



HELLENIC REPUBLIC
MINISTRY OF MARITIME AFFAIRS AND INSULAR POLICY
HELLENIC COAST GUARD



DETENTION OF M/V "ARFETISALLE"
FLAG: DEMOCRATIC REPUBLIC OF CONGO
IMO: 850903



SHIP'S PARTICULARS

NAME: ARFETISALLE
FLAG: DEMOCRATIC REPUBLIC OF CONGO
TYPE OF SHIP: General cargo - Multipurpose
CLASSIFICATION SOCIETY & R.O.:
BULGARIAN REGISTER OF SHIPPING (BRS)
GRT: 1610
L.O.A. : 80,35 m

IMO: 8509038
CALL SIGN: COD659
DATE KEEL LAID: 1985
PARTICULARS OF COMPANY
(owner) : ARFETISALLE OCEANWAYS
S.A.

A. GENERALLY:

- i. M/V "ARFETISALLE" flying the **DEMOCRATIC REPUBLIC OF CONGO** flag, with IMO: **8509038** called at the port of Kalamata / Greece on the 26th of January 2016 for bunkering and berthed on her port side, early the next day on 27-01-2016 at 08:00 LT.
- ii. The ship, according "THETIS" data base and the Paris MoU procedures was eligible for initial (IN) or More Detailed (MD) inspection and it was **Priority I (PI)**.
- iii. The inspection team was consisted of two PSCO's who visited the vessel on the 27th of January 2016. Before the embarkation, the PSCO's proceed to the appropriate check of the external condition of the hull, of the draft marks and the other basic / unique characteristics of the vessel such as her name, port of registry and IMO number.
- iv. As the external condition of the vessel was at acceptable standards, the PSCO's couldn't imagine what the situation which they finally faced during the inspection on board the ship was.
- v. A first impression arose, when the PSCO's were not asked by the responsible crewmember at the gangway, to identify themselves (by showing their ID's) during the embarkation and, as a result the first deficiency was noted.
- vi. In general, during the **MD** inspection fifty nine (**59**) deficiencies were found, twenty six (**26**) of which were considered as a clear ground for detention.

B. SPECIFICALLY:

The inspection, according to the Paris MoU procedures, started with the ship's documents and plans check, as described below:

I. The first part of the first stage of the inspection (ship's certificates and documents, STCW Certificates, MLC 2006) revealed a number of eight (08) deficiencies, as follows:

1. The Cargo Safety Equipment certificate was found expired. The deficiency noted as a clear ground for detention.
2. In the Form E (field 3.1.6.), it was missing the entry about the Heading Control System which was found installed on board.
3. The C.S.R issued by the ship's Flag Administration was not found on board. The competent authority did not follow the requirements of SOLAS '74/2005 Amend./Ch.XI-1/Reg.5/par. 8-9-13, which describes the procedure of issuance the C.S.R, in case of change ship's flag. The deficiency was noted as a clear ground for detention.
4. The MLC certificate was not found on board. The deficiency was noted as a clear ground for detention.
5. The attestation issued from the Flag State regarding the confirmation of receipt of seafarers application for STCW endorsement (for all the crew members), were found expired since **23-12-2015**. The deficiency was noted as a clear ground for detention.
6. One crew member from the engine department (electrician), who was performing duties as a watch keeper in the engine room, was not holding the appropriate certificate (STCW III/4). The deficiency was noted as a clear ground for detention.
7. The ship was not manned according the MSMD. Specifically, one person with the appropriate certificate (STCW III/4) was missing from the Engine Department. The deficiency was noted as a clear ground for detention.

