

Ship Name: **MSC MAGNUM VII**

Ship Type: **Containership**

Flag: **Liberia**

IMO Number: **9252541**

Date of Action: **2/4/2026**

Action Taken:

Port: **Charleston, South Carolina**

Unit: **Sector Charleston**

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
MSC Shipmanagement Ltd
Aquata Navigation Limited

Deficiencies: Code - Category

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

**09235 - Fitness for duty - work and
rest hours**

13199 - Other (machinery)

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. Objective evidence indicates a failure to maintain appropriate work/rest hours, critical safety equipment on the main engine, and safe working conditions for crewmembers. An external safety management audit shall be carried out prior to the ship being released from detention.

All persons who are assigned duty officer in charge of a watch or as a rating forming part of a watch and those whose duties involved designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than a minimum of 10 hours of rest in any 24-hour period. Upon review of "Overtime / Rest Reports", the Port State Control Officer (PSCO) determined that eight (8) crew members in the engineering department were not provided the required rest in a 5 day sample size. During port call, a crew member was also significantly injured after an observed 18 hours without rest. An audit of the work rest hours is directly requested as part of the above audit.

Internal combustion engines of 2,250 kW and above or having cylinders of more than 300 mm bore shall be provided with crankcase oil mist detectors or engine bearing temperature monitors or equivalent devices. PSCO observed that the oil mist detection system for the main engine was inoperable. The system's alarm panel indicated a fault, and the crew was unable to demonstrate its operational readiness or provide objective evidence how long the system had been inoperable.

**07114 - Remote Means of control
(opening,pumps,ventila**

Associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to a persons on board. PSCO observed that a quick-closing valve for a sludge tank was obstructed by a pair of vice-grips. The tool was clamped onto the valve mechanism in such a way that it physically prevented the valve from being shut, rendering the remote emergency closing function completely inoperable.