable to be pumped. The vessel had previously been detained in January 2010 and was released from its' current detention on 29/01/2011.

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37	Date & Place of detention: 27/01/2011 Cardiff. Vessel Name: LOKYS (Cargo Vessel). IMO No: 8111893	The vessel was detained in Cardiff because a major non conformity was identified with respect to the lack of maintenance of the ship and equipment; the gyro was inoperative and the magnetic compass had a very large bubble and errors that needed correction. The lifeboat davit wire falls were rusty and corroded in way of thimbles at lifeboat hooks and the lifeboat davit sheaves and other moving components were corroded and showed signs of lack of maintenance. Other deficiencies identified: included: the galley and mess room were inadequately cleaned; the fridge/ freezer units in the galley were not working and there was discoloured water running from the galley taps which indicated a lack of maintenance to tanks and pipes. In addition the nautical publications charts and sailing directions (NP37) were not on board; the GMDSS radio station battery housing was not weatherproof. The vessel was still detained at 31/01/2011.
38	Date & Place of detention: 08/02/2011 – Teesport. Vessel Name: ATLANTIC COZUMEL (Bulk Carrier). IMO No: 8312071	The vessel was detained in Teesport for 9 days because the starboard lifeboat engine kept cutting out and would not run continuously; also the emergency generator was unable to be run for longer than 5 minutes. The identified deficiencies showed a serious failure in the ISM system especially in relation to the emergency preparedness and maintenance and training. The deficiencies identified included; the emergency escape from the engine room was locked from the inside; the main N°1 fire pump did not have full pressure; the handrail ropes for the gangway were tied to an air pipe on the deck; many outside accommodation doors were corroded through; the port life raft release pin was seized and the lifeboat was launched without using the bowing tackle and only one tricing pennant was attached. The vessel was released on 16/02/2011.
39	Date & Place of detention: 14/02/2011 – Southampton. Vessel Name: CELINE 1 (Bulk Carrier). IMO No: 8120870	The vessel was detained in Portland for 9 days because the number and nature of the deficiencies indicated a significant failure in the ships safety management system. These deficiencies included: falsified records of rest with no records maintained for the master; the port and starboard lifeboats had excessive bilge oil/water, also the port and starboard lifeboats were found with tricing pennants shackled to the hook assembly maintenance pennant; there was insufficient fresh food and potable water on board for the intended voyage; the fire hydrants and fire main flanges were found leaking and the port aft engine room fire damper was obstructed preventing it from closing properly. In addition the crew were unable to demonstrate the automatic operation of the emergency generator and during the test parts of the equipment failed to work. The vessel was released on 22/02/2011.
40	Date & Place of detention: 18/02/2011 – Southampton. Vessel Name: CHRISTA KERSTIN (General Cargo). IMO No: 7628590	The vessel was detained in Southampton for 6 days because the current authorisation for grain carriage which was issued by the previous flag was out of date, the magnetic compass was missing a calibration weight and the deviation table was overdue; the number and nature of the deficiencies identified showed that the company's ISM system was not effective. Other deficiencies identified included: several electrical faults observed, the electrical wiring between electrical switchboxes on aft bulkhead in the ventilation fan room; no electrical protective mat fitted to deck of battery room and the main electric light in the owners cabin had a loose fitting; 6 off distress flares were observed to be lying in water in a storage container and were unlikely to be operative, in addition the signal torch for the rescue boat was also observed to be inoperative. The vessel was released on 23/02/2011.
41	Date & Place of detention: 28/02/2011 – Tyne. Vessel Name: COMARCO OSPREY (Tug) . IMO No 7922776	The vessel was detained in Tyne because there was no rescue boat on board, the engine room deckhead and bulkhead was corroded through in several places into accommodation spaces and there was open cable penetration in the engine room. In addition there was no fire extinguishing system available in the engine room. Other serious deficiencies identified included: 3 life jackets were missing; four immersion suits were missing; 3 fire hoses were missing; the vessel had no medical equipment on board and the 7 crew did not have medical certificates. The vessel was still detained at 28/02/2011.
