Detention of M/V “TOK TOK”

**SHIP’S PARTICULARS**

<table>
<thead>
<tr>
<th>NAME:</th>
<th>TOK TOK</th>
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<tr>
<td>FLAG:</td>
<td>GOVERNMENT OF SAMOA</td>
</tr>
<tr>
<td>TYPE OF SHIP:</td>
<td>OTHER CARGO SHIP</td>
</tr>
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<td>CLASSIFICATION SOCIETY &amp; R.O.:</td>
<td>CONTINETAL SHIPPING BUREAU (CSB)</td>
</tr>
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<td>GRT:</td>
<td>196</td>
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<tr>
<td>L.O.A.:</td>
<td>29,74 m</td>
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<tr>
<td>IMO:</td>
<td>7337543</td>
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<tr>
<td>CALL SIGN:</td>
<td>5WEL</td>
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<tr>
<td>DATE KEEL LAID:</td>
<td>1974</td>
</tr>
<tr>
<td>PARTICULARS OF COMPANY (owner):</td>
<td>RANID SHIPPING INC.</td>
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M/V "TOK TOK" flying the GOVERNMENT OF SAMOA flag, with IMO: 7337543, called at the port of Neapolis / Greece on 28 December 2018 due to M/E malfunction, according to the local port authority report. The ship, was not listed in the “THETIS” data system, probably because she was never inspected or called at one of the Paris MOU ports. After the relative correspondence via e-mail with EMSA, the vessel was inserted in the mentioned data base and appeared as “unknown ship” and therefore eligible for inspection as it was Priority I (PI).

Early in the morning on the same day the PSCO visited the vessel, berthed on her STBD side in the port of Neapolis / Greece. Before the embarkation, the PSCO proceed to the appropriate check of the external condition of the hull, the draft marks and the other basic and unique characteristics of the vessel such as her name, port of registry and IMO number. The external condition of the vessel was extremely degraded.

In general, during the More Detailed (MD) inspection forty five (45) deficiencies were found, which were considered as clear grounds for detention.

The inspection, according to the PSC procedures, began with ship documents and plans check, as described below:
1 The first part of the first stage of the inspection (vessel’s certificates and documents, STCW Certificates, MLC 2006) revealed a number of seven (7) deficiencies as follows:

.1 The provisional Certificate of Registry was issued by the R.O. “ASCENT NAVAL” on behalf of the Flag Administration (Government of Samoa).


The Flag Administration was asked to verify the originality of the Certificate of Registry.

.2 The MSMD which was found on board was issued by the R.O. “ASCENT NAVALS” on behalf of the Flag Administration (Government of Samoa).


The Flag Administration was asked to verify the originality of the Certificate of Registry.
.3 The TONNAGE Certificate was not found on board.
.4 The expiry date of the short term International Load line Certificate issued by the R.O. (Continental Shipping Bureau/CSB) was missing.
.5 The Flag Endorsements of the CoP certificate of the Master (II/3) and the Engineer Officer/Watch keeping Officer (III/1) were missing.
.6 The CoP certificates of the Watch keeping Deck Rating (II/4) and the Watch keeping Engine Rating (III/4) were missing.
.7 The medical certificate for the crew member, who is recorded as a wiper, was not found on board.

2 The second part of the first stage of inspection (documents - other certificates) revealed a number of five (5) deficiencies as follows:

.1 The presented Stability Booklet was approved by an Administration, other than the Flag Administration, describing the vessel as a fishing vessel.

Major modifications/alterations of the ship were found with regard of the ship’s above mentioned Stability Booklet. Specifically, new bulkheads, oil and ballast tanks, stringer plates, equipment (pumps, pipes, etc.) were found without the corresponding volumes and the center of gravity. Actual lightweight does not correspond to the above mentioned Stability Booklet.

.2 The Master did not keep/record any form, approved by the Administration, of any of the navigational history activities and incidents that are important to the safety of navigation, containing sufficient details to restore a complete record of the voyage.
.3 Records with respect to the maintenance and inspections of LSA tests, were not recorded. The required log book was not found on board,
.4 The LSA training manual and the Shipboard planned maintenance program, which include the maintenance plan and inspections for Life Saving Appliances, were missing.
.5 Fire training manual and Shipboard operational booklet - maintenance program, which include the maintenance plan and inspections for the Fire Fighting Equipment, were missing.
.6 Also in general, not any documentary evidence/records regarding the checks and tests (drills) of the LSA (as well as the emergency steering gear drills), which have been carried out, were found.

