

Ship Name: **ROLLDOCK SUN**  
Ship Type: **Heavy Load Carrier**  
Flag: **Netherlands**

IMO Number: **9393981**

Date of Action: **3/18/2025**

Action Taken: **Detention**

Port: **New Bedford, MA**

Unit: **Marine Safety Detachment New Bedford**

Recognized Org: **Det Norske Veritas**

Recognized Security  
Organization (RSO):

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

Relevant Certificates: **SOLAS Cargo Ship Safety Certificate**

Organization Related **Det Norske Veritas**  
to Detention:

Ship Management:

Deficiencies: Code - Category

**07103 - Division - decks, bulkheads  
and penetrations**

**07125 - Evaluation of crew  
performance (fire drills)**

**09210 - Machinery**

**07199 - Other (fire safety)**

**15108 - Reports of non-conf.,  
accidents & hazardous occur.**

Description

**General arrangement plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections enclosed by "A" class divisions. Observed lack of insulation on a deck that the fire control plan calls an A30 division. Engine room overhead insulation removed during dry dock in February 2025.**

**In a ship in which oil fuel is used, the arrangements for the storage, distribution and utilization of the oil fuel shall be such as to ensure the safety of the ship and persons on board. Fuel was discovered on the top of the port settling tank, along with fuel soaked rags. Standing pools of fuel observed on the tank top.**

**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. The starboard high temperature auxiliary cooling pump was found not to be in position, laying on deck nearby.**

**Other oil level gauges may be used in place of sounding pipes subject to the following conditions: in cargo ships, the failure of such gauges shall not permit the release of fuel into the space. The Administration may permit the use of oil level gauges with flat glasses and self closing valves between the gauges and fuel tanks. Self closing valves on tank 52, containing 10.1 m3 of MGO, upper and lower found gagged in open position. Tanks 53, 55, 57, 59A and 59B found with upper valves gagged in open position.**

**The vessel failed to fully implement the requirements of the ISM code through their procedures. The vessel failed to report non-conformities with probable causes if known. Objective evidence discovered during an expanded ISM exam revealed that the company failed to report non-conformities regarding deficiencies 01, 02, 03 and 04. An external audit report satisfactory to the OCMI must be submitted prior to clearance of this deficiency.**