Report on the investigation of

an accident involving the starboard lifeboat of

the Turkish registered bulk carrier

# mv *Gulser Ana*

in Belfast harbour

on 17 October 2001

Marine Accident Investigation Branch
First Floor
Carlton House
Carlton Place
Southampton
United Kingdom
SO15 2DZ

**Report No 41/2002**
**December 2002**

**Extract from**

**The Merchant Shipping**

**(Accident Reporting and Investigation)**

**Regulations 1999**

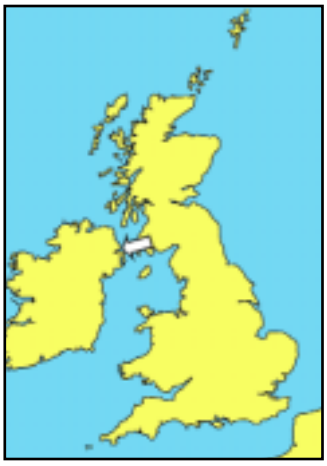
The fundamental purpose of investigating an accident under these Regulations is to determine its circumstances and the cause with the aim of improving the safety of life at sea and the avoidance of accidents in the future. It is not the purpose to apportion liability, nor, except so far as is necessary to achieve the fundamental purpose, to apportion blame.

## CONTENTS

## GLOSSARY OF ABBREVIATIONS AND ACRONYMS

| | | |
|---|---|---|
| IACS | - | International Association of Classification Societies Ltd |
| ISM Code | - | International Safety Management Code |
| MCA | - | Maritime and Coastguard Agency |
| SOLAS | - | Convention for the Safety of Life at Sea |

## SYNOPSIS



The Turkish registered, ISM accredited bulk carrier *Gulser Ana* entered Stormont Wharf, Belfast on 16 October 2001. On arrival, she underwent a Port State Control inspection by MCA surveyors. Thirty-seven deficiencies were found and the vessel was detained.

On the morning of 17 October 2001, two seamen were tasked with freeing up and greasing the releasing hooks on the starboard lifeboat while it was in the water. These had been found seized the day before, during the inspection.

Both seamen wore lifejackets and hard hats. They freed and greased the forward hook, but found the aft hook operating rod sheared. Therefore, after the latter had been freed up and greased, the seamen used lashing to secure the hook in the closed position, ready to hoist.

The chief engineer and chief officer were then called to inspect the operation of the hooks. The bosun raised the lifeboat to the embarkation level with the seamen aboard.

The boat was left suspended by the falls. The chief officer joined the seamen on the boat to inspect the work. He was wearing working gear and a hard hat, but no lifejacket.

Shortly after he boarded, the forward hook released suddenly and without warning. The forward end of the boat dropped, leaving it suspended vertically from the aft fall. The two seamen and the chief officer were thrown into the water.

The two seamen were able to pull the unconscious chief officer to the surface and keep him afloat until all three were picked up by the pilot launch. The launch delivered them to the dock police and an ambulance ashore.

The release mechanism was poorly maintained, the locking pin was missing and the crew had little information or understanding of its operation.

Recommendations are made to the operating company to ensure that all safety and maintenance manuals are accurate and in the working language of the crew. It is also recommended that a system of formal risk assessments be introduced aboard its vessels, along with training where necessary.

The recognised organisation, Bureau Veritas, auditing the ISM system on behalf of the administration, is recommended to follow the ISM Code and IACS Recommendation 71 regarding the development of shipboard technical manuals.

# SECTION 1 - FACTUAL INFORMATION

## 1.1 PARTICULARS OF *GULSER ANA* AND ACCIDENT

### Vessel details

| | | |
|---|---|---|
| Registered owner | : | TNR Denizcilik |
| Manager(s) | : | Mardeniz Denizcilik |
| Port of registry | : | Istanbul |
| Flag | : | Turkey |
| Type | : | Bulk carrier |
| Built | : | Kurushima Dockyard Co Ltd, Onishi 1985 |
| Classification society | : | NK |
| Construction | : | Steel |
| Length overall | : | 188.5m |
| Gross tonnage | : | 23602 |
| Engine power and/or type | : | Sulzer 6RTA58-R4 8160 PS 98RPM |
| Other relevant info | : | Single screw |

### Accident details

| | | |
|---|---|---|
| Time and date | : | 0920 on 17 October 2001 |
| Location of accident | : | Alongside Stormont Wharf, Belfast |
| Persons on board | : | 24 |
| Injuries | : | 4 |
| Damage | : | Starboard lifeboat damaged |

## 1.2 BACKGROUND

The crew of *Gulser Ana* were Turkish and their working language was Turkish. The master and chief officer spoke English to a conversational level.

On 29 November 2000, Bureau Veritas issued the Safety Management Certificate to the vessel.

*Gulser Ana* sailed from Richards Bay, South Africa, on 21 September 2001 for Belfast, with a cargo of coal.

On arrival at Stormont Wharf, Belfast on 16 October, the MCA carried out a Port State Control inspection. As a result of this inspection, it detained *Gulser Ana* on a number of grounds, including the starboard lifeboat not being operationally ready.

The accident to the starboard lifeboat occurred the following day while ships' staff were working on it.

## 1.3 SEQUENCE OF EVENTS

At 0800 on 17 October 2001, *Gulser Ana*'s bosun instructed two seamen to free up and grease the releasing hooks on her starboard lifeboat. These had been found seized the day before during the Port State Control inspection.

Standing by and operating the lifeboat winch, the bosun lowered the lifeboat into the water with two seamen on board. Both seamen were wearing lifejackets and hard hats. They freed and greased the forward hook, but found the aft hook operating rod sheared. Therefore, after the latter had been freed up and greased, the seamen used lashing to secure the hook in the closed position, ready to hoist.

At about 0910, the bosun called the chief engineer and chief officer to inspect the operation of the hooks. The two seamen then attached the fall lifting blocks to the lifeboat hooks, and the bosun raised the lifeboat to the embarkation level. During the ascent, the seamen sat down and held on to safety lines.

At the embarkation level, the boat was left suspended by the falls and, at about 0920, the chief officer boarded it to inspect the work. He was wearing working gear and a hard hat, but no lifejacket.

About 30 seconds to 1 minute after he boarded the boat, the forward hook released itself suddenly and without warning. The forward end of the boat dropped, leaving it suspended vertically from the aft fall **(Figure 1)**. The two seamen and the chief officer were thrown into the water.

The two seamen were able to pull the chief officer to the surface and keep him afloat. About 5 minutes later, all three were picked up by the pilot launch **(Figure 2)**, then met ashore by the dock police and an ambulance.

Figure 1


*Gulser Ana*'s lifeboat suspended vertically from the aft fall

Figure 2

The pilot launch rescuing the three crew members

A seaman who witnessed the accident from the main deck, collapsed with a suspected heart attack and was taken to hospital by ambulance.

The two seamen who had been thrown into the water were released later that day, having suffered bruising to their legs. The seaman who collapsed on board was also released that day, apparently having suffered an anxiety attack.

The chief officer was kept in hospital, suffering from a broken vertebra, lacerations above the left ear, and severe bruising to the left eye.

## 1.4 THE HOOK RELEASE MECHANISM

The hook release mechanism fitted to the lifeboats aboard *Gulser Ana* was manufactured by the Shigi Shipbuilding Co. of Japan and described as a “SZ3 Type Lifeboat Disengaging Gears”. It is an on-load release mechanism with no interlocks to prevent inadvertent release when the lifeboat is out of the water. The appropriate section of the manufacturer’s manual is included in **Annex 1.**

The hooks are released simultaneously by a single lever located midship on the lifeboat. Referring to **Figure 3**, normal operation is as follows:

1. Once the lifeboat is afloat, the safety pin is removed and the releasing lever is raised by about 30° from horizontal **(Figure 4)**.

2. Through a series of operating rods **(Figure 5)**, this rotates cam C which allows the hook element B to rotate given weight on hook A **(Figures 6 and 7)**.

3. Hook A is released and rotates about its pivot P, allowing the lower block to swing free.

The above refers to both the forward and aft hooks. The length of the rods in the mechanism has a small degree of adjustment, allowing the mechanism to be adjusted so as to ensure that both forward and aft hooks operate simultaneously. **Figure 8** shows the adjusting arrangement of the aft hook.

Three people are needed to reset the hooks to the closed position, ready to hoist. The two hooks have to be reset at the same time. Again, referring to **Figure 3**:

