Ship Name: **MARAN CAPRICORN**

Ship Type: **Oil Tankship**

Flag: **Greece**

IMO Number: **9389019**

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

Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Unit: **Sector Corpus Christi**

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

Maran Tankers Management Inc

Genlisea Navigation Ltd

Charterers

BP

Deficiencies:

Code - Category	Description
15109 - Maintenance of the ship and equipment	**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 detailed in the below deficiencies, the vessel is not in substantial compliance with relevant conventions, calling into question the adequacy and implementation of the vessels 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 USCG prior to departure from port.**
07126 - Oil accumulation in engine room	**Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance. The PSCO observed high pressure fuel line failure on the #3 auxiliary engine, located on fuel service lines for the #1 and #2 fuel injectors creating a flammability hazard from an atomized diesel fuel spray. The #1 injector on the #1 A/E was also found with excessive leaks.**
07126 - Oil accumulation in engine room	**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. PSCO observed active fuel oil leaks from all 3 auxiliary engine fuel oil filters.**

07126 - Oil accumulation in engine room	**Connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurized oil fuel leaks while in service and after maintenance. The PSCO observed active fuel leaks from high pressure fuel lines on the main engine, located on the #2, #3, and #5 fuel injectors. The fuel leaks were only being addressed by a system of funnels and flexible hoses which haphazardly diverted the fuel from the top of the cylinder head to a drain in the fuel overflow piping. There was indication that both marine gas oil and heavy fuel oil have been leaking from the injectors.**
07126 - Oil accumulation in engine room	**The purpose of this regulation is to prevent the ignition ofcombustible materials or flammable liquids. For this purpose,the following functional requirements shall be met: means shall be provided to control leaks of flammable liquids. PSCO observed active fuel leaks in the purifier room from a drain line in the diesel oil service tank for the auxiliary boiler, and fuel leaks from boiler fuel oil heater.**
07126 - Oil accumulation in engine room	**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: theignitability of combustible materials shall be restricted. The PSCO observed poor housekeeping measures throughout theengineering spaces which allowed the collection of flammableliquids, oil soaked absorbent materials, and electrical appliances saturated in oil. Pools of fuel oil and fuel soaked rags were found on the main engine, auxiliary engine, in the purifier room, and emergency diesel generator room.**
11101 - Lifeboats	**Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. During the lifeboat examination the starboard lifeboat was unable to be started by the crew for a period of 45 minutes. Deficiency rectified.**
11110 - Stowage and provision of liferafts	**Each liferaft shall be stowed with a float-free arrangementcomplying with the requirements of paragraph 4.1.6 of the Code so that each floats free. The starboard liferaft was permanently attached to the ship and would not float-free if the ship sank. Deficiency rectified.**
11110 - Stowage and provision of liferafts	**Each survival craft shall be stowed: in a state of continuous readiness so that two crew members can carry out preparationsfor embarkation and launching in less than 5 minutes. The forward remotely located 6 person liferaft painter was lashed to the vessel in a manner which would not allow it to be rapidly cast loose. The shackle connecting the painter to the vessel and securing strap were twist tied closed with thick gauge wire requiring tools to release them. Deficiency rectified.**

02134 - Loading/Ballast condition	**The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. The PSCO observed a 1/2" hole in the #1 ballast water eductor pipe which resulted in the flooding of the pump-room bilge wells with ballast water which was being pumped out by the crew during attendance. Approximately 4" of water was observed in the bilge with indication that the total water level reached 8" deep.**