Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCLX-2816-8120-7118
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	PUSAKA GEMILANG
IMO Number	9553945
Date of Inspection	04 Apr 2024
Port of Inspection	Malaysia Port Klang (Pelabuhan Klang) [MYPKG]
Inspecting Company	IDEMITSU TANKER CO. LTD.
Selected variants	Pumproom

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	PUSAKA GEMILANG
1.2	Vessel IMO Number:	9553945
1.3	Date the inspection was completed:	04 Apr 2024
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	Malaysia Port Klang (Pelabuhan Klang) [MYPKG]
1.6	Flag:	Malaysia
1.7	Deadweight: (metric tonnes)	3542.00
1.8	Date the vessel was delivered:	04 Jun 2014
1.9	Name of the OCIMF inspecting company:	IDEMITSU TANKER CO. LTD.
1.10	Date and time the inspector boarded the vessel	04 Apr 2024. 09:20 (UTC +08:00)
1.11	Date and time the inspector departed the vessel	04 Apr 2024. 19:00 (UTC +08:00)
1.12	Time taken for inspection. Other Inspector Comments: Break: 2 x 20 min = 40 min	9.00
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?	Yes
1.15	Vessel's operation at the time of the inspection:	Discharging
1.16	Product(s) being handled: Other Inspector Comments: Please refer to 1.17	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:	20 Jul 2022
1.21	Date of the last port State control inspection:	21 Mar 2024
1.22	Port of the last Port State Control inspection: Other Inspector Comments: Nil deficiency was recorded.	Pontianak, Malaysia
1.23	Name of Classification society:	Registro Italiano Navale
1.24	Date of expiry of the Class Certificate:	03 Jun 2024
1.25	Date of departure from the last class-credited drydock/repair period or in water survey Other Inspector Comments: In water survey.	16 Jun 2022
1.26	Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete: Other Inspector Comments: The last Class Survey Status was dated 29 March 2024.	Yes

Additional Comments

1.99	Additional Comments Senior Officers, DPA, Marine & Technical Superintendents were in attendance during the inspection and rendered full cooperation. Vessel was inspected whilst she was moored alongside on her port side at an oil storage terminal in South Point, Port Klang.	

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 02 Apr 2024

Officer Crew

Rank	Watch keeper on this ship?	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Years in service: Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	No	Indonesian	Master II/2	Indonesia	Yes	Oil	Advanced	Yes	4.7	6.7	7.2	7.2	6.7	1.93	Good
Chief Mate	Yes	Indonesian	Master II/2	Indonesia	Yes	Oil and Chemical	Advanced	Yes	5.1	4.1	5.6	6.6	5.6	0.23	Good
2nd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	3.8	3.8	3.8	3.8	3.8	4.67	Good
3rd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	3.2	2.2	3.2	3.2	3.2	5.13	Good

Engineer Crew

Rank	Watch keeper on this ship?	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Years in service: 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	3.8	8.6	8.6	8.6	8.5	4.07	Good
2nd Engineer	Yes	Indonesian	Chief Eng III/2	Indonesia	Yes	Oil and Chemical	Advanced	N/A	3.5	5.6	4.1	5.6	5.6	1.70	Good
3rd Engineer	Yes	Indonesian	Second Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	2.4	2.4	2.4	2.4	2.4	4.47	Good
4th Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	No	2.2	2.2	2.2	2.2	2.2	2.63	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and Documentation

Survey and Repair History

2.7

Anti Pollution

2.10, 2.14

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, 4.8, 4.10, 4.11, 4.13, 4.16, 4.17, 4.18

Communications

4.21, 4.22, 4.23, 4.24, 4.26

Chapter 5: Safety Management

Safety Management

5.1, 5.2, 5.4, 5.5, 5.6, 5.8, 5.10, 5.11

Drills, Training and Familiarisation

5.12, 5.13, 5.15

Enclosed Space and Pump Room Entry Procedures:

5.17, 5.18, 5.20

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

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

Machinery Status

10.33, 10.35, 10.37

Steering Compartment

10.40, 10.41, 10.42, 10.43

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

11.2, 11.4, 11.5, 11.6, 11.7, 11.8

Electrical Equipment

11.10, 11.11

Internal Spaces

11.12

Accomodation Areas

11.13, 11.14, 11.15, 11.16

Section 3

Chapter 2: Certification and Documentation

Certification

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

Other Inspector Comments: All statutory certificates were full term and endorsed with the last annual survey dated 04 June 2023.

