



Sub-Standard vessels in German ports 2014

ships name: M/V HUDSON LEADER
IMO number: 8607749
Call Sign: H9JS
MMSI number: 355123000
Ship type: Car Carrier
Gross Tonnage: 47307
Keel laying date: 20.03.1987

Flag state: PANAMA
Classification society: American Bureau of Shipping (ABS)
Recognized Organization: American Bureau of Shipping (ABS)
ISM Company: Wilhelmsen Ship Mgmt, Malaysia
IMO no. 0020825

Detention port: Bremerhaven
Detention date: 29.08.2014
Detention Duration: 8 days



M/V Hudson Leader arrived at Bremerhaven on late evening of 28.08.2014. The vessel had had a standard risk profile and last PSC was done in April 2013 with two deficiencies. The ship has had priority I and two PSCOs arrived on the next morning at the vessel for inspection.

There is only one chance to make a first impression and "Hudson Leader" had expanded big efforts to make an unforgettable one.



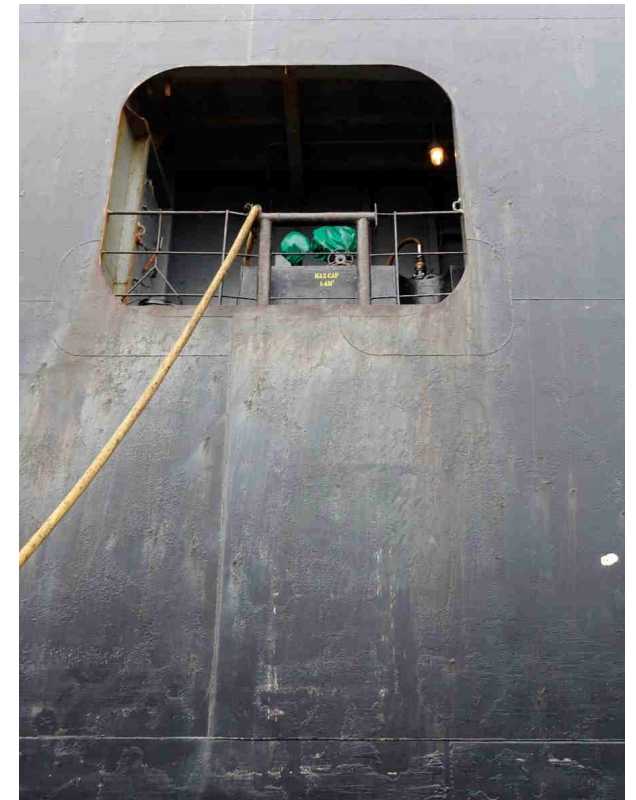
picture 1: vessel made oil spill on berth

When the PSCOs arrived at the berth two crew members were found cleaning the quay. When opening the flange for connecting the hose for sludge delivery the crew had found out there was still some pressure on the line so sludge had come out, splashing on the berth.

20 minutes later on initial meeting with captain the PSCOs found out that he was not get informed by crew about the incident. After some investigation obviously neither Chief Officer nor Chief Engineer had received any information about the made oil spill.

After another 30 minutes finally all officers agreed that there had happened an oil pollution.

But no further action was taken. Only after PSCOs insist on it, the crew informed local authorities. Obvious there was no SOPEP in force. This was seen as a clear ground for a more detailed inspection.

