



August 23, 2021

Rear Admiral John W. Mauger  
Assistant Commandant for Prevention Policy  
U.S. Coast Guard  
2703 Martin Luther King Jr Ave., SE  
Washington, DC 20593-7501

Officer Michael Hebert  
Jones Act Division of Enforcement  
U.S. Customs and Border Protection  
423 Canal Street, Suite 260  
New Orleans, LA 70130

**Re: Allegation of Jones Act/Safety/Pollution Violations: EPIC HEDRON**

Dear Admiral Mauger and Officer Hebert:

The Offshore Marine Service Association (OMSA) is alleging and providing evidence that the EPIC HEDRON has violated the Jones Act as well as U.S. Coast Guard (USCG) and international safety regulations. We respectfully request that these allegations be investigated and when proven true, the associated conclusions and penalties be publicly released and quickly applied. Moreover, we also request a change to USCG regulations to ensure that foreign-flagged vessels transporting heavy-lift loads be required to transmit their positions to surrounding vessels and other stakeholders.

This allegation documents violations of the Jones Act and international vessel safety regulations by Triton Offshore, LLC for its recent activities in the Gulf of Mexico. Triton Offshore operates the EPIC HEDRON, (also known as the DB HEDRON, HEDRON DERRICK BARGE, and TETRA HEDRON), a vessel constructed in China and flagged in Vanuatu. The vessel sails with the call sign YJRH3 and is listed by its class society as an industrial vessel. The EPIC HEDRON has engaged in transporting merchandise between U.S. points within the Gulf of Mexico as well as other activities.

Triton Offshore and an officer of Triton Offshore have repeatedly provided evidence of the EPIC HEDRON engaging in Jones Act violations on social media, posting descriptions and pictures of the vessel transporting platform jackets (the section of an offshore platform that connects and holds up the platform's topside, sometimes also referred to as its "base" or "substructure") between two separate U.S. points.<sup>123</sup>

As a foreign-flagged vessel,<sup>4</sup> EPIC HEDRON's activities are in violation of the Jones Act. These moves are not only violations of the Jones Act but are also hazards to safe navigation of vessels in U.S. waters. Additionally, the transportation engaged by this vessel is troublesome because the vessel has a track record of operating noncompliance with environmental regulations.

<sup>1</sup> See [Triton Offshore, LLC. on LinkedIn: Triton Offshore's DB Hedron decommissioning and carrying a jacket](#). Last accessed August 17, 2021 (attachment A).

<sup>2</sup> See [Kelly Steele on LinkedIn: Triton Offshore carries another Jacket too \[sic\] Reef Site rather than the Scrap Yard. Always nice to see!!! \(attachment B\)](#) Last accessed August 17, 2021

<sup>3</sup> See [Kelly Steele on LinkedIn: Triton Offshore transporting another 2000 Ton Jacket to it's 427' Reef Site in Vermilion Block 395 \(attachment C\)](#) Last accessed August 17, 2021

<sup>4</sup> See EPIC HEDRON vessel specifications (attachment D).

Allegation Number: **1**  
IMO No.: N/A

Target: **EPIC HEDRON** Flag: **Vanuatu**  
Call Sign: **YJRH3** Type: **Industrial Vessel**

Construction: **China**  
Page No. **2**

### **Jones Act Violations:**

The Jones Act requires vessels transporting merchandise between two U.S. points to be U.S.-built, U.S.-crewed, and U.S.-owned. Such vessels are referred to as “coastwise qualified vessels.” 46 U.S.C. § 55102. The Jones Act extends to the transport of merchandise between two points on the U.S. Outer Continental Shelf. 43 U.S.C. § 1333(a). By its plain terms, the Jones Act applies to the transportation of platform jackets. See 46 U.S.C. § 55108. As the EPIC HEDRON was constructed in China, the vessel does not meet these requirements and therefore is prohibited from transporting merchandise between two U.S. points.

Moreover, Congress provided an explicit exception only for non-coastwise qualified vessels which meet specific requirements before being permitted to transport platform jackets between two coastwise points – requirements which the EPIC HEDRON does not meet. See 46 U.S.C. § 55108(b).

As stated above, the vessel operator has publicly stated three times in 2021 that the EPIC HEDRON used its crane to carry platform jackets between locations on the U.S. OCS, with one specific location being listed as Vermilion Block 395 off the coast of central Louisiana. Unfortunately, it is not known where the vessel transported that jacket from, or the lading and unloading points of the other transports because the vessel did not have its Automatic Identification System (AIS) transceivers turned on, an act that causes significant safety concerns (see below).

There are U.S. built, vessels that can conduct this work. As one specific example, the VB 10000 is a purpose-built, U.S.-flagged derrick barge that was constructed in Texas. Alternatively, the EPIC HEDRON could have placed each jacket onto a coastwise-qualified barge, towed by a coastwise-qualified tug, to provide a Jones Act compliant means of transport. Instead, the vessel operator chose to repeatedly transport jackets on the vessel’s hook. These activities prevented the employment of a U.S. shipyard workers and mariners.

### **Safety Considerations:**

In addition to being a Jones Act violation, OMSA has concerns about the safety of the operation. Specifically, we note that the EPIC HEDRON has either violated U.S. regulations, International Maritime Organization (IMO) rules, or both by its use and lack of use of Automatic Identification System (AIS). We ask that these allegations be investigated and that the USCG immediately engage in a rulemaking process to clarify that foreign-flagged vessels engaged in the transportation of heavy merchandise are required to transmit AIS during such operations.

First, we note that during the times the EPIC HEDRON was transporting the jackets, it appeared to have its AIS transceivers turned off. Specifically, the vessel has not recorded an AIS reading since June 30, 2021, when it reported its position for approximately one hour. The vessel also broadcast its position intermittently on June 28, 2021. It has not consistently reported at position on AIS since it left Port Fourchon, Louisiana on June 23, 2021. However, prior to that time, the vessel’s AIS was engaged as it sat in a navigable waterway in Port Fourchon, Louisiana.

