

Ship Name: **MSC AQUARIUS**

Ship Type: **Containership**

Flag: **Cyprus**

IMO Number: **9262704**

Date of Action: **6/11/2023**

Action Taken: **Detention**

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

Recognized Org
(RO) Related: **Not Class Related**

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Genious Shipping S.A.

Charterers

Mediterranean Shipping Company, S.A.

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

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13199 - Other (machinery)

Description

The Safety Management System (SMS) should ensure compliance with mandatory rules and regulations; and that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account. The combination of deficiencies below indicates a serious failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit shall be carried out by the Administration or the RO before the ship may be released from detention.

The condition of the ship shall be maintained. PSCO observed active leaks on the fuel oil purifiers and main engine fuel injectors (cylinders #2 & #8), resulting in excessive oil in the bilges throughout the engine room posing a pollution/fire risk. On March 29, 2023, the ship received a PSC exam in Houston, TX and received a similar deficiency citing excessive leakage in the engine room. CG Sector Houston required an internal audit be completed within 90 days with "the focus on engine room maintenance and cleanliness." The required internal audit was carried out on 07Jun2023. A review of the resulting audit report by the PSCO did not reveal any particular focus on engine room cleanliness/maintenance. Further, the excessive oil accumulation in the bilges and fuel oil purifier room constitute objective evidence that any corrective actions which may have been implemented were ineffective.

Steam pipe systems and fittings shall withstand the max working stress to which subjected. PSCO observed that lagging had been removed from fuel oil heating steam piping in the port tunnel, exposing an active steam leak and hot surfaces. Similarly, a steam leak was noted on the heat exchanger for the lube oil purifier. These conditions poses a burn risk to the crew.

13199 - Other (machinery)

Machinery shall be adequate for intended purpose. Excessive water leakage was noted from two scrubber seawater pumps (P01B and P01C). Multiple soft patch and unapproved repairs were also noted on the seawater scrubber piping. Finally, the sea water piping at the scrubber, located in the top of the engine room, was leaking and raining down onto the main engine (cylinders 9-12). The excessive crystalized salt build-up on the engine head indicates long term leakage.