II. The second part of the first stage of the inspection (documents – other certificates) revealed a number of sixteen (16) deficiencies, as follows:

1. The AIS annual test report was found expired. The deficiency was noted as a clear ground for detention.
2. The entire entries concerning the handling of bilge water in the ORB under the code “D” were missing. The deficiency was noted as a clear ground for detention.
3. The Conformance test report for the LRIT was not found on board. The deficiency was noted as a clear ground for detention.
4. The Cargo Securing Manual was found not approved by the current R.O (BRS) and also was referring to a different vessel name. The Master did not manage to prove that the particular manual was referring to the specific ship.
5. The information/instructions regarding the operation of the life saving appliances which is included into the LSA training manual were insufficient. Instructions of the entire vessel’s LSA equipment as per SOLAS requirements were not included.
6. The information/instructions regarding the operation of the firefighting equipment and appliances that fire training manual (fire safety operational booklet) includes were insufficient. Were not included instructions of all the vessel’s firefighting equipment as per SOLAS requirements. The deficiency was noted as a clear ground for detention.
7. Shipboard planned maintenance program which include the maintenance plan and inspections for the L.S.A. was missing. The deficiency was noted as a clear ground for detention.
8. Shipboard planned maintenance program which include the maintenance plan and inspections for the Fire Fighting Equipment was missing. The deficiency was noted as a clear ground for detention.
9. Records with respect to the tests / maintenance and inspections of the LSA, were not recorded anywhere. There was not found the required log book. The deficiency was noted as a clear ground for detention.
10. No documentary evidence / records regarding the checks and tests (Drills) of the LSA equipment (as well as the emergency steering gear drills), which have been carried out.
11. Ship’s specific plans for the recovery of persons from the water, was not found on board.
12. Ozone Depleting Substances Record Book (ODS) was not found on board, although according the I.A.P.P. (Record of equipment) certificate, the ship was equipped with rechargeable systems containing ozone depleting substances (air conditions units domestic type).
13. The medical fitness certificate for the Master was not correct, as it was stated that the Master was fit for duty as a Chief Mate and not as a Master.
14. As records of drills were missing, evidence of launching and maneuvering the rescue boat into the sea water every three months, as per SOLAS requirements, was not found.
15. Taking into account the fact that during the inspection the M/E was found out of order as No.1 cylinder (liner and piston) were found overhauled, because of damage (crack on the jacket), and keeping in mind that the Master did not informed accordingly the Flag administration, the R.O. and the Port State Control authority of the port of destination, as required by SOLAS ’74 / Ch. I / Reg. 11(c) requirements in conjunction with the section 3.5 of the Paris MOU text, two deficiencies were recorded as follows:
 - 15.1 The Master did not follow the SOLAS ’74 / Ch. I /Reg. 11(c) requirements with regards to the reporting.
 - 15.2 The Master did not report to the company and did not record to the official log book all the necessary information required by SOLAS ’74 / Ch. I / Reg. 11(c).

III. MLC – 2006 issues.



MLC – 2006

1. Due to the fact that the MLC-2006 certificate was not found on board, the PSCO’s decided to go deeper into the MLC requirements, guided by the **PORT STATE CONTROL COMMITTEE INSTRUCTION 48/2015/11 “GUIDANCE FOR INSPECTION ON MARITIME LABOUR CONVENTION”**.

2. As a result of the above, there were found another twelve (12) deficiencies, related to the MLC-2006 requirements as follows:

- 2.1 No documentary evidence found available on board to indicate that the private service or private agency is operated in accordance with MLC-2006.
- 2.2 The SEA for C/E , Bosun and AB's were not signed by them.
- 2.3 Records of rest hours (as DMLC 1 specifies) for the seafarers of the engine department were not kept at all. The deficiency was noted as a clear ground for detention.
- 2.4 No evidence of an on board programs for the prevention of occupational accidents meeting the standards of MLC 2006 found on board.
- 2.5 Records of accommodation inspections by the Master or by an authorized crew member were not found on board.
- 2.6 Records of food and catering inspections by Master or by an authorized crew member were not found on board.
- 2.7 No evidence was found concerning on board program/s for the prevention of occupational injuries and diseases meeting the standards of MLC 2006.
- 2.8 Ship's safety committee was not established on board.
- 2.9 The on board complaint procedure applicable to the ship, as required by MLC-2006, was not found on board.
- 2.10 During the inspection the crew members were not using personal protective equipment, such as helmets, protective clothes - shoes and earplugs.
- 2.11 Mooring ropes located at the stern, were found in a non acceptable condition and needed to be replaced.
- 2.12 Two (02) of the four (04) mooring rollers located at bow deck, were found stucked.

