

Sub-Standard vessels in German ports 2017

Ship name:	MISTRAL
IMO no.:	9045651
Flag:	Turkey
Ship type:	General Cargo
MMSI:	271000615
Call sign:	TCCH
Gross tonnage:	5469
Ship length:	125.99m
Keel laying date:	11.06.1988
Flag state:	Turkey
Classification society:	Nippon Kaiji Kyokai / Turk Lloyd
Recognized Organization:	Turk Lloyd
ISM Company:	Bora Denizcilik IMO no. 1205958
Port of detention:	Hamburg (Germany)
Detention date:	25.07.2017
Duration of detention:	35 days



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BG Verkehr

On 20.07.2017 early afternoon the M/V MISTRAL assumed NUC status in the Dover Straits. She was drifting whilst she effected repairs. MISTRAL was ordered to drop anchor by British authorities to prevent the vessel from drifting into the traffic lanes.

On 21.07.2017 in the morning the vessel was found still anchored in the Dover Straits. She was ordered to take a tug boat towing her to a place of safety and a message was created in Thetis by British Authorities. The owner decided to continue under towage to the next port of call, the discharging port Hamburg.

M/V MISTRAL arrived under towage at Hamburg on 25.07.2017. A PSC-inspection for the Standard Risk Profile ship was carried out on the same day.

Statutory certificates issued by Nippon Kaiji Kyokai and Turk Lloyd were presented and found all valid until August 2019. The ISM system had been audited by Turk Lloyd and a valid DOC and SMC were available.

The inspection revealed 24 deficiencies, 14 of which were considered as ground for detention and 23 were found to be ISM related.

The general condition of the vessel was found poor with big structural damages.

Additionally the main engine was found still not working and repairing had continued during inspection and detention.

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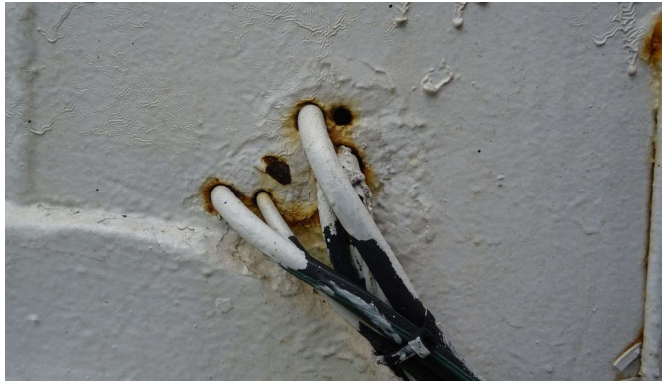
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Some of the deficiencies found on board:

- Historically grown cable installations, damaged fire resistant walls or divisions



