

List of Detained Vessels 2023

Last updated on: 2024.01.12

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.1	USA	Long Beach	07-Jan-2023	14	<p>1. Objective evidence discovered during an expanded ISM exam revealed the following deficiency : The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures. The company did not take appropriate actions on identified non-conformities. This is made evident by deficiency 2. An external audit is required; A complete shipwide inspection of the firefighting equipment is requested.</p> <p>2. Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed 24 of 33 foam discharge nozzles in the engine room were blocked preventing the operation of primary firefighting capabilities within the space.</p>
Ship No.2	Belgium	Gent	10-Jan-2023	20	<p>1. Ballast water treatment plant cannot be used in the port of Gent, Belgium because the aft peak tank is not available for the required salt water to operate the ballast water treatment system (this tank is used for sewage).</p> <p>2. ESP documentation incomplete : no executive hull summary and condition evaluation reports could be shown to the attending PSCO's. (last renewal/special survey was conducted in July 2022).</p> <p>3. Diagrams with the shadow sectors of the ship's radars are missing.</p> <p>4. Starboard side light loose, not properly attached (with metal wire). Covers of both side lights are wasted.</p> <p>5. Attachment platform of forward top light severely corroded and wasted.</p> <p>6. Emergency generator, when tested, can not achieve its' intended speed. The frequency indicator starts at 55Hz, however, the indicator remains below 55Hz. When starting the first more power demanding equipment, the speed descended even more and the emergency generator was almost stopping due to the increased load. Severe exhaust gas leakage at the Turbo Charger, making it impossible to remain in the emergency generator room.</p> <p>7. During the inspection DG 3 was running and supplying the main switchboard. Auxiliary engine no.1 and no .2 can not be started from the Engine Control Room, nor was it possible to start from local position. Start attempts locally showed that the start buttons are also not working, as the engine crew uses the emergency press button on the starting air solenoid valves. On Auxiliary engine no. 1 the "Indicator cock" on unit no.2 was not possible to close. The fuel oil leakage alarms on all auxiliary engines have been mechanically bypassed (i.e. drain permanently removed) and on the running auxiliary engine no.3 a constant flow of Diesel oil is flowing into the F.O. drip tray below.</p> <p>8. The priming/vacuum units, installed on the pumps connected to the bilge pumping arrangements (Fire & GS pump; Bile & fire pump, for the direct suction E.R. bilges and the Main Seawater Cooling Pump for the Engine Room bilges emergency suction valve) are inoperative.</p> <p>9. The main fire pump (Fire & GS pump) is not able to produce a pressure of more than 2.6 bar. Additionally, severe leakage noted at the shaft gland packings and the automatic non-return valve at the pressure side is not closing automatically. When the other main fire pump is running, the Fire & GS pump starts running in the opposite direction. The other main fire pump, also severe leakage at the shaft gland packing observed.</p> <p>10. One overboard valve, connected to the ICCP system (lower sea-chest at STBD) encapsulated in a 'cement box'. The vessel was in dry dock, about 6 months ago (July 2022).</p> <p>11. 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>
Ship No.3	Australia	Townsville	18-Jan-2023	19	<p>1. All air vent pipes intended for FOT no.1 and 2 port and starboard side wasted and holed.</p> <p>2. SMS failed to ensure effective implementation of maintenance of the ship and equipment as evidenced by deficiencies 1,2,3,6 and 7 shipboard operations as evidenced by deficiency 4.</p>
Ship No. 4	Spain	EL Ferrol	21-Mar-2023	2	<p>1. Seafarers have two even three different SEAs, one SEA is in compliance with the Collective Bargaining Agreement and MLC 2006 requirements, but the others are not in compliance with the Collective Bargaining Agreement and MLC 2006 requirements, furthermore they contains clauses that violate seafarers' rights. Some seafarers have only the copy of the last abovementioned SEAs. Many seafarers have been not paid according to the conditions of the official SEA and the Collective Bargaining Agreement.</p> <p>2. Many seafarers have not been paid at monthly intervals in full for his/her work in accordance with the Collective bargaining agreement and MLC 2006 requirements.</p>
Ship No. 5	Australia	Dampier, WA	23-Mar-2023	6	<p>1. Engine room fire line isolating valve defective.</p>

