Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCQF-6318-6474-6908
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	PUSAKA ABADI
IMO Number	9288162
Date of Inspection	31 Jul 2023
Port of Inspection	Indonesia Celukan Bawang, Bl [IDCEB]
Inspecting Company	SHELL INTERNATIONAL SHIPPING
Selected variants	Pumproom

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	PUSAKA ABADI
1.2	Vessel IMO Number:	9288162
1.3	Date the inspection was completed:	31 Jul 2023
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	Indonesia Celukan Bawang, Bl [IDCEB]
1.6	Flag:	Malaysia
1.7	Deadweight: (metric tonnes)	4318.00
1.8	Date the vessel was delivered:	27 Mar 2003
1.9	Name of the OCIMF inspecting company:	SHELL INTERNATIONAL SHIPPING
1.10	Date and time the inspector boarded the vessel	31 Jul 2023. 11:30 (UTC +08:00)
1.11	Date and time the inspector departed the vessel	31 Jul 2023. 20:00 (UTC +08:00)
1.12	Time taken for inspection. Other Inspector Comments: Inspection was carried out as follows: From 1145 hours to 1950 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 data were found not update/inaccurate such as; Vessel deadweight as per IOPP Form B was 4,318 T and at point 1.8.5 Vessel had no multiple deadweight, however, at 1.8.7 vessel vessel assigned deadweight was 4,314 T.	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:	23 Dec 2019
1.21	Date of the last port State control inspection:	19 Jul 2023
1.22	Port of the last Port State Control inspection: Other Inspector Comments: 01 No. below finding was reported during last port state control inspection and was rectified with corrective & preventive measures as per the report. 1. A Class fire door to the bridge is unable to closed properly.	Hai Phong, Vietnam
1.23	Name of Classification society:	Nippon Kaiji Kyokai
1.24	Date of expiry of the Class Certificate:	26 Mar 2028
1.25	Date of departure from the last class-credited drydock/repair period or in water survey Other Inspector Comments: Renewal Survey.	07 Jul 2023
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 31 July 2023 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 24 Jul 2023

Officer Crew

									Years in service					
Rank	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	Indonesian	Master II/2	Indonesia	Yes	Oil and Chemical	Advanced	Yes	4.2	9.2	10.2	12.2	12.2	2.77	Good
Chief Mate	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil	Advanced	Yes	4.1	3.0	4.1	6.5	6.5	0.97	Good
2nd Officer	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	2.6	2.6	2.6	3.6	3.6	5.67	Good
3rd Officer	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	3.0	2.2	3.0	3.0	3.0	0.97	Good

Engineer Crew

									Years in service					
Rank	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	Indonesian	Chief Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	3.0	7.0	4.0	8.5	7.0	1.70	Good
2nd Engineer	Indonesian	Chief Eng III/2	Indonesia	Yes	Oil and Chemical	Advanced	N/A	5.1	5.1	5.1	5.1	5.6	1.17	Good
3rd Engineer	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	3.1	2.6	3.1	3.1	3.1	2.20	Good
4th Engineer	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil and Chemical	Advanced	N/A	0.5	1.9	1.9	1.9	1.9	5.67	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, 5.6, 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, 5.17, 5.18, 5.20

Hot Work Procedures

5.25, 5.26

Life Saving Equipment

5.27, 5.28, 5.29, 5.32

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, 6.3

Cargo Operations and Deck Area Pollution Prevention

6.4, 6.6, 6.7, 6.8, 6.9

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, 7.6, 7.8, 7.9, 7.11

Cyber Security

7.14, 7.15, 7.16

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1, 8.2, 8.3

Stability and Cargo Loading Limitations

8.5, 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, 8.17, 8.18

Venting Arrangements

8.20

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, 9.10, 9.13

Mooring equipment

9.14, 9.15, 9.17, 9.18, 9.19

Anchoring equipment

9.20, 9.21, 9.22, 9.23, 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

10.14, 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, 10.37, 10.38

Steering Compartment

10.39, 10.40, 10.42, 10.43

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

11.2, 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: Last two operator's visits to vessel were on 26 July 2023 (Marine Superintendent) and on 09 July 2023 (Technical Superintendent) respectively. On both occasions' vessel was issued with few findings which were found closed and communicated to the Operator.

