

List of Detained Vessels 2024

Last updated on: 2024.12.31

Ship	PSC State	PSC Port	Detention Date	Ship Age	Detainable Deficiencies
Ship No.1	USA	Baltimore	22-Jan-2024	18	<p>1. The Company should establish procedures, plans and instructions, including checklists as appropriate. For key shipboard operations concerning the safety of the personnel, ship and protection of the environment. The PMS ORPMS 2021 did not include checklist for the quarterly and annual preventative maintenance of the starboard and port (also rescue boat) life boats, additionally, the vessel's LSA maintenance plan (01 Jun 23) contained weekly, quarterly, and annual maintenance instructions for lifeboats and rescue boats engine.</p> <p>2. Inspection of the life-saving appliances, including lifeboat equipment, shall be carried out monthly using the checklist required by regulation 36.1 to ensure that they are complete and in good order. PSCO observed: that five monthly lifeboats and rescue boats engines, batteries and lighting inspection were not conducted in 2023.</p> <p>3. The company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations are with any additional requirements which may be established by the company. The technical and/or operational nature of deficiency (noted above in def. #1 and 2) provide objective evidence of a serious failure of the implementation of the ISM Code, an external audit report satisfactory to the OCM1 must be submitted prior to clearance of this deficiency.</p> <p>4. The engine starting systems and starting aids shall start the engine at the ambient temperature of -15 Degree Celsius within 2 min of commencing the start procedure. PSCO found that it took almost 3 hours to start the Port side Lifeboat/ Rescue boat.</p>
Ship No.2	Ireland	Aughinish	23-Jan-2024	18	<p>1. Chief engineer informed PSCO officer the emergency generator was unavailable to run due to water damage to control panel, that happened two days previously in storm. Eventually ship's crew managed to start emergency generator manually using secondary air start system, by electrically jumping start solenoids, emergency generator unable to start automatically upon black out and requires manual intervention to be put on emergency board.</p> <p>2. Approximately 4000 Ltrs of cylinder lubricating oil stored in portable plastic tanks on top flat of engine room. Chief engineer informed PSCO this oil has been in the portable tanks for over 6 months. The ships designated cylinder oil tank has been filled with another new grade of cylinder oil. The old cylinder oil which has been removed from the designated tank was filled into the portable plastic tanks, The cylinder oil transfer system has been altered by welding a pipe down stream of the designated storage tanks quick closing valve to allow the oil stored in the plastic tanks to be pumped using an old drum and portable air driven pump and plastic hoses into the transfer system, in effect by-passing a safety system. The 1000Ltr plastic tanks are secured with only fiber straps, there are no designated save alls around the tanks and the tank lids are loose unsecured and left open.</p> <p>3. Fire drill carried out with fire in bridge, one BA wearer was committed to the fire without any back up, a further two BA suits were available to the crew from No1 deck store, but no effort was made to retrieve a second BA from the store. The air cylinder of the BA was not turned on before the BA wearer entered the fire, no checks were carried out by either the BA wearer or the on-scene commander.</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> <p>5. Ship's captain did not report damage to emergency generator to Port state upon arrival of ship.</p>
Ship No.3	Australia	Melbourne, VIC	07-Feb-2024	19	<p>1. MF/HF radio defective.</p>
Ship No.4	Spain	Cartagena	21-Feb-2024	6	<p>1. Inability of the captain to assume the entry maneuver, with all responsibility falling on the pilot. Lack of coordination between the crew members. Non-compliance with travel plan.</p> <p>2. Standard Text for Action Code 19 (Action Code 17 + detention): 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.5	China	Qingdao	01-Mar-2024	15	<p>1. Two S.W. pump malfunction</p> <p>2. Insulation materials on low plate of emergency escape trunk about 400mm*800mm on the lowest deck in engine room not provided</p> <p>3. Cover of air pipes of six BW tanks corroded</p> <p>4. Four C/H ventilator cover distorted and cannot keep weathertight</p> <p>5. R/B engine can not be started</p> <p>6. The accumulator of launching davit for rescue boat cannot keep pressure, part of R/B davit limit switch broken and missing</p> <p>7. MES fault alarm indicated on remote alarm / distress box of both Inmarsat C station, no recent egc message provided</p> <p>8. Error and save alarm indicated on VDR indicating panel on bridge</p>
Ship No.6	Philippines	Manila	02-Mar-2024	20	<p>1. Ship's navigation carried out in an unsafe manner including failure to monitor ship's position in accordance with shipboard procedures.</p> <p>2. The SMS as implemented onboard failed to ensure that procedures for key shipboard operations and master's responsibility and authority have been established and followed as evidenced by deficiencies #2, 3, and 4.</p>

Ship No.7	Ghana	Tema	04-Mar-2024	27	1. Release mechanism for port and starboard life boat found wasted and stuck.
