

Ship Name: **ASTOMOS EARTH**

Ship Type: **LPG Gas Carrier**

Flag: **Panama**

IMO Number: **9607069**

Date of Action: **1/27/2025**

Action Taken: **Detention**

Port: **Houston, Texas**

Unit: **Sector Houston-Galveston**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Wilhelmsen Ship Management Sdn Bhd**

**Gas Diana Transport, Inc**

Deficiencies: Code - Category

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

Description

**IN MEETING THESE REQUIREMENTS, THE COMPANY SHOULD ENSURE THAT 1. INSPECTIONS ARE HELD AT REQUIRED INTERVALS, 2. ANY NON-COMFORMITY IS REPORTED, WITH ITS POSSIBLE CAUSE, IF KNOWN, 3. APPROPRIATE CORRECTIVE ACTION IS TAKEN, AND 4. RECORDS OF THESE ACTIVITIES ARE MAINTAINED. THE TECHNICAL AND OPERATIONAL NATURE OF DEFICIENCIES 01, 02, 03, 04, 05, 06, AND 07 PROVIDE EVIDENCE OF A SERIOUS FAILURE OR LACK OF EFFECTIVENESS OF THE IMPLEMENTATION OF THE ISM CODE. A SAFETY MANAGEMENT AUDIT CARRIED OUT BY THE ADMINISTRATION, OR THE RO, WITH A CORESPONDING REPORT OF FINDINGS SATISFACTORY TO THE OCMI MUST BE SUBMITTED PRIOR TO THE CLEARANCE OF THESE DEFICEINCIES AND RELEASE FROM DETENTION.**

**06107 - Cargo operation**

**GAS DETECTION EQUIPMENT SHOULD BE SO DESIGNED THAT IT MAY BE READILY TESTED. TESTING AND CALIBRATION SHOULD BE CARRIED OUT AT REGULAR INTERVALS. PSCO OBSERVED THAT WHILE TESTING THE SYSTEM THE PNEUMATIC LINE BETWEEN THE SUCTION PUMP AND THE POSIITON SELECTOR DEVICE WAS TAPED INTO PLACE, DUE TO IMPROPER TUBING SIZE AND BROKEN T-FITTING. THIS WAS DISCOVERED AFTER MULTIPLE ATTEMPTS WERE MADE TO GET AN ACCURATE TEST GAS READING OF 7.5% LEL BUT ONLY A MAX OF 5.5% LEL WAS OBSERVED.**

**06107 - Cargo operation**

**THE CHANGNING OF THE SET PRESSURE UNDER THE PROVISIONS OF 8.2.6, AND THE COORESpondING RESETTING OF THE ALARMS REFERRED TO IN 13.4.1, SHOULD BE CARRIED OUT UNDER THE SUPERVISION OF THE MASTER IN ACCORDANCE WITH PROCEDURES APPROVED BY THE ADMINISTRATION AND SPECIFIED IN THE SHIP'S OPERATING MANUAL. DURING THE COC EXAMINATION THE PSCO OBSERVED THE 0.050mPa GUAGE, IN HARBOUR, INSTALLED ON ALL OF THE CARGO TANK RELIEF VALVES. THE PSCO OBSERVED THAT THERE WAS AGED PAINT CONVERING THE MATING SURFACE BETWEEN THE AUXILLARY SETTING DEVICE AND THE PILOT ON CARGO TANKS NUMBER 2 AND 3, ON THE PORT SIDE, INDICIATING IT HAD BEEN RECENTLY REMOVED OR INSTALLED. THE SHIP'S RECORDS INDICATE THAT THE LAST TIME THE AUXILLARY SETTING DEVICES WERE REMOVED WAS ON 25DEC2024 WITH NO RECORD OF THEM BEING REINSTALLED. BASED ON THESE LOGS, PAINTED MATING SURFACES, AND STATEMENTS BY THE CREW, THE AUXILLARY SETTING DEVICES WERE INSTALLED, AND THE VESSEL OPERATED WITH THE INCREASED "IN HARBOUR" SETTINGS PRIOR TO THEIR ARRIVAL INTO PORT.**

**06107 - Cargo operation**

**THE CONTROL SYSTEM SHOULD ALSO BE PROVIDED WITH FUSIBLE ELEMENTS DESIGNED TO MELT AT TEMPERATURES BETWEEN 98 DEGREES CELCIUS AND 104 DEGREES CELCIUS WHICH WILL CAUSE THE EMERGENCY SHUTDOWN VALVES TO CLOSE IN THE EVENT OF FIRE. PSCO OBSERVED FUSIBLE PLUGS ON PORT AND STARBOARD MANIFOLDS WERE PAINTED OVER. EXTENSIVE CORROSION THAT ENCAPSULATED THE FUSIBLE PLUGS WERE OBSERVED ON TANKS 2, 3, AND 4.**