Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCWP-0522-5090-7070
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	LG ASPHALT 1
IMO Number	9540900
Date of Inspection	04 Feb 2024
Port of Inspection	Indonesia Semarang [IDSRG]
Inspecting Company	International Energy Co. Ltd
Selected variants	Pumproom

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	LG ASPHALT 1
1.2	Vessel IMO Number:	9540900
1.3	Date the inspection was completed:	04 Feb 2024
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	Indonesia Semarang [IDSRG]
1.6	Flag:	Malaysia
1.7	Deadweight: (metric tonnes)	2107.00
1.8	Date the vessel was delivered:	30 Sep 2009
1.9	Name of the OCIMF inspecting company:	International Energy Co. Ltd
1.10	Date and time the inspector boarded the vessel	04 Feb 2024. 08:30 (UTC +07:00)
1.11	Date and time the inspector departed the vessel	04 Feb 2024. 17:30 (UTC +07:00)
1.12	Time taken for inspection. Other Inspector Comments: Inspection was carried out as follows: From 0845 hours to 1200 hours. From 1230 hours to 1720 hours. Total time of inspection was 08 hours and 05 minutes.	8.05
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: HVPQ was found not updated/accurate with the actual data, such as: 1). 1.5.4.1 Date of last dry dock was 30 December 2022, but at HVPQ on 31 March 2022. 2). 2.1.5 Class certificate expiry date 29 September 2024, but at HVPQ on 24 September 2024. 3). 3.1.9 Minimum ratings as per Safe Manning Certificate were 4 persons, but at HVPQ stated 3 persons. 4). 7.1.1 & 7.1.3 COT and Ballast Tanks inspection found kept blanked/no data.	No

1.15	Vessel's operation at the time of the inspection:	Discharging
1.16	Product(s) being handled: Other Inspector Comments: Bitumen.	Other (specify)
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:	28 Oct 2015
1.21	Date of the last port State control inspection:	11 Aug 2023
1.22	Port of the last Port State Control inspection: Other Inspector Comments: 02 Nos. below findings were reported during last port state control inspection and were rectified with corrective & preventive measures as per the report. 1. Handle door at second deck port side was broken. 2. Several wall insulation at engine room was broken.	Pontianak, Indonesia
1.23	Name of Classification society:	Registro Italiano Navale
1.24	Date of expiry of the Class Certificate:	29 Sep 2024
1.25	Date of departure from the last class-credited drydock/repair period or in water survey Other Inspector Comments: Intermediate survey at dry dock.	30 Dec 2022
1.26	Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete: Other Inspector Comments: Last Class Status Report of 03 February 2024 was available.	Yes

Additional Comments

1.99	Additional Comments The Master and ship's staff were helpful and accommodated the inspector's request to test various equipment. Operator's Technical Superintendent was also on board at the time and accompanied the inspector at all times during this inspection. COVID-19 related precautions were taken. Required PPE were used & hands sanitized at regular intervals. Human interaction was kept to a minimum and safe distance maintained.	

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 30 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	Yes	Indonesian	Master II/2	Indonesia	Yes	Oil	Advanced	Yes	5.2	9.2	9.2	9.2	9.2	4.17	Good
Chief Mate	Yes	Indonesian	Master II/2	Indonesia	Yes	Oil and Chemical	Advanced	Yes	3.8	3.9	5.9	5.9	5.9	3.87	Good
2nd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	2.9	2.9	2.9	2.9	2.9	3.87	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	Yes	Indonesian	Second Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	1.8	6.3	7.3	9.3	5.8	3.87	Good
2nd Engineer	Yes	Indonesian	Second Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	1.6	2.4	5.1	5.1	5.1	4.57	Good
3rd Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	5.2	6.2	6.2	6.2	6.2	4.27	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and Documentation

