

# Paris MoU



## on Port State Control



Name:	HUANGHAI DEVELOPER
IMO:	9458444
Flag:	Hong Kong, China
Type:	General Cargo
GT:	20682
Class:	Bureau Veritas
RO:	Bureau Veritas
IMO Company:	Tianjin Xinhai Intl Ship Management
Date keel laid:	17/12/2008
Delivery date:	10/03/2013



MV "HUANGHAI DEVELOPER" IMO: 9458444 flying Hong Kong flag, arrived at Hamburg/Germany on 09/08/2016 for cargo operation, no survey or repair work was planned for the port call.

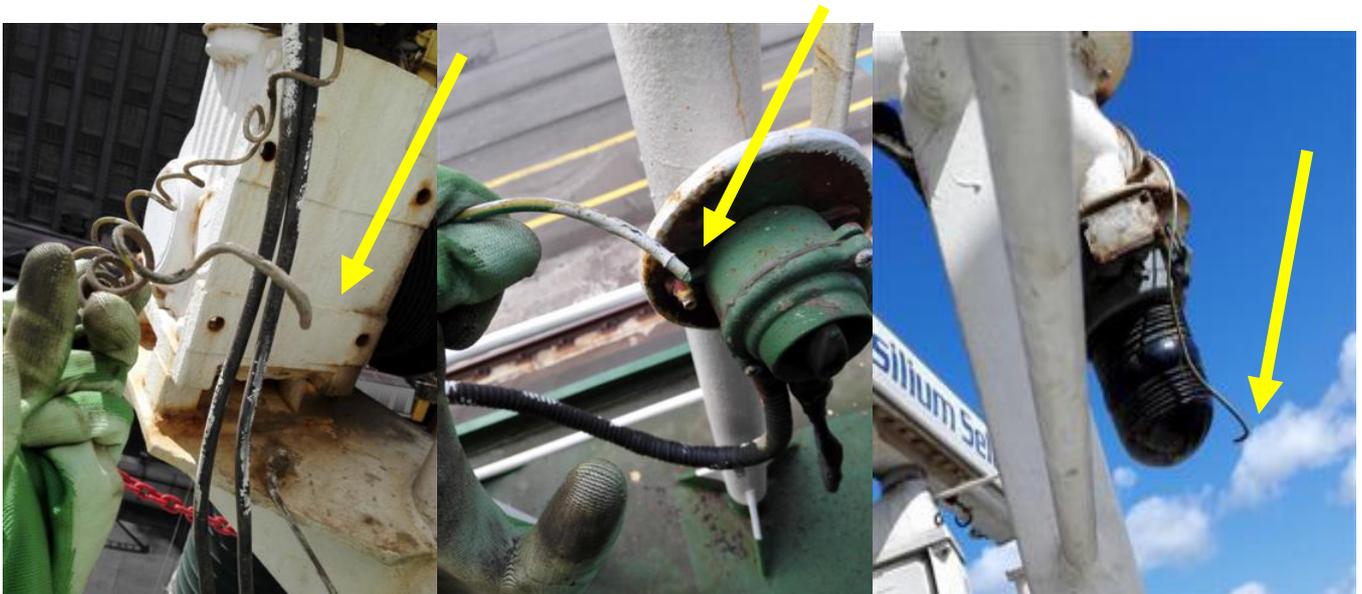
In the morning of 10/08/2016 two PSCOs boarded the PI/TW vessel to carry out an INITIAL INSPECTION as requested by the Paris MOU inspection regime.

During the approach to the vessel the first impression was not that bad, the paint of the hull seemed to be in an acceptable condition and no damage of the hull could be observed. At this time both PSCOs had no idea that they would spend all day on board the vessel to perform the inspection and fight against language barriers with the Chinese crew.



The first deficiency was already recorded when the PSCOs stepped on the gangway. The gangway net was fully worn out, with large gaps, comparable to a patchwork carpet. The picture speaks for itself

