



M/V "SIMONE" (ex "YONG GI") IMO: 8035104



SHIP'S PARTICULARS

NAME: SIMONE (ex. YONG GI)
FLAG: REPUBLIC OF SIERRA LEONE
TYPE OF SHIP: General cargo - Multipurpose
CLASSIFICATION SOCIETY & RO:
Dromon Bureau of Shipping (DBS)
GRT: 210
L.O.A. : 30,07 m

IMO: 8035104
CALL SIGN: 9LU2024
DATE KEEL LAID: 1982
PARTICULARS OF COMPANY (owner):
SOUTHAMPTON MARITIME LTD.
(ex. OLENA SHIPTRADE CORP.)

M/V “YONG GI” flying the flag of REPUBLIC OF SIERRA LEONE, with IMO number 8035104, called at the anchorage area of the port of Kalamata (Greece) on 15th of January 2015. Due to the fact that the ship was not responding to the several VHF calls from the local Port Authority, a unit from the local coast guard branch visited the vessel in order to execute an appropriate check.

The district PSC office of Kalamata was informed by the master of the vessel that the ship suffered damage to the steering gear during her voyage from the port of Bar (Montenegro) to an unknown destination. The PSC office was also informed by the coast guard unit about the overall substandard condition of the vessel.

When the THETIS database was checked it was found that the vessel did not have an IMO number. The vessel was registered in the database so the port call and inspection report could be entered.

After the aforementioned procedure had been completed, a call was created and a PSC inspection was scheduled as the priority of the vessel had been defined by THETIS data system as I (PI) (unknown ship) eligible for a more detailed (MD) inspection.

For safety reasons the ship was towed from the anchorage area of the port to a berth on 15th January 2015 at 14:00 hours. The PSCO got on board of the ship at 14:30 hours. The appropriate preparations were made because the vessel was under the convention size.

During the inspection **40** deficiencies were found, of which **28** were considered ground for detention. As a conclusion to the above and due to the fact that the overall condition of the vessel was obviously substandard, the ship was detained and the inspection was suspended (according to par. 3.6 of the Paris MOU) until the responsible parties took all the necessary steps to ensure that it complied with the relevant requirements of the international conventions. All the responsible parties were informed according to the PSC procedures.

The inspection started with checking the ship’s documentation and plans, as described below:

A. The first part of the inspection – stage 1 (ships certificates and documents, STCW certificates) revealed 6 deficiencies:

1. The Certificate of Registry (provisional) which was found on board was expired and invalid according the flag State letter (correspondence by e-mail dated on 15-01-2015). The deficiency was noted as ground for detention.
2. The Minimum Safe Manning Document which was found on board was expired and invalid according to the flag State letter (correspondence by e-mail dated on 15-01-2015). The deficiency was noted as ground for detention.
3. The Load Line certificate which was found on board stated the previous name of the vessel, according to the flag State letter (correspondence by e-mail dated on 15-01-2015).
4. The Cargo Ship Safety Certificate which was found on board stated the previous name of the vessel, according to the flag State letter (correspondence by e-mail dated on 15-01-2015).

5. The Tonnage Certificate which was found on board stated the previous name of the vessel according to the flag State letter (correspondence by e-mail dated on 15-01-2015).
6. The flag endorsements of the CoP certificate of Engineer Officer (III/1), Watch keeping deck rating (II/4) and Watchkeeping engine rating (III/4), were missing. The deficiency was noted as ground for detention.

B. The second part of the inspection – stage 1 (documents) revealed 4 deficiencies:

1. Stability booklet (stability calculations manual) found on board was endorsed by the current RO (DBS) on behalf of the previous flag State (Togo) instead of the current one (Sierra Leone).
2. Records regarding tests, maintenance and inspections of life saving appliances (LSA), were not recorded anywhere. The required log book was not found. The deficiency was noted as ground for detention.
3. Shipboard planned maintenance program which includes the maintenance plan and inspections for LSA was missing. The deficiency was noted as ground for detention.
4. Fire training manual and operational booklet were missing. The deficiency was noted as ground for detention.

C. The second stage of the inspection (operational controls , inspection of ship's areas) revealed 30 deficiencies:

C.1. Navigation Bridge

1. Voyage plan for the previous and the next part of the voyage were missing. According to the master's explanation; no voyage plan is being kept for any voyage. The deficiency was noted as ground for detention.
2. Non NP was found on board such as sailing directions, lists of lights, Notice to Mariners, tide tables, almanac, etc. Also the IAMSAR manual was missing. The deficiency was noted as ground for detention.
3. The necessary charts for the previous and the next part of the voyage were missing. According to the master's explanation; they do not use paper charts, only a plotter. The deficiency was noted as ground for detention.
4. The master did not record, in any form (approved by the Administration), navigational activities and incidents, which are of importance to safety of navigation and which must contain sufficient details to restore a complete record of the voyage. The deficiency was noted as ground for detention.

