

Ship Name: **FRISIAN OCTA**
Ship Type: **General Dry Cargo Ship**
Flag: **Netherlands**

IMO Number: **9526095**

Date of Action: **8/14/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **Lloyd's Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Beheermaatschappij m.s. Frisian Octa B.V.
BOOMSMA SHIPPING BV

Charterers
Onego Shipping & Chartering B.V.

Deficiencies: Code - Category

**15109 - Maintenance of the ship and
equipment**

Description

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. PSCO observed 7 overdue, 10 approaching overdue maintenance items as indicated on the MARAD V.5.5.16.26749. Notably, the 2.01 - ME MAK M2S charge air and exhaust gas, charge air cooler was overdue by 53,083 hours. Additionally, there were approximately 40 skipped alarms on the ALMCS display. Alarms of note include water mist fault alarm, fire detection fault alarm failure, and booster unit common alarm (fuel for main engine). Lastly, there was approximately 40 alarms on the exhaust gas cleaning system that include overload analysis input 3 seawater inlet flow, and a warning - wash - water analyser common alarm. Due to the objective evidence in the above deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel SMS under the ISM Code. An external audit conducted by the Flag or RO is required to determine whether the ship is operating in accordance with the ISM Code. Provide a copy of the completed audit report to the USCG prior to departure from port.

**07123 - Operation of Fire protection
systems**

Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed half the CO2 bottles for the fixed fire suppression system had safety pins in them, and half did not. Vessel Chief Officer was unable to provide sufficient explanation of how the system should be set up.