IV. The second stage of inspection (operational controls, inspection of ship's areas) reviled a number of twenty two (22) deficiencies as follows:

IV-1 Navigation Bridge (SOLAS '74 / Ch.V items).

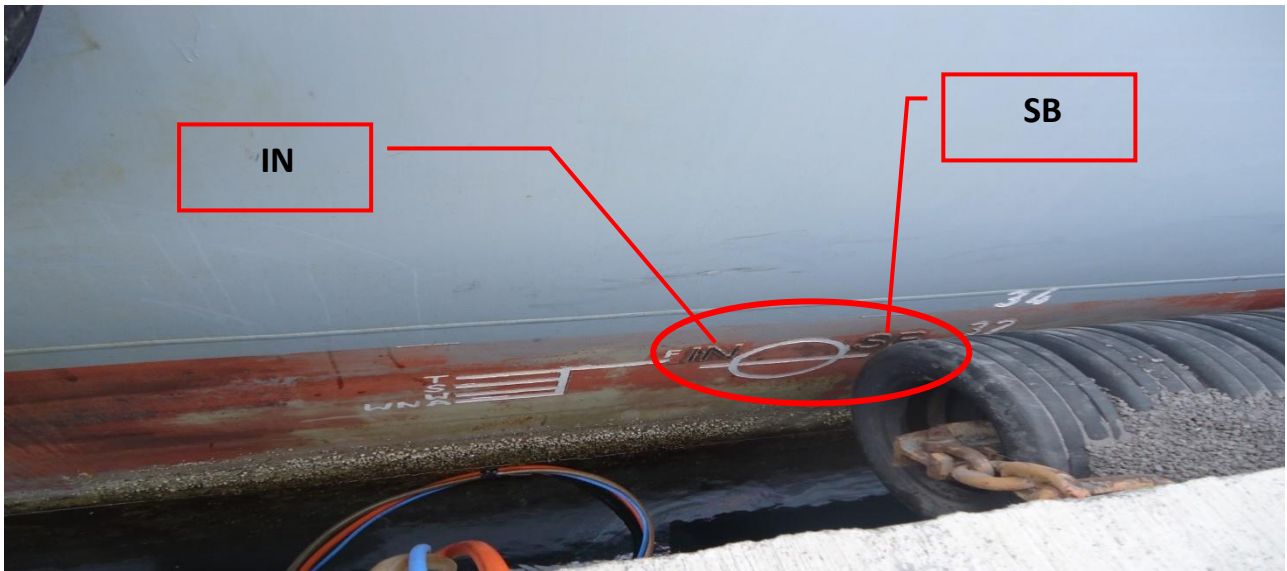


- 1. No voyage/passage plan was prepared for the intended voyage from Neapolis/Greece to Kalamata/Greece. Also, a not updated N. Charts and N. Publications were included in the voyage plan for the intended voyage from Kalamata/Greece to Odessa/Ukraine. It must be noted that the ship was expected to depart immediately after the bunkering. The deficiency was noted as a clear ground for detention.
- 2. Weekly and cumulative editions of Notice to Mariners were not found on board at all. The deficiency was noted as a clear ground for detention.
- 3. N. Charts for the previous part of the voyage (Neapolis to Kalamata) No.1092 – 2404 and for the next part of the voyage (Kalamata to Odessa) No. 1030 – 1093 – 1086 – 1608 – 2409 – 2429 – 1004 – 1005 – 1015 – 1159, were found not updated. The deficiency was noted as clear ground for detention.
- 4. Old editions which were not updated were found for NP. 47 - 48 (Sailing directions), NP. 86 (Lists of lights and fog signals) required for the previous and the next part of the voyage as well as SOLAS, MARPOL. The deficiency was noted as a clear ground for detention.
- 5. Compass correction log book was not found on board.

