

SUAT BEY

IMO9070515

Flag: Panama

Keel Date: 01.01.1992

Type: General cargo

Class: RMRS

RO: USB / PHRS

Gross Tonnage: 2608



[MV Suat Bey](#) arrived in Catania (Italy) on 09nov2013, with a standard risk profile.

Classification Society was Russian Maritime Register of Shipping, Recognized Organizations issuing statutory certificates on behalf of Flag State were Phoenix Register of Shipping (for ISM certificates) and Universal Shipping Bureau Inc. (for all others). ISM Company was Team Chartering & Shipping, from Turkey. Crewmembers were from Syrian Arab Republic, Turkey and Georgia.

The ship was selected for inspection according to Paris MoU selection criteria (priority II ship) and boarded by a PSC team on 11nov2013.

The PSCOs' impression of the ship's conditions and maintenance, the lack of compulsory documents and certificates and the presence of not rectified outstanding deficiencies from last inspection report determined that a more detailed inspection had to be carried out in accordance with Paris MoU procedures.

A more detailed inspection was carried out all day long and late in the evening a notice of detention was notified to the master after that 57 deficiencies were listed in the inspection report (42 of them considered by PSC inspectors warranting a detention order because posing a serious threat to the safety of the ship and her crew and relevant for environmental protection).

Considering the exceptional circumstance, where as a result of the inspection the overall condition of the

ship and its equipment, also taking the crew and its living and working conditions into account, was found to be obviously sub-standard, the inspectors suspended the inspection according to section 3.6 of main text of Paris MoU.



Among others, the following relevant deficiencies were listed in that day in the inspection report:

- 1) all doors (both fire doors and watertight doors) were corroded thorough, damaged, deformed, without closing systems (handles, locks, self closing devices where needed), holed or temporary repaired by duct tape or silicone;
- 2) Exposed decks (poop deck) corroded thorough, rusted and holed, often temporary repaired by tar carpets, duct tape, cement;
- 3) Instructions and manuals for ship's machinery and other indications essential to safe operation were written in russian language (working language english) and just one crewmember was able to understand and translate them;
- 4) main engine temperatures and control panels were out of order and several gauges and indicators in the main engine were broken, unreadable or missing at all;
- 5) the boiler was declared out of order when PSCOs asked for operational tests. Control and alarms panel was out of order but the boiler was regularly connected to the service tank;

- 6) several fire damper and ventilation closing systems were rusted, corroded thorough and not properly closing;
- 7) the oil mist detector was out of order and disconnected;
- 8) main engine cooling and sewage lines were corroded and holed;
- 9) storage tanks of hydraulic oil for steering gear were almost empty and leakages were noted in the gear;
- 10) rescue boat was not ready to be used (improperly lashed);
- 11) main fire panel was out of order and showing a permanent alarm;
- 12) fire detectors were inoperative;
- 13) all nautical charts were not updated;
- 14) a second radar was fitted and used during navigation (additional equipment) but was not type approved;
- 15) several electrical deficiencies noted: some apparatus was disconnected from earth line; several light covers were missing; several wires were improperly fixed and not protected, several light switch were broken;
- 16) several bulkhead divisions (most of them A class division) removed or shifted or holed;
- 17) SART and BNWAS were out of order;
- 18) several fire doors were removed;
- 19) main fire pump was giving insufficient pressure and emergency fire pump was inoperative at all (without charging system for its starting batteries);
- 20) emergency source of energy (battery pack) - both for GMDSS and general

