

Ship Name: **AGIOS NIKOLAOS**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9502776**

Date of Action: **2/12/2024**

Action Taken: **Detention**

Port: **New York, New York**

Unit: **Sector New York**

Recognized Org: **Bureau Veritas**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Samios Shipping co. S.A.**

**Agios Nikolaos Maritime Ltd**

Charterers

**Sims Group Global Trade Corp**

Deficiencies: Code - Category

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

**07121 - Crew alarm**

**14199 - Other (MARPOL Annex I)**

**07199 - Other (fire safety)**

Description

The company should establish procedures to ensure that the ship is maintained in accordance with the provisions of the relevant rules and regulations established by the company the operational nature of the deficiency noted below provided objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI is required.

In the case of periodically unattended machinery spaces fire extinguishing systems shall have both automatic and manual release capabilities. The vessel was operating as a PUMS During testing of smoke and flame detectors for water mist system over fuel oil purifiers, PSCO observed a failure of the detectors to activate. Crew cannot provide records of maintenance of testing of equipment.

The oil record book part one shall be completed on each occasion on a tank to tank basis if appropriate, whenever any of the following machinery space operation takes place in the ship ... collection and disposal of oil residues (SLUDGE). PSCO discovered 03 25 Liter drums full of sludge in the steering room space. Crew claims it was transferred from the purifier space with no corresponding entry in the Oil Record Book. Additionally the PSCO discovered discrepancies between tank sounding logs and required weekly sludge in oil record book which crew attributes to unrecorded transfers between tanks.

Oil fuel pipes, which, if damaged would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 liters or above. Situated above the bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned of the event in a fire occurring in the space in which such tanks are situated. PSCO observed quick closing valves attached to the HFO holding tank and MGO storage tank blocked open with bolts and wooden wedges.

**07126 - Oil accumulation in engine room**

**In a ship in which oil 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 on board and shall at least comply with the following provisions. PSCO observed pools of standing oil in void space forward of the starboard HFO holding tank.**

**12199 - Other (tankers)**

**Control exercise by a dually authorized control officer under article X shall be limited to the following; assessment, in accordance with section A-I/4 of the STCW Code, of the ability of the seafarers of the ship to maintain watchkeeping and security standards, as appropriate, as required by the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred; the ship is otherwise being operated in such a manner as to pose a danger to persons, property, the environment, or a compromise security. PSCO observed bolts on the quick closing valves rendering them blocked in opened position. Fire detection systems were not being maintained in accordance with the manufacture instructions.**