

Ship Name: **RUBY TOWER**

Ship Type: **Bulk Carrier**

Flag: **Liberia**

IMO Number: **9618276**

Date of Action: **1/27/2026**

Action Taken: **Detention**

Port: **Mobile, Alabama**

Unit: **Sector Mobile**

Recognized Org: **Lloyd's Register**

Recognized Security  
Organization (RSO):

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

Relevant Certificates:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers

**Zodiac Maritime Ltd**

**Luzrep Shipping Inc**

Deficiencies: Code - Category

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

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**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, 03, 04, 05, and 06 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 OCM I must be submitted prior to clearance of the deficiency and release from detention.

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board. PSCO reviewed provided Everllence OEM technician service report and requested shipboard documentation of maintenance carried out in accordance service report recommendations to prevent reoccurrence and engine reliability. Ships crew was unable to provide objective evidence that main propulsion maintenance has been carried out.

Means shall be provided whereby normal operation of propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Vessel experienced three propulsion engine malfunctions resulting in loss of propulsion upon departure from the port of Houston on 22JAN26 and two occurrences during the outbound voyage from the port of Mobile on 26JAN26. Based upon the documentation provided during the PSC A examination commenced 27JAN26, the root cause of the three shutdown occurrences still needs to be evaluated to ensure that the vessel in all respects will remain fit to proceed to sea without danger to the vessel or persons on board.

**10114 - Voyage data recorder (VDR)/Simplified Voyage data recorder(S-VDR)**

**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. During PSCO's testing of the VDR, no alarms were generated or displayed after turning off the echo depth sounder. The system display consistently showed only a "Normal Operation" status.**

