

List of Detained Vessels 2021

Last updated on: 2021.12.31

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.1	Indonesia	Telukbayur	04-Jan-2021	7	1. Sewage Treatment Plant Defective.
Ship No.2	Australia	Esperance	13-Jan-2021	22	1. Above deficiencies no. 1 to 16 are objective evidence that the Company's safety management system as implemented onboard is not effective to ensure maintenance of ship and equipment.
Ship No.3	Canada	Vancouver	19-Jan-2021	9	1. Three out of four Engine Room Vents pneumatic control dampers observed inoperative. Dampers tried to close manually but also failed to close as were frozen. Engine Room vents compartment manual main dampers observed inoperative. Galley vent damper observed inoperative. 2. Three Windows on bridge looking port, starboard and starboard aft observed permanently covered with old charts, white boards. 3. Chief Officer observed with serious lack of familiarity with ECDIS and operation of ECDIS. Chief Officer could not demonstrate waypoints for last and next voyage on ECDIS, could not amend or position a waypoint on ECDIS, could not show used charts for last voyage, could not demonstrate which charts are available and what is the date of update of the charts on ECDIS. 4. Safety management audit by the administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
Ship No.4	Australia	Gladstone	20-Jan-2021	9	1. Crew member found to be continually working after being declared unfit for duties by a medical professional. Ships Medical logbook not updated with unfit seafarer. Failure to report seafarers deemed not fit for work as per company safety management system. Seafarers attended Medical professional on 22/12. Master uploaded relevant form on 09/01 after departing port and furthermore did not follow relevant procedure. Master emails office requesting advice on 22/12 and failed to receive response. No evidence of response at time of inspection.
Ship No.5	Russian Federation	Taman	21-Jan-2021	17	1. Crack on deck near foundation of engine air vent casing. 2. Rescue boat davit emergency operation (accumulator) not working. 3. Familiarisation of crew with emergency operation on LSA equipment - very poor
Ship No.6	Australia	Sydney	27-Jan-2021	5	1. Rescue boat outboard engine defective.
Ship No.7	Australia	Brisbane	03-Mar-2021	19	1. Accommodation air conditioner inlet fire damper defective. 2. Deficiency 1, 2 & 5 are objective evidence that vessel crew are unable to demonstrate the operational requirements to navigate and operate the vessel safely.
Ship No.8	Panama	Cristóbal	15-Mar-2021	5	1. 2nd/Eng and Elec Off with seafarer's employment agreement expired more than 3 months.
Ship No.9	Turkey	Antalya	16-Mar-2021	6	1. Expired Basic training / STCW Manila regulation. 2. Expired Satellite EPIRB battery.
Ship No.10	Australia	Abbot Point	31-Mar-2021	10	1. Seafarers onboard not paid in full every month in accordance with Seafarer Employment Agreement.
Ship No.11	Australia	Port Hedland	01-Apr-2021	11	1. Emergency fire pump unable to pressurise fire mains. 2. The safety management system, as implemented on board, fails to ensure effective implementation of element 8 of ISM Code as evidenced by deficiencies no. 1, 2 and 3.
Ship No.12	Australia	Port Hedland	06-Apr-2021	14	1. Emergency systems / Emergency fire pump and its pipes / Emergency fire pump defective.
Ship No.13	Canada	Vancouver	06-Apr-2021	9	1. Emergency fire pump and its pipes - Noticed that vessel running fire and G/S pump instead of emergency fire pump. Fire lines on deck leaking at expansion bellows. Various hydrants and fire line drain valve pouring / leaking.
Ship No.14	Australia	Newcastle	12-Apr-2021	5	1. Emergency generator : Unable to start automatically on its battery supply.
Ship No.15	Finland	Kotka	13-Apr-2021	6	1. Port State Control Officer was obstructed in the execution of his duty.