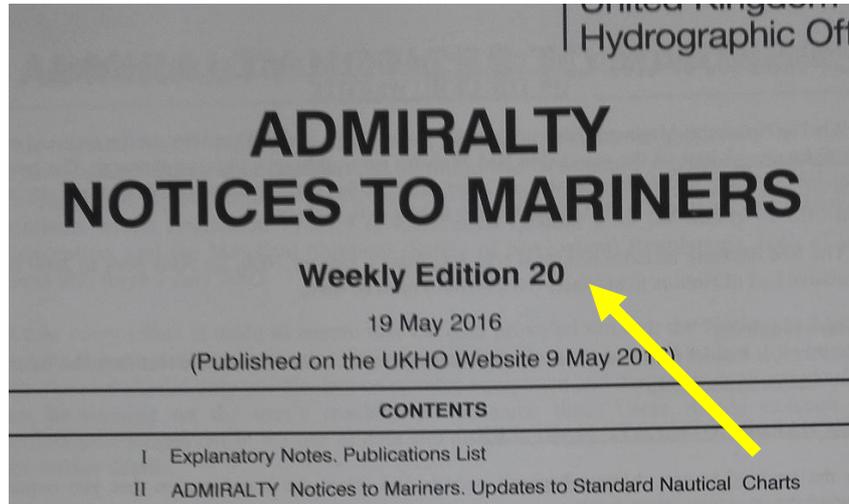
On the way to the ship's office the second deficiency was noted, the protective conductor (earth cable) of the gangway light was rusted away and therefore not connected. Later the PSCOs discovered that this deficiency was found all over the vessel in any possible area. For the sheer amount of damaged conductors this deficiency was noted with "ground for detention".



After these first two impressions and the meeting with the captain the PSCOs started to examine the ship's statutory certificates, all of them found valid and endorsed.

But during the check of record books the next two deficiencies had to be recorded by the PSCOs, one for missing entries in the garbage record book and the second one for the missing change over procedure for entering the SECA area. After recording the first four deficiencies the PSCOs changed the type of inspection from INITIAL to MORE DETAILED.

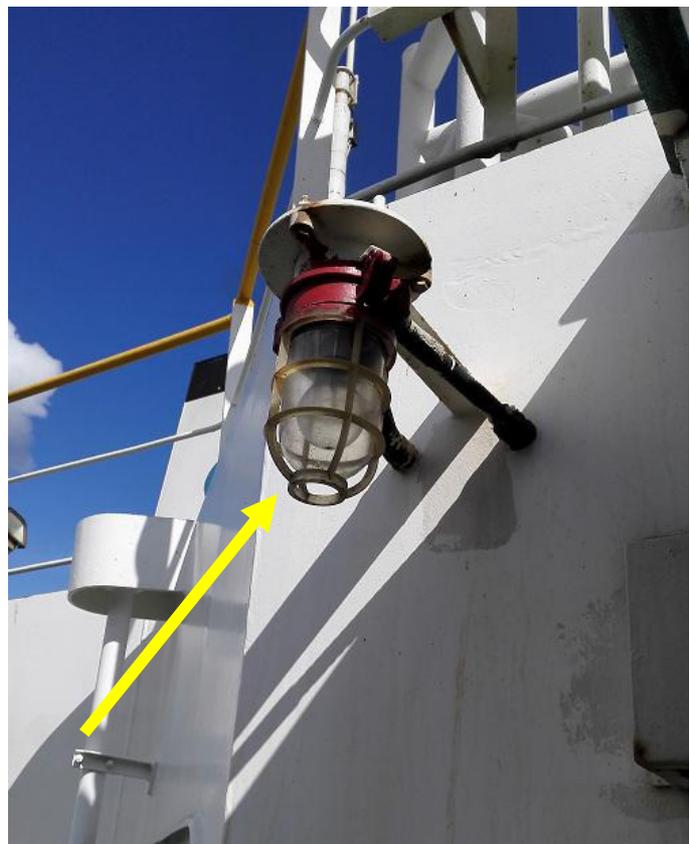
After witnessing the mandatory drill, the inspectors continued with the inspection of deck and engine, raising deficiencies in all possible areas, you will find the most interesting deficiencies in the following pictures.



Last NtM available on board was WK 20, the released NtM during the inspection was WK 32. That means that the last 12 (!) weeks no corrections for charts and publications had been done. Additionally, the navigation officer showed a lack of familiarisation with the handling of NtMs, he wasn't able to identify T&P notices on the actual voyage charts. Therefore, the deficiency was marked with ground for detention.

In the engine room the PSCO ordered to sound the void space below the main engine, as a result of the sounding 15 cm of oil were discovered in the void space below the main engine which led to the next deficiency with ground for detention.

During the inspection on deck, the PSCO recognized numerous emergency lights with burst bulbs. Even a single unlit area could lead to a dangerous situation during emergency but on board this vessel the amount of broken lights was considered as a high risk for the crew and therefore the deficiency was marked as ground for detention.