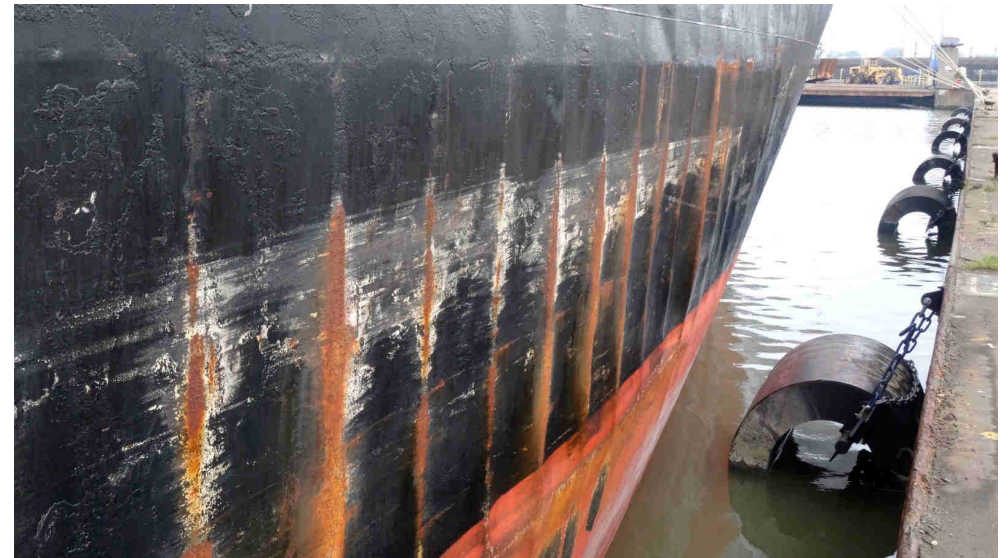


picture 2: bunker station where oil spill starts from

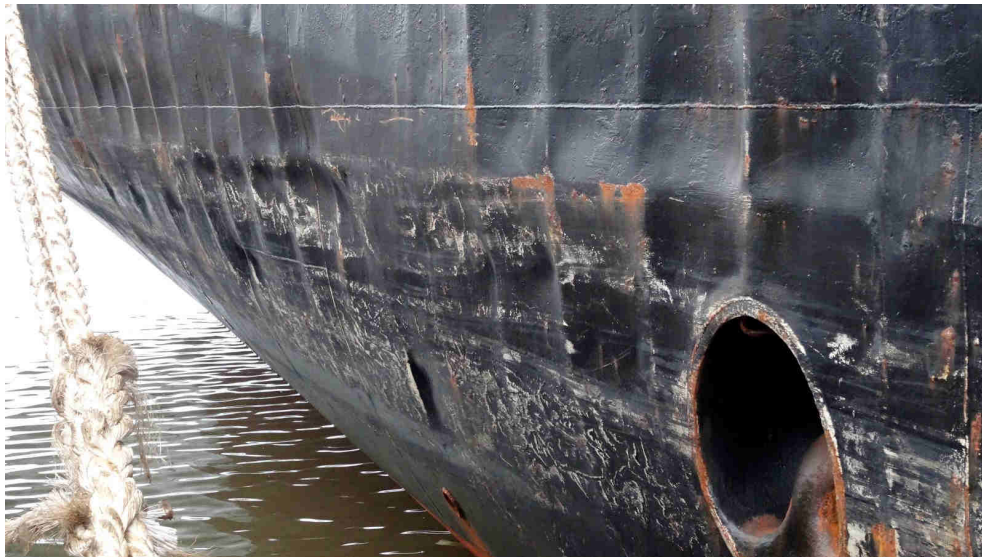


Still outside on the vessel the inspectors found several dents and bending on the outside hull, included dent frames.

