



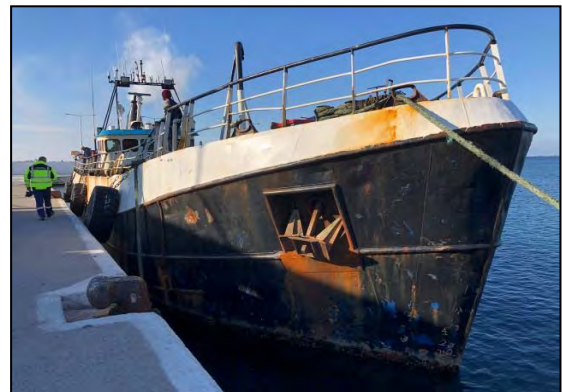
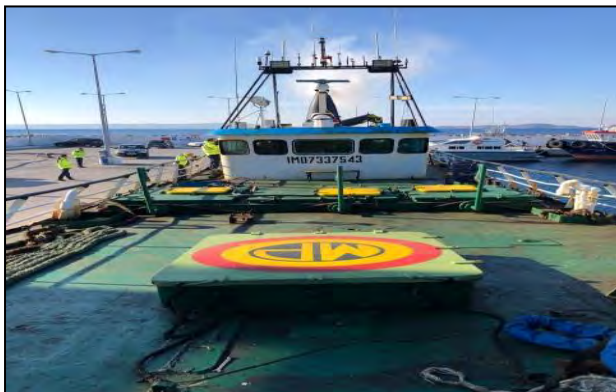
HELLENIC REPUBLIC
MINISTRY OF MARITIME AFFAIRS AND INSULAR POLICY
HELLENIC COAST GUARD
CENTRAL PORT AUTHORITY OF KALAMATA
P.S.C. DISTRICT OFFICE OF KALAMATA

Detention of M/V "TOK TOK"



SHIP'S PARTICULARS

NAME: TOK TOK	IMO: 7337543
FLAG: GOVERNMENT OF SAMOA	CALL SIGN: 5WEL
TYPE OF SHIP: OTHER CARGO SHIP	DATE KEEL LAID: 1974
CLASSIFICATION SOCIETY & R.O.: CONTINENTAL SHIPPING BUREAU (CSB)	PARTICULARS OF COMPANY (owner): RANID SHIPPING INC.
GRT: 196	
L.O.A. : 29,74 m	



M/V "TOK TOK" flying the GOVERNMENT OF SAMOA flag, with IMO: 7337543, called at the port of Neapolis / Greece on 28 December 2018 due to M/E malfunction, according to the local port authority report. The ship, was not listed in the "THETIS" data system, probably because she was never inspected or called at one of the Paris MOU ports. After the relative correspondence via e-mail with EMSA, the vessel was inserted in the mentioned data base and appeared as "unknown ship" and therefore eligible for inspection as it was Priority I (PI).

Early in the morning on the same day the PSCO visited the vessel, berthed on her STBD side in the port of Neapolis / Greece. Before the embarkation, the PSCO proceed to the appropriate check of the external condition of the hull, the draft marks and the other basic and unique characteristics of the vessel such as her name, port of registry and IMO number. The external condition of the vessel was extremely degraded.

In general, during the More Detailed (MD) inspection forty five (45) deficiencies were found, which were considered as clear grounds for detention.

The inspection, according to the PSC procedures, began with ship documents and plans check, as described below:

1 The first part of the first stage of the inspection (vessel's certificates and documents, STCW Certificates, MLC 2006) revealed a number of seven (7) deficiencies as follows:

- .1 The provisional Certificate of Registry was issued by the R.O. "ASCENT NAVAL" on behalf of the Flag Administration (Government of Samoa).

GOVERNMENT OF SAMOA
Samoa Maritime Authority & Administration
MINISTRY OF WORKS, TRANSPORT & INFRASTRUCTURE, APIA, SAMOA
 Technical Office: ASCENT NAVAL, 61/2-3, Seibour Road, Palumu, Samoa, Palumu, Samoa
 Phone: +66-027017277, E-Mail: maritime@ascentnaval.com, ascentnaval@ascentnaval.com

PROVISIONAL CERTIFICATE OF REGISTRATION
 Issued under the provisions of Samoa Shipping Act, 1998

NAME OF VESSEL TOK TOK	IMO NUMBER 7337543	PORT OF REGISTRY AP/A
CALL SIGN SWFI	OFFICIAL NUMBER 227481006	Classification Society CSR

Vessel Particulars :

NAME OF OWNER Ran d Shipping Inc., 100%	ADDRESS Willamson Shipping, Place, 155, Building 10764 F, Le Boca, Balboa, Panama, Panama City
PREVIOUS NAME	PREVIOUS NATIONALITY
LENGTH 20.7 M	BREADTH 6.65 M
DEPTH 3.38 M	DEADWEIGHT (TONS)
GROSS TONNAGE 196	NET TONNAGE 88
YEAR OF BUILD 2014	VESSEL TYPE SUPPLY VESSEL
BUILDER & PLACE OF BUILD CUNYOW, UK	MATERIAL STEEL
NO. OF ENGINE	TYPE OF ENGINE
ENGINE MAKE MANB&W	MAIN ENGINE (POWER) (HP) 480 SHP

Issued Place : Palumu : Samoa
 Date of Issuance : 20th AUG, 2018
 Valid Until : 19th FEB, 2019

Control No. : PCR1121

Capt. EVANS ALVIN
 Registration Manager

According IMO Circular Letter No. 3854/20-06-2018 and Flag State Letter dated on 6 June 2018 which was uploaded to the Flag State official webpage (www.mwti.gov.ws/publications/#news-bulletin). The authorization of the mentioned R.O. has been revoked since February 2017.

The Flag Administration was asked to verify the originality of the Certificate of Registry.

- .2 The MSMD which was found on board was issued by the R.O. "ASCENT NAVALS" on behalf of the Flag Administration (Government of Samoa).

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MINISTRY OF WORKS, TRANSPORT & INFRASTRUCTURE, APIA, SAMOA
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 Phone: +66-027017277, E-Mail: maritime@ascentnaval.com, ascentnaval@ascentnaval.com

MINIMUM SAFE MANNING CERTIFICATE
 Issued under the provisions of Regulation V/24.2 of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (1978 as amended)
 Under the authority of Government of Samoa
 Taking into account the Principles of Safe Manning as contained in the IMO Resolution A.1047 (22)

NAME OF VESSEL TOK TOK	TYPE OF VESSEL SUPPLY VESSEL
PORT OF REGISTRY APIA	GROSS TONNAGE 196
REGISTRATION NO 227481006	NATIONALITY SAMOAN
CALL LETTERS SWFI	ITC SA 196
IMO NO 7337543	MAIN PROPULSION POWER 358 KW
PERIODICALLY MAINTAINED MACHINERY SPACE NO	Y/N
TRADING AREA A1 + A2	
TYPE OF VOYAGES INTERNATIONAL	

MANNING COMPLEMENT

The ship named in this document is considered to be safely manned if, when it proceeds to sea, it carries not less than the number and grades / capacities of personnel specified in the tables below.