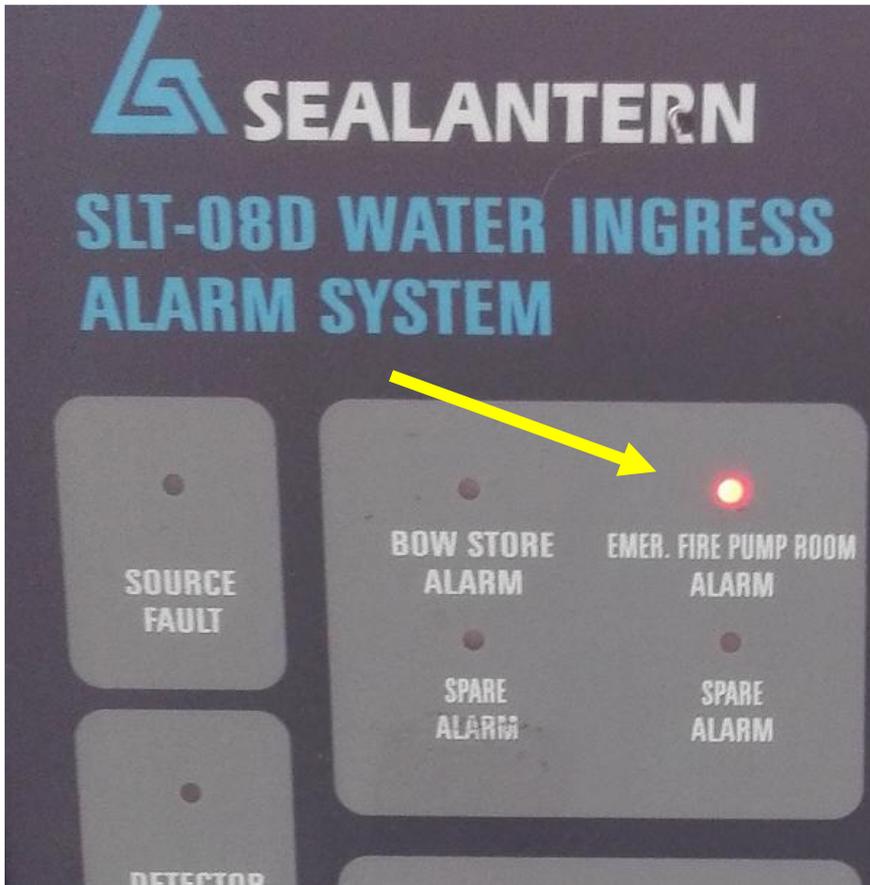




The windows of the free-fall boat, were so dirty that no view from inside to outside was anymore possible.

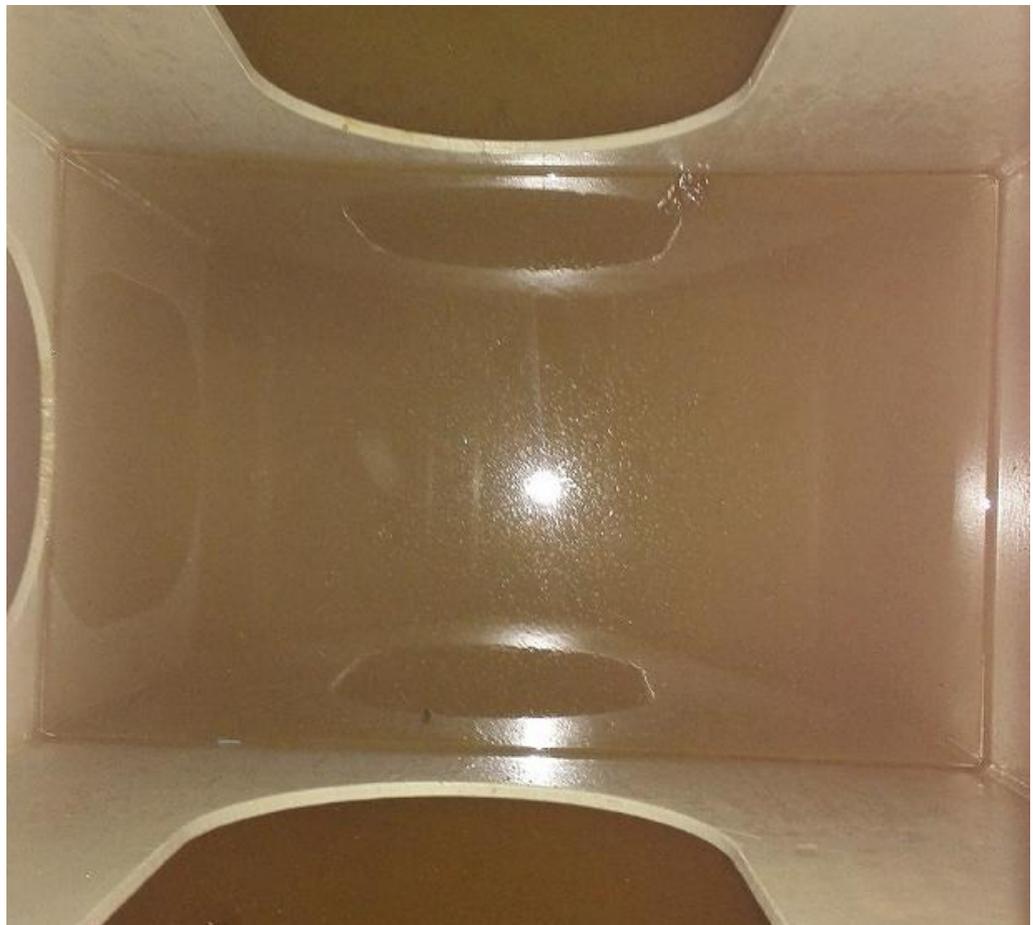
The poster "launching procedures of rescue boat" was so worn out that single steps of the procedures couldn't be identified. Posters for the familiarisation of the crew are a key point for safe operation at sea.





