

# M/v KAMIL



**n°IMO: 9000716**

**Flag: PANAMA**

**GT: 8940**

**Length: 126,60 m**

**Keel date: 1991**

**MMSI: 355576000**

**Class: NKK**

**R.O.: Panama Shipping Register**

M/v Kamil, managed by Seahorse Denizcilik Ve Muhendislik Ticaret Ltd. of Istanbul (Turkey), arrived in Palermo (Italy) in the evening of 29<sup>th</sup> of January 2014 for loading grain.

Thetis check informed us the ship was in standard risk without priority (last port state control inspection was held in France on November 2013).

During check, in order to release grain loading authorization, we found out:

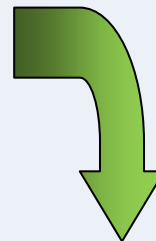
- a) both certificate for carriage grain and loading manual were approved by GL on behalf of Flag while actual RO was NKK;
- b) there were discrepancy between shipboard manual loading provision and calculation processed through software;
- c) that software was approved by a RO different from RO who approved grain documentation (NKK instead of GL).

Due to not clear showed documentation, no authorization for loading was released. After that, Panama maritime authority sent us a message in which was confirmed that no objection to accept document of authorization for grain carriage and loading manual previously issued by GL.

Anyway, it was necessary to make clear doubts. An unexpected factor for cargo problem was issued and ship became Priority II.

Port state control team boarded in the early morning on 3<sup>rd</sup> of February. In the same day was also received a complaint by ITF about poor hygienic condition on board.

Visual hull ashore check allowed to identify first heavy problems: most of starboard stanchions were heavy damaged (deformed) and some mooring cables in bad condition.