OFFICER	NO	STCW 78 And amendments	ENGINEER	NO	STCW 78 And amendments
Master	1	II/3	Chief Engineer	1	II/1
Chief Mate	1	II/2	Second Engineer	1	II/2
Watchkeeping Officer	1	II/4	Watchkeeping Engineer	1	II/4
Watchkeeping Deck Rating	1	II/4	Chief Electrical Officer	1	II/4
Deck Rating	1	II/4	Watchkeeping Engine Rating	1	II/4
Boatman	1	II/4	Other	1	II/4
Cook	1	II/4			
Other	1	II/4			

SPECIAL REQUIREMENTS OR CONDITIONS, IF ANY:

Under Statutory Instrument S.I. 99 of 1999, the Master shall ensure compliance with the provisions of the STCW 78 Convention as amended, concerning Regulations and relevant Sections VIII and VIII/7 regarding fitness for duty and watchkeeping arrangements. Any contravention may constitute an offence punishable by our Administration.

ISSUED AT: PALUMU - SAMOA this 20th AUG Day of 2018

Expiry Date if applicable:

Control No. : MSC 4121

*Delete as appropriate.

Capt. EVANS ALVIN
 Registration Manager

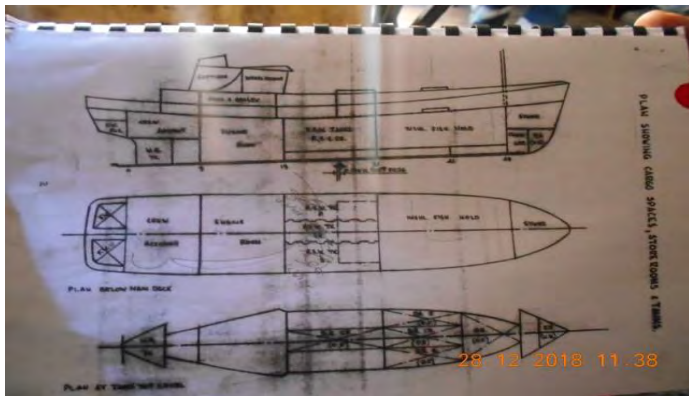
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The Flag Administration was asked to verify the originality of the Certificate of Registry.

- .3 The TONNAGE Certificate was not found on board.
- .4 The expiry date of the short term International Load line Certificate issued by the R.O. (Continental Shipping Bureau/CSB) was missing.
- .5 The Flag Endorsements of the CoP certificate of the Master (II/3) and the Engineer Officer/Watch keeping Officer (III/1) were missing.
- .6 The CoP certificates of the Watch keeping Deck Rating (II/4) and the Watch keeping Engine Rating (III/4) were missing.
- .7 The medical certificate for the crew member, who is recorded as a wiper, was not found on board.

2 The second part of the first stage of inspection (documents - other certificates) revealed a number of five (5) deficiencies as follows:

- .1 The presented Stability Booklet was approved by an Administration, other than the Flag Administration, describing the vessel as a fishing vessel.



Major modifications/alterations of the ship were found with regard of the ship's above mentioned Stability Booklet.

Specifically, new bulkheads, oil and ballast tanks, stringer plates, equipment (pumps, pipes, etc.) were found without the corresponding volumes and the center of gravity. Actual lightweight does not correspond to the above mentioned Stability Booklet.

- .2 The Master did not keep/record any form, approved by the Administration, of any of the navigational history activities and incidents that are important to the safety of navigation, containing sufficient details to restore a complete record of the voyage.
- .3 Records with respect to the maintenance and inspections of LSA tests, were not recorded. The required log book was not found on board,
- .4 The LSA training manual and the Shipboard planned maintenance program, which include the maintenance plan and inspections for Life Saving Appliances, were missing.
- .5 Fire training manual and Shipboard operational booklet - maintenance program, which include the maintenance plan and inspections for the Fire Fighting Equipment, were missing.
- .6 Also in general, not any documentary evidence/records regarding the checks and tests (drills) of the LSA (as well as the emergency steering gear drills), which have been carried out, were found.

2.1 MLC 2006 issues

The vessel was under convention size and for that reason the inspection was conducted according the relative provisions of the main Paris MOU text and the DIR. 2009/16/EC, guided by the *Port State Control Committee instruction 48/2015/11 "guidance for inspection on maritime labour convention"*.

As a result of the above, another nine (9) deficiencies related to the MLC 2006 requirements were found:

- .1 No documented evidence was found available on board to indicate that the private service or private agency was operated in accordance with MLC 2006.
- .2 The SEA for one of the crew members referring as a wiper in the crew list, was not holding a written employment agreement signed by both the seafarer and the ship owner or a representative of the ship owner.
- .3 No evidence was found of on board program/s for the prevention of occupational accidents, injuries and diseases meeting the standards of MLC 2006.
- .4 The required MLC 2006 on board complaint procedure, applicable to the ship, was missing.
- .5 Records of accommodation, food and catering inspections, done by the Master or by an authorized crew member, were not found on board.
- .6 The overall cleanliness condition of the accommodation spaces were not in acceptable standards.
- .7 The galley was found in an indescribable condition.
- .8 All over the decks and in the C/H broken protective light covers and various bare cables hanging out around were found
- .9 Insufficient quantity of fresh provisions (vegetables, fruits, etc.). Various provisions (potatoes, onions, etc.) were placed in a storage area with other materials and in other inappropriate spaces.

In general, all mooring ropes were found wasted. All mooring rollers were found in a poor condition and no protective equipment for the crew members were provided (such as helmets, protective clothes, safety shoes and earplugs).



Broken light protective covers and other various cables. The bare electric cables on the above photo, are in the cargo hold, which was found with a significant amount of diesel oil.

