Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCHX-2357-8340-7109
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	LG ASPHALT 2
IMO Number	9826885
Date of Inspection	21 Mar 2024
Port of Inspection	Xin Hui, China
Inspecting Company	PREEM AB (publ)
Selected variants	Pumproom

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	LG ASPHALT 2
1.2	Vessel IMO Number:	9826885
1.3	Date the inspection was completed:	21 Mar 2024
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	Xin Hui, China
1.6	Flag:	Malaysia
1.7	Deadweight: (metric tonnes)	5274.30
1.8	Date the vessel was delivered:	28 Sep 2017
1.9	Name of the OCIMF inspecting company:	PREEM AB (publ)
1.10	Date and time the inspector boarded the vessel	21 Mar 2024. 07:05 (UTC +08:00)
1.11	Date and time the inspector departed the vessel	21 Mar 2024. 15:25 (UTC +08:00)
1.12	Time taken for inspection. Other Inspector Comments: Inspection was carried out as follows: From 0715 hours to 1520 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: Vessel's HVPQ data was found not updated/not accurate as per actual provided data onboard, the inaccurate HVPQ numbers data such as: 7.1.1, 7.1.3, 11.3.4	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 Sep 2017
1.21	Date of the last port State control inspection:	26 Feb 2023
1.22	Port of the last Port State Control inspection: Other Inspector Comments: Seven findings were reported during last port state control inspection and were rectified with corrective & preventive measures as per the report. 1. The rubber seal of lifeboat entrance door was broken. 2. The pressure of accumulator for rescue boat launching davit was not enough 3. Stairways as escape route in engine room not fitted with steel shield attached to their underside. 4. Some self closing sample cocks for fuel oil tank sounding pipes in engine room were missing or damage. 5. The drain valves for the fire main at both side accommodation entrance was found damage. 6. The blower of sewage treatment plant indicate 0 pressure and the flow return pipe was over painted. 7. One of the hydraulic pipes for the rescue boat launching davit, found leaking during testing.	Nansha, Guangzhou, China.
1.23	Name of Classification society:	China Classification Society
1.24	Date of expiry of the Class Certificate:	27 Sep 2027
1.25	Date of departure from the last class-credited drydock/repair period or in water survey Other Inspector Comments: Renewal survey at dry dock.	15 Sep 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 21 March 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 equipments. Operator's DPA 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 20 Mar 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	Advanced	Yes	3.2	5.6	7.7	9.2	8.7	2.40	Good
Chief Mate	Yes	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil	Advanced	Yes	4.4	4.3	6.4	6.8	7.8	3.30	Good
2nd Officer	Yes	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil	Advanced	Yes	3.5	3.5	5.0	5.0	5.0	3.30	Good
2nd Officer	Yes	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil	Advanced	Yes	2.5	2.5	2.5	3.5	3.5	1.43	Good
3rd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	1.9	1.0	1.0	1.0	1.0	4.17	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	Advanced	N/A	6.1	7.6	7.6	7.6	7.4	2.83	Good
2nd Engineer	Yes	Indonesian	Chief Eng III/2	Indonesia	Yes	Oil and Chemical	Advanced	N/A	4.7	10.1	5.1	10.1	10.1	2.43	Good
3rd Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	2.8	5.8	7.0	7.0	7.0	3.30	Good
4th Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	2.1	1.1	2.1	2.1	2.1	2.83	Good
4th Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	0.2	1.6	0.2	1.6	1.6	1.43	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

2.10, 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, 4.13, 4.15, 4.16, 4.17, 4.18, 4.20

Communications

4.21, 4.22, 4.25, 4.26, 4.27

Chapter 5: Safety Management

Safety Management

5.1, 5.2, 5.5, 5.6, 5.7, 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, 5.17, 5.18, 5.19, 5.20

Monitoring Non-Cargo Spaces:

5.21, 5.22

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, 5.45

Material Safety Data Sheets (MSDS)

5.46

Chapter 6: Pollution Prevention

Pollution Prevention

6.1, 6.2

Cargo Operations and Deck Area Pollution Prevention

6.4, 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

Ullaging, Sampling and Closed Operations

8.16, 8.17, 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, 9.22, 9.23, 9.24

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, 10.27, 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 21 August 2023 and the Technical Superintendent's last visit (physical) was recorded on 04 January 2024.

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: As per operator's policy internal audit to be carried out once a year, the report available, Record displayed that observations were closed out 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 review of safety management system was required at 6 months intervals, Operator's last response was available.

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. As per tank inspection report, all cargo tanks were last inspected in September 2022 and ballast tanks were last inspected in February 2024. Condition of coating of cargo and ballast tanks was reported as good.

