

SAFI

IMO no.: 7108899

Flag: Togo

Ship type: general cargo

MMSI: 671327000

Call sign: 5VBW7

Gross tonnage: 2526

Ship length: 84,8 m

Keel laying date: 1971

Deadweight: 3684

Classification society:
International Naval Surveys
Bureau

Recognized Organization:
International Naval Surveys
Bureau

ISM Company: Global
Management & Trading
(Lebanon) - IMO no. 5166712

Port of detention: Catania
(Italy)

Duration of detention: 17 days





M/V Safi arrives in Catania (Italy) on the 16th of february 2013 with her holds full of salt. According to the new inspection regime she is a standard risk ship marked in the information system as a 'priority 2' ship. On the 18th of march an Italian port State control team boards the ship. An expanded inspection is carried out all day long and late in the evening a notice of detention is notified to the master after that 50 deficiencies are listed in the inspection report (38 of them considered by PSC inspectors warranting a detention order because posing a serious threat to the safety of the ship and her crew and relevant for environmental protection).

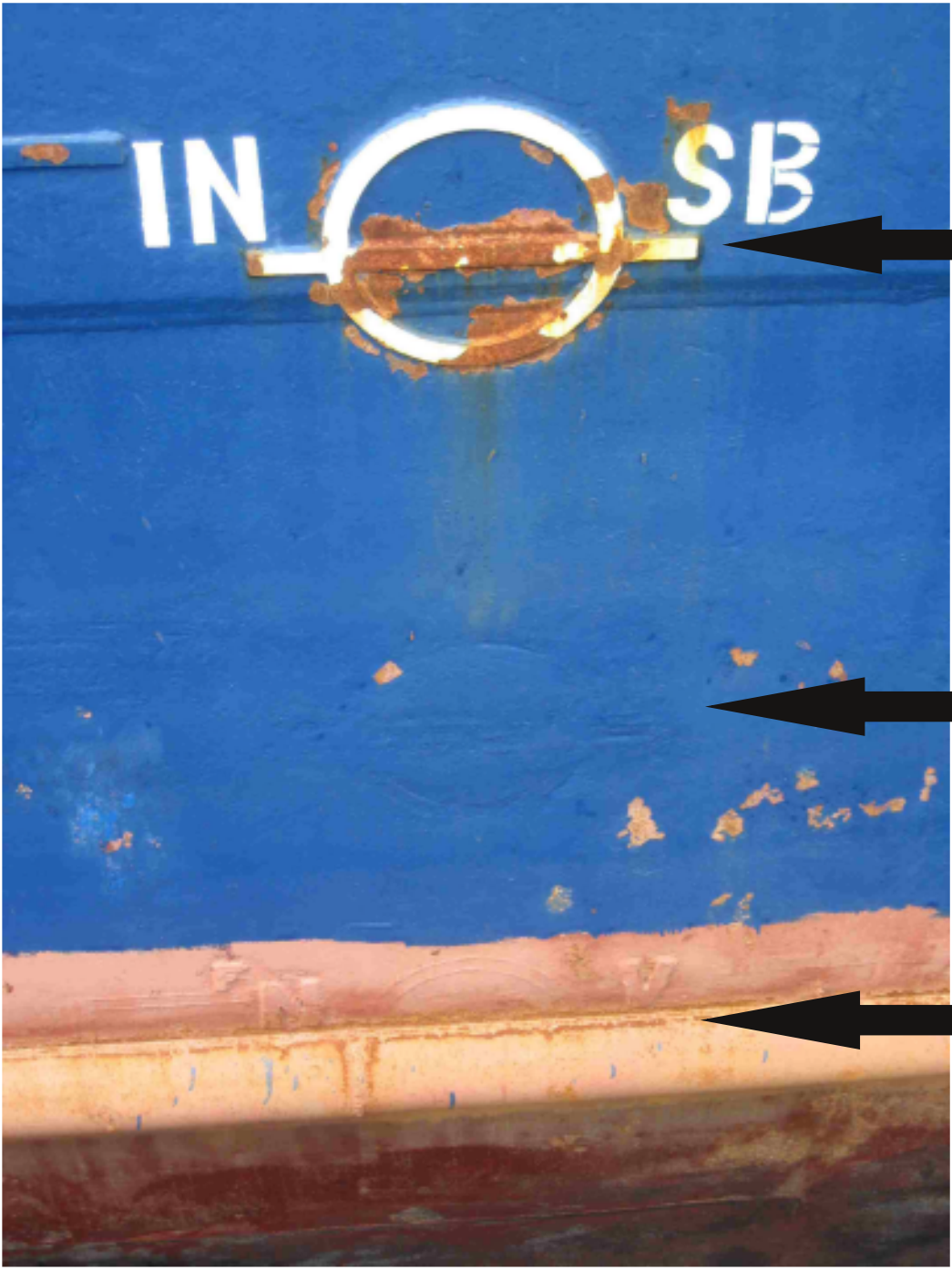
Considering the exceptional circumstance, where as a result of the inspection the overall condition of the ship and her equipment, also taking the crew and her living and working conditions into account, is found to be obviously sub-standard, the inspectors suspend the inspection according to section 3.6 of main text of Paris MoU.