THE GALLEY



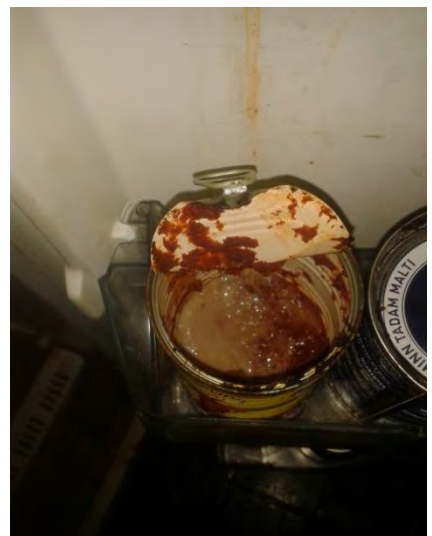
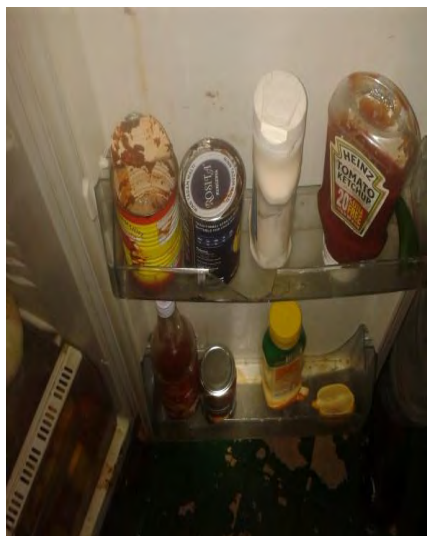


The condition of the electric kitchen is obviously indescribable



The condition of the oven

The storage room under the sink



The condition of the refrigerator in the galley



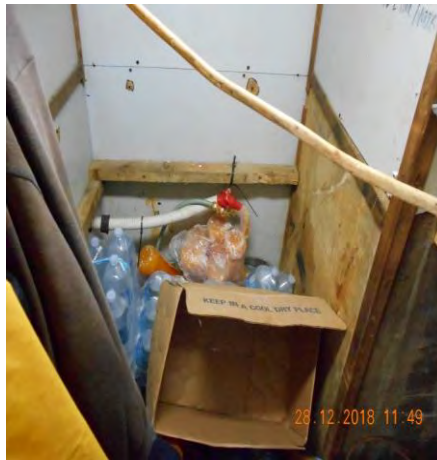
THE FREEZERS



The freezers located at the main deck

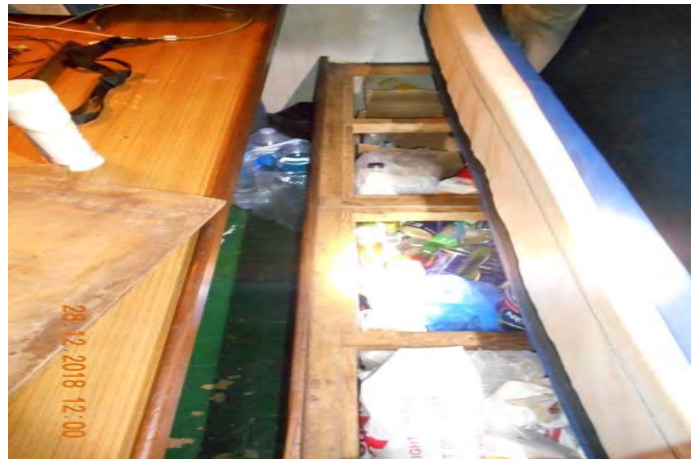
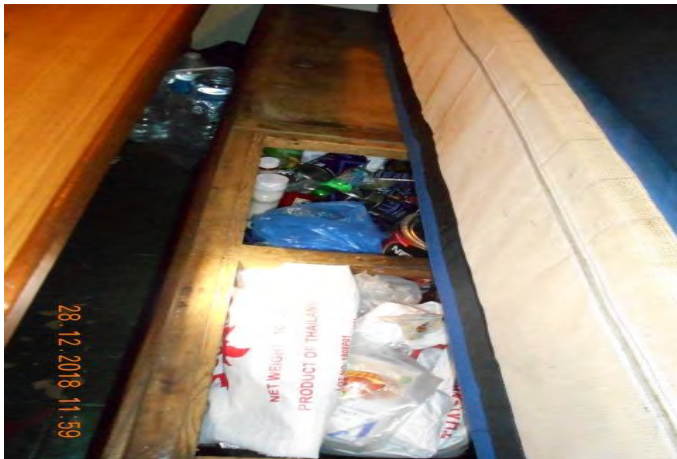


THE STORAGE ROOM FOR THE PROVISIONS



Insufficient quantity of fresh provisions (vegetables, fruits, etc.). Various provisions (potatoes, onions, etc.) were placed in a storage area with other materials and in other inappropriate spaces.

THE MESS ROOM



The mess room with provisions stored under the seats.
Cables were hanging all over the room and the cleanliness was not as it should be

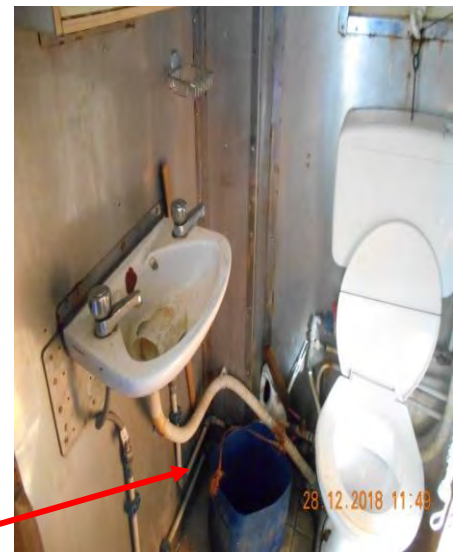
THE CREW ACCOMMODATION SPACES (WC)



The way of providing water to the toilet



The common WC was found in poor condition



The condition of the common WC and shower

THE CREW ACCOMMODATION SPACES (CREW CABIN)



