Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCPW-4037-3724-7062
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	HARAPAN BARU
IMO Number	9291171
Date of Inspection	26 Jan 2024
Port of Inspection	Malaysia Port Klang (Pelabuhan Klang) [MYPKG]
Inspecting Company	International Energy Co. Ltd
Selected variants	Pumproom
	Static accumulating cargo in non inert tanks

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	HARAPAN BARU
1.2	Vessel IMO Number:	9291171
1.3	Date the inspection was completed:	26 Jan 2024
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	Malaysia Port Klang (Pelabuhan Klang) [MYPKG]
1.6	Flag:	Malaysia
1.7	Deadweight: (metric tonnes)	6063.00
1.8	Date the vessel was delivered:	29 May 2003
1.9	Name of the OCIMF inspecting company:	International Energy Co. Ltd
1.10	Date and time the inspector boarded the vessel	26 Jan 2024. 10:20 (UTC +08:00)
1.11	Date and time the inspector departed the vessel	26 Jan 2024. 19:00 (UTC +08:00)
1.12	Time taken for inspection. Other Inspector Comments: A 30 minutes break was taken during inspection.	8.10
1.13	Name of the inspector:	For inspecting company only
1.14	Is an up to date OCIMF Harmonised Vessel Particulars Questionnaire (HVPQ) maintained and is it readily available? Other Inspector Comments: Following information was error / missing in HVPQ dated 23 Jan 2024: - Error information: 5.3.1.4, 5.38, 7.1.3 (Date of last coating inspection), 7.1.6.2, 9.8.23. - Missing information: 8.2.1, 8.2.2, 8.4.1, 9.6.2, 9.15.1, 10.1.4, 10.1.7, 10.2.1, 10.2.2, 10.2.3, 10.9.1, 11.3.4, 12.3.1, 12.3.2.	No
1.15	Vessel's operation at the time of the inspection:	Discharging
1.16	Product(s) being handled:	Dirty petroleum products (high flashpoint)

1.17	Vessel type:	Bitumen Tanker
1.18	Hull type:	Double hull
1.19	Name of the vessel's operator:	MAY MARITIME SERVICES SDN. BHD.
1.20	Date the current operator assumed responsibility for the vessel:	15 Aug 2018
1.21	Date of the last port State control inspection:	26 Nov 2023
1.22	Port of the last Port State Control inspection:	Gresik, Indonesia
	Other Inspector Comments: Nil deficiencies noted at this port state inspection.	
1.23	Name of Classification society:	Nippon Kaiji Kyokai
1.24	Date of expiry of the Class Certificate:	26 Apr 2026
1.25	Date of departure from the last class-credited drydock/repair period or in water survey	06 Jul 2021
	Other Inspector Comments: Last dry-docking was carried out along with the special survey.	
1.26	Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete:	Yes
	Other Inspector Comments: NK Survey Status Report dated 23 Jan 2024 was readily available on board.	

Additional Comments

1.99 Additional Comments

Vessel was boarded from the sea side by launch boat while port side alongside. The vessel's Marine superintendent boarded and disembarked with the inspector. Access control as per Security level 1 was maintained. Observations were discussed during closing meeting with Master prior to disembarkation. Good cooperation was rendered throughout the entire inspection by ship's staff.

Chapter 2: Certification and Documentation

Certification

2.1.9	What is the vessel's designation as recorded in the IOPP Certificate, Form B, Question 1.11?	7 Oil tanker dedicated to the carriage of products referred to in regulation 2.4
2.2	Is the vessel's P and I Club a member of the International Group?	Yes

Crew details on 25 Jan 2024

Officer Crew

										Years in service					
Rank	Watch keeper on this ship?	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	No	Indonesian	Master II/2	Indonesia	Yes	Oil and Chemical	Advanced	Yes	4.1	9.1	10.1	12.1	12.1	2.17	Good
Chief Mate	Yes	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil and Chemical	Advanced	Yes	5.4	9.4	12.5	12.5	12.5	3.97	Good
2nd Officer	Yes	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil	Advanced	Yes	3.1	2.9	3.1	3.1	3.1	2.00	Good
3rd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	2.1	1.2	2.1	2.1	2.1	2.00	Good

Engineer Crew

										Years in service					
Rank	Watch keeper on this ship?	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	No	Indonesian	Chief Eng III/2	Indonesia	Yes	Oil and Chemical	Advanced	N/A	4.9	17.4	21.3	25.3	25.0	3.97	Good
2nd Engineer	Yes	Indonesian	Second Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	7.4	6.6	8.5	8.5	8.5	2.40	Good
2nd Engineer	Yes	Indonesian	Second Eng III/2	Indonesia	Yes	Oil and Chemical	Advanced	N/A	1.2	2.2	2.2	2.2	2.2	0.13	Good
3rd Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	2.9	2.9	2.9	2.9	2.9	5.67	Good
4th Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil and Chemical	Advanced	No	2.4	1.6	2.4	2.4	2.4	3.97	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and Documentation

Anti Pollution

2.10, 2.14

Chapter 3: Crew Management

Crew Management

3.2

Crew Qualifications

3.5, 3.6

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.1, 4.2, 4.3, 4.4

Navigation Equipment

4.11, 4.15, 4.16, 4.17, 4.18, 4.20

Communications

4.22, 4.23, 4.26

Chapter 5: Safety Management

Safety Management

5.1, 5.2, 5.4, 5.5, 5.6, 5.10, 5.11

Drills, Training and Familiarisation

5.13, 5.14, 5.15

Enclosed Space and Pump Room Entry Procedures:

5.16, 5.17, 5.20

Hot Work Procedures

5.25, 5.26

Life Saving Equipment

5.27, 5.31, 5.32, 5.33

Fire Fighting Equipment

5.34, 5.35, 5.37, 5.39, 5.40, 5.42, 5.44, 5.45

Material Safety Data Sheets (MSDS)