Ship No. 6	Singapore		03-Apr-2023	10	<p>1. Fire Safety / Operation of fire protection systems / Paint Locker Sprinkler system 5 out of 6 nozzles sighted with ineffective spray pattern during operational test and line was choked at initial attempt.</p> <p>2. Water/Weathertight Conditions / Ventilators, air pipes, casing / Aft peak tank vent head found with seized self closing device at time of inspection.</p> <p>3. Safety of Navigation / Pilots ladders and hoist / pilot transfer arrangement / Replacement Stbd pilot ladder used for PSCO boarding found with no type approval certificate and numerous loose chocks. Port side pilot ladder found with 1 rubber step deformed.</p> <p>4. ISM/Maintenance of the ship and equipment / With the pilot report on stbd pilot ladder parted side rope during pilot disembarkation in 2nd April and as evidenced with the ISM related deficiencies indicate that the shipboard safety management system was not effectively implemented onboard as per ISM element 10.</p>
Ship No.7	Australia	Port Kembla	20-Apr-2023	13	<p>1. Rescue boat motor defective. Fuel lines not approved.</p> <p>2. The SMS as implemented onboard has failed to ensure- procedures for key shipboard operations concerning operation and safety have been established as per Defs. 5 and 6; that the ships is being maintained in accordance with the provisions as per Defs 2 and 7; that the vessel can respond to emergency including procedres, training drills and exercises as per Defs 1 and 3.</p>
Ship No.8	USA	New Orleans	01-May-2023	26	<p>1. At security level 1, controlling access to the ship shall be carried out through appropriate measures on all ships taken into account the guidance given in part B of the ISPS code. PSCOs were able to board the vessel and make access thru the vessel to the Engine room and the navigational bridge unchallenged by the crew. Require an additional verification from certificate issuing authority prior to departure.</p>
Ship No.9	Indonesia	Pontiank	13-May-2023	12	<p>1. Safety of navigation / electronic charts (ECDIS) / ECDIS for safey navigation is not connected with echosounder when ship grouded.</p> <p>2. ISM / Company responsibility and authority / According all deficiencies ship ISM Code failure by : - shipboard operation, Master responsibility and authority, and maintenance of the ship.</p>
Ship No.10	Japan	Yakkaichi	07-Jun-2023	14	<p>1. Forward masthead light not complied with the requirements of COLREG.</p>
Ship No.11	Australia	Newcastle	13-Jun-2023	12	<p>1. All access hatches to cargo holds not able to close weathertight. Booby hatch of cargo hold No.7 Aft not able to close weathertight.</p> <p>2. The safety management system, as implemented on board, fails to ensure effective implementation of Element 7 and 10 of ISM Code as evidence by the deficiency No.1, 2, 3, 4 and 5.</p>
Ship No.12	Australia	Newcastle	16-Jun-2023	19	<p>1. The SMS as implemented onboard does not ensure effective safety of navigation (objective evidence deficiency No.2) and effective training and familiarisation of crew (objective evidence deficiencies No.3, 4, 6, and 8).</p>
Ship No.13	Australia	Newcastle	16-Jun-2023	19	<p>1. No.1 hatch cover defective.</p> <p>2. Fixed firefighting system for engine room defective, foam pump seized and control system seawater pressure transmitter defective.</p> <p>3. Ship safety management system as implemented on board does not ensure emergency preparedness, evidence deficiencies 3, 4, 5, 6 8 and 9. Ships safety management system does not ensure corrective action, no evidence of completion of corrective action for ISM deficiency 7 issued 07 Nov 2021.</p>
Ship No.14	Germany	Cuxhaven	06-Jul-2023	8	<p>1. Found bigger parts of all hatch covers laying directly metal to metal to hatch foaming status of rubber gaskets.</p> <p>2. Nearly all checked manholes for entrances to cargo holds and pipe duct sash lock system blocked stuck or damaged in a way that the wheel not closing all sash locks but some left open.</p> <p>3. Several signal lights inoperative.</p> <p>4. Most caps for closing sounding pipes on deck damaged stuck can not get closed properly.</p> <p>5. 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>6. Found 5 of 137 voyage charts on ECDIS not to date.</p> <p>7. Rescue boat several plugs on hull missing so wetness going inside the hull. Quantity of water inside hull unclear to be investigated by R.O.</p> <p>8. Found smoke detector on bridge navigational equipment room covered by plastic foil.</p>

