



Sub-Standard vessels in German ports 2016

Ship name: INDEPENDENCE II
IMO no.: 9070448
Flag: United States
Ship type: Car carrier
MMSI: 367318000
Call sign: WGAX
Gross tonnage: 55598
Keel laying date: 02.12.1993

Flag state: United States of America
Classification society: Lloyds Register
Recognized Organization: American Bureau of Shipping
ISM Company: TOTE services inc., United States
IMO no. 0358837

Port of detention: Bremerhaven (Germany)
Detention date: 05.02.2016
Duration of detention: 5 days



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M/V INDEPENDENCE II arrived at Bremerhaven on 05.02.2016.

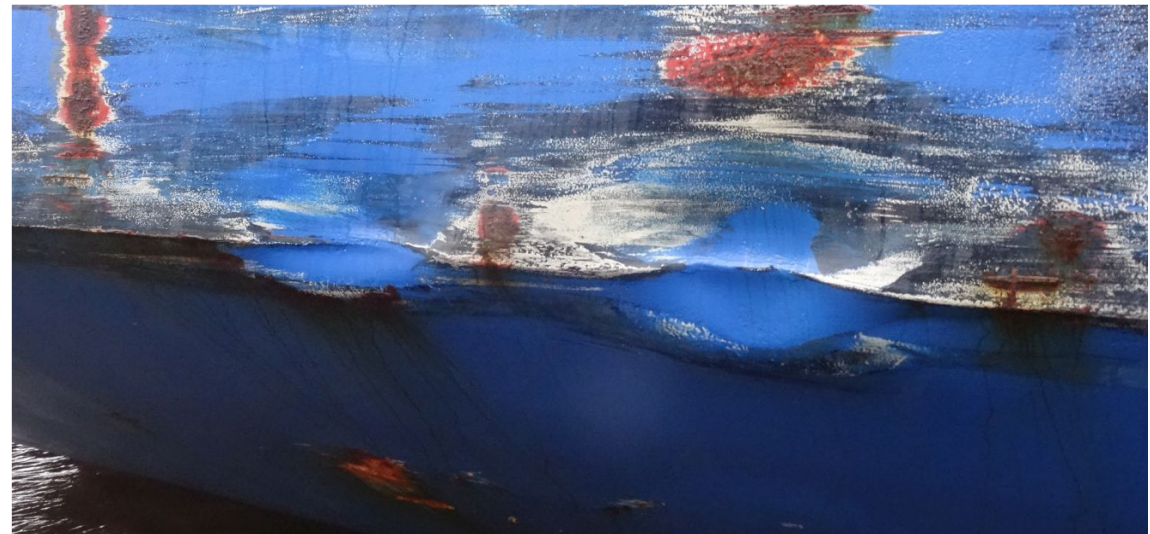
The vessel was P II with unexpected factor "outstanding internal ISM audit" so a PSC was carried out on the same day.

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.



Picture 1 - bents on the outside hull, aft part



Picture 2 - bents on the outside hull, aft part

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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

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Picture 6 - when switching on, the lights on pilot station caught fire...



Picture 7 - ...which was fortunately killed immediately by water inside the light case

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 melted 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.

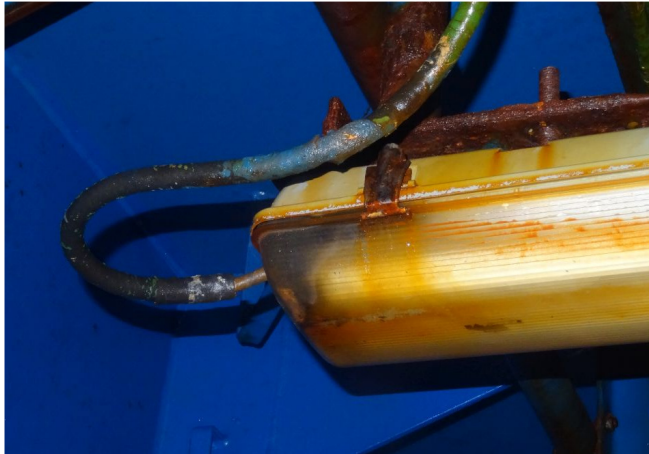
General the electrical installations were found in poor condition all over the vessel.