During the inspection of the WATER INGRESS ALARM the EMERGENCY FIRE PUMP ROOM was in alarm. (See pictures below)

An oily water mixture was discovered in the bilge of the emergency fire pump room (about 25cm sounded). According the bilge pumping arrangement a direct discharge to sea was possible. This deficiency was recorded with ground for detention.





The piping for the hydraulic system of the hatch covers were leaking at every flange. The leaking oil was partly collected in small buckets and partly just dropping to the floor. Therefore, the floors in the bosun store and bow thruster room were fully covered with oil. The crew stated that this leakage had continued for an unknown time already. Inside the bosun store 15+ drums of hydraulic oil were discovered for the constant refilling of the hydraulic hatch cover motor. Also several heavily damaged and leaking drums placed all over the bosun store / bow thruster room, were leading to the extreme oil contaminated walls, floors and bilges. This deficiency was recorded as a ground for detention.





Because of the many unlash drums, both mooring winch control cabinets were heavily damaged. The cabinets were impossible to be closed at all. Crew stated during interview that this had been known for a long time but no spare part orders were forwarded to the company at all. Due to all these facts, this deficiency was recorded with ground for detention.

By further investigations in bosun store more and more deficiencies were recorded. For example there were no rubber isolation mats available in front of electrical switchboxes and distributors all over the vessel.



On this picture the fixed steel manhole cover for the bilge is broken. Nobody of the crew could explain why or when this had happened. In this dimly lit area a broken cover like this could lead to serious injuries.

After the inspection of the bosun store, the deck tour continued with an obscure mixture of unlashed deck- and cargo-equipment. Crew confirmed that this equipment remained from previous voyages and had now been "stored" on deck for an unknown time. Ground for detention.