Ship No.8	New Zealand	Marsden Point	11-Mar-2024	19	1. Oily water separator - not demonstrated to be operational 2. Deficiencies 1-6 and 8-10 are objective evidence that there is a serious Failure in ensuring that the vessel is maintained effectively as required by ISM Code elements. External audit required.
Ship No.9	USA	Elizabeth, New Jersey	05-Mar-2024	26	1. The Company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company. The operational nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM code. An external audit is required. 2. The arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Excessive fuel oil leaks were observed on the main engine fuel delivery piping system, HFO service tank, F.O. purifier #1, D.O. purifier #1, aux generators #2 and #4, and G/E F.O. heat exchanger piping. Modified catch basins fitted on the aux. generators and M/E were filled with oil despite being required to be cleaned out per ship's SMS procedures prior to operating under unmanned machinery space. 3. Oil fuel pipe lines shall be screened or otherwise suitably protected to avoid as far as practicable oil spray or oil leakages on to hot surfaces... Leakages from high-pressure fuel line jacketing on the main engine cylinders were found deteriorated which caused the fuel lines to be exposed and leak at the connection points on to the M/E casing. The oil delivery piping between fuel injectors #5 and #6 was actively leaking and sealed with welding epoxy. 4. Oil fuel pipes and their valves and fittings shall be of steel or other approved material ..Flexible hoses were found to be used throughout the engine room being used to collect and transport oil. A modified connection on the HFO settling tank piping was observed connecting a flexible hose to another oil storage tank. One flexible hose ran from the auxiliary generator to underneath the deck plates where a modified catch basin was placed. Additionally, a manufactured catch basin was found under a main engine cylinder that contained approx. 1 liter of oil and was fitted with a flex hose to drain oil to another collection point. Lastly, approx.. 10-foot metal pipe labeled "TRANSFER PIPE FWD SETT TO 7 STBD" was found with a rag stuffed in it with dried oil.
Ship No.10	Algeria	Oran	12-Mar-2024	9	1. Malfunction of the man engine due to failure of cylinder No.3, must be repaired & class approval required.
Ship No.11	New Zealand	Lyttelton	18-Mar-2024	14	1. Emergency generator unable to connect to ESB automatically.