Certification

2.1

Safety Management and the Operators Procedures Manuals

2.3

Survey and Repair History

2.7

Anti Pollution

2.13, 2.14

Structure

2.15

Chapter 3: Crew Management

Crew Management

3.2, 3.4

Crew Qualifications

3.5, 3.6

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.1, 4.2, 4.3, 4.4, 4.6

Navigation Equipment

4.7, 4.9, 4.10, 4.11, 4.12, 4.13, 4.16, 4.18, 4.19, 4.20

Communications

4.21, 4.22, 4.23, 4.25, 4.26, 4.27

Chapter 5: Safety Management

Safety Management

5.1, 5.2, 5.6, 5.8, 5.9, 5.10, 5.11

Drills, Training and Familiarisation

5.12, 5.14, 5.15

Enclosed Space and Pump Room Entry Procedures:

5.16, 5.18, 5.19, 5.20

Hot Work Procedures

5.25, 5.26

Life Saving Equipment

5.27, 5.28, 5.29, 5.31, 5.32

Fire Fighting Equipment

5.34, 5.35, 5.37, 5.39, 5.40, 5.42, 5.43, 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, 6.7, 6.8

Pump Rooms and Oil Discharge Monitors

6.12

Engine and Steering Compartments

6.15, 6.16, 6.18, 6.20

Ballast Water Management

6.22

Chapter 7: Maritime Security

Policies and Procedures

7.1, 7.2, 7.3, 7.4, 7.6, 7.8, 7.9, 7.11, 7.13

Cyber Security

7.14, 7.15, 7.16, 7.17

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1, 8.2, 8.3

Stability and Cargo Loading Limitations

8.5, 8.6

Cargo Operations and Related Safety Management

8.7, 8.8, 8.10, 8.11, 8.13

Ullaging, Sampling and Closed Operations

8.16, 8.18

Manifold Arrangements

8.41, 8.43

Pump Rooms

8.44, 8.45, 8.47, 8.48

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.1, 9.2, 9.3, 9.5

Mooring procedures

9.8, 9.9, 9.10, 9.13

Mooring equipment

9.14, 9.15, 9.17, 9.18, 9.19

Anchoring equipment

9.20, 9.21, 9.22, 9.23

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

10.15, 10.16

Fire Fighting Equipment

10.20, 10.24, 10.25, 10.26, 10.28, 10.29, 10.31

Machinery Status

10.32, 10.33, 10.35, 10.37, 10.38

Steering Compartment

10.39, 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

11.9, 11.10, 11.11

Internal Spaces

11.12

Accomodation Areas

11.13, 11.14, 11.16

Section 3

Chapter 2: Certification and Documentation

Safety Management and the Operators Procedures Manuals

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

Other Inspector Comments: Marine Superintendent's last visit (physical) was dated 27 January 2024 and the Technical Superintendent's last visit (physical) was recorded on 28 August 2023.

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 (physical) was dated 05 January 2024, 6 Nos. observations and Nil NC. Record displayed that observations were closed out on 07 January 2024 with corrective & preventive measures.

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 last review was dated 16 December 2023. Operator requires review at 6 months interval.

Survey and Repair History

2.8 Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? 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? [Y] N NS NA

Other Inspector Comments: Cargo tanks were required to be inspected once every 30 months and ballast tanks were required to be inspected once every 12 months. Tank inspection report available. Condition of coating of cargo and ballast tanks was reported as good.

Anti Pollution

2.10 Are the Engine Room (Part I) and Cargo (Part II) Oil Record Books (ORBs) correctly completed, free of any pollution incidents, violations and are slop/waste oil disposal certificates provided? Y [N] NS NA

Inspector Observations: Entry in ORB Part 1 revealed that vessel discharged oily water from engine room bilges using OWS 15 ppm, however, the total time discharge was found wrong when compared with pump capacity as per IOPP Form B (1 m3 per hour).

Initial Operator Comments: Define the Situation:
Upon inspection, it was observed that the Oil Record Book (ORB) Part 1 documented the discharge of oily water from the engine room bilges using the Oily Water Separator (OWS) set at 15 parts per million (ppm). However, upon closer examination, it was found that the total discharge time did not correspond with the expected pump capacity as specified in the International Oil Pollution Prevention (IOPP) Certificate Form B, which indicates a capacity of 1 cubic meter per hour.

