

Ship Name: **SSI MAGNIFICENT**

Ship Type: **Bulk Carrier**

Flag: **Marshall Islands**

IMO Number: **9391828**

Date of Action: **6/19/2024**

Action Taken: **Detention**

Port: **East Providence, Rhode Island**

Unit: **Sector Southeastern New England**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization (RSO):

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

Relevant Certificates: **SOLAS Cargo Ship Safety Constru**
ISM - Safety Management Certificat

Organization Related
to Detention: **Nippon Kaiji Kyokai**

Ship Management: Owners, Operators, or Managers
**Densay Gemi Isletmeciligi Denizcilik ve Teknik
Danismanlik AS**
**DENSAY GEMI ISLETMECILIGI
DENIZCILIK VE TEKNİK DANISMANLIK
ANONİM SİRKETİ**

Deficiencies: Code - Category

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

02199 - Other (Structural condition)

13199 - Other (machinery)

**07105 - Fire doors/openings in fire-
resisting division**

Description

In meeting these requirements, the company should ensure that any non-conformities is reported with its possible cause, if known. No report of non-conformity has been made for the following deficiencies. Based on the following deficiencies as objective evidence, and an expanded ISM exam, an external audit is required.

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. Vessel's No. 3 fuel tank 6" pipe at the engine room forward bulkhead found with a cement patch, wet with fuel oil.

In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the fuel oil shall be such to ensure the safety of the ship and persons on board, and shall at least comply with the following provisions. Vessel's Main Engine fuel leak piping found with approximately 5 feet of pipe missing. Crew has installed a clear plastic hose to drain fuel from pipe to collection point. Pipe was removed and hose installed at dry dock, 08 APR 2024.

The construction of doors and door frames in A class division, with the means of securing them when closed, shall provide resistance to fire as well as the passage of smoke. PSCO observed A-60 self-closing doors compromised with holes and compromised latches on A-deck port and starboard doors to embarkation. Stairwell door on A-deck has compromised latch. B-deck aft port door to ladder well has compromised latch. C-deck aft starboard door to ladder well is hard to open. Steering gear room door does not self close. A-60 door on boiler top has compromised latch. Upper-deck A-60 self-closing door missing latch assembly.

07105 - Fire doors/openings in fire-resisting division

Doors required to be self-closing shall not be fitted with hold-back hooks. Paris MOU PSC Exam on 15 MAY 2024 identified “several self closing fire doors... equipped with hold-back hooks.” The crew submitted documentation to the PSC that “all areas to be checked by safety officer,” and the deficiency was cleared. During current USCG PSC Exam, found 02 additional self-closing doors (B-deck, House entrance Port & Starboard) to be fitted with hold-backs.