### Sub-Standard vessels in German ports 2014

<table>
<thead>
<tr>
<th>ships name</th>
<th>M/V NORDIC BOTHNIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMO number</td>
<td>9079157</td>
</tr>
<tr>
<td>Call Sign</td>
<td>3EVU9</td>
</tr>
<tr>
<td>MMSI number</td>
<td>352212000</td>
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<tr>
<td>Ship type</td>
<td>Bulk Carrier</td>
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<tr>
<td>Gross Tonnage</td>
<td>27078</td>
</tr>
<tr>
<td>Keel laying date</td>
<td>23.09.1994</td>
</tr>
<tr>
<td>Flag state</td>
<td>PANAMA</td>
</tr>
<tr>
<td>Classification society</td>
<td>Nippon Kaiji Kyokai (NKK)</td>
</tr>
<tr>
<td>Recognized Organization</td>
<td>Nippon Kaiji Kyokai (NKK)</td>
</tr>
<tr>
<td>ISM Company</td>
<td>Seamar Management SA, Greece</td>
</tr>
<tr>
<td></td>
<td>IMO no. 5349351</td>
</tr>
<tr>
<td>Detention port</td>
<td>Nordenham</td>
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<tr>
<td>Detention date</td>
<td>04.09.2014</td>
</tr>
<tr>
<td>Detention Duration</td>
<td>8 days</td>
</tr>
</tbody>
</table>
M/V Nordic Bothnia arrived at Nordenham on 04.09.2014 for discharging.

An expanded PSC-inspection for the High Risk Profile ship was carried out on the same day.

Statutory certificates issued by Nippon Kaiji Kyokai were presented and found all valid until January 2015. The ISM system had been audited by NKK and a valid DOC and SMC were available.

Vessels company has had changed in the beginning of the year and after former PSC in March 2014 with 18 deficiencies complete crew was changed.

Still the inspection revealed 27 deficiencies of which 12 were considered as ground for detention.

The overall condition of the vessel was poor. Some of the found deficiencies:

- most cases for navigational lights broken, damaged, glued by silicone or fixed by wire
- Unsafe electrical installations
- Several lights on deck with damaged covers and/or not working
picture 4: damaged emergency light

picture 5: nearly all lights on deck were found similar

picture 6: in poor condition also this flood light

picture 7: unsafe electric installations

picture 8: self made connections.

picture 9: switch, repaired by tape and some cable

picture 10: rusted pipes

picture 11: rusted foundations

picture 12: rusted and broken holder fixed by straps
On 23rd August 2014 in Germany the "Maritime Labour Convention 2006" got in force. Before during the normal Port State control was only a minimum standard check according to different ILO conventions possible. Since then MLC is a more powerful tool for making sure a good standard of working and living conditions on board. "NORDIC BOTHNIA" was one of the first vessels in German ports detained also for MLC-reasons.
Deficiencies related to MLC:
- Hygienic conditions of toilets substandard
- Hygienic conditions in galley and provision stores substandard
- Crew cabins damaged inventory, unhygienic washrooms

picture 16: crew cabins showing mould in all corners

picture 17-19: in crew cabins all racks rusted and/or damaged; mould in all corners
The flagged floors in crew cabins were found dent so there were openings between the tiles. When using showers some water was going in the space between. If walking in the washing rooms from the movement a black liquid of old stagnant water was pressed through the openings like an artesian well. This effect was increased by missing shower curtains, so more water could go into the bottom.

Additional the light covers in the bathrooms were damaged or missing, so danger of electric accidents.
Mixing "fire safety" and "working safety" in the following question: How many people do you need to close quickly one fire flap in emergency?

- For big flaps principally only one crewmember
- For normal flaps just one or two

With one assistant for locking the left side and one additional for the right side lock, together you need one strong crewmember for closing and keeping...

...and two former circus balancing actors for locking the flap - all together three persons necessary.
The vessel was detained on 04.09.2014 on evening. Because of the substandard of the vessel the inspection was suspended. Flagstate and RO were informed about detention and the ITF received information about the MLC related deficiencies on early morning 05.09.2014.

Reinspection took place six days later on 10.09.2014 after invitation by company. RO audit was held before and repairs were made by crew.

During reinspection repairs and rectification of the deficiencies were verified.

On afternoon the detention was lifted and the ship has been allowed to sail.

picture 32: crew artistic abilities were also shown on tasks like "using a ladder"

picture 33: Entrance to fire station secured from inside, so in case of fire not possible to reach equipment