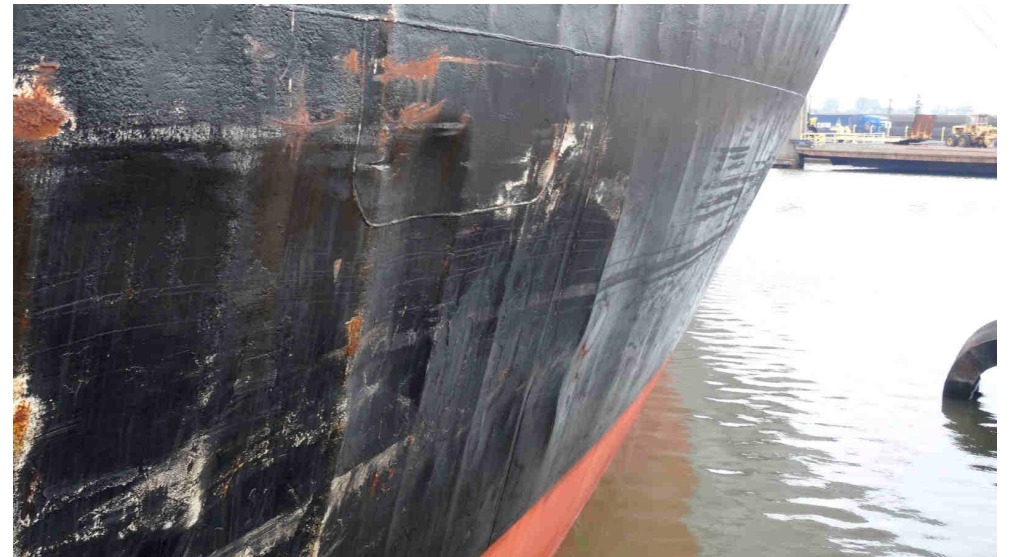
After getting managed the oil spill the captain was asked for survey reports of the damages. These did not exist because nobody informed RO about the "minor" damages.



picture 4: some "minor" dents on starboard side middle



picture 3: some "smaller" dents on starboard aft

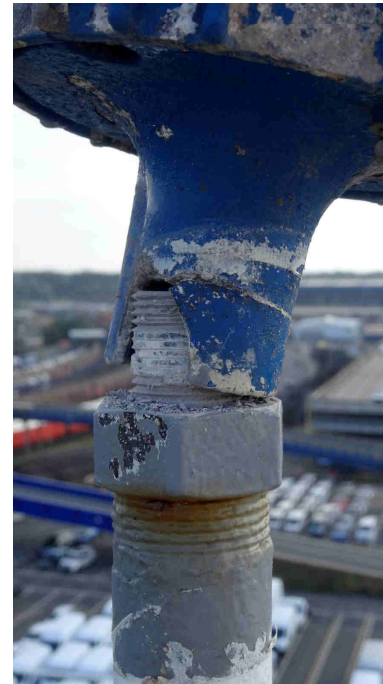


picture 5: an some other marginal dents on forward

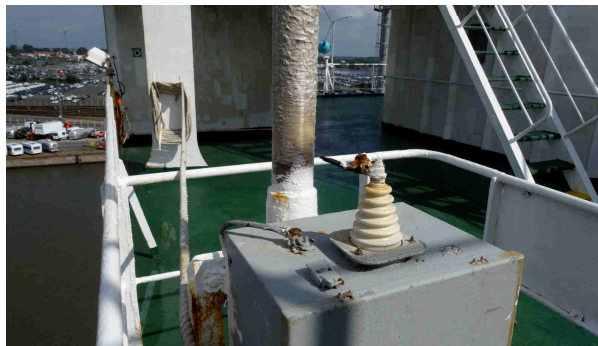
On some days the first impression is the right point of view and ongoing inspection revealed 43 deficiencies of which 17 were considered as ground for detention and 38 ISM related.

Some of the more spectacular deficiencies found on board:

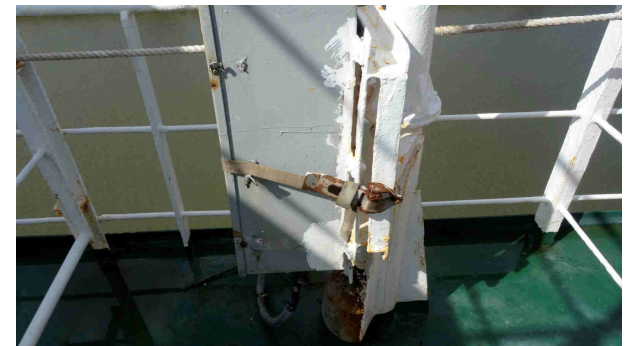
- VHF antenna fixed by tape only
- RADAR basement holed by rust
- SAT C antenna foundation broken
- MF antenna: broken grounding cable, base corroded, connection box fixed by spanner