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 07 August 2022, 11 Nos. observations and Nil NC. Record displayed that observations were closed out on 08 August 2022 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 18 April 2023 and the operator's response was received on 02 May 2023. Operator requires review at six 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

Other Inspector Comments: Vessel CAP certificate was issued by NKK, survey was completed on 25 January 2018. Machinery and Electrical System Rating: 2. Cargo System Rating: 2.

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 May 2023 and ballast tanks were last inspected in June 2023. 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 tank could be sighted from deck level through tank manhole; fore peak tank surfaces was checked and found free of oil traces, no structural defects were apparent, and the condition of fore peak tank coating was satisfactory.	[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, 1 Nos. engine rating and 1 No. cook.
Actual Manning on-board was as follows:
4 Nos. deck officers, 4 Nos. engineer officers, 4 Nos. deck ratings (including a pump man and bosun), 3 Nos. engine ratings,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: English was common working language established for communication on board. All officers and ratings 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 was fitted with two independent ECDIS units that were mentioned within Form E of the vessel's Safety Equipment Certificate. Navigating officers held generic training of ECDIS complying with IMO Model Course 1.27 of five days duration and type -specific familiarisation of two days duration ashore.

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 06 July 2023 by an external agency. Onboard unannounced alcohol testing was carried out every monthly interval. Testing of the master was initiated by the operator, last on 15 July 2023.

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: Navigation light failure alarm was tested satisfactorily during inspection.

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: Electronic Charts and publications were checked and found in order. Latest NTM available on board was 30/2023.

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.

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 both lifeboats engines during inspection. Staff were familiar with operation procedures of fixed firefighting system on deck and engine room.

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? Y N NS NA

Other Inspector Comments: The staff were donning safety protective gear as well as COVID 19 - masks.

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: Shipboard safety meetings were held monthly, and the operator was routinely responding to minutes of safety meetings. The last safety meeting was carried out on 27 July 2023, and all crew except the personnel on watch had participated in that meeting.

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 2023 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.

Enclosed Space and Pump Room Entry Procedures:

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: Both the pump room flooding dampers were tried out remotely during the inspection and found to be operating satisfactorily by pumpman 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: Manual checking using portable gas detector and recording was carried out daily during loaded passage for void spaces and pipe ducts.

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. 3 sets multi-gas detector for measuring HC (%LEL & vol%), CO and O2.
2. 3 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: The Starboard Side Lifeboat was the designated "Rescue Boat".

5.31 Are lifebuoys, associated equipment and pyrotechnics in good order, clearly marked and are there clear procedures in place to ensure that only intrinsically safe lights are located in the gas hazardous areas? Y N NS NA

Inspector Observations: Port and starboard side Man Overboard buoys found unable to deploy due to obstructed by razor wire fitted around that.

Initial Operator Comments: DEFINE THE SITUATION:
During alongside at the Terminal, the access control is maintained as per Ship Security Plan (SSP) Security Level 1. In addition, the vessel also implemented Ship Security Hardening Measures. Physical security measures such as Razor Wires and grating gates are implemented around the vessel accommodation access point and guard rails.
It was found during the inspection, the quick-release arrangement of port and starboard side Man Overboard buoys were obstructed by razor wire fitted around the releasing point.

FIX OR QUICK FIX:
Immediately, the Ship Security Officer rearranged the Razor wire around the MOB Buoys. The releasing point was cleared from Razor wires and sufficient spare coils of Razor wires were on standby adjacent to the buoys which will be fixed around the buoys in case required to enhance the hardening measures at this area (Bridge Deck / Third layer of defense).
The attached photo of the current condition of Razor wires around the MOB buoys is for reference.

IDENTIFIED ROOT CAUSE:
Lack of monitoring and control.
Inattention / Lack of awareness of the Safety measures while implementing the security measures.

LONG TERM CORRECTIVE ACTION:
The Master / Ship's Security Officers and all crew are aware of the importance to implement security hardening measures while passing the piracy high-risk area, and the importance to ensure there is no conflict between the security measure with the safety measures.
For this MOB buoy quick-release arrangement, the razor wire will be checked prior to departure and ensure there is no obstruction, and the razor wire will be fixed when only require enhancing the hardening measure. An arrangement has been made where sufficient length spare razor wire is on standby and able to be immediately placed if required. Record checklist SOP-01.A-09 Preparations For Sea - Rev 01 - 01 Aug 2023 will be used to check and ensure the MOB lifebuoys quick release arrangement is clear from any obstruction prior to departure. The attached Check List is for reference.