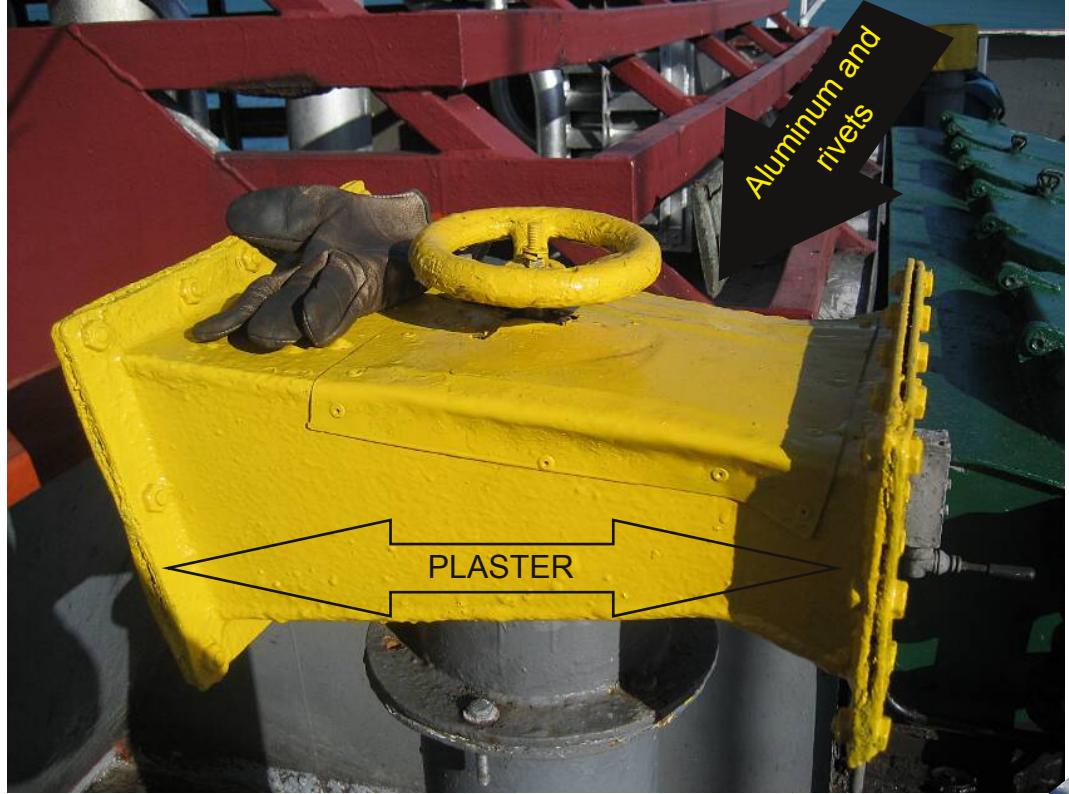
- services, lights and navigational equipment - was out of charge;
- 21) several windows were heavily corroded and not weathertight (often temporary repaired by foam or cement or blinded by welded iron plates);
- 22) all cold rooms were inoperative;
- 23) food was insufficient and improperly stowed and segregated;
- 24) garbage was not handled according to Marpol provisions; a big quantity of garbage was found onboard;
- 25) drainage system in galley and accomodation area was obstructed;
- 26) draining systems for lavatories, washbasin and showers were damaged or removed;
- 27) embarkation ladders were worn out and broken;



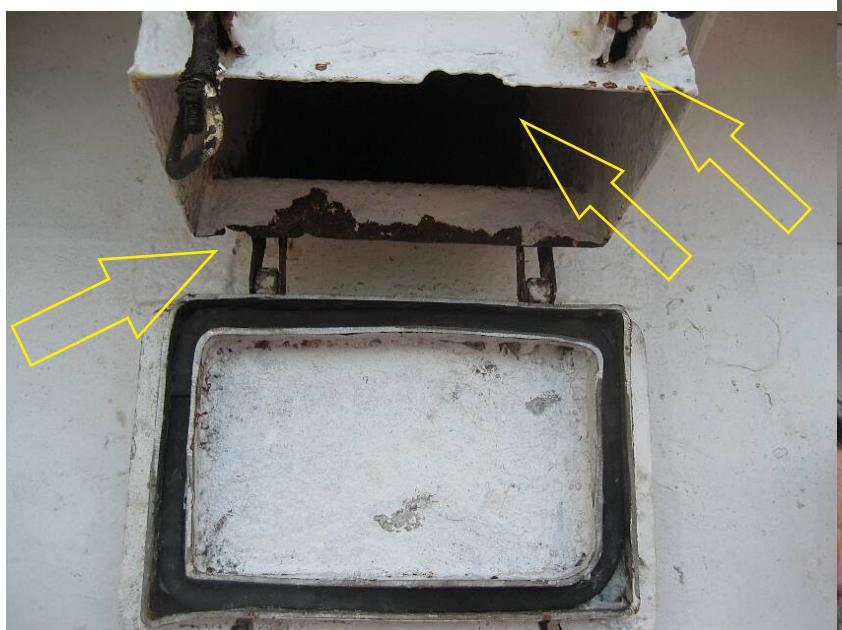
Notwithstanding the Flag State and the RO declared that the ship was ready to be