Safety Management and the Operators Procedures Manuals

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

Other Inspector Comments: The operator's safety management system procedures manuals were written in English language. Three sets of manuals addressing the key elements of the ISM Code were available on board.

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

Other Inspector Comments: Technical Superintendent was on board on 25 Sept 2023 and on 24 & 30 March 2024. Marine Superintendent (DPA) visited on board on 25 Sept 2023 & 26 March 2024. DPA, Marine & Technical Superintendents attended this inspection.

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 had occurred on 25 Sept 2023. There were 04 observations & all were closed out by 29 Sept 2023.

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: The Master review of SMS was carried out bi-annually and was last done on 29 Feb 2024. The operator responded on 04 March 2024.

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? Other Inspector Comments: The policy was to inspect the void spaces at 03 month, WBTs at 12 month and COTs at 30 month intervals. Void spaces were last inspected on 02 April 2024. All WBTs were inspected on 14~15 August 2023 and all COTs were inspected on 24~25 July 2022. As per records, the condition of all tanks/void spaces inspected was noted as good.	[Y]	N	NS	NA

Anti Pollution

2.11	If the disposal of engine room oily water or sludge to a cargo or slop tank has taken place, has the event been recorded in both Oil Record Books, was the receiving tank free of cargo and have the transfer arrangements been approved as per IOPP Form B?	Y	N	NS	[NA]
2.12	Is the vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan and the deck officers aware of the general contents and requirements of the plan?	Y	N	NS	[NA]
2.13	Is the vessel provided with an approved Ballast Water and Sediments Management Plan, are records maintained of all ballast water exchanges or treatment operations and are the officers aware of BWM requirements? Other Inspector Comments: Please refer to Obs 6.21	[Y]	N	NS	NA

Structure

2.15	Is the vessel free of any documentary or visual evidence to indicate any structural concerns? Inspector Observations: As per records, last Special Survey was completed by the previous owner and operator on 14 June 2019. There was no Condition Evaluation Report available on board.	Y	[N]	NS	NA

Initial Operator Comments: Define the Situation:
The vessel underwent its most recent special survey on 14 June 2019, while under the ownership and operation of the previous owner. Subsequently, the vessel was acquired by the current operator on 20 July 2022. However, during the inspection, the master was unable to present the condition evaluation report to the inspector.

Fix or Quick Fix:
Acquired the following documentation of the last special survey conducted in June 2019 from the previous owner
1. Final Attendance Report issued by LR Class on 18 Jun 2019, comprising Class Recommendations, List of Survey Credits, Certificate issued, List of Special Survey Tasks completed for Hull and Machinery, Tailshaft reading, anchor examination, bottom survey, and screw shaft inspection.
2. Endorsed ESP Survey Questionnaire Report from LR Class
3. Thickness Measurement during the last special survey, dated 13 June 2019
Ensure the retention of all essential documentation, including special survey reports and condition evaluation reports are maintained on board in compliance with regulatory mandates.

Identified Root Cause:
Lack of documentation transfer during the change of ownership

Long-Term Corrective Action:
- *Deploy a comprehensive documentation management system to guarantee the prompt transfer and upkeep of critical documentation during transitions in ownership and operations.*
- *Deliver training sessions to relevant shipboard and shore-based staff members emphasizing the significance of adhering to regulations and maintaining meticulous record-keeping protocols to mitigate the risk of similar oversights in subsequent instances.*
- *Conducting routine audits to validate the thoroughness and precision of onboard documentation, including Special Survey reports and Condition Evaluation Reports*

Attachments:
1. *ESP Survey Questionnaire Report Endorsed by LR Class.*
2. *LR Class Final Survey Attendance Report, dated 19 Jun 2019*
3. *Thickness Report 13 June 2019*

Attachment: Obs No.1 VIQ 2.15 ESP Survey Questionaire Report Endorsed by LR Class.pdf

Attachment: Obs No.1 VIQ 2.15 LR Class Final Survey Attendance Report, dated on 19 Jun 2019.pdf

Attachment: Obs No.1 VIQ 2.15 Thickness Report 13 June 2019.pdf

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: WBTs 3P & 3S were sighted from main deck through tank manhole covers. FPT was seen from bosun store through manhole cover. Condition of coating was good within the visible area. Both void spaces sighted through hatch domes (fwd & aft) found dry & clean.