ATTACHMENTS:
1. *Photo the current condition of Razor wires around the MOB buoys*
2. *Checklist SOP-01.A-09 Preparations For Sea*
3. *Implemented Checklist SOP-01.A-09 Preparation for sea*

Attachment: Obs No.1 VIQ 5.31 Photo of Razor wire around MOB buoys.pdf

Attachment: Obs No.1 VIQ 5.31 SOP-01.A-09 Preparations For Sea - Rev 01 - 03 Aug 2023.pdf

Attachment: Obs No.1 VIQ 5.31 SOP-01.A-09 Preparations For Sea.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: 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: 4 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

Inspector Observations: Emergency Generator room fire louvre lower frame, located at starboard side boat deck found severely wasted and broken and made unable closed tightly.

Initial Operator Comments: DEFINE THE SITUATION:
Master acknowledges that the lower frame of the fire louvre for the emergency generator room, located on the starboard side boat deck was found severely wasted and made it unable to close tightly.

FIX OR QUICK FIX:
A risk assessment was carried out, hot-work procedure was implemented, and a permanent repair was conducted to the lower frame of the fire louvre for the emergency generator. The wasted lower frame and its cover were repaired, the rubber gasket was renewed and now the emergency generator room fire louvre/ventilating opening is able to properly be closed and maintain its tightness.
The attached photo of the condition, Hot work concurrence with office approval, and hot work permit are for reference.

IDENTIFIED ROOT CAUSE:
Lack of monitoring,
Missed including and repairing this lower frame of the fire louvre during the last dry dock.

LONG TERM CORRECTIVE ACTION:
Continuing weekly tests and inspections are carried out on the emergency generator. One of the items that have been included to be checked during the weekly test and inspection is the louvre/ventilating opening condition and tightness (no corrosion, no damage or no wasted structure). The result of the checks and inspection will be recorded in "Form SOP-08.4-21 - Weekly Test of Emergency Generator Checklist". This checklist is posted in the emergency generator room for reference during tests and inspections.
The attached Form SOP-08.4-21 is for reference.

ATTACHMENTS:
1. *Photo of the lower frame of fire louvre for the emergency generator room*
2. *Hot Work Permit*
3. *Hot work concurrence with office approval*
4. *Form SOP-08.4-21 Weekly Test of Emergency Generator Checklist*

Attachment: Obs No.2 VIQ 5.41 Photo of the lower frame of fire louvre for the em'cy generator room.pdf

Attachment: Obs No.2 VIQ 5.41 Hot Work Permit - PUSAKA ABADI 08 Aug 2023.pdf

Attachment: Obs No.2 VIQ 5.41 Hot Work Concurrence - PUSAKA ABADI 08 Aug 2023.pdf

Attachment: Obs No.2 VIQ 5.41 SOP-08.4-21 Weekly Test of Emergency Generator Checklist.pdf

5.43 Are crew members familiar with donning breathing apparatus and are Fireman's Outfits in good order and ready for immediate use? [Y] N NS NA

Other Inspector Comments: 2 Nos. of the SCBA were examined at random and the cylinders and masks were found to be in an apparent good condition. Third officer tested one of SCBA at Fire Station satisfactorily. 4 Nos. Fireman portable radios were provided at this compartment.

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 using her port side portable gangway 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 located at forecastle which was fitted with water sprinkler as fixed fire extinguishing medium.	[Y]	N	NS	NA

Additional Comments

5.99	Additional Comments				

Chapter 6: Pollution Prevention

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]

6.10	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: For pumping out the forecastle space a fixed eductor arrangement was provided. Bilge high level alarm was tested satisfactorily during inspection.	[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? [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 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 and Filtration System", which was mentioned in Ballast Water Management Plan.

Additional Comments

6.99 Additional Comments

Chapter 7: Maritime Security

Policies and Procedures

7.4	Are records of training and maintenance of equipment related to the ship security plan available? Other Inspector Comments: Security drill found as per annual drill plan.	Y	N	NS	NA
7.5	Has the ship's security officer been trained to undertake this role and do they understand their responsibilities? Other Inspector Comments: Master was designated as 'Ships Security Officer', security officer's training certificate was available and sighted.	Y	N	NS	NA
7.7	Does the vessel have a routine to regularly test the ship security alert system? Other Inspector Comments: SSAS last tested on 05 July 2023, as per company procedure it was tested at monthly interval and before entering high risk area.	Y	N	NS	NA
7.10	Does the vessel have procedures for vessel hardening? Other Inspector Comments: The vessel was provided with check list and procedures for vessel hardening on the basis of transiting security sensitive areas.	Y	N	NS	NA
7.12	Is an adequate deck watch being maintained to prevent unauthorised access in port? Other Inspector Comments: Security Level 1 maintained, and inspector's identity and baggage were checked. Visitor's log was maintained.	Y	N	NS	NA
7.13	Has the company provided a list of security charts, publications and guidelines to the ship? Other Inspector Comments: Security charts updated available and sighted.	Y	N	NS	NA

Cyber Security

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

Other Inspector Comments: All USB ports were blocked to prevent access as per company's cyber security policy.

