No.	Date of Detention	Place of Detention	MOU	Type of Ship	Flag of Ship	Age of Ship	Detainable deficiencies
1	2023/1/2	SAVONA, Italy	Paris MOU	Bulk Carrier	Panama	6	1. ECDIS No.1 (primary) inoperative. 2. Two tow-way radiotelephone apparatus for each fire party for firefighter's communication missing (during fire drill the crew used only one GMDSS VHF apparatus). 3. Fire drill failed (i.e. Fire team was unable to communicate with Team Leader, fire team entered in the fire zone without any FF equipment, etc.) 4. Emergency light for stowage position for the fwd lifeboat is inoperative. 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. 6. The fwd lifeboats launching area was not ready for use due to the shackles blocked.
2	2023/1/5	New Orleans, USA	USCG	Bulk Carrier	China	10	1. ECDIS No.1 (primary) inoperative. 2. Two tow-way radiotelephone apparatus for each fire party for firefighter's communication missing (during fire drill the crew used only one GMDSS VHF apparatus). 3. Fire drill failed (i.e. Fire team was unable to communicate with Team Leader, fire team entered in the fire zone without any FF equipment, etc.) 4. Emergency light for stowage position for the fwd lifeboat is inoperative. 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. 6. The fwd lifeboats launching area was not ready for use due to the shackles blocked. 1. The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board. PSCO identified fuel oil leaks on the fuel oil injection pumps on multiple cylinders on both the No.1 and No.2 Auxiliary Engines. 2. 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 listed below, the vessel is not in substantial compliance with the relevant convention, 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 Recognized Organization prior to release from detention. The audit must address Crew familiarity with the vessel's SMS and reporting non-conformity to the Company. The audit must be reviewed and accepted to the satisfaction of the OCMI. a. The company should ensure that the master is: fully conversant with the company's safety management system. Upon questioning from PSCO, master was unable to identify or demonstrate an understanding for key Shipboard operations and requirements for reporting within vessel's safety management system. b. In meeting these requirements, the company should ensure that: any non-conformity is reported, with its possible cause, if known. Vessel unable to provide documentation or demonstrate knowledge for procedures in reporting non-conformity. c. In meeting these requirements, the company should ensure that: inspections are help at appropriate intervals
3	2023/1/17	Nakhodka, Russia	Tokyo MOU	Bulk Carrier	China	24	1. Russian coastal warnings (maritime safety information) for Far East coast of Russia not received (Gunnery, bombing exercises area). ECDIS not updated by MSI. 2. Two two-way portable radiotelephone apparatus explosion-proof or intrinsically safe type for fire-party missing. 3. Crew unable to demonstrate operation of MF/HF installation on DC power. 4. Both lifeboats engines inoperative. Many attempts made by ships staff. 5. Ventilation duct to mess room not able to be closed effectively. 6. Ventilation duct to steering gear room not able to be closed effectively. 7. Crew unable to demonstrate operations with lifeboat on-load release system. 8. The SMS implemented on board has failed to ensure safe operations and vessel maintenance as evidence by deficiencies above.
4	2023/1/30	Caofeidian, China	Tokyo MOU	Bulk Carrier	Marshall Islands	14	1. Fixed water-based local application fire-fighting system of No.3 generator wat not set ready for use. 2. The emergency power not supplied to the launching appliance for free-fall L/B.

5	2023/2/8	Rotterdam, Netherlands	Paris MOU	Oil Tanker, Double Hull	Liberia	14	1. Found several fire dampers not closing/stuck in open position. 2. Poor condition of several sounding pipes BWT's (e.g. 1P/S, 2P/S, 3S) and COT's (e.g. 5P) severely corroded stairs, missing hinges/cleats, covers not able to close properly, small covers disconnected. 3. Found several ballast air pipes (ventilation heads) not closing properly by floater, some rubbers are missing and some floaters are stuck. 4. Standard Test 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. 5. The remote fuel shut off valve of the engine is not closing, also not after attempts.
