

List of Detained Vessels 2025

Last updated on: 2026.1.22

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.1	Australia	Melbourne	17-Jan-2025	12	Port side lifeboat, forward hook not set correctly.
Ship No.2	Canada	Quebec	22-Jan-2025	11	1. Life boat engine did not start 2. Rescue boat engine could not start. Davit could not swing under reserve power in reasonable amount of time. Tilting cradle held in upper position, tools are needed to release. 3. At the time of inspection the M/E unit No. 4 fuel injection pump was leaking heavily. 4. At the time of inspection the Sewage Treatment Plant's ultraviolet lamp was inoperative, i.e. its sight glass was blanked-off. 5. Ship was reported by STS regarding alleged discharge of redish substance during passage in St-Lawrence river and Saguenay river. Coast guard helicopter confirmed with pictures and videos ship's anti fouling paint was peeling off along it's route leaving a visible track. 6. 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. 7. At the time of inspection multiple water faucets were inoperative across the Galley, pantries, and several washrooms. Hospital shower was inoperative and bathtub was not draining.
Ship No.3	Australia	Newcastle	28-Jan-2025	10	1.15 ppm alarm arrangements defective. Bilge water is discharged overboard with no sample water flowing through the measuring cell. No control measures in place. 2. Deficiencies 1,2 & 4 are objective evidence that the SMS does not ensure that routine shipboard operations are carried out in compliance with relevant rules and regulations related to environmental protection.
Ship No.4	Australia	Newcastle	07-Feb-2025	10	1. Reference to deficiency No. 1 and 2, the safety management system, as implemented on board, failed to ensure the adequate familiarisation, onboard operations and maintenance of the pilot ladder. [No.1: Port side pilot ladder damaged during inbound pilotage to Newcastle. No.2: Pilot ladders in forward store keep in unsafe condition (pilot ladders were stored together with several chemical drums)]
Ship No.5	Germany	Bremerhaven	03-Mar-2025	17	1. Found several Fire doors in the engine space not properly closing. Locking plates are broken or missing. The upper pin of emergency generator door is not proper installed. Found wire brake fire resistant wall, from superstructure to funnel, at the level of the fire dampers, above the fire door. 2. Found the cable connection of both lube oil pumps of the main engine, not sealed against water 3. Found boiler with alarm "high oil content in feed water". Found salinity sensor, next to the cascade tank, disconnected and hanging next to the pipe. 4. Found both starting air compressor running for two hours. The pressure in the starting air receivers was not increasing . Pressure was steady at 20 bar. Have to be repaired under supervision of RO. 5. Found all watertight door in the passageway stb, port and from stb passageway to the cargo holds open. All door switches are blocked by tape so that they are not working. 6. Deficiencies marked ISM are objective evidence of a serious failure, or lack of effectiveness, of implementation of the ISM Code.
Ship No.6	Australia	Fremantle	07-Mar-2025	10	1. Sewage overboard valve found with temporary repair and leaking.
Ship No.7	China	Shenzhen	08-Mar-2025	19	1. One signal light on the main mast out of work 2. Two bulbs on the C Deck of the accommodation outside out of work 3. The limit switch of launching arrangement for survival craft defective 4. Oil leakage from the filter of boiler F.O. pipeline 5. The discharge gauge of emergency generator defective 6. The mechanical shaft seal of No.2 D/G F.O. booster pump defective 7. The alarm of AC 100V insulation on the main switchboard found failure 8. Self-closing device of the sounding pipe for sludge tank defective 9. Part of the fire resistant material for escape trunk in E/R missing
Ship No.8	Japan	Osaka	18-Mar-2025	1	1. Bottom floor of escape trunk in E/R - no fire insulation material is used, even though A60 fire insulation is required.
Ship No.9	Italy	Milazzo	31-Mar-2025	8	1. During the check of the equipment on the navigation bridge, the speed and distance measuring device (in the forward and athwartships directions over the ground) was found not to be working. No communication from the RO and/or flag administration was communicated to the local port administration before entering. 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.