AIS is a maritime navigation safety communication system that makes it possible for vessels to not only view marine traffic in their area but also understand each nearby vessel’s size, speed, and heading. In addition, the USCG utilizes AIS to maintain its Marine Domain Awareness (MDA) which is defined as “anything associated with the global maritime domain that could impact the security, safety, economy, or environment of the United States.” Maintaining MDA has been determined to be a key aspect of the United States homeland security.

Due to the importance of AIS, the International Maritime Organization’s (IMO) International Convention for the Safety of Life at Sea (SOLAS) requires all ships, vessels, and crafts irrespective of type and purpose to be outfitted with and operate AIS equipment. Specifically, as a Mobile Offshore Unit (MOU) SOLAS requires the EPIC HEDRON (unless it receives a waiver from its flag state, the flag-of-convenience Vanuatu) to carry and utilize AIS. See SOLAS Chapter 5, Regulation 19.2.4.

Allegation Number: **1** Target: **EPIC HEDRON** Flag: **Vanuatu** Construction: **China**  
IMO No.: **N/A** Call Sign: **YJRH3** Type: **Industrial Vessel** Page No. **3**

Similarly, under U.S. Law, carriage and usage of AIS is required for most vessels. While the law specifies general classes of vessels, e.g. “self-propelled vessels over 65 feet in length.” the law allows the USCG to extend this requirement to “[a]ny other vessel for which the Secretary decides that an [AIS] is necessary for the safe navigation of the vessel.” 46 U.S.C. § 70114 (a)(1)(D).

Inexplicitly, and contrary to SOLAS, when the USCG promulgated the regulations for the use of AIS in U.S. waters, the USCG specifically prohibited non-self-propelled vessels from using AIS equipment. See 33 C.F.R. § 164.46 (i). As such, the EPIC HEDRON is simultaneously required to, and prohibited from, using AIS in U.S. waters.

As described above, AIS has been deemed an important safety and homeland security asset designed to track and report on vessels which can pose safety, pollution, or homeland security threats. The EPIC HEDRON as a Chinese-built, Vanuatu-flagged vessel of over 300 feet in length, almost 20,000 tons in weight, certified to carry up to 300 persons onboard, and conduct lifting operation up to 2,000 tons is exactly the type of vessel that should register on AIS, as required by international safety regulations.

Considering, this fact-pattern, we reiterate our request that the EPIC HEDRON be penalized for utilizing AIS when prohibited by USCG regulations, for not utilizing AIS when it should have under SOLAS, and that the USCG engage in an immediate rulemaking to clarify that foreign flagged vessels engaged in transportation activities, especially those transportation activities with an enhanced risk profile are required to carry and use AIS equipment.

### **Pollution Protection Considerations:**

OMSA’s concerns about the EPIC HEDRON’S violation of our coastwise laws and failure to broadcast its position on AIS are heightened by the numerous safety and pollution prevention deficiencies found on the vessel during USCG safety inspections. Reviewing the reports of these inspections, we are forced to conclude that this Chinese-built, Vanuatu-flagged vessel is allowed to sail under a lesser set of safety and pollution prevention standards than equivalent U.S.-flagged vessels.

As recorded by the USCG in the Port State Information Exchange (PSIX), during Port State inspections the EPIC HEDRON has been found to have frequent safety, pollution prevention, and mandatory reporting deficiencies. Listed below are a few examples (the full PSIX report for the vessel is found in attachment E):

**June 2019, Oil Record Book:** A USCG inspector found that the required soundings (readings) of some or all (the report doesn’t specify) of the vessel’s oil tanks had not been completed, recorded in the vessel’s Oil Record Book (ORB), or both for more than a year (since February of 2018). Such recordings are required by IMO’s MARPOL Annex I “Regulations for the Prevention of Pollution by Oil,” regulation 17 “Oil Record Book, Part I - Machinery space operations,” and regulation 36 “Oil Record Book, Part II - Cargo/ballast operations.” This requirement is in place to ensure there is continuous monitoring and accounting of oil and fuel products that the vessel carries. The record serves as a check to ensure that oil, fuel, and other hydrocarbon products are not inadvertently or intentionally discharged into the water.

**June 2019, Oil Record Book:** During the same inspection, the USCG inspector found that the ORB also did not contain entries since February 2018 regarding the collection or disposal of oil residues (sludge), bilge water, or bilge holding tank water. Further, the USCG inspector noted there were no receipts of discharge to reception facilities onboard. Such records and receipts document the legal disposal of oil, fuel, oil and fuel byproducts, or other pollutants. Vessels are required to update this information in the ORB to ensure that the oil, oily water, sludge, and other such pollutants that accumulate on a vessel and in vessel tanks during normal operations are properly and legally disposed of. The absence of these records for this extended period of time is a significant indication that these materials—which again, all vessels accumulate—are not being legally disposed of.

**May 2019, Oil Filtering Equipment:** A USCG inspector noticed the plumbing to the oily water separator had been modified after this device and its installation, inspection, by an independent classification society, and

approval. The modification consisted of the retrofitting of a by-pass valve which appeared to allow oily waste to be diverted around the oily water separator to an overboard discharge pipe. This illegal modification is commonly referred to as a “magic pipe” because it makes the oily waste—which at times can be difficult and expensive to legally dispose of—disappear.

According to PSIX, the USCG inspector instructed the EPIC HEDRON crew to remove the magic pipe, return the system to its original and legal configuration, and have an independent classification society representative come and inspect the modification after it had been made. While this direction did ensure that oily waste could no longer be introduced into U.S. waters, if such an arrangement was identified on a U.S.-flagged vessel it would almost assuredly result in the vessel’s Certificate of Inspection (COI) being confiscated by the USCG, thereby legally prohibiting the vessel from sailing. Additionally, the crewmembers could have faced criminal charges.