6	2023/2/8	Nakhodka, Russia	Tokyo MOU	Container Ship	Panama	22	1. FFB engine not able to start from one source of power (Battery No.1). 2. Charts not up to date by permanent and temporary Notices to Mariners. 3. Russian coastal warnings (Maritime Safety Information) for Far East coast of Russian not received (Gunnery, bombing exercises area). Charts not updated by MSI. 4. Sailing Direction NP43 not up to date. 5. Crew unable to demonstrate operation of MF/HF radio installation on DC power. 6. The SMS implemented on board has filed to ensure safe operations and vessel maintenance as evidence by deficiencies above.
7	2023/2/23	Guangzhou, China	Tokyo MOU	Bulk Carrier	Liberia	12	1. At 0235LT on 12 JAN 2023, fire broke out in the Engine Room of the ship on the voyage form Australia to Zhanjiang, China. and the ship departure from Zhanjiang to Guangzhou without taking any measures to ensure the ship's seaworthiness, and failed to report to the accident to the Port State Administration before arriving. 2. The fixed CO2 fire extinguishing system with empty CO2 cylinders. 3. Fire detection and alarm system in-operational. 4. Water-based local application fire extinguishing system in-operational. 5. No.2 and No.3 generators in-operational. 6. Ship boiler in-operational. 7. Ship incinerator in-operational. 8. Fire door of Steering Gear Room and Engine Room deformed. 9. Fire insulation material in Engine Room broken. 10. Portside ventilation fan of Engine Room in-operational. 11. The SMS as implemented on board failed to ensure maintenance of the ship and equipment as evidenced by deficiencies No.2-10. Additional audit shall be carried out.
8	2023/3/1	Tianjin, China	Tokyo MOU	General Dry Cargo Ship	Liberia	3	1. No.2 S/G overload alarm failure. 2. Port side ventilator of E/R cannot be closed.
9	2023/3/10	Singapore	Tokyo MOU	Container Ship	China	24	1. Emergency generator filling pipe found excessively corroded with holes. 2. Engine room port and starboard side aft dampers found excessively corroded with holes and crew used putty to cover the holes. 3. The funnel Deck and the aft accommodation on C Deck found excessively corroded with holes. 4. Starboard fresh water air vent, No.3 port ballast water sounding pipe, port side passage way air ventilator on Main Deck and forward store ventilator found excessively corroded with holes. 5. The main fire line isolation valve found not holding during inspection. 6. Refer to all deficiencies marked with ISM related including similar deficiencies issued on 29th OCT 2022, these are objective evidence that the vessel safety management system is deemed as ineffective to ISM Code 7, 8 and 10.
10	2023/3/23	Shanghai, China	Tokyo MOU	Container Ship	Panama	24	1.Eight weathertight doors on decks B, C, D, and E cannot keep weathertight because they were crossed by air conditioning ducts. In addition, a weathertight door on deck B leading to the cabin cannot keep weathertight because cardboard is used instead of window glass. 2.The isolating valve malfunction, which is evidenced by a large amount of water spraying out from the main deck fire hydrant under the circumstance of the shutoff of the isolation valve, as well as the operation of the main fire pump at the same time.
11	2023/3/23	Dampier, Australia	Tokyo MOU	Bulk Carrier	Hong Kong, China	5	1.Engine room fire line isolating valve defective.
12	2023/3/24	Weihai, China	Tokyo MOU	RO-RO Passenger Ship	Panama	6	1. Person who in charge of GMDSS operation in distress incidents not perform only radiocommunication duty, but assigned to perform navigation, watch keeping and record duties. 2. Public address system located in service station on No.6 deck not protected against unauthorized use. 3.Drills for operating the valves and closing device of scuppers to No.1 deck not take place weekly.

13	2023/4/3	Singapore	Tokyo MOU	Bulk Carrier	Hong Kong, China	9	1. Paint locker sprinkler system 5 out of 6 nozzle sighted with ineffective spray pattern during operational test and line was choked at initial attempt. 2. Aft peak tank vent head found with seized self closing device at time of inspection. 3. Replacement Stbd side pilot ladder used for PSCO boarding found with no type approved certificate and numerous loose chocks. Port side pilot ladder found with 1 rubber step deformed. 4. With the pilot report on stbd pilot ladder parted side rope during pilot disembarkation on 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
14	2023/4/9	Bangkok, Thailand	Tokyo MOU	Container Ship	Denmark	2	1.During inspection the following ISM founded: a.Deck officer not familiar to operate damper of engine room ventilator; b.Chief engineer not familiar for testing of oily water seperator alarm system.