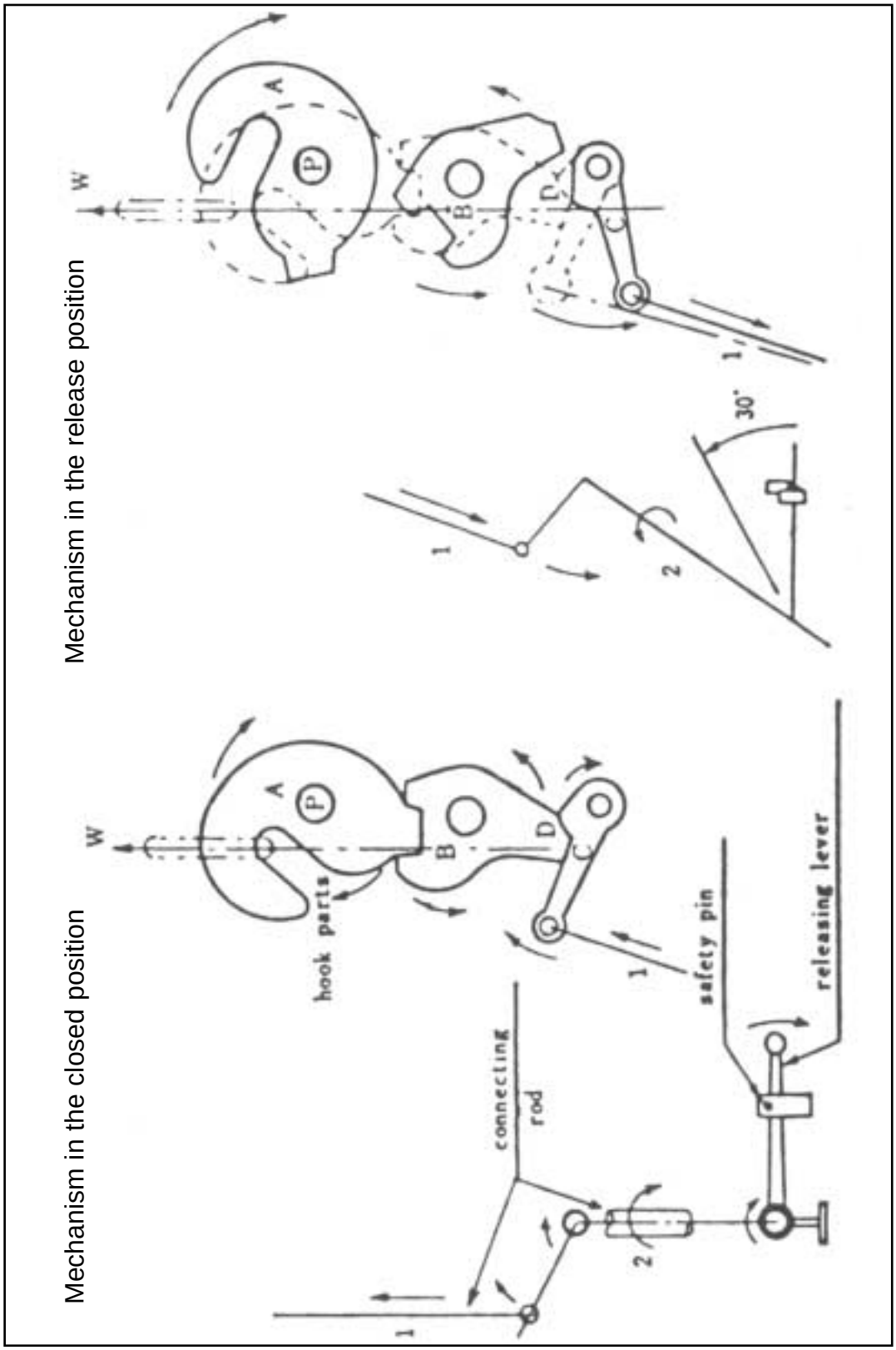
1. Each hook, A, has to be rotated by hand to engage it with hook element B.

2. The third person now puts the releasing lever down into the horizontal position so that the hook assembly is secured by cam C (at D).

3. The safety pin is now put in place to secure the releasing lever **(Figure 9)**, and the fall rings can be put on to the hooks.

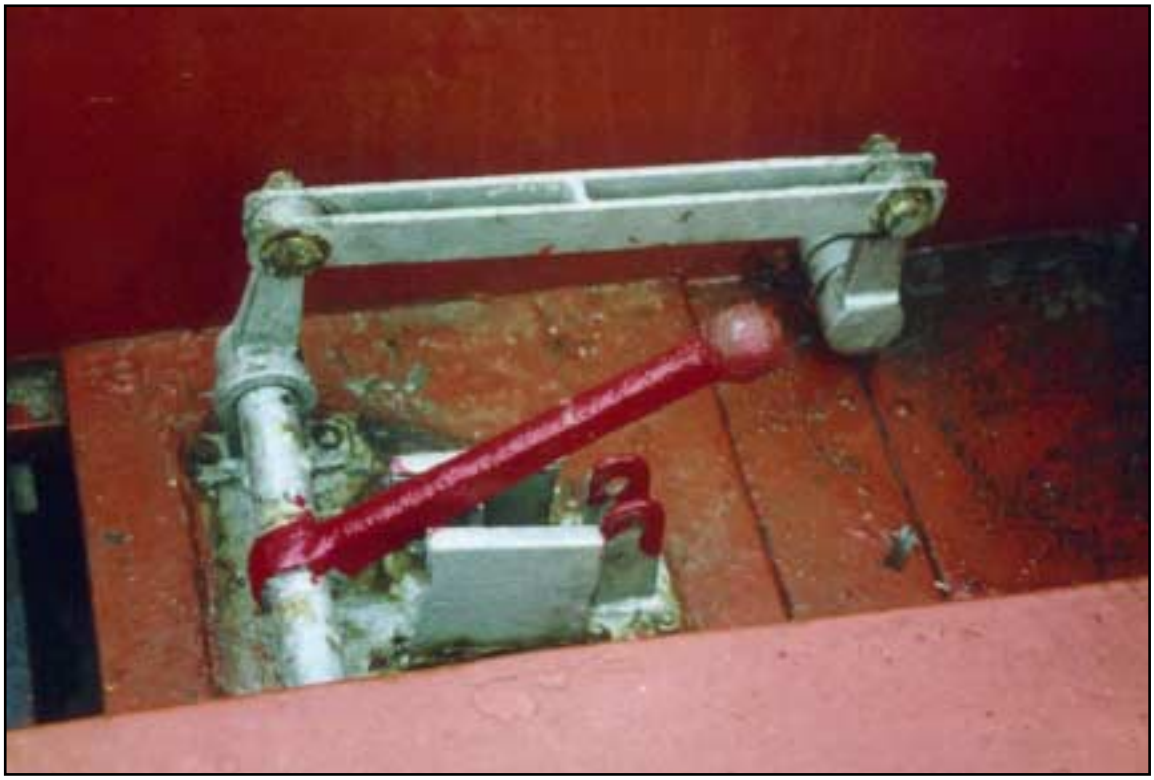
The hooks are fitted with lugs, as shown in **Figure 10**, which can be used to attach hanging off pennants. These were used to recover the boat after the accident, as shown in **Figure 11**. They were not used while the hooks were freed off and greased.

Figure 3




The hook release mechanism

Figure 4



The releasing lever raised 30° from its horizontal position

Figure 5

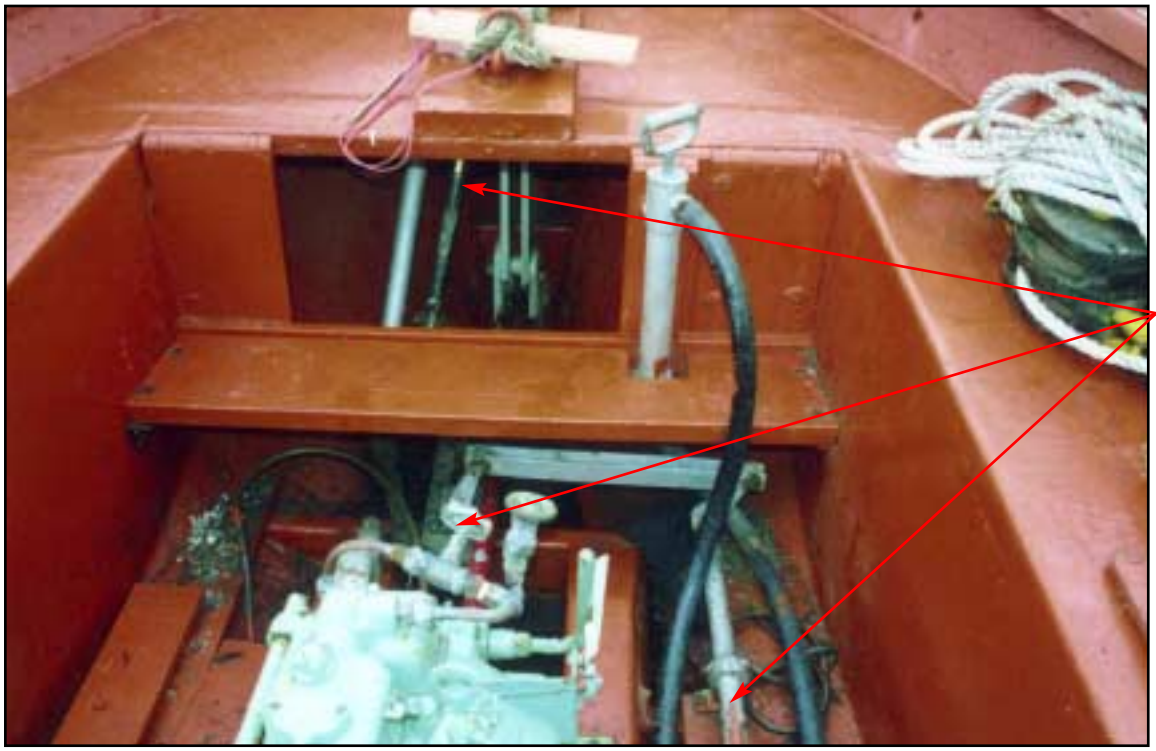


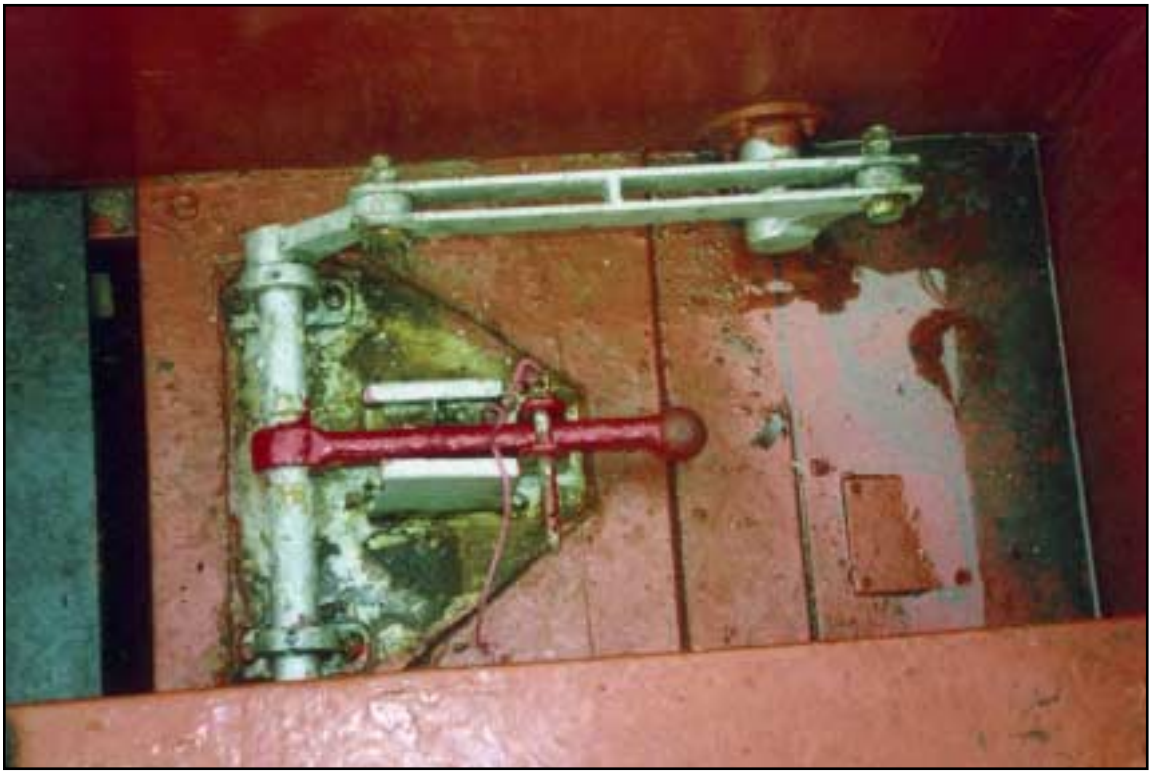
Figure 6

Figure 7

Figure 8


The adjusting arrangement of the aft hook

Figure 9



Safety pin in place to secure the releasing lever

Figure 10


Hook fitted with a lug

Figure 11

The lifeboat after recovery

## 1.5 THE CONDITION OF THE HOOK RELEASE MECHANISM AT THE TIME OF THE ACCIDENT

The inspector found three defects in the hook release mechanism which probably existed before the accident. These were:

1. The safety pin was missing from the releasing lever, as shown in **Figure 12** taken on the day of the accident by an MCA surveyor.

2. The operating rod to the aft hook cam C was sheared, and cam C had been lashed in the secure position. However, the loose end of this operating rod was not secured in any way.

3. There was free play in the mechanism and bearings because of wear of the rod bearings. The bearings are shown in **Figure 3**.

## 1.6 INSTRUCTIONS AND MANUALS AVAILABLE ON BOARD

SOLAS Chapter III, regulation 36, requires that instructions for maintenance and repair of onboard lifesaving appliances shall be available and easily understood.

The vessel's own instructions were written in English and gave basic instructions on how to lower and hoist a lifeboat. These instructions contained no information on how to reset the hook release mechanism before hoisting the lifeboat. The relevant section is shown in **Annex 2**.

The manufacturer's manual for the releasing gear was available on board, but was written in very poor English. The relevant section is shown in **Annex 1**.

The posted "Operating Instruction for Lifeboat" **(Figure 13)** had been translated into Turkish, and this text placed on "Dymo" strips. The instructions describe the basic steps to be taken when launching the boat.

## 1.7 CERTIFICATION OF VESSEL

At the time of the accident, all the international safety certification was in date and valid.

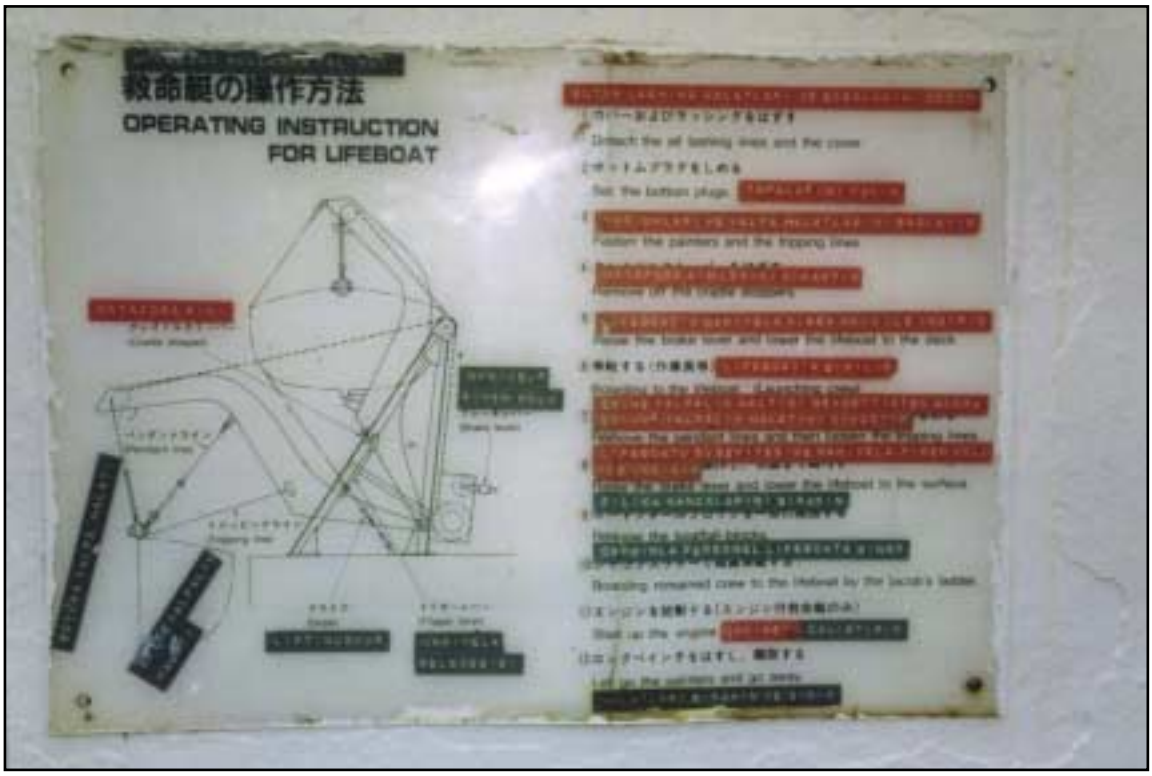
In particular, the safety equipment, including lifeboats, was surveyed by Nippon Kaiji Kyokai on 29 May 2000 in Bangkok. The Cargo Ship Safety Equipment Certificate was valid until 28 May 2002.

Bureau Veritas, acting as the recognised organisation on behalf of the Turkish administration, issued the vessel with the International Safety Management Code's Safety Management Certificate on 29 November 2000.

Figure 12

Releasing lever with safety pin missing

Figure 13




Operating instruction for lifeboat

## 1.8 PORT STATE CONTROL INSPECTION

During the Port State Control inspection carried out on 16 October 2001 at Belfast, MCA inspectors found 37 deficiencies. These included the starboard lifeboat not being operationally ready, incorrect stowage of liferafts, seized isolating valves in the fire main, missing fire hoses on deck and deficiencies with the ISM compliant safety management system.

A copy of the Report of Inspection can be found in **Annex 3**.

This inspection resulted in the MCA detaining *Gulser Ana* for non-compliance with three statutory requirements, MS (Life-Saving Appliances) Regulations 1999, MS (Fire Protection: Large Ships) Regulations 1998 and MS (International Safety Management (ISM) Code) Regulations 1998.

A copy of the Notice of Detention can also be found in **Annex 3**.

# SECTION 2 - ANALYSIS

## 2.1 AIM

The purpose of the analysis is to determine the contributory causes and circumstances of the accident as a basis for making recommendations to prevent similar accidents in the future.

## 2.2 CAUSE OF THE FORWARD HOOK DISENGAGING

The accident occurred when the forward hook inadvertently disengaged from the fall block lifting ring. The reason for the release has not been established with certainty.

Port State Control and post-accident inspections confirmed that the release mechanism was badly maintained and in an unsafe condition. The aft hook was disconnected from the release mechanism and lashed in the closed position.

With the lifeboat suspended on its hooks, operation of the midships located release lever would cause only the forward hook to disengage. The lifeboat would fall down and swing on the aft hook, as occurred in the accident.

Post-accident inspection found that the release lever's locking pin had not been in place to lock it in the closed position. The locking pin is designed to prevent inadvertent movement of the lever or releasing mechanism, and, hence, premature release of the hooks.

It is possible that someone operated the release lever. Alternatively, with the pin removed, one of the numerous crank levers and rods in the release mechanism, or the forward hook operating cam, could have been moved. These are fully exposed in the lifeboat and could have been displaced unintentionally, as the seamen moved around the lifeboat.

There was free-play in the rod bearings to such an extent that this could have allowed the forward hook to appear reset when in fact it was not. This, and possible wear at the interface D **(Figure 3)** between the operating cam and the hook element B, would contribute to the diminished locking capability of the release mechanism.

## 2.3 CREW UNDERSTANDING OF THE RELEASE MECHANISM

The seamen working in the lifeboat did not recognise the dangerous and life-threatening condition of the lifeboat hook release mechanism. Had they realised the danger, they would have questioned the wisdom of staying in the lifeboat as it was hauled back to the embarkation deck.

The following evidence, found on board, indicated that the vessel's operator had shied away from its responsibilities to ensure that *Gulser Ana*'s crew maintained and operated the lifeboat hook release mechanism safely:

- Nobody on board had been trained in its use.
- The manufacturer's manual was written in poor English, which was difficult even for a native speaker of English to understand.
- None of the manuals were written in the working language of the crew.
- There were no written procedures or plans to ensure that repairs were undertaken safely.
- No formal risk assessment had been carried out on the work to be done, and there was no procedure in place to require such an assessment to be completed.

The manufacturer's manual was the only available source of information regarding the operation and maintenance of the hook release mechanism. It describes the operation of the mechanism, albeit in poor English, but not the maintenance of it, other than to state that the operating parts of the hooks should be greased properly.

Much of that described in the manual was unclear or misleading. For example, it read "*but the releasing handling does not operate other than after the boat was waterborne*". On the contrary, this handle did operate the release mechanism with the lifeboat out of the water.

Records on board suggested that regular lifeboat drills had taken place. During these drills, the opportunity was lost to ensure that those responsible for launching the lifeboats became familiar with the operation of the release mechanism.

The defects with the lifeboat that led to the accident were uncovered by MCA's Port State Control inspection. Once the defects were known, it was the responsibility of the vessel's operator to ensure that any repairs were undertaken effectively and safely.

With the lifeboat in the water, and the defects to the release mechanism known, the only safe option was to land the lifeboat ashore for repairs and testing by competent persons. Such facilities were available in Belfast.

In any event, before hauling the lifeboat back on board, after repair or maintenance, the release mechanism must first be tested to ensure that it is working correctly.

