

Share Deficiency Cases in Belgium/Netherlands

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(Updated on 2023.05.12)

A. Permanent means of access / Pilot ladders and hoist/pilot transfer arrangements

1. Permanent means of access

CASE 1) Both accommodation ladders are unsafe: structural members holed, side beams repaired with tape, steps and fittings are corroded

CASE 2) PS accommodation ladder winch support is wasted.

2. Pilot ladders and hoist/pilot transfer arrangements

CASE 1) Excessive space between chocks and steps.

CASE 2) Port side pilot ladder deteriorated and 1 block not in position (Portside embarkation ladder for life-raft poor condition)

CASE 3) Pilot ladder not properly rigged. Weight is not taken by side ropes. Chocks for steps are taking weight by shackles. The available ladders are damaged, excessive spacing between steps and fixation chocks, and should be replaced.

CASE 4) The vessel has 2 accommodation ladders at the aft and 2 'combination ladders' at midship. As per permanent markings. The aft ship accommodation ladder should carry 36 persons. As per original load tests carried out during new building (2014) each step should carry 75 kgs. The repeat load test (2019) was conducted with 1050 kg as test weight instead of 2700 kg (36 steps x 75 kgs). Similar situation noted on the midship combination ladders. No proof available that the break test and hoisting load tests of the connected winches has been carried out.

B. ENGINE ROOM , MACHINERY , ELECTRIC, Means of escape

1. Retention of oil on board

CASE 1) Several oil leaks in engine room and in structure on deck. (crane, AE, emergency fire pump, steering gear,)

2. Remote Means of control (opening, pumps, ventilation, etc.) Machinery Spaces

CASE 1) The remotely operated fuel oil valves, connected to the oil tanks: in engine room 2 QCV's (E.R. floor, fwd BHD) tested and properly/fully closing. Crew is not familiar with the operation of the Quick Closing Valves (e.g. how to reset).

CASE 2) Quick closing valves installed as means of isolating the fuel supply and spill piping to

auxiliary engine 2 not properly closing.

3. Emergency fire pump and its pipes

CASE 1) Emergency fire pump tested with 2 fire hoses (one on bridge wing and one on the focsle): insufficient pressure noted on the fire line (to the bridge wing)

4. Auxiliary engine

CASE 1) Main Engine FW pumps flanges at butterfly valves not fully bolted.

5. Electrical installations in general

CASE 1) Several connection boxes loose or fixed by tie wraps.

6. Bilge pumping arrangements

CASE 1) The priming/vacuum systems, installed on the main fire & GS pump: not functional when tested.

CASE 2) Vacuum/priming units, installed on the pumps (bilge/fire pump no 1 and 2) connected to the engine room bilge pumping arrangements, are inoperative (bilge /fire pp no 1) and valve for driving is permanently kept closed or have been partly dismantled (bilge/fire pp no 2)

7. Fire pumps and its pipes

CASE 1) Pumps, connected to the main fire system (main fire/GS and fire & bilge pump) both leaking severely at the gland packing, even when the pump is stopped and only the suction valve is opened.

8. Fixed fire extinguishing installation

CASE 1) Fire lines pipes on deck in poor condition. / Pipes loose, severally corroded

9. Means of escape

CASE 1) The engine room floor plates are loose

CASE 2) Emergency escapes from the rope store (aft) and chemical store are blocked: stores on the floor in way of the ladder.

NEW CASE 3) 2023.05/ Antwerpen / RORO SHIP

Some outside doors of structure (Doors to accommodation ladders PS/SB, Bunker doors. ..) were found locked from inside by steel latch, unable to move from outside. This method of locking doors for ISPS reasons makes it impossible for rescuers to gain access from outside for fire, rescue, and evacuation operations. Securing / locking the doors must be done in a way that it is always possible to enter from the outside in a controlled manner (eg padlock. key) and easy escape from the inside (eg wing nut) without tools or keys.