42	Date & Place of detention: 04/04/2011 Bromborough. Vessel Name: EST (General Cargo). IMO No 8609931	The vessel was detained in Bromborough for 5 days because of a large number of Safety Of Life At Sea (SOLAS) deficiencies which indicated a major breakdown of ISM. Deficiencies identified included: fire drills and abandon ship drills were unsatisfactory; the rescue boat lifting hook securing latch was defective; the fire control plan was not up to date; and the engine room communication with the bridge was inoperative. In addition there was no approved means of testing heat detectors; the lifejacket in engine room had a broken light; the AB cook only has a Ukrainian certificate and with no Latvian endorsement with respect to watch keeping duties etc. The vessel was released from detention on 08/04/2011.
43	Date & Place of detention: 05/04/2011 Sheerness. Vessel Name: DONAU (Bulk Cargo). IMO No 9268851	The vessel was detained in Sheerness for 4 days because the engine room was dirty and posed a fire risk and the number and nature of the deficiencies indicated a serious failure in the Ship Safety Management System (SMS) Other deficiencies identified included oil leaks from the shaft generator and main engine; and the main engine drain to the dirty oil tank was disconnected. In addition the oil record book entries were not accurate; and charts had not been corrected and updated recently; the engine room fire nozzle was missing and the engine room oil tanks sight glasses were gagged; the fire hydrant on the starboard side deck had a gland leak; and the purifier room had an open dirty oil tank which required a lid; the fire drill and evacuation of the crew showed lack of training also the emergency generator had been isolated and the hose length was inadequate for re-entry. The vessel was released from detention on 08/04/2011.

Number	Ship Details	Reason for Detention
44	Date & Place of detention: 11/04/2011 Tyne. Vessel Name: BALTIC TRADER (Container). IMO No 9119658	The vessel was detained in Tyne for 2 days because the number and nature of the deficiencies were objective evidence of a serious failure of the effectiveness of the implementation of the ISM code. Deficiencies included: live wires were disconnected from the sensor in the emergency generator room; there was a rotten ladder at the deck connection, this was previously identified as a deficiency in a port state control inspection during January 2011; the emergency light on the reserve boat was seized in an inward facing position; the davit launched liferaft was on the wrong side of the ship; the starboard gyro bearing repeater had not worked since 21/03/2011 also the Navtex printer had not printed correctly since 21/03/2011. In addition the chief officer did not get sufficient rest on 3 occasions during March 2011 and the cargo ship safety equipment certificate was not completed correctly. The vessel was released from detention on 12/04/2011.
45	Date & Place of detention: 18/04/2011 Tyne. Vessel Name: C RHAPSODY (Bulk Carrier). IMO No 8117029	The vessel was detained in Tyne because the main deck was corroded through in way of the saveall port side, between hatches 1 and 2 also Nos 2 and 3 cargo hold vents were corroded through and repaired with tape; port and starboard chain lockers had been temporarily repaired with doublers; breathing apparatus bottles had not been charged; some lifejackets were holed and damaged; the emergency generator did not automatically connect with the emergency switchboard to supply power; the number and nature of the deficiencies were objective evidence of a serious failure of the implementation of the ISM code. Other deficiencies identified included: the main deck extinguisher had nil pressure; the fire main had a leak from the weld at No 3 hatch; some toilets were locked and could not be accessed and the vent for the pump room was corroded. The vessel was still detained at 30/05/2011.
46	Date & Place of detention: 18/04/2011 Grove Wharf. Vessel Name: BANU GENC (General Cargo). IMO No 9017800	The vessel was detained in Grove Wharf for 4 days because the magnetic compass had a large bubble; the main engine would not start because the governor drive link pin was broken. In addition the ladder ropes were rotted around the eyelets at the attachments to the deck; the galley fire doors did not close properly; 3 safety rails were missing on the main deck; the nautical almanac on board is the 2010 edition and one crew member's medical certificate had expired. The number and nature of the deficiencies raised indicated a major failure in the implementation of the on board ISM system. The vessel was released on 21/04/2011.
47	Date & Place of detention: 27/04/2011 Southampton. Vessel Name: BLACK WATCH (Passenger). IMO No 7108930	The vessel was detained in Southampton for 2 days because the emergency generator was overheating when running on full load. Other deficiencies identified included: oil record book format was not as required; some fire screen doors indication/latching systems were not as required and the cover was missing from the heat detector in the engine department laundry. The vessel was released on 28/04/2011
48	Date & Place of detention: 04/05/2011 Tyne. Vessel Name: CITY OF NORDIC (Ro-Ro Cargo). IMO No 8325468	The vessel was detained in Tyne for 15 days because the diesel driven emergency fire pump was inoperative and there was objective evidence of a serious failure/lack of effectiveness and implementation of the ISM code. Deficiencies identified included: the hard copy of the passage plan did not correspond to chartered courses; also there was evidence that the high level engine room bilge alarms had been activated during passage without record of a transfer. The vessel was released on 18/05/2011 for a single voyage to a repair yard in Hamburg.