The beds of crew members

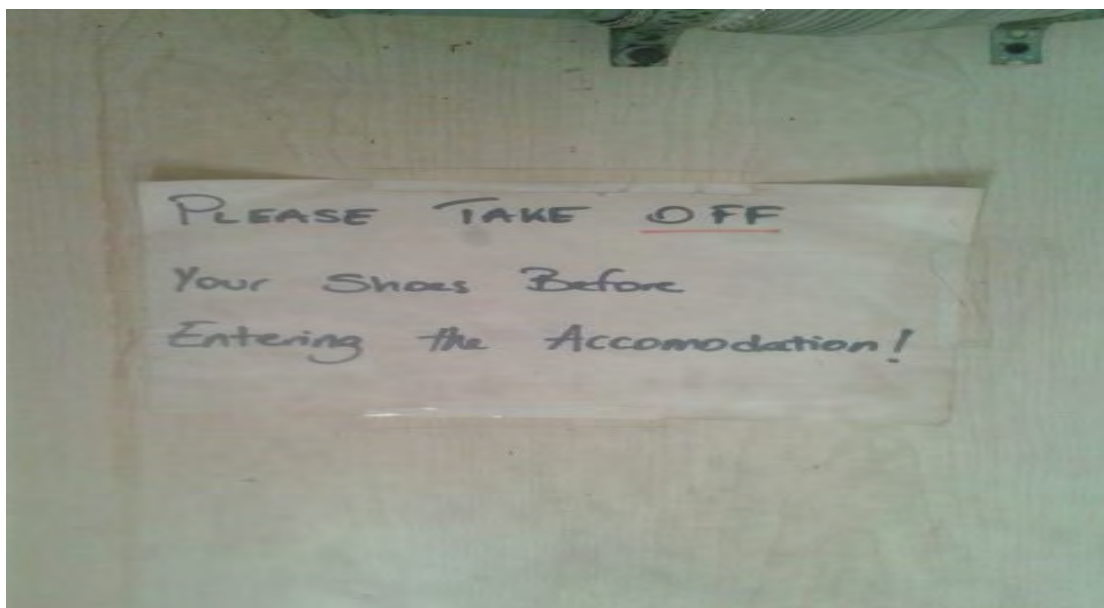


The condition of the structural supports under the beds



The condition of the roof of the crew cabin. The piping system above the roof insulation

The condition of the crew cabin was like nobody was using it



In general the condition of the accommodation was in an extremely substandard condition

MOORING ROPES



The mooring ropes were totally wasted

3 The second stage of inspection (operational controls , inspection of ship's areas) revealed a number of twenty four (24) deficiencies as follows

3.1 SOLAS - '60 – '74 items

3.1.1 Navigation Bridge (SOLAS '74 / Chapter V items)

- .1 No voyage/passage plan was found on board or was prepared for the intended voyage.
- .2 Not any NP were found on board such as Weekly & Cumulative NTM, Sailing Directions, List of Lights and Fog Signals, Tide Tables, Almanac, IAMSAR, etc.
- .3 It was not possible to examine (the up to date) necessary Navigational Charts for the current voyage, because the Weekly & Cumulative NTM were not found on board.
- .4 The steering gear mechanism and the relative hydraulic pipe lining were not properly maintained and rusted.



The Steering Gear motor



The Steering Gear hydraulic piping system



3.1.2 Radio communications (SOLAS '74 / Chapter IV items)

- .1 Due to the fact that the vessel was below convention size, the radio communication equipment, which is required for the trading area (A1-A2/GMDSS), was not defined to any certificate issued by the Flag Administration or the authorized R.O.
- .2 No documentary evidence concerning the annual test report of the EPIRB device was presented or founded on board.
- .3 In relation to the facilities for the reception of marine safety information the NAVTEX, which was found installed on board, was not working properly because the shaft of the rolling paper was missing. Also because of the absence of NP, it was not possible for the crew to program the device according to the navigational areas in which an international NAVTEX service is provided.

3.1.3 Safety in general (SOLAS '60 / Chapter III items)

- .1 Three (3) lifebuoys were found on board, instead of six (6) according to the Flag Administration requirements (Ship Safety Certificate).
- .2 The capsule (rocket) of the line throwing appliance was expired since 2014.

3.1.4. Fire Safety (SOLAS' 60 / Chapter II items)

- .1 Main and emergency fire pumps were not tested due to insufficient power supply of the D/G.
- .2 The fire detection system, which was installed on board, was found out of order.
- .3 The FFE (pumps, fire hoses, hydrants, pipes, etc.), was not ready for immediate use (it was missing) and not in relation to the presented Fire Control Plan, which the vessel must comply to according the Ship Safety Certificate (ship under convention size).

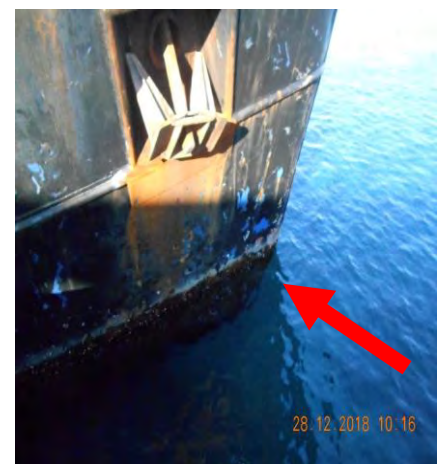
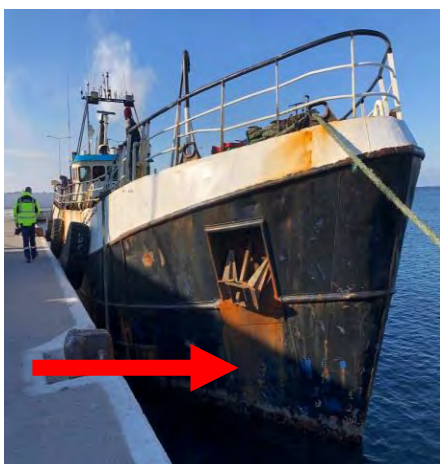
3.2. Lights, shapes, sound / signals (COLREG' 72 items)

The navigation NUC lights found were inoperative and the day time shapes were missing.

3.3. Decks and forecastle (ICLL 1966 items)

3.3.1. Load - Deck lines and Draft Marks

- .1 The Deck lines, the Load Lines and the Mark of the Assigning Authority, on both sides of the vessel, were missing.
- .2 The draft marks FWD and AFT on both sides of the vessel were not readable.



The draft marks FWD and AFT on both sides of the vessel were not readable and partly missing



The Deck Lines, the Load Lines and the Mark of the Assigning Authority, on both sides of the vessel, were missing

3.3.2. Decks , Railing , gangways, walkways , machinery spaces and ventilators.

- .1 Many cracks/bends and holes were found on the metal plate all around the monkey deck and on both sides of the upper deck plate (between the bulwark slays of the rails).
- .2 Protective rails on both sides of the vessel on the upper deck were found damaged and bended.
- .3 Around the main body of the funnel, many cracks and holes were found.
- .4 The natural mushroom type ventilators, located on the monkey deck and on the upper deck (aft of the wheel house superstructure), are corroded and the closing mechanism is inoperative.