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]

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? Other Inspector Comments: Ballast tanks (Fore Peak) was sighted through manhole from the deck level. Ballast tank visible area displayed no structural defect was apparent, and the condition of ballast tank coating was satisfactory. That was free from traces of oil.	[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: The vessel's Safe Manning Certificate required:
4 Nos. deck officers, 3 Nos. engineer officers, 2 Nos. deck ratings, 2 Nos. engine rating and 1 No. cook.
Actual Manning on-board was as follows:
5 Nos. deck officers, 5 Nos. engineer officers, 1 No. ETO, 4 Nos. deck ratings (including a pump man and bosun), 2 Nos. engine ratings 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 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: All navigating officers had attended generic ECDIS training complying with module 1.27 and shore based ship specific ECDIS training. Type specific ECDIS check list was also completed by deck officers upon joining.

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: 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 21 August 2023 by an external agency. Onboard unannounced alcohol testing was carried out monthly on 17 March 2024. Testing for the master was initiated by the operator at 2 months interval on 27 February 2024.

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: 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.

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? [Y] N NS NA

Other Inspector Comments: Primary and secondary lighting systems were in good order.

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? [Y] N NS NA

Other Inspector Comments: Vessel was provided with electronic nautical publications correction, Charts and Nautical Library were automatically received via email & vessel was provided with digital Notices to Mariners. Electronic Charts and publications were checked and found in order. Latest NTM available on board was 11/2024.

4.14 Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board? [Y] N NS NA

Other Inspector Comments: The vessel was using ECDIS as the primary means of navigation with other ECDIS as backup. Navigating officer successfully demonstrated his capability using ECDIS and explained software information indicating "presentation library: 4.0" in accordance with IEC 61174 (2015).

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? [Y] N NS NA

Other Inspector Comments: Depth alarm was tested satisfactorily during inspection.

Communications

4.23 Are the officers aware of the periodical test requirements for GMDSS equipment and is the radio logbook correctly maintained with entries of such tests? Y N NS NA

Other Inspector Comments: Daily, weekly and monthly test records in the Radio Log were found in order.

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

Other Inspector Comments: Vessel was registered for shore-based maintenance of GMDSS equipment with valid contract.

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: Chief officer was the designated Ship Safety Officer. He had completed safety officer training course.

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? Y N NS NA

Other Inspector Comments: The staff demonstrated emergency fire pump, emergency generator and free fall lifeboat engine during inspection. Staff were familiar with operation procedures of fixed fire fighting system on deck and engine room.

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? [Y] N NS NA

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.

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 set multi-gas detector for measuring HC (%LEL & vol%), CO and O2.
2. 4 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 & 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

Other Inspector Comments: Vessel was fitted with rescue boat located on aft starboard side "B" deck with its propeller fitted with guard. Rescue boat engine was tested during inspection, found satisfactory.

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: 3 Nos. of the immersion suits were examined at random and were found to be in good condition.

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: Last analysis report of low expansion foam was available and found suitable for further use.

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

Other Inspector Comments: 3 Nos. of the fire hose boxes were examined at random and the hoses & nozzles were found to be in an apparent good condition.

5.41 Is the emergency fire pump in full operational condition, starting instructions clearly displayed and are officers able to operate the pump?

[Y] N NS NA

Other Inspector Comments: Emergency fire pump was located at forecastle store; pump generated 5 bars pressure on its discharge side when tried out during this inspection.

5.44 Are crew members familiar with the donning of Emergency Escape Breathing Devices (EEBD's) located in the accommodation, engine room and pump room (as applicable) and are they in good order and ready for immediate use?

Y [N] NS NA

Inspector Observations: 1 No. EEBD inside rubber mask at engine room upper platform found damage.

Initial Operator Comments: Define the Situation:
The vessel is equipped with 16 sets of EEBD onboard, including one for training purposes. The most recent annual inspection of the EEBD took place on August 4, 2023, and all units were found to be in satisfactory condition. Monthly inspections of the EEBD were conducted by a third officer following the Planned Maintenance System (PMS). During the SIRE Inspection, the condition of the EEBD units was assessed. While most parts, including the pressure components, were deemed to be in good condition, it was found that one set located on the upper platform of the engine room had deteriorated rubber material around the mask's neck area, making it non-gas-tight and unsafe for use.

Fix or Quick Fix:
The responsible officer promptly thoroughly examined all EEBD sets onboard, specifically, the rubber material surrounding the mask's neck area, and confirmed that they were all in good condition. The damaged rubber material on the neck area of the one set was replaced with a full set of new spare facemasks available onboard. Please refer to the attached photo for visual reference.