Ship No.12	Belgium	Antwerpen	18-Mar-2024	<p>9</p> <p>1. Attending officer had no idea how to release the painter line for the R/B (quick release). Later on, after another officer joined came to help, the quick release mechanism for the painter line turned out to be frozen. - Two attending officers had no clue on how to slew the R/B davit on stored mechanical power. The Bosun had to join before this could be demonstrated. - Crew is unfamiliar with the procedures on how to release the R/B hook.</p> <p>2. Several ventilation openings could not be closed: - The dampers for AC funnel (B-Deck, aft of accommodation) and the dampers for 'emergency cooling vent' (PS aft) are not closing. The hand wheel is running free without the flaps being moved. - Several mushroom dampers are stuck in the open position: 'Mech. sup air for purifier room' (between the accommodation and the funnel), 'Mech. exhaust fan paint locker' (foxel). - 'Vent of bosun store' stuck in the closed position.</p> <p>3. Recurring deficiency: Refer to PSC report dd 11/01/2023 at Netherlands. 13104 - Bilge pumping arrangements a) Priming system of Bilge general pump not working. (no purging air, no water) At end of PSC ER round the C/E requested a second test and this also fails. At second test purging air was available but no water. B) Priming system of Fire general pump not working. (no purging air, no water)</p> <p>c) Priming system of Central SW cooling pump No.3 not working. (no purging air, no water) and operating switch broken. Additionally wooden cases on floorplates are impairing proper access to valves for fire pump and bilge pump.</p> <p>4. Crew not able to download data logger for EGCS. Values on daily record doubtful. Ratio 0,56 SO2(ppm)/CO2(% v/v) A download was requested from 10 to 16 March 2024.</p> <p>5. In the hospital's bathroom: low pressure on water tap (both hot and cold water), no hot water available. - No hot water is available in the public toilet (upper deck). - The tap in the pantry is lose/not secured to the sink.</p> <p>6. In the crew's laundry: - For the sink, no water is available from the tap. According to officer's statement, the water delivery is shut since the sink's drain is clogged. - Out of four washing machines, only one is operational. Opening hours are posted on the door of the officers' laundry: 'do not use/water discipline; schedule of laundry every Wednesday and Sunday only'. Unlike the crew laundry, the officers' laundry was found locked.</p> <p>7. Apart from technical issues, deficiencies 11101, 11104, 07108, 07111 and 07115 shows there is a lack of familiarity with emergency systems. Furthermore: - The crew is unfamiliar with the operational use of the L/R hook. On load release for this hook could not be demonstrated. - The crew was confused about which hook (L/R or R/B) must be able to be released with load attached. - No clear instructions on the use of LSA are posted on the LSA stations on deck.</p> <p>8. Recurring deficiency: Refer to PSC report dd 11/01/2023 at Netherlands. 13104 - Bilge pumping arrangements Approx 20cm water level observed from top in pipe tunnel. No alarm indication.</p> <p>9. Recurring deficiency: Refer to PSC report dd 11/01/2023 at Netherlands. 13104 - Bilge pumping arrangements. Also the spring operated drain valve of the steering gear room (located above the stern tube) not able to be moved, not operational.</p> <p>10. In purifier room, on both FO booster units several 3-way valves with dismantled remote control and indication. Air and electrically disabled. Some FO spill in catch all.</p>
				<p>11. To A/E No. 3 running on DO. Despite heavy spray leaking at high pressure FO pump outlet, in protection casing for FO pumps the FO drain alarm is not working. When the FO drain alarm casing was opened thick slurry oil and HFO came out. Then alarm worked again. Same observation to all 3 A/E. On all A/E FO pumps are leaking DO.</p> <p>12. During PSC inspection several short 440V insulation alarms/ faults noted.</p> <p>13. Despite repeated warning by PSCO, the Engine crew is not aware that the remote controlled QCV for FO supply to the ME is not properly reopened. High risk for engine stop during maneuvering.</p> <p>14. Several self-closing fire doors are not properly self-closing. E.G.: stair cases on 'bot-deck', C-deck and 'cap-deck'; Self closing fire door between galley and food provisions.</p> <p>15. Poor crew performance during fire drill: - Poor donning of fireman's outfits: Waist belt of BA set not secured; Jacket not fully closed; Not all firefighters were equipped with a fire ax and a torchlight.</p> <p>- In order to check the remaining pressure in the BA set, firefighters had to undo their gloves and open the jacket (pressure gauge was kept inside the jacket). - An excessive amount of hoses (up to four hoses) were cupped together to attack the fire. This hose length could not be handled by the firefighters. - A considerable amount of leakages on the fire hoses and hydrants used during drill was observed.