Among others, the following more serious operational, structural and equipment related deficiencies are listed in the inspection report:

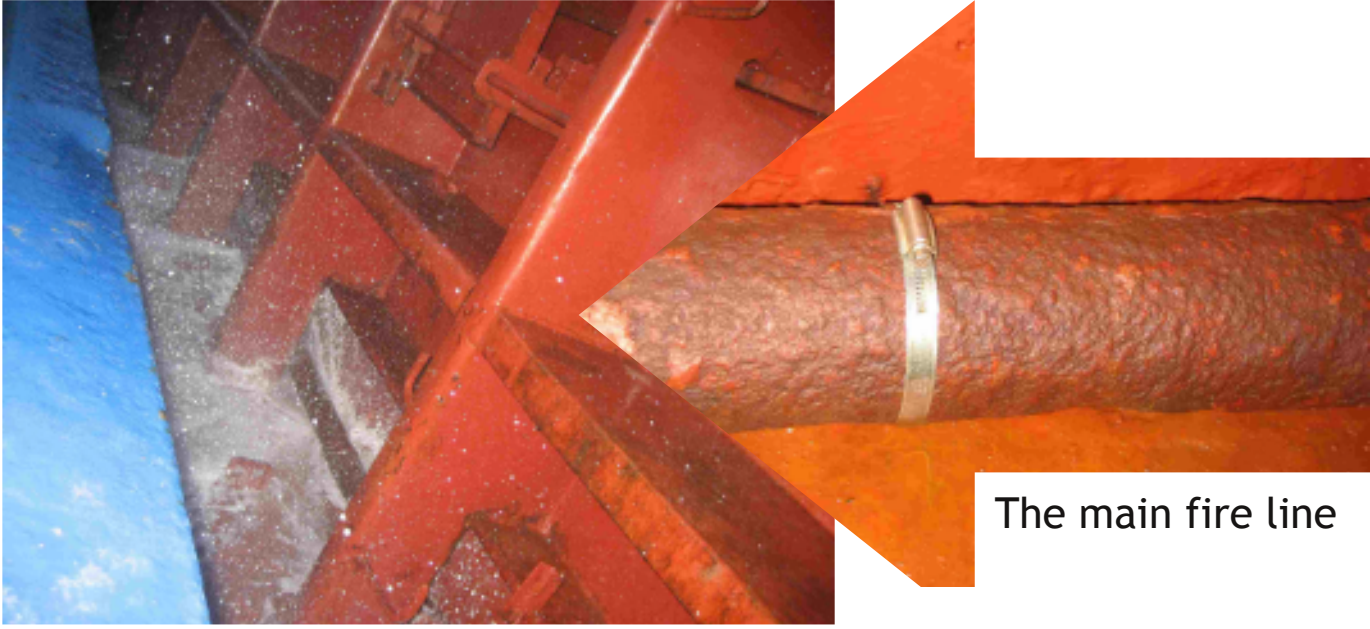
- some watchkeeping crewmembers (both deck and engine department) are not certified according to STCW Convention;
- some crewmember is missing of a valid medical certificate attesting fitness for duty;
- the conformance test report for LRIT is missing;
- all crewmembers are missing of a valid contract of employment signed by the owner or his representative;
- record of rest is missing at all;
- load line marks are altered (three of them noted on the ship's side);
- trim and stability booklet is not in original, partly not in working language and referring to a different freeboard mark;
- date of change of launching wires is unknown;
- several nautical charts and publications are missing, expired or not updated;
- the crew is unable to test the EPIRB;
- general operator certified persons are unable to understand the meaning of sea area A1+A2 and unable to provide a GMDSS master plan (the ship is allowed to sail just under sea area A1+A2);
- chief mate is unable to understand and speak English at all;
- navigation lights and whistle are inoperative;
- emergency source of energy (battery pack) is heavily oxidized and never tested;
- several lifejackets have lights inoperative or expired and RR bands worn out;
- several fire dampers and vent closing systems are corroded thorough and/or inoperative;



1

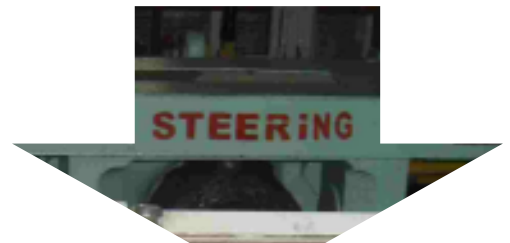
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3



