

Ship Name: **TURBULENCE**
Ship Type: **General Dry Cargo Ship**
Flag: **Gambia**
IMO Number: **8203256**
Date of Action: **7/22/2026**
Action Taken: **Detention**

Port: **Miami, Florida**
Unit: **Sector Miami**

Recognized Org: **CONARINA**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **International Oil Pollution Prevent**
SOLAS Cargo Ship Safety Constru
International Load Line Certificate

Organization Related **CONARINA**
to Detention:

Ship Management: Owners, Operators, or Managers
World Neptune S.A., LLC
Waterfall Projects, LLC

Deficiencies: Code - Category

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

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 requirements which may be established by the company. In meeting these requirements, the company should ensure that any non-conformity is reported, with its possible cause, if known. The nature of the below deficiencies provides objective evidence of a serious failure of the implementation of the ISM Code. An external ISM audit, satisfactory to the Coast Guard, is required.

This deficiency is not considered RO Related.

**07108 - Ready availability of fire
fighting equipment**

In all new and existing ships, fire-extinguishing appliances shall be kept in good order and available for immediate use at all times during the voyage. The emergency fire pump was not readily available, requiring more than 20 minutes to prime and operate.

**07109 - Fixed fire extinguishing
installation**

In all new and existing ships, fire-extinguishing appliances shall be kept in good order and available for immediate use at all times during the voyage. The fixed gas fire-extinguishing system (CO2) for the category A machinery space is comprised of five bottles. Two of the five bottles were fitted with servicing safety pins, reducing the available CO2 by 40% and rendering the system ineffective for extinguishing an engine room fire. The system was last serviced on 27FEB2026, and the crew member responsible for checking the bottles failed to identify the safety pins during monthly checks in the interim.

14105 - Pumping, piping and discharge arrangements

After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements, or material covered by the survey, without the sanction of the Administration except the direct replacement of such equipment and fittings. As previously identified during the USCG PSC exam on 19FEB2026, plugged valves are fitted on the discharge piping for the OWS after the recirculation valve. In response to that previous deficiency citation, Flag requested time to review the arrangement for approval or modification with a due date of 13MAR2026. The vessel has since re-flagged, but the RO remains the same and was aware of the outstanding deficiency. As of this date, no change has been made to the arrangement, and no approval has been issued.

01108 - Load Lines (including Exemption)

The International Load Line Certificate shall not be delivered to the ship until the officer or surveyor acting under the provisions of Article 13 of the present Convention has certified that the marks are correctly and permanently indicated on the ships sides. While the Summer load line is marked on the hull, it is not notated on the Load Line Certificate, and additionally the Deck Line is notated on the Certificate, but not permanently on the hull. It is clear the issuing authority did not verify accuracy before issuing the Certificate.

14607 - Quality of fuel oil

The sample is to be sealed and signed by the supplier's representative and the master or officer in charge of the bunker operation on completion of bunkering operations and retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery. Multiple improperly labeled and/or improperly sealed fuel samples were observed. This deficiency was previously observed on 19FEB2026, and the fuel samples taken since then have not improved in labeling nor sealing.