10. Electrical installations in general

CASE 1) non-covered light bulb at poop deck

11. Propulsion main engine

CASE 1) Cooling water leakage on main engine cylinder heads.

12. Oil filtering equipment

NEW CASE 1) 2023.05 / CODE 16 / ANTWERPEN

The filtering equipment (piping) is not installed compliant to MEPC 107. At 3-way valve outlet OWS to overboard/ return to bilge tank. On the line to bilge tank (recirculation facilities 6.1.1) there is no funnel or sight glass provided to observe full opening or closure of the automatic 3-way valve (automatic stopping device 3.6.1) behind the OWS. Ch. Eng Stated the company already is investigating the lay out by installing a sample valve/Line. This is not correct as the interruption of the flow is to be verified. [QUOTE MEPC.107(49)]

6.1.1 For future inspection purposes on board ship, a sampling point should be provided in a vertical section of the water effluent piping as close as is practicable to the 15 ppm Bilge Separator outlet. Re-circulating facilities should be provided, after and adjacent to the overboard outlet of the stopping device to enable the 15 ppm Bilge Separator system, including the 15 ppm Bilge Alarm and the automatic stopping device, to be tested with the overboard discharge closed (see figure 1).

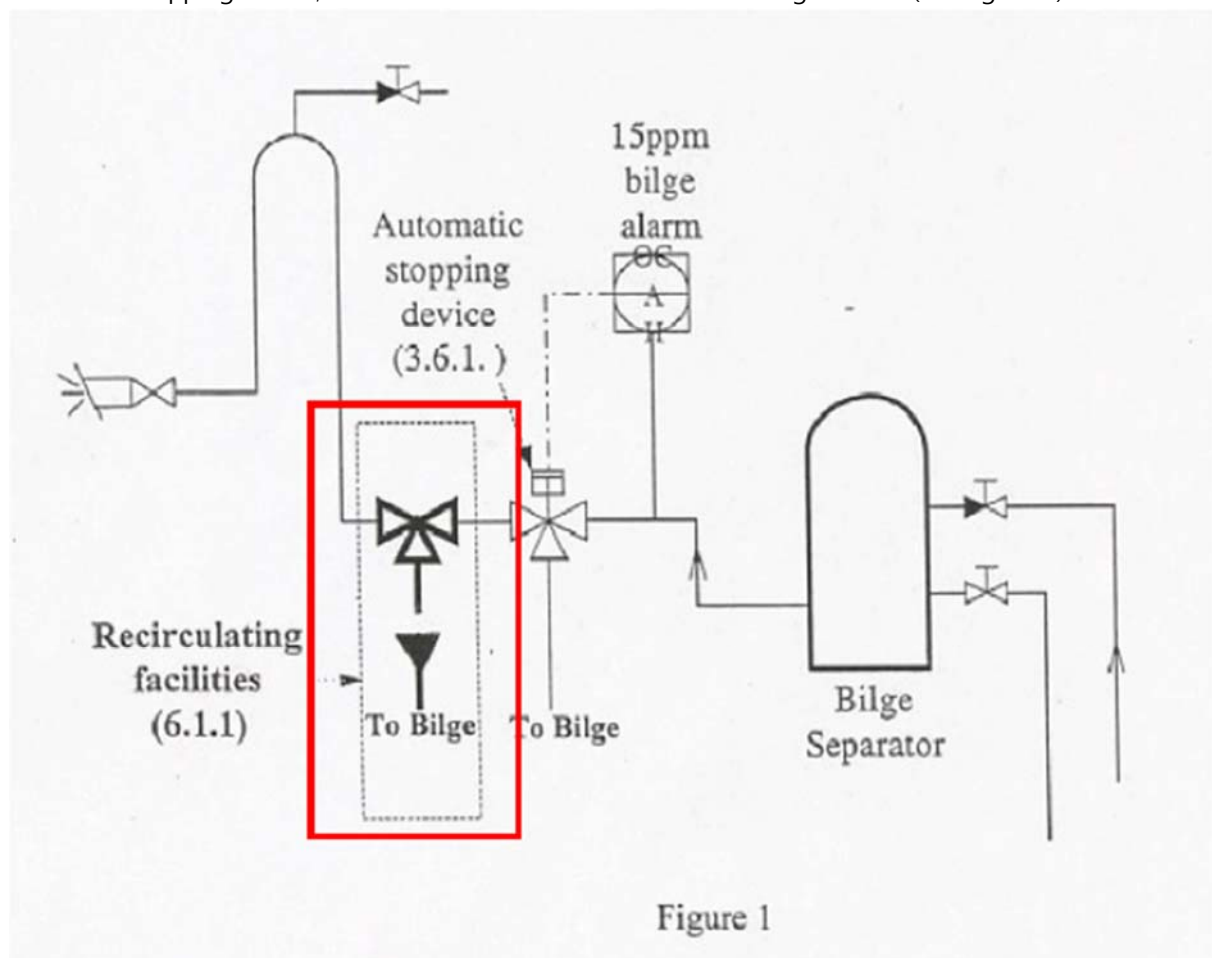


Figure 1

[UNQUOTE MEPC.107(49)]

13. Closing devices/ watertight doors

NEW CASE 1) 2023.05/Antwerpen/RORO Ship

Found inspection hatches for both chain lockers not properly closed. Bolts not tightened.

C.Survival Craft/Rescue Boat & Launching Arrangements

1. Launching arrangements for survival craft / rescue boats

CASE 1) Launching arrangements are excessively corroded

CASE 2) Limit switch for manual lowering/hoisting not working. Lever slewing out not coming back to 0-position.

CASE 3) When slewing the crane, the mechanism is sticking and/or very hard to turn. / Lot of clearance and evidences of broken bearings on gearbox slewing hand spindle.

CASE 4) Swivels on both floating blocks seized. - Sheave of aft floating block/seized - Release mechanism of handle for remote lifting brake seized. No free moving

