

'caught in
the net'



Ship particulars

IMO no.: 802483

Name: Abit Beser

Flag: Turkey

Ship type: General cargo

MMSI no.: 271002104

Call sign: TCBD

Gross tonnage: 1871

Ship length: 74 m

Keel laying date: 14oct1977

Deadweight: 3033

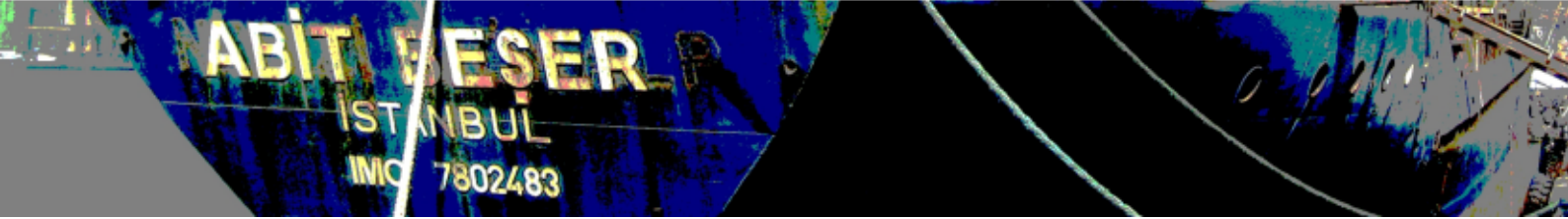
Classification society/Recognized organization: Turk Loydu

ISM Company: Beser Denizcilik ve Lojistik
Isletmeleri Ticaret Ltd Sti (5403585)

M/V Abit Beser arrives in Catania (Italy) on the 20th of march 2009 with her holds full of grain. According to the new inspection regime she is a standard risk ship already inspected in previous 10 months and marked in thetis information system as a 'no priority' ship, no liable to inspection under Paris MoU region.

Finished all unloading operations, while preparing for leaving, on the 23rd of march the port pilot reports to Catania VTS that an engine failure occurs to the ship: the main engine is no more able to start.

As per annex I to European directive 2009/16/EC and annex 8 of Paris MoU text an unexpected factor determines the ship is eligible to an additional inspection: on the 24th of march an Italian port State control team boards the ship and finds that the M/V Abit Beser is to be listed among the worst sub-standard ships ever docked in Catania port.



The rustbucket ship, berthed in a solitary quay, is waiting inspectors in the early morning showing her worn out ropes and her deformed, bumped hull. No safety net is positioned under the gangway and the ugly foremost boom, broken in two pieces and temporary welded with iron bars, seems to be falling out from its position to the ground.



A more detailed inspection is carried out all day long and late in the evening a notice of detention is notified to the master after that 37 deficiencies are listed in the inspection report, 25 of which considered by PSC inspector warranting a detention order because posing a serious threat to the safety of the ship and her crew and relevant for environmental protection.

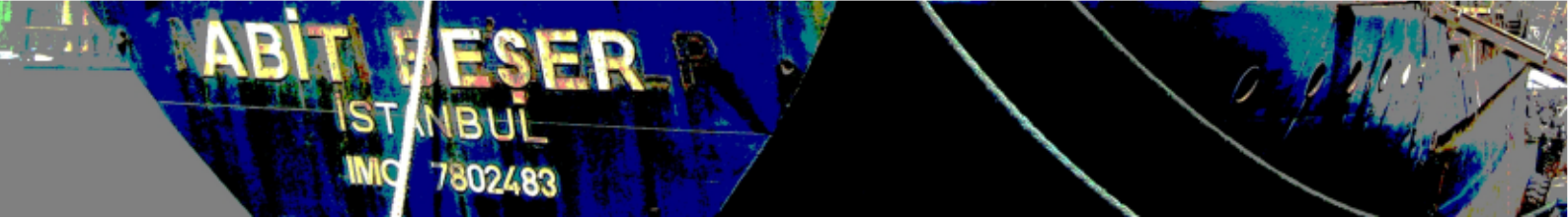


Among others, the following more serious operational, structural and equipment related deficiencies are listed in the inspection report:

- Steering gear is not properly maintained and emergency steering gear test is unsuccessful;
- Pilot transfer arrangements are unsafe (ladder and stanchions) or missing at all (lifebuoy with light);
- Hatchcovers are heavily corroded, deformed and not properly closing.