49	Date & Place of detention: 06/05/2011 Shoreham. Vessel Name: THAMES (Dredger). IMO No 7340631	The vessel was detained in Shoreham for 6 days because the starboard lifeboat davit was found unsafe for operation as the forward sheave plates were holed and doubled as repairs. Other deficiencies identified included: the fixed CO ² system cylinders were overdue their hydraulic test; the main engine and auxiliary engine were missing insulation to the exhaust manifolds; the forepeak collision valve remote operation was seized and the starboard lifeboat was not fit for purpose as the forward sheave were plates holed and doubled. ISM deficiencies were identified in respect of various deficiencies that had previously been reported to the office by the master on numerous occasions, namely the port bucket torque converter deficiency which was still open from November 2010 and some of the above deficiencies still needed addressing. The vessel was released from detention on 11/05/2011.
50	Date & Place of detention: 11/05/2011 Tyne. Vessel Name: NORDIC SPIRIT (Ro-Ro Cargo). IMO No 8606185	The vessel was detained in Tyne for 8 days because the number and nature of the deficiencies indicated a serious failure or lack of implementation of the ISM code. The deficiencies identified included: the boiler water circulating pump seal was leaking; the M/E cylinder oil tank air pipe was corroded through; the No 2 air conditioning cooling water pump casing was corroded through and had a temporary repair; the boiler water circulating pump seal was leaking and the Co2 and fan room bulkhead was badly wasted over approx 8m in length. The vessel was released from detention on 18/05/2011
51	Date & Place of detention: 17/05/2011 Sheerness. Vessel Name: PIONEER MOLDAVII (Other Cargo). IMO No 7741263	The vessel was detained in Sheerness for 8 days because the engine room fire damper doors were inoperable; the bridge roof was heavily corroded and holed; the bulkhead below the fire flap doors was heavily corroded and holed; there was no fresh food or vegetables on board. The number and nature of the deficiencies raised indicated a major failure in the implementation of the on board ISM system. Other deficiencies identified included: the gangway was not secured; ILO signs were missing from various locations; the decking outside the galley was lifting; the records of rest for the chief engineer were incorrect during April 2011. In addition a deficiency from the previous inspection of 15/03/2011 had not been rectified. The vessel was released on 24/05/2011

Number	Ship Details	Reason for Detention
52	Date & Place of detention: 17/05/2011 Liverpool. Vessel Name: PRINCESS I (Bulk Carrier). IMO No 7108930	The vessel was detained in Liverpool for 2 days because the fire drill was inadequate and several new crew members had not been fully briefed also there was an incorrect use of essential equipment during the witnessed drill and the emergency preparedness was not to the required standard. In addition there was an unauthorised temporary repair with plastic steel on the keel of the starboard lifeboat; there was no id check on boarding; the fish room storage was unhygienic; the galley ducting was greasy; some lagging on the main engine and auxiliary engine was missing in places and the high sulphur service tank switch closing valve was inoperative. The vessel was released on 18/05/2011
53	Date & Place of detention: 25/05/2011 Southampton. Vessel Name: MSC OPERA (Passenger). IMO No 9250464	The vessel was detained in Southampton for 3 days because, the draft records had been incorrectly recorded and the vessel had previously sailed with the maximum permitted draft having been exceeded; abandon ship drills could not be demonstrated satisfactorily, the teams showed a lack of knowledge and had a poor command of the English language which made communication difficult; the fire drill showed a lack of control and lack of co ordination between the various teams; making the ship dangerously unsafe and hazardous to health and safety. Other deficiencies identified included: the passage plan lacked information; the records of rest were incorrectly recorded; the fire detection system had faults that had been previously reported but not repaired; one emergency escape door was partly blocked by stores; the drain for the separator was blocked with oily rags and the master's medical certificate had expired. The vessel was released from detention on 27/05/2011