CASE 5) The hydraulic valve for slewing of the R.B launching crane is not returning automatically to a stop when the handle or the valve is being released.

2. Winches & capstans

CASE 1) Brake winch plates in poor condition. Eyes with excessive clearance

CASE 2) Line rollers in ships side at fore deck and aft seized

D.BRIDGE

1. Voyage data recorder (VDR)

CASE 1) VDR junction box on the monkey island is not fixed / VDR capsule supporting structure is wasted.

2. Line-throwing appliance

CASE 1) Line throwing rockets not ready for immediate use. Rocket not in casing and not connected to line.

3. Magnetic compass

CASE 1) magnetic compass (periscope) is not clearly readable by the helmsman at the main steering position.

4. Echo sounder

CASE 1) when tested, a depth of about 17 mtrs below the keel was recorded. According to the nautical charts, at the berth 101, there is a depth of 14,5 mtrs. The vessel has a draught,

according the Masters' statement of 4,7 mtrs.

5. Speed and distance indicator

CASE 1)Speed log reading is 12kn

CASE 1)Speed through the water is not available since July 2020. No Exemption or Conditional CSSE Certificate is available.

Exemption as per flagstate instruction has not been issued. Evidence of functioning speed indicator to be provided to PSC Belgium before departure.

CASE 3) While the vessel is alongside, at the end of an enclosed water basin, where there is no or hardly any movement of water, the speed log is constantly indicating a speed ahead of 0,6 to 0,7 knots

6. Lights, shapes, sound-signals

CASE 1)Ship's whistle is leaking air.

7. Automatic radar plotting aid (ARPA)

CASE 1)As per Form E vessel is provided with two ARPA. No speed through the water input is available.

8. Electronic charts (ECDIS)

CASE 1)No Speed through the water input available.

9. Radar

CASE 1)The originally installed SB radar screen was replaced by a smaller computer screen. The size of the radar screen is less than the minimum required dimensions. No info to Flag or R.O. was sighted.

