<table>
<thead>
<tr>
<th><strong>IMO no.</strong></th>
<th>9045651</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Flag:</strong></td>
<td>Turkey</td>
</tr>
<tr>
<td><strong>Ship type:</strong></td>
<td>General Cargo</td>
</tr>
<tr>
<td><strong>MMSI:</strong></td>
<td>271000615</td>
</tr>
<tr>
<td><strong>Call sign:</strong></td>
<td>TCCH</td>
</tr>
<tr>
<td><strong>Gross tonnage:</strong></td>
<td>5469</td>
</tr>
<tr>
<td><strong>Ship length:</strong></td>
<td>125.99m</td>
</tr>
<tr>
<td><strong>Keel laying date:</strong></td>
<td>11.06.1988</td>
</tr>
<tr>
<td><strong>Deadweight:</strong></td>
<td>7322</td>
</tr>
</tbody>
</table>

**Classification society:**
- Nippon Kaiji Kyokai / Turk Lloyd

**Recognized Organization:**
- Turk Lloyd

**ISM Company:**
- Bora Denizcilik
- IMO no. 1205958

**Port of detention:**
- Hamburg (Germany)
On 20.07.2017 early afternoon the M/V MISTRAL assumed NUC status in the Dover Straits. She was drifting whilst she effected repairs. MISTRAL was ordered to drop anchor by British authorities to prevent the vessel from drifting into the traffic lanes.

On 21.07.2017 in the morning the vessel was found still anchored in the Dover Straits. She was ordered to take a tug boat towing her to a place of safety and a message was created in Thetis by British Authorities. The owner decided to continue under towage to the next port of call, the discharging port Hamburg.

M/V MISTRAL arrived under towage at Hamburg on 25.07.2017. A PSC-inspection for the Standard Risk Profile ship was carried out on the same day.

Statutory certificates issued by Nippon Kaiji Kyokai and Turk Lloyd were presented and found all valid until August 2019. The ISM system had been audited by Turk Lloyd and a valid DOC and SMC were available.

The inspection revealed 24 deficiencies, 14 of which were considered as ground for detention and 23 were found to be ISM related.

The general condition of the vessel was found poor with big structural damages.

Additionally the main engine was found still not working and repairing had continued during inspection and detention.
Some of the deficiencies found on board:

- Historically grown cable installations, damaged fire resistant walls or divisions
- Fire doors damaged or missing
- Fire insulation on A60 boundaries damaged
- Fire insulation on exhaust pipes damaged
Picture 8 – fire door frame holed by rust

Picture 9 – incorrect installed door closure on fire door

Picture 10 – The fire insulation of A60 boundaries...

Picture 11 – …found damaged in various spaces

Picture 12 – damaged insulation on exhaust pipe

Picture 13 – damaged insulation on exhaust pipe
- funnel rusted and ruptured
- rust holes on funnel platform
- rust on engine room ceiling; raining into engine room

Picture 14 – platform deck holed by rust

Picture 15 – funnel end rusted away

Picture 16 – rusted foundation of exhaust pipe

Picture 17 – the exhaust pipe found rusted through…

Picture 18 – …and collapsed due to its own weight
- all outside weather doors not closing tightly
- most windows not closing tightly

Picture 19 – not closing sash lock

Picture 20 – damaged frame on outside door

Picture 21 – not possible to close the door

Picture 22 – Even if sash locks found working…

Picture 23 – …still the doors are not closing tightly
Picture 24 – almost all windows found in…

Picture 25 – …different stages of disintegration

Picture 26 – window frame rusted and buckled

Picture 27 – ongoing disintegration on window frame

Picture 28 – destroyed windows replaced by wood…

Picture 29 – …obviously done a long time ago
• Deck found rusted through

Picture 30 – testing integrity of the steel by chipping – as result severe corrosion damages wered identified

Picture 31 – successfully worked around by chipping hammer
Following items found inside accommodation:

- Crew cabins outworn
- Galley outworn, dirty and unhygienic
- Cockroaches found in galley
The condition of the sanitary rooms in the crew cabins was found below standard. Self made repair by building foam and wires also the crew cabins found outworn.
During ongoing inspection the vessel was detained at 15:00 hrs. The inspection continued until 16:00 hrs and after writing the inspection report it was handed over and explained to the captain until 17:30 hrs.

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

After doing partly repair the owner decided to tow the MISTRAL as dead vessel back to Turkey. Reinspection took place on 28.08.2017, after the external ISM audit had been carried out. Several deficiencies found fixed and other items were set to Code 46 - ‘To be rectified at agreed repair port’. The flagstate agreed for a single voyage in tow to a Turkish Ship Yard, so the vessel was released from detention on 28.08.2017.

From September until November MISTRAL stayed in a shipyard. She got underway again at the beginning of December 2017.