Ship No.10	China	Qingdao	02-Apr-2025	5	<p>1. The isolation valve of fire main malfunction during function test</p> <p>2. All Quick cleats for all cargo holds not clamped and secured after departure from Qingdao port</p> <p>3. Sample extraction smoke detection system malfunction. Fault alarm indicating on control panel. (Airflow all lines fault).</p> <p>4. Statement of compliance - Fuel oil consumption reporting and operational carbon intensity rating not available onboard</p> <p>5. Port side anchor winch brake lining worn out seriously, but inspected by crew found normal on 31.3.2025, and teh thickness of winch brake lining recorded same in the all maintenance record book.</p>
Ship No.11	Canada	Relance	24-Apr-2025	13	<p>1. At the time of inspection the cargo hold NO. 4 hatch coaming aft frame was found wasted and perforated by corrosion.</p> <p>2. At the time of inspection the water ingress panel was found in alarm for the following cargo hold: cargo hold NO. 2 main and pre alarms cargo hold NO. 4 pre alarm cargo hold NO. 5 pre alarm</p> <p>3. At the time of inspection the following fire door were found not closing properly: -engine room change room entrance to boiler flat -fire control station entrance</p> <p>4. At the time of inspection the helicopter fire fighting equipment found inside the main deck mast house between hatch cover 3-4 was found not stowed properly and not accessible, not ready to use.</p> <p>5. At the time of inspection the paint locker fire line supply line to sprinkler system was found perforated, wasted</p> <p>6. At the time of inspection the following embarkation ladders were found not properly maintained: -forward embarkation ladder -port side aft embarkation ladder</p> <p>7. At the time of inspection the record book for engine parameters was found with missing entries, not correctly filled for the following internal combustion engines: -diesel generator NO. 1 and NO. 2 top clearances -missing IMO ID numbers for main engine turbo charger main components</p> <p>8. ISM Related Deficiency</p>
Ship No.12	Romania	Constanta	05-May-2025	14	<p>1. Sat-C found malfunction, in alarm, unable to transmit any message;</p> <p>2. Crew not able to operate the Inmarsat-C equipment during the inspection, even using the operation instruction, as in due time;</p> <p>3. During inspection, the certificate of insurance or other financial security in respect of liability for the Removal of Wrecks found only in copy onboard; and</p> <p>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.</p>
Ship No.13	Australia	Bunbury	02-May-2025	7	<p>1. Booby hatch entrance for cargo holds except #3Fwd, NO. 4 Fwd and NO. 5 Aft LL66/ANI/R21 not weathertight.</p>
Ship No.14	Netherlands	Amsterdam	06-May-2025	13	<p>1. Quick closing valve FSV group 3 after 2 attempts not working. Flexible fuel line to emergency generator is deteriorated.</p> <p>2. Navtex is not operational.</p> <p>3. During DSC tests other stations does not receive the DSC messages.</p> <p>4. Fresh vegetables quantity insufficient, this should be ordered before departure Amsterdam.</p> <p>5. Found several hatches on main deck damaged and or not able to be closed. e.g. several cargo hold entrances. (no 4, no 1, no 2 and others). Cleats and hand wheels damaged, dismantled or broken, closing devices not functioning properly.</p> <p>6. Both doors to forecandle not closing properly. Closing mechanism is damaged.</p> <p>7. 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>8. Fire team members not able to fit the breathing apparatus correctly. First attempt entering with closed air bottles. Second attempt, masks were not tightened, excessive leaking and masks screens were fully condensed. Fire drill not accepted.</p>
Ship No.15	Japan	Yokoham	07-May-2025	32	<p>1. The collision bulkhead on Fr. 144 – not kept watertight due to numerous corrosion holes on Chain Locker which is located on Fr. 144 to 147.</p>

