

Ship Name: **AQUAMARINE**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9469546**

Date of Action: **3/17/2023**

Action Taken: **Detention**

Port: **Baltimore, Maryland**

Unit: **Sector Maryland-NCR**

Recognized Org: **RINA Services S.p.A.**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

C Transport Maritime SAM

AQUAMARINE CARRIER CO. LTD.

XCoal Energy & Resources, LLC

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. THE COMPANY SHOULD ENSURE THAT ANY NON-CONFORMITY IS REPORTED. THE VESSEL'S SMS STATES THAT WHEN THE VESSEL OPERATES WITH A FULLY MANNED ENGINE, AND BEFORE THE RELIEVING ENGINEER COMES ON WATCH, THEY SHALL MAKE A COMPLETE ROUND OF THE ENGINE ROOM USING FORM FL1 7-ENGINE CHECKLIST. CHIEF ENGINEER WAS NOT ABLE TO PROVIDE EVIDENCE OF ROUNDS BEING COMPLETED OR ANY NOTIFICATION OF DISCREPANCIES IDENTIFIED DURING THE ROUNDS CONDUCTED BY THE CREW. THE CHIEF ENGINEER ALSO STATED THAT THE CREW USES THE ENGINE LOG BOOK TO DOCUMENT MAINTENANCE ITEMS TO BE CONDUCTED. HOWEVER, NONE OF THE DISCREPANCIES IDENTIFIED DURING THE EXAM AS DESCRIBED IN DEFICIENCIES #2 THROUGH #8 WERE NOTED IN THE ENGINE LOG BOOK. THIS PROVIDES EVIDENCE OF A SERIOUS LACK OF EFFECTIVENESS OF THE VESSEL'S SMS. DUE TO THE OBJECTIVE EVIDENCE IN THE ABOVE 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.

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 THE VESSEL'S HYDRAULIC QUICK CLOSING VALVES LACKED ADEQUATE OIL IN THEIR OIL LEVEL SIGHT GLASS ON ALL QUICK CLOSING ACTUATOR VALVES. VESSEL'S CREW ATTEMPTED TO OPERATE ACTUATOR 16, PER REQUEST OF THE PSCO, FOR APPROXIMATELY 15 MINUTES WITHOUT SUCCESS.

THE QUICK CLOSING VALVE IN OPERATION WAS MADE WORSE BY THE OBSERVATION OF EXCESSIVE OIL LEAKS THROUGHOUT THE ENGINE ROOM AND CONCERNS FOR THE OPERATIONAL STATUS OF THE VESSEL'S FIXED FIRE FIGHTING SYSTEM.