Cracks and holes all around the main body of the funnel





The ventilator on the monkey deck



The ventilator of on the upper deck, aft of the wheel house

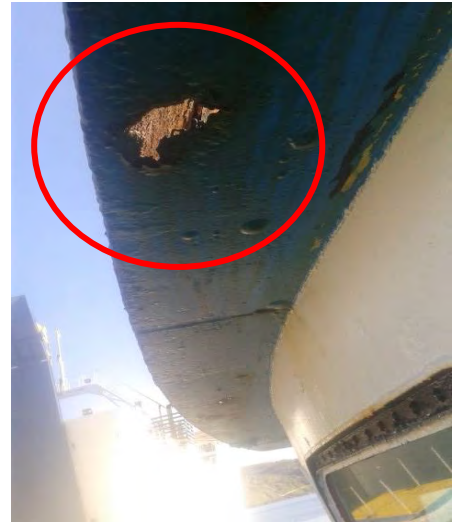
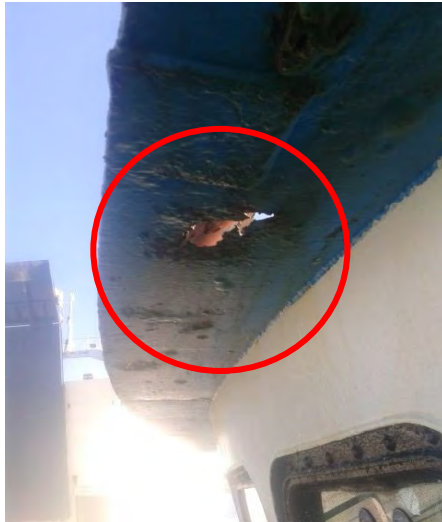
The natural ventilators (mushroom type) located at the monkey deck and on the upper deck (aft of the wheel house) are corroded and the closing mechanism is inoperative





Many protective hand rails found damaged and bended. Also many cracks, bends and holes on the metal plate on both sides of the upper deck plate (between the bulwark slays of the rails) were found





Various cracks / bends and holes, on the metal plate all around the monkey deck

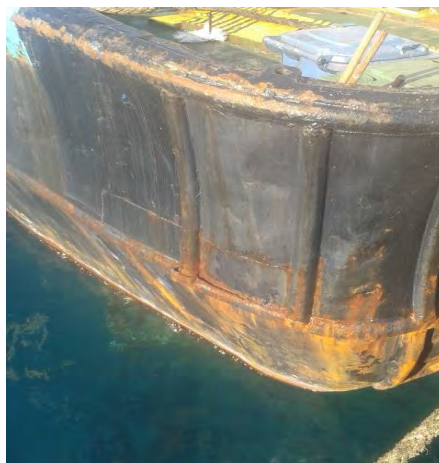
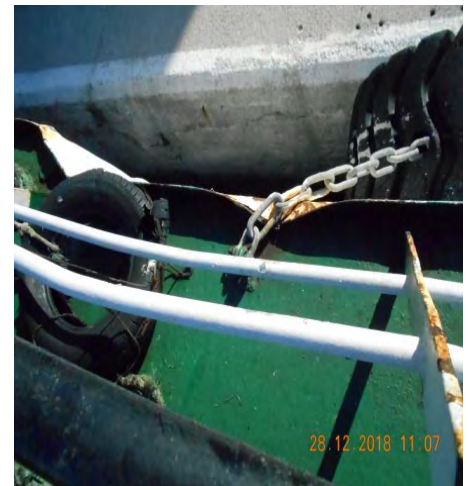


HULL DAMAGE – STRUCTURAL ALTERATIONS

3.3.3. Hull damage impairing seaworthiness

The following was found:

- .1 The side shell (STBD) and the internal longitudinal frames were found bended above the water line, forward mid-ship.
- .2 General corrosion of the forecastle deck.
- .3 The surfaces located:
 - a. at both sides of the aft part of the accommodation superstructure on the main deck;
 - b. at both sides on the main deck from the accommodation superstructure until forward and;
 - c. in the centre of the main deck forward of the cargo hatch, were covered by cement.
- .4 Several cracks and holes on several vertical/longitudinal frames and bulkheads, bending of several structural figures all over the side shell.
- .5 Thickness measurements missing.
- .6 Constructions drawings missing.
- .7 Strength calculations missing.



The side shell (STBD) and the internal longitudinal frames found bended above water line



Vertical bulk head, with holes around piping penetrations



Holes on the cargo hold hatch (which was converted as cargo tank)

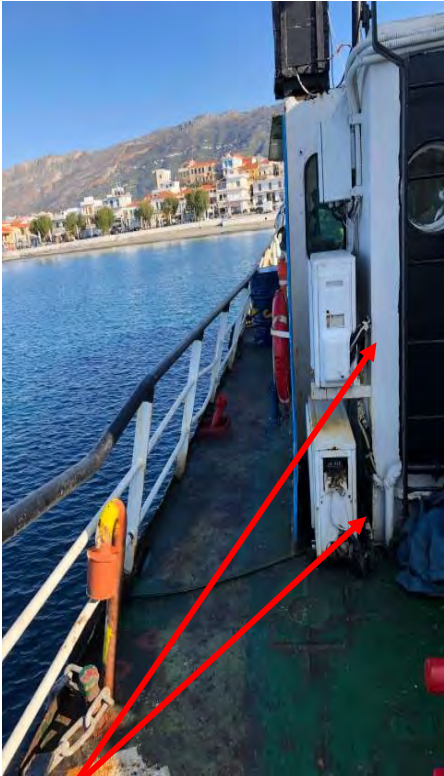


Openings on the main deck closed with wooden plugs



The surfaces located:

- a) at both sides of the aft part of the accommodation superstructure on the main deck
- b) at both sides on the main deck from the accommodation superstructure until forward and in the centre of the main deck forward of the cargo hatch, were covered by cement



Penetrations of the superstructure by air condition piping system without any authorization



Holes on the C/H hatch



The condition of a vertical frame



Various holes and other structural alterations





Hole
Bulkhead penetration



Sized hatch



Holed deck



Alterations of the deck plate, in order to create access for the above pipes lines to the upper deck