picture 6-8: VHF antenna, basement of Sat C antenna and Radar basement



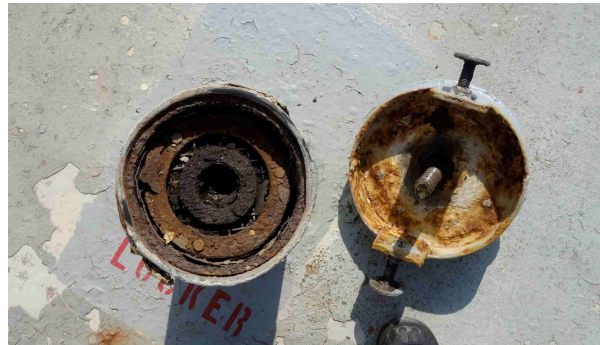
picture 9: MF Antenna with destroyed cable



picture 10: connection box kept in place by spanners



picture 11: damaged rubber on fire damper



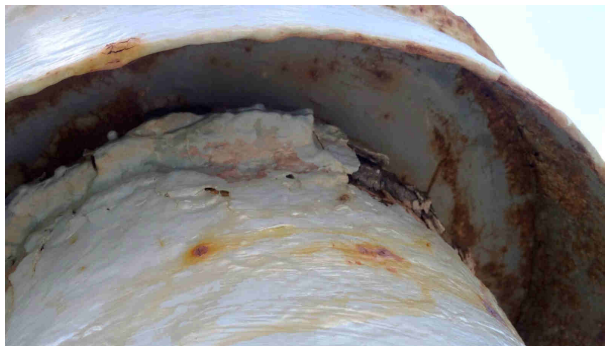
picture 14: from inside not looking better



picture 12: corroded flange on fire damper



picture 15: next fire damper, same story



picture 13: another corroded fire damper



picture 16 ventilation flaps for car decks are not closing properly

- Fire dampers and flaps on deck rusted, dent, damaged rubber
- Ventilation flaps for car decks not tightly closing
- All outside doors strongly corroded, no more weathertight



picture 17: not only flange but complete structure rusted



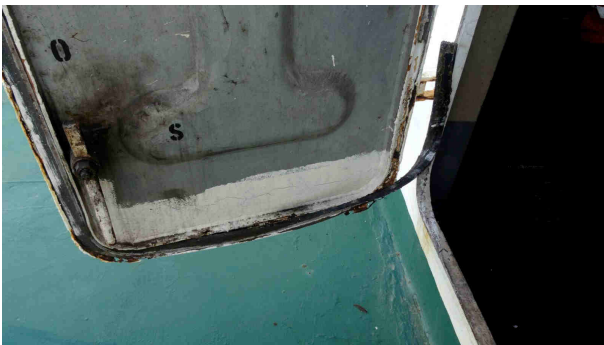
picture 18: parts of rubber insulations were missing



picture 21: door frames were rusted and holed



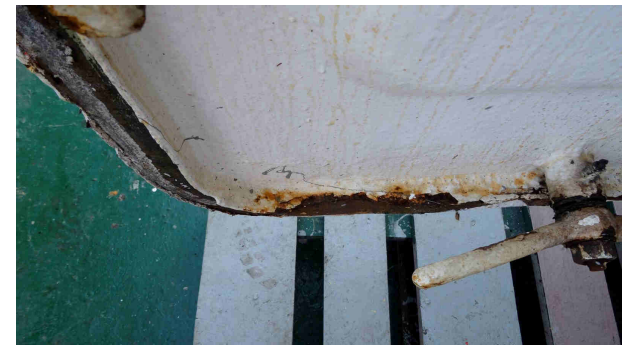
picture 24: corrosion on inner frame on door



