

Ship Name: **ASL SINGAPORE**

Recognized Org: **RINA Services S.p.A.**

Ship Type: **Bulk Carrier**

Recognized Security
Organization (RSO):

Flag: **Liberia**

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

IMO Number: **9618678**

Relevant Certificates:

Date of Action: **2/28/2024**

Action Taken: **Detention**

Organization Related
to Detention:

Port: **New Orleans, Louisiana**

Unit: **Sector New Orleans**

Ship Management: Owners, Operators, or Managers
Jia Feng Shipping Limited
ASL Singapore Shipping Ltd

Deficiencies: Code - Category

Description

01315 - Oil record book

Each operation described in paragraph 2, of regulation 17, shall be fully recorded without delay in the Oil Record Book Part I, so that all entries in the book appropriate to that operation are completed. PSCO observed an oily water separator operation (overboard discharge) in the Oil Record Book Part I from the bilge holding tank on 16 Feb 2024, in the amount of 8.95 cubic meters. This operation was not recorded in the internal data log of the MEPC 107(49) oil content meter. PSCO was informed that this operation did not occur by the Officer-in-charge of the operation and the Chief Engineer. The Chief Engineer also stated that on/around the 5th or 6th of February 2024 approximately 10 cubic meters of oily bilge water, from the bilge holding tank, was discharged directly overboard, bypassing the oil filtering equipment & no entry was recorded in the oil record book.

14105 - Pumping, piping and discharge arrangements

Any discharge into the sea of oil or oily mixtures from ships of 400GT and above shall be prohibited except when the oily mixture is processed through oil filtering equipment meeting the requirements of regulation 14 of MARPOL Annex I. PSCOs were informed of & witnessed the installation of an unauthorized by-pass device allowing the contents of the Bilge Holding Tank to be directly discharged into the sea without processing through oil filtering equipment.

15101 - Safety and environment policy

The company and the ship shall comply with the requirements of the International Safety Management Code. The company should establish a safety & environmental -protection policy which describes how the objectives of 1.2 will be achieved to include avoidance of damage to the environment, in particular to the marine environment and to property. Section 2.1 of the vessel's safety and environmental policy requires that mandatory international regulations, rules, national laws and acts be followed. Referencing the deficiency 001, 002, & 004, PSCO believes company SMS procedures were not followed. Require a Safety Management Audit, by the Administration or RO, prior to release from detention.