5.46

Chapter 6: Pollution Prevention

Pollution Prevention

6.1, 6.2

Cargo Operations and Deck Area Pollution Prevention

6.6, 6.8, 6.9

Pump Rooms and Oil Discharge Monitors

6.12

Engine and Steering Compartments

6.14, 6.15, 6.16, 6.18, 6.20

Ballast Water Management

6.21

Chapter 7: Maritime Security

Policies and Procedures

7.1, 7.2, 7.3, 7.4, 7.8, 7.9, 7.10, 7.11, 7.13

Cyber Security

7.14, 7.16

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1, 8.2, 8.3

Stability and Cargo Loading Limitations

8.6

Cargo Operations and Related Safety Management

8.7, 8.10

Ullaging, Sampling and Closed Operations

8.18

Static Electricity Precautions

8.38, 8.39, 8.40

Manifold Arrangements

8.43

Pump Rooms

8.44, 8.45, 8.46, 8.47, 8.48

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.1, 9.2, 9.3, 9.5

Mooring procedures

9.10, 9.13

Mooring equipment

9.14, 9.15, 9.17, 9.19

Anchoring equipment

9.20, 9.21, 9.22, 9.23, 9.24

Emergency Towing Arrangements

9.29

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

10.1, 10.3, 10.5, 10.6, 10.8, 10.9, 10.10

Planned Maintenance

10.13

Safety Management

10.14, 10.15, 10.16, 10.17

Fire Fighting Equipment

10.18, 10.20, 10.23, 10.24, 10.25, 10.26, 10.27, 10.28, 10.29, 10.31

Machinery Status

10.32, 10.33, 10.35, 10.37, 10.38

Steering Compartment

10.40, 10.42, 10.43

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.7, 11.8

Electrical Equipment

11.10, 11.11

Internal Spaces

11.12

Accomodation Areas

11.13, 11.14, 11.16

Section 3

Chapter 2: Certification and Documentation

Certification

2.1 Are all the statutory certificates listed below, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates? Y N NS NA

Other Inspector Comments: Last annual survey was completed on 29 Apr 2023.

Safety Management and the Operators Procedures Manuals

2.3 Do the operator's procedures manuals comply with ISM Code requirements? Y N NS NA

Other Inspector Comments: Operator's SMS procedures were available in soft copies (DMS) on web-based system and all crew had access. Three sets of hard copies were also available on board.

2.4 Does the Operator's representative visit the vessel at least bi-annually? Y N NS NA

Other Inspector Comments: The last visit by ship's operator was as follows:
a. 11 Jan 2024 by Marine Superintendent.
b. 29 Dec 2023 by Technical Superintendent.
Inspection reports were available for review.

2.5 Is a recent operator's internal audit report available and is a close-out system in place for dealing with non-conformities? Y N NS NA

Other Inspector Comments: Last internal audit was carried out on 22 Nov 2023. A total of 06 observations were found/reported and closed out evidence was available.

2.6 Does the Master review the safety management system, report to the operator on any deficiencies and does the operator respond to the Master's review? Y N NS NA

Other Inspector Comments: Master's review was carried out 6 monthly or prior master sign off. The last review was completed on 21 Nov 2023. Operator's response to the review was available.

Survey and Repair History

2.7	Is the vessel free of conditions of class or significant recommendations, memoranda or notations? Inspector Observations: The following non-conformity were recorded in NK Class Survey Status on recent ISM audit, date of issue 17 Jan 2024: 1. Record of risk assessment for enclosed space is not available on board (ISM Code 1.2.2/2). 2. Port and starboard gangway steps were holed and broken, Bosun store watertight door heavy corroded, some of ventilation flap were stuck, holed, heavy corroded (E/R ventilation, battery room, purifier room, pumproom, No.2 starboard fuel oil tank). 3. Record available on board indicate the previous internal audit 18 Oct 2022 and last internal audit on 22 Nov 2023 which is more than 12 months.	Y	[N]	NS	NA

Initial Operator Comments: DEFINE THE SITUATION:
The Operator acknowledged that three NC noted on the recent ISM Audit conducted on last 17 Jan 2024:

Company DPA has instructed ship to conduct rectification soonest and in timely manner.

A longer time required to rectify these deficiencies were due to hot-work involvement and that required a hot-work permit from port authority.

FIX OR QUICK FIX:
1 The risk assessment for enclosed space was misplaced with Rescue Drill report by the safety officer.
The enclosed space risk assessment was able to be traced and kept in the respective file.

2 On 29th January 2024 the hot work repairs were carried out on: battery room, purifier ventilation, Pump Room Ventilation, No. 2 FOT Starboard air vent head, Engine Room Ventilation, gangway steps, and bosun store's watertight door. All defects were rectified and in good working order.

3 The DPA has provided 2023 Internal Audit schedule for the fleet vessels. Company procedure stated Chapter 13.1.2 under 13.1.2.1 that internal audit to be carried out annually and not within 12 months period apart.
The previous internal audit 18 Oct 2022 and last internal audit on 22 Nov 2023 which is more than 12 months but fall in the plan schedule in 2022 and 2023. This is acceptable from company's procedures.

IDENTIFIED ROOT CAUSE:
Lack of control, monitoring and misunderstanding.

LONG TERM CORRECTIVE ACTION:
1. Safety officer shall ensure to keep the Risk Assessment and the respective drills reports in their respective file.
All records shall be checked by the Marine and HSSEQ superintendent during safety visit to ship. In addition, all drill reports and Updated Risk Assessment register shall be uploaded into company web- based Document Maintenance System (DMS) which can be accessible remotely.