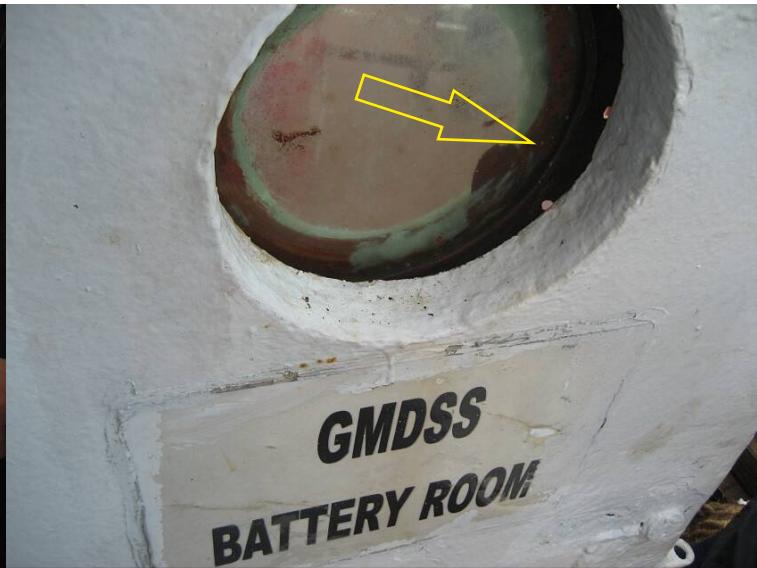
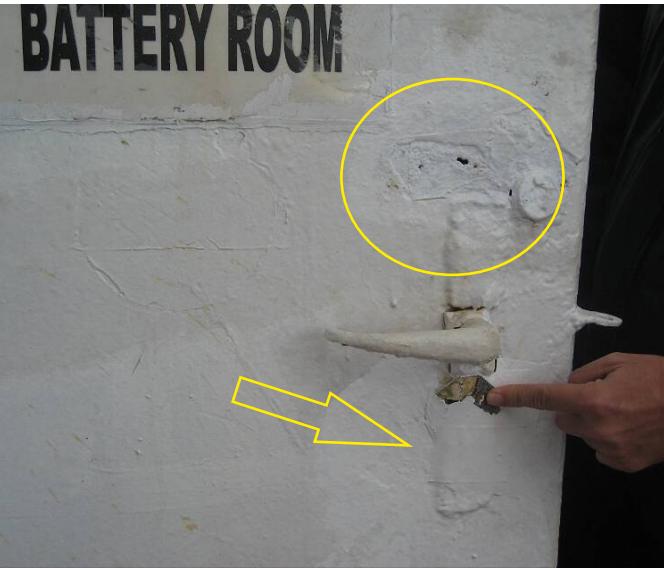
- inspected and in compliance with all relevant requirements, during the re-inspection (on 20nov2013) the ship was still considered sub-standard, and more than 10 new deficiencies were noted and recorded in the inspection report. Among others, the following:
- 28) several scuppers on the exposed decks were disconnected from their water spouts (obstructed or corroded and holed);
- 29) rescue boat launching arrangements was inoperative (davit not moving overboard);
- 30) some air vent was corroded, holed or not properly closing;
- 31) guard rails on open decks were damaged or broken;
- 32) several bulkheads, divisions, linings, ceilings and floor in accomodations were corroded, damaged or holed;
- 33) pilot lifebuoy was missing at all;
- 34) the general alarm was not audible from open spaces;
- 35) the fire alarm system was still not properly working (sound alarm throughout accomodations and service spaces not activated if not acknowledged after 2 minutes);
- 36) the crew was considered seriously unfamiliar with life saving appliances.

At the end of the day, the number of deficiencies reached 68 and the ship was still detained.