IV-2 Decks and forecastle (ILL items).



- 1. The Mark of the Assigning Authority was not in accordance with the relevant ICLL certificate (**INSB** instead of **BR** / **BRS**). (See picture at next page)



2. Tropical Fresh load line (TF), according ICLL certificate , was missing.



3. The connection between deck plates on the monkey deck was covered by rubber (tape).





The PSCO, in order the ship's weather tightness to be verified, required an attestation by the R.O. The deficiency was noted as clear ground for detention.

4. The closing mechanism of the Fire Dampers located at the funnel was found inoperative.



A piece of metal was placed in order to keep the damper open and a rope was fasten on it.

5. Closing mechanism of Engine Room mushroom type ventilator (inlet) on the main deck was found inoperative (stuck in open position). The deficiency was noted as clear ground for detention.

6. Grilles of STBD side D/G ventilator were found corroded.



7. Some closing devices (hinges, bolts, nuts, pads) were missing from the hatch cover of Em/ncy fire pump compartment (FWD).

IV-3 SOLAS '74 (Ch. Other items).

1. The gas oil pipe line which was connecting the reservoir of the rescue boat, with the engine was inappropriate (plastic pipe line used for water). During the engine test it was leaking.





Plastic pipe line usually used for water which was leaking during test.

2. The plastic container for fresh water of the rescue boat was found dirty (internal).

3. The Emergency Fire Pump couldn't deliver sea water during test. Also the delivering pipe line was found leaking from a hole which was "repaired" temporary by a wooden plug. The deficiency was noted as a clear ground for detention.



A hole "repaired" by a wooden plug.

4. Bilge alarm of the aft well was found inoperative. It must be noted that according class certificate the vessel engine room was categorized as a UMS.

5. One D.G. was found inoperative.

6. The M/E was found out of order. Particularly No.1 cylinder (liner, jacket and piston) was found overhauled (because of a crack at the jacket, without the relevant reporting to the competent Authorities. The deficiency was noted as a clear ground for detention.



No. 1 cylinder overhauled.

The M/E was found out of order as the No.1 cylinder was found overhauled due to a crack on the jacket.

*Although the above malfunction was clearly a damage, it **was not** categorized as "accidental" because the Master **did not** follow the prescribed procedure set on :*

- SOLAS '74 / Ch. I / Reg. 11(c) and

- Section 3.5 of the Paris MOU text .

IV-4 MARPOL items .

M A R P O L

1. Placards were missing from the dedicated garbage storage positions.
2. The bilges were found contaminated with oil residues. The deficiency was notes as a clear ground for detention.



IV-5 ISM code.

I S M code

1. In addition, as the total number of the deficiencies which were found, indicated clearly a serious failure, or lack of effectiveness, of the implementation of the ISM code, it was recorded an ISM deficiency (code 15150) which was marked as "ground for detention" with the requirement that a safety management audit has to be carried out by the Administration or the R.O. before the ship may be released from the detention, according **PSCC INSTRUCTION 48/2015/08 "GUIDELINES FOR THE PORT STATE CONTROL OFFICER ON THE ISM CODE"**.

C. FINALLY:

- i. After approximately 35 days under detention, the responsible PSC District Office was notified about the readiness of the subject vessel for re-inspection process according the Master's declaration accompanied by a Statement of the Classification Society (R.O. / BRS). According the latter, the R.O. was verifying that the vessel remains under the class of BRS after the M/E damage has been rectified.
- ii. On **04/03/2016 (11:00 LT)** the detention was lifted after the re-inspection of the vessel, in which it was verified that the majority of the deficiencies found were rectified and, for the remaining an appropriate action taken was selected and recorded.
- iii. Finally the M/V "**ARFETISALLE**", IMO: **8509038** departed from the port of Kalamata on **15/03/2016**.



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