10. Light, shapes, sound signals

CASE 1)Lower NUC lights obstructed (blind angle by mast and own mast support.)

11. Fire detection and alarm system

CASE 1)Smoke detection system not working properly.

E. Crew familiarization

1. Crew familiarization with Emergency Systems

CASE 1) Crew is not familiar with emergency systems: e.g. release hooks from LB.

CASE 2) lifeboat drill could not be performed. Evidence that the lifeboat has not been launched monthly.

2. Remote Means of control (opening, pumps, ventilation, etc.) Machinery Spaces

CASE 1)The remotely operated fuel oil valves, connected to the oil tanks: in engine room 2 QCV's (E.R. floor, fwd BHD) tested and properly/fully closing. Crew is not familiar with the

operation of the Quick Closing Valves (e.g. how to reset).

F.MLC

1. Medical Equipment, medical chest, medical guide

CASE 1) Medical oxygen not ready for use. No floor in WC in hospital. Cabinets not closing. Poor hygiene.

2. Sleeping room, additional spaces

CASE 1) Accommodation is in very poor condition: appropriate bed linen is not provided, lighting covers missing, unsafe electrical connections, furnishing in general poor condition.

3. Food temperature

CASE 1) The freezing capacity of the freezers is insufficient: the freezer shows -16deg, the food inside can be squeezed.

4. Galley, handling room (maintenance)

CASE 1) The exhaust hood in the galley: surface is completely covered with grease. The 'mush room' ventilation on deck is also covered with grease and can not be fully closed.

5. Cold room, cold room cleanliness, cold room temperature

CASE 1) Cold room, entrapment alarm for meat room (-18 degrees) and vegetable room not available.

6. Seafarers' Employment agreement (SEA)

NEW CASE 1) 2023.05/ CODE 17 / ANTWERPEN

No training booklet available for the engine Cadet. It was stated his book already has been send to the academy. The engine cadet already has a Certificate with STCW II/1 since 28/02/2023 and training period is completed.

The SEA issued 29/03/2023 is to be amended retroactive to a full seafarer contract according to the applicable CBA

G. Main Deck & Cargo Hold

1. Covers (hatchway-, portable-, tarpaulins, etc.)

CASE 1) Hatch cover and coamings in poor condition, hatch cover securing and cleating are in poor condition.

CASE 2) Several hatchway covers are not closing properly: e.g. CH entrances, steering gear room

2. Ventilation

CASE 1) Arrows to indicate Open or Close in wrong direction

3. Ventilators, air pipes, casings

CASE 1) Numerous vent heads on deck are holed (top cover), missing bolts, are deformed (affecting the capacity). Recurrent deficiency (see outstanding deficiency).

CASE 2) General poor maintenance and isolated defects on numerous vents around the accommodation, on deck and in the cargo area; defects are: rubber channel corrosion, compression bar corrosion, missing cleats, corroded hinges. Several ventilators/fire flaps are not marked with the space they are serving.

CASE 3) FWD natural vent cover (PS) for cargo hold 1 not able to be closed properly.

CASE 4) Several cleats from CH ventilators are damaged/deformed (e.g. CH 2 PS).

4. Ballast, fuel and other tanks

CASE 1) Found on deck in front of superstructure sounding pipe of fuel tanks with a cap that was loose but held on the pipe by some tissue. Same was found to sounding pipes for water ballast tanks. E.g. FO bunker tank SB, FO bunker tank Centre, WB Tank ST5P,... Caps cannot be screwed down due to wasted threads.

H.Forecastle Deck / Poop Deck

1. Anchoring devices

CASE 1) Anchor chain locker with water inside. Poor condition

2. Ropes and wires

CASE 1) Several mooring ropes (in use) are damaged. One type of rope in use is from unacceptable quality (blue color): rope severely melted on several places, strands parted.