Ship No.15	Australia	Adelaide	19-Jul-2023	9	1. Sewage Treatment Plant defective.
Ship No.16	Germany	Rostock	20-Jul-2023	12	<p>1. The electrical connections on the following parts of the engine room plant components are unsafe because the cables are either loose, the insulations are damaged or the cables chafing against the terminal boxes; aux. - boiler - exhaust gas sensor, aux. - engines 2 and 3 - fuel oil leakage sensors, sewage plant - level switch of II stage, boiler fuel oil supply pump no. 2, aux. - engines fuel oil supply pump no.2. aux. - engines fuel oil supply pumps, main engine L.O. punifier, HFO.</p> <p>2. Two fire doors 505 and 506 are nbot closing properly. Fire door 505 has wrong IMO symbol.</p> <p>3. At all 3 auxiliary engines, the exhaust gas insulation shortly after the exhaust gas manifolds and before the turbine side of the turbochargers are either missing, not complete or displaced.</p> <p>4. During the operation of the auxiliary engine no.3, strong oil fumes and exhaust gas fumes were noted at the turbine side of the turbocharger. In addition, a fuel oil leakage at the fuel oil injection pump no. 5 was noted additionally. Engine was shut down immediately.</p> <p>5. One of two safety valves cannot be opened by pulling the respective steel wire as the lever of this safety valve cannot move. Thats because the lever immediately touches a steel pipe closely located to this lever.</p> <p>6. Main engine cylinder 3 and 4 : water leakages were noted between the cylinder liner jackets and the cylinder covers. The leakages were noted at the respective cooling water connections between the liner jackets and cylinder covers.</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> <p>8. Fire drill is substandard, no communication, no use of portable CHR; no test of pressure of BA by responsible personal; fire hose and safety lines stuck between the door while entering compartment on fire; and BA sets have air leakage.</p>
Ship No.17	Canada	Vancouver	27-Jul-2023	15	<p>1. Crew lack of familiarization with respect to internal oil transfer operation.</p> <p>2. Oil pollution discharge reported by the vessel and there ar apparent oil substance remaining onboard and the hull of the vessel.</p> <p>3. Crew did not follow onboard safety procedures with respect to internal oil transfer operation.</p> <p>4. 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 the implementation of the ISM Code.</p> <p>5. Galley exhaust trunking found to be oily and dirty at the time of inspection.</p>
Ship No.18	Australia	Port Walcott	06-Aug-2023	19	1. Starboard lifeboat onload release defective.
Ship No.19	China	Tai Cang	08-Aug-2023	21	<p>1. No.1 lifeboat (also use as a rescue boat) started more than 20 minutes.</p> <p>2. The No.,1 steering gear phase failure alarm cannot be tested at the time of inspection.</p> <p>3. The winch moving part be rotated when both side lifeboat being hoisted by power at the time of inspection.</p> <p>4. Safety management system was not ensure proper implementation as following evidence : The steering gear malfunction (When the ship sailing on the Yangtze River No.3 Black Float) result in collision case, and when PSCO inspection on the board the steering gear not repaired.</p>

