



Sub-Standard vessels in German ports 2014

ships name: M/V NORDIC BOTHNIA
IMO number: 9079157
Call Sign: 3EVU9
MMSI number: 352212000
Ship type: Bulk Carrier
Gross Tonnage: 27078
Keel laying date: 23.09.1994

Flag state: PANAMA
Classification society: Nippon Kaiji Kyokai (NKK)
Recognized Organization: Nippon Kaiji Kyokai (NKK)
ISM Company: Seamar Management SA, Greece
IMO no. 5349351

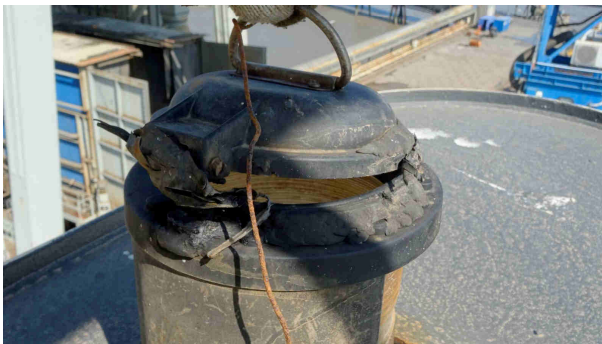
Detention port: Nordenham
Detention date: 04.09.2014
Detention Duration: 8 days





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.



picture 1: damaged toplight, fixed by wire



picture 2: second toplight, more wires necessary

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.



picture 3: sternlights, without wires but with silikon

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 7: unsafe electric installations



picture 10: rusted pipes



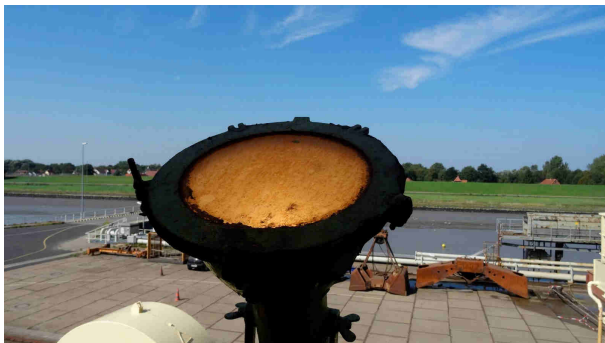
picture 5: nearly all lights on deck were found similar



picture 8: self made connections.



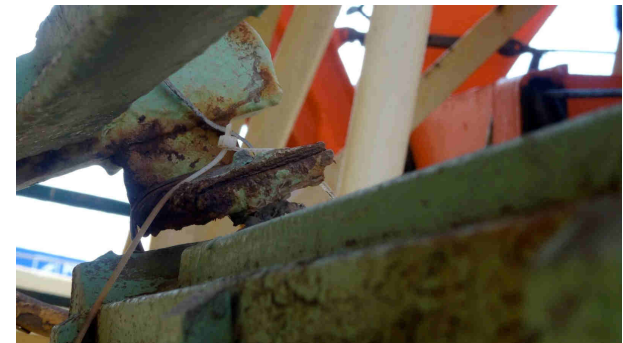
picture 11: rusted foundations



picture 6: in poor condition also this flood light



picture 9: switch, repaired by tape and some cable



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.



