

Ship Name: **ONEGO MERCHANT**  
Ship Type: **General Dry Cargo Ship**  
Flag: **Portugal**  
IMO Number: **9238363**  
Date of Action: **12/16/2025**  
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  
**Liberty Blue Shipmanagement Gmbh & Co KG**  
**White Star Shipping Ltd**

Deficiencies: Code - Category  
**15109 - Maintenance of the ship and equipment**

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, and 04 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.

**14105 - Pumping, piping and discharge arrangements**

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment. PSCO observed an unauthorized valve located on the oily water separator line after the 3 way valve. This valve is not approved by the RO.

**14105 - Pumping, piping and discharge arrangements**

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment. PSCO discovered during the test of the oily water separator that the 3 way valve was seized in the position to discharge all water into the bilge.

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

**In addition to the requirements contained elsewhere in the present regulations, ships shall be designed, constructed, and maintained in compliance with the structural, mechanical, and electrical requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1, or with applicable national standards for the Administration which provide an equivalent level of safety. PSCO observed the stop button on the switchboard for the emergency generator was not functioning as designed. The crew had to use emergency ventilation flaps to shut it down after 20 minutes of unsuccessful attempts.**