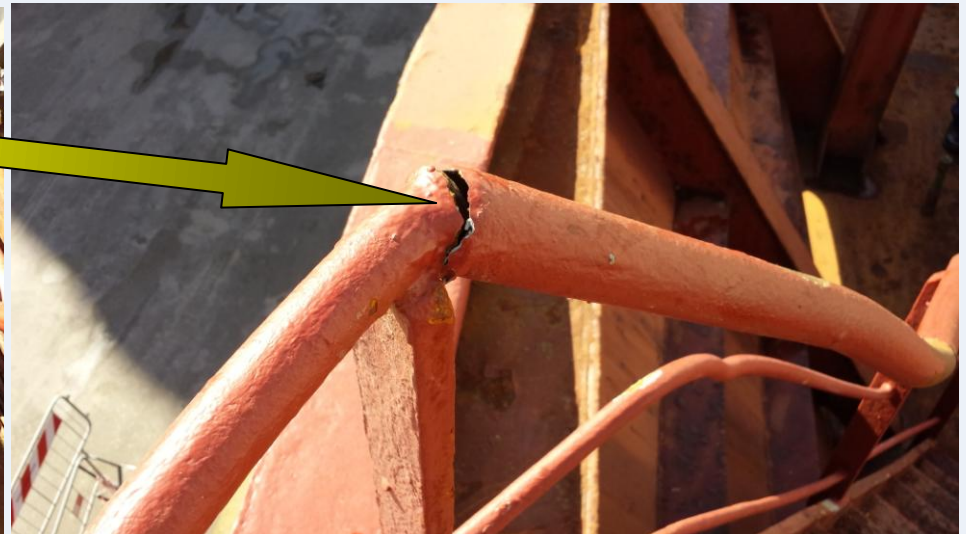




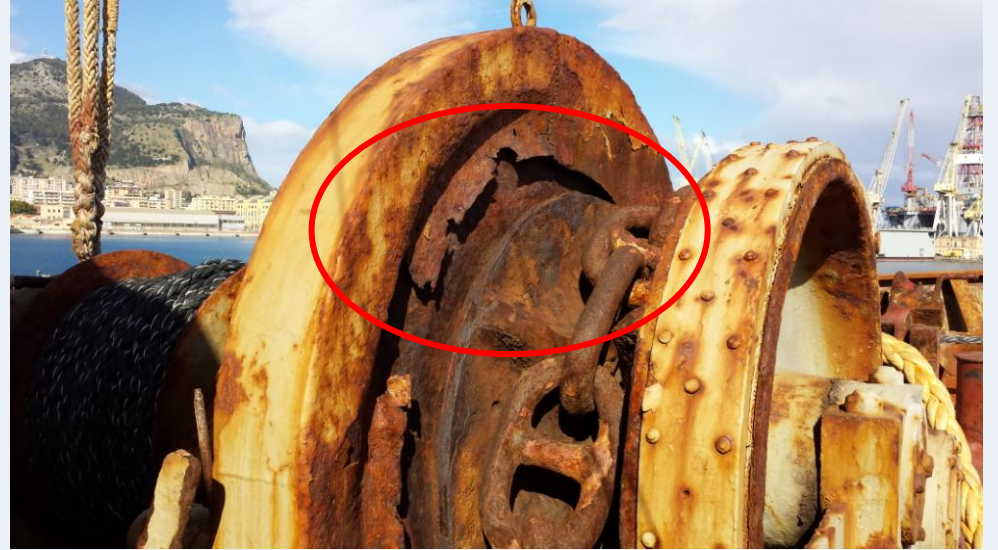


On board the situation was even worse...

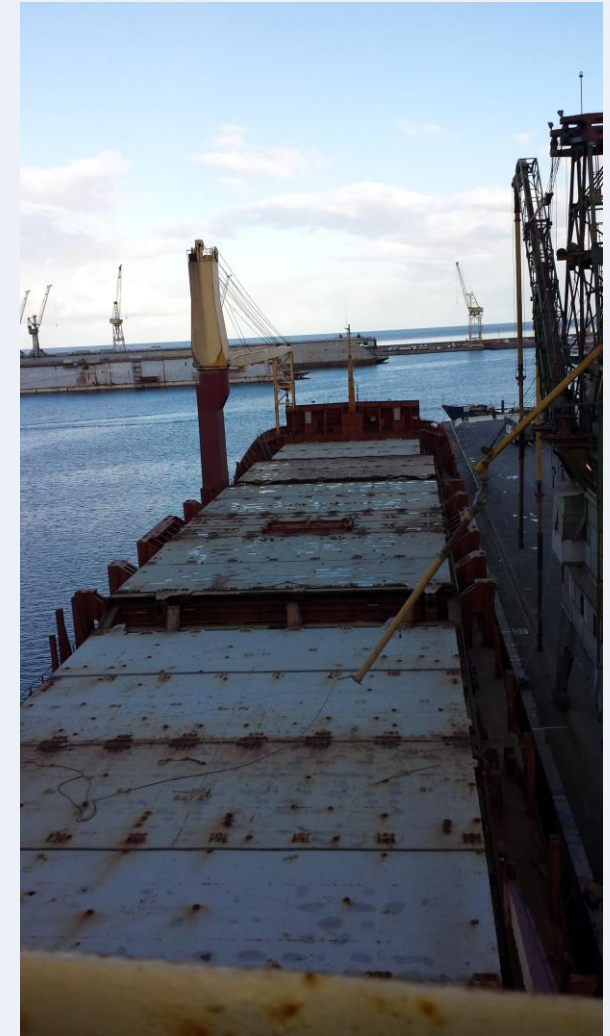
In fact both superstructure and deck surface were heavy corroded and some hatch cover closing device corroded and damaged.











Due to these clear grounds, in accordance with Paris MoU procedures, a more detailed inspection was carried out.

The situation on board (about equipment, living condition, fire safety, outstanding deficiencies not rectified etc.) confirmed our impression and after few hours, was clear that the ship was in substandard condition.