**June 2019, Garbage Disposal:** The disposal of garbage into the Gulf of Mexico is prohibited by the IMO’s Marine Pollution Act, Annex 5 (MARPOL). This prohibition includes food wastes unless the food has passed through a comminutor (shredder) with screen openings no greater than 25 mm (approximately one inch). This requirement is in place because food waste can adversely affect marine ecosystems, foul beaches, and introduce invasive species. Despite this importance, during a June 2019 inspection, a USCG officer observed entries into the EPIC HEDRON’S Garbage Record Book where crew had disposed of food waste into the Gulf of Mexico daily from December 21, 2018, to January 25, 2019. The crew confirmed the pollution stating that there was no comminutor onboard, and that crew simply dumped food wastes over the side of the vessel, a troubling prospect considering that the vessel feeds up to 300 persons daily, creating a significant amount of food waste.

The USCG officer directed the crew to purchase a comminutor, install this device, and ensure all food waste was shredded before it was dumped into the Gulf of Mexico. While this direction ensured that future pollution would not occur, it did not address the violation and the admittance of the crew that they had violated international maritime regulations. Again, such finding and admittance on a U.S.-flagged vessel would likely result in penalties against the vessel and crew.

**May 2019, Ballast Water Management:** A USCG officer conducting a Port State inspection found that the vessel had no history or evidence of sending in required reports of ballast water loading, discharges and transfers to the National Ballast Information Clearinghouse (NBIC). The maintaining records and submitting reports of ballast water loading, discharges and exchanges is required under 33 C.F.R. §151.2060 and §151.2070. These regulations were enacted to protect the marine, estuarine, and freshwater ecosystems from the destructive effects of invasive species introduced through ships ballast water.

The NBIC is a joint program of the Smithsonian Environmental Research Center (SERC) and the USCG that collects, analyzes, and interprets data on the ballast water management practices of commercial ships operating in the waters of the United States. As stated above, the EPIC HEDRON was not submitting these reports as required by U.S. regulations. The USCG inspector closed (resolved) the finding on the same day it was issued despite the NBIC data indicating the first report from the vessel being submitted on September 9, 2019, almost four months after the USCG inspector made the observation. Upon further review of the NBIC data for the EPIC HEDRON no reports were received from January 1, 2010, until September of 2019, and only seven reports have been generated from September 2019.

The attending USCG inspector further observed that the vessel did not maintain a ballast water record book, or records to indicate occurrences of ballast water exchange as required by regulation U.S. regulations. This deficiency was also immediately closed out by the attending USCG inspector by the vessel procuring a new ballast water record book and making new appropriate entries.

Again, deficiencies of this severity and duration found on a U.S.-flagged vessel would have subjected that vessel and the vessel’s crew to severe penalties.

Allegation Number: **1** Target: **EPIC HEDRON** Flag: **Vanuatu** Construction: **China**  
IMO No.: **N/A** Call Sign: **YJRH3** Type: **Industrial Vessel** Page No. **5**

Reviewing these inspection results and the apparent pattern of non-compliance with U.S. and IMO regulation, it is very difficult to understand why such a vessel should be allowed to work in U.S. waters, especially since the transportation work that it has conducted—in contravention of the Jones Act—in during 2021 carries an elevated risk profile. Again, OMSA is certain that if a U.S.-flagged vessel—even one conducting much lower risk operations—were found to have such violations, such a vessel would have—at the minimum been ordered to surrender its COI to the USCG and therefore have been legally prohibited from sailing.

Considering all the above, we respectfully request that CBP immediately and publicly investigate the violations of the Jones Act that have been broadcast. Additionally, we request that the USCG enforce the same level of safety and pollution prevention measures required of U.S.-flagged vessel, including leveling the same penalties that would be promulgated against a U.S.-flagged vessel if such violations were found therein. Finally, we request that the USCG immediately change its regulations to ensure that all foreign-flagged vessels that are conducting heavy lifts and transporting thousands of tons of merchandise comply with SOLAS and keep transmitting AIS data.

We thank you for your assistance in this important matter and OMSA staff stand ready to answer any questions.

Sincerely,



Aaron C. Smith  
President and CEO

# Attachment A



Triton Offshore, LLC.

2,628 followers

2mo •

+ Follow ...

Triton Offshore's DB Hedron decommissioning and carrying a jacket to its reef site in the GOM.



145 • 5 comments

[https://www.linkedin.com/posts/triton-diving-services-llc\\_triton-offshores-db-hedron-decommissioning-activity-6810712840563957760-Yeen](https://www.linkedin.com/posts/triton-diving-services-llc_triton-offshores-db-hedron-decommissioning-activity-6810712840563957760-Yeen)

(Last Accessed August 17, 2021)