picture 19: or if not completely missing, not in place



picture 22: tight closing not possible with this frame



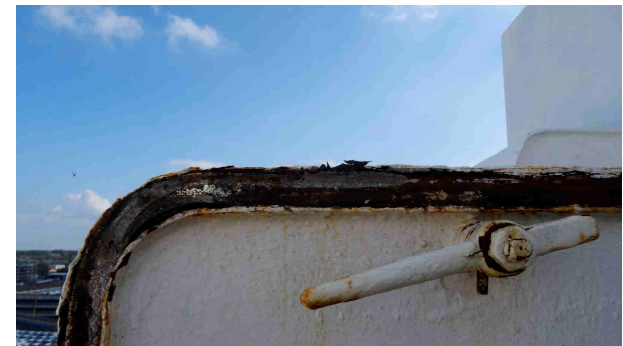
picture 25: net door, same problem



picture 20: in best case just not fitting



picture 23: doors itself were found bent



picture 26: additional rusted parts on outer door frame

- Several platforms and most outside railings and stairs rusted, holed and unsafe to use; mooring capstans and bollards too



picture 29: rusted railing



picture 32: in general outside staircase in bad condition



picture 27: bollards with some rust



picture 30: holed railing



picture 33: the steps are particularly destroyed by rust



picture 28: capstan damaged by rust



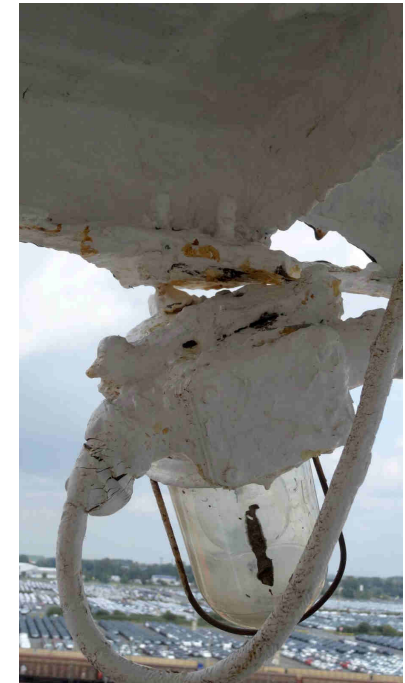
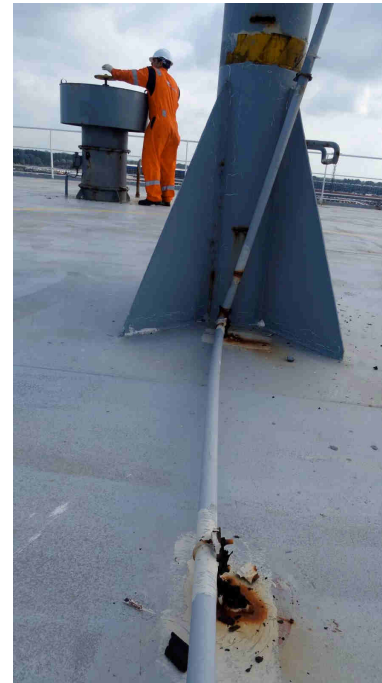
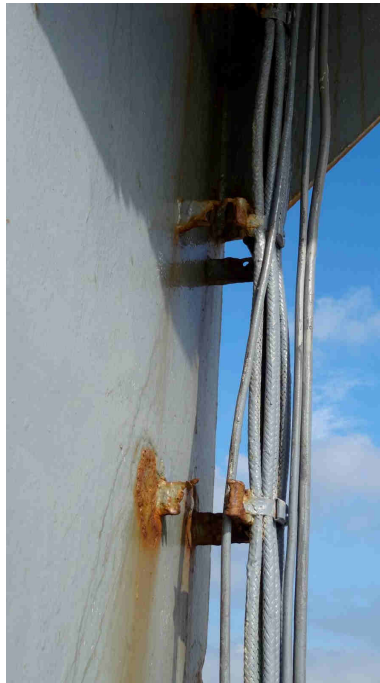
picture 31: what is the name for this condition?



picture 34: remaining stability unknown



- several unsafe electric installations: Broken, corroded, rusted fundaments of lights, radar, Nera, Inmarsat antenna, unfixed cables, flying connections...