2. To avoid recurrence of defects, the maintenance program on board vessel which covers both department deck and engine shall be strictly followed as per the company manual under form:
- SOP 08.03-01 Deck PMS
-SOP 08.04-01 Engine PMS

3. Internal Audits schedule plan for the year 2024 has been provided and all ship shall be prepared to carry out the audit as per company schedule

ATTACHMENTS: 1. Company SMS - Audit

Attachment: MMSSB - SMS Audit.pdf

2.8	Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? Other Inspector Comments: Condition Assessment Program (CAP) was carried out by Indian Register of Shipping as following details:- Machinery Systems - Completed on 10 Mar 2022; Rating 2. Cargo Systems - Completed on 10 Mar 2022; Rating 2. Hull structure - Completed on 18 Mar 2022; Rating 2.	[Y]	N	NS	NA
2.9	Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained? Other Inspector Comments: Cargo tank inspection was completed on 29 Jan 2021, inspection frequency was every drydocking. Overall condition reported to be "Good". Ballast Tank were inspected on annual basis and was completed between 19 to 22 Feb 2023 for all WBT. Overall tank condition reported as "Good" and mud sedimentation was nil.	[Y]	N	NS	NA

Anti Pollution

2.11	If the disposal of engine room oily water or sludge to a cargo or slop tank has taken place, has the event been recorded in both Oil Record Books, was the receiving tank free of cargo and have the transfer arrangements been approved as per IOPP Form B?	Y	N	NS	[NA]
2.12	Is the vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan and the deck officers aware of the general contents and requirements of the plan?	Y	N	NS	[NA]
2.13	Is the vessel provided with an approved Ballast Water and Sediments Management Plan, are records maintained of all ballast water exchanges or treatment operations and are the officers aware of BWM requirements? Other Inspector Comments: Ballast water management certificate indicated vessel was in compliance with D-2 - UV + Filtration.	[Y]	N	NS	NA

Structure

2.15	Is the vessel free of any documentary or visual evidence to indicate any structural concerns? Other Inspector Comments: Vessel was not subjected to ESP. Appraisal Survey report by Class NK dated 06 July 2023 indicate all WBT and Void Spaces were in good condition.	Y	N	NS	NA
2.16	If any cargo / ballast tanks, void or hold spaces were sighted from the deck, were they in good order, free from oil contamination and could the vessel easily check or sample segregated ballast prior to deballasting? Other Inspector Comments: The FPT was sighted from deck level through tank man hole. The condition of the structure and coating in visible areas was found good with no traces of oil. Scattered rust spots were noted on vertical ladder rungs and tank railing.	Y	N	NS	NA

Additional Comments

2.99	Additional Comments

Chapter 3: Crew Management

Crew Management

3.1 Does the manning level meet or exceed that required by the Minimum Safe Manning Document? [Y] N NS NA

Other Inspector Comments: Minimum Safe Manning Document states that vessel was on unrestricted / international trading area with manned machinery space (Non-UMS). Following were her complement:
Required Manning: 4 x D/Off, 2 x D/Rating, 4 x Eng/Off, an Eng/Rating.
Actual Manning: 4 x D/Off, 4 x D/Rating, 5 x Eng/Off, 3 x Eng/Rating.
Vessel additionally carries a Deck Cadet and a Cook.

3.3 Are all personnel able to communicate effectively in a common language? [Y] N NS NA

Other Inspector Comments: The common working language on board was English.

3.4 Has the Master attended a ship handling course where applicable? Y N NS [NA]

Other Inspector Comments: Master had rank experience of more than 3 years.

Crew Qualifications

3.7 If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS) have the Master and deck officers undertaken both, generic training and type-specific familiarisation on the system fitted onboard? [Y] N NS NA

Other Inspector Comments: Master and deck officers had completed a shore based generic training (40 hours course) in compliance with IMO 1.27. Type specific training conducted on line ashore with assessment carried out and certificate issued once passed. In addition, company familiarization checklist was also available on board.

Drug and Alcohol Policy

3.8 Does the operator have measures in place to prevent Drug and Alcohol abuse in accordance with OCIMF guidance? [Y] N NS NA

Other Inspector Comments: Unannounced drug and alcohol test to be carried out annually by an external agency and was last done on 18 Sept 2023.
2 Monthly on board unannounced alcohol test initiated by the operator and was last done on 25 Dec 2023.
1 unit of alcohol breath analyser was carried on board.

Additional Comments

3.99 Additional Comments

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.5 Are the deck officers' familiar with the operators Under Keel Clearance policy, able to demonstrate satisfactory UKC calculations for the last voyage and is the policy comprehensive? [Y] N NS NA

Other Inspector Comments: Operator's UKC policy was given as follows:
1- Ocean Passage: 20% of maximum draft or 3.0 meter whichever greater.
2- Fairway passage outside port limit : 15% of maximum draft or 1.0 meter whichever greater.
3- Fairway passage inside port limit / alongside: 10% of maximum draft or 0.5 meter whichever greater.

4.6 Has the Bridge been adequately manned at all stages of the voyage and at anchor and were lookout arrangements adequate? [Y] N NS NA

Other Inspector Comments: Operator had specified 5 levels of watch complement for different stages of navigation condition.

Navigation Equipment

4.7 Is navigation equipment appropriate for the size of the vessel and in good order? Y [N] NS NA

Inspector Observations: The 3CM X-Band radar scanner was fitted at forward of main mast structure, however the information of blind / shadow sector was not available when requested.

Initial Operator Comments: DEFINE THE SITUATION:
The aft mast located on the compass deck, positioned behind the 3CM X-band Radar No.1 Scanner, is impeding the radar's scanning abilities. This section is recognized as the Radar Blind Sector (RBS), posing a potential collision hazard if not properly dealt with. Information regarding this RBS in this situation was not accessible or displayed on the bridge.

FIX OR QUICK FIX:
The Master and the navigation officer review the radar manuals to obtain comprehensive information about the radar blind sector, which has not been displayed on the bridge. The scheme depicting the blind sector was printed and posted in the bridge area to provide information for navigators utilizing radar no.1. Attached is the radar blind sector scheme for your reference.

IDENTIFIED ROOT CAUSE:
Lack of Monitoring and information on the Radar Blind Sector.

LONG TERM CORRECTIVE ACTION:
The master will ensure that the detection threshold for the Radar Blind Sector (RBS) is clearly defined. The detailed RBS information will be posted next to the radar for the bridge team to reference.

ATTACHMENTS:
1. Photo of the Radar Blind Sector posted on the bridge.
2. Copy of the Radar No.1 Blind Sector Diagram.