## 2.4 THE INTERNATIONAL SAFETY MANAGEMENT CODE

Bureau Veritas, acting as a recognised organisation on behalf of the flag administration, issued the Safety Management Certificate required by the ISM Code.

The objectives of the Code are clear. The first objectives state:

Section 1.2.1

> *"The objectives of the Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular, to the marine environment, and to property."*

Section 1.2.2

"Safety management objectives of the Company should, inter alia:

*.1* *provide for safe practices in the ship operation and a safe working environment;*

*.2* *establish safeguards against all identified risks; and*

*.3* *continuously improve safety management skills of personnel ashore and aboard ships, including preparation for emergencies related both to safety and environmental protection."*

The management of the vessel did not achieve these objectives. For example, no provisions were in place to ensure a safe working environment, or to identify risks and establish safeguards against them.

Section 6.6 of the Code states: *"The Company should establish procedures by which the ship's personnel receive relevant information on the SMS in a working language or languages understood by them."*

Bureau Veritas, as a recognised organisation, audited the vessel's safety management system before issuing the Safety Management Certificate. This audit was performed using sampling techniques to scrutinise parts of the SMS documentation. This is the normal method of auditing, and is used because it would be impractical to assess every part of the SMS at each audit. Because of this method, some defective documents may not be uncovered.

In this case, the society did not realise that the entire SOLAS training manual, as required by SOLAS chapter 3 regulation 35, was not written in the working language of the crew. Considering the importance of the document, it is the MAIB's view that this was a failure of the audit.

There were no maintenance or repair instructions on board, regarding the lifeboat release mechanism, in the working language of the crew.

The importance of technical manuals relating to the repair, maintenance and operation of equipment on board, has been recognised by the International Association of Classification Societies, of which Bureau Veritas is a member. It has published Recommendation 71 “Guide for Development of Shipboard Technical Manuals” to ensure that manuals on board are suitable, contain sufficient information, and are in the working language of the crew. It is intended to assist designers and writers in producing user-friendly manuals.

Application of this guide is not mandatory, but it does provide a benchmark standard acceptable to the IACS membership. ISM Code section 1.2.3.2 advises that guidelines and standards recommended by classification societies, administrations and other organisations should be taken into account. Given that Bureau Veritas accepts the standard provided by the IACS guide, it has a responsibility to ensure that manuals accepted by the society meet this standard.

# SECTION 3 - CONCLUSIONS

## 3.1 CONTRIBUTING FACTORS

The aft hook was lashed in the closed position, so that operation of the on-load release hook would have released only the forward hook.

The release mechanism was not fitted with an interlock to prevent inadvertent operation of the release mechanism when on load, that is, out of the water.

The cause of the inadvertent release of the forward hook from the fall block lifting ring has not been established with certainty, but the following factors probably contributed to this release:

1. The release mechanism was poorly maintained and in an unsafe condition. [2.2]

2. The safety pin designed to secure the release lever was not fitted to the lever. Consequently, the lever might have been operated unintentionally, thus releasing the forward hook. [2.2]

3. There was free play in the mechanism because of wear of the rod bearings; this could have allowed the forward hook to appear reset when it was not. [2.2]

4. The seamen in the lifeboat might have released the mechanism by disturbing one of its exposed cranks, levers, or the loose end of the sheared aft hook operating rod. [2.2]

## 3.2 OTHER FINDINGS

1. None of the crew had received any training specific to the maintenance of the lifeboat hook release mechanism. [2.3]

2. The manufacturer’s maintenance manual does not describe how to maintain the release mechanism, other than to state that moving parts should be greased. [2.3]

3. The maintenance instructions for the release mechanism were not written in the working language of the crew and were of little value to them. [2.3]

4. No written procedures were made, or formal risk assessments carried out, to ensure that the repairs and testing of the hooks were carried out safely and effectively. [2.3]

5. The repair to the release mechanism was not carried out safely or effectively. [2.3]

6. The managers of the vessel did not achieve the objective of the safety management system of ensuring that the lifeboat hook release mechanism was operated safely. [2.4]

7. Bureau Veritas, the recognised organisation authorised to audit and confirm the compliance of the vessel's safety management system, did not ensure that the instructions for the onboard maintenance of the lifeboat hook release mechanism were appropriate, comprehensive and easily understood by the crew. [2.4]

## SECTION 4 - RECOMMENDATIONS

**Mardeniz Denizcilik, the owner of *Gulser Ana*** is recommended to:

1. Ensure, through appropriate procedures in its company safety management system, that all the essential documentation on board is in the working language of the crew.

2. Introduce a formal risk assessment procedure on board all vessels it operates, through the inclusion of such procedures in the company and vessel safety management system.

3. Introduce procedures, through inclusion in the company and vessel safety management systems, ensuring that individuals working on any job have sufficient knowledge, experience, and training to complete the work safely.

4. Follow the guidance in IACS Recommendation 71 “Guide for Development of Shipboard Technical Manuals”.

**Bureau Veritas** is recommended to:

5. Ensure that companies whose safety management systems are audited by Bureau Veritas follow the ISM Code and also IACS recommendation 71 “Guide for the Development of Shipboard Technical Manuals”.

**Marine Accident Investigation Branch**
**December 2002**

**ANNEX 1**

Lifeboat manufacturer’s release instructions

# SZK-3 TYPE LIFE BOAT DISENGAGING GEARS HANDLING EXPLANATION

(refer to Fig. 1 and Fig. 2)

**Mechanism**

SZK-3 type life boat disengaging gears are formed of hook parts (A)(B)(C), connecting rods (1) (2), between fore and aft hook parts and a releasing lever.

**At Loading Condition**

When the weight (W) hangs to the hook (A), as the hanging lines of (W) and pivot (P) differ from one line, hook parts (A), (B) and (C) are acted to the indicated direction in Fig. 1 and these forces are supported at the contact point (D).

**Note**

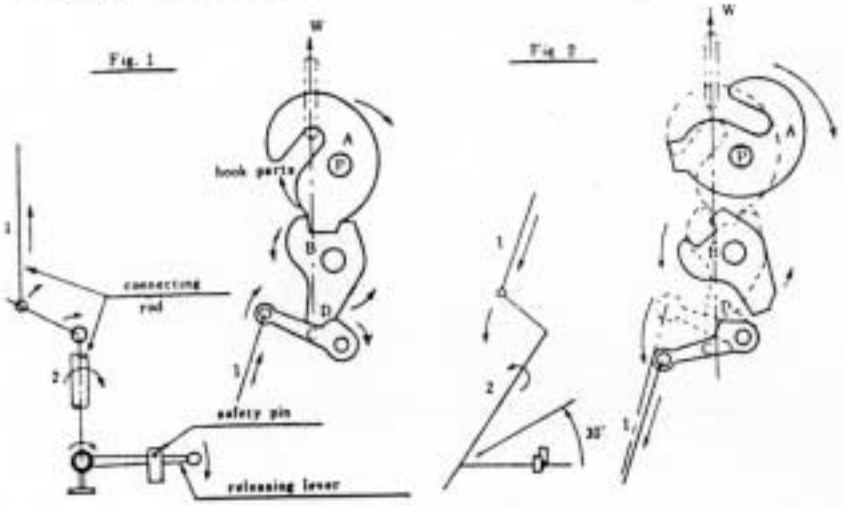
As the connecting rods (1), (2) and the releasing lever are acted to the indicated direction in Fig. 1., the load does not act to the safety pin of the releasing lever.

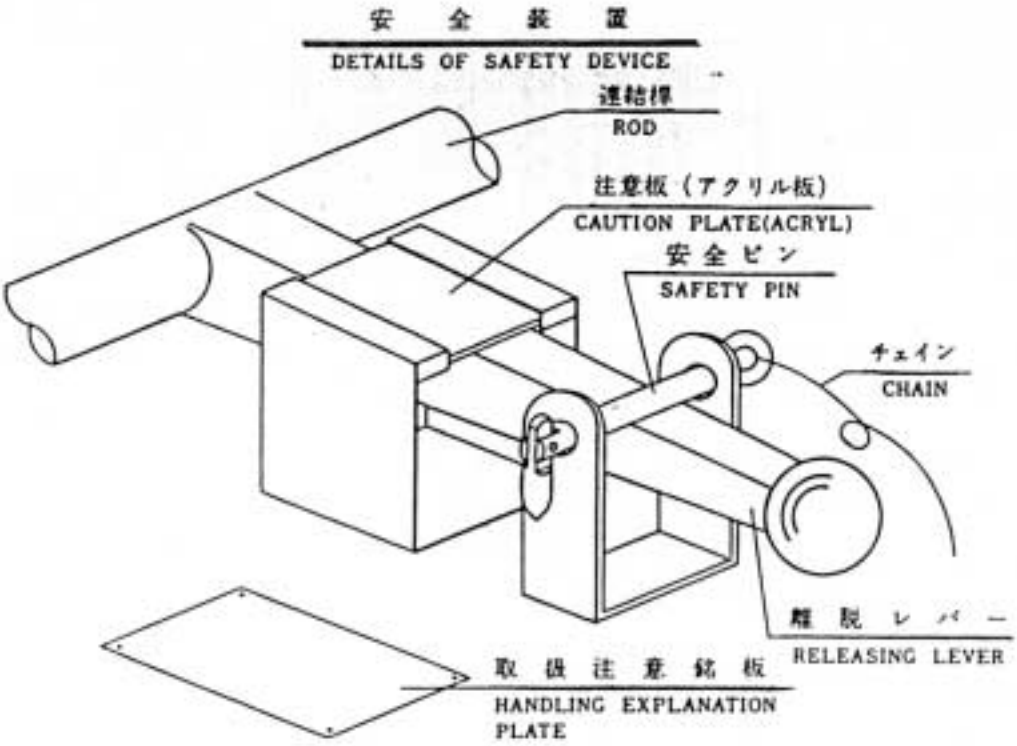
**Releasing**

Refer to Fig. 2, the releasing lever is lifted upward about 30 degrees, then the connecting rods (1), (2) are turned to the indicated directions, the contact point (D) is disjointed, the hook (A), (B) are turned on each pivot and the hanging link is released.