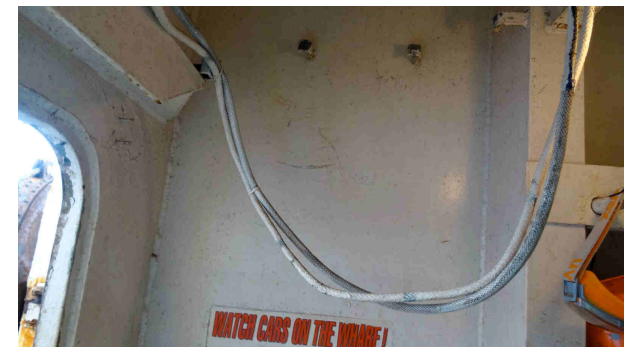
picture 35-37: rusted holders, broken basements and damaged lights all over the vessel



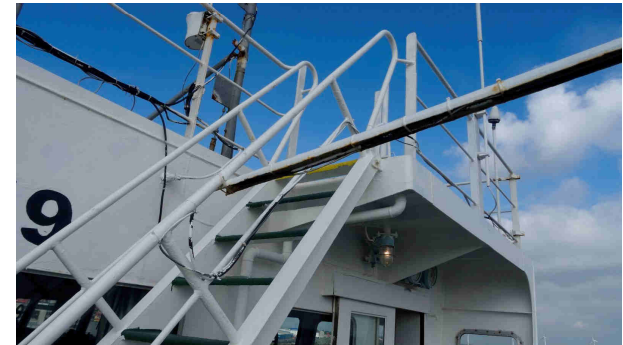
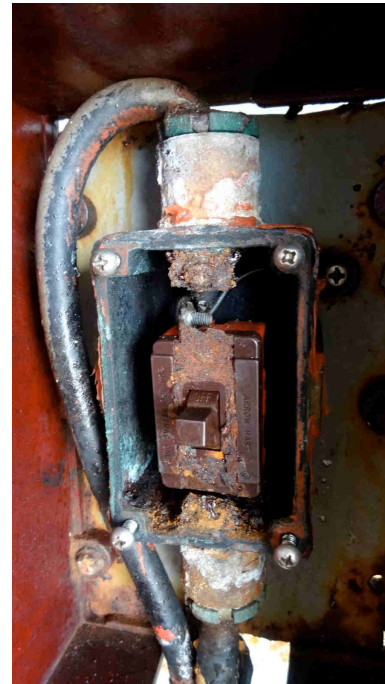
picture 38: destroyed insulations were...



picture 39:..found on different installations

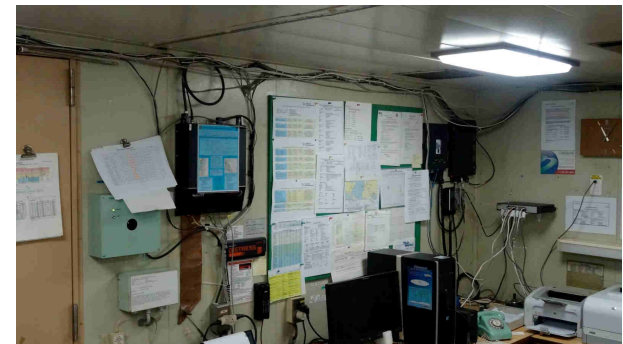


picture 40:nice trap when entering the room

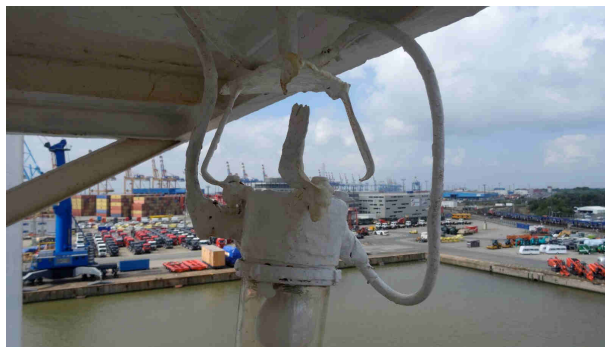


picture 44: Historically evolved electrical...