Picture 1 – self-made cable penetrations



Picture 2 – self-made cable penetrations



Picture 3 – self-made cable penetrations



Picture 4 – self-made cable penetrations



Picture 5 – self-made cable penetrations

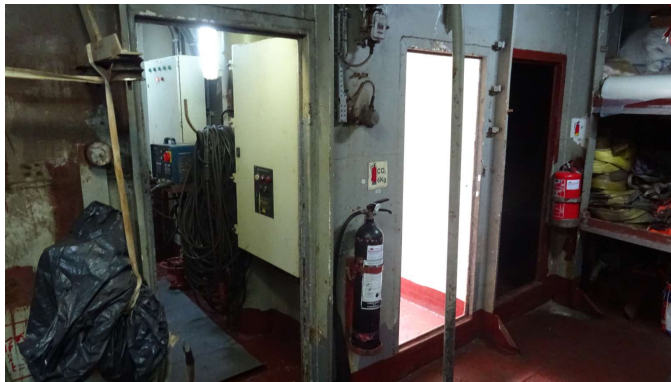
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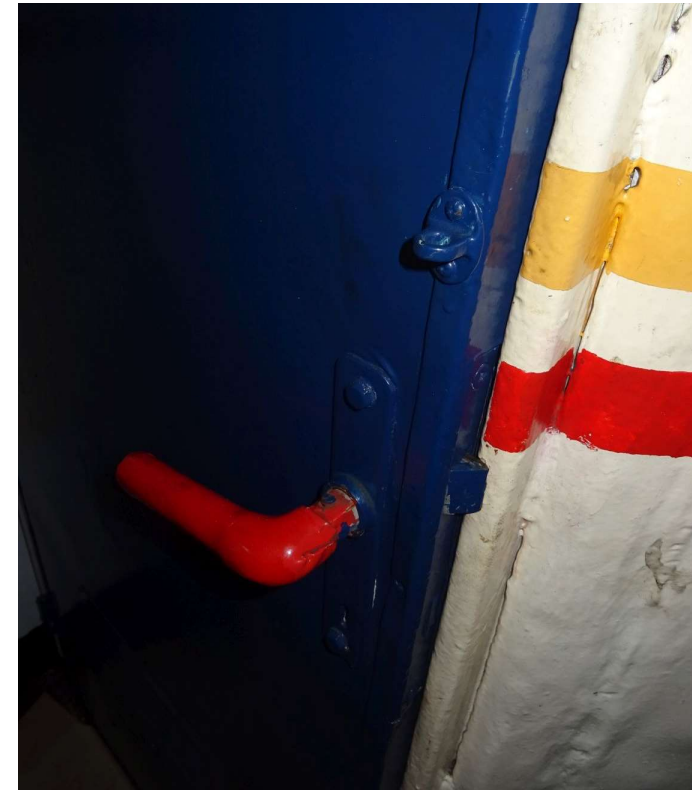
- Fire doors damaged or missing
- Fire insulation on A60 boundaries damaged
- Fire insulation on exhaust pipes damaged



Picture 6 – three missing fire doors



Picture 7 fire door frame holed by rust



Picture 8 – incorrect installed door closure on fire door



Picture 9 – The fire insulation of A60 boundaries...



Picture 10 – ...found damaged in various spaces



Picture 11 – damaged insulation on exhaust pipe

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- funnel rusted and ruptured
- rust holes on funnel platform
- rust on engine room ceiling;
raining into engine room



Picture 12 – platform deck holed by rust



Picture 13 – funnel end rusted away



Picture 14 – rusted foundation of exhaust pipe



Picture 15 – the exhaust pipe found rusted through...



Picture 16 – ...and collapsed due to its own weight

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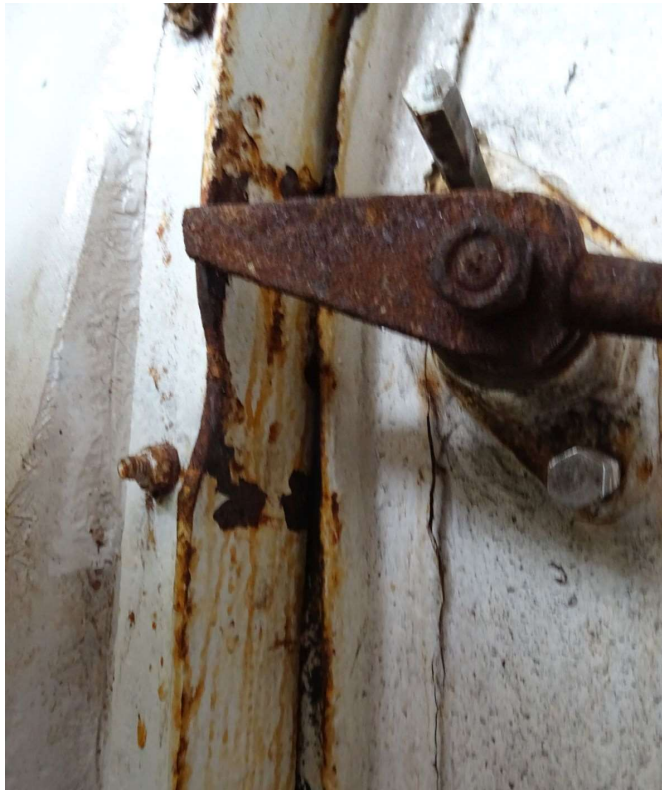