**81 remarks** were found and **18** of them **grounds for detention**:

1. Guardrails on deck damaged,

2. Some fire doors fitted with hold-back hooks,
3. Magnetic compass out of order (R.O. responsibility),
4. Secondary radar out of order (R.O. responsibility),
5. Deck obviously corroded and rusted (R.O. responsibility),



6. Sanitary facilities in accommodation area found in very poor hygienic condition,

7. Hot water not available in crew toilets,



Portable electrical cable not safe;  
Neon light protection missing.



8. Living spaces in very poor conditions,



Rags used for closing ventilation.





9. Missing international shore connection flange (rectified during inspection)

10. Galley fire dampers not operative,

11. Galley in very poor hygienic condition,

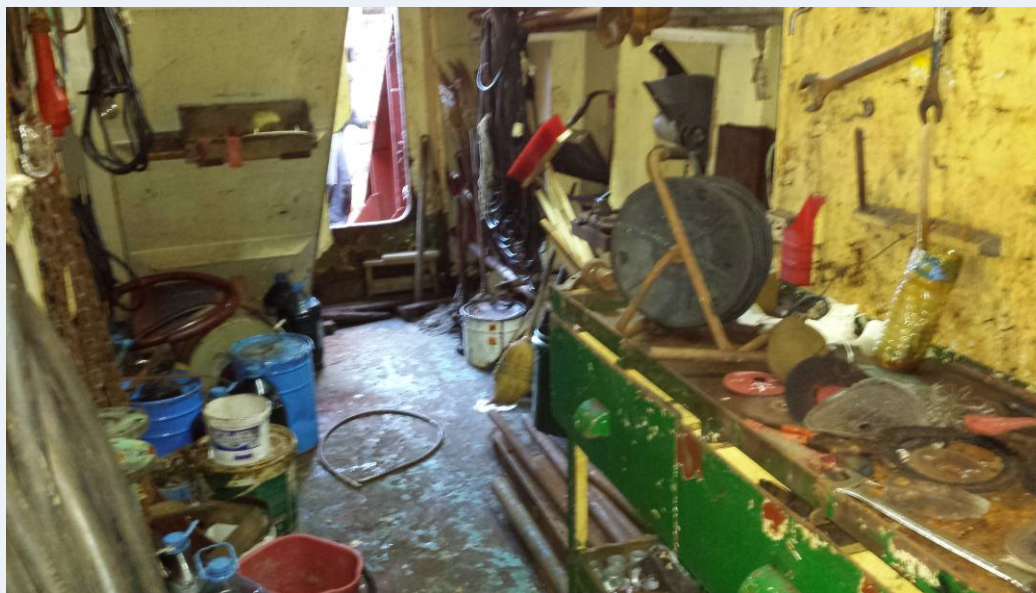


Floor heavy dirtiness, not proper food and garbage segregation, galley suction fan fully dirty.

12. Pantry fire door does not close properly,



13. Pantry in very poor hygienic conditions



14. Incinerator out of order (Marpol Annex VI, R.O. responsibility),





15. Several EEBDs expired (R.O. responsibility),



16. Overboard line after three way valve dirty of oil residues (suspected of discharge violation – R.O. responsibility),



17. Some hatchcover closing device corroded and damaged (R.O. responsibility),

18. Safety management audit by the administration is required before departure of the ship.

As we decided to suspend the inspection because of clear substandard overall situation of the ship (in according to Paris MoU text, section 3.6).

After few days, Panama maritime authority declared it was not possible rectify some deficiencies, some of them ground for detention (e.g. secondary radar, deck corroded, hatchcover colosing device). For that reason, Panama authority authorized for a single voyage with cargo on board and permitted Panama Shipping Register to issue single voyage certificates.

In accordance with Port State Control Committee Instruction n°46/2013/11, the ship was allowed to leave Palermo port on 12<sup>th</sup> of March and sail to Tunisia (for unloading cargo) and Turkey to repair yard (repair yard berthing confirmation on 30<sup>th</sup> of March 2014).