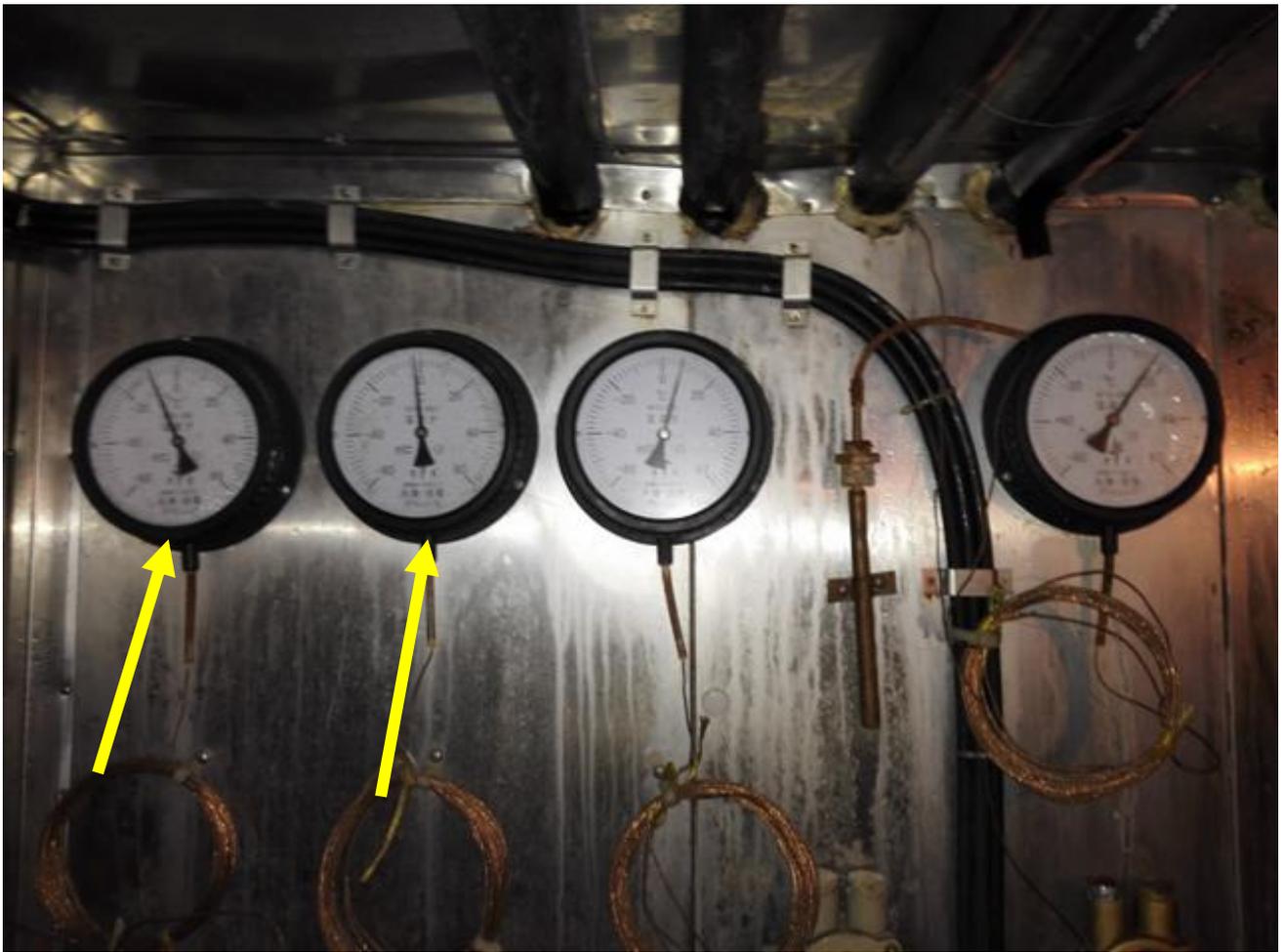


In this picture the fire fighting equipment is totally blocked by dunnage. Hydrants and also fire hose cabinets were not readily accessible at all. This deficiency was recorded with ground for detention.



The former Suez crew cabin is used as SOPEP store, still furnished with the bunk beds. Inside the room an unacceptable mess of equipment was discovered. If a quick reaction against an oil spill were necessary, there would be no chance to handle the spill in a professional way.

After the deck inspections had been finished the PSCO continued with the inspection of working and living conditions inside the accommodation, not expecting what kind of absolute unhygienic conditions would be encountered.



Temperature sensors of freezers fully out of range, resulting in iced meat and rotten food full of mould.



Packed vegetables already fully covered with mould and an awful smell inside all the provision stores.



Lettuce heads covered with black mould. This is a high risk of food poisoning for all crew. The mould covered all kinds of vegetables all over the provision store.



In deep freezer room heavy icing of meat and floor caused by overheating (-10°) and improper gaskets.



Inside the galley the unhygienic situation continued. Waste, dirt, rotten food and other unknown substances were visible in every corner. The PSCO had the impression, that the galley hadn't been cleaned for months.



Open waste drums full of old food, walls and floor sticky and a mess of galley equipment was the situation encountered during the first boarding. All these factors combined led to the decision that the absolutely unhygienic situation in galley and provision stores must lead to a deficiency marked with ground for detention.

After the impression of the galley, the PSCO continued with the inspection of the hospital and finally inspected the public sanitary facilities on the main deck.



The inspection of the sanitary facilities was the most shocking moment of the PSC, floors and walls were totally contaminated with feces including a disgusting smell. During the whole inspection the PSCOs were under the permanent impression that the crew is fully disinterested and unmotivated. When addressing any of the deficiencies to the crew nobody could explain when or why the specific deficiency occurred. The HUANGHAI DEVELOPER is for sure not the worst ship the PSCOs had ever seen, but she shows what happens to a just 3 years old vessel if the complete ISM system collapses caused by a total lack of maintenance and motivation. At the end of the day, 24 deficiencies were recorded, 11 of them with ground for detention. The vessel was arrested for 3 days before she was allowed to continue her voyage.