

Ship Name: **ASIAN CAPTAIN**

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

Flag: **Republic of Korea**

IMO Number: **9158616**

Date of Action: **10/26/2025**

Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Unit: **Sector Delaware Bay**

Recognized Org: **KOREAN REGISTER**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Wilhelmsen Ship Management (Korea) Ltd**

**EUKOR Car Carriers Inc**

Deficiencies: Code - Category

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

**07126 - Oil accumulation in engine  
room**

**07199 - Other (fire safety)**

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. In meeting these requirements, the company should ensure that appropriate corrective action is taken. The technical nature of the deficiencies noted below provide objective evidence of a serious failure of the implementation of the ISM Code. An external audit report satisfactory to the OCMI must be submitted prior to clearance of this deficiency.**

**In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. PSCO observed multiple instances of leaking fuel oil piping, soaking the lagging servicing the piping around the #1 auxiliary engine, purifiers, main engine, diesel oil service tank, heavy fuel oil settling tank, and lube oil lagging below main engine, creating a flammable environment.**

**All electrical apparatus shall be so constructed and so installed as to not to cause injury when handled or touched in a normal manner.  
PSCO observed electrical wire on #2 emergency steering leading to directional control valve hanging outside of its original conduit, and soaked in oil.**