**Notes for Handles**

1. Whenever the releasing lever is lifted, the hook is released, then forbid to attach to the releasing lever other than after the boat was water borned.
2. After releasing, (but the releasing handling does not operate other than after the boat was waterborned) the head of hook is bring back to its place and the releasing lever is push down to its initial place and then the safety pin is surely to be inserted.
3. The operating parts as hooks and others are properly to be greased.
4. Please bear in mind the constructions and mechanisms of this disengaging gears and be cautions to handling.






吊鈎離脱装置の取扱説明

1) 離脱レバーは必ず救命艇が海面に着水してから上げて下さい。

2) 離脱後はフックの頭を元に戻してからレバーを安全装置のある元の位置に戻し必ず安全ピンを差込んで下さい。

3) 吊鈎その他の回転部には適宜注油して下さい。

## HANDLING EXPLANATION OF DISENGAGING GEAR

1) RELEASING LEVER TO PULL UP WHEN THE LIFE BOAT CERTAINLY WATERBORNE.

2) AFTER DISENGAGED, BOTH HOOK HEADS BRING BACK AND THEN RELEASING LEVER BRING BACK TO ORIGINAL POSITION OF SAFETY DEVICE, AND CERTAINLY SET IN SAFETY PIN.

3) GREASE ALWAYS TO HOOK AND OTHER TURNING PARTS.

HANDLING EXPLANATION PLATE
(ACRYL)

注　意
ハンドルを
上げると
ボートは落ちる!!
LEVER DROPS
BOAT !!

CAUTION PLATE
(ACRYL)

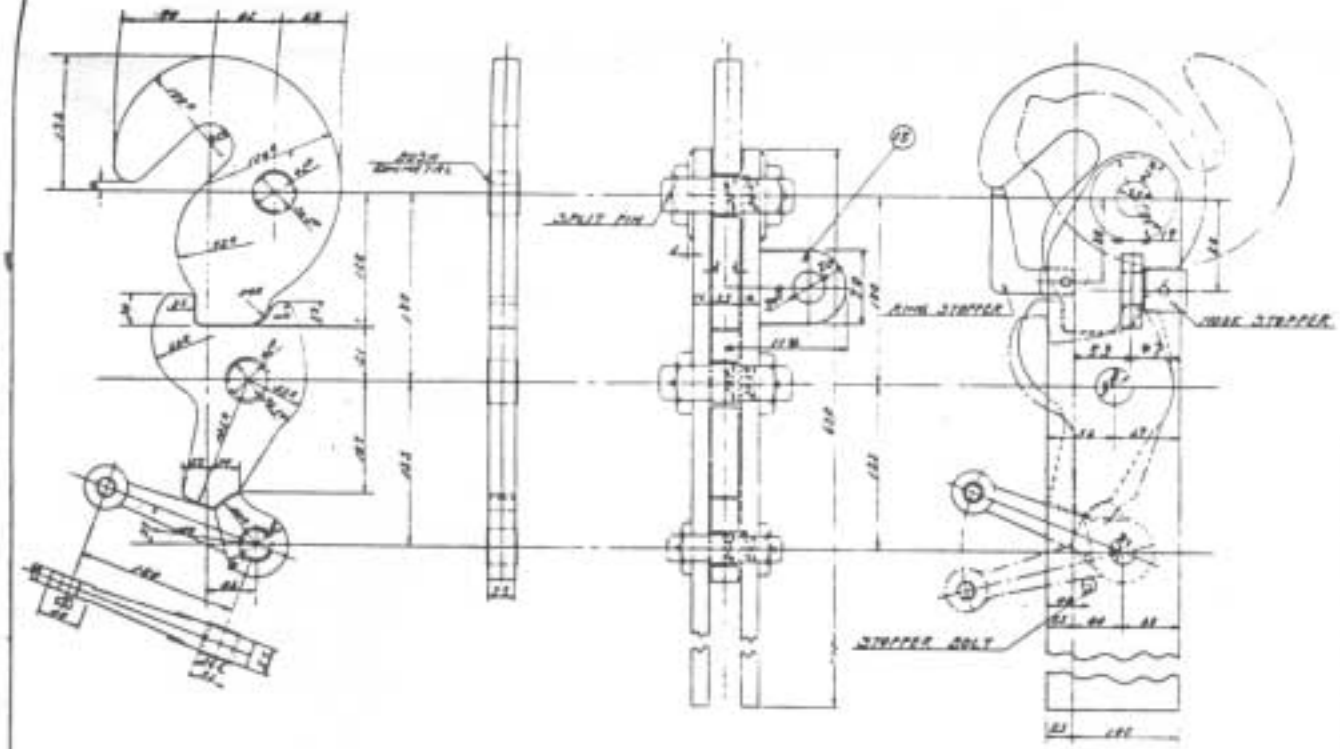
SHIGI SHIPBUILDING CO., LTD.

2-1 Ishizu-nishi Machi, Sakai,
Japan. 592
TEL. 0722 (41) 2033
TELEX. 5374-019

# LIFTING HOOK PLAN

## SZK 3 TYPE

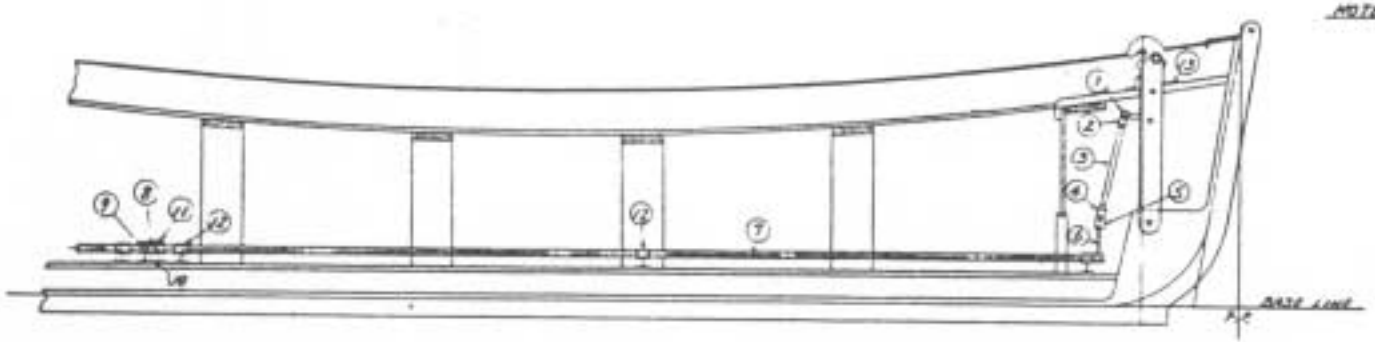
SCALE : 1/5, 1/10

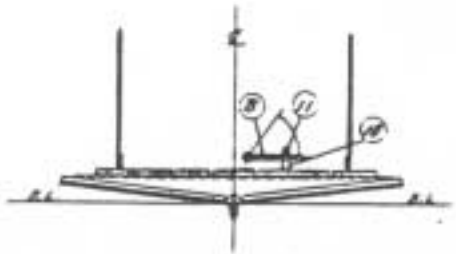



QUANTITY FOR RELEASING APPARATUS (2 SHEW FOR ONE BOAT)

| No. | ARTICLE | MATERIAL | QUANTITY | NOTE |
|---|---|---|---|---|
| 1 | UNIVERSAL | FORGED STEEL | 2 | GALVANIZED |
| 2 | UPPER FITTING TOOL | " | 2 | GALVANIZED |
| 3 | CONNECTING ROD | STEEL PIPE | 2 | SCH 80 STEEL PIPE GALVANIZED |
| 4 | LOWER FITTING TOOL | FORGED STEEL | 2 | GALVANIZED |
| 5 | UNIVERSAL JOINT | STEEL PLATE | 2 | GALVANIZED |
| 6 | ARM | FORGED STEEL | 2 | GALVANIZED |
| 7 | ROD | STEEL PIPE | 2 | SCH 80 STEEL PIPE GALVANIZED |
| 8 | HANDLE | FORGED STEEL | 1 | GALVANIZED |
| 9 | HANDLE FITTING TOOL | STEEL BAR | 1 | GALVANIZED |
| 10 | SAFETY APPARATUS | STEEL PLATE | 1 | GALVANIZED |
| 11 | STOPPER PIN | STEEL | 1 | GALVANIZED |
| 12 | ROD BEARING | STEEL PLATE | 6 | GALVANIZED |
| 13 | SLING HOOK SEAT PLATE | STEEL PLATE | 2 | GALVANIZED |
| 14 | CAUTION PLATE | ACRYL PLATE | 1 | |
| 15 | EYE PLATE | STEEL PLATE | 2 | GALVANIZED |

NOTE 1) BREAKING LOAD 3t (tons)
2) LESS THAN 8"100 LENGTH LIFE BOAT.