Fix or Quick Fix:
The entries were amended – the total discharging time was calculated to meet the pump discharging rate/ capacity. This was carefully noted by the Chief Officer to pre-calculate and compare with the actual time frame of the operation.

Identified Root Cause:
Lack of monitoring and documentation

Long-Term Corrective Action:
Review and Correct Recordkeeping: Ensure that all entries in the Oil Record Book (ORB) are accurately recorded and reflect the actual operations. If there were errors in recording the discharge time, correct them immediately.
Training and Awareness: Provide training to relevant personnel involved in recording and managing oily water discharge operations. Emphasize the importance of accurate recordkeeping and adherence to regulations.
Routine Inspections and Audits: Conduct regular inspections and audits of the oily water separation system to verify its proper functioning. This includes checking the Oily Water Separator (OWS) equipment, ensuring it is properly calibrated, and confirming that it is capable of meeting the required discharge standards.
Documentation and Reporting: Maintain detailed documentation of all oily water discharge operations, including records of pump capacity, discharge times, and any deviations from expected norms. Report any discrepancies promptly and take corrective action as necessary.

Attachments:
1. Photo of corrected entries.

Attachment: LGA1 Obs No.1 VIQ 2.10 - ORB Record.pdf

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

Structure

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? [Y] N NS NA

Other Inspector Comments: No.1 port and starboard side ballast tank, no structural defects were apparent and the condition of ballast tank coating was satisfactory.

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: The vessel's Safe Manning Certificate required:
3 Nos. deck officers, 3 Nos. engineer officers, 2 Nos. deck ratings, 1 No. engine rating and 1 No. cook.
Actual Manning on-board was as follows:
3 Nos. deck officers, 3 Nos. engineer officers, 4 Nos. deck ratings (including a pump man and bosun), 2 Nos. engine ratings, 1 No. deck cadet, 1 No. engine cadet and 1 No. cook.

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

Other Inspector Comments: Indonesian and Malaysian language was common language, and English was official language with Indonesian Master and crew on board. All officers could converse satisfactorily in English language.

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: Vessel not fitted with ECDIS, however navigating officers held generic training of ECDIS complying with IMO Model Course 1.27 of five days duration.

Drug and Alcohol Policy

3.8	Does the operator have measures in place to prevent Drug and Alcohol abuse in accordance with OCIMF guidance? Other Inspector Comments: The vessel was operating with an "Alcohol Free" policy and crew were subjected to an annual unannounced drug & alcohol testing and was last done on 13 January 2024 by an external agency. Onboard unannounced alcohol testing was carried out at monthly interval on 28 January 2024. Testing of the master was initiated by the operator, last on 27 December 2023 (two months interval).	[Y]	N	NS	NA

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? Other Inspector Comments: As per operator's guidelines minimum under keel clearance should be as follows: 1. Ocean Passage: 20% of the maximum draft or 1.0 meter whichever is higher. 2. On Fairway Passage outside port limit: 15% of the maximum draft or 0.8 meter whichever is higher. 3. On Fairway Passage inside port limit: 10% of the maximum draft or 0.5 meter whichever is higher. 4. Alongside Berth: 10% of the maximum draft or 0.5 meter whichever is higher.	[Y]	N	NS	NA

Navigation Equipment

4.8	Are navigation lights in good order, the OOW aware of the procedures for testing the lights and actions in event of failure? Other Inspector Comments: Primary and secondary lighting systems were in good order.	[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 not fitted with ECDIS.	Y	N	NS	[NA]
4.15	Is the master and deck officers' familiar with the safety parameter settings for the ECDIS and have the safety settings been correctly applied for the vessels passage?	Y	N	NS	[NA]
4.17	Are the master and deck officers aware of the requirements of Electronic Chart Display and Information System (ECDIS) and does the system fitted meet SOLAS and flag state requirements?	Y	N	NS	[NA]