Attachment: Obs No.2 VIQ 4.7 Photo of Radar No.1 Blind Sector Diagram Posted.pdf

Attachment: Obs No. 2 (VIQ 4.7) HARAPAN BARU RADAR NO.1 BLIND SECTOR DIAGRAM.pdf

4.8 Are navigation lights in good order, the OOW aware of the procedures for testing the lights and actions in event of failure? [Y] N NS NA

Other Inspector Comments: Testing of the primary and secondary navigation lights carried out and found in order. Procedure for lights testing was posted.

4.9 Are the Standard Magnetic and Gyro compasses in good order and is the OOW aware of the requirements for taking compass errors and is the compass error book maintained. [Y] N NS NA

Other Inspector Comments: 01 set of Gyro compass was fitted onboard and last serviced by shore technician on 09 July 2023. Record of errors recorded were in agreement with the deviation card.

4.10 Was the hand steering in use for the vessels transit from pilotage to the berth as appropriate and are deck officer's familiar with the changeover from hand steering to auto and vice versa? [Y] N NS NA

Other Inspector Comments: Manual steering operation was tested during inspection and compared with all rudder angle indicator. Procedure of change over was posted at steering console.

4.12	Is there an effective Chart and Publication (Paper and Electronic) Management System in place and are the deck officer's familiar with the process including the effective management of T and P notices? Other Inspector Comments: Vessel was fitted with two ECDIS and ENC's were used. The corrections including Admiralty Interface overlay for ENC's were provided by 'Voyager' and updated to week 04/2024. The electronic lists of lights and tide tables, E-NPs of the sailing directions were provided on board and updated to week 04/2024.	Y	N	NS	NA
4.13	Are deck officers aware of the requirements for managing Navtex and Navarea Warnings and is there evidence of an effective system in place to monitor these warnings? Other Inspector Comments: Navtex was linked with ECDIS and OOW verified the Navtex information manually on daily basis. Random messages affected to current voyage was verified during the inspection.	Y	N	NS	NA
4.14	Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board? Other Inspector Comments: Vessel's primary and secondary means of navigation were provided by dual independent ECDIS.	Y	N	NS	NA
4.19	Is the master and deck officers aware of the requirements for the echo sounder and is there evidence that it has been in use as appropriate during the voyage? Other Inspector Comments: Echo sounder was fitted with a printer and connected to ECDIS. Depth alarm was tested during inspection.	Y	N	NS	NA

Communications

4.21 Are deck officers' familiar with the preparation and transmission of distress and urgency messages on the GMDSS equipment, are instructions clearly displayed and equipment in good order? [Y] N NS NA

Other Inspector Comments: Second officer demonstrated the procedure for transmitting a designated distress using MF/HF DSC and Sat-C.

4.24 Is there a maintenance programme in place to ensure availability of the radio equipment? [Y] N NS NA

Other Inspector Comments: Vessel had a valid shore based maintenance certificate valid till 29 Apr 2024.

4.25 Is the satellite EPIRB fitted, armed, labelled correctly and inspected in accordance with the manufacturer's requirements? [Y] N NS NA

Other Inspector Comments: EPIRB self test was carried out during round and found in good order.

4.27 Are survival craft portable VHF radios and Search and Rescue Locating Devices in good order and charged? [Y] N NS NA

Other Inspector Comments: 3 units of two-way portable VHF radios were provided and communication was tested during inspection.

Additional Comments

4.99 Additional Comments

Chapter 5: Safety Management

Safety Management

5.3 Is the appointed Safety Officer suitably trained, aware of his responsibilities and is there evidence to show that the safety officer has been effectively performing duties associated with this role? [Y] N NS NA

Other Inspector Comments: Designated Safety Officer was the Chief Officer. He had undergone a shore-based/in-house Safety Officer course that matched the job description required for the task.

5.7 Are crew members participating in safety meetings and is there evidence of effective discussions on safety related issues with shore management feedback? [Y] N NS NA

Other Inspector Comments: The safety meetings were held on monthly basis. Last safety meeting was held on 28 Dec 2023 and respond from operator sighted.

5.8 Are the crew aware of the requirements for reporting of accidents, incidents, non-conformities and near misses and is there an effective system of reporting and follow up investigation in place? [Y] N NS NA

Other Inspector Comments: An average of 3 near miss reports had been issued monthly by various ranks.

5.9 Are the officers and ratings aware of the requirements of the ISGOTT Ship/Shore Safety Check List (SSSCL) and are the provisions of the check list being complied with? [Y] N NS NA

Other Inspector Comments: Repeated checks were made throughout the cargo operations and recorded as agreed intervals.

Drills, Training and Familiarisation

5.12 Are the crew familiar with the location and operation of fire and safety equipment and have familiarisations been effectively completed for all staff? [Y] N NS NA

Other Inspector Comments: On board familiarization form was divided into 3 section which completed within on joining, prior taking over duties and within 2 weeks of joining.

Enclosed Space and Pump Room Entry Procedures:

5.18 Are pump room, compressor rooms and trunk spaces (as applicable) adequately ventilated? Y N NS NA

Other Inspector Comments: Cargo pump room was fitted with two mechanical exhaust fans.

5.19 Are the officers aware of the correct settings of pump room fire and flooding dampers and are the dampers clearly marked and in good order? Y N NS NA

Other Inspector Comments: Port side flooding damper was tested during inspection.

Monitoring Non-Cargo Spaces:

5.21 Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas with an operable fixed and / or portable measuring equipment? Y N NS NA

Other Inspector Comments: Vessel was fitted with fixed gas detection system for sampling of cargo pump room (HC-LEL). No abnormalities found on the system.
Water ballast tanks gas content was monitored daily using portable gas detector during the loaded passage and 12 hourly during cargo operation.

5.22 Where a fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders and alarms in order? Y N NS NA

Other Inspector Comments: Accumulations of HC %LEL on poop deck entrances at poop deck were also monitored by the fixed gas detection system.

