

Ship Name: **MSC CANDICE**

Recognized Org: **DNV**

Ship Type: **Containership**

Recognized Security  
Organization (RSO):

Flag: **Panama**

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

IMO Number: **9339284**

Relevant Certificates:

Date of Action: **9/23/2023**

Action Taken: **Detention**

Organization Related  
to Detention:

Port: **Staten Island, New York**

Unit: **Sector New York**

Ship Management: Owners, Operators, or Managers  
**Mediterranean Shipping Co. s.r.l**  
**COMPANIA NAVIERA CANDICE S.A.**

Deficiencies: Code - Category

Description

**01315 - Oil record book**

**Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part I, so that all entries in the book appropriate to that operation are completed. Missing bunker log entry in Oil Record Book Part 1 for receipt of 2,501.980 metric tons of HCFO and 199.870 metric tons of MGO on 08/01/2023. Additionally, log entry detailing oil transfers from the bilge well below main engine through a manual portable pump to sludge tank not being recording in Oil Record Book Part 1.**

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

**The company and the ship shall comply with the requirements of the International Safety Management Code. For the purpose of this regulation, the requirements of the code shall be treated as mandatory. In meeting these requirements, the company should ensure that inspections be held at appropriate intervals. Any non-conformity is reported with its possible cause. If known appropriate corrective action is taken. Due to the objective evidence in the following deficiencies, the vessel is not in substantial compliance with relevant conventions calling into question the adequacy and implementation of the vessels SMS under the ISM code. PSCO collected objective evidence that the vessel was not identifying non-conformities and following the inspection and reporting requirements of its SMS. An external audit by a third party is required. Provide a copy of the completed audit to the USCG prior to departure from port.**

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

**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, or with applicable national standards of the Administration which provide an equivalent level of safety. PSCO observed portable pump next to bilge well opening below main engine. Chief engineer explained that the manual portable pump is used to transfer bilge contents from bilge well to sludge tank. This was due to the oil content being too high and triggering shutdown of the OWS system. No class or flag approved procedures or instructions could be provided.**

**07126 - Oil accumulation in engine room**

**The purpose of this regulation is to prevent the ignition of combustible materials or flammable liquids. For this purpose the following functional requirements shall be met: Means shall be provided to control leaks of flammable liquids. PSCO observed numerous oil soaked rags, catch basins around engine room and oil stained cardboard being used as splash guard around fuel filter on generators #2 and #4.**