MSC MARIA LAURA

IMO no.: 8616520
Flag: Panama
Ship type: Container Vessel
MMSI: 351634000
Call sign: H3QW
Gross tonnage: 36389
Keel laying date: 05.08.1987

Classification society:
   Bureau Veritas (BV)

Recognized Organization:
   DNV GL

ISM Company:
   MSC Ship Management, Limassol
   IMO no. 1535947

Port of detention:
   Bremerhaven (Germany)

Duration of detention: 8 days
M/V MSC MARIA LAURA arrived at Bremerhaven on 14.01.2017. The vessel reported before arrival to have lost one life raft during bad weather on the way through the North Sea.

After arrival the waterways police attended the vessel and reported to the PSC office additional damages on containers, lights on deck and gangways.

Therefore a PSCO was sent on board for an inspection. On arrival at 18:00 hrs it quickly got clear that not only the sea damage was worse than expected but the general condition of the vessel was poor.

Statutory certificates issued by Bureau Veritas were presented and found all valid until September 2021. The ISM system had been audited by DNV GL and a valid DOC and SMC was available.

The inspection revealed 40 deficiencies, 33 of which were considered as ground for detention and 35 were found to be ISM related.

Of the several damages sustained by the vessel from the rough sea only the missing liferaft was reported to the authorities, so only this item could be counted as "accidental damage".

A second deficiency was issued for not reporting, with the code 17198 Other (SOLAS operational).
As damages from the sea were found:

- Firehose boxes damaged, missing, inventory washed to the sea

- All lights on port side destroyed, washed away, sheer cables remaining on deck

- Several cleats for hatch covers bent or missing

Picture 2 - missing life raft, as reported by vessel

Picture 3 - damage on the gangway

Picture 4 - damaged and emptied fire hose box

Picture 5 - inventory of damaged containers on deck

Picture 6 - damaged container and gangway
Some of the other deficiencies found on board:

- Fire detection system indicating fire alarms at places without fire
- Several weathertight doors found damaged, not tightly closing
- Bridge windows not installed correctly, partly blind
- Navigational and signal lights inoperative, lights destroyed, cases damaged, foundations broken

Picture 12 - condition of the lights on board...

Picture 13 - ...found generally poor

Picture 14 - partly painted, case fixed by plastic straps

Picture 15 – obviously, for a longer time nobody took...

Picture 16 - ...care about what happened on the mast

Picture 17 - wrong sector on Navlight

Picture 18 - damaged case

Picture 19 - case/sector damaged
- Lights on deck damaged, inoperative and/or unsafe

Picture 20 - broken glass on lights
Picture 21 - deck light not proper working
Picture 22 - electrical unsafe installation
Picture 23 - unsafe and not working
Picture 24 - unsafe but working
Picture 25 - case installed by alternative holding
Picture 26 - foundation damaged
Picture 27 - emergency lights not working
- Fire doors damaged, not properly closing, self closer damaged

Picture 28 - damage on lock

Picture 29 - missing self-closer

Picture 30 - damaged self-closer

Picture 31 - opening on door

Picture 32 - door not closing

Picture 33 - also in engine room

Picture 34 - fire door kept open by obstruction

Picture 35 - installation to keep fire door open
• Large amount of garbage found in passage ways, working rooms, engine rooms: paint drums, oily rags, normal waste

Picture 36 - working rooms,

Picture 37 - open spaces,

Picture 38 - and engine rooms full of garbage

Picture 39 - some areas no access possible due

Picture 40 - to garbage stored everywhere on board

Picture 41 - in each room, each space

Picture 42 - it was possible to find garbage
- Galley and cold rooms in dirty and unhygienic condition

Picture 43 - moulded vegetables

Picture 44 - moulded racks for vegetables

Picture 45 - no more fresh provisions on board

Picture 46 - damaged cold rooms

Picture 47 - unsafe electric installations in cold room

Picture 48 - Inside the microwave

Picture 49 - ventilation in galley
• Several oil leakages and oil spills in engine room

• Cleanliness of engine room

Picture 50 - unsafe electric installations

Picture 51 - several small oil spills

Picture 52 - some leakages are "repaired" by bucket

Picture 53 - creative solution for leaking pipes

Picture 54 - still available: oil and fuel spills

Picture 55 - everywhere dirty areas

Picture 56 - generally poor condition of equipment
• Several gauges and thermometers damaged or not readable

• Unsafe electric installations
• Self closing valves stuck or kept open by installations

• Several leakages on pumps and pipes

Picture 64 - self closing valve stuck

Picture 65 - self closer kept open by rope

Picture 66 - leakages on F.W. pump

Picture 67 - self closer kept open by plastic strap

Picture 68 - another leakage
• Insulations misplaced, destroyed or missing

During ongoing inspection the vessel was detained at 23:00 hrs. The inspection continued until 03:00 hrs and after writing the inspection report the report was handed over and explained to the captain at 05:30 hrs.

Because of the obviously sub-standard condition of the vessel and the amount of detainable deficiencies in various areas the inspection was suspended and flag and RO were informed.

Reinspection took place on 21.01.2017, after the external ISM audit had been carried out. The general condition had clearly improved and deficiencies found rectified or were agreed as flag state condition for a shorter period, so the vessel was allowed to sail in the afternoon after eight days of detention.