



Sub-Standard vessels in German ports 2014

ships name: M/V Curitiba
IMO number: 9078220
Call Sign: 3FIP4
MMSI number: 353614000
Ship type: Ro-Ro Cargo (Car carrier)
Gross Tonnage: 47367
Keel laying date: 10.02.1994

Flag state: PANAMA
Classification society: Nippon Kaiji Kyokai (NKK)
Recognized Organization: Nippon Kaiji Kyokai (NKK)
ISM Company: Shoen Kisen Kaisha Ltd, Japan
IMO no. 0283610

Detention port: Bremerhaven
Detention date: 31.03.2014
Detention Duration: 11 days



M/V Curitiba arrived at Bremerhaven on 31.03.2014 for loading cars.

Last PSC was made four months before with 15 deficiencies, 6 of them ISM related. Due to the open deficiency "internal ISM audit within 3 months" a more detailed PSC-inspection was carried out on the same day.



picture 1: rusted and holed fire flap

Statutory certificates issued by Nippon Kaiji Kyokai (NKK) were presented and found all valid until July 2014.

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

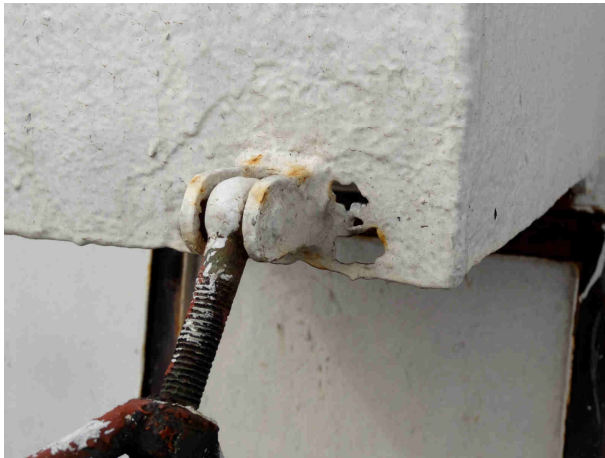


picture 2: foundation of floodlight found holed by rust

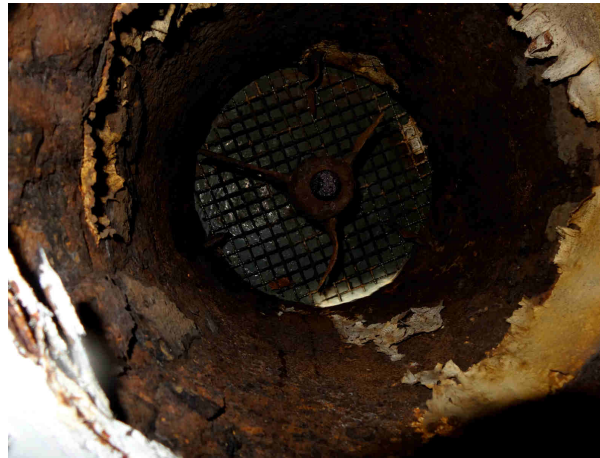
The inspection revealed 25 deficiencies, ten of them ISM related, of which four were considered as ground for detention.

The complete vessel was found in heavily corroded state.

- Most fire flaps on deck not operative - rusted, corroded, bent, holed, without rubber
- Electrical installations found fixed by tape, not insulated, corroded; several lights on deck not working
- Ventilation openings and doors no more weathertight
- Starboard anchor winch fundament corroded
- Aft anchor lights damaged



picture 3: even if closed not sealed fire flap



picture 5: ventilation pipes are showing from inside...



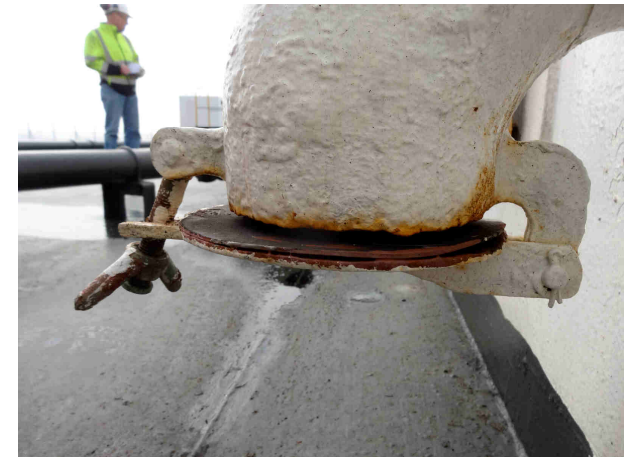
picture 7: some flaps were never opened before...



