

Ship Name: **NAVIOS CELESTIAL**

Ship Type: **Bulk Carrier**

Flag: **Panama**

IMO Number: **9496226**

Date of Action: **5/23/2023**

Action Taken: **Detention**

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

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

HIGHBIRD MANAGEMENT INC

**NAVIOS DRY CARGO MANAGEMENT
INC.**

Charterers

Ultrabulk Shipping A/S

Deficiencies: Code - Category

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

Description

The Safety Management System (SMS) should ensure compliance with mandatory rules and regulations; and that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account. The combination of deficiencies below indicates a serious failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit shall be carried out by the Administration or the RO before the ship may be released from detention.

**15102 - Company responsibility and
authority**

Machinery shall be adequate for intended purpose. The #1 and #2 main saltwater cooling lines were found to be temporarily repaired with cement box patches. The #2 main saltwater cooling line was observed to be leaking. A more detail inspection was conducted including interviews of the engineering staff and a review of the relevant sections of the SMS. According to the SMS (Section 10.1), the master is to inform the company of any non-conformity, defect, malfunction, or breakdown of the hull, machinery and equipment, as well as any maintenance or repair work. The Master was able to produce one email to the Company regarding the repair on the #2 cooling line, however there was no objective evidence that the defect on the #1 cooling line was ever reported to the Company. In addition, there is no objective evidence that the Company took appropriate corrective action or that they informed the Administration or Recognized Organization as required by the ISM Code, Section 10 and the Company's SMS, respectively. Interviews with the C/E indicated that the temporary repairs have been installed since February, 2023.