15	2023/4/12	Donghae, Korea	Tokyo MOU	Bulk Carrier	Panama	25	1.F'cle Deck-Lauching Station(P&S) not located after the collision bulkhead. 2.Deficiencies No.2,3,4,7,8,9,10,11,15 are objective evidence that there is a failure in ensuring vessel implemented effectively as required by the ISM code.
16	2023/4/18	Canakkale, Turkey	Black Sea MOU	Bulk Carrier	Liberia	11	1.Fire pipe on deck holed. 2.Lifeboat station light not working 3.Fire hose holed 4.Fire valves leakage and unmaintenance
17	2023/4/23	Qingdao, China	Tokyo MOU	Oil Tanker	Panama	13	1.Speed log on bridge out of work and not report to PSCO during inspection.
18	2023/4/24	Oslo, Norway	Paris MOU	Other Cargo Ship	Liberia	4	1.Substantial lack of maintenance on fire line/piping on board. Examples are, but not limited to: During inspection, piping on deck in front of superstructure on main deck totally wasted steel/corroded through and holed piping. Etc. 2.Substantial lack of maintenance on board on air ventilators from various tanks. Examples are, but not limited to: Bilge holding tank air ventilator totally wasted steel, and air ventilator/piping fallen off. Low Suplhur cylinder oil tank air ventilator totally corroded through/wasted and holed. CD tank air ventilator totally corroded through wasted/holed. Etc. 3.Substantial lack of maintenance on fire dampers on board. Examples are, but not limited to: Fire damper for Galley aft superstructure totally wasted/corroded through and holed below closing device. Etc. 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 implementation of the ISM Code.

19	2023/4/25	Rethimnon, Greece	Paris MOU	General Dry Cargo Ship	Panama	17	1.There were numerous of additive fitted electrical installations in several areas around the ship not meeting the criteria of the indexed regulation. Electrical installations shall be such that: .1 all electrical auxiliary services necessary for maintaining the ship in normal operational and habitable conditions will be ensured without recourse to the emergency source of electrical power; .2 electrical services essential for safety will be ensured under various emergency conditions; and .3 the safety of passengers, crew and ship from electrical hazards will be ensured. 2.Both side doors on wheelhouse were found not as required. 3.Around accommodation area there were numerous weather tight doors not properly maintained. All access openings in bulkheads at ends of enclosed superstructures shall be fitted with doors of steel or other equivalent material, permanently and strongly attached to the bulkhead, and framed, stiffened and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead and weathertight when closed. The means for securing these doors. weathertight shall consist of gaskets and clamping devices or other equivalent means and shall be permanently attached to the bulkhead or to the doors themselves, and the doors shall be so arranged that they can be operated from both sides of the bulkhead. 4.During inspection and while testing ship's emergency systems, key crew members were observed not familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties. 5.Fire door casing for entering to purifier room area has been found not as required. 6.Manually operated call points were found not as required, in poor maintenance condition, not ensuring a readily accessible means of notification. 7.During testing operation, both fire pumps in engine room were observed not properly maintained. 8.Both fire dampers on engine room's funnel were observed not properly maintained and not properly marked. 9.Means for shutting off ventilation inlets and outlets were found not ready for use , not properly maintained and not as required The means of closing shall be easily accessible as well as prominently and permanently marked and shall indicate whether the shutoff is open or closed. 10.During inspection has been spotted that a number of seafarers were not able to understand and, where appropriate, give orders and instructions and to report back in ship's working language. The working language was
20	2023/4/25	Nakhodka, Russia	Tokyo MOU	General Dry Cargo Ship	Panama	15	1.Crew unable to demonstrate operation of MF/HF radio installation on DC power. 2.Charts BH2293, BH2347, BH2432, BH3041, BH3046, BH3480 not up to date be temporary notices to mariners. 3.The self-closing fire door (secondary means of escape) from ER not closing effectively by self-closing arrangement. 4.The self-closing fire door (accommodation deck) not closing effectively by self-closing arrangement. 5.Crew unable to demonstrate correct operations with off-load / on-load hook release system.