

Ship Name: **SFL KATE**

Ship Type: **Bulk Carrier**

Flag: **Hong Kong**

IMO Number: **9615676**

Date of Action: **9/18/2023**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Thome Shipping Pte Ltd

SFL Kate Inc

Charterers

Drylog Trading Ltd

Deficiencies: Code - Category

**07106 - Fire detection and alarm
system**

**04102 - Emergency fire pump and its
pipes**

**07126 - Oil accumulation in engine
room**

Description

The fixed fire detection alarm system required in paragraph 4.1.1 shall be so designed and the detectors so positioned as to detect rapidly the onset of fire in any part of those spaces and under any normal conditions of operation of the machinery and variations of ventilation as required by the possible range of ambient temperatures. PSCO observed all flame detectors and smoke detectors above all generators inoperable and indicating a fault /alarm on the engine control panel. Furthermore, this condition negates the ability of the local fire suppression to activate during unattended machinery space operations.

The arrangement of sea connections, fire pumps and their sources of power shall be as to ensure that: in cargo ships, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means consisting of an emergency fire pump complying with the provisions of the Fire Safety Systems Code. The vessel's emergency fire pump is inoperable and unable to be tested in the presence of the PSCO. Crew stated the mechanical seal needed replacement.

The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose, the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids; and the ignitability of combustible materials shall be restricted. PSCO observed numerous open buckets full of fuel oil and/or lubrication oil in various areas of the engine room. Pipe insulation is excessively oil soaked in the vicinity of the fuel oil heaters in the purifier room. Excessive oil is accumulated under the No. 1 generator and there is excessive quantities of oil soaked rags on the tank top in front of the propulsion engine.

14503 - Garbage management plan

Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. Crew discharged 0.44 m³ of uncomminuted food waste within the Wider Caribbean Region Special Area. Master and Chief Engineer stated that uncomminuted food waste could be discharged overboard if the vessel was greater than 12 NM from land and was unaware of the requirements in the special area.

15112 - Certification, verification and control

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 the objective evidence in deficiencies 01, 02, 03, and 04, the vessel is not in substantial compliance with the relevant conventions 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 the Recognized Organization prior to release from detention .