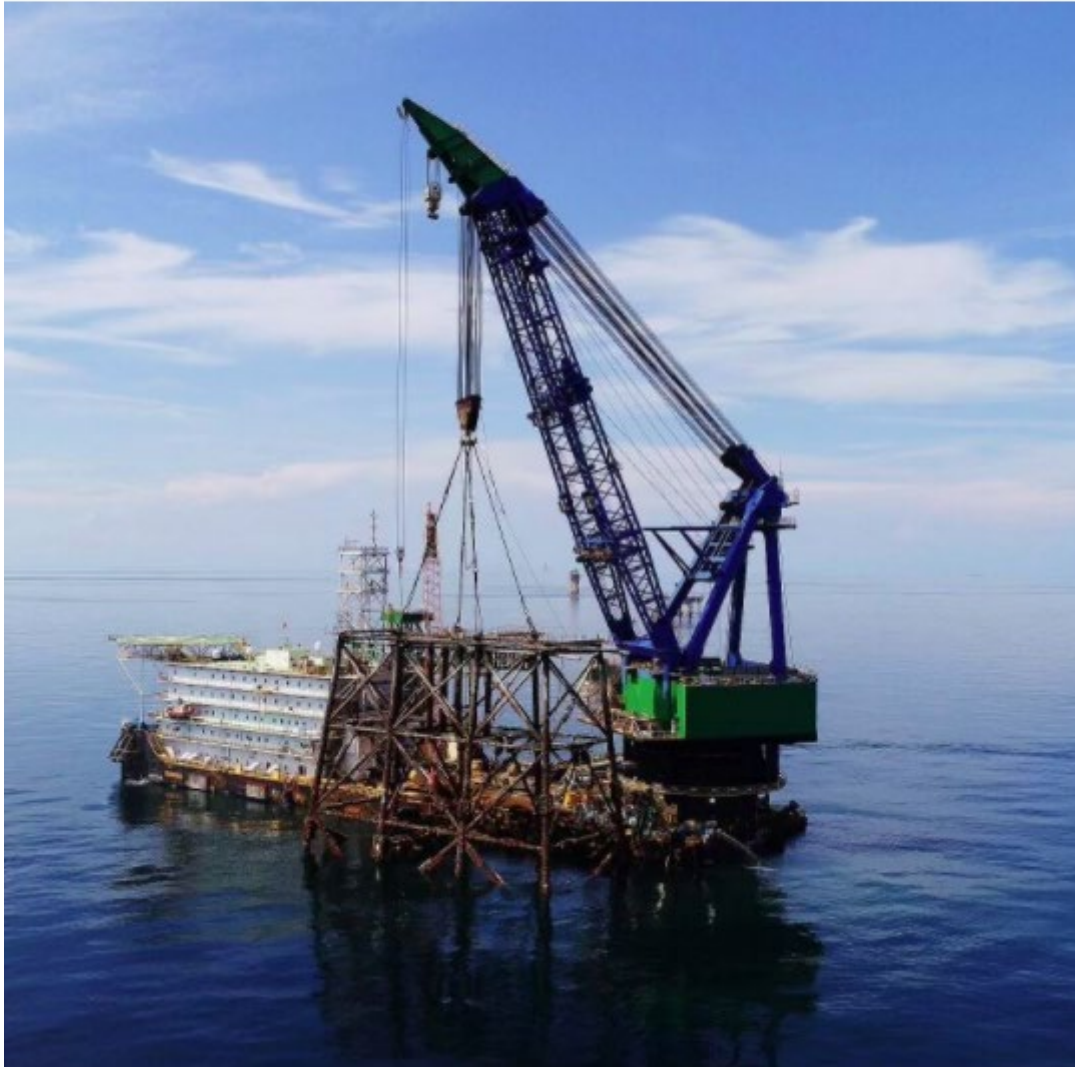
# Attachment B



**Kelly Steele** • 1st  
President at Alliance Offshore, LLC  
2mo • Edited •



Triton Offshore carries another Jacket too Reef Site rather than the Scrap Yard.  
Always nice to see!!!!



[https://www.linkedin.com/posts/kelly-steele-b1311b7b\\_triton-offshore-carries-another-jacket-too-activity-6810701541788438528-fRCF](https://www.linkedin.com/posts/kelly-steele-b1311b7b_triton-offshore-carries-another-jacket-too-activity-6810701541788438528-fRCF)

(Last Accessed August 17, 2021)

# Attachment C



[https://www.linkedin.com/posts/kelly-steele-b1311b7b\\_triton-offshore-transporting-another-2000-activity-6830941415304941568-N2EX/](https://www.linkedin.com/posts/kelly-steele-b1311b7b_triton-offshore-transporting-another-2000-activity-6830941415304941568-N2EX/)  
(Last Accessed August 18, 2021)