</p> <p>- When retreating from the fire, firefighters just dropped the hose and turned their backs towards the fire. During retreat, no assistance was provided by other crew members (E.G.: pulling back the fire hose)</p> <p>- Crew experienced technical difficulties when changing the cylinders on the BA sets (reference is also made to deficiency 07108) - When the firefighters retreated to change BA sets, at first only for one firefighter the cylinder was changed. At the moment the fire team was about to attack again, the whistle for the second firefighter started to blow.</p> <p>16. 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.13	Turkey	Kocaeli	21-Mar-2024	9	<p>1. The speed of vessel in the voyage passage plan from drifting to Evyap was indicated as 10 knot in position Evyap port berth the actual speed of vessel during berthing to Evyap port was close to this speed.</p> <p>2. The ship's shell plate were found damaged from FB176 till forward of the bulbous and between No.3 stringer level to No. 28BH.</p> <p>3. The structural members of ship buckled and cracked in several parts at forepeak tank.</p> <p>4. The structural members of ship buckled and damaged in several parts at forecastle.</p> <p>5. Some structural members buckled in bosun store.</p> <p>6. A safety management audit by the administration is required before departure of ship, deficiencies marked ISM are objective evidence of a serious failure or lack of effectiveness of implementation of the ISM Code.</p>
Ship No.14	China	Shanghai	06-Apr-2024	16	<p>1.The closing devices of the air pipe heads for No.1 & No.2 D.O tanks on main deck corroded heavily, and the auto-closing function is deteriorated seriously.</p> <p>2.The collection pipes of high pressure fuel oil leakage alarm system for No.1 & No.2 & No.3 A/E are not available.</p> <p>3.Side rope of port side pilot ladder was broken on 6 April, 2024 during the embarkation of the pilot, which posed a danger for the embarkation & disembarkation of the pilot. Inadequate maintenance and negligent inspection before using of the pilot ladder were the direct reasons for the dangerous situation mentioned.</p> <p>4.The engine of free fall lifeboat failed to be started during inspection.</p>
Ship No.15	Germany	Hamburg	08-Apr-2024	12	<p>1.ISM – Def marked ISM are evidence of serious failure of implementation of ISM code.</p> <p>2.Boiler alarm – Inoperative, the Aux. Boiler Burner operated in emergency mode only without any attending watchman. As per crew, the safety auto control module is defective since 16.3.2024. Flag State and RO are not informed.</p>
Ship No.16	Australia	Brisbane	15-Apr-2024	16	<p>1. Sewage overboard discharge valve defective - leaking on 4 locations.</p>
Ship No.17	Singapore	Singapore	26-Apr-2024	14	<p>1. POLLUTION PREVENTION - MARPOL ANNEX 1/ Bunker fuel oil sighted on port side ship's hull resulted from oil spillage into port water during bunkering operation (noted bunker manifold filter cover broke off during blow-through operation)</p> <p>2. ISM/Documentation-ISM/Related ISM deficiencies #1 and #4, revealed that shipboard safety management system was not effectively implemented to ensure safe bunkering operation and Ship board maintenance as per ism element 7 and 10</p>
Ship No.18	Japan	Niigata	14-May-2024	26	<p>1. FIRE SAFETY/Fixed fire extinguishing installation/CO2 PIPELINE FOR C/H NO2 AT P.SIDE ON UPPER Dk. - HOLED(APPROX.20x50mm)</p>

Ship No.19	Italy	Trieste	17-May-2024	13	<p>1.ISM – Safety management audit by the administration is required before departure of the ship. Deficiency marked ISM is objective evidence of serious failure of implementation of ISM Code.</p> <p>2.During fire drill carried out in galley, 1 Fireman approaching the scenario with fire radio switched off, none of them using any type of fire extinguisher, opening doors with gloves, no boundary cooling performed.</p> <p>3.One self-closing fire door, from galley to provision store found blocked with a rope.</p> <p>4. Water leakage noted from hydrant FWD and poop deck and A deck AFT.</p> <p>5.Four fire hoses with water leakages (2 in E/R, 1 FWD and 1 poop deck).</p> <p>6.OWS tested several times always an alarm light raised.</p>
