

Ref : DMA/AIFI/96/C 832

Date: 15/10/2017

Dear Captain
Good Day,

Please be informed that recently one of the fleet container vessels was inspected in Hamburg by Waterways police inspector. During course of inspection, all certificates, garbage management plan and garbage oil record book , SOPEP and oil record book were checked and some discrepancies were found in oil record book. During engine room inspection it was found that sewage treatment plant was inoperative and the sewage was being discharged directly overboard.

The mentioned shortcomings led to a clear ground for detailed PSC inspection.

Based on that, Waterway police informed PSC officers to attend the vessel. Upon boarding vessel, PSC officers conducted a thorough inspection of certificates, bridge navigation equipment, safety equipment, deck and engine room rounds were made and finally vessel received 5 deficiencies out of which 2 were with code 30 and others with code 17.

The deficiencies with code 30 were:.

- 1- Speed log is not providing an speed input on both ARPA.
- 2- Sewage treatment plant not operational.

In view of above, vessel was fined for an amount of 12064 EU including Master's and Chief Engineer's fine which are detailed hereunder.

Chief Engineer's fine:

- Improper documentation of fuel change over : 228.5 EU
- Direct discharge of black water at port (overboard) : 5273.5 EU
- Wrong and Missing entries in oil record book : 1053.5 EUR

Master's fine:

- Master's missing signature in the oil record book : 528.5 EU

In addition to all above, vessel had to have an external ISM audit carried out prior to leaving the port. This also cost the Company a considerable amount.

Vessel's detention period (Off Hire) was two days apart from the expenses incurred to clear all vessel's deficiencies.

Based on above and in order to avoid similar cases:

- It is strictly expected from Masters and Chief Engineers to be well familiar with their duties and perform it properly
- Master shall ensure that all certificates and documents required by various conventions (SOLAS, STCW, MARPOL and ILO), including oil record book, garbage record book, etc, are properly maintained and filled in as required
- All defects shall be immediately reported to SM department

- All efforts to be made to have the vessel ready for any inspection and/or audit at all times

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards,

Ali Mohtasham

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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)