

Ship Name: **GAS UTOPIA**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

IMO Number: **9770531**

Date of Action: **4/19/2024**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

Recognized Org: **KOREAN REGISTER**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
KSS Line Ltd
KTONE SHIPPING S.A.

Deficiencies: Code - Category

09221 - Entry dangerous spaces

15109 - Maintenance of the ship and equipment

06199 - Other (cargo)

Description

An airlock should only be permitted between a gas-dangerous zone on the open weather deck and a gas-free space and should consist of two steel doors substantially gastight spaced as least 1.5M but not more than 2.5M apart. PSCO observed the outer door of the airlock, leading to the gas-dangerous zone, did not have gastight integrity due to visible sunlight between the knife edge and door gasket.

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 compliance with relevant conventions, calling into question the adequacy and implementation of the vessel's SMS under the ISM code. In addition to the deficiencies below, the vessel's crew was observed performing maintenance on #1 cargo tank high-level alarm piping flange, which was actively leaking anhydrous ammonia, without personal protective equipment. After review of the ship's SMS, it was determined the crew was not adhering to their approved procedures. Due to hazards present on the vessel including an acute exposure to anhydrous ammonia, PSCO's suspended the inspection. In accordance with Port State Control Procedures 3.6, suspension of the exam will continue until responsible parties ensure the vessel complies with all relevant requirements. An external audit is required to determine whether the ship is operating in accordance with the ISM code.

Arrangements should be made for sealing the weather decks in way of opening for cargo containment systems. During the exam USCG examiners were exposed to anhydrous ammonia. After crew investigation it was determined the cargo tank #1 high-level alarm pipping flange was leaking.

02108 - Electrical installations in general

Intrinsically safe electrical equipment and wiring may be fitted in all gas-dangerous spaces and zones as defined in 1.3.17. PSCO observed multiple damaged electrical components in the cargo compressor room, cargo tank tops, and on independent deck cargo tanks. All wire penetrations to equipment were damaged, or had unapproved gasket sealant causing them to no longer be intrinsically safe.