

Ship Name: **LEGIONY POLSKIE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9708045**

Date of Action: **1/22/2025**

Action Taken: **Detention**

Port: **Port Canaveral, Florida**

Unit: **Marine Safety Unit Port Canaveral**

Recognized Org: **Polski Rejestr Statkow**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Polska Zegluga Morska PP (POLSTEAM)

Jupiter Two Shipping Limited

Deficiencies: Code - Category

**01107 - Safety Management
Certificate (SMC/ ISM)**

Description

The company and the ship shall comply with the requirements of the international safety management code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. 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 requirement which may be established by the company. In meeting with the requirements, the company should ensure that any nonconformity is reported, with possible cause, if known. The nature of the below deficiencies provides objective evidence of serious failure of the implementation of the ISM code. The nonconformities observed by CG PSCO within the Oil Record Book do not accurately reflect the operations conducted in the engine room. a safety management audit carried out by the administration of the RO, with a corresponding report of finding satisfactory to the OCMI must be submitted prior to clearance of this deficiency and release from detention.

This deficiency issued to the ISM-Safety Management Certificate is NOT RO related.

01315 - Oil record book

Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book part 1 so that entries in the book appropriate to that operation are complete. PSCO's expanded MARPOL exam after finding inconsistencies in ORD, ranging from dates 07JAN25 to 12JAN25. sounding logs did not match ORB entries. There is an estimated 5-6 m3 of liquid material unaccounted for between Bilge holding tank #1, #2, and Grey water tank. Additionally, the Chief Engineer admitted to PSCO's that the Oily Water Separator shaft coupling to pump broke, making the OWS no operable, this was not logged in the ORB as required. C/E admitted to not recording internal transfers to include transfers from Sludge tank, Bilge holding tank #2 and Grey water tank.

This deficiency issued to the International Oil Pollution Prevention Certificate is NOT RO related.