picture 13: fresh water in ship hospital



picture 14: vegetables in provision store

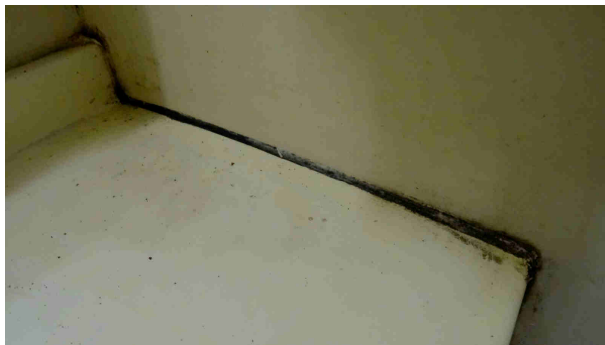


picture 15: condition of public toilets

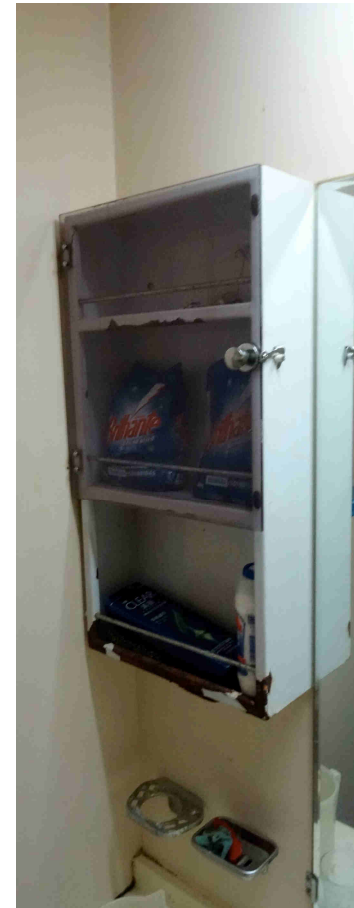


Deficiencies related to MLC:

- 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

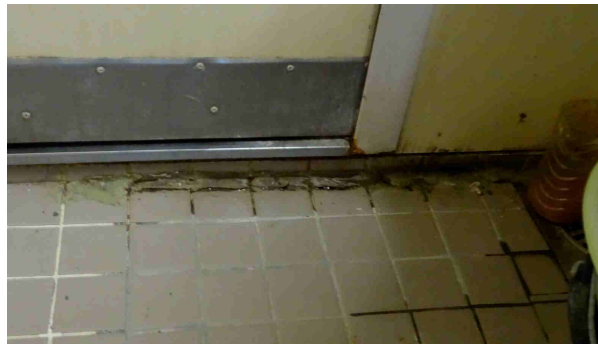


picture 17-19: in crew cabins all racks rusted and/or damaged; mould in all corners

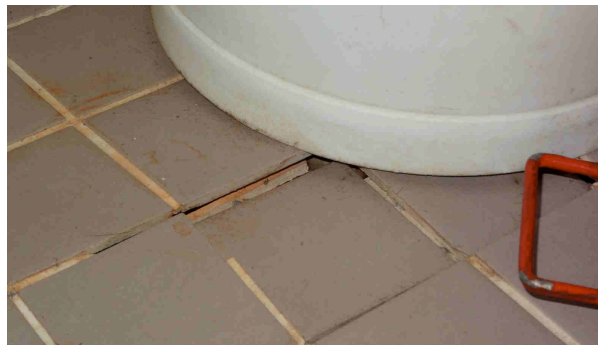
The flagged floors in crew cabins were found dent so there were openings between the tiles. When using showers some water was going in the space between.

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.

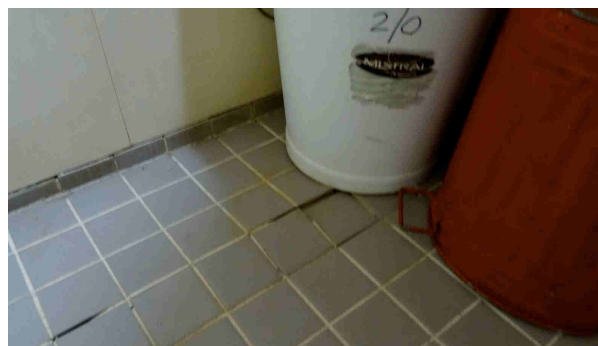
Additional the light covers in the bathrooms were damaged or missing, so danger of electric accidents.