2.1 MLC 2006 issues
The vessel was under convention size and for that reason the inspection was conducted according the relative provisions of the main Paris MOU text and the DIR. 2009/16/EC, guided by the Port State Control Committee instruction 48/2015/11 “guidance for inspection on maritime labour convention”.
As a result of the above, another nine (9) deficiencies related to the MLC 2006 requirements were found:

.1 No documented evidence was found available on board to indicate that the private service or private agency was operated in accordance with MLC 2006.
.2 The SEA for one of the crew members referring as a wiper in the crew list, was not holding a written employment agreement signed by both the seafarer and the ship owner or a representative of the ship owner.
.3 No evidence was found of on board program/s for the prevention of occupational accidents, injuries and diseases meeting the standards of MLC 2006.
.4 The required MLC 2006 on board complaint procedure, applicable to the ship, was missing.
.5 Records of accommodation, food and catering inspections, done by the Master or by an authorized crew member, were not found on board.
.6 The overall cleanliness condition of the accommodation spaces were not in acceptable standards.
.7 The galley was found in an indescribable condition.
.8 All over the decks and in the C/H broken protective light covers and various bare cables hanging out around were found.
.9 Insufficient quantity of fresh provisions (vegetables, fruits, etc.). Various provisions (potatoes, onions, etc.) were placed in a storage area with other materials and in other inappropriate spaces.

In general, all mooring ropes were found wasted. All mooring rollers were found in a poor condition and no protective equipment for the crew members were provided (such as helmets, protective clothes, safety shoes and earplugs).

Broken light protective covers and other various cables. The bare electric cables on the above photo, are in the cargo hold, which was found with a significant amount of diesel oil.
The condition of the electric kitchen is obviously indescribable

The condition of the oven

The storage room under the sink
The condition of the refrigerator in the galley

THE FREEZERS

The freezers located at the main deck
Insufficient quantity of fresh provisions (vegetables, fruits, etc.). Various provisions (potatoes, onions, etc.) were placed in a storage area with other materials and in other inappropriate spaces.
The mess room with provisions stored under the seats. Cables were hanging all over the room and the cleanliness was not as it should be.
The way of providing water to the toilet

The condition of the common WC and shower

The common WC was found in poor condition
The beds of crew members

The condition of the structural supports under the beds

The condition of the roof of the crew cabin. The piping system above the roof insulation

The condition of the crew cabin was like nobody was using it

In general the condition of the accommodation was in an extremely substandard condition
The mooring ropes were totally wasted

3 The second stage of inspection (operational controls, inspection of ship’s areas) revealed a number of twenty four (24) deficiencies as follows

3.1 SOLAS - ‘60 – ‘74 items

3.1.1 Navigation Bridge (SOLAS ’74 / Chapter V items)

.1 No voyage/passage plan was found on board or was prepared for the intended voyage.
.2 Not any NP were found on board such as Weekly & Cumulative NTM, Sailing Directions, List of Lights and Fog Signals, Tide Tables, Almanac, IAMSAR, etc.
.3 It was not possible to examine (the up to date) necessary Navigational Charts for the current voyage, because the Weekly & Cumulative NTM were not found on board.
.4 The steering gear mechanism and the relative hydraulic pipe lining were not properly maintained and rusted.
3.1.2 Radio communications (SOLAS '74 / Chapter IV items)
.1 Due to the fact that the vessel was below convention size, the radio communication equipment, which is required for the trading area (A1-A2/GMDSS), was not defined to any certificate issued by the Flag Administration or the authorized R.O.
.2 No documentary evidence concerning the annual test report of the EPIRB device was presented or founded on board.
.3 In relation to the facilities for the reception of marine safety information the NAVTEX, which was found installed on board, was not working properly because the shaft of the rolling paper was missing. Also because of the absence of NP, it was not possible for the crew to program the device according to the navigational areas in which an international NAVTEX service is provided.

3.1.3 Safety in general (SOLAS '60 / Chapter III items)
.1 Three (3) lifebuoys were found on board, instead of six (6) according to the Flag Administration requirements (Ship Safety Certificate).
.2 The capsule (rocket) of the line throwing appliance was expired since 2014.

3.1.4. Fire Safety (SOLAS' 60 / Chapter II items)
.1 Main and emergency fire pumps were not tested due to insufficient power supply of the D/G.
.2 The fire detection system, which was installed on board, was found out of order.
.3 The FFE (pumps, fire hoses, hydrants, pipes, etc.), was not ready for immediate use (it was missing) and not in relation to the presented Fire Control Plan, which the vessel must comply according the Ship Safety Certificate (ship under convention size).

3.2. Lights, shapes, sound / signals (COLREG’ 72 items)
The navigation NUC lights found were inoperative and the day time shapes were missing.

3.3. Decks and forecastle (ICLL 1966 items)

3.3.1. Load - Deck lines and Draft Marks
.1 The Deck lines, the Load Lines and the Mark of the Assigning Authority, on both sides of the vessel, were missing.
.2 The draft marks FWD and AFT on both sides of the vessel were not readable.