Communications

4.24	Is there a maintenance programme in place to ensure availability of the radio equipment? Other Inspector Comments: Vessel was registered with valid shore based maintenance of GMDSS equipment.	[Y]	N	NS	NA

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? Other Inspector Comments: Safety Officer (Chief Officer) had to inspect all areas of the vessel on monthly basis. Safety Officer's inspection records were reviewed during the inspection, safety officer's training certificate was available.	Y	N	NS	NA
5.4	Are the ship's officers able to demonstrate their familiarisation with the operation of fixed and portable firefighting, lifesaving and other emergency equipment? Other Inspector Comments: The staff demonstrated emergency fire pump, emergency generator, lifeboat and rescue boat engines during inspection. Staff were familiar with operation procedures of fixed fire fighting system on deck and and engine room.	Y	N	NS	NA
5.5	Are the crew aware of the requirements for wearing personal protective equipment such as boiler suits, safety footwear, eye and ear protection, safety harnesses, respiratory and chemical protective equipment? Other Inspector Comments: The staff were donning safety protective gear as well as COVID 19 - masks.	Y	N	NS	NA
5.7	Are crew members participating in safety meetings and is there evidence of effective discussions on safety related issues with shore management feedback? Other Inspector Comments: Shipboard safety meetings were held monthly, and the operator was routinely responding to minutes of safety meetings.	Y	N	NS	NA

Drills, Training and Familiarisation

5.13	Are the crew familiar with their duties in the event of an emergency and are emergency drills being carried out as required? Other Inspector Comments: Drill matrix plan for 2024 was reviewed, in which, plan for monthly, quarterly & six-monthly drills were recorded. Junior engineer was asked about his duty during fire drill and abandoning ship drill. He was able to explain his duties and responsibilities.	Y	N	NS	NA

Enclosed Space and Pump Room Entry Procedures:

5.17 Are the crew aware of safe entry procedures into the pump room, compressor rooms and trunk spaces as applicable and are safe entry procedures being followed? [Y] N NS NA

Other Inspector Comments: Vessel was using portable combustible gas detector for the pump room. Pump man explained with a good manner how to enter in Pump room.

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: Portable combustible gas detectors were used for daily monitoring adjacent to cargo tanks during cargo operations. Records available and sighted.

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]

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: Portable and personal gas analysers provided were:
1. 2 sets multi-gas detector for measuring HC (%LEL & vol%), CO and O2.
2. 2 sets personal multi-gas detector for measuring HC (%LEL), O2, CO and H2S. Records of monthly span gas adjustment of all portable gas analysers and fixed gas detection systems were maintained.
3. 2 sets Draeger gas sampling pumps and sufficient detector tubes for detecting Benzene, Hydrogen Sulphide, Mercaptan & Sulphur Dioxide were provided.

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: As per Company policy, hot work outside engine room workshop requires prior approval of the Operator. No recent records were available for hot work carried out outside the designated location.

Life Saving Equipment

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

Inspector Observations: One of three oar of rescue boat located at starboard side B deck found broken due to rotting.

Initial Operator Comments: Define the Situation:
While inspecting the Life-Saving Appliances (LSA) items on deck, it was observed that one of the three oars of the rescue boat, located on the starboard side of the B deck was broken due to rotting. This deterioration likely resulted from prolonged exposure to moisture or environmental conditions conducive to decay, causing damage to the structural integrity of the oar and rendering it unsuitable for use in emergencies.

Fix or Quick Fix:
Three new oars were ordered and installed to replace the rotted one. Please see the attached photo for guidance.

Identified Root Cause:
Lack of monitoring and maintenance

Long-Term Corrective Action:
Protective coatings or treatments were administered to the oars to enhance their resistance against moisture and decay. Furthermore, canvas covers were employed to create a barrier against adverse weather conditions, thereby reducing the likelihood of damage to the oars. Regular weekly inspections were carried out to uphold proper equipment storage practices, minimizing exposure to moisture and environmental factors that contribute to deterioration. Throughout these inspections, the designated Person In Charge (PIC) assessed the oars' condition and ensured they were stored in a dry, well-ventilated area, away from direct sunlight and moisture sources.
The inspection findings are documented in SOP-08.5-12 – Weekly Test of Dedicated Rescue Boat, provided for reference.