## **Attachment D**

# HEDRON DERRICK BARGE

## TRITON OFFSHORE

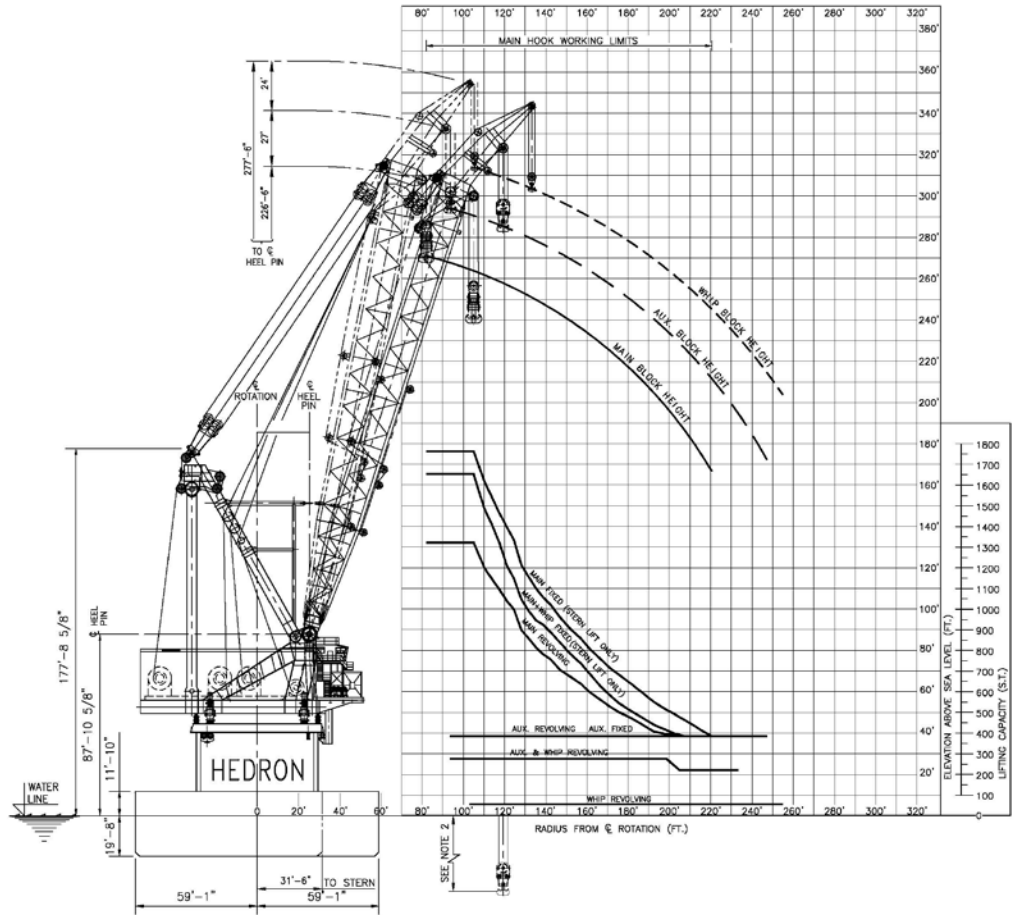


### VESSEL SPECIFICATIONS

The DB Hedron is a world-class derrick barge with a 1,763-ton (1,600-metric) capacity, fully revolving crane, and accommodations for 300 personnel. The DB Hedron and its experienced crew offers valuable solutions for heavy lift, decommissioning, construction, and installation projects.

DIMENSIONS	
Length (LOA)	394 feet (120 meters)
Width	118 feet (36 meters)
Depth	31.5 feet (9.6 meters)
Operating Draft	19.7 feet (6 meters)
Working Deck Area	14,322 square feet (4,340 square meters)
Classifications	ABS A-1, CRC, Accomodation/ Work, UWILD Solas
Registry (Flag)	Vanuatu
Helideck	
Dimensions	83 x 77 feet (25 x 23 meters) capable of receiving a Sikorsky 61N
Load Capacity	28,660 pounds

### Hook Radius vs. Lifting Capacity and Hook Height



ACCOMMODATIONS & STORAGE CAPACITY	
Living Space	300-person quarters
Fuel Capacity	534,000 gallons (2,022 m3)
Fresh Water Capacity	414,000 gallons (1,568 m3)

### COMMUNICATIONS

- Comsat/Inmarsat Satellite Communications: Thrane & Thane/Sailor 77 Fleet, 40 watts, 1626.5 - 1660.5 MHZ
- VHF: (2) Furuno/FM8800S VHF-FM, 25/1 watts, 155.000 - 161.475 MHZ
- Global Maritime Distress and Safety System



**TRITON  
OFFSHORE**

Achievement Through Teamwork

# HEDRON DERRICK BARGE

## TRITON OFFSHORE

### MAIN CRANE

Make	Wison
Model	1600
Type	Revolving
Boom Length	
Main	236 feet, max hook height above main deck (72 meters)
Auxiliary	279 feet, max hook height above main deck (85 meters), 600 feet below water line
Whip	292 feet, max hook height above main deck (89 meters)
Capacity	
Main Fixed	1,763 short tons @ 105-foot radius (1,600 MT @ 32 meters radius)
Main Revolving	1,323 short tons @ 105-foot radius (1,200 MT @ 32 meters radius)
Auxiliary	385 short tons @ 246-foot radius (350 MT @ 75 meters radius) and to EL (-) 600 feet
Whip	55 short tons @ 256-foot radius (50 MT @ 78 meters radius)

### DECK EQUIPMENT

#### Deck Crane

Make	Manitowoc
Model	14000
Type	Crawler

#### Boom

Length	143 foot main
Capacity	112 short tons

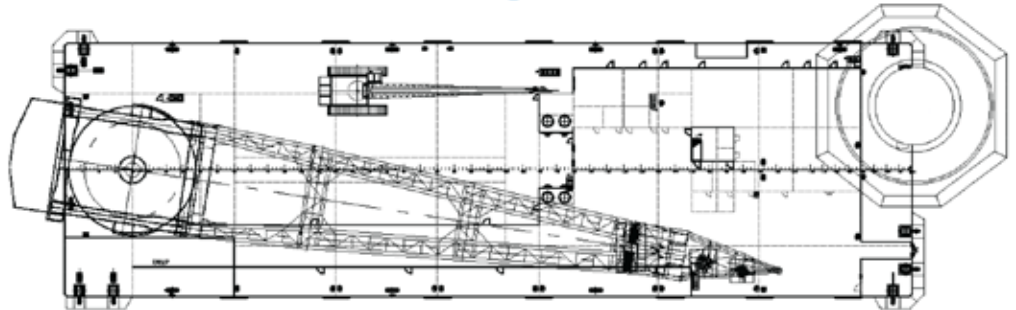
#### Compressors

Diesel	(1) 750 CFM
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#### Jet Pumps

Diesel	(1) 6x6
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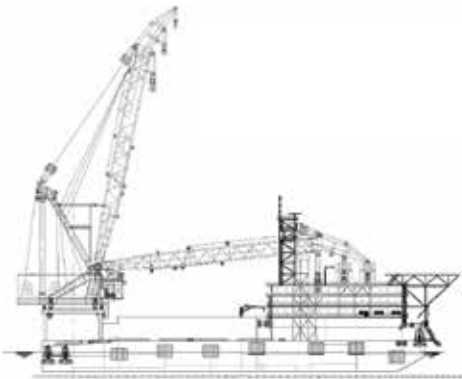
### Derrick Barge Main Deck



### MOORING EQUIPMENT

Anchors	(10)
Capacity	13 tons (12,000 kg)
Type	Flipper style
Winches	
Quantity	(10)
Type	SKW P1009-HMW
Capacity	143 tons (130 metric tons)
Wire	
Diameter	2.25 inch
Length	6,600 feet (2,000 meters)