Plaster, duct tape, cement, silicone and inches of paint to cover them





LOAD LINE AND FIRE DOORS



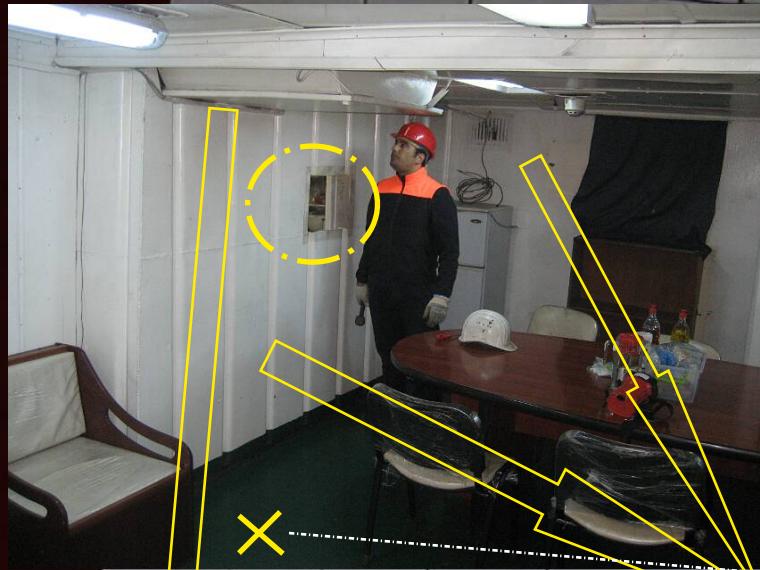


FIRE DOORS, DIVISIONS AND PENETRATION

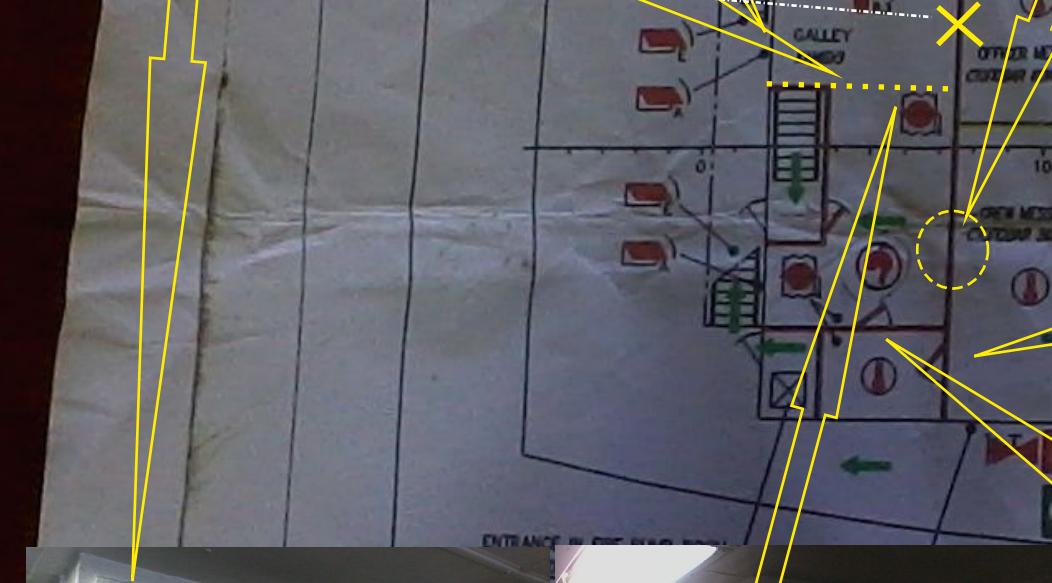


Class A division in engine room

Class A division in engine control room



FIRE DIVISIONS REMOVED,
TRANSLATED AND CUT IN GALLEY



Kitchen hood: half in galley, half in new officers' messroom



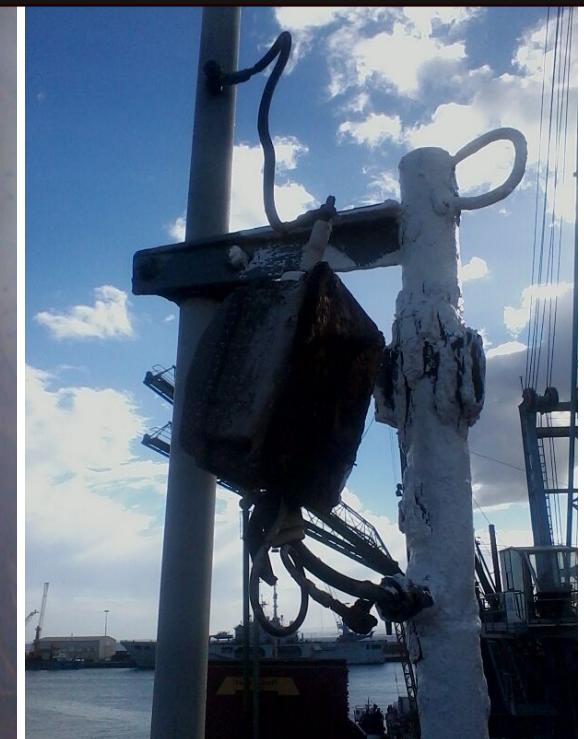
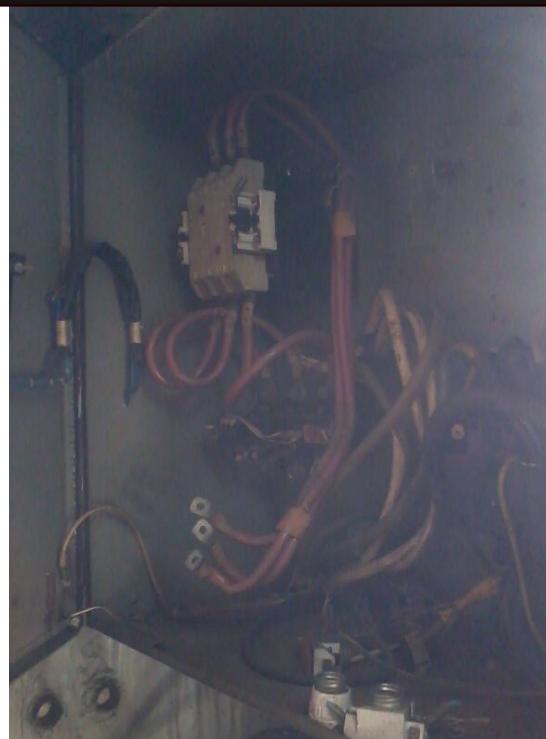
Fire doors missing (removed)

