

Ship Name: **ATLANTIC OSPREY**

Ship Type: **Towboat/Tug**

Flag: **Canada**

IMO Number: **9255907**

Date of Action: **5/7/2024**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

Recognized Org: **DNV**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Atlantic Towing Ltd**

**Atlantic Osprey Shipping Limited**

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine  
room**

**04114 - Emergency source of power -  
Emergency generato**

**13108 - Operation of machinery**

Description

**In meeting these requirements, the company should ensure that inspections are held at appropriate intervals, any non-conformities are reported with its probable cause, if known, appropriate corrective actions are taken, and records of these activities are maintained. Considering the deficiencies issued on the CG-5437 B on 07 May 2024 as objective evidence, an expanded ISM exam was conducted, revealing the following major non-conformity: The vessel failed to ensure that non-conformities are identified during inspections, reported by the crew, corrected and corresponding records maintained. An external audit is required.**

**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. PSCO observed the bilge in the engine room has approximately 1/2 inch of oily mixture and water throughout the space. Numerous oil soaked rags were observed in the oily mixture.**

**Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the administration with a stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts. Vessel's secondary battery bank for the emergency generator was incapable of starting the generator.**

**The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service in which they are intended... installed and protected to reduce to a minimum any danger to persons on board. Generator #2 port and starboard turbo chargers are actively leaking lube oil at their connection fittings. Oil was observed running down the generator and dripping from the turbo charger lagging, creating a fire hazard.**