Corroded



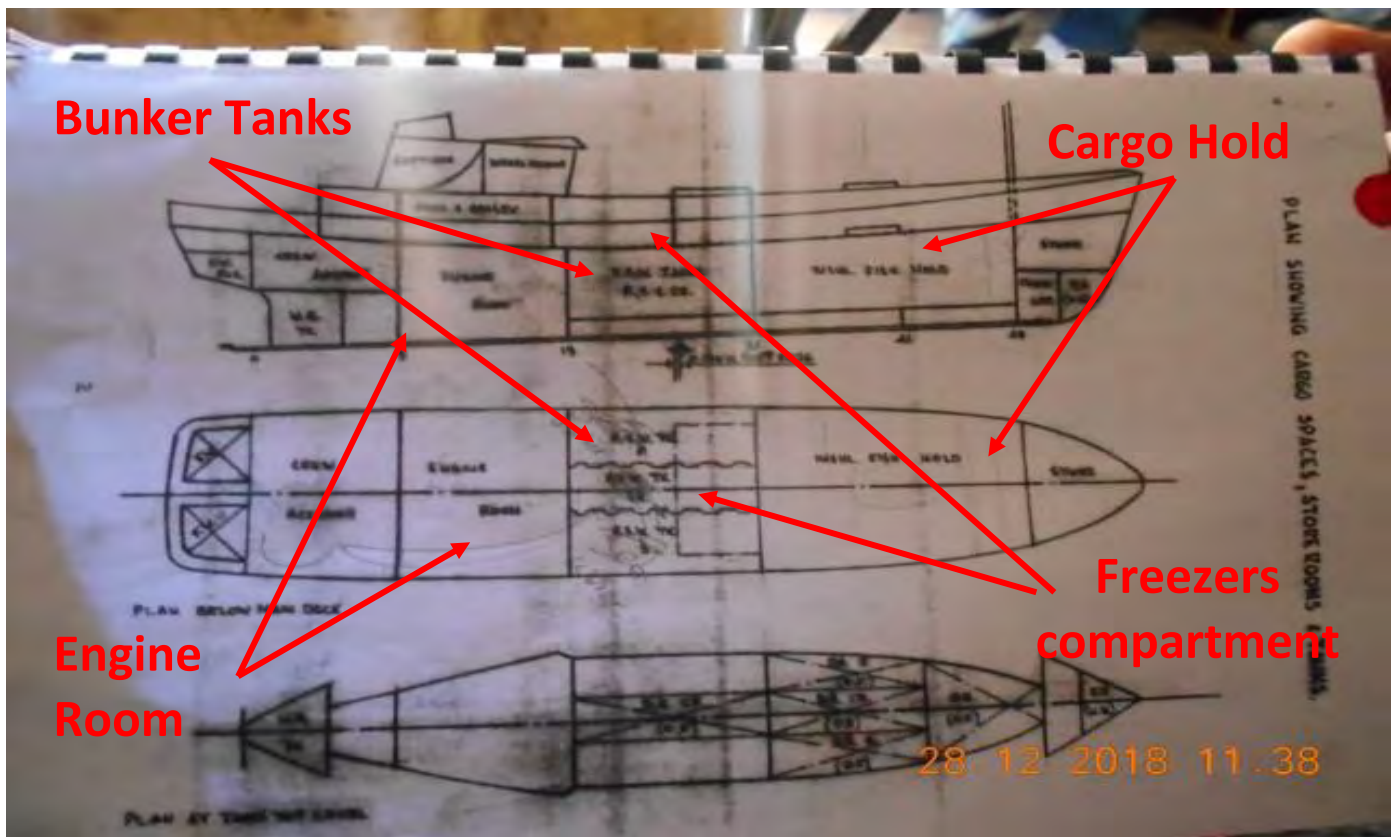
Corroded

UNAUTHORIZED MODIFICATIONS – ALTERATIONS

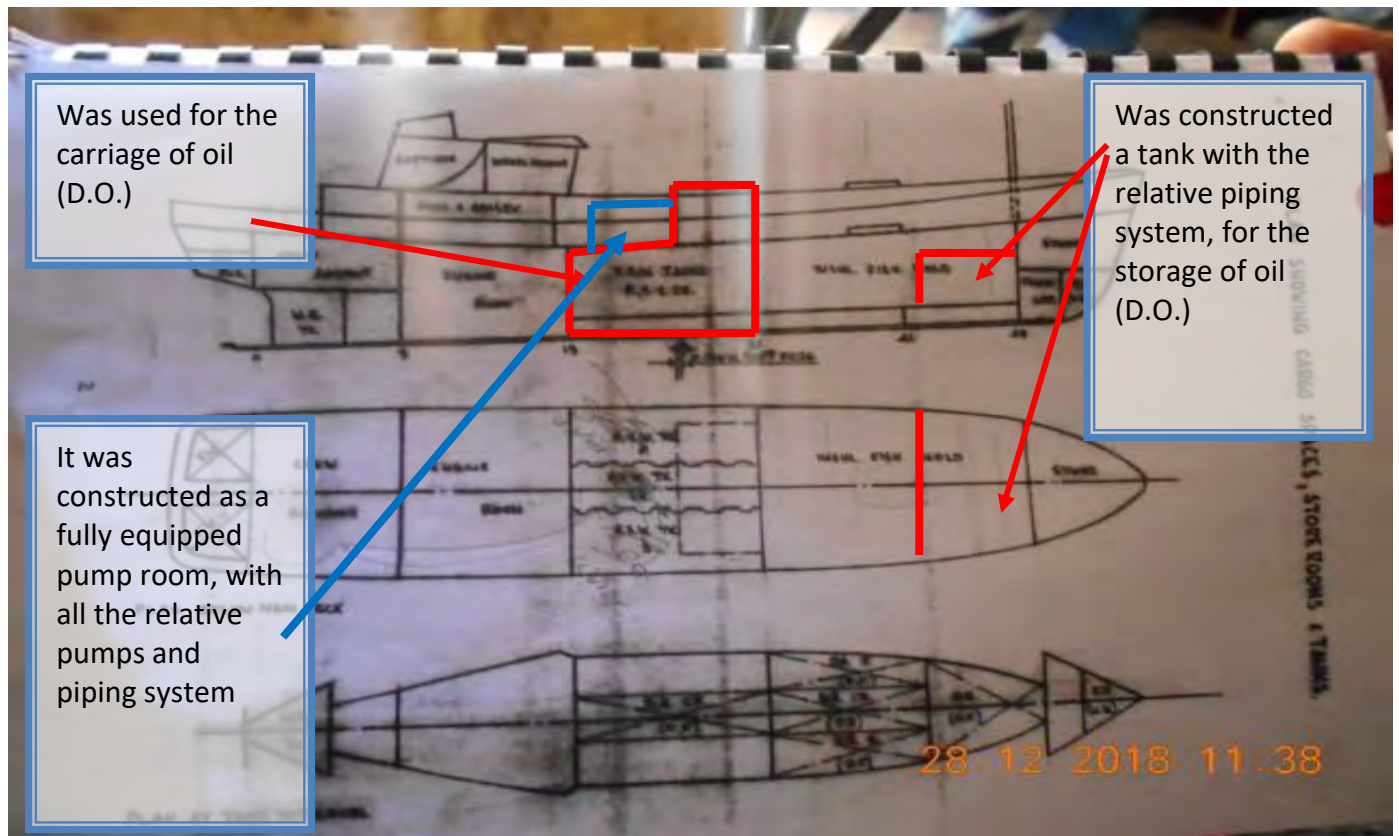
Major modifications and alterations of the ship, with regard of the vessel's mentioned Stability booklet, particularly were found on new bulkheads, oil and ballast tanks, stinger plates, etc.

The Flag Administration and the R.O. (acting on behalf of the Flag Administration) were requested to verify that the general structural strength of the ship was adequate for the ship to operate, including the loading and unloading of the new tanks.