Gas Analysing Equipment

5.23 Does the vessel have appropriate duplicate portable gas detection equipment suitable for the cargoes carried, are the officers' familiar with the operation, calibration and is the equipment being maintained in accordance with manufacturers and industry recommendations? Y N NS NA

Other Inspector Comments: Duplication of equipment was provided. Vessel also carried 3 personal gas meters capable of measuring HC-LEL%, O2, H2S and CO.

Hot Work Procedures

5.24 Are officers aware of the requirements for hot work and are hot work procedures in accordance with the recommendations of ISGOTT and OCIMF guidelines?

Y N NS NA

Other Inspector Comments: Designated hot work location was Engine Room workshop. Work permit and office permission were required to conduct hot work outside the designated hot work area. No records of hot work outside designated area carried out.

Life Saving Equipment

5.28 Are the officers aware of the maintenance requirements for lifeboat, liferaft, rescue boat release hooks and free-fall lifeboat release systems, where fitted and, are lifeboats, rescue boat and liferafts including associated equipment well maintained ready for use?

Y N NS NA

Other Inspector Comments: The officer successfully demonstrated the operation of the starboard lifeboat air support system, air regulator valve and lifeboat lighting system. The engine and rudder system were tested during the inspection.

5.29 Are lifeboats, including their equipment and launching mechanisms, in good order and have they been launched and manoeuvred in the water in accordance with SOLAS requirements?

Y N NS NA

Other Inspector Comments: Lifeboats were last lowered and manoeuvred in the water on 02 Nov 2023.

5.30 Is the rescue boat, including its equipment and launching arrangement, in good order and officers' familiar with the launch procedures?

Y N NS NA

Other Inspector Comments: The starboard lifeboat was the assigned rescue boat.

Fire Fighting Equipment

5.36 Are records available to show that samples of foam compound have been tested at regular intervals?

Y N NS NA

Other Inspector Comments: Low expansion foam sample was last analysed ashore on 12 May 2023 and result indicated "Normal".

5.38 Are fire mains, pumps, hoses, nozzles and isolating valves in good order, available for immediate use and clearly marked?

Y N NS NA

Inspector Observations: Total two numbers of isolation valve for main fixed foam line located on midship of cargo deck were found with material wastage on bolts and nuts of flange connection.

Initial Operator Comments: DEFINE THE SITUATION:
The Chief Officer acknowledged that two isolation valves for the primary foam line system, located mid-ship on the main deck, displayed material deterioration on the bolts and nuts securing the valve flanges to the pipes.

FIX OR QUICK FIX:
Maintenance has been conducted on the isolation valves, during which the material-deteriorated bolts and nuts were replaced. Please refer to the attached photo for clarification.

IDENTIFIED ROOT CAUSE:
Lack of maintenance and monitoring

LONG TERM CORRECTIVE ACTION:
Routine inspection and maintenance have been carried out on the isolation valves for the main fixed foam line system. The valves' condition has been assessed for any material degradation, and their operational functionality has been tested to ensure they are in proper working order. The findings of this inspection have been documented in the attached monthly FFA Test log SOP -08.5-02.B

ATTACHMENTS:
1. Photo of the Isolation valve before and after maintenance
2. SOP-08.5-02.B Monthly FFA Test Log

Attachment: Obs No.3 VIQ 5.38 Photo of Foam isolation valve.pdf

Attachment: Obs No.3 VIQ 5.38 HB MONTHLY TEST LOG - FFA FEB 2024.pdf

5.41	Is the emergency fire pump in full operational condition, starting instructions clearly displayed and are officers able to operate the pump? Other Inspector Comments: Emergency fire pump was located between engine room and steering gear room space area. It was tested satisfactorily to a pressure of 6 bars.	Y	N	NS	NA
5.43	Are crew members familiar with donning breathing apparatus and are Fireman's Outfits in good order and ready for immediate use? Other Inspector Comments: BA sets were randomly tested for leaks and low pressure alarm activation, all found in order.	Y	N	NS	NA

Access

5.47	Is the vessel provided with a safe means of access and are all available means of access (gangway / accommodation ladder / pilot ladder / transfer basket) in good order and well maintained? Other Inspector Comments: The access to vessel was by means of starboard pilot ladder.	Y	N	NS	NA

Sample Arrangements

5.48 Is there a suitable means for storing of cargo and bunker samples cargo and bunker sample locker situated within the main cargo area and is it in good order? [Y] N NS NA

Other Inspector Comments: Cargo and bunker sample was stowed in the paint store and space was protected by a water sprinkler system.

Additional Comments

5.99 Additional Comments

Chapter 6: Pollution Prevention

Pollution Prevention

6.3 Are means readily available for dealing with small oil or chemical spills? [Y] N NS NA

Other Inspector Comments: A pneumatic pump was rigged at aft cargo deck discharging into 200L drum. It was tried out and found in order.

Cargo Operations and Deck Area Pollution Prevention

6.4	Are Annex 1 and 2 overboard valves and cargo system sea valves suitably secured, thoroughly checked closed prior to commencement of cargo transfer and where provided, sea valve-testing arrangements in order and regularly monitored for leakage? Other Inspector Comments: Annex 1 and 2 overboard valves were not fitted.	Y	N	NS	[NA]
6.5	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly, and the results recorded?	Y	N	NS	[NA]
6.7	Have bunker pipelines been satisfactorily tested on an annual basis and is there suitable evidence of this test? Other Inspector Comments: Bunker line was last pressure tested on 08 Apr 2023 at a pressure of 5.0 bars.	[Y]	N	NS	NA
6.10	Are the arrangements for the disposal of oily water in the forecastle and other internal spaces adequate and are officers aware of these requirements? Other Inspector Comments: Foc'sle space bilge high level alarm tested during rounds and verified alarm in order.	[Y]	N	NS	NA

Pump Rooms and Oil Discharge Monitors

6.11	Are pump room / trunk space bilge high level alarms fitted, regularly tested and the results recorded? Other Inspector Comments: Cargo pump room bilge alarm was tested.	[Y]	N	NS	NA
6.13	If an ODME is fitted, is it in good order, well maintained and any operational downtime recorded in the ORB? Other Inspector Comments: ODME was not fitted as vessel was designed to comply with MARPOL Regulations 2.4.	Y	N	NS	[NA]

Engine and Steering Compartments

6.17 Is the oily water separator in good order, free from unauthorised modifications and are the engineers well familiar with its operation and data recovery procedure where applicable? [Y] N NS NA

Other Inspector Comments: 15 ppm alarm on the OWS was tested in simulation mode by attending engineer officer and was found in order. Operation of three way valve was also tried out.

