

Ship Name: **CORONA**

Ship Type: **Bulk Carrier**

Flag: **Portugal**

IMO Number: **9391971**

Date of Action: **11/17/2025**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

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
Bulkseas Marine Management SA
Corona Australis Ltd

Deficiencies: Code - Category

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

**04114 - Emergency source of power -
Emergency generato**

10111 - Charts

10103 - Radar

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 technical and/or operational nature of deficiencies 02, 03, 04, 05, and 07 provide objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM Code. A safety management audit carried out by the Administration or the RO, with a corresponding report of findings satisfactory to the OCMI must be submitted prior to clearance of this deficiency and release from detention.

Each emergency generating set arranged to be automatically started shall be equipped with starting devices approved by the Administration with a stored energy capability of at least three consecutive starts. A second source of energy shall be provided for an additional three starts within 30 min unless manual starting can be demonstrated to be effective. PSCO observed emergency generating set unable to start using primary source of energy.

Systems and equipment, including associated back-up arrangements, where applicable, installed on or after 1 July 2002 to perform the functional requirements of regulations 19 and 20 shall conform to appropriate performance standards not inferior to those adopted by the Organization. PSCO observed alerts displayed on primary and secondary ECDIS indicating outdated electronic navigational chart information.

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Systems and equipment, including associated back-up arrangements, where applicable, installed on or after 1 July 2002 to perform the functional requirements of regulations 19 and 20 shall conform to appropriate performance standards not inferior to those adopted by the Organization. PSCO observed damaged radar display resulting in illegible readings and indications.