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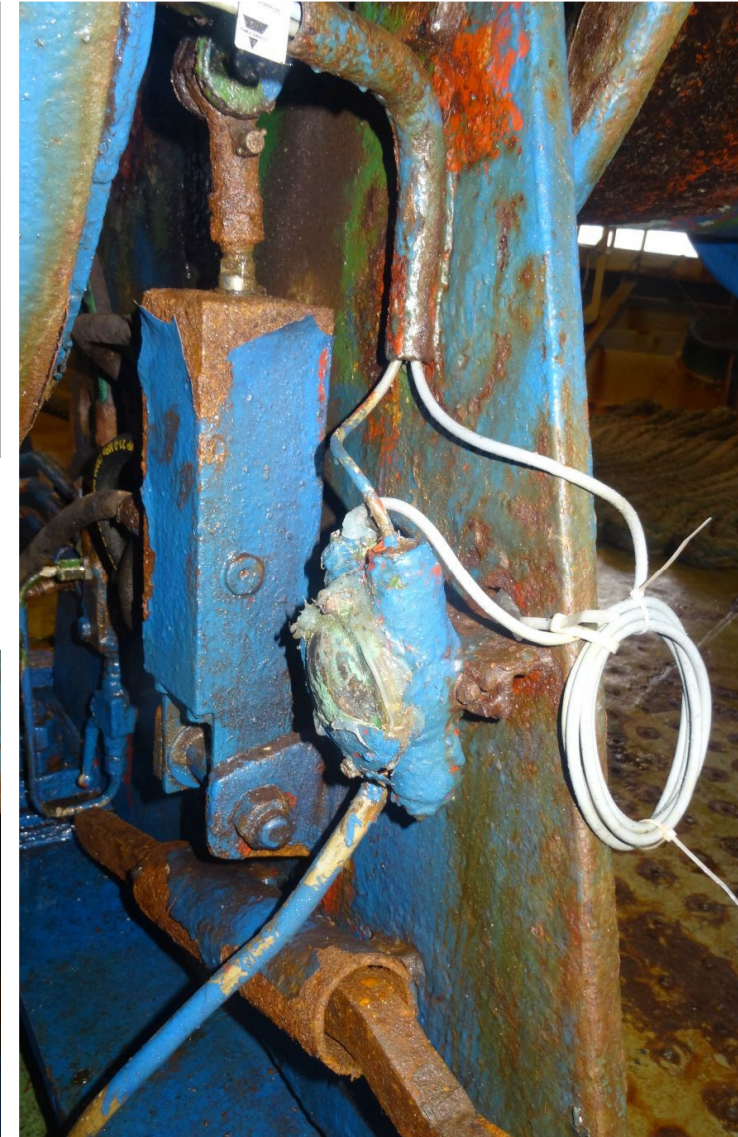
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Picture 8 - several lights found in bad condition...



Picture 9 - ... or just not working ...



Picture 12 - ... general in poor condition



Picture 10 - ... including FFB Navigation light



Picture 11 - electric installations on deck ...

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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



Picture 13 - everywhere small oil leakages



Picture 14 - areas full of spoiled oil



Picture 15 - oil soaked rags on several places



Picture 16 - self-made rubber hose constructions...



Picture 17 - ... with plastic collection jars ...

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



Picture 19 - fuel leakage on emergency generator



Picture 20 - HFO spill in engine room

- **Missing or damaged insulations on exhaust pipes**



Picture 21 - missing insulation



Picture 22 - damaged insulation

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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

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



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



Picture 31



Picture 32



Picture 33

Pictures 31-33 - Several damaged gauges



Picture 30 - ...which kept sounding pipes open



Picture 28 - damaged self-closing valve

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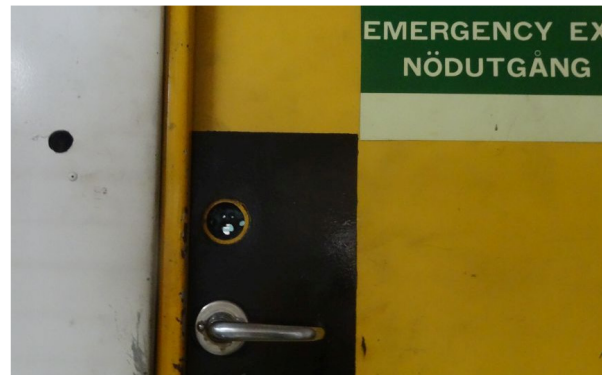


