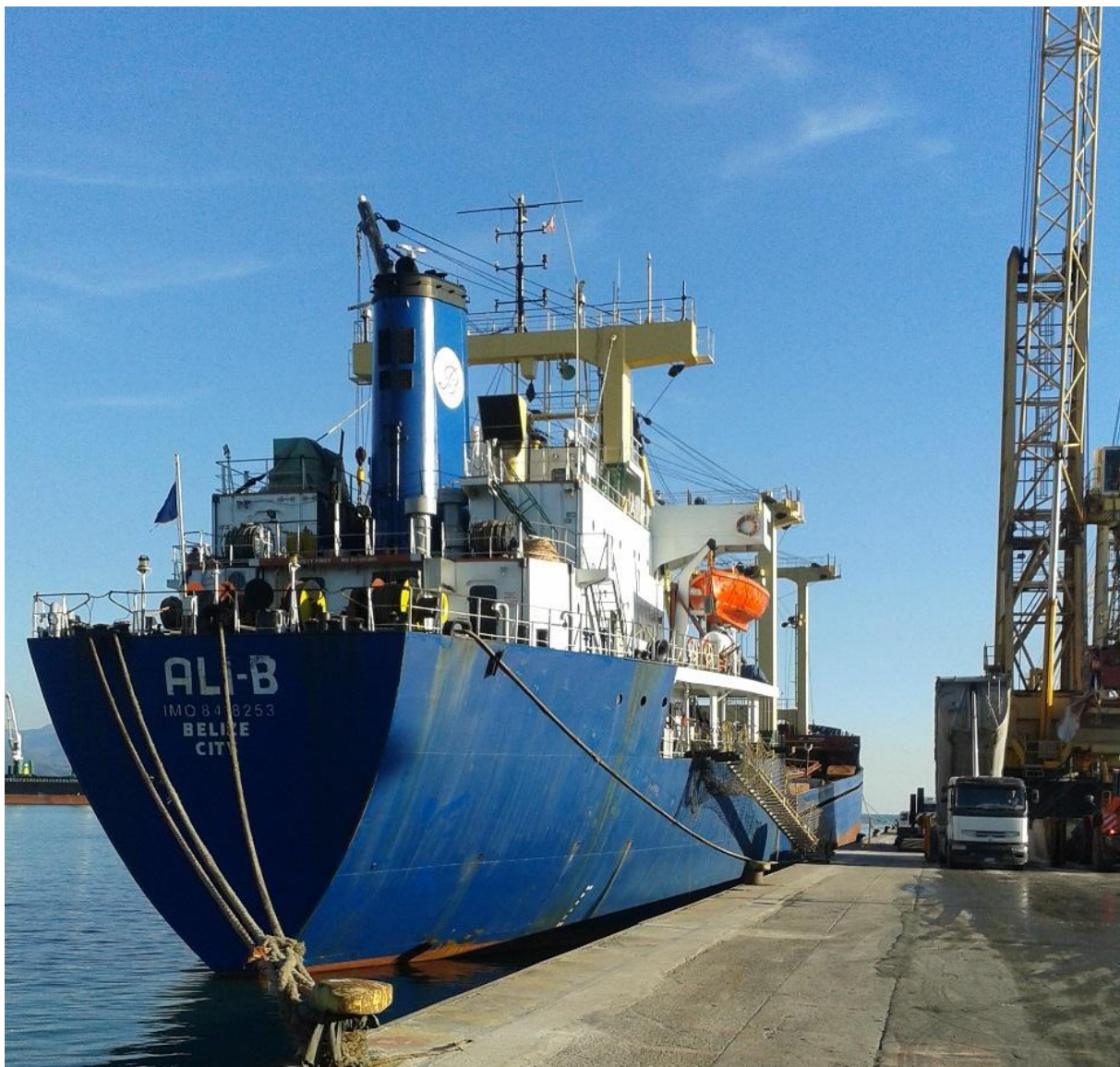


**'caught in
the net'**

Ship particulars

Name: ALI B	Flag: Belize
Type: General Cargo	GT: 5451
Class: RMRS	RO: RMRS - INSB
IMO-company: 5599422	IMO no.: 8418253
Date Keel laid: 30.08.1984	Delivery date: 27.06.1985



The general cargo ship "ALI B" (ex "ANNA MARIA") with IMO N° 8418253, flying the BELIZE Flag, coming from TENES (ALGERY) arrived in the port of 'Marina di Carrara', Italy on 13 November 2016 for cargo operations (marble chips and blocks). The ship was allocated with Priority 2 in the information system, due to outstanding deficiencies (16) according to the previous port state control inspection (in Portugal).

No surveys or repairs were planned for the port call. On 14 November the Maritime Authority of 'Marina di Carrara' received information about a complaint by the deck cadet regarding the captain's refusal of payment of due wages. This complaint was already reported to ITF (International Transport Workers' Federation).

The PSC team went on board, together with ITF inspectors, taking the current CIC on MLC matters into account. In the meantime the Maritime Authority of 'Marina di Carrara' received a signed declaration wherein both the captain and the deck cadet stated that everything was clarified and solved regarding the wages.



ITF inspectors join PSCOs

During the first approach the Port State Control inspectors noticed the unsafe gangway hanging outside the quay with a broken net and without any required marking. When the crew, with great difficulty, succeeded in keeping the gangway on the ground, the inspectors realized that the A/B in charge of security control on access points was not able to complete the visitors logbook because he did not speak any English. Although the work language, according to the SMS Manual, is in English, he could not read or write the European alphabet.