### Derrick Barge Elevation



### AUXILIARY EQUIPMENT

Main Generator	(8) 1,000 kW, 690 volt, 50 Hz, 3 phase
Emergency Generator	(1) 500 kW, 690 volt, 50 Hz, 3 phase
Electric Compressors	(2) 1,000 m3 @ 10 bar

## **Attachment E**

Results for Vessel: **EPIC HEDRON****Vessel Information:**

**Vessel Name:** EPIC HEDRON  
**Primary Vessel Number:** 002056 (Official Number (Foreign))  
**Hull Identification Number:** N/A  
**Manufacturer Hull Number:** MLC-12888  
**IMO Number:** N/A  
**Vessel Flag:** VANUATU  
**Vessel Call Sign:** YJRH3

**Vessel Particulars:**

**Service:** Industrial Vessel  
**Length:** 393.70 ft  
**Breadth:** 118.10 ft  
**Depth:** 31.50 ft  
**Build Year:** 2011  
**Alternate VINs:** N/A

**Service Information:**

**Service Status:** Active  
**Out Of Service Date:** N/A  
**Last Removed From Service By:** N/A

**Tonnage Information:**

**Cargo Authority:** N/A  
**Tonnage:**

- 5970 - Convention (Subpart B), Net Ton
- 19906 - Convention (Subpart B), Gross Ton

**Vessel Documents and Certifications**

Document	Agency	Date Issued	Expiration Date
Minimum Safe Manning Document	VU	January 23, 2020	
Classification Document	ABS	May 14, 2019	July 5, 2021
International Load Line Certificate	ABS	May 14, 2019	July 5, 2021
International Oil Pollution Prevention Certificate	ABS	May 14, 2019	July 5, 2021
Mobile Offshore Drilling Unit Safety Cert.	ABS	May 14, 2019	July 5, 2021
Tonnage Certificate, International	ABS	May 14, 2019	
Classification Document	ABS	August 25, 2011	July 5, 2016
International Load Line Certificate	ABS	July 6, 2011	July 5, 2016
International Oil Pollution Prevention Certificate	ABS	July 6, 2011	July 5, 2016
Minimum Safe Manning Document	VU	July 6, 2011	

**Summary of Coast Guard Contacts**

To View Contact Data **From:** 07/22/2016 **To:** 07/22/2021 (MM/DD/YYYY)

Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type
7230262	Not Associated with a Case	Houma, Louisiana	Monday, June 21, 2021	Vessel Inspection
6880262	Not Associated with a Case	Houma, Louisiana	Monday, March 9, 2020	Vessel Inspection
	<b>Deficiency Information</b>			
	<b>System</b>	<b>SubSystem</b>	<b>Cause</b>	
	11 - Life Saving Appliances	N/A - No Subsystem	Improper/Lack of Maintenance	
	<b>Description of Deficiency</b>			
**Resolved Deficiency**	If fixed ladders cannot be installed, alternative means of escape with sufficient capacity to permit all persons on board to descend safely to the waterline should be provided. Vessel's embarkation ladders on starboard side are wasted and inoperable. 17C MODU CODE 1989 9			
	<b>Due Date</b>	<b>Resolved</b>	<b>Resolved Date</b>	
	Monday, March 9, 2020	True	Tuesday, March 10, 2020	
	<b>Resolution Description</b>			
	Received pictures providing proof of installation of brand new embarkation ladders on starboard side.			
6803822	Not Associated with a Case	Mobile, Alabama	Thursday, September 5, 2019	Vessel Inspection
6686589	Not Associated with a Case	Mobile, Alabama	Wednesday, June 12, 2019	Vessel Inspection
Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type

6683471 Not Associated with a Case Houma, Louisiana Tuesday, May 14, 2019 Vessel Inspection

**Deficiency Information**

System	SubSystem	Cause
01 - Certificates & Documentation	013 - Documents	Not Available

**Description of Deficiency**

01315 - Oil Record Book - Weekly soundings required to be recorded in the Oil Record Book (ORB) shall be completed in accordance with the Convention. During review of the ORB, the PSCO noted that Section 3.1 tanks listed on the vessel's IOPP Form A are not being sounded. There is no record of them being sounded as far back as 08FEB18. Provide corrective action plan from Company to the satisfaction of the Administration. MARPOL 73/78 2011 cons. Annex I/Reg. 17 50b/a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

Verified soundings are conducted and properly recorded.

**Deficiency Information**

System	SubSystem	Cause
01 - Certificates & Documentation	013 - Documents	Not Available

**Description of Deficiency**

01315 – Oil Record Book -The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations take place in the ship: Collection and disposal of oil residues (sludge); Discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces. During review of the ORB, the PSCO noted that since at least 08FEB18, there have been no recordings accounting for collection or disposal of bilge/bilge holding tank water. Disposal of oil residues (sludge) has been recorded incorrectly, using the ORB format for weekly soundings. There were no discharge to reception facility receipts onboard to be provide. Provide corrective action plan from Company with concurrence from Administration. MARPOL 73/78 2011 cons. Annex I/Reg. 17 50b/a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

New Oil record book onboard with proper entries.

**Deficiency Information**

System	SubSystem	Cause
01 - Certificates & Documentation	013 - Documents	Not Available

**Description of Deficiency**

01320 – Garbage Record Book - Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports under the jurisdiction of another Party to the Convention shall be provided with a Garbage Record Book. The Garbage Record Book, whether as part of the ship's official log book or otherwise, shall be in the form specified in the appendix to this Annex. The vessel crew has been utilizing an obsolete version of the Garbage Record Book. The Record Book being used is not in accordance with IMO Resolution MEPC.277(70) to include new categories of garbage (i.e. electronic waste) which came into effect 01MAR18. MARPOL 73/78 2011 cons. Annex V/Reg. 10.3 / MEPC.277(70) 50 b/a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

Verified new garbage record book is onboard with proper entries.