Attachments:
1. Photo of the new oar
2. SOP-08.5-12 – Weekly test of Dedicated Rescue Boat

Attachment: LGA1 Obs No.2 VIQ 5.30 - Weekly Rescue Boat Check list Lg1.pdf

Attachment: LGA1 Obs No.2 VIQ 5.30 Photo Rescue Boat Oars.pdf

5.33 Are immersion suits in a good order, correctly positioned and officers aware of maintenance and carriage requirements?

Y N NS [NA]

Other Inspector Comments: No immersion suits were required to be carried onboard as per the flag state exemption certificate dated 29 March 2016.

Fire Fighting Equipment

5.36	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: Vessel fitted with CO2 as fixed Fire Extinguisher for Engine Room, Pump room and Paint store.	Y	N	NS	[NA]
5.38	Are fire mains, pumps, hoses, nozzles and isolating valves in good order, available for immediate use and clearly marked? Other Inspector Comments: 4 Nos. of the fire hose boxes were examined at random and the hoses & nozzles were found to be in an apparent good condition.	[Y]	N	NS	NA
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 in steering gear compartment; pump generated 4 bars pressure on its discharge side when tried out during inspection. Pump can be started locally only.	[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: Vessel used portable gangway at her port side as access from jetty and safety net available.	[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? Other Inspector Comments: Cargo and bunker samples were stored in paint locker which was fitted with CO2 as fixed fire extinguishing medium.	[Y]	N	NS	NA

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: Vessel was carrying asphalt. However, one spill pump stand by at aft deck for dealing with oil spill during receiving bunker. Pump tested 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? 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]

6.9 Is suitable spill containment fitted around all fuel, diesel and lubricating oil tank vents and hydraulic deck machinery? Y [N] NS NA

Inspector Observations: Emergency fire pump fuel tank vent head, located at starboard side aft deck found not fitted with spill container.

Initial Operator Comments: Define the Situation:
The emergency fire pump fuel tank vent head, situated on the starboard side aft deck, was observed to lack a spill container, which is typically an integral component of such vent heads. These spill containers, often in the form of dip trays, serve to capture and contain any overflow or spillage that may occur during fuel tank venting operations.
It's customary for each vent head to be equipped with a spill container to ensure the safe and environmentally responsible management of fuel discharge. However, an anomaly was noted in this instance, where the vessel's design did not incorporate a spill tray for the emergency fire pump tank fuel.

Fix or Quick Fix:
A spill container was manufactured in the engine room workshop and subsequently affixed to the vent head of the emergency fire pump fuel tank using U bolts. Please refer to the attached photo for visual reference.

Identified Root Cause:
Lack of awareness

Long-Term Corrective Action:
Inspect all other vent heads onboard to verify the installation of spill trays accordingly.
Regularly evaluate the condition and performance of spill containers to guarantee their effectiveness in containing overflow or spillage during fuel tank venting operations. Promptly resolve any issues through maintenance or replacement as required.

Attachments:
1. Photo of Emergency Fire Pump Fuel Tank's Vent head with the newly installed spill container.

Attachment: LGA1 Obs No. 3 VIQ 6.9 Photo of Emcy FP Fuel Tank's Vent Head with newly installed spill container.pdf

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? [Y] N NS NA

Other Inspector Comments: For pumping out the forecastle space a fixed eductor arrangement was provided.

Pump Rooms and Oil Discharge Monitors

6.11 Are pump room / trunk space bilge high level alarms fitted, regularly tested and the results recorded? [Y] N NS NA

Other Inspector Comments: Pumproom bilge alarm was tested and found in order during inspection.

6.13 If an ODME is fitted, is it in good order, well maintained and any operational downtime recorded in the ORB? Y N NS [NA]

Other Inspector Comments: As per Class, ODME was not required to be fitted on Asphalt tankers.

