

Ship Name: **JAUME II**

Ship Type: **Passenger Ship**

Flag: **Cyprus**

IMO Number: **9116113**

Date of Action: **1/26/2026**

Action Taken: **Detention**

Port: **Tampa, Florida**

Unit: **Sector St Petersburg**

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

Recognized Security  
Organization (RSO):

Recognized Org  
(RO) Related: **Class Related**

Relevant Certificates: **ISM - Safety Management Certificate**  
**High-Speed Craft Safety Certificate**

Organization Related  
to Detention: **RINA Services S.p.A.**

Ship Management: Owners, Operators, or Managers  
**Balearia Eurolineas Maritimas SA**

Deficiencies: Code - Category

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

**07124 - Maintenance of Fire protection systems**

**02199 - Other (Structural condition)**

**13101 - Propulsion main engine**

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 02-12, 16, 18-20, & 22 provide objective evidence of a serious failure, or lack of effectiveness, of the implementation of the ISM code. An external audit report satisfactory to the OCMI must be submitted prior to the clearance of this deficiency.

Each special category space and ro-ro space shall be fitted with an approved fixed pressure water-spraying system\* for manual operation which shall protect all parts of any deck and vehicle platform in such space. PSCO observed upon activating the deluge system, that multiple sprinkler heads were inoperable as well as noted a pipe was cracked in two in Zone B, deck 3, allowing water to escape the system and cause a drop in overall pressure.

The condition of the craft and its equipment shall be maintained to conform with the provisions of this code to ensure that the craft in all respects will remain fit to operate without danger to the craft or the persons onboard. PSCO observed excessive leaking in both the port and starboard engine rooms upon activating the deluge system. The water was observed to be leaking through the deck above the engine room, which is also a CO2 protected space.

The machinery, associated piping systems and fittings relating to main machinery and auxiliary power units shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, due regard being paid to moving parts, hot surfaces and other hazards. PSCO observed that on all four main diesel engines, the sea water piping systems were missing the valve handles rendering the system incapable of isolating in the event of an emergency.