Ship No.16	China	Shanghai	19-Apr-2021	12	<p>1. The records of rest hours for C/E, E/E and M/M(A) & 2/O, 2/E and M/M(B) did not reflect the real situation on board the drill conducted on 21-03-2021 & 18-03-2021 was not record as working hours. What is more serious is that the mentioned records were found from the person in charge of filling the records for engine department.</p> <p>2. Ship discharged garbage cooking oil to reception facilities on 18-12-2020, however certificate for disposal of garbage to the reception facilities not available on board and the operation not be entered into the garbage record book.</p> <p>3. The objective evidence are found as deficiency code 01308, 14501,14612 and 14802, all of above mentioned findings demonstrate that there is a serious failure in ensuring the critical operations as required by ISM code element 7 additional audit needs to be undertaken before departure.</p>
Ship No.17	United states	Lake Charles	04-May-2021	11	<p>1. Means shall be provided to control leaks of flammable liquids. PSCO's identified multiple active fuel oil and lube oil leaks in the engine room.</p> <p>2. Quick closing valves were found with hold-back devices rendering remote closure of the valves inoperable.</p> <p>3. PSCO tested 03 Hyper-mist Flame Detectors all of which were found inoperable in the engine room. Additionally the hyper-mist control panel was indicating a fault and automatic actuation of the system was rendered inoperable.</p> <p>4. A smoke detector in the steering gear space was found covered with a plastic bag.</p> <p>5. Multiple jacket water leaks were found on five separate cylinders of the ships main propulsion engine. Jacket water was also found leaking from the heat exchanger on the ships emergency generator.</p> <p>6. Objective evidence discovered in an expanded ISM exam revealed the following major non-conformity; the vessel failed to fully implement the requirements of the SMS as evident by def. #01, 02, 03, 04 and 05. An external audit is required.</p>
Ship No.18	Australia	Brisbane	10-May-2021	20	<p>1. Fixed cargo securing devices, numerous lashing eyes and ISO sockets corroded and defective.</p>
Ship No.19	United states	Mobile	24-May-2021	11	<p>1. An immersion suit of an appropriate size complying with the requirements of section 2.3 of the code shall be provided for every person on board the ship. PSCO noted 20 immersion suits not in serviceable condition.</p> <p>2. The fire resistance of doors shall be equivalent to that of the division in which they are fitted. PSCO noted wires penetrating frame of the "A-O" door for the navigation equipment storage room on the navigation bridge.</p> <p>3. The fire resistance of doors shall be equivalent to that of the division in which they are fitted. PSCO noted door to fire control room was not seating against the gasket rendering ineffective at stopping the passage of smoke.</p> <p>4. The fire resistance of doors shall be equivalent to that of the division in which they are fitted. PSCO noted 02 doors, class A division stairwell door leading to the steering gear room and the upperdeck main stairwell door, whose gaskets were deteriorated and ineffective.</p>
Ship No.20	Indonesia	Tanjung Priok	31-May-2021	5	<p>1. Crew is not familiar with garbage management procedure on board.</p> <p>2. Sewage Treatment Plant, defective.</p> <p>3. Over speed trip of M/E simulation test failure.</p>
Ship No.21	Australia	Groote Eylandt	02-Jun-2021	9	<p>1. Free Fall Lifeboat release system defective.</p>

Ship No.22	Belgium	Antwerpen	13-Jun-2021	10	<p>1. Cargo hold fire detection system inoperative, disconnected sensor and system failure alarm.</p> <p>2. Water ingress system indicating power failure alarm and sensor failure alarm, several alarms in Bosun store, carpenter room, FPT inoperative. Alarms are not possible to be acknowledged.</p> <p>3. Horn inoperative and not possible to operate from navigation bridge (cables disconnected).</p> <p>4. Several major control alarms inhibited or in alarm for an undetermined time. One of the Alarm monitoring display units inoperative. Alarms time and date indication not in line with actual date and time. No possible to indicate the time or date since the system is inoperative, inhibited or in alarm.</p> <p>5. Main engine oil mist detector inoperative.</p> <p>6. On several vent heads for ballast tanks, several gaskets fallen, full of debris and closing disk missing.</p> <p>7. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p>
Ship No.23	Australia	Sydney	19-Jul-2021	19	<p>1. The SMS as implemented onboard has failed to ensure the vessel is prepared for an emergency and properly maintained in accordance with requirements.</p>
Ship No.24	Australia	Port Hedland	22-Jul-2021	7	<p>1. Oily water separator defective.</p>
Ship No.25	Russian Federation	Taman	24-Jul-2021	18	<p>1. Water Level detection system - N5 C/H main alarm - not operate.</p>
Ship No.26	Australia	Dampier	29-Jul-2021	10	<p>1. Booby hatch covers for Cargo hold Number 6 and Pipe tunnel, closing mechanism not operational.</p>
Ship No.27	Chile	Puerto Patache	03-Aug-2021	5	<p>1. Operational readiness of lifesaving appliances/The forecastle life raft is not ready for use in case of emergency because it is installed inside a padlocked cage.</p> <p>2. The Safety Management System does not guarantee that the ship can respond (effectively) to hazards, accidents and emergency situations.</p>
Ship No.28	United kingdom	Newport	08-Aug-2021	10	<p>1. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p>
Ship No.29	Indonesia	Tanjung Priok	10-Aug-2021	16	<p>1. Master and crew are not familiar with garbage management plan and procedure on board.</p> <p>2. Sewage Treatment Plant is defective.</p>
Ship No.30	United Kingdom	Londonderry	17-Aug-2021	10	<p>1. Emergency generator not properly maintained.</p>
Ship No.31	Russian Federation	Novorossiysk	22-Aug-2021	9	<p>1. Port side ventilation Funnel of engine room flap not ready for use.</p> <p>2. Bridge deck AIS antenna not fixed (due to corrosion).</p> <p>3. Rescue boat searchlight not ready for use, magnetic compass not completed, electric panel is not watertight, float foundation with cracks.</p>
Ship No.32	Netherlands	Rotterdam	30-Aug-2021	21	<p>1. Found the ECDIS not working properly. No GPS and remark that ENC were not available.</p> <p>2. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p> <p>3. Found several hatches (Engine room, provision store and ports for washing machines 7S, 2S etc.) with missing butterfly nuts or they were not operational or broken off.</p>
Ship No.33	Nigeria	Lagos	30-Aug-2021	16	<p>1. Deck Extreme Rust.</p>
Ship No.34	Indonesia	Tanjung Priok	16-Sep-2021	7	<p>1. Sewage Treatment Plant, Defective.</p> <p>2. Port side Air Ventilation Fire damper for Engine room can not close.</p>