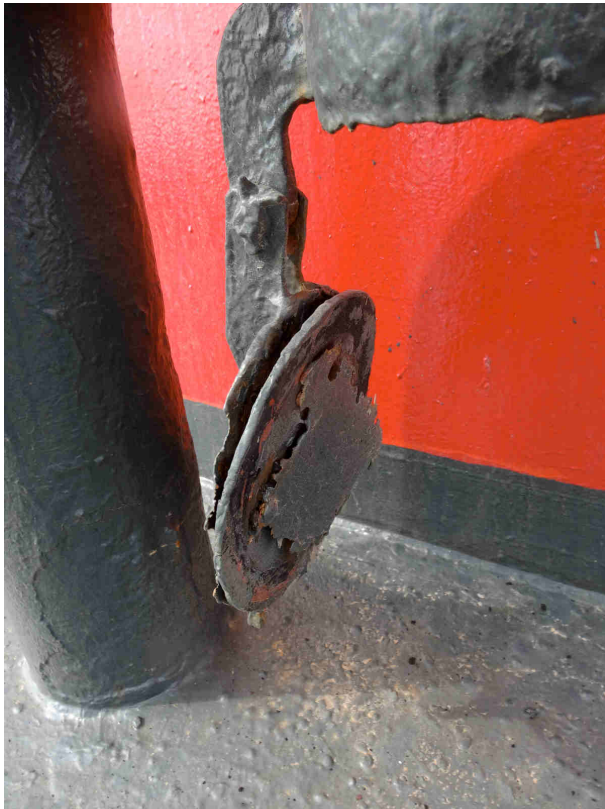
picture 4: so called "completely closed fire flap"



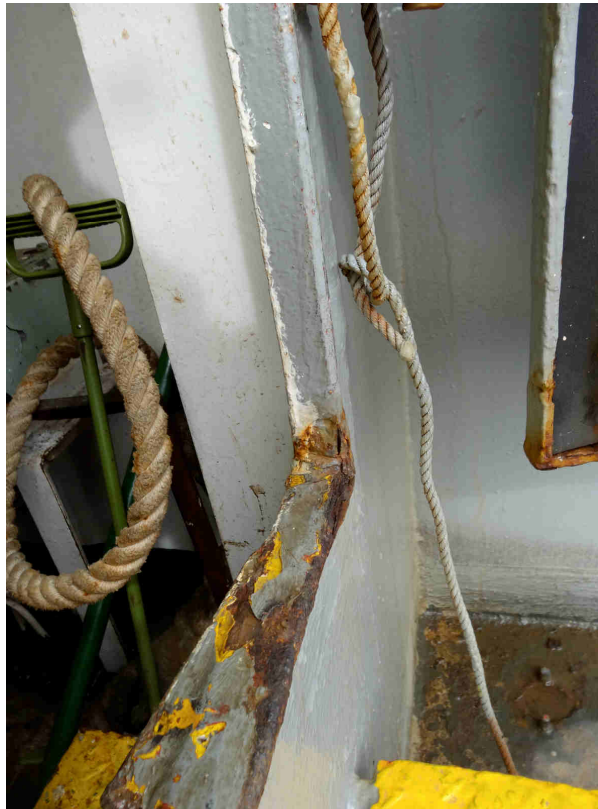
picture 6: and from outside destroyed foundations.



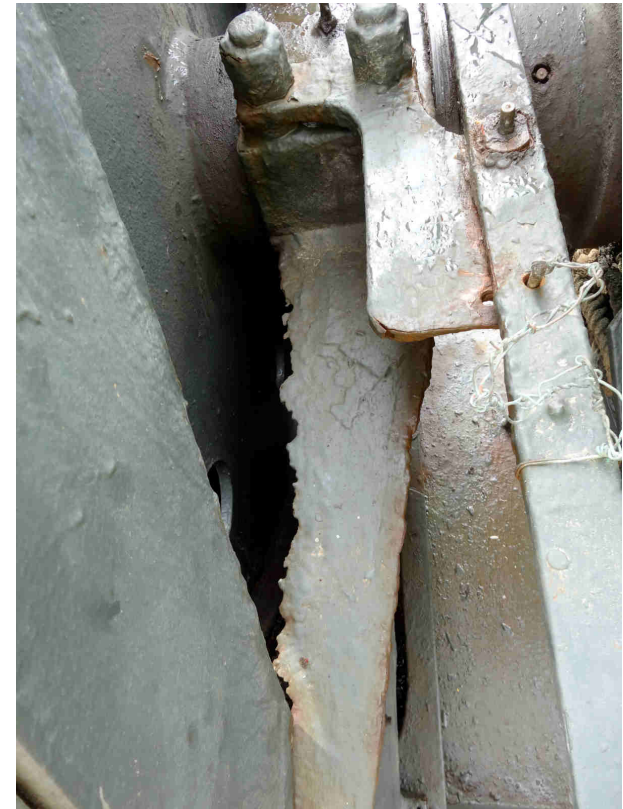
picture 8: ...some others never been closed properly



