

Ship Name: **GSL ARCADIA**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9214214**

Date of Action: **4/3/2024**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

Recognized Org  
(RO) Related: **Class Related**

Relevant Certificates: **SOLAS Cargo Ship Safety Equipm**  
**SOLAS Cargo Ship Safety Constr**

Organization Related **DNV**  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Technomar Shipping Inc**  
**GSL Aracadia LLC**

Deficiencies: Code - Category

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

**15108 - Reports of non-conf.,  
accidents & hazardous occur.**

**15111 - Company verification,  
review and evaluation**

**07199 - Other (fire safety)**

Description

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 additional requirements which may be established by the company. Due to the deficiencies of a technical and/or operational nature identified below which individually or collectively provides objective evidence of a serious failure, or lack of effectiveness of the ISM code. An external audit shall be conducted by the Flag Administration before vessel will be release from its detention to determine whether vessel is operating in compliance with the ISM code. A copy of the completed external audit shall be provided for USCG review prior to departure from the port of Mobile.

The vessel's safety management system should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the company, investigated and analyzed with the objective of improving safety and pollution prevention. Captain was unable to produce objective evidence that previously identified non-conformities were investigated and analyzed with the objective of improving safety and pollution prevention on board the M/V GSL ARCADIA.

The company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence. PSCO observed multiple deficiencies recorded on the vessel's SMS required quarterly reports that remain outstanding for more than one year without implementing correction action and communicating measures to prevent recurrence.

In a ship in which oil fuel 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. PSCO observed main propulsion engine cylinder fuel oil leaks. Flag State surveyor also observed small oil leak on #1 auxiliary generator prime mover. Vessel SMS quarterly report indicates oil leaks was reported and remains outstanding since 12APR2022.

**11112 - Launching arrangements  
for survival craft**

**An embarkation ladder complying with the requirements of paragraph 6.1.6 of the code extending, in a single length, from the deck to the waterline in the lightest seagoing condition under all conditions of trim of up to 10° and a list of up to 20° either way shall be provided at each embarkation station or at every two adjacent embarkation stations for survival craft launched down the side of the ship. PSCO observed the lack of the embarkation ladder on the starboard side of the vessel making it impractical for the life raft required by 74 SOLAS (20) III/31.1.4 to be in a position ready for use. This issue made the liferaft unable to be launched and embarked within 5 minutes.**