C.1.1. Navigation Bridge – GMDSS equipment

1. The EPIRB device was found on board but was programmed with a different MMSI number, flag State data and name of the ship. The Hydrostatic Release Unit of the aforementioned device was found expired. The deficiency was noted as ground for detention.



2. The battery (for the GMDSS equipment) room was used as a storage place.



3. One of the two VHF/DSC devices was programmed with a different MMSI number than the MMSI of the ship.
4. The GMDSS operators (including the master) were not familiar with the essential shipboard radio communications. They were not able to demonstrate an individual or distress call with the VHF/DSC devices. The deficiency was noted as ground for detention.

C.1.2. Navigation Bridge - Lights, shapes, sound - signals.

1. The upper part of the main mast above the bridge was found damaged/wasted. Also some of the navigation lights were fastened by ropes. The deficiency was noted as ground for detention.



Broken



Fastened with rope



Broken

C.2. Decks and forecastle (ILLC items) .

1. The deck lines on both sides of the vessel were missing. The deficiency was noted as ground for detention.



Plimsol mark

2. Load lines on both sides of the vessel were missing. The deficiency was noted as ground for detention.



Load lines missing



3. The assigning authority mark was not in accordance to the relevant ICLL certificate. The deficiency was noted as ground for detention.



4. Many cracks were found at the connection of the bulwark on the main deck at port side and starboard side of the vessel. The deficiency was noted as ground for detention.





The condition of the hull

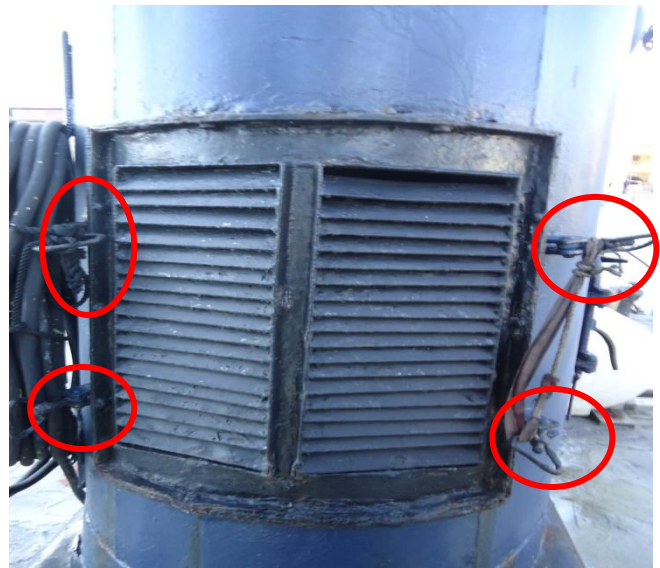
5. All the closing mechanisms of the natural ventilators located on the monkey deck and at the bridge deck were stuck. Also the hatch of the natural ventilator on the funnel (FWD) was missing and the butterfly nuts were stuck (due to rust and paint). The deficiency was noted as ground for detention.