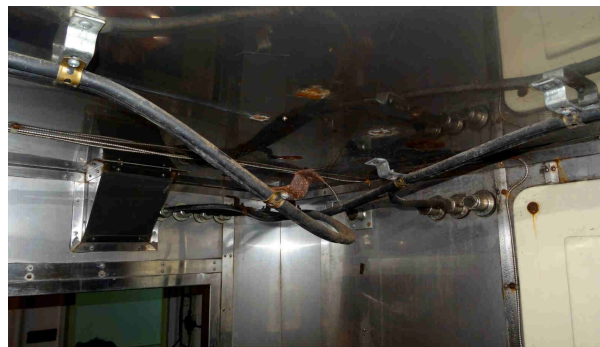
picture 41-43: fluent passage from poor external structure, rusted cover and poor condition of switch



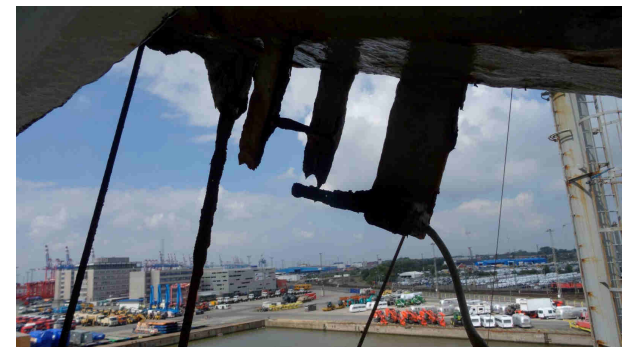
picture 45: ...installations found inside and outside



picture 46: unsafe installations outside



picture 47: unsafe installations inside



picture 48: destroyed limit switch on crane

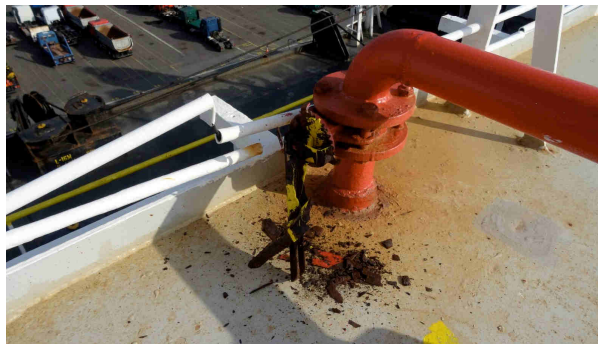
- Port side life boat lower bearing of rudder shaft worn out
- Starboard side life boat fwd securing wire protection missing, so wire is damaging the boat
- While operating the valves for fire fighting lines, the valves destroyed themselves, so no fire drill was made in this situation.
- Limit switches for cranes were completely destroyed by rust, stuck or missing
- Overall condition of outside structures was very poor. Found several holes in the walls, some of them fixed by crew by concrete. With no big effort (using a hammer) it was possible to make additional openings to rooms inside accommodation.



picture 49: worn out rudder shaft of life boat



picture 52: several rust-made holes on deck, ...



picture 50: fire line section valve after testing



picture 53: ...some of them filled by concrete



picture 51: general poor condition on platforms



picture 54: additional holes could be made easily



After finishing the walk on deck the inspection continued inside the vessel.