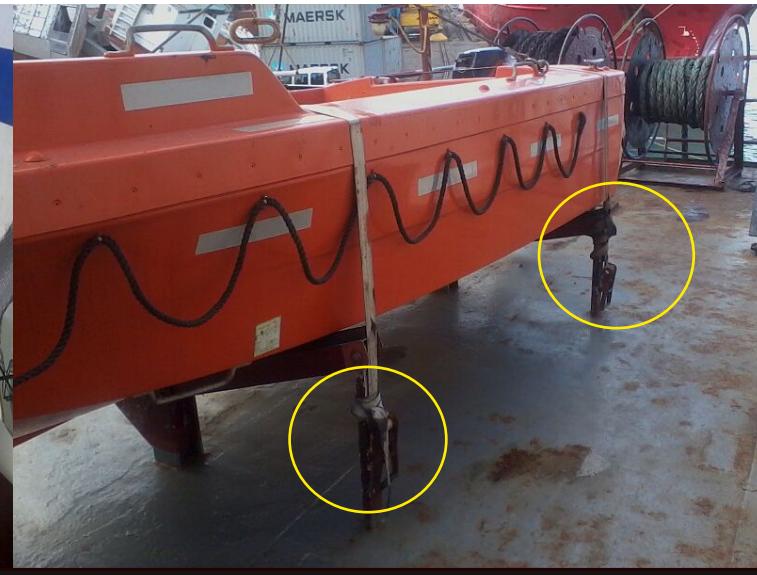


Fire door enlarged and replaced by an aluminum one
Fire detector missing

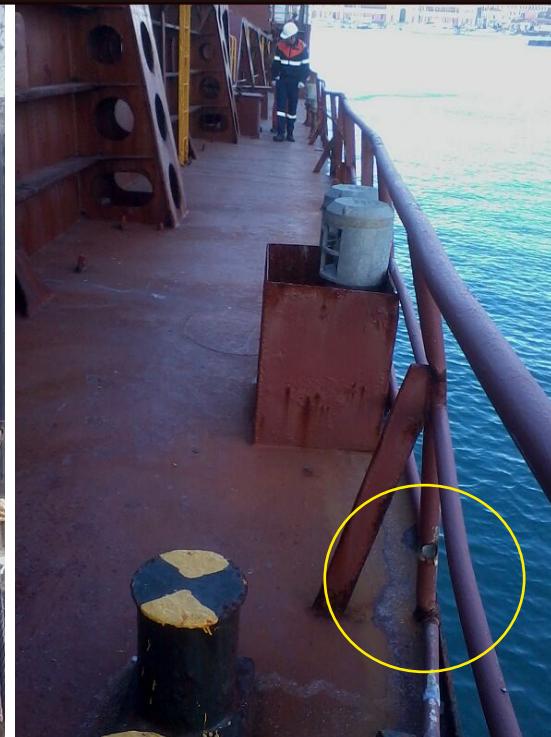


ELECTRICAL





NAVIGATIONAL EQUIPMENT - LIFE SAVING APPLIANCES - GUARD RAILS







FOOD QUANTITY AND STORE AND HYGIENIC CONDITIONS



Finally, it was clear to all parties involved that the serious structural deficiencies could be rectified just in a shipyard, not available in Catania. The nearest available shipyard accepting the sub-standard ship was located in Tuzla (Turkey). Just after that several temporary repairs were carried out and all non-structural deficiencies were rectified or temporary substituted in the detention port, a single voyage was agreed by PSC Authority towards the indicated repair yard in order to carry out the needed major repairs. The ship left Catania on the 23rd of November 2013. Almost all deficiencies have been listed in the final inspection report as ISM related and put in connection with Recognized Organization's responsibility.

More info are available at <https://www.parismou.org/inspection-search>