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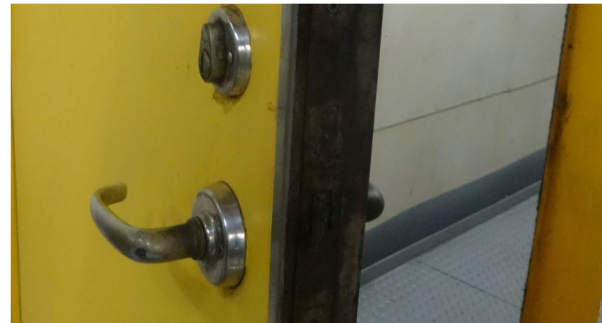
- Steam leakage
- Found nearly all fire doors on board not more self closing and or not more tight closing



Picture 34 - steam leakage



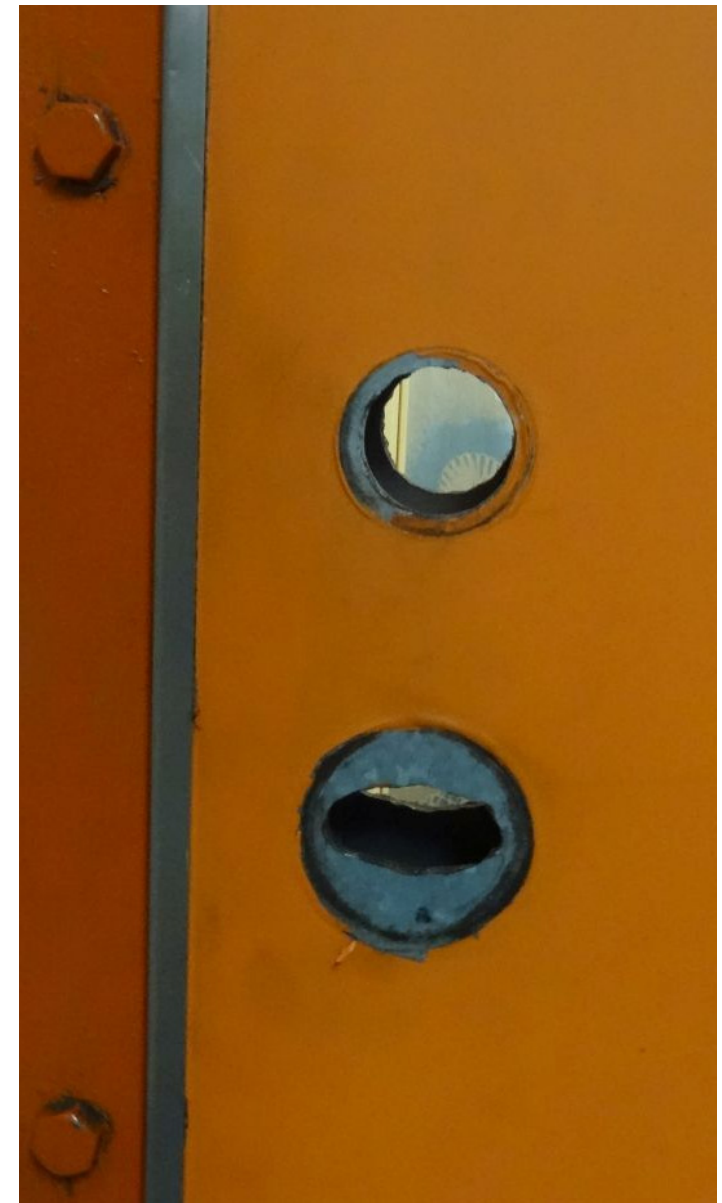
Picture 35 - holed frame, missing lock



Picture 36 - stuck lock, not closing



Picture 37 - door not closing, missing lock



Picture 38 - missing lock and handle on firedoor

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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.

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