Hatchcovers heavily corroded and deformed. Clearly not weathertight



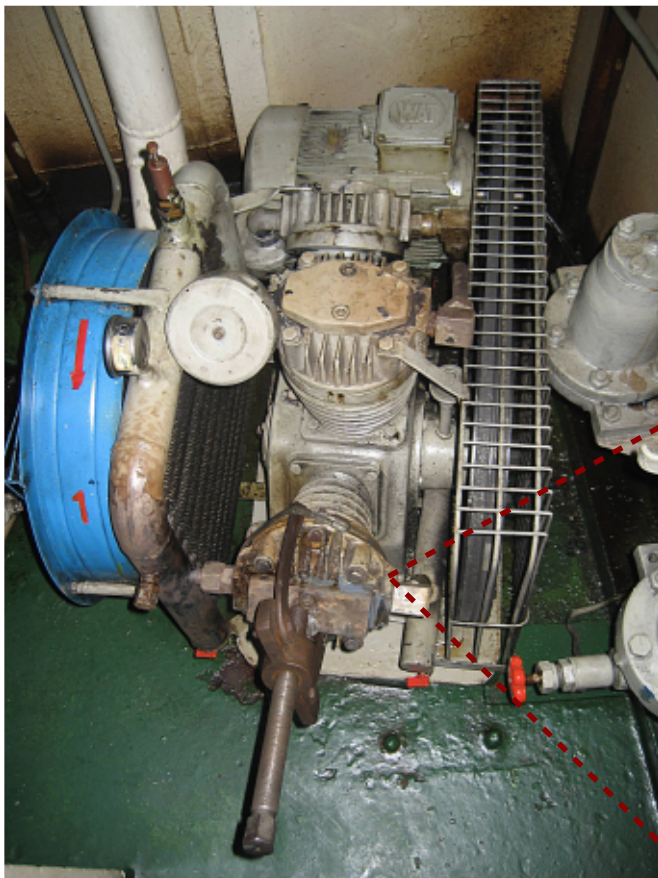
Temporary repair (tar carpet) hatchcover no. 2

- The cover of the hold no. 2 is holed and a temporary repair by tar carpet is observed upon it;
- All lifejackets onboard are missing or lights are provided with expired batteries;
- All flammable liquids tanks' quick closing valves are inoperative;
- Emergency generator is inoperative;
- Fire pump is inoperative;
- Emergency fire pump is inoperative;

- Gyro compass is inoperative;
- The EPIRB is not annually tested, in very poor conditions and not properly marked. Its battery and hydrostatic release unit are both expired. It's inoperative;
- All ship's air compressors are inoperative (temporary repairs are carried out: a compressor's head is temporary fixed by rubber tube and a gear puller!);



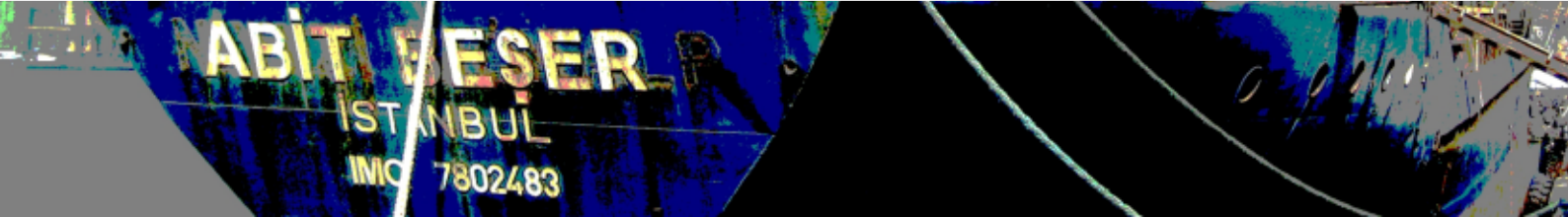
EPIRB in poor maintenance conditions and inoperative



- The self activating light and smoke signal of the man overboard lifebuoy is expired;
- Part of the main fire line is disconnected (to avoid heavy leakages from broken hydrants inside engine room);
- Crew is unable to define a GMDSS sea area and have never heard about GMDSS master plan;
- The passage plan is not prepared at all before departure.



Air compressor no. 1: out of service. On the right a particular of its head temporary fixed by a gear puller



- The engine room is very dirty: oil leakages are everywhere and a thick layer of soot coming out from the damaged exhaust pipe of main engine covers everything.