Closing mechanisms completely stuck

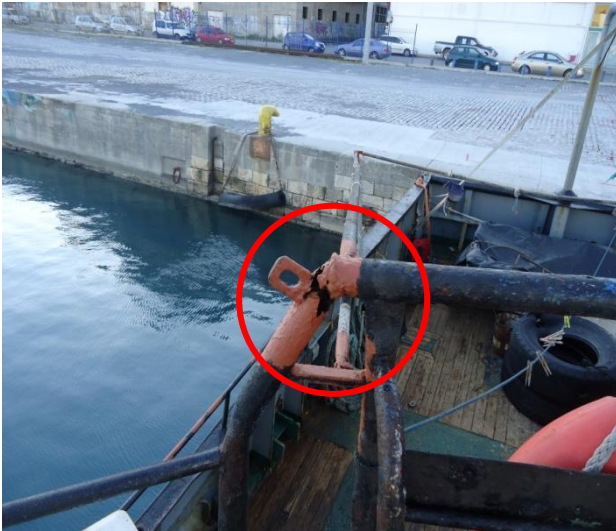


The hatch of the natural ventilator on the funnel (FWD) was missing

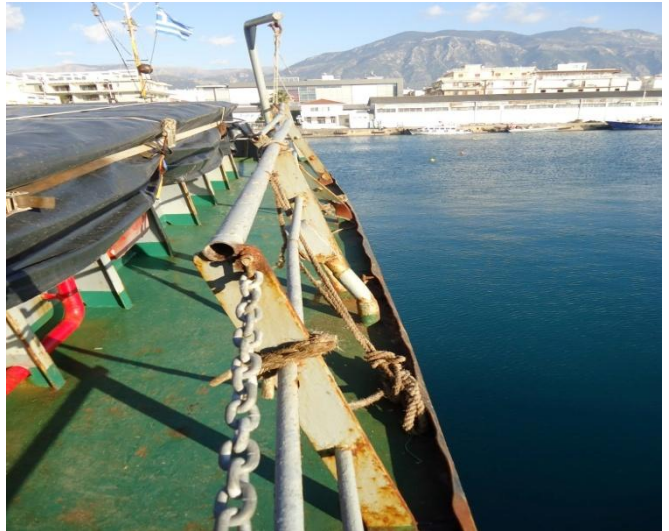


The butterfly nuts were stuck (due to rust and paint)

6. Protective rails at starboard side (FWD) were found damaged and almost destroyed (some were bended and some were missing). Other protective rails at starboard (AFT) side were missing: a clear danger for the working personnel at open decks. The deficiency was noted as ground for detention.



Broken



Broken and bended



Missing



Damaged



Damaged



Missing



Bended



Missing

7. Cracks were found on the connection of the bulkhead of the bridge's superstructure with the open bridge deck (AFT). The deficiency was noted as ground for detention.



8. The whole surface of the deck plating of the bridge deck (around the funnel) was covered with cement. The PSCO demanded that the state of the metal plate was verified with the RO and that the cement had to be removed. The deficiency was noted as ground for detention.



Deck plating of the bridge deck (around the funnel) was covered by cement.



9. Many cracks were found around the main body of the funnel. Mainly around the port side natural ventilator opening. The deficiency was noted as ground for detention.



10. The hatch on the side of the natural ventilator on the port side of the funnel was not closing properly. The deficiency was noted as ground for detention.



C.3. Accommodation and Galley – Maritime Labour Convention-2006.

1. The ship crew, except the Chief Engineer did not have a written employment agreement signed by both the seafarer and the ship owner or a representative of the ship owner. The deficiency was noted as ground for detention.
2. No documentary evidence was available to indicate that the private service or private agency was operated in accordance with the MLC 2006.
3. The ship crew did not receive their monthly wages. The deficiency was noted as ground for detention.
4. No records were found regarding on board programs for the prevention of occupational accidents, injuries and diseases meeting the standards of MLC 2006.
5. No evidence was found regarding on board complaint procedures. The deficiency was noted as ground for detention.
6. Records of food and catering inspections by the Master were missing.
7. The overall tidiness condition of the accommodation areas must be improved. Especially in general areas like the mess room and in crew cabins.
8. The space of the galley must be cleaned and hygiene conditions have to be improved.



9. All over on open decks, broken protective light covers were clearly visible and various cables were hanging loose. The deficiency was noted as ground for detention.
10. Insufficient quantity of fresh provisions (vegetables, fruits, etc.). Also expired provisions (yoghurt, sausages, etc.) were found. Various provisions (potatoes, onions) were placed in a storage with other materials. The deficiency was noted as ground for detention.



Expired



Expired





Various provisions (potatoes , onions) were placed in a storage with other materials



Insufficient quantity of fresh provisions (vegetables, fruits, etc.)



C.4. Steering room.

The rudder on starboard side was stuck, at almost 40°. This deficiency was marked as 'accidental' as described in par. 3.5 of the main Paris MOU text. The procedure was followed by the Master.

The ship arrived at port Kalamata (Greece) as "YONG GI" but changed her name to "SIMONE" during her stay (according to the new certificates of seaworthiness which have been submitted to the local port authority and the PSC office).



The ship's name on first visit: "YONG GI"



The ship's new name changed before departure from port Kalamata (Greece).

According to the narrative report by the Recognized Organization the safety condition of the vessel was upgraded. The majority of the deficiencies, which has been set by the PSCO, had been rectified (all the responsible parties took the necessary steps to ensure that the ship complies with the relevant requirements of the international conventions according to par. 3.6 of the main Paris MOU text).

On 21st May 2015, after re-inspection of the vessel and the submission of all the relevant documents to the responsible PCS office, by the responsible parties (Flag State, RO), the detention was lifted. The majority of the deficiencies (36 of 40) that were found during the first visit had been rectified. For the remaining deficiencies appropriate actions taken were set to ensure rectification.

The ship departed from the port Kalamata on 22nd May 2015 after being under detention for more than four months.