

Ship Name: **CARIBBEAN EXPRESS I**

Ship Type: **General Dry Cargo Ship**

Flag: **Antigua and Barbuda**

IMO Number: **9233727**

Date of Action: **7/22/2026**

Action Taken: **Detention**

Port: **Miami, Florida**

Unit: **Sector Miami**

Recognized Org: **Libero Hellenic Register**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Reederei Rass GmbH & Co KG
Caribbean Express I UG

Deficiencies: Code - Category

**07103 - Division - decks,bulkheads
and penetrations**

**01126 - Document of Compliance
Dangerous Goods**

Description

Bulkheads forming boundaries between cargo spaces and machinery spaces of category A shall be insulated to "A-60" class standard, unless the dangerous goods are stowed at least 3 m horizontally away from such bulkheads. Other boundaries between such spaces shall be insulated to "A-60" class standard. Because the machinery space lacks SFP insulation, the Document of Compliance for the Carriage of Dangerous Goods states that dangerous goods must not be loaded above the machinery. However, a container (KOSU2201698) loaded with 48 drums of Calcium Hypochlorite, HYD UNID 2880 (5.1 oxidizer) and 48 drums Calcium Hypochlorite, DRY UNID 1748 (5.1 oxidizer), both a fire risk and explosion risk, were secured on deck aft directly above the uninsulated machinery space and immediately below the navigation bridge.

The Administration shall provide the ship with an appropriate document as evidence of compliance of construction and equipment with the requirements of this regulation. Certification of dangerous goods, except solid dangerous goods in bulk, is not required for those cargoes specified as class 6.2 and 7 and dangerous goods in limited quantities and excepted quantities. The vessel crew failed to comply with the requirements of the Document of Compliance for the Carriage of Dangerous Goods (see deficiency #1). Additionally, the master was unaware that a container (KOSU2201698) loaded with dangerous goods in greater than limited or excepted quantities was on board at all.