

Ship Name: **SUHAR**
Ship Type: **Bulk Carrier**
Flag: **Panama**

IMO Number: **8509399**

Date of Action: **8/25/2023**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

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
OLAND SHIPPING S.A.
Gremex Shipping S. A. DE C.V.

Charterers
Etolia Shipping Operators S.A.

Deficiencies: Code - Category

**14107 - Oil disch. Monitoring and
control system**

**14119 - Oil and oily mixtures from
machinery spaces**

**14105 - Pumping, piping and
discharge arrangements**

Description

Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15ppm. In considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization. To avoid willful manipulation of 15 ppm Bilge Alarms, every access of the 15 ppm Bilge Alarm beyond essential requirements of paragraph 4.2.8 requires the breaking of a seal. PSCO observed the vessel's oily water separator MEPC.107(49) oil content meter unsealed and secured with a plastic tie.

A ship when in a port or an offshore terminal of another party is subject to inspection by officers duly authorized by such party concerning operational requirements under this annex, where there are clear grounds or believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. PSCO observed entries in the Oil Record Book inconsistent with sludge and bilge water receipts from oily waste offloads ashore.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting unreasonable threat of harm to the marine environment. PSCO observed the vessel's sludge and bilge pumps in a non operational condition. Vessel's master and chief engineer confirmed that neither pump was operational.

02108 - Electrical installations in general

All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in the normal manner. PSCO observed multiple electrical hazards in the engine room to include live wires not terminated, exposed wires not terminated, exposed wires protruding from motor controllers, broken motor controller doors, and blanks missing in distribution channels.

07126 - Oil accumulation in engine room

In a ship in which oil fuel is used, 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 onboard. PSCO observed fuel soaked lagging on fuel system piping for the number 3 starboard storage tank in the engine room.

07101 - Fire prevention structural integrity

In addition to complying with the specific provisions for fire integrity of bulkheads and decks mentioned elsewhere in this part, the minimum fire integrity of bulkheads and decks shall be as prescribed in tables 44.1 and 44.2. PSCO observed a hole in the engine room overhead leaking water and missing "A-60" insulation.

15106 - Shipboard operations

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 additional requirements which may be established by the company. Due to the deficiencies of a technical and/or operational nature identified above which individually or collectively provides objective evidence of a serious failure, or lack of effectiveness of the ISM code, an external audit shall be conducted by the flag administration before the vessel will be released from its detention to determine whether the vessel is operating in compliance with the ISM Code. A copy of the completed external audit shall be provided to this office for review prior to the departure from the port of Pensacola.