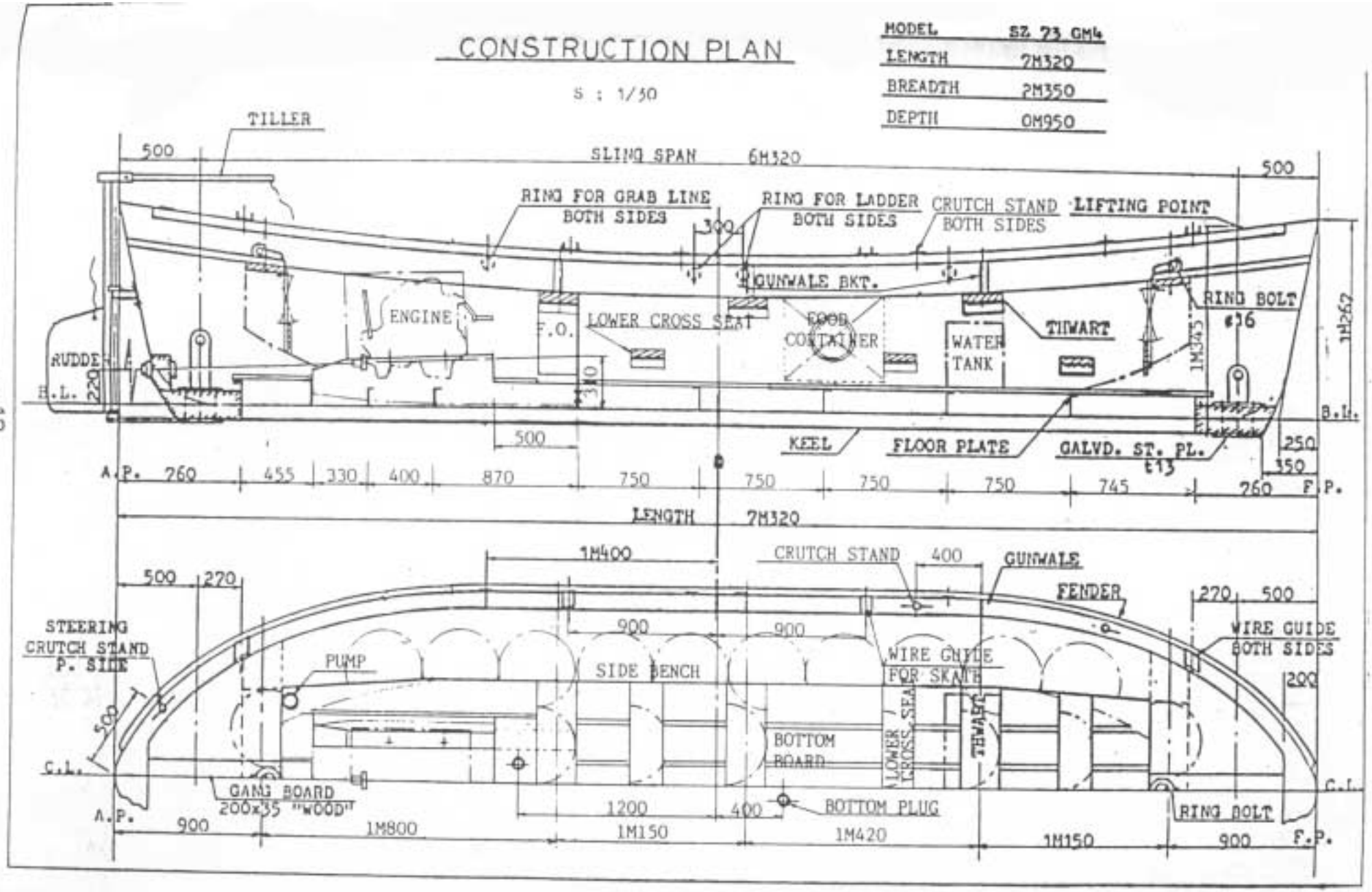



SHIGI SHIPBUILDING CO., LTD.

# CONSTRUCTION PLAN

S : 1/50

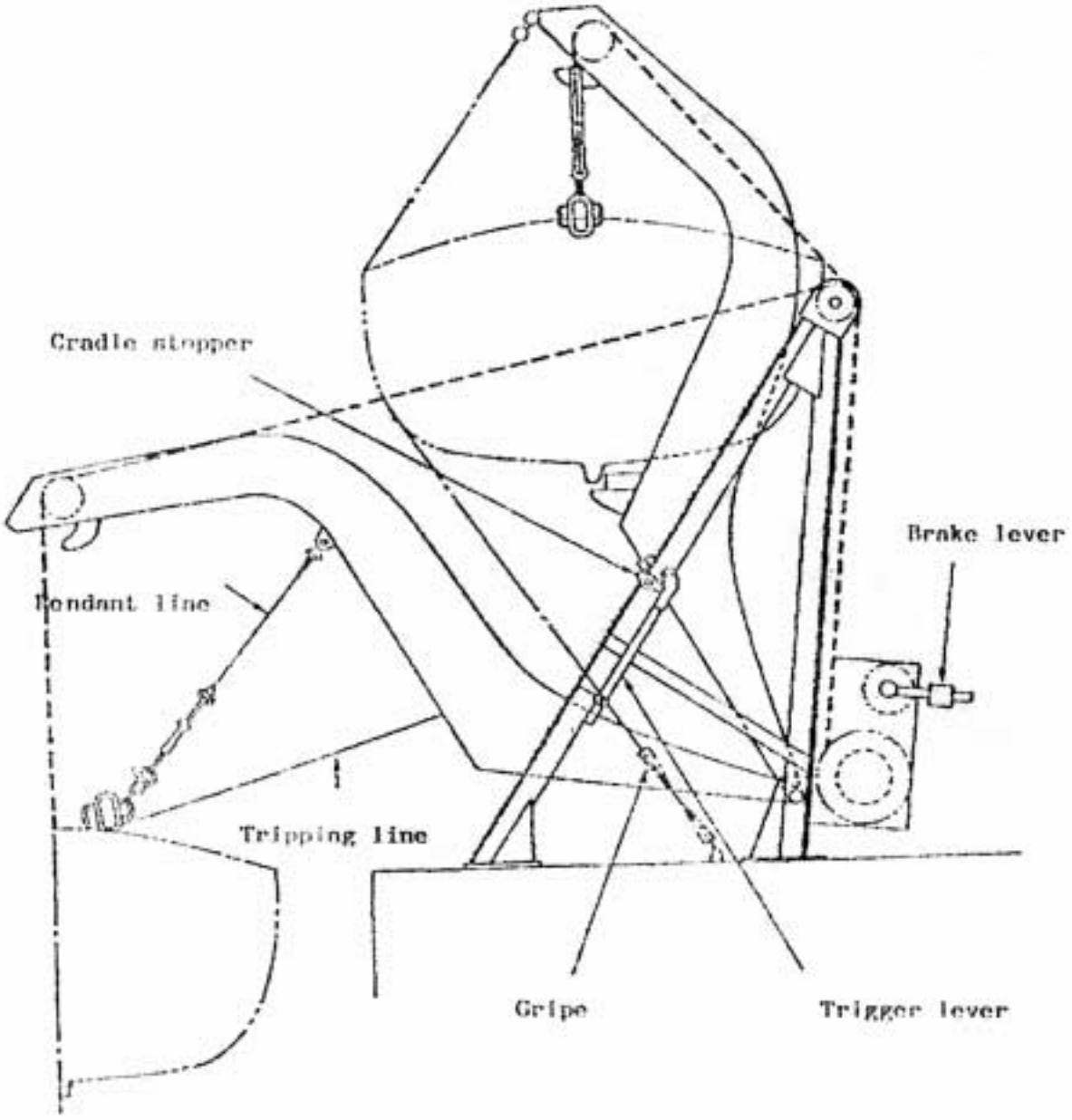
| | |
|---|---|
| MODEL | SZ 23 GM4 |
| LENGTH | 7M320 |
| BREADTH | 2M350 |
| DEPTH | 0M950 |



**ANNEX 2**

Vessel’s lifeboat operating instructions

LAUNCHING INSTRUCTION FOR LIFEBOAT



1.To hoist lifeboat by air motor.

a)Connect the air motor with the boat winch at its motor support(1) by way of the butterfly nut(2).

b)Open the air stop valve.

c)Pull down the air motor lever(3)to the other side of the instruction plate to start air motor.Then lifeboat will be hoisted.

d)When the boat is hoisted for an optional distance,the limit valve which is prepared at boat davit,davit frame will act to stop automatically to motor.

e)Return the air motor lever(3)to the natural position,and close air stop valve.

f)Disconnect the motor indispensably will the winch at its motor support for the preparation of boat lowering.

2.To hoist & stow lifeboat by manual handling.

a)Connect the manual handle cranks(4),(5) with the winch at the free ends of its motor shaft(6) and its brake shaft(7),and turn them around to the other of name plate to hoist lifeboat.

b)Stow lifeboat,after being hoisted boat by ther operation of air motor and stop air motor by the action of limit valve,the same as mentioned in article 2-(a).

3.To lower lifeboat

a)Pull up the hand brake lever(8),and the boat will be lowered by the gravity alone at the speed controlled optionally by the action of governer brake.

NOTE:

1)When required to lower the boat at the lowest speed,please half operate the hand brake lever(8).

2)During the lowering operation of boat,please confirm the motor and the manual handle crancks(4),(5) indispensably to be disconnected completely with the as its motor shaft.

3.Boarding,Launching and clearing the Survival craft and Rescue boats:

- Switch on deck lights and overside lights:-

A) LIFE BOATS:

-Remove loose covers if any.

-Unlash the lifelines.

-Lower the embarkation ladder to the water.

-Release the boat lashings.

-Lift the brake handle and lower the boat to the embarkation deck.

-If the ship has an outwardlist the tricing ropes if well adjusted shall hold the lifeboat close to the embarkation deck.

-Attach the bowsing gear to the eye.

-The long link tighten the gear.

-Make fast and release the rudder.

-Start the engine.

-When all persons are on board.

-Release the bowsing gear.

-Lower the lifeboat using the bonthooks to fend off.

-When the boat is waterborne.

Pull the handle for release of the hooks.

-Release the painter.

-Steer clear of ship.

-Prepare the sea-anchor.

**ANNEX 3**

MCA Report of Inspection and Notice of Detention

# FACSIMILE

Maritime and Coastguard Agency


**From:** Belfast Marine Office

**Tel No:** +44 (0) 2890 562962

**Fax No:** + 44 (0) 2890 562960


| To : | | Fax : |
|---|---|---|
| 1 HM Customs | * | 028 90 743332 |
| 2 RCS, S & NI, Aberdeen | * | Speed dial |
| 3 NK | | 020 7621 0963 |
| 4 Ministry of Trans & Comms Turkey | | 00 90 312 2129291 |
| 5 John Burke Shipping | | 028 90 323395 |
| 6 Harbour Master Belfast | * | 028 90 553017 |
| 7 MCA MRSC, Bangor | * | 028 91 465886 |
| 8 MCA – DMO Inspection Branch | | 023 80-329104 |
| 9 MCA - Public Relations | * | 023 80 329404 |
| Date : 16 October 2001 | | No: of pages (including this one) : 9 *2 |

PLEASE BE ADVISED THAT THE FOLLOWING VESSEL HAS BEEN DETAINED BY THIS OFFICE:-

**Name of ship** Gulser Ana **IMO No.**[1] 8418289

**Flag** Turkey **Type** Bulk **GT** 23602

**Date of detention** 16/10/01 **Place of detention** Belfast

**Owner/Operator/Charterer**[2] TNR Shipping & Trading Co

**Classification Society** NK

**P & I Club** British Marine Luxembourg

**Grounds for detention**[3]
Lifeboat release hooks seized. Lifeboats not operationally ready.
Breathing apparatus - Operational and spare bottles missing/incompatable.
Emergency Fire Pump not priming. Fire Hoses not operationally ready.
Fuel Oil emergency closing devices not operational.