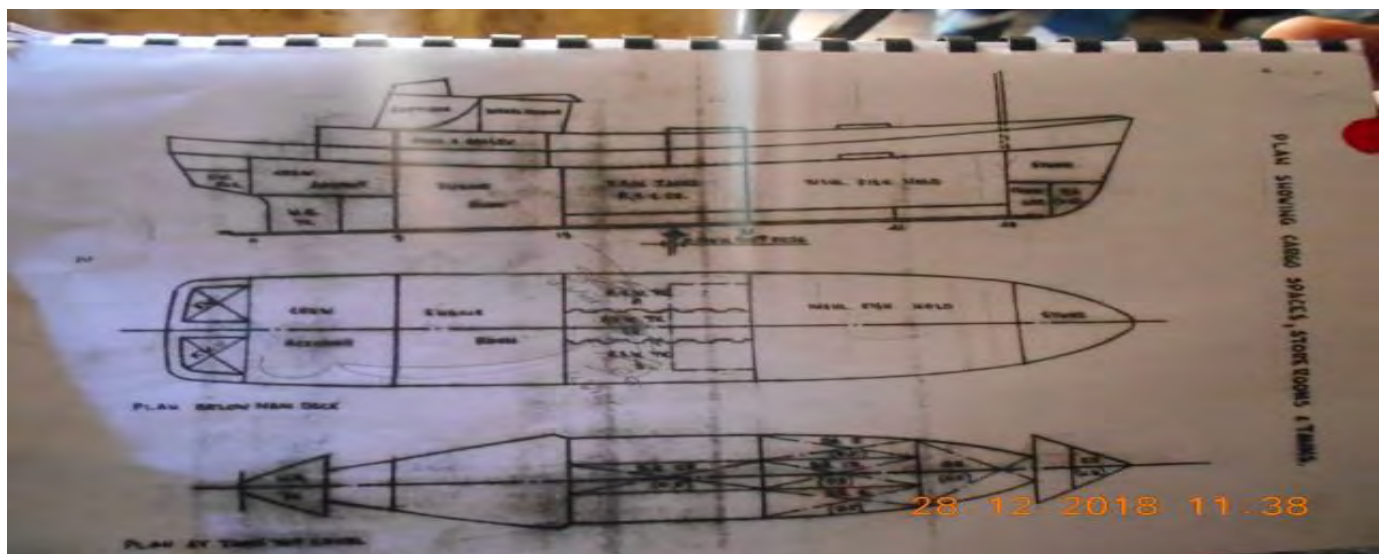
According to the only plan, which was found on board, the vessel was described as a fishing vessel with **one cargo hold** and **one compartment with freezers**, as shown below.



But the actual condition was found as follows:



The main deck



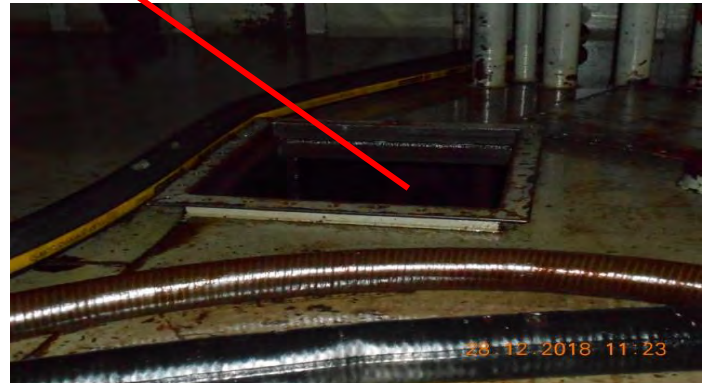


- The hatch of the oil tanks
- Piping lines constructed and modified for the oil transfer
- Plastic pipes all over the ship, for the transfer of oil

The Cargo hold



The entrance to the Cargo Hold, which was found with oil residues



The manhole to the D.B.T., which was found full of oil (D.O.)



The constructed tank (oil tank) in the C/H



The upper part of the oil tank



Modified bulk heads, vertical and longitudinal frames



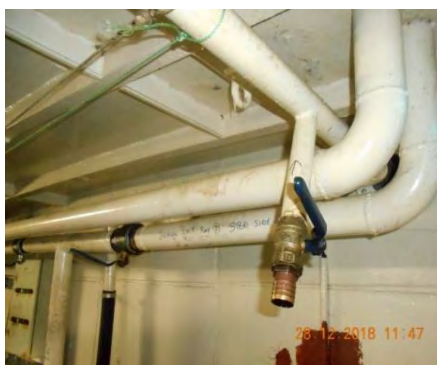
The "Pump Room"



The modified "Cargo Pump Room"



Cargo transfer pumps, with the relative piping system

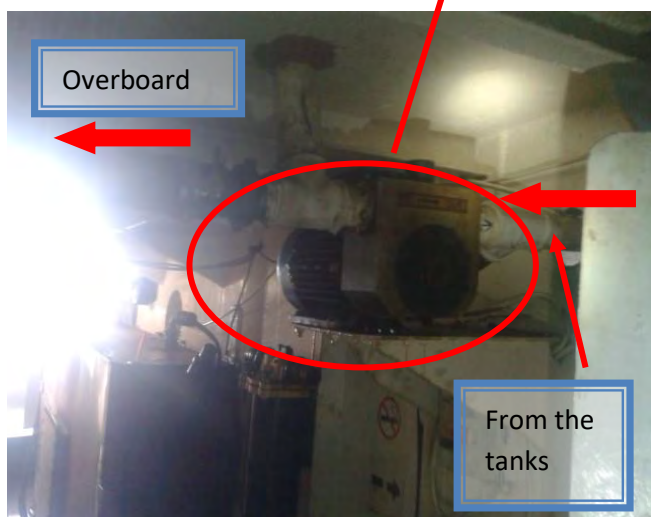
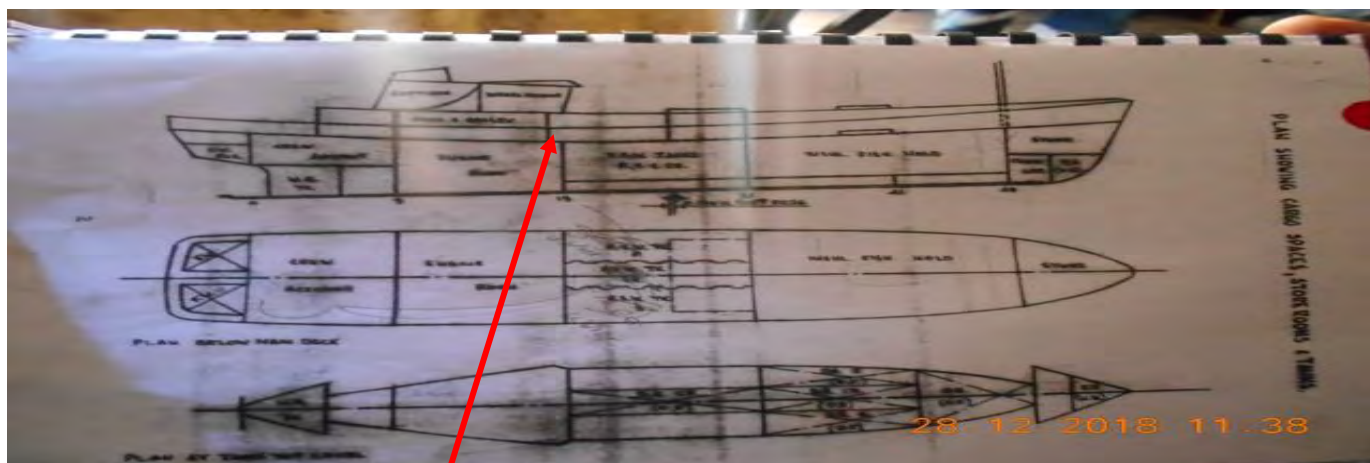