6.19 If the oily water separator is not fitted with an automatic stopping device, do entries in the Oil Record Book Part 1 indicate that it has not been used in a Special Area? Y N NS [NA]

Ballast Water Management

6.22 Where a Ballast Water Treatment Plant is fitted is it maintained in accordance with manufacturers and vessels planned maintenance requirements? [Y] N NS NA

Other Inspector Comments: Chief engineer demonstrated various maintenance requirement for BWTS in vessel PMS.

Additional Comments

6.99 Additional Comments

Chapter 7: Maritime Security

Policies and Procedures

7.5 Has the ship's security officer been trained to undertake this role and do they understand their responsibilities? Y N NS NA

Other Inspector Comments: Master was designated as shipboard security officer and had been trained for security officer role and function.

7.6 If fitted, is the vessel's dedicated standalone security communications equipment regularly tested? Y N NS NA

Other Inspector Comments: Dedicated standalone security communications equipments checked monthly.

7.7 Does the vessel have a routine to regularly test the ship security alert system? Y N NS NA

Other Inspector Comments: Security alert system was required to be tested once a months and was last done on 15 Jan 2024.

7.12 Is an adequate deck watch being maintained to prevent unauthorised access in port? Y N NS NA

Other Inspector Comments: Vessel was not fitted with CCTV cameras. The inspector's photo identity was verified during boarding at the gangway. The details were registered in the log and visitor pass card was issued.

Cyber Security

7.15 Are the crew aware of the company policy on the control of physical access to all shipboard IT/OT systems? Y N NS NA

Other Inspector Comments: In addition to physical USB port blocking devices, a software was also installed in all network computers to prevent unauthorized used of USB.

7.17 Is Cyber Security awareness actively promoted by the company and onboard? Y N NS NA

Other Inspector Comments: Cyber security training was carried out as part of familiarization checklist.

Additional Comments

7.99 Additional Comments

Chapter 8: Cargo and Ballast Systems - Petroleum

Stability and Cargo Loading Limitations

8.4 If a loading computer or programme is in use, is it class approved, regularly tested and are officers aware of the test requirements including damage stability? [Y] N NS NA

Other Inspector Comments: The vessel was provided with class approved load programme (Cybermaster) which included damage stability calculation. Chief officer has demonstrated the damage stability calculation procedure and found well familiar.

8.5 Has a cargo plan been prepared and followed with a detailed sequence of cargo and ballast transfers documented, stress, intact and damage stability and are any limitations, where applicable understood by the cargo watch officers and clearly documented? [Y] N NS NA

Other Inspector Comments: There were 5 stability calculations prepared for various stages of cargo operation. Hourly stability calculation was also recorded during cargo operation.

Cargo Operations and Related Safety Management

8.8 Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls including temperature monitoring, in good order and is there recorded evidence of regular testing? [Y] N NS NA

Other Inspector Comments: No.2 COP was in use during pump room round. Pressure observed at 2.0 bars and no leakages noted.

8.9 Are officers aware of the column/cofferdam purging routines where deep well pumps are fitted and is the pump leakage within tolerable limits? Y N NS [NA]

8.11 Are the cargo and ballast system valves in good order and is there recorded evidence of regular testing? [Y] N NS NA

Other Inspector Comments: Cargo and ballast valve were manually operated from cargo deck and evidence of maintenance was in place.

8.12 Are the cargo system ullage gauges, vapour locks and UTI tapes in good order and is there recorded evidence of regular testing? Y N NS [NA]

Other Inspector Comments: Vessel was exempted from carriage of UTI tapes as per MARPOL Marpol Regulation 2.4. A portable thermal probe was carried and compared with fixed temperature gauge.

8.13 Are the remote and local temperature and pressure sensors and gauges in good order and is there recorded evidence of regular testing? Y [N] NS NA

Inspector Observations: The remote RPM and discharge pressure gauges for COP no.2 located in CCR were showing as "zero" reading. Actual local pressure in pumproom was 2 bars.

Initial Operator Comments: DEFINE THE SITUATION:
The ship was unloading the cargo using COP No.2 and indicated an erroneous reading of the RPM and disch pressure in the CCR. The pressure gauge in the pump room indicated 2 bars and the RPM and discharge pressure gauge in the CCR displayed a "zero" reading. Chief Officer acknowledged the error on the remote RPM and discharge pressure for #2 COP located in CCR. This malfunction was only noted while at this discharging operation.

FIX OR QUICK FIX:
The problem for signal and pressure in the CCR was investigated and found that the gauges were faulty. However as for temporary measure these readings were taken from the Pump Room Parameter gauges for control.

IDENTIFIED ROOT CAUSE:
Lack of monitoring

LONG TERM CORRECTIVE ACTION:
Replacing the faulty gauges and shore assistance check on the RPM meter was raised after the discharge operation completed. Shore technician attended vessel and new gauges were ordered. Both gauges were rectified and back to normal working condition.

Chief Officer shall provide report on any faulty/defect equipment on monthly basis in the PMS. When requires urgent shore repair assistance the request has to be made immediately and classified as urgent request.

ATTACHMENTS: Photo of before and after the rectification

Attachment: HB COP#2 RPM & Press.pdf

8.14 Are the cargo tank high level and overfill alarms in good order and is there recorded evidence of regular testing? [Y] N NS NA

Other Inspector Comments: Cargo tank 1P overfill alarm was tested satisfactorily during inspection.

8.15 Where fitted, is the condition of the cargo tank heating system satisfactory, is it regularly tested and is any observation tank free of oil? [Y] N NS NA

Other Inspector Comments: All cargo tanks were fitted with heating coils arrangement and system was in use during current operation with setting of 146 degC. Last pressure test for heating system was carried out on 03 Apr 2023 at a pressure of 5.0 kg/cm2.