**Deficiency Information**

System	SubSystem	Cause
03 - Water/Weathertight Conditions	N/A - No Subsystem	Not Available

**Description of Deficiency**

03105 – Covers (hatchways, portable, tarpaulins, etc.) - All hatchways in position 1 and 2 shall be fitted with hatch covers of steel or other equivalent material. Such covers shall be weathertight and fitted with gaskets and clamping devices. PSCO observed that a portside hatchway on the main deck leading to a winch room had a bad gasket affecting tightness. – ICLL 88 am Annex I: II/. Reg. 16.1 17a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Tuesday, May 14, 2019	True	Friday, May 17, 2019

**Resolution Description**

MSU Houma received a class report from ABS satisfying the requirement. New gasket installed with hatch satisfactorily chalk tested.

\*\*Resolved Deficiency\*\*

**Deficiency Information**

System	SubSystem	Cause
03 - Water/Weathertight Conditions	N/A - No Subsystem	Not Available

**Description of Deficiency**

03107 – Doors - The number of openings in watertight subdivisions should be kept to a minimum compatible with the design and proper working of the unit. Where penetrations of water-tight decks and bulkheads are necessary for access, piping, ventilation, electrical cables, etc., arrangements should be

made to maintain watertight integrity of the enclosed compartments. PSCO observed that a watertight door in the machinery space was not watertight. - MODU Code (1989) Chapt. 3 / 3.6.1 17a

Due Date	Resolved	Resolved Date
Tuesday, May 14, 2019	True	Friday, May 17, 2019

#### Resolution Description

MSU Houma received a class report from ABS satisfying the requirement. Door verified for complete closing after limit switch and the mounting brackets were adjusted.

#### Deficiency Information

System	SubSystem	Cause
04 - Emergency Systems	N/A - No Subsystem	Not Available

#### Description of Deficiency

04103– Emergency, lighting, batteries and switches - Muster and embarkation stations should be adequately illuminated by emergency lighting. PSCO observed that there was no emergency lighting present for the port main deck embarkation areas, and that the lighting on the starboard 'B' deck was not functioning. - MODU Code (1989) Chapt. 10 / 10.3.3 17a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Tuesday, May 14, 2019	True	Friday, May 17, 2019

#### Resolution Description

MSU Houma received a class report from ABS satisfying the requirement. The lighting was restored and operationally tested using the main and emergency power.

#### Deficiency Information

System	SubSystem	Cause
11 - Life Saving Appliances	N/A - No Subsystem	Not Available

#### Description of Deficiency

11117 – Lifebuoys incl. provision and disposition - At least two lifebuoys in widely separated locations should each be fitted with a buoyant lifeline, the length of which should be at least one-and-a-half times the distance from the deck of stowage to the waterline at light draught, or 30 m, whichever is greater. PSCO observed buoys with lifelines stowed on the B deck that were not of adequate length. - MODU Code (1989) Chapt. 10 / 50a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Friday, May 17, 2019

#### Resolution Description

MSU Houma received a class report from ABS satisfying the requirement. All 4 lifebuoys were verified to have 30 meter lifeline attached.

#### Deficiency Information

System	SubSystem	Cause
11 - Life Saving Appliances	N/A - No Subsystem	Not Available

#### Description of Deficiency

11117 – Lifebuoys incl. provision and disposition - Not less than one-half of the total number of lifebuoys shall be provided with lifebuoy self-igniting lights of an approved electric battery type complying with the requirements of regulation III/31.2. Not less than two of these should also be provided with self-activating smoke signals complying with the requirements of III/31.3 and be capable of quick release from the navigation bridge. PSCO observed that the bridge buoys were not arranged to be capable of quick release from the navigation bridge. - MODU Code (1989) Chapt. 10 / 10.12.2 50a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Wednesday, June 12, 2019

#### Resolution Description

Verified lifebuoys and smokes are in place on new fabricated platforms and are capable of quick release.

#### Deficiency Information

System	SubSystem	Cause
14 - Pollution Prevention	141 - MARPOL Annex I	Not Available

#### Description of Deficiency

14104 – Oil Filtering Equipment - After any survey of the ship, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey. PSCO observed a modified valve and arrangement on the oily water separate overboard discharge line. Provide clarification from certificate issuing authority attesting to the acceptance of modification. MARPOL 73/78 2011 cons. Annex I/Reg. 6 17a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Tuesday, May 14, 2019	True	Friday, May 17, 2019

#### Resolution Description

MSU Houma received a class report from ABS satisfying the requirement. Connections that were not as part of the original installation drawing were removed.

\*\*Resolved Deficiency\*\*

System	SubSystem	Cause
14 - Pollution Prevention	141 - MARPOL Annex I	Not Available

#### Description of Deficiency

14105 – Pumping, Piping, and discharge arrangements - Except as provided in paragraph (d) of this section, no person may use any equipment listed in paragraph (c) of this section for transfer operations unless the vessel or facility operator, as appropriate, tests and inspects the equipment in accordance with paragraphs (b), (c) and (f) of this section and the equipment is in the condition specified in

paragraph (c) of this section. Each transfer pipe system, including each metallic hose, must not leak under static liquid pressure at least 1 1/2 times the maximum allowable working pressure. Prior to bunkering in the U.S. 33 CFR 156.170 15c

Due Date	Resolved	Resolved Date
Tuesday, May 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

Examined/verified new piping & hose test records for transfer piping/hoses onboard

**Deficiency Information**

System	SubSystem	Cause
14 - Pollution Prevention	145 - MARPOL Annex V	Not Available

