

Ship Name: **POSEN**

Ship Type: **Containership**

Flag: **Germany**

IMO Number: **9349887**

Date of Action: **3/25/2026**

Action Taken:

Port: **Los Angeles, California**

Unit: **Sector Los Angeles-Long Beach**

Recognized Org: **DNV**

Recognized Security
Organization (RSO):

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

Relevant Certificates:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Reederei F. Laeisz GmbH
MS "POSEN" GMBH & CO. KG

Deficiencies: Code - Category

15109 - Maintenance of the ship and equipment

07126 - Oil accumulation in engine room

07126 - Oil accumulation in engine room

11132 - Maintenance and inspections

Description

In meeting these requirements, the company should ensure that: inspections are held at appropriate intervals; any non-conformity is reported, with its possible cause, if known; appropriate corrective action is taken; and records of these activities are maintained. 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

Means shall be provided to control leaks of flammable liquids. PSCO observed active fuel oil leaks from the #2 HFO tank suction pump and filter, resulting in oil-soaked lagging and the use of a make-shift collection bucket, all posing a significant fire hazard in the engine room. The Chief Engineer failed to follow SMS procedures and did not report the leaks to the company.

Means shall be provided to control leaks of flammable liquids. PSCO observed active fuel oil leak from M/E purifiers; #1 purifier, SP2 transfer pump, and #2 purifier, all posing a significant fire hazard in the engine room. The Chief Engineer failed to follow SMS procedures and did not report the leaks to the company.

The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the log-book: all engines in lifeboat and rescue boats shall be run for a total of not less than 3 minutes. During a rescue boat test, the PSCO observed the engine failed to start due to an inoperable water-cooling pump. When asked, the Third Engineer claimed the last inspection was five weeks ago. However, the PSCO found a log entry from March 21st showing a recent test. The engineer then admitted he had falsified the log, recording the test without actually doing it.