After checking the presence of the crew list, attached to fire plan case, the inspectors team went to the captain's office to explain the reason and procedure of the inspection.

First, each member of the crew was interviewed for MLC Concentrate Inspection Campaign purposes. The interviews started with the deck cadet who, despite of what he had declared in writing, confirmed the wages complaint and gave more information on false recording of the working/rest hours (and for this reason he did not countersigned them), the total lack of Personal Protective Equipment (everyone on board used improper personal protective clothing and shoes) and no effective training.

Each crew member was interviewed (except from the master) by the PSC team and ITF inspectors. Three crew members (of Indian and Egyptian nationality) expressed the will to complain officially to ITF. Later on, mainly for family reasons, they decided not to denounce their situation to ITF.

By checking the documents the PSC inspectors realized immediately that most of the targets, mentioned in the CIC questionnaire, were not achieved. Mainly, due to lack of evidence, improper fulfilment and lack of MLC requirements awareness (despite of valid MLC certificate).

At the end of checking the MLC questionnaire the PSC inspectors had already collected so many evidence that the ship could be considered as detained based on the MLC grounds for detention only.

Stating this, the deck cadet was never left alone in order to avoid any threatening attempt (which he received anyhow from someone of the company via the master's phone). Waiting to disembark with more than 5000 EU (see the picture below) as amount for the unduly unpaid wages, the Port State Control Inspectors went on with the inspection of a fire drill.



Complaint of deck cadet to ITF solved

The inspection was suspended and continued on the next day. When the PSCOs left the ship, after more than 20 hours of inspection, the total number of recorded deficiencies was forty-three (43). Thirty (30) of them were ground for detention (some of the most relevant ones are shown in the pictures below).

Not only documentation aspects on board were ground for detention, but also the living and working conditions were absolutely substandard and dangerous to the crew's health. The sanitary facilities were insufficiently lighted, very dirty or not working. The showers were in a very poor condition as well as the laundry.



Drainage obstructed



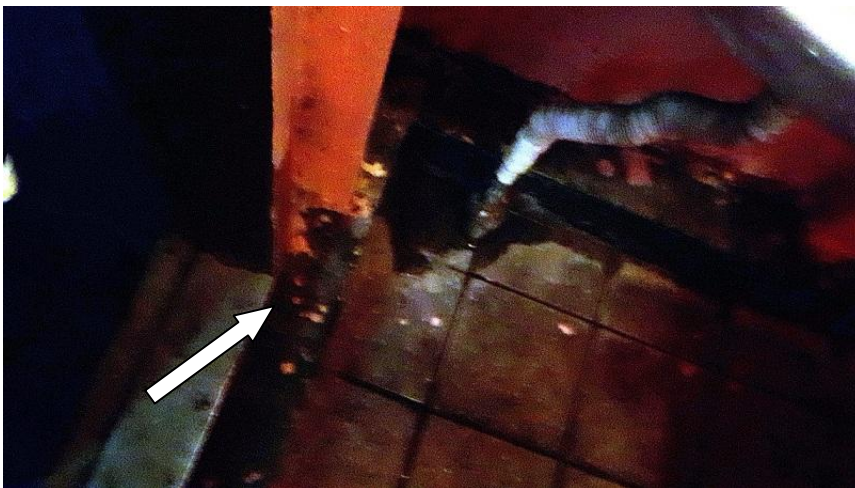
Very poor condition of shower room



Very poor condition in sick-bay toilet (notice the bin used as flush)



Lamp cover missing in crew cabins



Totally unhygienic condition in one of the crew toilets (note the leakage underneath the basin)



Toilet mirror



Dressing room



Rusted basin in crew cabin

The galley was in a unacceptable hygienic condition and unsafe (see pictures of damaged fire door, basin without hot water, soap and towel, high voltage case without rubber mat and escape route blocked below).



Hot water tap missing



High voltage case not earthed



Damaged fire door in galley





Escape route in galley blocked

Also the provisions were insufficient, rotten and mouldy (see the picture). The provision room for frozen food was not inspected, but there were clear signs of malfunctioning (see picture).



Mouldy vegetables



Malfunction of freezer

The very poor performance of the crew, that was involved in the fire drill, was mainly due to not knowing how to use the fire-fighting appliances. This compromised the structural fire safety. The lack of proper safety training was later on proved again during the abandon ship drill.



Fireman donning PPE (new trend for wearing belt)



Funnel case with holes

In addition to complete the substandard safety condition, the ship's security organization was practically absent and the crew was not aware of safety procedures to be followed on board. The inspectors pointed out that the master had absolutely no information about the charter for the voyage or on the responsibility for appointing crew members. Moreover, there was no evidence available on the previously performed security drills and two crew members were not in the possession of a proper Certificate of Proficiency.

The M/V "ALI B" was released on the 22 November 2016 after eight (8) days of detention and after an additional survey and ISM external audit were carried out by the RO/Flag inspectors who acknowledged the substandard condition of the vessel. Some of the statutory certificates were withdrawn and replaced by short term ones. A RAP (Rectification Action Plan) was set up for some MLC deficiencies regarding the crew accommodations condition. These could not be fully rectified during the port call.

The above described inspection is a good example of how important the ratification of the MLC Convention as a relevant instrument is.