Engine and Steering Compartments

6.14 Are the engine room bilge oily water pumping and disposal arrangements in good order? [Y] N NS NA

Other Inspector Comments: The ship's overboard valve and associated overboard pipework were in satisfactory condition. There was no direct connection overboard from the bilge pump used for regular disposal of accumulation of bilge water in the engine room.

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: The oil filtering (15 ppm) equipment, rated 1.0 m3/h, was of type complied with resolution MEPC.107(49). Ship's engineers satisfactorily demonstrated the 15 PPM alarm and operation of the three-way valve. Overboard valve was kept locked and sealed.

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

6.21 If the vessel is provided with an approved Ballast Water Treatment System, is the system in good order, used where required and are officer's familiar with the safe operation of the same? [Y] N NS NA

Other Inspector Comments: Ballast water treatment system was fitted, in accordance with regulation D-2, using "UV Treatment and Filtration System", which was mentioned in Ballast Water Management Plan.

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 'Ship's Security Officer', security officer's training certificate was available and sighted.

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

Other Inspector Comments: SSAS last tested on 31 January 2024, as per company procedure it was tested at monthly interval and before entering high risk area.

7.10 Does the vessel have procedures for vessel hardening? Y N NS NA

Other Inspector Comments: The vessel was provided with check list and procedures for vessel hardening on the basis of transiting security sensitive areas.

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

Other Inspector Comments: Security Level 1 maintained, and inspector's identity and baggage were checked. Visitor's log was maintained.

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: Vessel not fitted with Loading Computer, stability of the vessel was calculated manually.

Cargo Operations and Related Safety Management

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]

8.12 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 provided with COT ullage and temperature radar gauge, also 3 Nos. measuring tape.

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 tanks were fitted with 95% high level and 98% overfill alarms, independent of fixed level gauging system. Alarms were randomly tested and found in order 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: Cargo tanks were fitted with heating coils with steam as heating medium. The heating system was in use during the inspection; however, it was required to be tested at 6 months interval as per company's procedure.

Ullaging, Sampling and Closed Operations

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 which was connected to each COT through common line.	[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]

Manifold Arrangements

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]

Pump Rooms

8.46	Is the pump room gas monitoring system in good order, regularly checked and are officers aware of the alarm settings? Other Inspector Comments: Pump room gas monitoring manually with using portable gas detector with record every hour and before someone entering the pump room.	Y	N	NS	[NA]

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? Other Inspector Comments: Vessel had 2 Nos. cargo hoses with test result available.	[Y]	N	NS	NA

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 provided with one hose handling crane of 0.9T SWL. One spare set of hydraulic hoses were available on board. Engine overhead crane had SWL 2.0T.

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 Line Management Plan retirement for fibre rope was in every 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 brake rendering test carried out annually as per company's procedure, test certificate available and sighted.

Mooring procedures

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?	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]

Anchoring equipment

9.24	Is the crew aware of the design limitations of their anchor windlass and systems? Other Inspector Comments: The chief officer was questioned, and he appeared to be familiar with the operation manuals and understood the design/operating limitations.	[Y]	N	NS	NA

Single Point Moorings

9.25	Is single point mooring (SPM) and associated equipment fitted to OCIMF recommendations? Other Inspector Comments: Vessel not fitted with equipment for mooring at SBM.	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]
9.29	Does the vessel have on board Emergency Towing Procedures?	[Y]	N	NS	NA

Other Inspector Comments: Emergency towing procedure prepared by operator, copy of the plan was kept forward, CCR and in wheelhouse.

