

Ship Name: **EAGLE ARROW**  
Ship Type: **General Dry Cargo Ship**  
Flag: **Panama**  
IMO Number: **9529592**  
Date of Action: **1/27/2023**  
Action Taken: **Detention**  
Port: **Baltimore, Maryland**  
Unit: **Sector Maryland-NCR**

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

**Daido Kaiun Co. LTD**

**Fair Wind Marshall S.A.**

Charterers

**Greig-Gaarden**

Deficiencies: Code - Category

**15106 - Shipboard operations**

Description

The company should establish procedures, plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the personnel, ship and protection of the environment [7]. The Company should ensure that any non-conformity is reported. [10.2.2]

The vessel's vessel SMS states that before the relieving engineer comes on watch, they shall make a complete round of the engine room noting the condition of machinery piping and bilge in each compartment. Chief engineer was not able to provide evidence of any records being completed or any notification of discrepancies identified during rounds conducted by the crew. Chief engineer also stated that the crew conducts verbal pass-down when relieving the watch and that he had no knowledge of the stopping devices described in deficiencies No. 02 and 03. Additionally, none of the discrepancies found during the exam as described in deficiencies No. 04 and No. 05 were documented in the vessel's monthly maintenance report. This provides evidence of a serious lack of effectiveness of the planned maintenance system. Due to the objective evidence identified in the deficiencies, the vessel is not in substantial compliance with relevant conventions. The Captain of the Port questions the adequacy and overall implementation of the vessel's SMS under the ISM Code. An ISM Audit is required prior to the vessel being released from detention. Provide a copy of the audit report to the USCG when completed to determine whether the vessel is operating in accordance with the ISM Code.

**07114 - Remote Means of control  
(opening,pumps,ventila**

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 l and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed stopping devices on the HFO quick closing valve. The PSCO also observed rags within the vessel's fuel isolation quick closing valves for the #2 and #3 auxiliary generators in a manner that would interfere with the proper remote operation of the valves in the event of an emergency. In addition, when the crew was asked to demonstrate the operation of the valves the crew did not know how to operate the valves in question from a remote location.

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The provisions of paragraph 2.2.3.4 shall also apply to lubricating oil tanks except those having a capacity less than 500 l. PSCO observed the quick closing valve for vessel's lube oil tank in the engine room had wires installed in a manner to prevent the closing of the valve in an emergency.