The main fire line

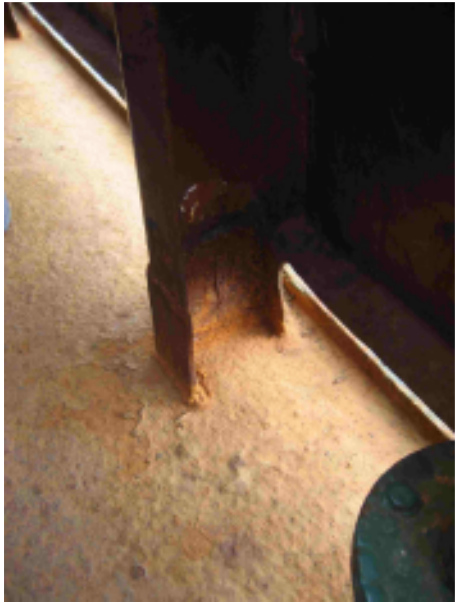
- main fire line is holed in main deck and heavy leaking (temporary repairs by clamps are noted);
- inflatable liferafts are fitted with expired hydrostatic release units (and weak links are not properly connected);
- port side lifeboat is not launchable by gravity and appliances are not properly working (more than 20 minutes needed to lower the boat at sea);
- hatchcovers are heavily corroded and not weathertight;
- food segregation is inadequate (two refrigerators are placed in steering gear room near the sewage treatment plant);
- cockroaches are noted in kitchen;
- furnishings are worn out and/or heavily damaged;
- transom is heavily buckled (some frame is heavily deformed in steering gear and welding seriously damaged);
- overboard connection for oily mixtures discharge is found in engine room;
- several fire doors are damaged, corroded thorough and/or not closing properly;
- fuel leakages alarm line is broken in way of cylinders no. 2 and no. 3;
- several crewmembers are missing (or not using) personal safety equipment.





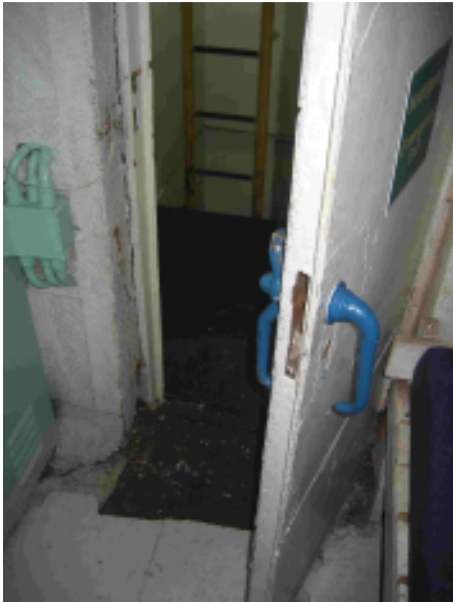


Notwithstanding the Flag State and the RO declare that the ship is ready to be inspected and in compliance with all relevant requirements, during the re-inspection (on the 1st of march) the ship is still considered sub-standard, and more than ten new deficiencies are noted and recorded in the inspection report. Among others, the following:



- master and officers are not able to indicate if the cargo on board is a group A, B or C of IMSBC (not aware of what IMSBC means);
- garbage management plan is not available onboard;
- decks, floors, superstructures, handrails are corroded thorough. The floor near the funnel is covered by tar carpet; the floor in engine control room is covered by cement;





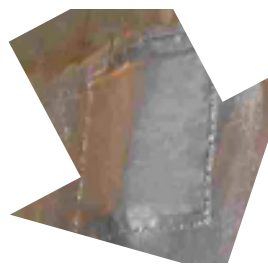
- pilot ladders are damaged; pilot lifebuoy is without self-igniting light;
- water tanks no. 1 and no. 2 are holed (some temporary repair by doublers is noted);
- water level detectors inside the hold are inoperative.



At the end of the day, the number of deficiencies reaches 67 and the ship is still detained. Finally, it's clear to all parties involved that the serious structural deficiencies can be rectified just in a drydock, not available in Catania.



The nearest available shipyard accepting the sub-standard ship is located in Alexandria (Egypt).





After that several temporary repairs are carried out before departure and all non-structural deficiencies are rectified in the detention port, a single voyage is agreed by PSC Authority to the owner and Administration towards the indicated repair yard. The ship leaves Catania on the 7th of march 2013 but fails to comply with all conditions indicated in the authorization to proceed. As no confirmation is received from the Port State Authority of the repairing port that the ship has arrived in the planned shipyard within the expected time, on the 19th of march 2013 a banning order is issued.

The ship will be refused access to any port in the Paris MoU region.