Additional Comments

2.99 Additional Comments

Chapter 3: Crew Management

Crew Management

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

Other Inspector Comments: Minimum Manning Certification required 3 Deck Officers, 2 Engineers, 2 AB, 1 OS & 1 Oiler. Total complement on board was 18 persons; 4 Deck Officers, 4 Engineers, 1 ETO, 1 Bosun, 3 AB, 3 Oiler, 1 E/R Cadet & 1 Cook.

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

Other Inspector Comments: Vessel was manned by three nationals and common working language was English. There were no communications issues experienced during the inspection.

Crew Qualifications

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

Other Inspector Comments: Master and all deck officers had completed ECDIS IMO model 1.27 course. The type-specific ECDIS familiarisation was conducted on line. Each certificate stated as 16 hrs of attendance.

Drug and Alcohol Policy

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

Other Inspector Comments: Unannounced third party D&A tests to be carried out annually and last carried out for 08 persons on 01 April 2024. Last Company initiated unannounced alcohol tests were carried out for 05 persons on 16 Feb 2024. On board unannounced alcohol tests were carried out for everyone monthly & last done on 12 March 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: Operator's minimum UKC policy:-
Ocean passage: 20% of the maximum draft or 3.0 m whichever the higher.
On Fairway Passage outside port limit: 15% of the max draft or 1.0 m whichever the higher.
On Fairway Passage Inside port limit: 10% of the max draft or 0.5 m whichever the higher.
Alongside Berth: 10% of the max draft or 0.5 m whichever the higher.

Navigation Equipment

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

Other Inspector Comments: The standard magnetic compass had been adjusted by a Compass Adjuster on 25 Sept 2023. The Gyro compass heading was compared with repeaters and found aligned. It was last serviced by external agency on 25 Sept 2023.

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: The vessel had a contract with "E. W. Liner" for supply of New Editions Service, ENC/AVCS, ADP, AENP, etc. ECDIS was corrected to week 13/2024 on 25 March 2024. ADP & AENP were corrected to week 14 & 15/2024 respectively.

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: Vessel fitted with two ECDIS and used as only means of navigation.

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

Other Inspector Comments: The 2/O explained last passage plan and checked the corrections, safety settings, position fixes, parallel index fixes, etc.

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

Inspector Observations: The echo sounder fitted with a recorder. The printer was tested and was in working condition. The duty officer was not aware that recorder paper should be marked when system was on / off and critical stages of passage etc, Old print records were also not marked.

Initial Operator Comments: DEFINE THE SITUATION:
The echo sounder, equipped with a printer recorder, was tested and confirmed to be in good working order. However, there were no markings observed on the echo sounder printer indicating the equipment's activation/deactivation and critical stages of passage planning in both current and archived print records.
The print record includes details such as date and time (UTC), depth, draft, and GPS location, printed every minute while the echo sounder is operational. The specific timing during maneuvers and passing of landmarks was documented in the maneuvering book, as attached.

FIX OR QUICK FIX:
Upon receiving notification from the inspector, the officer promptly marked the last maneuvering movement during berthing at South Port, Port Klang, Malaysia. Subsequent markings were made on the echo sounder printer when the vessel cast off from the berth. Furthermore, the operator conducted training sessions for duty officers to ensure they understood the importance of marking recorder paper during critical passage stages and when the system is switched on/off. Clear guidelines were provided regarding when and how to mark the records. Please refer to the attached training report for reference.
Additionally, continuous monitoring will be performed by the master during navigational audits and on each voyage, and by the superintendent during their visits, to guarantee that recorder paper is correctly marked during critical passage stages.

IDENTIFIED ROOT CAUSE:
The duty officer's lack of awareness regarding the necessity of marking recorder paper indicates a gap in training and understanding of procedural requirements

LONG-TERM CORRECTIVE ACTION:
The operators have organized training sessions for all deck officers concerning passage planning. A marine superintendent was dispatched to conduct this training. Emphasis was placed on the proper handling of the echo sounder throughout the entirety of the vessel's passage. It was stressed that navigating officers should integrate this task seamlessly into the navigation monitoring system to ensure a safe passage. The master closely monitored the system to ensure its proper operation. All navigating officers were tasked with verifying the accuracy of the echo sounder settings and appropriately marking the stages of passage each time the bridge was prepared for maneuver, whether for alongside docking, anchoring, or departure