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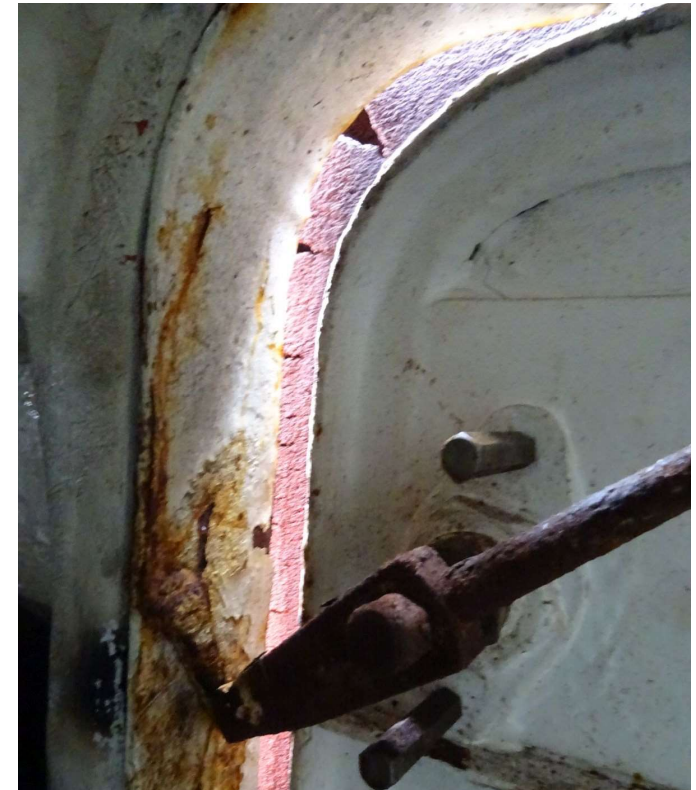
- all outside weather doors not closing tightly
- most windows not closing tightly
- Deck found rusted through



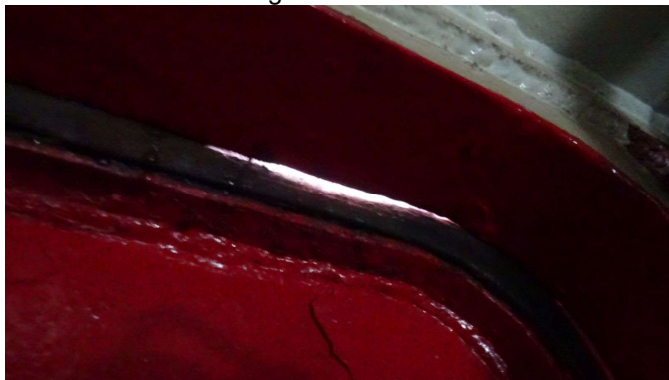
Picture 17 – not closing sash lock



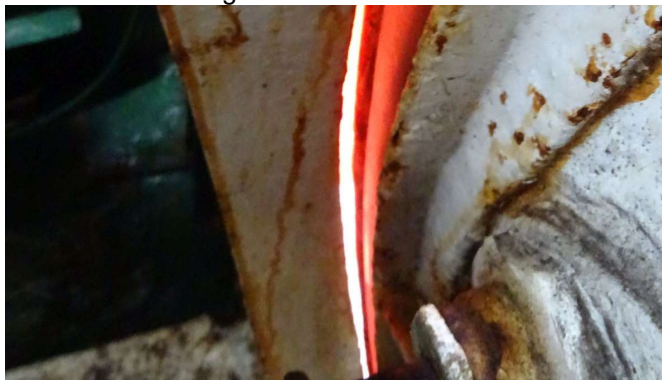
Picture 18 – damaged frame on outside door



Picture 19 – not possible to close the door



Picture 20 – Even if sash locks found working...



Picture 21 – ...still the doors are not closing tightly

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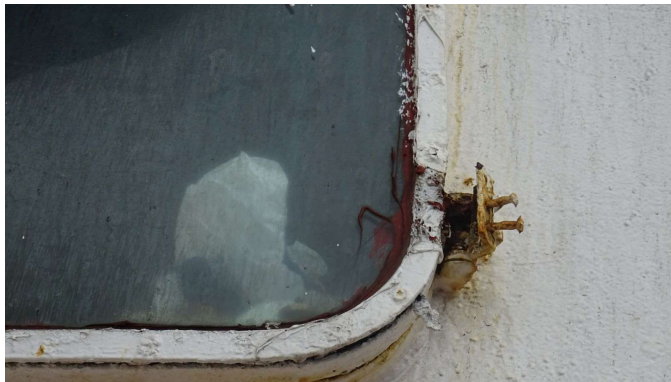
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Picture 22 – almost all windows found in...