Ship No.20	USA	Newark, NJ	12-Jun-2024	16	<p>1.The Company and the ship shall comply with the requirements of the international safety management code. The company should establish procedures to ensure that the ships is maintained in accordance with the provision of the relevant rules and regulations established by the company. The following procedures are not in compliance as per the SMS engine room housekeeping procedures; Number 6,8,11 provided objective evidence of a serious failure of the implementation of the ISM code. An external audit is required.</p> <p>2.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, PSCO observed active leaks from the high pressure fuel injectors on number 6 cylinder.</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: The ignitability of combustible materials shall be restricted. PSCO identified oil-soaked rags in the engine room.</p> <p>4.All the steering gear components and the rudder stock shall be of sound and reliable construction... PSCO observed a pool of hydraulic oil under steering gear.</p>
Ship No.21	Russia	Novorossiysk	22-Jun-2024	22	<p>1.Air Condition out of order.</p> <p>2.Outside speakers of public address system partly not working.</p>
Ship No.22	Australia	Newcastle	05-Jul-2024	10	<p>1. High pressure CO2 fire extinguishing system for machinery spaces and cargo hold defective.</p>
Ship No.23	Australia	Newcastle	15-Aug-2024	20	<p>1. Cargo hold hatchcovers not weathertight. Support pads and locating devices worn, rubber seals deeply grooved.</p>
Ship No.24	Germany	Hamburg	06-Sep-2024	21	<p>1.Improper chemical dosing in sewage treatment plant</p> <p>2. Fire door not self-closing properly</p> <p>3. The aft escape route of engine room is block by mooring rope</p> <p>4. The 45 Ltr foam extinguisher in front of cyl. oil storage tank in engine room is not working and the fir extinguisher in emergency generator room as last serviced in 2021</p> <p>5. Vegetable store found moulded in cooling unit</p> <p>6. Several alarms were shown in panel; several sensors and/or velve drives on control valves of BWTS found only mounted by hose clamp. By-pass valve drive is switched locally mechanically to manual mode for opening/ closing</p> <p>7. Found several ventilation in outworn condition, some with broken hinches or falling on deck</p> <p>8. Fire drill performance was below standard</p>
Ship No.25	Indonesia	Padang	11-Oct-2024	22	<p>1.Air ventilation damper to E/R No.1 and No.4 unable to close.</p>
Ship No.26	Japan	Nagoya	25-Oct-2024	31	<p>1. Incorrect Mast Head Light installed</p> <p>2. Echo Sounder malfunctioning</p>
Ship No.27	Japan	Kochi (Suzaki)	15-Nov-2024	16	<p>1. Fire integrity of bulkhead between E/R and St. gear room - not comply with required regulation because A-0 class door was installed on the passway to St. gear room via air lock space</p>
Ship No.28	Australia	Fremantle	20-Nov-2024	12	<p>1. Oily water separator defective.</p>

Ship No.29	Estonia	Paldisky	24-Nov-2024	23	<p>1. As built means of communication provided between the navigation bridge and the steering gear compartment with independent power supply phone what is not properly maintained.</p> <p>2. The PS lifeboat provided with an appliance which is capable of launching and recovering the lifeboat. This equipment is not maintained and as outcome of launching to deck level the wire controlling boat launching from inside boat twisted and was not usable for launching purpose. The recovery equipment (electric motor) with limit switch was not working.</p> <p>3. The survival craft and lifeboats launching appliance (and the area of water into which it is to be launched) have lighting supplied from the emergency source of electrical power. The lights (electrical power according regulation 11-1/42:or 11-1/43) are not maintained and as outcome no possible turn to the area of water into which lifeboat have to be launched.</p> <p>4. During drill noted that some crew members come to abandon ship with life jackets without light installed. Also lifejacket lights were attached to a lifejacket in the way that not visible over as great a segment of the upper hemisphere (LSA 2014 Amend / CHAPTER 11 /2.2.3.1.3)</p> <p>5. Efficient guard rails or bulwarks on all exposed parts of the freeboard in some places replaced with chains. The courses exceeding more than 380 millimeters between (hooks etc present, but courses not placed by crew)</p> <p>6. Protective clothing as presented no evidence that material used neck and ears area to protect the skin from the heat radiating from the fire and from burns and scalding by steam is somehow approved or outer surface is water-resistant. Also the protection attached to helmet with plastic stripes what will melt and create additional burns to skin.</p> <p>7. The ship supplied by a public address system and means of communication are speakers around ship. Some of them have sign of damage and broken fittings fixed with piece of wire. Signs of not proper maintenance.</p> <p>8. The crew does not have the necessary knowledge and skills to handle fire emergency cases</p> <p>9. 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>10. The training manual as presented does not explain the equipment on board in detail, or only part of equipment included.</p>
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