Ullaging, Sampling and Closed Operations

8.16	If the vessel is handling volatile or toxic cargoes, is it operating in a closed condition?	Y	N	NS	NA
8.17	Is the vessel provided with an approved vapour control system?	Y	N	NS	NA

Venting Arrangements

8.19	Are the officers aware of the primary and secondary cargo tank venting systems and are the systems functioning correctly? Other Inspector Comments: Vessel was fitted with mast riser as cargo tanks venting system.	Y	N	NS	NA
8.20	If stop valves are fitted which permit isolation of individual tanks from the common venting system, are they provided with positive locking arrangements and are the keys under the control of the person in overall charge of the cargo transfer?	Y	N	NS	NA
8.21	Are the P/V valves in good order, inspected and cleaned as part of a regular planned maintenance routine and are there records to support this?	Y	N	NS	NA

Static Electricity Precautions

8.37 Are deck officers aware of the precautions necessary to avoid static discharge including maximum flow rates and settling periods for flammable cargoes in non-inert tanks?

Y [N] NS NA

Inspector Observations: As per section 7 of MSDS information the electrostatic static hazard may accumulate on present cargo on board, however on review of risk assessment and cargo discharge plan the precautions against the hazard was not identified / available.

Initial Operator Comments: DEFINE THE SITUATION:
The ship was discharging the cargo LSFO (Low Sulphur Fuel Oil). According to section 7 of the cargo MSDS, there's a possibility of electrostatic hazards accumulating with the current cargo onboard. However, the risk assessment for the cargo operation and the discharge plan drafted by the Chief Officer did not incorporate precautions against this hazard.

FIX OR QUICK FIX:
Asphalt cargo was classified as Non electrostatic accumulator cargo and the Risk Assessment for cargo operation did not include the precaution against this hazard.
Company Loading and discharge operations procedures stated and put in practice that initial start-up rate shall be not more than 7m/sec.to avoid any electrostatic hazard that may occur.

IDENTIFIED ROOT CAUSE:
Lack of information in the cargo discharge plan and the Risk Assessment for the operation on the electrostatic hazard

LONG TERM CORRECTIVE ACTION:
The Chief Officer has also revised the Risk Assessment for both loading and discharging operations to incorporate precautions against electrostatic hazards. These precautions have been integrated into the Cargo Loading and Discharge Transfer Plan.
The Chief Officer ensures continuous monitoring of the implementation of precautions against electrostatic hazards. The crew reviews and discusses the Risk Assessment before starting any cargo transfer operation.

ATTACHMENTS:

Manifold Arrangements

8.41 Are the manifolds and associated valves in good order, blank flanges of an equivalent rating to that of the pipelines and pressure gauges fitted outboard of the manifold valves on both sides and monitored for leakage?

[Y] N NS NA

Other Inspector Comments: No.1 starboard manifold was connected to shore discharging hose for current discharging operation. Pressure noted at 2.2 bars and free from leakage.

8.42 If the vessel is fitted with vapour return manifolds, are they in good order including those for SBM use as appropriate?

Y N NS [NA]

Other Inspector Comments: Vessel was not fitted with vapour return manifold.

Cargo Hoses

8.49 If the vessel uses its own cargo hoses, are they in good order, pressure tested annually and is a record of all hose tests and inspections maintained on board? [Y] N NS NA

Other Inspector Comments: Two lengths of cargo hose (150A x 9 meters) were carried on board. Working pressure for both hose were 10.5 kg/cm2.

Cargo Lifting Equipment

8.50 Are all cranes and other lifting equipment properly marked, regularly inspected, tested and are the vessels crew aware of maintenance requirements? [Y] N NS NA

Other Inspector Comments: Vessel was fitted with single hose handling crane (SWL 0.9T) and spare hydraulic hose was carried.

Additional Comments

8.199 Additional Comments

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.4 Have the operator's policies on line inspections, retirement and wear zone management been implemented as outlined in the Line Management Plan? [Y] N NS NA

Other Inspector Comments: As per company policy, Mooring system and line management plan required ropes to be turned end to end at 2.5 years and retires at 5 years.

9.6 If one or more bow stoppers are fitted, is a certificate attesting to the safe working load provided? Y N NS [NA]

9.7 Is there a policy in place for the testing of winch brakes and are the results recorded? [Y] N NS NA

Other Inspector Comments: Mooring winch BHC was tested annually by ship staff. The last test was carried out on 03 June 2023.

Mooring procedures

9.8	Are moorings satisfactorily deployed and tended? Other Inspector Comments: Vessel was moored port side alongside to the jetty with a 3-2 fore and aft arrangement.	[Y]	N	NS	NA
9.9	Are mooring lines secured to bitts and turned up correctly? Other Inspector Comments: 1 fwd / aft spring lines were secured to bitts with two full turns around the leading post before belaying figure eights.	[Y]	N	NS	NA
9.11	On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum? Other Inspector Comments: Mooring winches were undivided.	Y	N	NS	[NA]
9.12	If mooring tails are fitted to wires or HMSF lines, do they have proper connections and are they correctly fitted?	Y	N	NS	[NA]

Mooring equipment

9.16	If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests been carried out and the results recorded.	Y	N	NS	[NA]
9.18	Are pedestal fairleads, roller fairleads and other rollers well-greased and free to turn and are bitts and chocks free of grooving? Other Inspector Comments: Checked roller fairleads and pedestal fairleads at random and noted all were well greased and free to turn.	[Y]	N	NS	NA

Single Point Moorings

9.25	Is single point mooring (SPM) and associated equipment fitted to OCIMF recommendations?	Y	N	NS	NA
9.26	If the vessel is equipped for mooring at single point moorings, does it meet the recommendations as applicable, contained in Mooring Equipment Guidelines?	Y	N	NS	NA
9.27	If the vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release?	Y	N	NS	NA