ATTACHMENTS:
1. Maneuvering Book Record
2. Photo of the echosounder printer recorder marked during the stage of navigation.
3. Training report on Echosounder Marking Procedure

Attachment: Obs No.2 VIQ 4.19 Manouvering book record.pdf

Attachment: Obs No.2 VIQ 4.19 Echosounder Print Result with Marked.pdf

Attachment: Obs No.2 VIQ 4.19 Echosounder Marking.pdf

Attachment: Obs No.2 VIQ 4.19 TRAINING REPORT - Proper Usage and Marking of Echo Sounder during Navigation.pdf

4.20 Was a comprehensive berth to berth passage plan available for the previous voyage and were the deck officers aware of position fixing requirements including the use of parallel indexing

Y [N] NS NA

both at sea and during pilotage?

Inspector Observations: The passage plan reviewed did not include marine environmental protection measures as required by SOLAS Regulation 34.2.4

Initial Operator Comments: Define the Situation:
The vessel's current passage plan lacked the inclusion of marine environmental protection measures, which are mandated by SOLAS Regulation 34.2.4. This regulation stipulates that the voyage plan must outline a route considering applicable marine environmental protection measures and endeavor to avoid actions or activities that could cause harm to the environment

Fix or Quick Fix:
The DPA has revised the Passage Plan, and included the following sections' information in the passage planning form SOP-01.A-03.2:
Section 5 – Navigational Warning / Information / Instruction
Section 6 - Security Warning / Information / Instruction
Section 7 – Marine Environmental Protection Measures (Mandated by SOLAS Regulation 43.2.4)
Section 8 – Commercial Specific Instruction
The updated passage plan SOP-01.A-03.2 has received approval from the Managing Director and has been put into effect on board.
Please refer to Revision 5, dated 07 April 2024 for the form SOP-01.A-03.2 "Passage Planning" and its implementation, attached for your reference.

Identified Root Cause:
Lack of awareness or oversight regarding the specific requirements outlined in SOLAS Regulation 34.2.4.

Long-Term Corrective Action:
The operator has thoroughly reviewed and updated passage planning procedures to explicitly integrate the marine environmental protection measures required by SOLAS Regulation 34.2.4. These measures have been incorporated into the new form SOP-01.A-03.2 under section 7. The updated form has been distributed to all vessels in the fleet for immediate implementation.
The master conducted training sessions and familiarization exercises for all pertinent crew members, including navigation officers, to heighten their awareness and comprehension of regulatory obligations concerning passage planning and marine environmental protection.
Moving forward, both the Master and company navigation officer will oversee and audit the implementation process to ensure continuous adherence to SOLAS Regulation 34.2.4 and other pertinent regulations governing passage planning and environmental safeguarding

Attachments:
1. New Revised Form SOP-01.A-03.2 “Passage Planning”
2. The implementation of the revised SOP-01.A-03.2 "Passage Planning" Form Port Klang to Singapore on 08 April 2024
3. Training and familiarization on the New Revision 05, dated 07 Apr 2024 for Form SOP-01.A-03.2

Attachment: Obs No.3 VIQ 4.20 SOP-01.A-03.2 Passage Planning - Rev-05 - 07 Apr 2024.pdf

Attachment: Obs No.3 VIQ 4.20 Passage Plan Port Kelang to Singapore (08 April 2024).pdf

Attachment: Obs No.3. VIQ 4.20 TRAINING REPORT - The Company's Passage Planning Procedure SOP-01.A-03.pdf

Communications

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

Other Inspector Comments: 406 MHz EPIRB tested.

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

Other Inspector Comments: Tested all three two-way VHF radios on Ch 13. Spare batteries were valid.

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 appointed Safety Officer on board. He had attended a formal Safety Training Course.

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: Crew aware/attended monthly Safety Meeting and last held on 28 March 2024 and operator responded on 01 April 2024.

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

Other Inspector Comments: The "Repetitive" items were re-checked at intervals not exceeding 04 hours and complied with.

Drills, Training and Familiarisation

5.14 Are the crew familiar with their duties during lifeboat and fire drills and are drills being performed effectively and on a frequency meeting SOLAS and flag state requirements?

Y | N | NS | NA

Other Inspector Comments: The last abandon ship and fire fighting drills were carried out on 20 March 2024 & 02 March 2024 respectively.

Enclosed Space and Pump Room Entry Procedures:

5.16 Are the officers aware of the industry requirements for enclosed space entry and have these been correctly followed?