3. Winches & capstans

CASE 1) Brake lining on forward mooring winch is worn out.

CASE 2) Mooring winches are not properly maintained: wastage of steel on the brake mechanism, excessive play on pins, split pins missing on the brake mechanism, brake mechanism deformed/misaligned resulting in tension on the split pins.

I.FIRE / Personal equipment for fire safety

1. Fire doors/openings in fire-resisting divisions

CASE 1) boat deck and wheelhouse self-closing fire door not fully closing and latching.

CASE 2) 2 A-Class fire doors in the bosun store (forecastle) are not properly maintained: PS door is missing part of the seal, SB door sill is corroded, the seal is missing and the door is not latching.

2. Personal equipment for fire safety

CASE1) Firemen's outfits not complying to the minimum requirements as per SOLAS.

Firemen's outfit is marked Y1 for water penetration. RINA certificate is referring on the 'user and maintenance' instruction in the firemen outfit approval certificate. The marking Y1 means 'should not be used where there is a risk of water penetration. FSS requires an outer surface to be water resistant.

CASE 2) The provided fire-fighter's outfits are not meeting the minimum engineering specifications: aluminium layer not intact in way of stitches.

3. Railing, gangway, walkway and means for safe passage

CASE 1) No railing provided in way of the SB liferaft launching platform, liferafts cannot be thrown overboard safely. The railing in way of the RB is not installed in accordance with ICLL 2003 Amend / ANNEX I / Reg. 25: removable stanchions are missing, chains are provided instead of steel wire.

J.CERTIFICATE, RECORD AND DOCUMENT

1. Ballast Water Management Certificate

CASE 1) The vessel does not comply with the mandatory D2 Standard

2. BALLAST WATER RECORD BOOK

CASE 1) Each operation concerning Ballast Water shall be fully recorded without delay in the Ballast Water record book. When verifying the BWRBook no ballast operations, although conducted, were recorded for the past days in port. The Master is instructed to record all ballast water operations without delay in the ballast water record book from today, 2023 02-21, onwards.

3.Records of seafarers' daily hours of work or rest

CASE 1) Some crew recorded drills in the "work and rest hours " as rest. (eg 25 and 26th October) / Bunkering Record

New CASE 2) Code 17 / 2023.05 / Antwerpen

During sea passage 2nd, 3rd or 4th engineer are on call when machinery space is unattended. No records reflected on time sheets when the engineers rest is disturbed by call-outs to work.

3. Manning specified by the minimum safe manning doc

CASE 1) One rating forming part of an engineering watch (III/4) is missing.

CASE 2) The engine room is, as per the Table of shipboard working arrangements and the records for work and/or rest hours, kept manned, However, as per minimum safe manning document the engine room is categorized as unmanned and the minimum safe manning document only states the minimum safe manning required with an unmanned engine room.

4. Training and qualification of ship's cook

E.G) Original training certificate for the ship's cook is missing.

5. Voyage or passage plan

E.G) Passage plan not from berth to berth

6. Fuel change-over procedure

E.G) Fuel change-over procedure is missing.

7. SOx records

E.G) Fuel change-over not completed prior to entry in SECA. Volumes of LSFO not recorded for each individual tank.

8. Muster list

E.G) Substitutes for key persons who may become disabled not specified on the muster list.

9. Asbestos fibres

CASE 1) No asbestos management plan available on board; no preventive measures taken to protect the crew. Location of the ACM as per IHM are: fwd mooring winches, hot water circulation pump system (E/R upper platform).

CASE 2) Asbestos containing materials (ACM) are identified on board (see IHM) on the mooring winches fwd and the hot water circulation pump system. Removal plan and notification of the flag State or a flag State exemption is missing. The IHM sample report date is 29 March 2020.

10. Record book of engine parameters

E.G) Parameter check method is used. On Record of Change for ME and A/E: when NOx influencing components are exchanged the required data is not completely recorded. Certified Markings of the parts missing/wrong.