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: The machinery space was not certified for UMS operation.	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? Other Inspector Comments: Fuel oil sample was to be sent for analysis after each bunkering operation while lubes would be analysed on 6 monthly basis and all system hydraulics would be tested on 6 monthly intervals as per company policy. The last laboratory test result of bunker, Lube Oil and Hydraulic Oil available. Parameters of latest analysis reports were within normal range.	[Y]	N	NS	NA
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? Other Inspector Comments: Vessel was operating on low sulphur fuel. There was no high sulphur fuel oil on board.	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? Other Inspector Comments: Paper based PMS was maintained.	[Y]	N	NS	NA

Safety Management

10.14	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded?	Y	N	NS	[NA]
10.17	Are engineers aware of the operation of the machinery space liquid fuel system remote closing valves, and are the closing devices regularly tested and in good order? Other Inspector Comments: Emergency stop and emergency shut off valves were to be tried out at 3 months interval as per company's procedure, test records were sighted.	[Y]	N	NS	NA

Fire Fighting Equipment

10.18	Are officers aware of the location of the accommodation and engine room ventilation fan emergency stops, are they clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Emergency stops for ventilation fans were to be tried out at 3 months interval as per company's procedure, test records were sighted.	[Y]	N	NS	NA
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: Fuel leakage alarm of main engine and No.1-2 auxiliary diesel generator was tested and found in working order during inspection.	[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?	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]
10.23	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray? Other Inspector Comments: Main control panels and switchboard were located within the engine control room.	[Y]	N	NS	NA

10.27 Is all moving machinery provided with effective guards and adequate eye protection available? Y [N] NS NA

Inspector Observations: Emergency generator V Belt found not fitted with guard (rectified during inspection).

Initial Operator Comments: Define the Situation:
During an inspection, it was discovered that the Emergency Generator V Belt was not equipped with a guard, which is a safety component designed to protect against potential hazards associated with rotating machinery. Guards are essential for preventing accidental contact with moving parts and reducing the risk of injury to personnel.

Fix or Quick Fix:
Upon identification of this deficiency, the vessel's crew took corrective action by installing a guard on the Emergency Generator V Belt. This proactive measure was crucial in ensuring compliance with safety regulations and industry standards, as well as mitigating the risk of accidents or injuries occurring due to exposed moving parts.
The attached photo of the newly installed guard is for reference

Identified Root Cause:
Lack of awareness and initiative

Long-Term Corrective Action:
Regular weekly inspections and testing are diligently performed on the emergency generator to uphold its optimal performance. Throughout these assessments, meticulous attention is given to evaluating the condition and effectiveness of the protection guard, ensuring adherence to established standards. The attached weekly inspection checklist for the emergency generator (SOP-08.4-21), is utilized to record the inspection result.

Attachments:
1. Photo of the newly installed V-Belt Guard
2. SOP-08.4-21 Weekly inspection of Emergency Generator

Attachment: LGA1 Obs No.4 VIQ 10.27 SOP-08.4-21 Weekly Test of Em'cy Generator.pdf

Attachment: LGA1 Obs No. 4 VIQ 10.27 Photo of newly installed V-Best Guard.pdf

10.30 Is the bilge high level alarm system regularly tested and are records maintained? [Y] N NS NA

Other Inspector Comments: The engine room bilge high level alarm was tested at random during inspection and found to be working satisfactorily.

Machinery Status

10.34 Are officers fully familiar with all starting procedures for the emergency generator and are these procedures clearly and displayed? [Y] N NS NA

Other Inspector Comments: Electrical starts were provided for emergency generator engine. Emergency generator fuel tank was fitted with quick closing valve. Operations of emergency generator on batteries modes and quick closing valve was tried out satisfactorily by Second Engineer during inspection. Vessel was provided with 2 Batteries and spare starting motor inside the compartment.

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

10.41 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: Communication with wheelhouse was tested satisfactorily during inspection.

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

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: Vessel not provided with hospital, however, medical chest certificate was found valid during inspection.

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

Other Inspector Comments: Vessel was not fitted with refrigerated spaces, only using two cool boxes and two portable refrigerator.

Additional Comments

11.99 Additional Comments

Visible part of the hull was free from significant coating breakdown or dents. In general, coating condition of accommodation block and weather decks was satisfactory. Common spaces were maintained in clean and tidy condition. Galley was maintained in clean and hygienic condition.

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

Operator's Initial General Comments