<table>
<thead>
<tr>
<th><strong>Ship name:</strong></th>
<th>INDEPENDENCE II</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IMO no.:</strong></td>
<td>9070448</td>
</tr>
<tr>
<td><strong>Flag:</strong></td>
<td>United States</td>
</tr>
<tr>
<td><strong>Ship type:</strong></td>
<td>Car carrier</td>
</tr>
<tr>
<td><strong>MMSI:</strong></td>
<td>367318000</td>
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<tr>
<td><strong>Call sign:</strong></td>
<td>WGAX</td>
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<tr>
<td><strong>Gross tonnage:</strong></td>
<td>55598</td>
</tr>
<tr>
<td><strong>Keel laying date:</strong></td>
<td>02.12.1993</td>
</tr>
<tr>
<td><strong>Flag state:</strong></td>
<td>United States of America</td>
</tr>
<tr>
<td><strong>Classification society:</strong></td>
<td>Lloyds Register</td>
</tr>
<tr>
<td><strong>Recognized Organization:</strong></td>
<td>American Bureau of Shipping</td>
</tr>
<tr>
<td><strong>ISM Company:</strong></td>
<td>TOTE services inc., United States</td>
</tr>
<tr>
<td><strong>IMO no.</strong></td>
<td>0358837</td>
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<tr>
<td><strong>Port of detention:</strong></td>
<td>Bremerhaven (Germany)</td>
</tr>
<tr>
<td><strong>Detention date:</strong></td>
<td>05.02.2016</td>
</tr>
<tr>
<td><strong>Duration of detention:</strong></td>
<td>5 days</td>
</tr>
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</table>
M/V INDEPENDENCE II arrived at Bremerhaven on 05.02.2016.

The vessel was P II with unexpected factor "outstanding internal ISM audit" so a PSC was carried out on the same day.

Statutory certificates issued by Lloyds Register were presented and found all valid until October 2019. The ISM system had been audited by ABS and a valid DOC and SMC was available.

The inspection revealed 22 deficiencies of which 12 were considered as ground for detention (3 RO related) and 18 as ISM-related.
Some of the deficiencies found on board:

- several oil leakages on mooring winches
- liferafts not secured in place
- Several lights on deck with damaged covers and/or not working

Picture 3 - liferafts only stored on board by painter line on weak link

Picture 4 - not connected hydrostatic release unit

Picture 5 - known oil leakages on mooring winches found “temporary” repaired
Special highlight on this inspection had been the pilot station. When the PSCO asked for switching on the lights, a firework starts: Sparklings from shortcuts observed on the lights and two cases caught on fire.

The heating of the fire melded the plastic case what causes water inside the lamp to flow to the burning side of the case.

This water killed the fire quickly, so no further damage observed.

The effective fire fighting was highly appreciated, but notwithstanding that a deficiency for "unsafe electrical installation" was added to the report.

General the electrical installations were found in poor condition all over the vessel.
Picture 8 - several lights found in bad condition…

Picture 9 - … or just not working …

Picture 10 - … including FFB Navigation light

Picture 11 - electric installations on deck …

Picture 12 - … general in poor condition
In engine room were found the following deficiencies

- several oil spills, oil soaked rags, self made jar full of oil.
- Emergency exit lights not working; exit ladders blocked by drums.
- Engine room polluted by fuel; insulations wetted through oil
Sub-Standard vessels 2016

Independence II

- Missing or damaged insulations on exhaust pipes

Picture 18 - ... or collection buckets full of oil

Picture 19 - fuel leakage on emergency generator

Picture 20 - HFO spill in engine room

Picture 21 - missing insulation

Picture 22 - damaged insulation
Sub-Standard vessels 2016

Independence II

Picture 23 - insulation wetted through oil, insulation partly missing and HFO spill

Picture 24 - insulation wetted through oil & damaged

Picture 25 - insulation wetted through oil & damaged

Picture 26 - insulation wetted through oil & damaged

Picture 27 - insulation displaced
Sub-Standard vessels 2016
Independence II

- Self closing valves of sounding pipes inoperative
- Several gauges damaged

Picture 29 - modification on self-closing valves ...

Picture 30 - ...which kept sounding pipes open

Picture 31

Picture 32

Picture 33

Pictures 31-33 - Several damaged gauges

Picture 28 - damaged self-closing valve
• Steam leakage

• Found nearly all fire doors on board not more self closing and or not more tight closing

Picture 34 - steam leakage

Picture 35 - holed frame, missing lock

Picture 36 - stucked lock, not closing

Picture 37 - door not closing, missing lock

Picture 38 - missing lock and handle on firedoor
On 05.02.2016 at 18:00hrs the INDEPENDENCE II was officially detained. Due to found several detainable deficiencies from various areas and the obvious substandard of the vessel the inspection was suspended. The flagstate and the class society were informed.

After the external ISM audit and the rectification of the outstanding deficiencies the vessel invited for reinspection on 09.02.2016.

The attending inspector continued the suspended inspection. On first inspection some fire flaps on starboard were tested and found acceptable; on reinspection on port side several fire flaps were found not more operational. This new item could be fixed by the crew during the inspection. On all other items the rectification could be verified.

On 09.02.2016 afternoon, after five days of detention, the INDEPENDENCE II was released and allowed to sail.