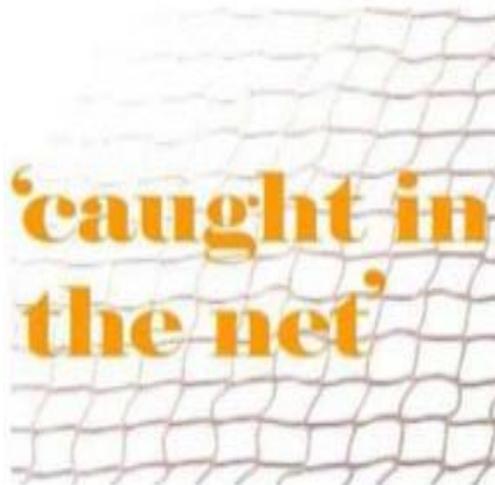




ROMANIAN NAVAL AUTHORITY

PORT STATE CONTROL



Ship's Name	GEO STAR
IMO Number	7833107
Flag	TOGO
Call Sign	5 V E N 5
Date Keel Laid	20.03.1980
Date of Delivery	01.07.1980
Ship's Type	General Cargo
Gross Tonnage	2478
Class Society	COLAMREG
Recognized Organization	COLAMREG
ISM Company	Geo Lojistik Dis Tic. A.S. Turkey
Owner	Nicky Shipping Ltd. Seychelles
Duration of detention	Currently detained



M/V “GEO STAR” – IMO No. 7833107, flying TOGO flag, under Columbus American Register Class Society / Recognized Organization, called Constanta Port, Romania on 29th of January 2017 for loading 3000 to. corn in bulk.

The ship’s risk profile is HRS, Priority II, unexpected factor (previously detained/outstanding deficiency: ISM).

Morning time on 30th of January 2017 two PSC officers were nominated for inspection. Prior boarding, the PSC team proceed to an appropriate check of overall condition of the hull, Load Line mark and draft scales. Then they noticed that the access on board was unsafe due to several cracks of the gangway.

The PSC officers introduced themselves to the Master informing him about the inspection type (more detailed) and begun to check the ship and crew certificates and documents. At that moment the ship were loaded with abt. 800 tones.

They ascertained the abnormal low temperature inside accommodation.

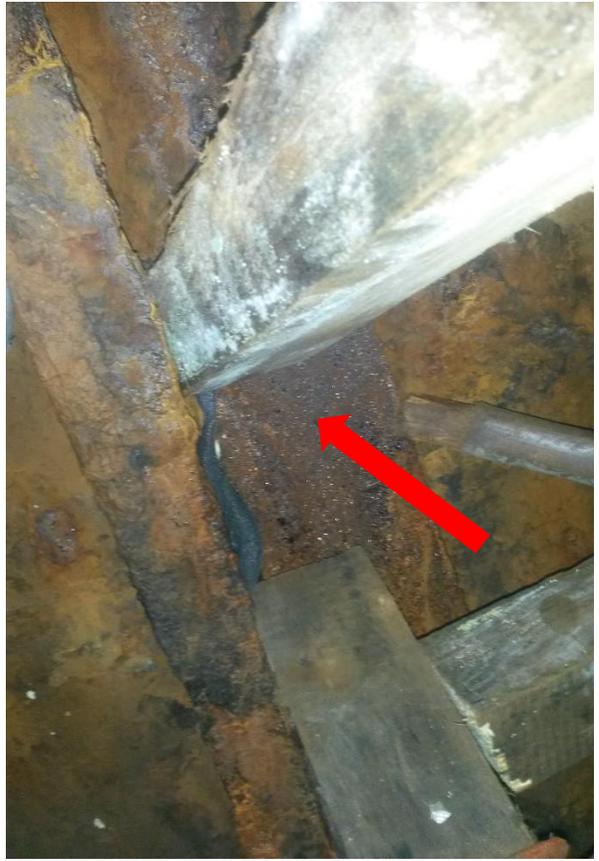
They noticed the accurateness of statutory and safety certificates in visible contradiction with the ship state.

Afterwards, the PSC officers started carrying out the proper inspection of the entire ship, where they found lots of serious deficiencies leading to the ship’s detention.

This is the third detention in the last three years within the Paris MoU region.

Ballast tanks no. 1, 3 and 5 heavily corroded and holed. Improvised “devices” for preventing water infiltration.





Ballast system out of order. Ballast water pumped out by submersible pump, unsafe electrical power supply.



Ballast tanks manholes covers not tight due to bolts wastage.



Hatch covers side edges bent in several areas.



Bulwark stays cracked and wasted.



Engine room skylights frames bent and corroded through.



