



Sub-Standard vessels in German ports 2016

Ship name: UNITED OCEAN
IMO no.: 9071052
Flag: Bolivia
Ship type: General Cargo
MMSI: 720927000
Call sign: CPB3038
Gross tonnage: 3806
Keel laying date: 03.02.1993

Classification society: Venezuelan Register of Shipping
Recognized Organization: Venezuelan Register of Shipping
ISM Company: S&S Shipping Ltd., Turkey
IMO no. 5865716

Port of detention: Bremen (Germany)
Detention date: 11.04.2016
Duration of detention: 50 days



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On 11.04.2016 the M/V UNITED OCEAN arrived in Bremen for discharging.

Due to a Thetis message from 30.03. - report by Dutch pilots about missing sea charts for Dutch waters - a PSC-inspection for the Standard Risk Profile ship was carried out on the same day.

Last PSC was finished one month ago, when the vessel was released from detention with 76 deficiencies in United Kingdom.

Statutory certificates issued by Venezuelan Register of Shipping (VRS) were presented and found all valid until August 2016.

The ISM system had been audited by VRS and a valid DOC and SMC was available.

The inspection revealed 47 deficiencies of which 37 were found ISM-related and 17 were considered as ground for detention.



Picture 1 - first impression: not readable draft marks



Picture 2 - freeboard marks readable but with wrong letters (GL has withdrawn certificates before)

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During the check of certificates and documentation the first deficiencies were found:

- Vessel operates in the North Sea, but according to IOPP only service exclusive in Black Sea, Mediterranean Sea, Asov Sea and Red Sea allowed
- Flagstate endorsement for Second Officer missing
- Missing or wrong entries in deck log book, resting hours documentation, garbage record book, engine log book; use of correction liquid in official log books
- Completely missing: one Continuous Synopsis Record, the Ozone depleting substances record book and the former Oil Record Books
- Seafarer employment agreements not according to MLC2006

The reason for the port state control had been a report about missing sea charts for Dutch ports. During the inspection on bridge also the charts and voyage plan were checked. Neither for the last port nor for the actual arrival in Bremen any sea charts were found on bridge.

Without charts and books an accurate voyage plan is not possible to be made, so consequently there did not exist a voyage plan from berth to berth. To add to the picture also several books and publications found missing or expired.

	On health, which may be required.
нка но- ых ой- ме- лю- от- ом ой ю-	In employment in the Company, on Seafarers are borne directly or indirectly, in whole or in part, commissions or other costs of hiring and employment. Or for the provision of the workplace, except for the expenses which the seafarer is in connection with obtaining a national statutory medical certificate, the national seafarer's book and a passport or other similar documents.
я-	On admission to the ship, the Seafarer is made in

Picture 3 - on seafarer employment agreements nobody on board could explain the meaning of parts



Picture 4 - SEAs signed by unknown Seychelles company, neither by MLC owner nor ISM company

2.5 Waiver of regulation 14.

2.5.1 The requirements of regulation 14.1 or 14.2 are waived in respect of the ship in accordance with regulation 14.5.

2.5.1.1 The ship is engaged exclusive on voyages within special area(s):
BLACK SEA, MEDITERRANEAN SEA, AZOV SEA, RED SEA

2.5.1.2 The ship is certified under the International Code of Safety for High-Speed Craft And engaged on a schedule service with a turn-around time not exceeding 24 hours

Picture 5 - IOPP shows limited trading area

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During the ongoing inspection some more deficiencies were found:

- **GMDSS battery charger showing error**
- **Flood lights on monkey deck fixed by plastic straps and tape only**
- **Signal and navigational lights not working or cases damaged**



Picture 6 - safe installation of flood lights



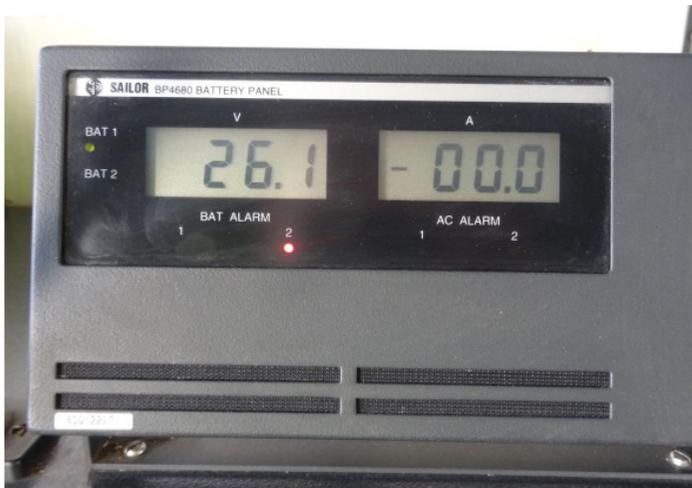
Picture 8 - safe installation of flood lights



Picture 8 - not working signal lights



Picture 9 - light case broken, fixed by plastic strap



Picture 10 - GMDSS battery charger showing error



Picture 11 - generally the use of plastic straps seems to be preferred method of repairing on board

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- Main mast half of bolts for fixing mast on foundation missing
- Breathing apparatus losing air
- Both anchor stopper misplaced and therefore useless
- Unsafe electric installations
- Not properly closing fire doors



Picture 12 - missing or rusted bolts for mast basement



Picture 13 - missing bolts for mast connection



Picture 14 - both anchor stopper misplaced



Picture 15 - unsafe electric installations



Picture 16 - unsafe electric installations

In engine room also several deficiencies were found, for example

- Sewage plant damaged and inoperative
- Diesel generator 1 inoperative
- Telegraph at emergency pitch propeller station inoperative
- Damaged insulation on escape trunk engine room
- Bolts and nuts of sea chest and main seawater valves severe corroded

Because of the detainable deficiencies in several areas the obvious substandard of the vessel was ascertained, the inspection was suspended and the vessel detained.