Ship No.35	Australia	Dampier	20-Sep-2021	1	1. Engine room fire dampers (Numbers 1,2,3 and 4), not operational.
Ship No.36	Canada	Quebec	28-Sep-2021	14	1. Three crew (Captain, Chief Officer and Second Engineer), SEAs more than 11 months onboard. 2. Food waste garbage found stored in Cold room. To be removed.
Ship No.37	Belgium	Antwerpen	05-Oct-2021	15	1. 3 SEAs are invalid, the expiry date is set over the maximum service period of 11 months (as per DMLC part I and II). Recurrent deficiency during last inspections in PMoU in 2020. This deficiency shows a non-effective implementation of the ISM code in the areas where ISM related deficiency(ies) were found. 2. The vessel holds a certificate for D1 and D2 compliance. At the end of the inspection the old BWMP for D1 compliance was shown, which is not updated for D2 compliance. This deficiency shows a non-effective implementation of the ISM code in the areas where ISM related deficiency(ies) were found during the last PSC inspection in PMoU in 2020. 3. Final Trim and stability calculation (PF303.03) is not available on board, only the provisional document (PF303.01). Several Class letters referred to on the amendments to the book are not available. Outstanding stability related deficiency could not be verified due to missing information. This deficiency shows a non-effective implementation of the ISM code in the area 4. New light ship weight not implemented in the stability calculations. The minimum GoM (damage limiting) is set on 0.00 m. The minimum forward draft is set on 4.5m, the available (provisional) stability information requires a minimum forward draft of 5.548m. 5. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is(are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
Ship No.38	Australia	Port Hedland	13-Oct-2021	13	1. Fire main isolation valve defective.
Ship No.39	Russian federation	Novorossiysk	13-Oct-2021	16	1. Rescue boat engine no started.
Ship No.40	Indonesia	Tanjung Priok	14-Oct-2021	7	1. Chief Engineer and Engineer in charge for incinerator is not familiar with garbage management plan.
Ship No.41	Turkey	Ambarli	18-Oct-2021	20	1. ISPS not applied on the ship, went to the forward side, then to the accommodation without any questioning about anything.
Ship No.42	Australia	Gladstone	19-Oct-2021	9	1. The Safety Management System, as implemented on board, fails to ensure effective implementation of Elements 7,8 and 9 as evidenced by deficiencies numbered 1 to 5. 2. Objective evidence indicates that the vessel and its equipment has not been maintained to conform with the provisions of the present regulations as evidenced by deficiencies number 9 to 20. 3. Objective evidence indicates that the Company has failed to ensure that seafarers have access to good quality food and drinking water provided under regulated hygienic conditions onboard as evidenced by deficiencies 6,7 and 8.
Ship No.43	Australia	Newcastle	04-Nov-2021	10	1. Emergency generator. Unable to connect to emergency switchboard during sequence test or after manual trip of engine control room bus.
Ship No.44	Australia	Brisbane	07-Nov-2021	13	1. SMS as implemented does not ensure the safety of the environment as evidenced ISMC/S7 by deficiencies 3 and 4 (OWS 15 PPM alarm arrangement).
Ship No.45	Australia	Dampier	22-Nov-2021	10	1. Emergency generator not operational. (Defect existing since July 2021. Vessel master/operators have not reported existing defect to AMSA or any relevant authorities. 2. Emergency generator unable to come on load. This defect not reported or rectified since July 2021, this and all the above deficiencies are objective evidence that the safety management system as implemented on board fails to adequately satisfy the requirements on ISM code sections 7,8,9 and 10.