Ship No.16	Italy	Ravenna	05-Jun-2025	25	<p>1. Copious water leakage from Main Engine (Cyl. 4 and 5).</p> <p>2. System found out of order. Master declares missing of spare parts on board. ICOF Certificate found without any kind of limitations. During inspection PSCOs received new conditional ICOF from RO on behalf of the FS with pertinent limitations of cargoes (exp. date: 30.06.2025).</p> <p>3. MF Radio Installation out of order. As written in the GMDSS logbook, the crew declared that the MF equipment broken on 05.06.2025.</p> <p>4. Water and oil mixture leakage detected under propeller shaft (found several drums and the plastic containers placed to convoy leakages).</p> <p>5. The freefall lifeboat was found with the two glass windows completely damaged making impossible to safely sail and use it in case of emergency. Furthermore the crew was not able to start quickly the engine (it passed more than 10 minutes to activate the engine).</p> <p>6. The davit system for lowering the rescue boat was found heavily not maintained. The cable for the self-lowering was found obstructed and the pump was found covered by plastic tape.</p> <p>7. In several parts of passage to bow, found support corroded, detached or even missing.</p> <p>8. Fire drill failed. The master initially spent all the time out of the bridge and decided to assist the drill from the scenario-zone, showing a lack of coordination capacity. Furthermore the 2 firefighters spent too much time to dress and prepare all the fire equipment. Once arrived next to the scenario one fireman didn't check the temperature of the outside part of the door and then entered the scenario without extinguishers or other means to extinguish the fire. Lastly, nobody closed A-class fire door between galley and off. messroom.</p> <p>9. Several parts of main deck found corroded and damaged: 1) cable troughs found holed and corroded; 2) support of cables detached or completely corroded; 3) cable box on main deck – STB (middle ship) in poor conditions, 4) One Fresh Water Tank Valve next to the poop deck was found completely corroded and damaged. Furthermore several joints of pipeline on main deck found covered with rags.</p> <p>10. Once tested the cooling system of the engine of the rescue boat was found obstructed making the rescue boat not ready for use in case of emergency.</p> <p>11. The mushroom dumper of the incinerator room was found not operative due to lack of maintenance. Furthermore all the louvers of the main engine room were found heavily corroded and damaged.</p> <p>12. One passage door that leads from the galley to the poop deck was found completely corroded becoming a serious risk for the health of the crew in case of passage.</p> <p>13. Galley door not properly weathertight (spot of light during test from internal side). Furthermore, door from upper deck to superstructure (PS) and door of CO2 room found severely corroded with partial detachment of the internal panel (with compromise of fire prevention structural integrity).</p> <p>14. The pipeline between the Emergency fire pump and the injector pump was found with an huge water leakage.</p> <p>15. The crew shown a lack of familiarization with the following emergency system:</p> <ul style="list-style-type: none"> - ODME: the Chief Officer wasn't able to test the equipment; - BNWAS the master and the 2nd Officer weren't familiar to the test of equipment; - Engine of FreeFall and Rescue Boat, the crew shown a lack of familiarization with the procedures to starts the engines.
Ship No.17	Republic of Korea	Gwangyang	10-Jun-2025	15	No.2 cargo hold hatch door unable to close – opening handle stuck
Ship No.18	India	Dhamra	09-Jun-2025	21	<p>1. Vessels Cargo Hatches cover watertight arrangement found to be heavily damaged and worn out at several places with temporary structural repairs with cleats and worn out sealing arrangements rendering the water tightness of the hatch cover ineffective. Also, the hatch cover structural members found to be severally corroded and worn out.</p> <p>2. In view of the above deficiencies the vessel's Safety Management System is unable to ensure that the vessel is safe at all times as far as corrective and preventive action is concerned.</p>
Ship No.19	Canada	Vancouver	22-Jul-2025	11	<p>1. Crew not familiar with emergency steering drill.</p> <p>2. During the fire drill, found following:</p> <ul style="list-style-type: none"> (i) Master/ crew seriously lack of familiarity with the arrangement and operation of ship's firefighting system fitted on board. (ii) Seriously lack of communication between commander and firefighting teams. (iii) Master seriously lack of basic knowledge of fire fighting drill. <p>3. Watch Keeping Mate in charge of navigation and port watch not familiar with operation of essential navigation equipment including NBDP, ECDIS, ECHO SOUNDER, GYRO COMPASS, INMARSAT etc.</p> <p>4. Multiple Hydraulic system including hydraulic cylinders, control boxes, hydraulic pipes/hoses for the operation of hatch covers - Hydraulic oil leaking.</p> <p>5. Safety management audit by the Administration is required before departure of the ship.</p> <p>Deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness of the implementation of the ISM Code.</p>
Ship No.20	Australia	Newcastle	05-Aug-2025	16	1. Several cargo hold hatch covers (1P, 1S, 3S, 4S, 5S, 6P, 7P) not able to close weathertight.
Ship No.21	Australia	Hay Point	08-Aug-2025	14	1. Emergency generator defective