Local authorities, flag state and RO were informed about the detention.

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Two weeks later, on 29.04.2016, the vessel invited the PSCO for reinspection to confirm the rectifying of the deficiencies and to release the vessel from detention.

The reinspection took place and some of the deficiencies were rectified. For example now actual sea charts for the intended voyage were found on board.

On the other side several items found not rectified. Starting on the paper for example the IOPP was now also including "North Sea" as operational area, but the intended next voyage was through the Biscay towards Gibraltar and operation in Atlantic was still not allowed.

The fire doors were found still not closing, defective auxiliary engine 1 was running now but having strong fresh water leakage, which was flooding the engine room. The not working blower on the sewage plant was running now, but no suction. Several gauges and thermometers in engine room still damaged and also the corroded sea chest was neither checked by ultrasonic test nor repaired. Insulation in escape trunk found still broken and so on.

During ongoing inspection the PSCO found several new items like

- Emergency lights on deck not working
- Alarm board in engine control room showing several alarms that found not true. On the other side active local alarms found not shown on alarm board.
- Insulations wetted through oil
- Missing EEBD in engine room
- Hydraulic oil leakages and spill on hydraulic pumps

Obviously the vessel was still substandard and the reinspection was after several hours suspended again, now the vessels counts 57 deficiencies.

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Picture 13 - damaged hydraulic hoses



Picture 14 - damaged electric installations



Picture 15 - self made rubber hose installations



Picture 16 - self made collectors for fuel and...



Picture 17 - ...self made oil collector ...



Picture 18 - ...for several minor leakages



Picture 19 - missing handles for valves



Picture 20 - not closing self-closing devices



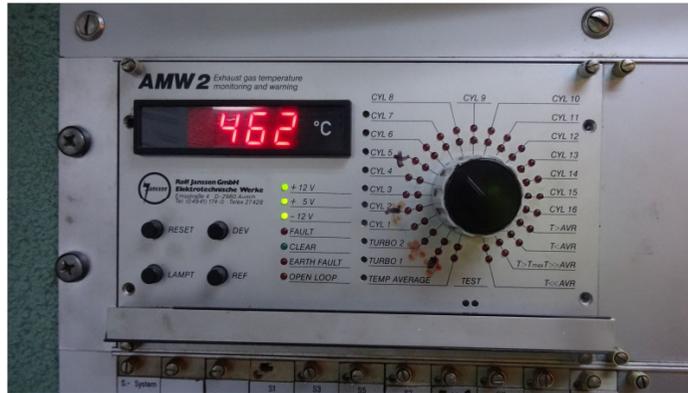
Picture 21 - missing insulation, not closing valve

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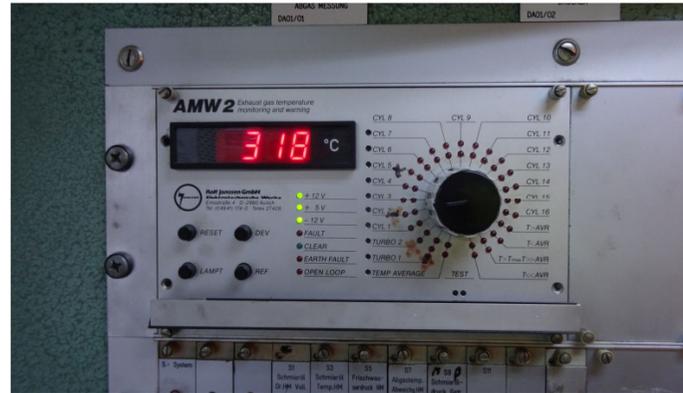
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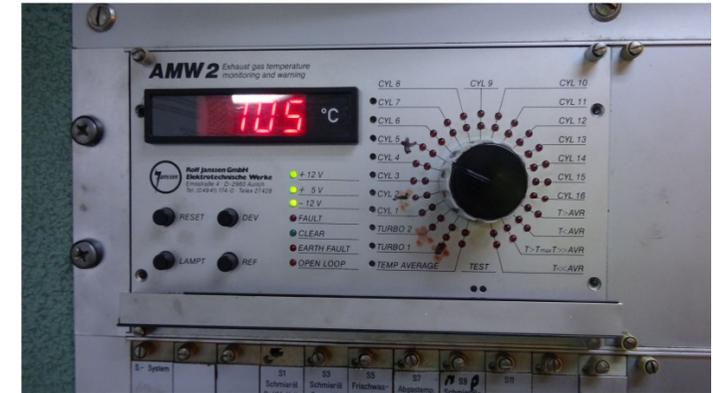
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Picture 22- variation on cylinder temperatures are



Picture 23 - clear indication for problems on the



Picture 24 - sensors or with the main engine

After longer time the vessel invited again the PSC for reinspection. The second attempt to release the vessel was made on 20.05.2016, 50 days after detention of the vessel.

The PSCOs attend the vessel again and the repairs and rectification of the deficiencies were verified. The ship has been allowed to sail.

After leaving German waters the vessel directly headed for the Black Sea. The UNITED OCEAN changes flag and since then is sailing under the Micronesian flag in the Black Sea and North Africa area.