

Ship Name: **LINDA D**

Ship Type: **Ro-Ro-Cargo Ship**

Flag: **Panama**

IMO Number: **9261164**

Date of Action: **2/24/2023**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Unit: **Sector San Juan**

Recognized Org: **Isthmus Bureau of Shipping**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**MMS Americas LLC**

**Barge Two Holdings LLC**

Deficiencies: Code - Category

**15101 - Safety and environment  
policy**

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 objective evidence of the deficiencies below brings into question the validity of the safety management system as required in the ISM Code. An audit is required to be submitted to the Coast Guard prior to depart. The vessel's SMS states: Vessel's safety and operations manual; shipboard operations - engine room machinery, engineer duties and knowledge to include: oil record book maintained IAW MARPOL Regulations, Fire precaution in machinery spaces to provide proper cleaning, especially oil spills and leaks. Cargo operations; load cargo IAW specific approved manuals, e.g., stability manual, cargo securing manual. During an examination of the Oil Record Book (ORB), PSCO found that incorrect codes have been used for the last three years of ORB logbook entries. During the engine room examination, PSCO observed insufficient cleanliness of engine room with excess amount of oily mixture in bilges. During the deck walk examination, PSCO found that both starboard and port load lines were fully submerged.

**01108 - Load Lines (including  
Exemption)**

The appropriate load lines on the sides of the ship shall not be submerged at any time when the ship puts to sea. The port and starboard load lines were found fully submerged. On the port side, the entire plimsol mark is submerged, and the starboard load line is submerged two inches.

**07126 - Oil accumulation in engine  
room**

The purpose of this chapter is to require the fullest practicable degree of fire protection. PSCO observed insufficient cleanliness of engine room with excess amount of oily water mixture in bilges, creating an excessive fire hazard.