Ship No.20	Germany	Bremen	29-Aug-2023	21	<p>1. Found cranes without escape devices well known, captain reported this before to company, but company fail to deliver.</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. Several outside doors not properly closing. Frames rusted through. General outworn condition of steel where steelwork is necessary and not maintenance. A-0 door from purifier room not closing properly.</p> <p>4. Found some fire doors inside accommodation not properly self-closing.</p> <p>5. Forward Top Light is showing wrong sector (not 225 degrees like masthead light but 135 degrees only, because stern light installed). Case of stb side light and stern light damaged. Glass of upper aft anchor light broken.</p> <p>6. Manholes/doors to void spaces between cargo holds found corroded. Holed by rust, not properly closing any more.</p> <p>7. Hatches to cargo hold entrances in outworn condition. Frames partly corroded away. Several toggles for securing replaced by smaller ones. Hinges for hatches and toggles outworn.</p> <p>8. Fire drill below standard including (i) fire fighter not properly dressed; (ii) one BA losing air during complete drill; (iii) fire fighter shoes outworn; (iv) fire hose for fire fighter during complete drill not connected to anything; (v) fire fighter quickly at fire site and extinguished fire, then left. Neither before nor after searched for missing person; (vi) after returning of fire fighters to deck was found out missing crew still missing and one fire fighter alone re-entered area for searching; (vii) after 22 minutes, missing person found, then left alone because fire fighters organized stretcher; and (viii) securing injured person to stretcher inside smoke area takes again several minutes</p>
Ship No.21	Ghana	Tema	06-Sep-2023	37	1. Watertight door on main deck seals broken, coaming surface wasted.
Ship No.22	Australia	Newcastle	29-Sep-2023	22	1. Starboard lifeboat onload release defective.

Ship No.23	USA	Davant Anchorage, Louisiana	18-Sep-2023	13	<p>1.The fixed fire detection and fire alarm system required in paragraph 4.1.1 shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operations of the machinery and variations of ventilation as required by the possible and variations of ventilation as required by the possible range of ambient temperatures. PSCO observed all flame detectors and smoke detectors above all generators inoperable and indicating a fault/ alarm on the engine control panel. Furthermore, this condition negates the ability of the local fire suppression to activate during unattended machinery space operations.</p> <p>2.The arrangement of sea connections, fire pumps and their sources of power shall be as to ensure that: in cargo ships, if a fire in any one compartment could put all the pumps out of actions, there shall be an alternative means consisting of an emergency fire pump complying with the provisions of the Fire Safety System Code. The vessel's emergency fire pump is inoperable and unable to be tested in the presence of the PSCO. Crew stated the mechanical seal needed replacement.</p> <p>3.The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids; and the ignitability of combustible materials shall be restricted. PSCO observed numerous open buckets full of fuel oil and/ or lubricating oil I various areas of the engine room. Pipe insulation is excessively oil soaked in the vicinity of the fuel oil heaters in the purifier room. Excessive oil is accumulated under the No. 1 generator and there is excessive quantities of oil soaked rags on the tank top in front of the propulsion engine.</p> <p>4.Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. Crew discharge 0.44m3 of uncomminuted food waste within the Wider Caribbean Region Special Area. Master and Chief Engineer stated that uncomminuted food waste could be discharged overboard if the vessel was greater than 12 NM from land and was unaware of the requirements in the special area.</p> <p>5.The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the Company. Due to objective evidence in deficiencies 01, 02, 03 and 04, the vessel is not in substantial compliance with the relevant conventions calling into question the adequacy and implementation of the vessel's SMS under the ISM Code. A Safety Management Audit must be carried out by the Administration or the Recognized Organization prior to release from detention.</p>
Ship No.24	Australia	Sydney	19-Sep-2023	11	1. VSL SMS fails to ensure effective maintenance of ship and work platform as evident by deficiencies 1-9.
Ship No.25	Canada	Vancouver	19-Sep-2023	9	1.Emergency fire pump not readily available. On testing found not developing pressure. Discharge valve found to be kept in closed position.
Ship No.26	Russia	Novorossiysk	23-Oct-2023	16	<p>1. Outside emergency light's foundation heavy corroded, not fixed, damaged.</p> <p>2. Outside alarm bell's partly not worked.</p> <p>3. Accommodation fire line temporary repaired not fixed.</p> <p>4. Hatch way cover fastening of cleat corroded, damaged.</p>
Ship No.27	Egypt	El Dekheila	26-Jun-2023	18	1. Hull damage from the frame 305 to frame 330 in bow area, according to accidental damage, according to flag dispensation letter for one single voyage to dry dock in turkey for permanent repair, flag letter number cap 369.
Ship No.28	Japan	Osaka	31-Oct-2023	19	1. Lower side of A60 self-closing fire door for the escape trunk on the bottom of the engine room had a large gap about 25mm (all over the lower side) due to heavy corrosion.