Ship No.46	United states	Brownsville	29-Nov-2021	10	<p>1. Objective evidence discovered in an expanded ISM exam revealed the following major non-conformity : The vessel failed to fully implement the requirements of the ISM code through their SMS procedures as evident by the following deficiencies. Chief engineer exhibited an overall lack of familiarity with the ship's SMS procedures. Previous months maintenance plan not completed. Emergency generator, main engine, steam system, and fire detection were round in various states of disrepair. These deficiencies indicate that the ship and/or company are not meeting the SMS requirements. An external audit is required.</p> <p>2. Each emergency generator set must be equipped with a second source of energy for starting. PSCO observed the second means of starting to be inoperable.</p> <p>3. Connections within the fuel supply and spill lines shall be constructed having regard to their ability and to prevent pressurized oil fuel leaks while in service and after maintenance. PSCO observed an active leak dripping off of the high pressure lines of the emergency generator.</p>
Ship No.47	Australia	Port Hedland	30-Nov-2021	8	<p>1. Several ballast tanks on deck air pipe closing arrangements defective.</p>
Ship No.48	Indonesia	Tanjung Priok	01-Dec-2021	6	<p>1. Crew on board are not familiar with the garbage management plan on board.</p> <p>2. Engine room fire fan damper cannot closed.</p> <p>3. Fire station room/compartment is not insulated as per fire control plan.</p>
Ship No.49	Germany	Brunsbüttel	02-Dec-2021	12	<p>1. Found sewage treatment plant out of order so not correctly treated sewage. Deficiency as mentioned in inspection on 14.05.2021.</p> <p>2. Safety management audit by the administration is required before departure of the ship. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p> <p>3. Found sewage plant working without disinfection system, so not correctly treated sewage.</p> <p>4. Found several insulation wet through of fuel oil in engine room. Several oil leakages in engine room. Main engine, diesel generators. FO booster System etc. (fire safety).</p> <p>5. Several unsafe electrical installations have been found on deck. Not proper insulation of cables for stbd side navigational lights. Junction boxes are not properly fixed.</p> <p>6. Found engine room in dirty condition. Oil spills, fuel spills, water spills, dirty valves, etc. Deficiency as mentioned in inspection on 14.05.2021.</p>
Ship No.50	United arab emirates	Jebel Ali Free Zone	15-Dec-2021	10	<p>1. Most of fire boxes found without fire hoses, nozzles, F-keys.,</p> <p>2. Both Life rafts securing arrangement were wrongly lashed.,</p> <p>3. Quick closing valve of the emergency generator fuel supply no function.,</p> <p>4. At engine room above generator smoke detector found covered.</p>
Ship No.51	United kingdom	Teesport	15-Dec-2021	7	<p>1. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p>

Ship No.52	Greece	Thessaloniki	15-Dec-2021	21	<p>1. One (01) spare battery of portable GMDSS found with seal broken.</p> <p>2. During testing from crew VHF/DSC units were found not being able to transmit DSC calls.</p> <p>3. All GMDSS equipment found unable to operate through emergency source of power. Reserved batteries found almost with zero voltage. Also one out of two VHF/DSC units found not being connected to reserve batteries.</p> <p>4. The emergency lights for illuminating overrides the water into which the lifeboats are launched found broken.</p> <p>5. STB side lifeboat engine could not readily start engine due to uncharged batteries. One out of two batteries found with almost zero voltage and the second one was found half charged.</p> <p>6. Lack of sufficient training of crew was observed during fire drill. Firemen found not bringing with them breathing cylinders and not wearing correctly the safety line.</p> <p>7. Safety management audit by the Administration is required before departure of the ship. Deficiency(s) marked ISM is (are) objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.</p>
Ship No.53	Australia	Newcastle	21-Dec-2021	9	<p>1. No.2 cargo hatch port and starboard. Rollers missing from port and starboard hatch lids. Lids in half open position. Unable to be opened or closed. Rectify to Recognised Organisation and AMSA satisfaction.</p>