Y | N | NS | NA

Other Inspector Comments: Sighted last enclosed space entry permits with risk assessments duly completed for entry into void space # 1 & 2 on 02 April 2024.

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: Single damper remotely operated by wire and found in good order.

Monitoring Non-Cargo Spaces:

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

Inspector Observations: Vessel fitted with fixed gas detection system for pump room, water ballast tanks & void spaces. The system was switched off and on request it was switched on. The system line 1 for pump room and line 2 for WBTs / void spaces had red lights / alarm activated and not in working condition during inspection. All ballast tanks were empty during inspection.

Initial Operator Comments: Define the Situation:
The vessel is equipped with a fixed gas detector system covering areas such as the pump room, WBT, Void spaces 1 and 2, Hydraulic Room on both Port and Starboard sides, Valve Room on both Port and Starboard sides, as well as Accommodation Spaces on Upper Deck and A Deck. The operational status of the system undergoes weekly rotating tests, with records maintained on board. The last test was done on 30 March 2024 and the system was found in good working condition. However, on April 2, 2024, the chief officer reported intermittent false alarms, indicated by the appearance of a red light on the main monitor. The Master brought the issue to the attention of the operator, Technical Superintendent, and Electrical Engineer for troubleshooting. Despite their efforts, the issues remained unresolved up to the inspection date.

Fix or Quick Fix:
The Chief Officer / Safety Officer continuously monitors the Hydrocarbon gas and H2S levels in all areas adjacent to cargo tanks using portable gas detectors until the fixed gas detectors are completely repaired.
The result of the checks is recorded in form SMS-11-31 as attached.
Furthermore, a thorough risk assessment has been conducted and all necessary measures have been taken to reduce the risk. The attached Risk Assessment record serves as a reference for these measures.

Identified Root Cause:
Lack of maintenance
Distortion in the setting value of the flow current at the Multi-Turn Present Potentiometer was caused by vibration

Long-Term Corrective Action:
On 06 April 2024, the Fixed Gas Detector System was repaired by an Electrical Engineer, involving precise adjustments made on the Multi-Turn Preset Potentiometer. Those defective sensors No.8 and No.10 were adjusted to 4.0 mA and then reset. Additionally, the electrical engineer ensured the secure placement of protection covers on all sensors and reinstated the system. A subsequent test was conducted, confirming the system's satisfactory performance. The attached service report provides further details for reference.
Continuous maintenance for the fixed gas detection system, including regular inspections, testing, and calibration is conducted by qualified personnel weekly to ensure the operational functionality of the fixed gas detector system. The attached Weekly test record serves as a reference for this maintenance activity.

Attachments:
1. *Service Report Fix Gas Detector*
2. *Photo of the Fixed Gas Detector Panel*
3. *Weekly Test Fixed Gas Detector*
4. *Photo of Portable and personal Gas Detector on board*
5. *Gas Check Record all spaces at adjacent space.*
6. *Risk Assessment- Defective Fixed Gas Detector System*

Attachment: Obs No.4 VIQ 5.22 Service Report Fix Gases Detection System. .pdf

Attachment: Obs No. 4 VIQ 5.22 Photo of Gas Detector control panel.pdf

Attachment: Obs No.4 VIQ 5.22 SOP-08.3-02.A Deck Weekly Test Rotation Basis Fixed Gas Detector System.pdf

Attachment: Obs No. 4 VIQ 5.22 Photo of Portable and Personal Gas Detector on board.pdf

Attachment: Obs No.4 VIQ 5.22 Daily Check HC and Toxic Gas Monitoring Record.pdf

Attachment: Obs No. 4 VIQ 5.22 RISK ASSESSMENT - Faulty Fixed Gas Detector System.pdf

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: All portable gas detection equipment sighted/checked were in working order. As per records, all gas meters were calibrated by external agency annually & certificates were valid.

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: During opening meeting it was reported that hot works confined to E/R workshop only.

Life Saving Equipment

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

Other Inspector Comments: Free fall lifeboat engine/rudder tried out, canopy/search lights tested and supporting air (150 bar) checked, all found in order.

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

Other Inspector Comments: Free fall lifeboat & rescue boat were lowered in the water and manoeuvred on 20 March 2024.

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: Rescue boat engine / cooling system & search / canopy lights were tested and found in order.

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: The fixed low expansion foam compound was last analysed on 30 Oct 2023 and stated as acceptable.