picture 9: nearly all flaps were found damaged



picture 10: also all entrances were heavy corroded



picture 11: foundation for winches had gone rotten



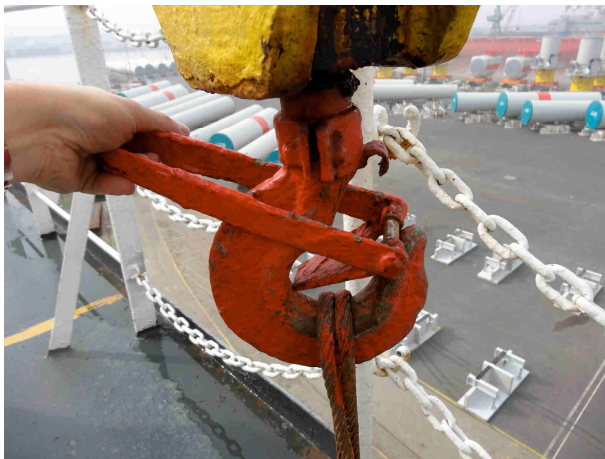
picture 12: steps and platforms were eroded...



picture 14: bolts and bearings on winches worn out



picture 16: historically grown electrical installations



picture 13: ...safety clips on hooks destroyed



picture 15: navigational lights kept in position by hope



picture 17: self made professional electric installations

In engine room situation was different but not better. Some of the deficiencies found in engine room:

- Insulation of incinerator door partly destroyed
- Level gauges missing or inoperative
- Unsafe electrical installations
- Insulations wetted through oil



picture 18: damaged incinerator door



picture 20: damaged heat insulation on pipes



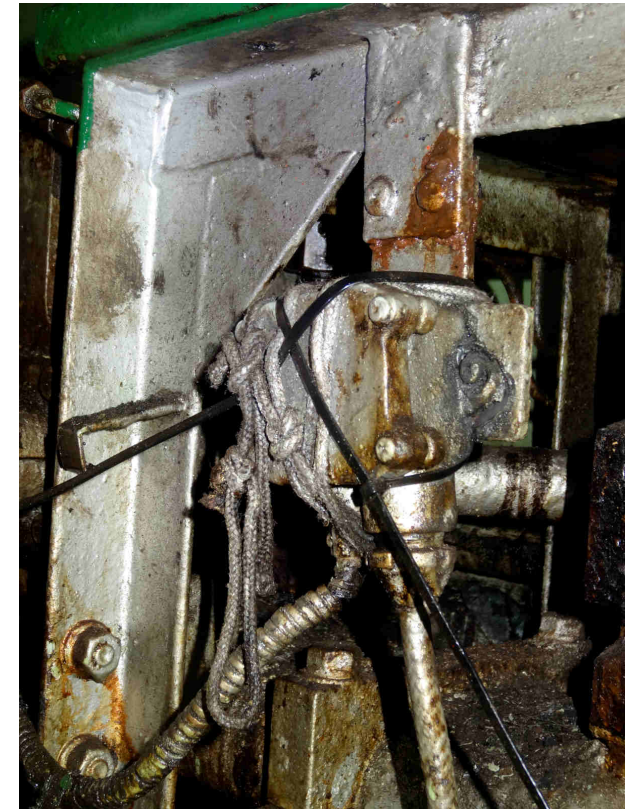
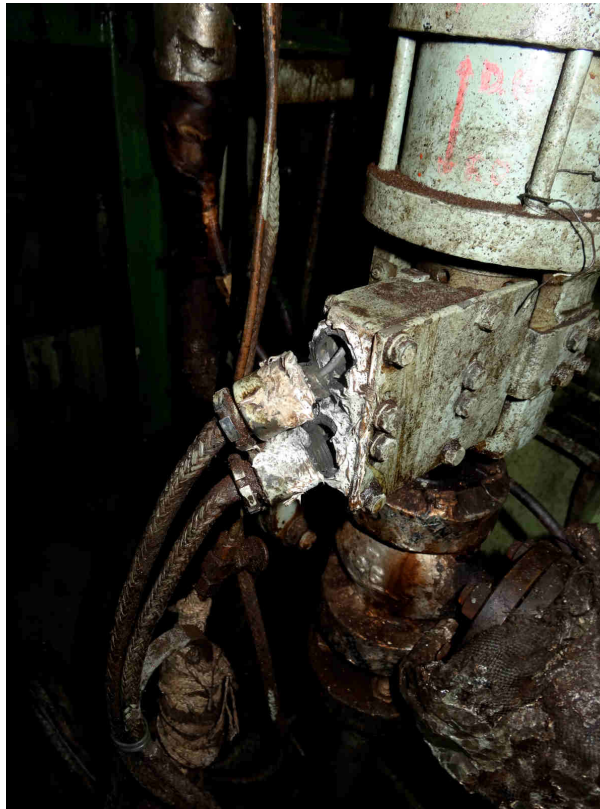
picture 19: insulations wetted through oil