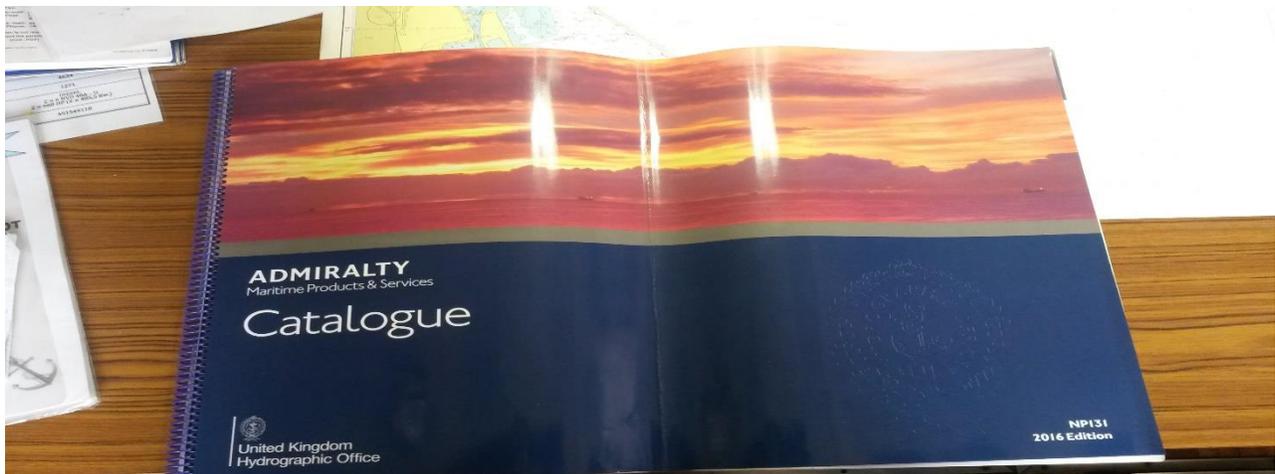
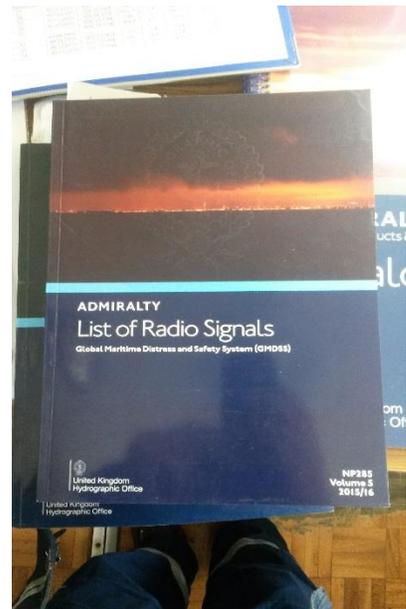
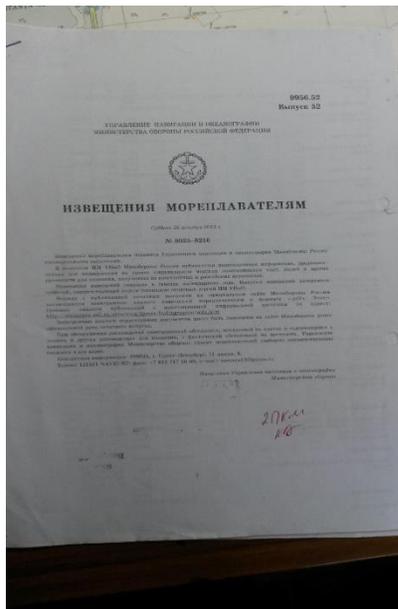
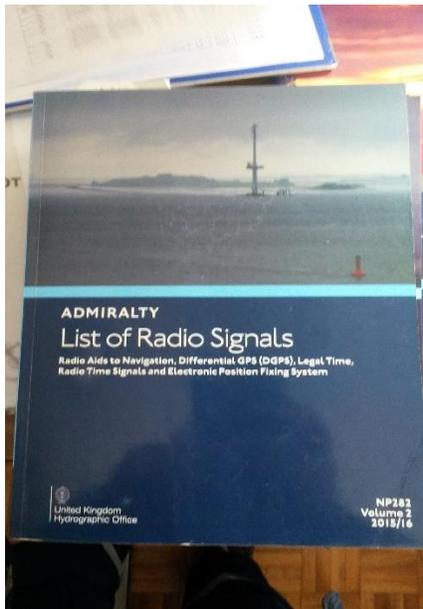
Main deck accommodation doors not watertight.



Improvised electrical cables crossing emergency generator room weathertight door.



Most of required Nautical Publications expired.



Speed and distance measuring device (through the water) inoperative.



Emergency equipment for 2-way communication batteries missing.



MF DSC and VHF DSC radio installations inoperative.



Second radar (in excess equipment) malfunction.



Shore-Ship access gangway cracked in several points.



Port/Starboard gyro repeaters foundation heavily corroded.



Gyro room ventilation mushroom damaged.



Mooring ropes damaged.



Clear view screen window inoperative.



Magnetic compass water ingress.



Port side lifeboat motor inoperative; Stbd. side lifeboat pitch propeller and trolley stuck.



Two diesel generators out of order (electric generators damaged).



Officer's mess-room side scuttles not watertight.



SHIP'S HEATING SYSTEM INOPERATIVE.



Currently the ship is detained.

After release, the ship will be refused further access to any port and anchorage in the Paris MoU region.

As this is the first ban, the period of the refusal of access will be 3 months.