

Ship Name: **JAIRA PROVIDER**
Ship Type: **General Dry Cargo Ship**
Flag: **St.Kitts & Nevis**

IMO Number: **7518977**

Date of Action: **7/9/2026**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Qualitas Register of Shipping**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **ISM - Safety Management Certificate**
SOLAS Cargo Ship Safety Construction
SOLAS Cargo Ship Safety Equipment

Organization Related
to Detention: **Qualitas Register of Shipping**

Ship Management: Owners, Operators, or Managers
Latifa SA
Poseidon Mariners Agency SA

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

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 any additional requirements which may be established by the company. The technical and operational nature of deficiencies 2, 3, 4, 5, 6, and 7 provides objective evidence of a serious failure of implementation of the ISM Code: the company reactivated a vessel laid up for approximately three years and placed it in a service outside its certification without functioning propulsion, maintained firefighting systems, a credentialed crew, or approved modifications for its service. A safety management audit must be carried out by the Administration or the Recognized Organization, and a report satisfactory to the OCMI submitted, before the ship may be released from detention.

01102 - Cargo Ship Safety Construction (including exemption)

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. The vessel is certificated as an offshore supply vessel and tug yet was found operating as an oil tanker laden with approximately 195,272 gallons of oil cargo in bulk, including oil in converted void spaces and the forepeak freshwater tank (approximately 11,330 gallons), with retrofitted piping and pumps to transfer oil cargo to and from spaces never designated for oil carriage in the approved plans.

14101 - Control of discharge

Any discharge of oil or oily mixtures into the sea is prohibited except under the strict conditions of the Convention, and the ship shall be maintained so as to prevent such discharge. The vessel is actively sheening, requiring containment boom, and is leaking bunkers internally into the engine room, demonstrating an inability to retain oil on board.

13101 - Propulsion main engine

The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. Both main engines were found out of service; the vessel is without propulsion.

09130 - Water, pipes, tanks

The ship shall carry potable water and provisions of adequate quantity and quality for the crew, and conditions on board shall not be clearly hazardous to safety or health. The vessel was found with no potable water (freshwater compromised by salt water), one to two days of provisions, insect infestation, no air conditioning, and sewage holding at 80 to 90 percent capacity, conditions collectively hazardous to crew health.

01201 - Certificates for master and officers

Masters and officers shall hold valid certificates of competency for their capacity, and officers with tanker cargo duties shall hold oil tanker endorsements. Crewmembers do not hold the licenses and credentials required by the flag state and international conventions, and no tanker endorsements are held on board for the tanker service being performed.

09228 - Anchoring devices

The ship and its equipment shall be maintained after survey to conform with the regulations and remain in all respects satisfactory for the service intended. Both anchors are inoperable and incapable of being lowered or raised due to faulty hydraulics; in combination with deficiency 4, the vessel has no means to hold position or arrest movement in an emergency.