Identified Root Caused:
Lack of monitoring and maintenance

Long-Term Corrective Action:
The officer in charge is directed to conduct more detailed and thorough inspections during monthly checks of the EEBD onboard. This includes examining the mask, rubber material around the mask's neck area, decompression cylinder valve, waist belt, bag, gas cylinder pressure, and air supply connection exhaust valve to ensure they are all in optimal condition. The findings of these inspections must be documented using form SMS-13.2-02 "Monthly LSA FFA Equipments Inspection Check List." Please refer to the attached record of the latest onboard inspection conducted on March 25, 2024, for further details.

Attachments:
1. Photo of the newly installed EEBD face mask.
2. SMS-13.2-02 “Monthly LSA FFA Equipments Inspection Check List”

Attachment: LGA2 Obs No. 1 VIQ 5.44 Photo of EEBD Newly installed face mask.pdf

Attachment: LGA2 Obs No.1 VIQ 5.44 Monthly LSA & FFA Inspection Checklist March 2024.pdf

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? [Y] N NS NA

Other Inspector Comments: Vessel used portable gangway at her port side as access from jetty and safety net available.

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 samples were stored in paint locker which was fitted with water sprinkler as fixed fire extinguishing medium.

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

6.5 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: Lube Oil storage tank vent head located at starboard side poop deck found not fitted with spill container.

Initial Operator Comments: Define the Situation:
Upon inspection, it was observed that the Lub oil storage tank vent head on the starboard side poop deck lacked a spill container, a crucial component typically found in such vent heads. These spill containers, commonly in the form of dip trays, are designed to capture and contain any overflow or spillage during fuel tank venting operations.
It is customary for each vent head to be equipped with a spill container to promote safe and environmentally responsible management of fuel discharge. However, it was noted as unusual that the vessel's design did not incorporate a spill tray for the lube oil storage tank.

Fix or Quick Fix:
A spill container was fabricated in the engine room workshop and subsequently installed securely onto the vent head of the lube oil storage tank using bolts and nuts. Please refer to the attached photo for visual reference.

Identified Root Caused:
Insufficient awareness, and oversight during the initial design phase.

Long-Term Corrective Action:
To inspect other vent heads onboard to ensure a spill tray is installed respectively. Regularly assess the condition and functionality of spill containers to ensure they remain effective in containing overflow or spillage during fuel tank venting operations. Address any issues promptly through maintenance or replacement as necessary.

Attachments:
1. Photo of Lub Oil Storage Tank's Vent head with the newly installed spill container.

Attachment: LGA2 Obs No. 2 VIQ 6.9 Photo of Lub oil Storage 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 high level alarms were 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 2.0 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 "Ultra Violet and Filtration Treatment 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 04 March 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: Loading computer was off line with the cargo and ballast tanks main gauging system. Loading computer was also capable of calculating damage stability at any instant. Loading computer was tested for operational accuracy at 3 months interval as per company's procedure, verified with the Chief Officer during the inspection.

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: Cargo tanks were fitted with 'Radar' type fixed level gauging system with remote readouts in cargo control room. 3 portable measurement tapes were also available onboard.

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: No. 4S COT temperature at cargo monitoring panel in CCR found not operational.

Initial Operator Comments: Define the Situation:
Each of the cargo tanks is equipped with three levels of cargo temperature sensors. During the inspection, the Master noted that the middle-temperature sensor reading for Tank Radar COT No. 4 Starboard side was providing an incorrect reading, displaying a temperature of 182°C, while the temperature readings for the other cargo tanks at the same level varied, with an average of 143°C.

Fix or Quick Fix:
As a temporary measure, during the cargo discharge operation, the temperature of the COT 4 Stbd cargo was regularly monitored using the ThermoProbe TP7-D for comparison. Please refer to the attached photo of the ThermoProbe device for reference.
On March 22, 2024, during the ballast passage, the temperature sensor for COT No. 4S was repaired by the Electrical Engineer. After the repair, the unit was restarted and the temperature sensor reading returned to normal. Attached is the service report and a photo depicting the current condition of the tank radar display, showing the temperature reading in its normal state for reference.

Identified Root Caused:
Lack of monitoring and maintenance

Long-Term Corrective Action:
The accuracy of cargo temperature readings from the Tank Radar is monitored on every voyage. Comparisons between the Tank Radar and calibrated sounding tape and ThermoProbe TP7-D are conducted for both ullage and temperature readings. Any errors or inaccuracies discovered during these comparisons prompt follow-up repairs. Additionally, a portable ThermoProbe TP7-D is provided onboard as a backup method for measuring cargo temperature.

Attachments:
1. Photo of the ThermoProbe TP7-D.
2. Service Report for COT No.4 Stbd Tank Radar Temperature Sensor.
3. Photograph depicting the current condition of the tank radar display, showing the temperature reading in its normal state.