Ship No.29	USA	Florida	17-Nov-2023	15	<p>1. The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the objective evidence detailed in the below deficiencies, the vessel is not in compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. An external audit conducted by Flag or RO is required to determine whether the ship is operating in accordance with the ISM code. Provide a copy of the completed audit report to USCG prior to being released from the detention.</p> <p>2. For tankers of 20,000 tonnes deadweight and upwards, the protection of the cargo tanks shall be achieved by a fixed inert gas system in accordance with the requirements of the Fire Safety System Code. PSCO observed severe deterioration inside the combustion chamber for IGG, allowing cooling water to enter the combustion chamber, therefore rendering the IGG system inoperable. The vessel was observed in loaded condition carrying a MARPOL Annex I cargo that is required to be inerted. PSCO's reviewed correspondence that indicated this deficiency was identified by the crew on 29 JUN 2023. The vessel notified company, but failed to notify Flag or Class. Furthermore, the observed condition of the combustion chamber indicates the crew may have made temporary repairs without Flag or Classification Society oversight and approval.</p> <p>3. The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For the purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed excessive fuel oil leaks on the Diesel Generator #1 emitting from the fuel injector pumps. In addition, an excessive amount of oil-soaked rags in the vicinity of the DG#1, posing a fire hazard within the space.</p>
Ship No.30	Australia	Brisbane	20-Nov-2023	9	1. Emergency generator defective.
Ship No.31	Korea	Busan	08-Nov-2023	12	<p>1. Oil filtering equipment (Oily water separator) not ready for operation:</p> <ul style="list-style-type: none"> - Pump for OWS not operated. - Water leaked from pump for OWS.
Ship No.32	Australia	Gladstone	23-Nov-2023	9	<p>1. Emergency Fire Pump Defective - Unable to demonstrate operative during inspection.</p> <p>2. Objective evidence that vessel does not have means to provide or sustain normal operation of propulsion machinery.</p> <p>3. Objective evidence that cargo handling and cargo control system is unable to prevent abnormal conditions escalating to a release of liquid/vapour cargo or the safe collection and disposal of cargo fluids needing released.</p>
Ship No.33	Australia	Dampier, WA	07-Dec-2023	19	1. Engine room Auxiliary Engine No1 quick closing valve inoperative and leaking.
Ship No.34	United Kingdom	Gibraltar	07-Dec-2023	13	<p>1. Main engine jacketed high temperature lines.</p> <p>2. Several oil leaks found in purifier room & auxiliary generator No 2.</p> <p>3. 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>4. Sludge tank valve inoperative; resulting in an excessive overflow, affecting D.O Generator Number 1 and its associated smoke alarm.</p>

Ship No.35	Netherlands	Rotterdam	13-Dec-2023	24	<p>1. The emergency generator is not starting automatically, is not starting on batteries in manual mode and is also not starting on secondary means. Later, it was possible to start on batteries only after draining the cooling water from engine and filling the engine with hot water with buckets from cascade tank engine room, outside temperature during inspection is 10 degrees Celcius. No heater available for emergency generator diesel engine. Automatic connection of emergency generator to ESB. loadtest, failed three times. Only after manual operation of the breaker it could connect automatically. Therefore found emergency generator system not reliable.</p> <p>2. Crew could not demonstrate the functioning from the fixed deck foam installation. Line from the tank to the foam pump near the tank leaking. Breather valve on top of the foam tank stucked (due to previous overflow) . Main valve (#B) not properly functioning. After several attempts still not proved that proportioner is functioning.</p> <p>3. 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>4. The emergency escape trunk from engine room lower floor to funnel has insulation wetted through with gasoil. Found gasoil on deck and ladder inside trunk. Found boiler drip tray deck holed to escape trunk by corrosion. Found bulkhead heavily corroded behind insulation on the top of the first ladder from lower floor.</p> <p>5. Found an insert plate in the aft mooring deck, visible in the decommissioned IG room, and located at/around the Oxygen locker on outside mooring deck, not welded on the inside.</p>
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