picture 21: combined: damaged and wetted through oil



picture 22: again a combination of damaged insulation and insulation wetted through oil



picture 23 and 24: also in engine room the electrical installations were found on same safety level like on deck



picture 25: without words

At the end of the inspection the accommodation was visited. Some deficiencies from this area have been

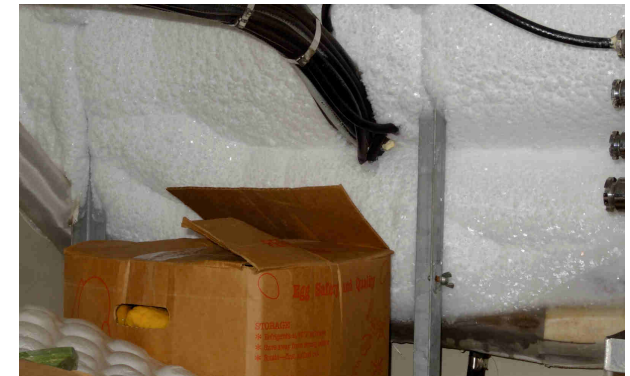
- Dirty condition of galley and provision stores
- Cold rooms pipes from a/c completely frozen
- No hot water in hospital
- First-aid kits poorly equipped



picture 26: old burned something on the grill



picture 27: foodstuff from provision room



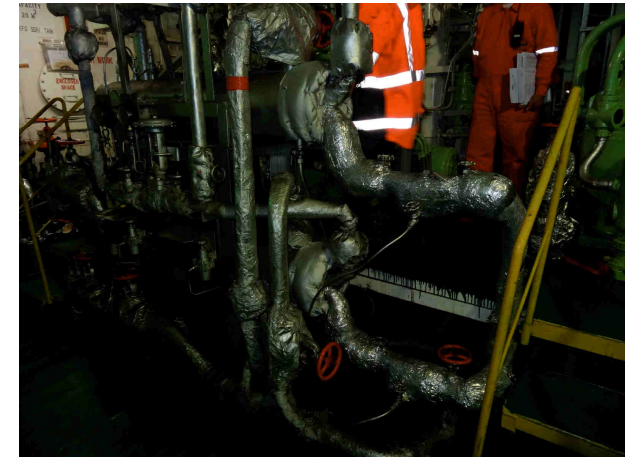
picture 28: lemons and cables enclosed in condensed ice



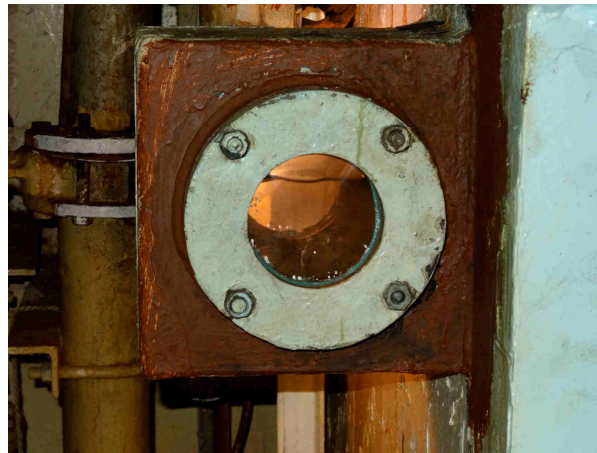
The vessel was detained at 19:30hrs and flag state administration and RO were informed.

The inspectors agreed that Curitiba was a ship in substandard condition. Several detainable deficiencies from different areas were found so the inspection was suspended.

Nearly two weeks passed before the ISM company invited PSC to continue the inspection of the vessel. The time was used for comprehensive repairs by shipyard and crew and an external ISM audit by RO was implemented.



picture 31: renewed insulations in engine room



picture 29 and 30: Before and after - obviously some work was done during the detention with presentable results

At the re-inspection on 10.04.2014 repairs and rectification of the deficiencies were verified. The detention was lifted and the ship has been allowed to sail.

After leaving European waters the vessel changed name and owner. Under her new name "VAN IRIS" she is now trading in Asian waters.