**Do any detainable deficiencies meet criteria for Class Responsibility** No

**Further comments**

**Detaining surveyor** J W M Bennett **Principal Surveyor** D.W. CARLISLE

NOTES
1 Call Sign recorded if no IMO number
2 The party with responsibility for the safety of the ship
3 A concise description of the reasons for the detention

MACRIS Job No. | £1440 | MSF 1600/ REV 0200

# REPORT OF INSPECTION

**(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')**

mca Maritime and Coastguard Agency

*1. Name of Issuing Authority* - United Kingdom - Maritime and Coastguard Agency
105 Commercial Road, Southampton SO15 1EG. Telephone: 02380 329100, Fax: 02380 329104

| | | | |
|---|---|---|---|
| 2. Name of Ship | GULSER ANA. | | Page 1 of 7 MO Copy |
| 3. Flag | TURKEY. | 3a. Class. Soc. NKK. | |
| 3b. Owner Name | TNR SHIPPING & TRADING | 3c. Owner City | ISTANBUL. |

Name and signature of master certifying information above is correct K.B. Ozgur

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4. Type | BULK. | 5. Call Sign | TCGS. | 6. IMO No | 8418789 | 7. GT | 23602. |
| 8. Year of Build | 1985. | 9. Date | 16-10-01. (dd /mm/ yy) | 10. Place of Inspection | GBBEL. | | |

**11. Relevant Certificates**

| | a. Title | b. Issuing authority | c. Dates of issue and expiry (dd/mm/yy) | |
|---|---|---|---|---|
| 1 | IOPPC. | NKK. | 9-3-00. | 7-1-05. |
| 2 | LOADLINE. | NKK. | 9-3-00. | 7-1-05. |
| 3 | SMFLAN. | NKK. | 13-6-00. | 7-1-05. |
| 4 | SEC. | NKK. | 14-9-00 | 28-5-02. |
| 5 | SAFETY RADIO | NKK. | 7-6-01. | 21-3-02. |
| 6 | SAFE MANNING | FLAG. | 13-3-01 | 13-3-03 |
| 7 | ITC. | FLAG. | 16-8-95 | — |
| 8 | DOC. | BV. | 20-3-98 | 13-3-03. |
| 9 | SMC. | BV. | 29-11-00 | 18-11-05 |
| 10 | | | | |

*Information on the last annual or intermediate survey.*

AI CLUB ~~STANDARD MOTOR~~ BRITISH MARINE

| | d. Date (dd/mm/yy) | e. Surveying authority | f. Place |
|---|---|---|---|
| 1 | 6-4-01. | NKK. | ROTTERDAM. |
| 2 | 6-4-01 | NKK. | ROTTERDAM. |
| 3 | 16-5-01. | FLAG. | ISTANBUL. |
| 4 | 16-5-01. | FLAG. | ISTANBUL. |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | 7-6-01. | BV | ISTANBUL. |
| 9 | | | |
| 10 | | | |

P&I CLUB BRITISH NURSING

12. Deficiencies | No ☐ Yes ☑ **(see attached Form MSF1601)** | 12a. Target factor 73

13. Ship detained | No ☐ Yes ☑ if yes | Date of release

14. Do any detainable deficiencies meet criteria for Class responsibility | No ☑ Yes ☐

15. Supporting documentation | No ☐ Yes ☐ Expanded Inspection | No ☐ Yes ☑

Marine office BELFAST | Tel: 028-90-562962 Fax: 028-90-562960

MARITIME AND COASTGUARD AGENCY mca BELFAST

Name W. IGNATT +AS+JS Signature

*Duly authorised surveyor of (issuing authority)*

**This report must be retained on board for a period of two years and must be available for consultation by Port State Control officers at all times. Masters, shipowners and/or operators are advised that information on a detention will be subject to publication.**

This inspection report has been issued solely for the purpose of informing the master and other port states that an inspection by the Maritime and Coastguard Agency has taken place. This inspection report cannot be construed as a seaworthiness certificate in excess of the certificates the ship is required to carry.

mca
Maritime and Coastguard Agency

# REPORT OF INSPECTION

(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')

| | | | | |
|---|---|---|---|---|
| 2. Name of Ship | GULSER. ANA. | | | Page 2 of 7. |
| 6. IMO No. | 8418289. | 9. Date (dd/mm/yy) | 16-10-01. | MO Copy |
| 10. Place of Inspection | BELFAST. | | | |

16. Nature of Deficiency [1] *If the ship is detained copy forms A and B to Flag and Class*

| # | 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|---|
| 1 | 1550. | NAVIGATION SIDELIGHTS PAINT FROM LENSES TO REMOVE. | | 17. | |
| 2 | 1541. | BINNACLE PERISCOPE AND COMPASS TO CLEAN. | | 17. | |
| 3. | 0628. | LIFERAFTS INCORRECTLY CONNECTED HYDROSTATIC RELEASES | | 17. | |
| 4 | 0695. | STBD L/RAFT LAUNCHING INSTRUCTIONS TO PROVIDE APPROPRIATE TO SUPPLIED EQUIPMENT | | 17. | |
| 5. | 0650 | LIFEBUOY LIGHT MISSING PORT LIFEBOAT. | | 17. | |
| 6. | 0611. | PORT L/BOAT 1ST A.D KITS ITEMS TO REPLACE. | | 16. | |
| 7 | 0610 | BOTTOM BOARDS PORT LIFEBOAT BROKEN. | | 16. | |

Remarks

Signature W. Bennett

Name JWM BENNETT.

Duly authorized surveyor of (issuing authority)

1. This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that a full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.

To be completed for detainable deficiencies

3. Codes for actions taken include i.e. ship detained/released, flag State informed, classification society informed, next port informed (for codes see reverse of copy)

4. To be completed for detainable deficiencies. Criteria for class responsibilities met No/ Yes

MARITIME AND COASTGUARD AGENCY mca BELFAST

mca
Maritime and Coastguard Agency

# REPORT OF INSPECTION

**(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')**

2. Name of Ship: GULSER ANA.



MO Copy

6. IMO No.: 8418289. | 9. Date (dd/mm/yy): 16-10-01

10. Place of Inspection: BELFAST.

16. Nature of Deficiency [1]. *If the ship is detained copy forms A and B to Flag and Class*

| # | 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|---|
| 8 | 0610. | SMALL GEAR LOCKERS BOTH L/BOATS TO MAINTAIN. | | 16. | |
| 9 | 0610. | PORT L/BOAT. BUOYANCY TANK ACCESSES TO MAINTAIN. | | 16. | |
| 10 | 0695. | PORT L/BOAT LAUNCHING INSTRUCTIONS TO PROVIDE. | | 17. | |
| 11 | 0610. | ~~Stbd~~ L/BOAT NOT OPERATIONALLY READY - | S74-2/CIII R13.1 | 30. | |
| 12 | 0610. | S+BD L/BOAT BECKETED LINE SECURING BROKEN | | 17. | |
| 13 | 0611. | QUICK RELEASE TOGGLES FOR L/BOAT PAINTERS TO PROVIDE. | | 17. | |
| 14 | 0628. | FOR'D L/RAFT MEANS OF QUICK RELEASE TO PROVIDE. | | 17. | |

Remarks

Signature: W. Bennett

Name: SWM BENNETT.

Duly authorised surveyor of (issuing authority)

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3. Codes for actions taken include i.e. ship detained/released, flag State informed, classification society informed, next port informed (for codes see reverse of copy)

4. To be completed for detainable deficiencies. Criteria for class responsibilities met No/Yes

MARITIME AND COASTGUARD AGENCY mca BELFAST

mca
Maritime and Coastguard Agency

# REPORT OF INSPECTION

(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')

| | | | | |
|---|---|---|---|---|
| 2. Name of Ship | GULSER ANA | | | Page 4 of 7. |
| 6. IMO No. | 8418289. | 9. Date (dd/mm/yy) | 16-10-01 | MO Copy |
| 10. Place of Inspection | BELFAST. | | | |

16. Nature of Deficiency [1]. *If the ship is detained copy forms A and B to Flag and Class*

| # | 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|---|
| 15 | 1320. | PORT ANCHOR CABLE LINK STUD MISSING. | | 17/10. | |
| 16 | 0740 | EMERGENCY FIRE PUMP. PRIMING DEVICE TO OVERHAUL. | S74/CII-2/R4.1 | 30. | |
| 17 | 0740 | EMERGENCY FIRE PUMP FLY WHEEL GUARD TO FIT. | | 17. | |
| 18 | 0710. | EMERGENCY FIRE PUMP LOWER SECTION EXHAUST LAGGING TO RENEW. | | 17. | |
| 19 | 0745 | FIRE MAIN ISOLATING VALVE SEIZED. | | 10 | |
| 20 | 0915 | FIRE MAIN ISOLATING VALVE TO LABEL. | | 17. | |
| 21 | 0915 | PAINT LOCKER FIRE VALVES TO LABEL. | | 17 | |

*Remarks*

*Signature* W. Bennett

*Name* SWM BENNETT

*Duly authorized surveyor of (issuing authority)*

MARITIME AND COASTGUARD AGENCY mca BELFAST

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3. *Codes for actions taken include i.e. ship detained/released, flag State informed, classification society informed, next port informed (for codes see reverse of copy)*
4. *To be completed for detainable deficiencies. Criteria for class responsibilities met : No/ / Yes*

mca
Maritime and Coastguard Agency

# REPORT OF INSPECTION

(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')

| | | | |
|---|---|---|---|
| 2. Name of Ship | CULSER ANA. | Page 5 of 7. | |
| 6. IMO No. | 8418289. | 9. Date (dd/mm/yy) | 16-10-01. |
| 10. Place of Inspection | BELFAST. | MO Copy | |