Ship No.22	Canada	Vancouver	08-Aug-2025	13	<ol style="list-style-type: none"> 1. Ships officer responsible was unable to demonstrate operation of 15 ppm oily water separator. 2. Emergency Towing equipment not found at the time of Inspection. 3. Crew donned SCBA incorrectly unable to check bottle 4. 3rd officer not familiar with CO2 operation for Engine room fire. 5. Engine room escape route found locked and not able to open. 6. At the time of Inspection 15 PPM equipment piping was found modified with plastic hose as fixed piping was cut. during testing the pipe burst spraying oily water. 7. ISM related deficiency: 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.
Ship No.23	Singapore	Singapore	27-Aug-2025	17	<ol style="list-style-type: none"> 1. No evidence or records made for training on bunkering duties (i.e. no records in deck logbook, official logbook and engine logbook) carried out for all bunker crew within 48 hours of bunkering duties on 26 Aug 2025 2. CO2 fixed fire extinguishing system found with all CO2 bottle safety pin inserted and tightly secured with cable ties to the type a discharge nozzles deeming not capable of immediate operation at time of inspection. 3. The ISM related deficiencies indicates that the shipboard safety management system are not effectively implemented as per ISM element 6,7 and 8.
Ship No.24	China	Ningbo	25-Aug-2025	26	<ol style="list-style-type: none"> 1. Floating plate of the air pipe head for MGO tank at the Starboard side main deck seized 2. Fire prevention structure integrity damaged between cable trunk and navigation electrical store deck due to 4 cable holes (dia about 4cm) 3. The free-fall lifeboat not been fully reset to the davit, the right side of the free-fall not effectively supported. 4. Plastic pipe was used as level gauge of do service tank 5. Insulation materials (size 20cm*20cm and 40cm*20cm) on bulkhead of fire control station and foam room missing
Ship No.25	Panama	Manzanillo	28-Aug-2025	17	<ol style="list-style-type: none"> 1. Lack of effectiveness of the implementation of the ISM Code.
Ship No.26	New Zealand	Nelson	02-Sep-2025	9	<ol style="list-style-type: none"> 1. Cargo hold hatch cover clamping devices adjustment nuts seized at multiple locations across all holds.
Ship No.27	Chile	Valparaiso	05-Sep-2025	15	<ol style="list-style-type: none"> 1. At the time of inspection, at the CO2 room, the CO2 remote release connection for engine room was found broken.
Ship No.28	Australia	Port Hedland	16-Sep-2025	10	<ol style="list-style-type: none"> 1. Vessel SMS as implemented on board fails to ensure effective maintenance of ship and equipment (ISM Element 10) as evidence in deficiency 1 to 13
Ship No.29	Germany	Bremen	24-Sep-2025	13	<ol style="list-style-type: none"> 1. Incorrect Overtime calculation. 2. Found alarm system for watertight doors on bridge defective. 3. Rescue boat crane can not get used in emergency mode due to stuck valve. 4. (i) Navigation and signal light board on bridge several lights blinking, so status not clear. (ii) upper aft toptight not a top light but around light (iii) port side navigation light foundation outworn and rusted through 5. Found sanitary rooms (public and in cabins) in outworn and damaged condition 6. (i) fish room inoperative and dirty (ii) meat room dirty, drainage from cooling unit broken, iced (iii) vegetable room unhygienic and dirty, wet, cooling unit iced 7. Several hatches locking system stuck and not closable. 8. Ladder outside on funnel house missing (cutted off for unknown reason), so when in case of fire escaping from inside funnel to funnel roof dead end. 9. Fire drill below standard 10. There were displayed active alarms at the BWTS screen 11. Found several oil leakages on deck equipment with smaller oil spills around 12. Fire Pump No. 2 not starting, fuse / breaker tripped, to be checked 13. About 34 cm of oily water in pipe tunnel in E/R, to be discharged and cleaned 14. A/E1 damaged / removed from ship with valid Flag dispensation, but A/E2 & A/E3 also in bad maintenance condition
Ship No.30	Republic of Korea	Guangyang	01-Aug-2025	14	<ol style="list-style-type: none"> 1. Scuttles stuck, holed in upper deck gymnasium and upper deck cabin entrance 2. Water tight door indicator system not working properly, indication device providers inaccurate information.
Ship No.31	Australia	Brisbane	04-Nov-2025	16	<ol style="list-style-type: none"> 1. Several air vent pipe and head defective. Bottom portion of the air pipe of FWT port side bottom portion holed. Cover of air pipe of DBT 5P, TST 5P forward, DBT 1S aft with several securing bolts missing. Air vent head cover of TST 5P aft corroded and air vent head cover of DBT 4P top cover holed. 2. In view of the number and extent of above deficiencies, there is objective evidence that vessel has not been maintained between surveys as per SOLAS Ch1/ Reg 11

Ship No.32	Germany	Wilhelmshaven	07-Nov-2025	1	<ol style="list-style-type: none"> 1. The crew is not familiar with the operation of the rescue boat davit. 2. The fire drill that was demonstrated was not carried out satisfactorily. The crew was not familiar with how to use the firefighting equipment.
Ship No.33	Turkey	Erdemir	19-Dec-2025	12	<ol style="list-style-type: none"> 1. Ship's cook competency not as required. 2. PS and STB side many brackets walking platform damaged/ holed. 3. No. 1 D/G main out of order. 4. Antenna deck ladder, PS, STB main deck some ladder steps holed/ cracked. 5. Freefall LB platform holed and damaged and free fall LB aft window not visible. 6. Accommodation vent. grill damaged and excessive rusty/ broken. Other vent. for acc. grill damaged. 7. Oily water separator filtering unit holed / damaged. Not properly tested.
Ship No.34	Italy	Marghera	30-Dec-2025	17	<ol style="list-style-type: none"> 1. No occasional Class inspection after a collision accident which resulting in significant structural damage to the bow. 2. The lateral protection structure (parapet), in correspondence with CH no.3 (midships) presents an evident and significant fracture, not coinciding with the adjacent structural space and detachment due to structural breakage from the reinforcement joint welded on the upper edge. 3. ISM related deficiency