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 software was type approved by Class and incorporated with intact & damage stability assessments. Tests were carried out at monthly interval against 'Class approved conditions' to verify its accuracy.

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? 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 on-board.	[Y]	N	NS	NA
8.14	Are the cargo tank high level and overfill alarms in good order and is there recorded evidence of regular testing? 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.	[Y]	N	NS	NA
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? Other Inspector Comments: Vessel fitted with heating coils; thermal oil as heating medium, the heating system was in use during the inspection. It was required to be tested at 12 months interval as per company's procedure.	[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 fitted with Mast Riser, which connected to each COT through common line.	[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? Y N NS [NA]

Other Inspector Comments: Checking manually using portable gas detector during cargo operation.

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: Vessel had 2 Nos. Cargo hose, last test on 07 July 2023.

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. And engine overhead crane had SWL 0.9T.

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? Other Inspector Comments: As per Line Management Plan retirement for fibre rope was in every 5 years.	[Y]	N	NS	NA
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? Other Inspector Comments: Brake rendering test was carried out on 26 June 2023.	[Y]	N	NS	NA

Mooring procedures

9.9	Are mooring lines secured to bitts and turned up correctly? Other Inspector Comments: There were 2 lines fore and aft fast on the bitts.	[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?	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]

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 6 monthly basis and all system hydraulics would be tested on 6 monthly intervals as per company policy. Parameters of latest analysis reports; 1. For LSFO on 09 June 2023 were within Normal Range. 2. For Lube Oil on 09 June 2023 were within Normal Range. 3. For Hydraulic Oil on 09 June 2023 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

10.17	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 monthly 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 monthly 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.1-3 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
10.30	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? [Y] N NS NA

Other Inspector Comments: Manual start was provided for emergency generator engine. Test carried out found satisfactorily by Second Engineer during inspection.

10.35 Is the emergency generator reserve fuel tank provided with sufficient fuel? Y [N] NS NA

Inspector Observations: Emergency Generator fuel tank quick closing valve remote/pulling wire found parted when tested during inspection.

Initial Operator Comments: DEFINE THE SITUATION:
The emergency generator fuel tank supply line quick closing valve system was tested during the inspection and found in good working condition. However, the pulling wire remote system was parted while tested due to the poor condition of the wire.

FIX OR QUICK FIX:
After the inspection, The Chief Engineer renewed the pulling wire with the available spare on board and tested the operational condition and found it in good working condition. The attached photo of the remote/pulling wire of the emergency generator fuel tank quick closing valve is for reference

IDENTIFIED ROOT CAUSE:
Lack of inspection and maintenance

LONG TERM CORRECTIVE ACTION:
Continuing weekly tests and inspections are carried out on the emergency generator. One of the items that are to be checked and tested during the weekly test and inspection is the operational function test of the Quick Closing valve and pulling wire remote system condition for the fuel tank supply line system. The result of the checks and inspection will be recorded in "Form SOP-08.4-21 - Weekly Test of Emergency Generator Checklist". This checklist is posted in the emergency generator room for reference during tests and inspections.
The attached Form SOP-08.4-21 is for reference.

ATTACHMENTS:
1. Photo of the remote/pulling wire of the emergency generator fuel tank quick closing valve.
2. Form SOP-08.4-21 Weekly Test of Emergency Generator Checklist

Attachment: Obs No.3 VIQ 10.35 Photo of the remote-pulling wire of the em'cy generator fuel tank quick closing valve..pdf

Attachment: Obs No.3 VIQ 10.35 SOP-08.4-21 Weekly Test of Emergency Generator Checklist.pdf

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

Hull, superstructure and external weather decks

11.1 Is the general condition, visual appearance and cleanliness of the hull satisfactory. [Y] N NS NA

Other Inspector Comments: In general, condition of ship's hull was satisfactory except for minor rust in anchor hawser, fendering and manifold areas.

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