

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	<p>1. ECDIS No.1 (primary) inoperative.</p> <p>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).</p> <p>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.)</p> <p>4. Emergency light for stowage position for the fwd lifeboat is inoperative.</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. The fwd lifeboats launching area was not ready for use due to the shackles blocked.</p>
2	2023/1/5	New Orleans, USA	USCG	Bulk Carrier	China	10	<p>1. ECDIS No.1 (primary) inoperative.</p> <p>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).</p> <p>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.)</p> <p>4. Emergency light for stowage position for the fwd lifeboat is inoperative.</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. The fwd lifeboats launching area was not ready for use due to the shackles blocked.</p> <p>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.</p> <p>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 OCM.</p> <p>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.</p> <p>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.</p> <p>c. In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals.</p>
3	2023/1/17	Nakhodka, Russia	Tokyo MOU	Bulk Carrier	China	24	<p>1. Russian coastal warnings (maritime safety information) for Far East coast of Russia not received (Gunnery, bombing exercises area). ECDIS not updated by MSI.</p> <p>2. Two two-way portable radiotelephone apparatus explosion-proof or intrinsically safe type for fire-party missing.</p> <p>3. Crew unable to demonstrate operation of MF/HF installation on DC power.</p> <p>4. Both lifeboats engines inoperative. Many attempts made by ships staff.</p> <p>5. Ventilation duct to mess room not able to be closed effectively.</p> <p>6. Ventilation duct to steering gear room not able to be closed effectively.</p> <p>7. Crew unable to demonstrate operations with lifeboat on-load release system.</p> <p>8. The SMS implemented on board has failed to ensure safe operations and vessel maintenance as evidence by deficiencies above.</p>
4	2023/1/30	Caofeidian, China	Tokyo MOU	Bulk Carrier	Marshall Islands	14	<p>1. Fixed water-based local application fire-fighting system of No.3 generator wat not set ready for use.</p> <p>2. The emergency power not supplied to the launching appliance for free-fall L/B.</p>

5	2023/2/8	Rotterdam, Netherlands	Paris MOU	Oil Tanker, Double Hull	Liberia	14	<ol style="list-style-type: none"> <li>1. Found several fire dampers not closing/stuck in open position.</li> <li>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.</li> <li>3. Found several ballast air pipes (ventilation heads) not closing properly by floater, some rubbers are missing and some floaters are stuck.</li> <li>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.</li> <li>5. The remote fuel shut off valve of the engine is not closing also not after attempt.</li> <li>6. The engine not able to start from one source of power (Battery No.1).</li> </ol>
6	2023/2/8	Nakhodka, Russia	Tokyo MOU	Container Ship	Panama	22	<ol style="list-style-type: none"> <li>1. The remote fuel shut off valve of the engine is not closing also not after attempt.</li> <li>2. Charts not up to date by permanent and temporary Notices to Mariners.</li> <li>3. Russian coastal warnings (Maritime Safety Information) for Far East coast of Russian not received (Gunnery, bombing exercises area). Charts not updated by MSI.</li> <li>4. Sailing Direction NP43 not up to date.</li> <li>5. Crew unable to demonstrate operation of MF/HF radio installation on DC power.</li> <li>6. The SMS implemented on board has failed to ensure safe operations and vessel maintenance as evidence by deficiencies above.</li> </ol>
7	2023/2/23	Guangzhou, China	Tokyo MOU	Bulk Carrier	Liberia	12	<ol style="list-style-type: none"> <li>1. At 0235LT on 12 JAN 2023, fire broke out in the Engine Room of the ship on the voyage from 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.</li> <li>2. The fixed CO2 fire extinguishing system with empty CO2 cylinders.</li> <li>3. Fire detection and alarm system in-operational.</li> <li>4. Water-based local application fire extinguishing system in-operational.</li> <li>5. No.2 and No.3 generators in-operational.</li> <li>6. Ship boiler in-operational.</li> <li>7. Ship incinerator in-operational.</li> <li>8. Fire door of Steering Gear Room and Engine Room deformed.</li> <li>9. Fire insulation material in Engine Room broken.</li> <li>10. Portside ventilation fan of Engine Room in-operational.</li> <li>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.</li> </ol>