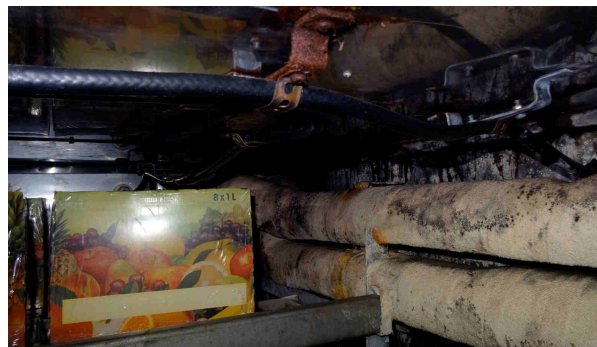
- In forward staircase found three old rusted drums with unknown content
- Most fire doors inside ship rusted, bent, blocked, not self-closing
- Cold rooms in unhygienic state, drainage pipe destroyed
- Refrigerators damaged and/or unhygienic



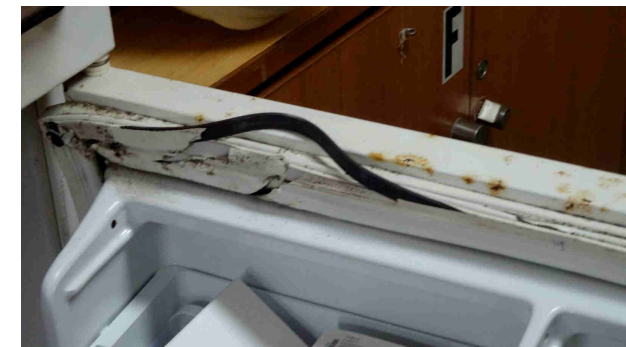
picture 55-57: fire doors were found damaged, bent, kept open by ropes, not more self closing or not tight closing



picture 58: nobody knows what is inside these drums



picture 59: cold rooms in unhygienic state



picture 60: refrigerators on board showing damaged gaskets and mould



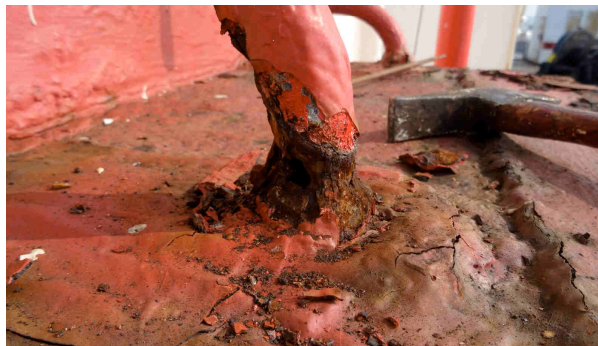
The first and second impression were topped up with the engine room where several leakages, inoperative valves and missing insulations and installations were found:

- Emergency air compressor inoperative
- Limit switch of incinerator chamber not adjusted
- Engine telegraph at local main engine inoperative
- Quick closing valves of HFO service tank and LO storage tank inoperative
- Dark exhaust gas opacity of auxiliary boiler

On early evening on 29th August 2014 "Hudson Leader" was detained. Due to the obvious sub-standard of the vessel the inspection was suspended. Flagstate and RO were informed about detention and suspension.

On Saturday 6th September 2014, the company invited for reinspection.

Additional to the local workshop the had sent a Romanian working gang with three persons, not only for rectifying the deficiencies but also to assist the crew in the next weeks to improve the standard of the vessel.



picture 61: holed CO₂ pipe to emergency generator

Ongoing the suspended inspection three more deficiencies were found. Worst of them was the CO₂-pipe for emergency generator room. When touching the rust on the pipe big pieces of the pipe disappear and a big hole was getting visible.

The workgangs on board immediately took action and have been able to repair this pipes before the inspection was finished.

After all repairs done and all deficiencies found satisfactory rectified "Hudson Leader" was released from detention on afternoon of 6th September. She continued her voyage via Emden back to Asian waters with 8 days delay.