Piping system

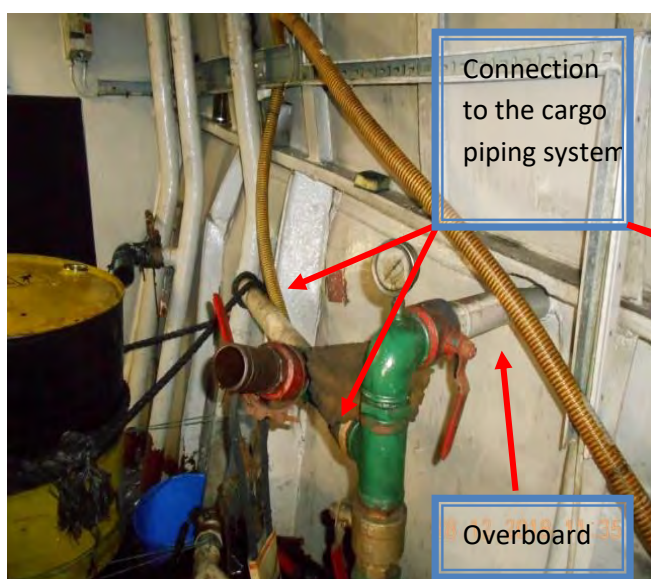
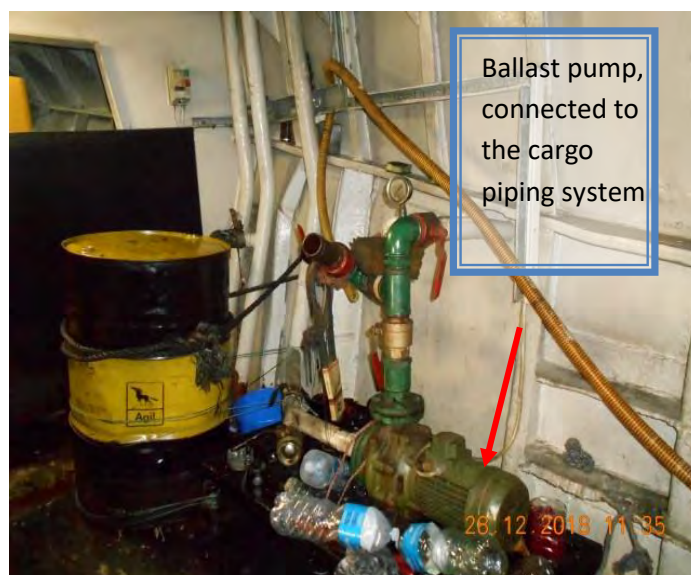


4 Other modifications - related to MARPOL 73/78 issues.

4.1. Modifications of cargo and ballast piping system - MARPOL 73/78

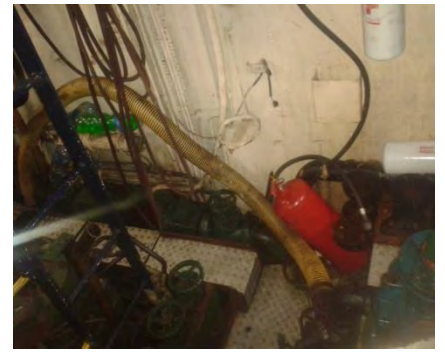


Pump for the transfer of oil from the tanks to overboard



Ballast pump, connected with the cargo transfer piping system, modified as such to be able to transfer oil from the cargo tanks to the main deck and also overboard.

4.2. Engine Room



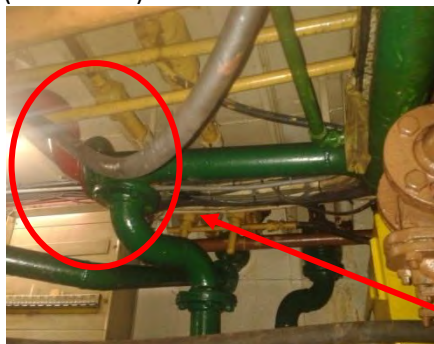
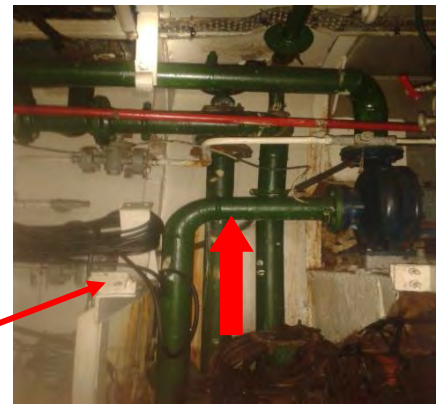
The M/E, and the D/G were found with oil leakages.
The bilges were found with significant quantities of oil residues



Suction pump (bilge pump)



The piping from the suction pump (bilge) leading to the upper deck (overboard)



The same piping was connected with the fire line.



Due to the fact that the vessel was under convention size, according C/E, the vessel was not equipped with holding tanks for the storage of bilges and also without sludge tank. A common piping system (pumps , pipes), with connections to the fire line, to the bilge suction pump, and straight overboard were found

After the completion of the inspection, late in the evening of 28 December 2018, a detention order was issued and all the responsible parties were informed accordingly.

The vessel, after approximately 50 days under detention, still remains berthed in the port of Neapolis / Greece since 19 February 2019.

In addition, as it turned out, all the certificates of seaworthiness issued by the R.O. (ACSENT NAVAL), on behalf of the Flag Administration of the ship (SAMOA), were invalid, as the Certificate of Registry was falsified.