Attachment: LGA2 Obs No. 3 VIQ 8.13 Photo of Thermoprobe.pdf

Attachment: LGA2 Obs No.3 VIQ 8.13 Repair and Service Report COT 4S Temp Sensor.pdf

Attachment: LGA2 Obs No. 3 VIQ 8.13 Photo of Current Condition of the Tank Radar Display.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 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: Vessel fitted with heating coils; thermal oil as heating medium, the heating system was in use during inspection. Test carried out at 12 monthly interval.

Venting Arrangements

8.19 Are the officers aware of the primary and secondary cargo tank venting systems and are the systems functioning correctly? [Y] N NS NA

Other Inspector Comments: Vessel fitted with 2 Nos. Mast Riser with capacity 600 m3/hr which connected to each 2 group COT through common line.

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]

Other Inspector Comments: Vessel not fitted with vapour manifold.

Pump Rooms

8.46 Is the pump room gas monitoring system in good order, regularly checked and are officers aware of the alarm settings? [Y] N NS NA

Other Inspector Comments: A fixed gas detection system was provided and capable of checking concentration of hydrocarbon in the pump room. The system was apparently in working order and set to be alarmed at: HC (10% LEL).

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]

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 0.98T SWL. One spare set of hydraulic hoses were available on board. Engine overhead crane had SWL 1.0T.

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

9.21	Except whilst alongside, when locking bars should be in place, were the anchors cleared and ready for immediate use during port entry?	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? Other Inspector Comments: Emergency towing procedure prepared by operator, copy of the plan was kept forward, CCR and in wheelhouse.	[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: 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 3 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

Other Inspector Comments: Engineer's call alarm was tested satisfactorily during inspection.

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?

Y | N | NS | NA

Other Inspector Comments: Emergency stop and emergency shut off valves were to be tried out at monthly interval as per company's procedure, test records were sighted.

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?

Y | N | NS | NA

Other Inspector Comments: Emergency stops for ventilation fans were to be tried out at monthly interval as per company's procedure, test records were sighted.

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?

Y | N | NS | NA

Inspector Observations: Main engine, auxiliary engine, purifier pump, incinerator and other engine fuel and lubricating oil connection or flanges found not covered with anti splashing tapes to prevent oil spraying over hot surfaces.

Initial Operator Comments: Define the Situation:
Under SOLAS Chapter II-2/4.2.2.6.2, measures must be implemented to prevent oil that may leak under pressure from pumps, filters, or heaters from contacting heated surfaces.
The chief engineers have noted that the main engine, auxiliary engine, purifier pump, incinerator, and other engine fuel and lubricating oil connections or flanges are lacking protective anti-splashing tapes to prevent any pressurized oil leakage through the pipe flanges.

Fix or Quick Fix:
The vessel is providing sufficient spare anti-splashing tape available onboard.
The engineers promptly applied the anti-splashing tape to the main engine, auxiliary engine, purifier pump, incinerator, and other engine fuel and lubricating oil connections/flanges. Please refer to the attached photo for visual reference.

Identified Root Caused:
Lack of monitoring and awareness

Long-Term Corrective Action:
Adequate spare Anti-Splashing tape is available onboard for maintenance purposes.
The Chief engineer conducts regular monthly inspections of the machinery and engine room condition. During these inspections, the protection measures on the main engine, auxiliary engine, purifier pump, incinerator, and other engine fuel and lubricating oil connections/flanges are checked to ensure necessary precautions are in place to prevent any oil from escaping under pressure, including the application of anti-splashing tape on the machinery's pipe flanges. The findings of the inspection are documented in the SOP 08.4-11 Machinery and Engine Room Condition Checklist, attached herewith.

Attachments:
1. Photo Anti-splashing tape applied onto the Piping's flanges in the engine room.
2. SOP 08.4-11 Machinery and Engine room condition checklist

Attachment: LGA2 Obs No. 4 VIQ 10.19 Photo of Anti-Splashing Tape applied onto the Piping's flanges in Engine Room.pdf

Attachment: LGA2 Obs No.4 VIQ 10.19 SOP-08.4-11 Machinery In Engine Room Checklist..pdf

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?	[Y]	N	NS	NA

Other Inspector Comments: Main control panels and switchboard were located within the engine control room.

10.30	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: The engine room bilge high level alarm was tested at random during inspection and found to be working 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: 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 this compartment.	[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

10.41	Are the arrangements for the provision of communications with the wheelhouse and heading and rudder indication in good order? Other Inspector Comments: Communication with wheelhouse was tested satisfactorily during inspection.	[Y]	N	NS	NA
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: Medical Chest certificate available and valid. Alarm test during inspection found in order.

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

Other Inspector Comments: Refrigerator room personnel alarms were tested satisfactorily during inspection.

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