The draft marks FWD and AFT on both sides of the vessel were not readable and partly missing
The Deck Lines, the Load Lines and the Mark of the Assigning Authority, on both sides of the vessel, were missing

3.3.2. Decks, Railing, gangways, walkways, machinery spaces and ventilators.
.1 Many cracks/bends and holes were found on the metal plate all around the monkey deck and on both sides of the upper deck plate (between the bulwark slays of the rails).
.2 Protective rails on both sides of the vessel on the upper deck were found damaged and bended.
.3 Around the main body of the funnel, many cracks and holes were found.
.4 The natural mushroom type ventilators, located on the monkey deck and on the upper deck (aft of the wheel house superstructure), are corroded and the closing mechanism is inoperative.

Cracks and holes all around the main body of the funnel
The ventilator on the monkey deck

The ventilator of on the upper deck, aft of the wheel house

The natural ventilators (mushroom type) located at the monkey deck and on the upper deck (aft of the wheel house) are corroded and the closing mechanism is inoperative.
Many protective hand rails found damaged and bended. Also many cracks, bends and holes on the metal plate on both sides of the upper deck plate (between the bulwark slays of the rails) were found.
Various cracks / bends and holes, on the metal plate all around the monkey deck
3.3.3. Hull damage impairing seaworthiness
The following was found:
.1 The side shell (STBD) and the internal longitudinal frames were found bended above the water line, forward mid-ship.
.2 General corrosion of the forecastle deck.
.3 The surfaces located:
   a. at both sides of the aft part of the accommodation superstructure on the main deck;
   b. at both sides on the main deck from the accommodation superstructure until forward and;
   c. in the centre of the main deck forward of the cargo hatch, were covered by cement.
.4 Several cracks and holes on several vertical/longitudinal frames and bulkheads, bending of several structural figures all over the side shell.
.5 Thickness measurements missing.
.6 Constructions drawings missing.
.7 Strength calculations missing.
Vertical bulk head, with holes around piping penetrations.

Holes on the cargo hold hatch (which was converted as cargo tank).

Openings on the main deck closed with wooden plugs.

The surfaces located:

a) at both sides of the aft part of the accommodation superstructure on the main deck.

b) at both sides on the main deck from the accommodation superstructure until forward and in the centre of the main deck forward of the cargo hatch, were covered by cement.
Penetrations of the superstructure by air condition piping system without any authorization

Holes on the C/H hatch

The condition of a vertical frame

Various holes and other structural alterations
Alterations of the deck plate, in order to create access for the above pipes lines to the upper deck.
Major modifications and alterations of the ship, with regard to the vessel’s mentioned Stability booklet, particularly were found on new bulkheads, oil and ballast tanks, stinger plates, etc. The Flag Administration and the R.O. (acting on behalf of the Flag Administration) were requested to verify that the general structural strength of the ship was adequate for the ship to operate, including the loading and unloading of the new tanks.

According to the only plan, which was found on board, the vessel was described as a fishing vessel with one cargo hold and one compartment with freezers, as shown below.

But the actual condition was found as follows:
The main deck

Was constructed a tank with the relative piping system, for the storage of oil (D.O.)

It was constructed as a fully equipped pump room, with all the relative pumps and piping system

Was used for the carriage of oil (D.O.)
- The hatch of the oil tanks
- Piping lines constructed and modified for the oil transfer
- Plastic pipes all over the ship, for the transfer of oil
The Cargo hold

The entrance to the Cargo Hold, which was found with oil residues

The constructed tank (oil tank) in the C/H

The manhole to the D.B.T., which was found full of oil (D.O.)

The upper part of the oil tank

Modified bulk heads, vertical and longitudinal frames
The "Pump Room"

The modified "Cargo Pump Room"

Cargo transfer pumps, with the relative piping system

Piping system
4 Other modifications - related to MARPOL 73/78 issues.

4.1. Modifications of cargo and ballast piping system - MARPOL 73/78

Ballast pump, connected with the cargo transfer piping system, modified as such to be able to transfer oil from the cargo tanks to the main deck and also overboard.
4.2. Engine Room

The M/E, and the D/G were found with oil leakages. The bilges were found with significant quantities of oil residues.

Suction pump (bilge pump)

The piping from the suction pump (bilge) leading to the upper deck (overboard)

The same piping was connected with the fire line.

Due to the fact that the vessel was under convention size, according C/E, the vessel was not equipped with holding tanks for the storage of bilges and also without sludge tank. A common piping system (pumps, pipes), with connections to the fire line, to the bilge suction pump, and straight overboard were found.
After the completion of the inspection, late in the evening of 28 December 2018, a detention order was issued and all the responsible parties were informed accordingly.

The vessel, after approximately 50 days under detention, still remains berthed in the port of Neapolis / Greece since 19 February 2019.

In addition, as it turned out, all the certificates of seaworthiness issued by the R.O. (ACSENT NAVAL), on behalf of the Flag Administration of the ship (SAMOA), were invalid, as the Certificate of Registry was falsified.

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