16. Nature of Deficiency [1] *If the ship is detained copy forms A and B to Flag and Class*

| # | 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|---|
| 22. | 0730 | VARIOUS FIRE HOSES ON MAIN DECK – MIXED CONNECTIONS OR MISSING. | S74/CII-2/R4.7.3.2 | 30. | |
| 23. | 1275 | ENGINE ROOM DB SOUNDING PIPES NOT SECURED. | | 17. | |
| 24. | 0745 | 2 QUICK CLOSING VALVES HFO SETTLING TANK NOT OPERATIONAL. | S74-1/CII-2 R15.2.5 | 30. | |
| 25. | 1430 | N°3 GENERATOR VOLTAGE METER NOT WORKING. | | 16. | |
| 26. | 0710 | GENERATOR EXHAUSTS TO BE FULLY LAGGED | | 17. | |
| 27. | 0735. | BREATHING APPARATUS NOT OPERATIONALLY READY | S74-1/CII-2 R 17.1.2. | 30. | |
| 28. | 1275. | MAIN DK FO SOUNDING PIPES – NO CLOSING DEVICE. | | 17. | |

*Remarks*

*Signature* W Bennett

*Name* J W M BENNETT

*Duly authorised surveyor of (issuing authority)*

MARITIME AND COASTGUARD AGENCY mca BELFAST

1. *This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that a full survey is carried out and* **all** *deficiencies are rectified before an application for re-inspection is made.*
2. *To be completed for detainable deficiencies*
3. *Codes for actions taken include i.e. ship detained/released, flag State informed, classification society informed, next port informed (for codes see reverse of copy)*
4. *To be completed for detainable deficiencies. Criteria for class responsibilities met No/ / Yes*

mca
Maritime and Coastguard Agency

# REPORT OF INSPECTION

(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')

| | | | | |
|---|---|---|---|---|
| 2. Name of Ship | GULSER ANA. | | | Page 6. of 7. |
| 6. IMO No. | 8418289 | 9. Date (dd/mm/yy) | 16-10-01 | MO Copy |
| 10. Place of Inspection | BELFAST. | | | |

16. Nature of Deficiency [1]. *If the ship is detained copy forms A and B to Flag and Class*

| # | 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|---|
| 29 | 0725. | N°4 TOPSIDE TANK PORT FILL VALVE PERMANENT REPAIR REQUIRED. | | 16. | |
| 30. | 0999 | PORT GANGWAY WINCH AFTER CHEEK PLATE TO REPAIR. | | 16. | |
| 31 | 0410. | MEAT ROOM TEMPERATURE TOO HIGH. | | 17. | |
| 32 | 1099 | FRIDGE ALARM TO REPAIR. | | 17. | |
| 33 | 0669 | EPIRB PERMANENTLY SECURED TO SHIP. | | 10. | |
| 34 | 0669 | 2 SOLAS RADIO BATTERIES SEALS BROKEN. | | 17. | |
| 35 | 0669 | 1 SOLAS RADIO NOT WATERPROOF | | 17. | |

*Remarks*

*Signature* W. Bennett

*Name* W.M. BENNETT

*Duly authorized surveyor of (issuing authority)*

MARITIME AND COASTGUARD AGENCY mca BELFAST

1. This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that a full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.
2. To be completed for detainable deficiencies
3. Codes for actions taken include (i.e. ship detained/released, flag State informed, classification society informed, next port informed (for codes see reverse of copy)
4. To be completed for detainable deficiencies. Criteria for class responsibilities met No / Yes

mca
Maritime and Coastguard Agency

# REPORT OF INSPECTION

(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')

| | | | |
|---|---|---|---|
| 2. Name of Ship | CULSEA ANA. | Page 7 of 7. | |
| 6. IMO No. | 8482889 | 9. Date (dd/mm/yy) | 16-10-01 |
| 10. Place of Inspection | BELFAST. | MO Copy | |

16. Nature of Deficiency [1]. *If the ship is detained copy forms A and B to Flag and Class*

| # | 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|---|
| 36 | 2540. | EMERGENCY PREPAREDNESS COMPANY INPUT REQUIRED. | ISMC/S8 | 19/30 | |
| 37 | 2550. | MAINTENANCE OF SHIP AND EQUIPMENT - ITEMS OF LSA NOT PROVIDED ON REQUEST. | ISMC/S10. | 19/30. | |

Remarks V/L DETAINED 16-10-01 @ 1700 HRS 30

Signature .....

Name SIMON BENNETT.

Duly authorised surveyor of (issuing authority)

MARITIME AND COASTGUARD AGENCY mca BELFAST

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4. To be completed for detainable deficiencies. Criteria for class responsibilities met No/ / Yes

# REPORT OF INSPECTION

(In accordance with 'The Paris Memorandum Of Understanding On Port State Control')

mca Maritime and Coastguard Agency

2. Name of Ship: GULSER ANA



6. IMO No.:

9. Date (dd/mm/yy): 17/10/01

MO Copy

10. Place of Inspection:

16. Nature of Deficiency [1]. *If the ship is detained copy forms A and B to Flag and Class*

| 16. (a) Code | (b) text | (c) Convention [2] references | 17. Action [3] taken | 18. Class [4] responsible |
|---|---|---|---|---|
| 38 0610 | STBD LIFEBOAT LIFTING H-BEAM LOCKING ARRANGEMENT FAILED | 574/CIII 25. | 30 | |
| 39 0610 | STBD LIFEBOAT DROPPED AFTER LIFTING HOOK OPENED DURING RECOVERY. STOWAGE STBD LIFEBOAT TO EXAMINE FOR DAMAGE AND LOAD TEST) | 574/CIII 25. | 30 | |
| 40 0615 | SOLAS TRAINING MANUAL INCOMPLETE. - (NO INSTRUCTIONS HOW TO LOCK LIFTING HOOKS IN PLACE.) | | 17 | |

*Remarks*

*Signature* W Bennett

*Name* J W M BENNETT

*Duly authorised surveyor of (issuing authority)*

MARITIME AND COASTGUARD AGENCY mca BELFAST

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3. *Codes for actions taken include i.e. ship detained/released, flag Sate informed, classification society informed, next port informed (for codes see reverse of copy)*
4. *To be completed for detainable deficiencies. Criteria for class responsibilities met No/Yes*

mca
Maritime and Coastguard Agency

# NOTICE OF THE DETENTION OF A SHIP FOR FAILURE TO COMPLY WITH MERCHANT SHIPPING LEGISLATION

## Ship's Details

*Name* Gulser Ana

*Port and Country of Registry* Istanbul Turkey

*IMO/Official Number/Letters** 8418289 *Where Lying* Belfast

I J W M Bennett, the detaining officer, in exercise of power contained in the legislation listed below hereby detain this ship because it fails to comply fully with statutory requirements. The ship is prohibited from going to sea or on a voyage until released by an officer of the Maritime and Coastguard Agency. If applicable, the Chief Officer of Customs will withhold clearance until he receives advice from me that the ship has been released. The relevant points are listed below:

| *Statutory Requirement* | *Ship does not comply because* |
|---|---|
| MS (Life- Saving Appliances (for Ships other than Ships of Class III to VI(A)) Regulations 1999 | Starboard Lifeboat not operationally ready |
| MS (Fire Protection:Large Ships) Regulations 1998 | Emergency Fire Pump not priming |
| | Breathing Apparatus not operationally ready |
| | Fire Hoses not operationally ready |
| | Quick Closing devices for the fuel tanks not operational |

**Direction to ship.** (Under regulation 9 of the Merchant Shipping (Port State Control) Regulations 1995 the detention notice may include a direction that the ship shall remain in a particular place or move to a particular anchorage or berth. It may also specify circumstances when the master may move the ship from a specified place for reasons of safety or prevention of pollution.)

Vessel may be shifted within port limits at the discretion of the Harbour Master

*Signature* W. Bennett *Printed* J W M Bennett
(Detaining Officer)

*Marine Office* Belfast *Date* 16 October 2001

*Telephone:* 028 90562962 *Fax* 028 90562960

**THE MASTER IS HEREBY INFORMED THAT THERE IS A RIGHT OF APPEAL AGAINST THIS DETENTION NOTICE. Advice on the appeals procedure is contained in a leaflet entitled "Arbitration on Detention of Merchant Ships and Fishing Vessels" which is available from the Detaining Officer.**

mca
Maritime and Coastguard Agency

# NOTICE OF THE DETENTION OF A SHIP FOR FAILURE TO COMPLY WITH MERCHANT SHIPPING LEGISLATION

## Ship's Details

*Name* Gulser Ana

*Port and Country of Registry* Istanbul Turkey

*IMO/Official Number/Letters** 8418289 *Where Lying* Belfast

I J W M Bennett, the detaining officer, in exercise of power contained in the legislation listed below hereby detain this ship because it fails to comply fully with statutory requirements. The ship is prohibited from going to sea or on a voyage until released by an officer of the Maritime and Coastguard Agency. If applicable, the Chief Officer of Customs will withhold clearance until he receives advice from me that the ship has been released. The relevant points are listed below:

| *Statutory Requirement* | *Ship does not comply because* |
|---|---|
| MS (Life- Saving Appliances (for Ships other than Ships of Class III to VI(A)) Regulations 1999 | Starboard Lifeboat not operationally ready. Lifeboat davits to test load. |
| MS (Fire Protection:Large Ships) Regulations 1998 | Emergency Fire Pump not priming<br>Breathing Apparatus not operationally ready<br>Fire Hoses not operationally ready<br>Quick Closing devices for the fuel tanks not operational |
| MS (International Safety Management (ISM) Code) Regulations 1998 | Company Input to Emergency Preparedness. Maintenance of Ship and Equipment - Items of LSA not provided. |

**Direction to ship.** (Under regulation 9 of the Merchant Shipping (Port State Control) Regulations 1995 the detention notice may include a direction that the ship shall remain in a particular place or move to a particular anchorage or berth. It may also specify circumstances when the master may move the ship from a specified place for reasons of safety or prevention of pollution.)

Vessel may be shifted within port limits at the discretion of the Harbour Master

*Signature* *(Detaining Officer)* *Printed* J W M Bennett

*Marine Office* Belfast *Date* 17 October 2001

*Telephone:* 028 90562962 *Fax* 028 90562960

**THE MASTER IS HEREBY INFORMED THAT THERE IS A RIGHT OF APPEAL AGAINST THIS DETENTION NOTICE. Advice on the appeals procedure is contained in a leaflet entitled "Arbitration on Detention of Merchant Ships and Fishing Vessels" which is available from the Detaining Officer.**