**Description of Deficiency**

14501 – Garbage - Disposal of food wastes into the sea is prohibited in the Wider Caribbean Region unless the food has passed through a comminutor with screen openings no greater than 25 mm. PSCO observed entries into the garbage record book where crew had disposed of food waste into the Gulf of Mexico (a special area) daily from 21DEC18-25JAN19. Crew stated that there was no comminutor onboard, and that crew simply dumped food wastes over the side of the vessel. Provide corrective action plan from Company with concurrence from Administration. MARPOL 73/78 2011 cons. Annex V/Reg. 6 50b/a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

Verified new working comminutor was onboard

**Deficiency Information**

System	SubSystem	Cause
14 - Pollution Prevention	145 - MARPOL Annex V	Not Available

**Description of Deficiency**

14501 – Garbage – The entry for each garbage discharge shall include date and time, position of ship, category of the garbage and the estimated amount discharged. PSCO observed that the vessel was not making adequate entries for discharges of garbage. Quantities discharged to reception facilities are being estimated as 'bags of trash' instead of in the correct form, cubic meters. Daily discharges of food waste into the sea (Gulf of Mexico) have occurred from 21DEC18-25JAN19, with each one being recorded as 1.0 cubic meters. Start and stop times for discharge are not being correctly recorded, and position of ship is not being correctly recorded. Provide corrective action to be taken by Company with concurrence from Administration. MARPOL 73/78 2011 cons. Annex V/Reg. 9.3 50b/a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

Verified new garbage logs onboard with proper entries.

**Deficiency Information**

System	SubSystem	Cause
14 - Pollution Prevention	145 - MARPOL Annex V	Not Available

**Description of Deficiency**

14503 -Garbage Management Plan - Every ship of 400 gross tonnage and above, and every ship which is certified to carry 15 persons or more, shall carry a garbage management plan which the crew shall follow. The plan shall provide written procedures for collecting, storing, processing and disposing of garbage. Vessel could not produce a garbage management plan. MARPOL 73/78 2011 cons. Annex V/Reg. 9.2 17a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Tuesday, May 14, 2019	True	Friday, May 17, 2019

**Resolution Description**

MSU Houma received a class report from ABS satisfying the requirement. A Garbage Management Plan was provided to the vessel.

**Deficiency Information**

System	SubSystem	Cause
99 - Other	N/A - No Subsystem	Not Available

**Description of Deficiency**

99101 – Other (Safety In General) - There should be non-conducting mats or gratings at the front and rear of switchboards, where necessary. PSCO observed that switchboards did not have non-conductive matting at the rear. MODU Code (1989) Chapt. 5 / 5.5.5 50a

\*\*Resolved Deficiency\*\*

Due Date	Resolved	Resolved Date
Friday, June 14, 2019	True	Friday, May 17, 2019

**Resolution Description**

MSU Houma received a class report from ABS satisfying the requirement. Non Conducting mats installed in the rear of the switchboards.

**Deficiency Information**

System	SubSystem	Cause
99 - Other	N/A - No Subsystem	Not Available

\*\*Resolved Deficiency\*\*

**Description of Deficiency**

99101 – Other (Safety In General) -The master, owner, operator, agent, or person in charge of a vessel subject to this subpart and this section must submit a ballast water report to the National Ballast Information Clearinghouse (NBIC) by electronic ballast water report format using methods specified at



NBIC's Web site at <http://invasions.si.edu/nbic/submit.html>. PSCO observed that there was no history to indicated that the vessel has, or is submitting the above reports to the NBIC. 33 CFR 151.2060 10c

<b>Due Date</b>	Resolved	<b>Resolved Date</b>
Tuesday, May 14, 2019	True	Tuesday, May 14, 2019

**Resolution Description**

Not Available

**Deficiency Information**

<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
99 - Other	N/A - No Subsystem	Not Available

**Description of Deficiency**

99101- Other (Safety In General) -The master, owner, operator, agent, or person in charge of a vessel bound for a port or place in the United States, unless specifically exempted by §151.2015 of this subpart, must ensure the maintenance of written or digital records that include the information required to be reported by §151.2060 of this subpart. PSCO observed that the vessel does not maintain a ballast water record book, or records to indicate occurrence of ballast water exchanges. 33 CFR 151.2070 50 b/a

**\*\*Resolved Deficiency\*\***

<b>Due Date</b>	Resolved	<b>Resolved Date</b>
Friday, June 14, 2019	True	Wednesday, June 12, 2019

**Resolution Description**

Verified vessel has new ballast water record book with proper entries.

<b>Activity Number</b>	<b>Case Number</b>	<b>Responsible Unit's USCG Zone/Port</b>	<b>Incident Date</b>	<b>Activity Type</b>
6213173	Not Associated with a Case	TEXAS CITY, Texas	Tuesday, July 25, 2017	Vessel Inspection

**Deficiency Information**

<b>System</b>	<b>SubSystem</b>	<b>Cause</b>
Fire Fighting	Structural - A Class Divisions	Not Available

**Description of Deficiency**

STAIRWAYS WHICH PENETRATE MORE THAN A SINGLE DECK SHOULD BE SURROUNDED BY "A" CLASS DIVISIONS AND PROTECTED BY SELF CLOSING DOORS AT ALL LEVELS. FOUND 6 "A" CLASS SELF CLOSING DOORS NOT CLOSING. MODU60E(89) REG. 9.2.3

**\*\*Resolved Deficiency\*\***

<b>Due Date</b>	Resolved	<b>Resolved Date</b>
Tuesday, August 8, 2017	True	Wednesday, July 26, 2017

**Resolution Description**

Vessel fixed self closing doors, so that they would self close.

<b>Activity Number</b>	<b>Case Number</b>	<b>Responsible Unit's USCG Zone/Port</b>	<b>Incident Date</b>	<b>Activity Type</b>
6161343	1080937	WASHINGTON, District of Columbia	Monday, May 29, 2017	Incident Investigation

**Incident Information**

**Role**  
Sighted in Area