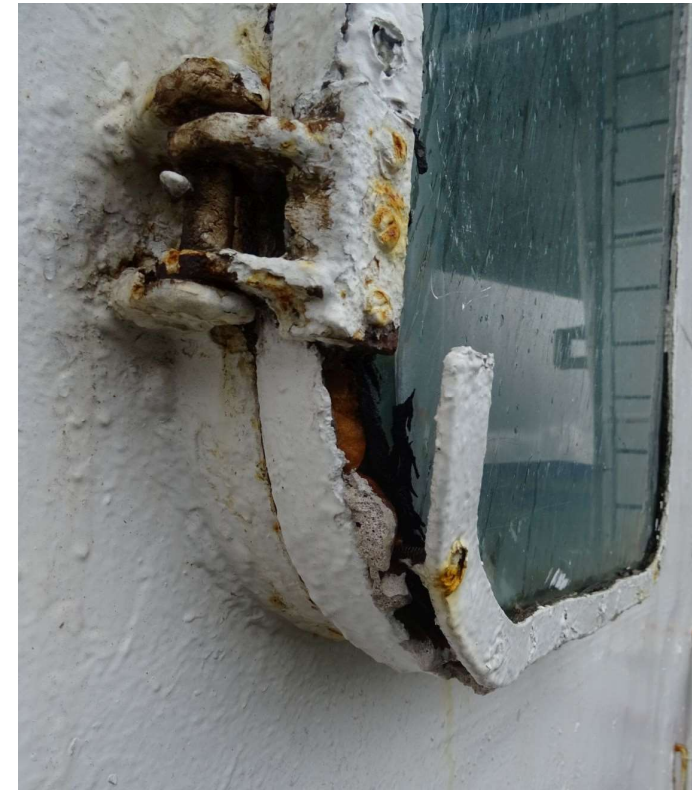
Picture 23 – ...different stages of disintegration



Picture 26 – destroyed windows replaced by wood...



Picture 24 – window frame rusted and buckled



Picture 25 – ongoing disintegration on window frame



Picture 27 – ...obviously done a long time ago



Picture 28 – successfully worked around by hammer

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Picture 29 – testing integrity of the steel by chipping – as result severe corrosion damages were identified

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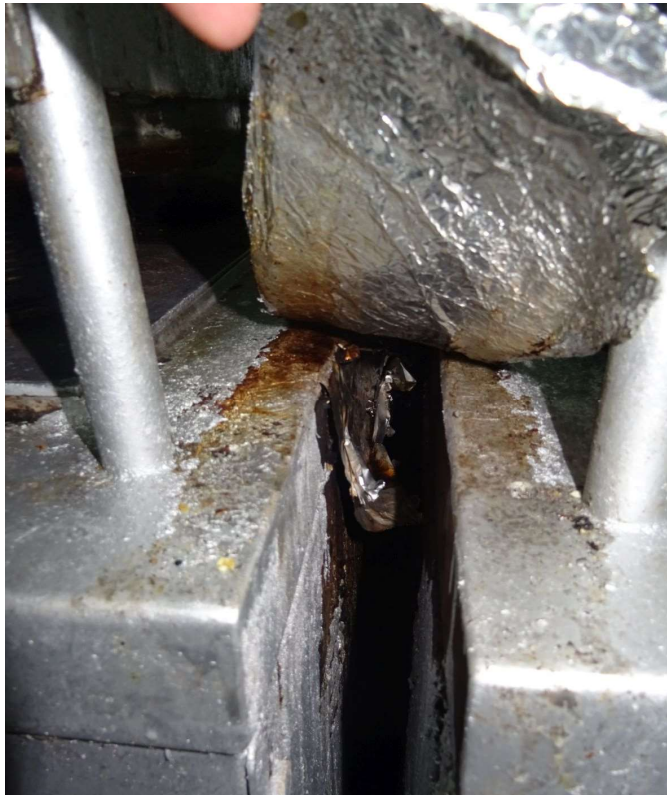
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Following items found inside
accommodation:

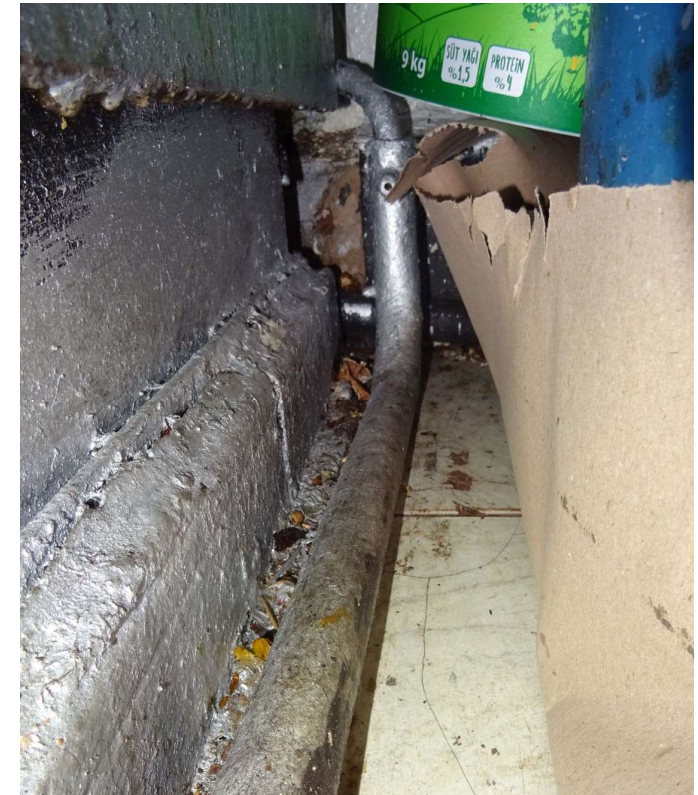
- Crew cabins outworn
- Galley outworn, dirty and unhygienic
- Cockroaches found in galley



Picture 30 – self repaired washbasin



Picture 31 – self made construction on stove



Picture 32 – home of cockroaches beneath the stove



Picture 33 – cockroaches in galley



Picture 34 – cockroaches in galley



Picture 35 – below the galley cabinets

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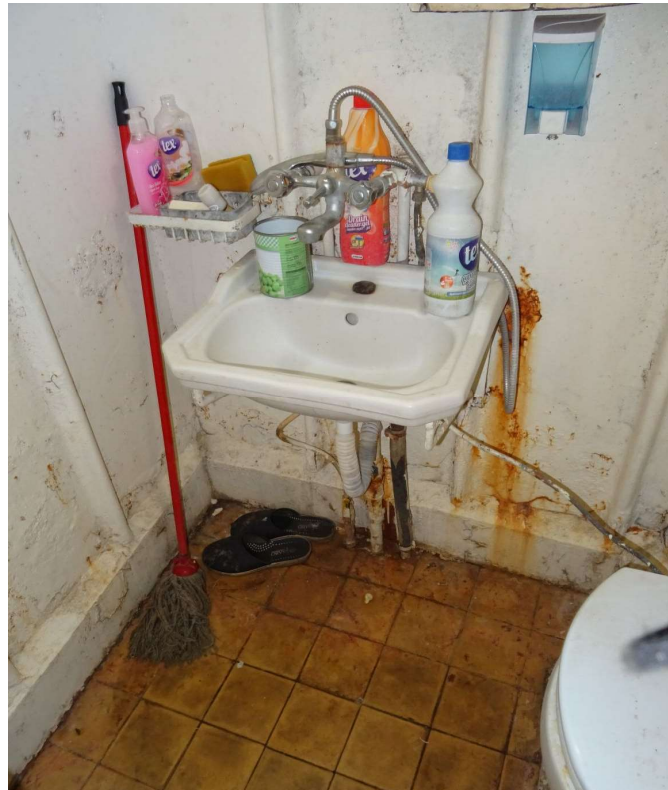
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Following items found inside accommodation:

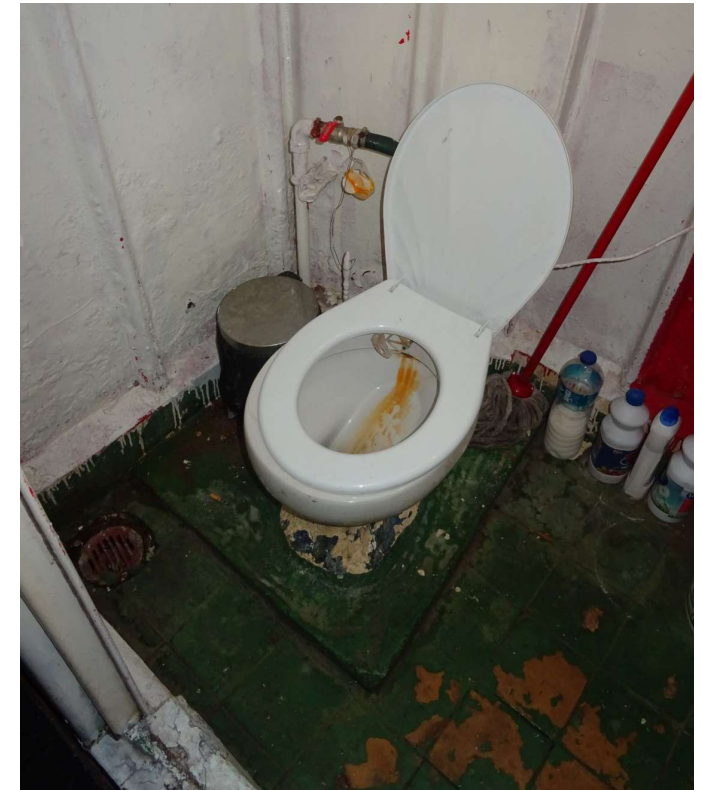
- Crew cabins outworn
- Galley outworn, dirty and unhygienic
- Cockroaches found in galley



Picture 36 – The condition of the sanitary...



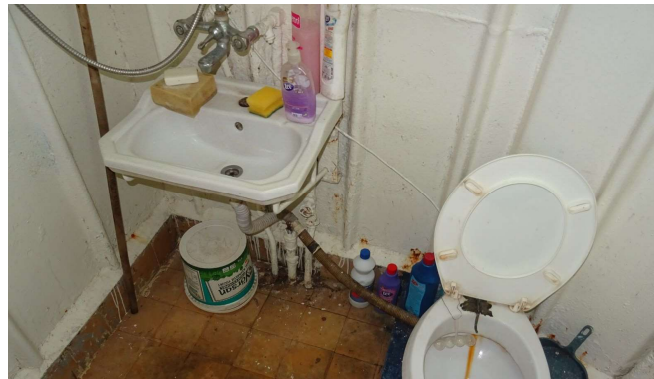
Picture 37 – ...rooms in the crew cabins was found...



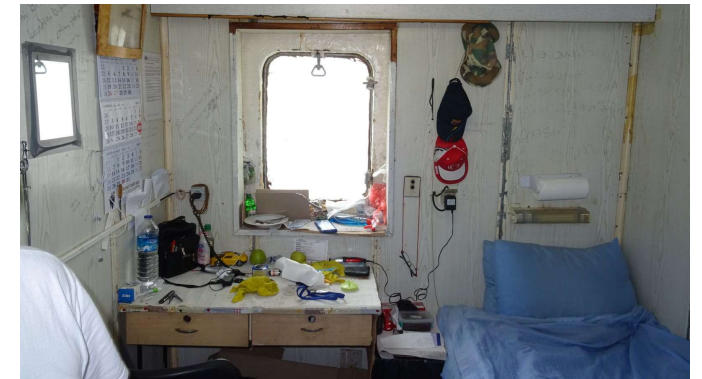
Picture 38 – ...below standard



Picture 39 – self made repair by building foam and wires



Picture 40 – all installations found dirty and outworn



Picture 41 – also the crew cabins found outworn

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Picture 42 – ceiling in engine control room (ECR)



Picture 43 – disabled smoke detector in ECR



Picture 44 – missing fire extinguisher in ECR

During ongoing inspection the vessel was detained at 15:00 hrs. The inspection continued until 16:00 hrs and after writing the inspection report it was handed over and explained to the captain until 17:30 hrs.

Because of the obviously sub-standard condition of the vessel – several detainable deficiencies in various areas – and the amount of detainable deficiencies in various areas the inspection was suspended and flag and RO were informed.

After doing partly repair the owner decided to tow the MISTRAL as dead vessel back to Turkey. Reinspection took place on 28.08.2017, after the external ISM audit had been carried out. Several deficiencies found fixed and other items were set to Code 46 – 'To be rectified at agreed repair port'. The flagstate agreed for a single voyage in tow to a Turkish Ship Yard, so the vessel was released from detention on 28.08.2017.

From September until November MISTRAL stayed in a shipyard. She got underway again at the beginning of December 2017.