On the left: main engine oil leakages near an injection pump



Damaged insulation in E/R and soot inside electrical panel

Also hygienic and living conditions onboard are very poor:

- Cold room is inoperative;
- Provision quantity is insufficient: no milk, no eggs, no bread, no flour, no fruit, no vegetables, very few frozen meat and fish (fishing rod and lines are everywhere onboard);
- Big quantity of food provisions are expired or rotten;
- The few provisions onboard are not properly segregated and stored in not hygienic containers (mainly garbage plastic-made black bags);
- Floor, linings and furnishings in galley, handlingroom, messroom, coldroom are dirty and damaged, some cockroach is noted during inspection in cutlery and tableware;

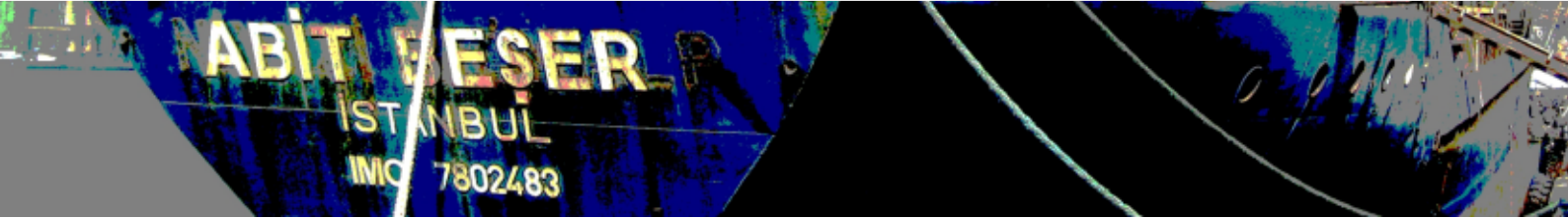


Unreadable temperature gauge in main engine cylinder no. 3

- Water flushing inside toilettes is often inoperative or insufficient;
- Washing machines are inoperative and laundry is fully out of order.



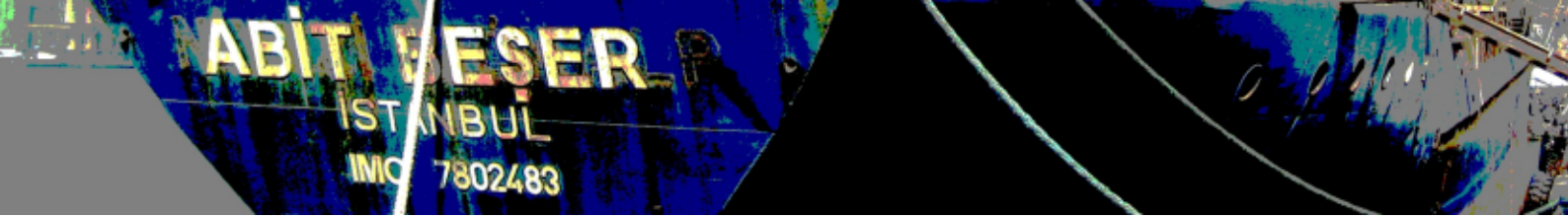
On the left: inside the dirty, empty and inoperative cold room. A refrigerator placed near engine entrance and its poor content. Meat, cheese, frozen potatoes are all expired. Inside the white plastic bag fish caught by crew



Refrigerators, galley and crew mess: poor hygienic conditions

According to Paris MoU procedures, a major non conformity is listed in inspection report and an additional verification audit by the Flag State Administration or by the Recognized Organization acting on its behalf is required before releasing the ship.

Clearly the rustbucket Abit Beser needs a shipyard, not available in Catania, to fully rectify all deficiencies found during the inspection but she spends more than 22 days in port for replacing all expired or inoperative equipments, for getting onboard enough food, for getting a gross wash to accommodation spaces and for carrying out temporary repairs giving minimum safety standards for the intended voyage to Tuzla-Istanbul dry dock. Part of the crew is replaced during stay and before departure.



A single voyage in ballast conditions to Tuzla-Istanbul drydock is finally granted on the 15th of april 2011. Special conditions of release from detention are agreed between Italian PSC Authority, Flag State Authority and recognized organization Turk Loydu, acting on its behalf.

As per article 4 of ILO Convention 147, a detailed report has been addressed to the Government of the country in which the ship is registered and to the Director-General of the International Labour Organization.

On the 4th of august 2011 Turk Loydu informed that, after a long stay in repair port, the class was withdrawn and the ship deleted from Turkish International Register of Shipping because sold for scrapping.