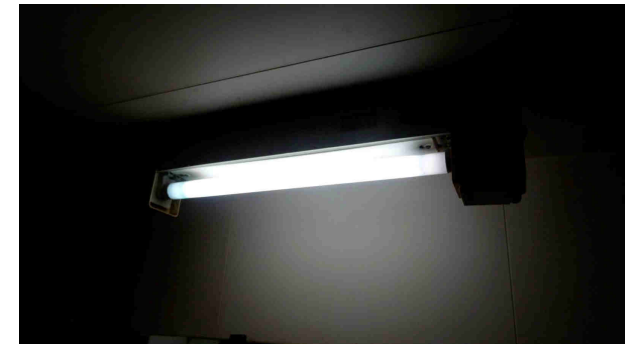
picture 20: damaged tiles with some mould



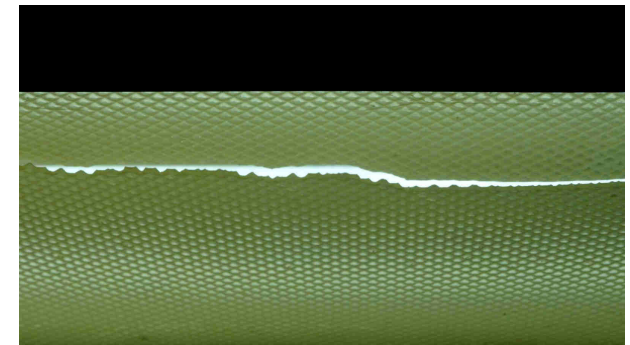
picture 21: water from showering gone in this spaces..



picture 22: when moving on floor stagnant water pressed out like on an artesian well



picture 23: missing covers on light - electrical unsafe



picture 24: if not missing then damaged covers found



picture 25: damaged light switch



Mixing "fire safety" and "working safety" in the following question: How many people do you need to close quickly one fire flap in emergency?



picture 26: for normal flaps just ~~one~~ two



picture 27: for big flaps principally only one crewmember



picture 28: ..with one assistant for locking left side



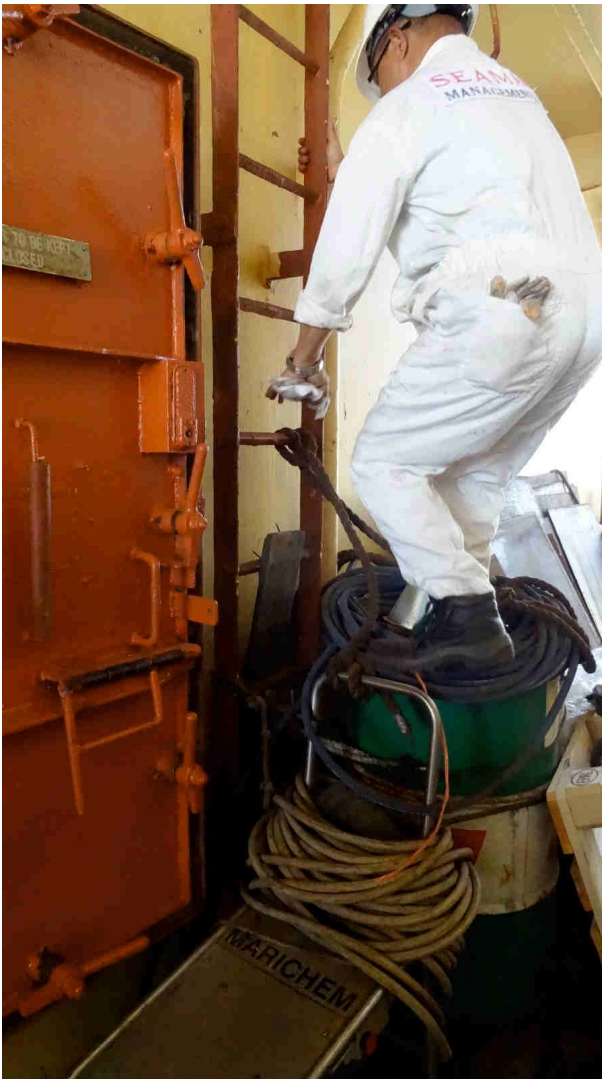
picture 29: ..and one additional for the right side lock



picture 30: together you need one strong crewmember for closing and keeping...



picture 31: ..and two former circus balancing actors for locking the flap - all together three persons necessary



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

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.



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

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.