Emergency Towing Arrangements

9.28	Are emergency towing arrangements readily available for deployment at both ends of the vessel?	Y	N	NS	NA

Additional Comments

9.99	Additional Comments

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

10.2	If the machinery space is certified for unmanned operation is it being safely operated in that mode without regular alarms occurring under normal conditions? Other Inspector Comments: Vessel was not certified for UMS operation and machinery space was kept manned by one engineer and one rating.	Y	N	NS	NA
10.4	Are the engineers familiar with safe entry requirements to the machinery space when operating in the UMS mode, especially with regards to use of the dead man alarm where fitted?	Y	N	NS	NA

10.7 Does the operator subscribe to a fuel, lube and hydraulic oil testing programme on a frequency in accordance with the manufacturers recommendations and are there procedures to act on these results? Y [N] NS NA

Inspector Observations: The fuel oil analysis (LSFO) report dated 29 Dec 2023 was not provided with the Sulphur content information.

Other Inspector Comments: Report of LSFO dated 29 Dec 2023 was showing as "Normal".
Every 6 months: Main engine, auxiliary engines, cargo pump engine and steering gear. Reports dated 30 Dec 2023 was showing "Normal".
Every 12 months: Emergeny generator, mooring winches / windlass, thermal oil system, emergency fire pump and bow thruster. Reports dated 29 June 2023 was showing "Normal".

Initial Operator Comments: DEFINE THE SITUATION:
The fuel oil (LSFO) analysis result report dated 29 December 2023 was not provided with the Sulphur content information. The incorrect Fuel Oil Analysis was shown to the inspector by the Chief Engineer. Actual test report dated on 28 December 2023.

FIX OR QUICK FIX:
Bunker fuel was obtained from the company's bunkering vessel, MT. STRAITS ENERGY, for the bunkering operation at Port Klang on December 28, 2023. The technical superintendent has furnished the vessel with the precise Fuel Oil Sample Analysis Report, which contains comprehensive sulfur content details (0.4 mass %) relevant to this bunkering activity. Please refer to the attached Fuel Oil Analysis Report for further information.

IDENTIFIED ROOT CAUSE:
Lack of documentation, and improper record keeping.

LONG TERM CORRECTIVE ACTION:
The chief engineer is responsible for sending samples of Low Sulphur Fuel Oil (LSFO) bunkers following the Company's procedure. Analysis of Marine Diesel Oil will be conducted only when necessary or when doubts arise about the quality of the supply.

ATTACHMENTS:
1. Fuel Oil Bunker Sample Analysis Report

Attachment: Obs No.6 VIQ 10.7 - Fuel Oil (LSFO) Analsysis.pdf

10.11 If the vessel is fitted with a class approved Exhaust Gas Cleaning System are the officers well familiar with the system and safety requirements and are these documented? Y N NS [NA]

Planned Maintenance

10.12 Are the officers' familiar with the planned maintenance system and is the system being followed and maintained up to date? [Y] N NS NA

Other Inspector Comments: Vessel used paper based maintenance management and random check showed no over due jobs.

Fire Fighting Equipment

10.19	Are diesel engine fuel delivery pipes adequately jacketed or screened, exhaust lines and hot surfaces protected from spray and surrounding areas free from fuel or lube oil leakage? Other Inspector Comments: Main engine and auxiliary engine no.1 fuel oil leak test was conducted satisfactorily.	[Y]	N	NS	NA
10.21	If the vessel class notation allows UMS operation, are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order? Other Inspector Comments: Oil mist detector was not fitted.	Y	N	NS	[NA]
10.22	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?	Y	N	NS	[NA]
10.30	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: The aft engine room bilge high level alarm was tested satisfactorily.	[Y]	N	NS	NA

Machinery Status

10.34	Are officers fully familiar with all starting procedures for the emergency generator and are these procedures clearly and displayed? Other Inspector Comments: Mean of starting the emergency generator were electric motor start and it was tried out and found in order. Spare starter motor was available.	[Y]	N	NS	NA
10.36	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?	Y	N	NS	[NA]

Steering Compartment

10.39 Are the officers aware of the test requirements for the steering gear both pre-departure and for emergency steering drills and have these tests been conducted satisfactorily with operating instructions clearly posted? [Y] N NS NA

Other Inspector Comments: Operation of the emergency steering gear was demonstrated by Chief Engineer and found in order.

10.41 Are the arrangements for the provision of communications with the wheelhouse and heading and rudder indication in good order? [Y] N NS NA

Other Inspector Comments: Sound powered telephone was used to communicate during steering gear test. Heading was checked and agreed with master gyro.

10.44 Are the officers and crew aware of the safe operating requirements of any watertight doors fitted? Y N NS [NA]

Additional Comments

10.99 Additional Comments

Chapter 11: General Appearance and Condition

Electrical Equipment

11.9 Are the deck lights all operational and sufficient in number and range to illuminate the deck to facilitate safe working during darkness? [Y] N NS NA

Other Inspector Comments: The weather deck lights, emergency lights and the external accommodation lights were tested during rounds.

Accomodation Areas

11.15 If fitted, is the Ship's Hospital clean and tidy and ready for use? [Y] N NS NA

Other Inspector Comments: Hospital call alarm was tested and found working as intended.

11.17 Are personnel alarms in refrigerated spaces in good order and operational? [Y] N NS NA

Other Inspector Comments: Cold chamber trapped alarm was tested during inspection.

Additional Comments

11.99 Additional Comments

The starboard side of the vessel's hull was seen while embarking. General condition, visual appearance and cleanliness of the hull was 'Fair' as evident by various rust stain and scales.
The general condition visual appearance and cleanliness of the weather deck was satisfactory.
There were numerous minor rust spots observed on cargo pipelines and supporting brackets and evidence of cosmetic works were present.
The cosmetic appearance of the superstructure was "Fair" with rust weeping marks around portholes.
The condition and cleanliness of the accommodation and living quarter including hygiene and sanitation levels were good.

Operator's initial comments entered by: Agustinus Terry Letsoin [operation@maytanker.com]

Operator's Initial General Comments