M/V ANNA N., flying GEORGIAN flag (IMO 7364041) called at Kalamata/Greece anchorage on the 19th of March 2011 for bunkering. The ship had a PRIORITY I and was liable for an expanded inspection according to the New Inspection Regime (NIR). In total 24 deficiencies were found and the vessel was detained (6 deficiencies were ground for detention).

The PSCO first boarded the ship on 22nd March 2011 at 09.30 hours (local time).

The inspection, according to the PSC procedures, started with checking the ship’s documents and plans.

<table>
<thead>
<tr>
<th>SHIP’S PARTICULARS</th>
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<tr>
<td><strong>NAME:</strong> ANNA N.</td>
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<tr>
<td><strong>FLAG:</strong> Georgia</td>
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<tr>
<td><strong>TYPE OF SHIP:</strong> General cargo - Multipurpose</td>
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<td><strong>CLASSIFICATION SOCIETY &amp; R.O.:</strong></td>
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<tr>
<td>Maritime Lloyds Georgia</td>
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The first stage of inspection (ship’s certificates and documents, STCW Certificates) revealed the following deficiencies, including 1 ISM – 15150 deficiency:

1. LRIT Conformance Test Report was not found on board. The master tried to receive the abovementioned documentation from the owner but without any result. The deficiency was noted as a clear ground for detention.
2. The Civil Liability for Bunker Oil Damage Certificate was invalid.
3. The next two deficiencies were about crew’s certification/endorsement of the flag state. The Chief Engineer’s endorsement stated different number of the actual number of the certificate of competency and the 2nd Engineer’s endorsement was found expired. These two deficiencies were noted with a final action for rectification before departure of the ship.
4. The other three deficiencies were about:
   a. missing instructions for the lifejackets in the LSA manual;
   b. a not up-to-date list of coastal state contacts points of the SOPEP and;
   c. expired certificate of the annual inspection of the life raft.
Part of the above deficiencies were identified and noted as ISM related, as evidence that the company SMS was not effectively implemented on board regarding the ship documentation.
5. Afterwards, the inspection in the bridge revealed that the nautical charts and nautical publications for the previous and the intended voyage, were not up-to-date. In particular, the last edition of Notices to Mariners which was found on board was no. 41/14-10-2010 and specifically, part of the editions of the n. publications and n. Almanac was old. The deficiencies about nautical charts and nautical publications were noted as a clear ground for detention.

The inspection was interrupted during the first boarding because of some labor issues that occurred. It was resumed and completed on 15th April 2011 during a second visit.

The second stage of the inspection (operational controls) was carried out on 15th April 2011. During the second (final) visit the following 15 deficiencies were revealed:

1. Insufficient water tightness of the roof in the radio room. Plastic covers were placed above the GMDSS equipment in order to avoid any damage.

Plastic covers above the GMDSS equipment

This deficiency was noted as ground for detention.
2. Part of the bilge piping system was found replaced with plastic pipes (not according to the approved bilge piping diagram).

![Plastic pipes](image1)

This deficiency was noted as ground for detention

3. The vertical ladder of the crane no.1 was deformed and hand rails were broken (2 deficiencies).

![Hand rails broken and Vertical ladder deformed](image2)
4. The wire of crane no.2 was found partially broken.

5. Lube oil leakage from the isolating elastic ring between the engine and the electric unit of Diesel Generator no.2.
6. A crack on the sludge pipe line in the engine room which was sealed with temporary means.
7. The fire damper on the forecastle (SS) was not properly maintained.
8. Part of the total quantity of colewort (vegetables) found rotten.
9. Insufficient quantity of fresh vegetables and fruits for the intended voyage.
10. The fire damper of ventilator (SS) of the engine department was not working properly.

11. Window opening in 2nd engineer, boson, motor men and AB rooms in ship and at main deck were found in bad condition. Master was instructed to maintain all of them properly.

12. Gyro compass found inoperative.
13. The search light was out of order.
The ship was detained after the first boarding on 22nd March 2011 and all responsible authorities were informed accordingly.

After the rectification of part of the non-detainable deficiencies and after master’s application (dated 9th June 2011) for a single voyage under tow from port of Kalamata/Greece to port of Elefsis/Greece, in order to rectify all the detainable deficiencies. The ship was released from detention according to the PSC procedures (PSC INSTRUCTION 43/2010/34 - rev.7).

The conditions of release from detention to a repair port were specified by the Port Authority of Kalamata (PSC Inspection Office) and the National Competent Authorities. A FUD-2 form was delivered to the Master.

The ship sailed on 21st June 2011 at 13.23 hours (local time), under tow, from port of Kalamata/Greece to port of Elefsis/Greece. She arrived at the port of Elefsis on 22nd June 2011 at 18.30 hours (local time).