5.39 Are officers aware of the requirements for testing fixed fire detection and alarm systems and are the systems in good order and tested regularly? Y N NS NA

Other Inspector Comments: Smoke detector in the emergency D/G room was tested.

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: Two fire hoses rigged (stbd bridge wing and forecastle) with nozzles were tested when emergency fire pump was operated from wheelhouse and found in good working order.

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: Boarded/disembarked vessel by the ship's portable gangway which was rigged with safety net.

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: Portable spill response pump was fitted at aft main deck to deal with oil spill. Pump was tested.

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

Other Inspector Comments: Asphalt carrier. Vessel exempted using ODME and cargo overboard line blanked & valve shut. Vessel not fitted with cargo sea chest.

6.5 If ballast lines pass through cargo and/or Bunker tanks are they tested regularly, and the results recorded? Y N NS [NA]

6.7 Have bunker pipelines been satisfactorily tested on an annual basis and is there suitable evidence of this test? [Y] N NS NA

Other Inspector Comments: Bunker pipelines were hydro pressure tested to 5.0 Kg/cm2 by ship's staff on 12 June 2023. Same was pressure tested to 8.25 kg/cm2 by external agency on 15 Dec 2021.

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: Forward emergency fire pump room bilge alarm was tested during inspection.

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: Pump room P&S bilge alarms were tested during rounds.

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: Exempted.

Engine and Steering Compartments

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

Other Inspector Comments: 15 ppm alarm and stopping device were tested during inspection.

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]

6.20 Is the vessel correctly segregating garbage and able to store garbage in a safe hygienic manner onboard and is the garbage being handled in accordance with the vessel's garbage management plan and is garbage record book being correctly maintained. [Y] N NS NA

Other Inspector Comments: Garbage was last disposed off (total = 2.75 m3) at Port Klang on 04 April 2024.

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

Inspector Observations: Vessel fitted with BWTS and recorded entries in the Ballast Record Book that the treatment system was in use (Code 3.2). During inspection requested to run the BWTS. When system was started there were alert and other alarm records sighted on the panel. The System was not in working condition.

Initial Operator Comments: Define the Situation:
The ship is equipped with a Ballast Water Treatment System (BWTS), which has been routinely utilized and its usage duly documented in the Ballast Water Record book. However, before reaching Port Klang on March 30, 2024, the Chief Officer reported that the system was inoperable. Despite troubleshooting efforts conducted by the Electrical Engineer on board, the issues remained unresolved up to the day of inspection.

Fix or Quick Fix:
On April 5, 2024, the Electrical Engineer continued troubleshooting the BWTS and identified the following issues:

1. It was noticed that the filter differential pressure transmitter PT201-27 consistently displayed a reading of 1 bar, triggering warning W304, indicating a missing filter pressure signal.
2. Troubleshooting was carried out on the filter differential pressure transmitter, and upon disconnecting the inlet and outlet tubing of the DP transmitter PT201-27, it was observed that the transmitter still maintained a reading of 1 bar, confirming its defective state.
The following actions were taken to rectify the system:
1. The air filter regulator assembly was replaced with a newly available manufacturer spare on board, and the pressure was adjusted to 6.0 bar.
2. Subsequently, the air pressure reading was confirmed to be 6.0 bar.
3. The CIP drum underwent cleaning.
4. The Ballast Filter Drum was also cleaned.
5. The de-ballasting operation was completed without encountering any issues and was verified to be functioning satisfactorily.
Please refer to the attached service report with photographs for further details, demonstrating the BWTS system's return to normal operation.

Identified Root Cause:
The root cause of the BWTS malfunction was identified as the defectiveness of the filter differential pressure transmitter PT201-27, which led to the system's inability to operate properly. This defect resulted in the triggering of alarms and ultimately rendered the BWTS non -functional.

Long-Term Corrective Action:
In order to avoid the repetition of similar issues, a thorough maintenance schedule is consistently upheld through regular inspections, testing, cleaning, and draining of water from the air filter every three months, as outlined in PMS SOP 08-3-0 (attached).
Furthermore, the crew members receive training on correct maintenance procedures and the prompt identification of equipment defects. This training is provided by the Chief Engineer and/or Superintendent during their visits to the vessel, ensuring the ongoing and dependable functioning of the BWTS.

Attachments:
1. Service Report BWTS
2. PMS BWTS SOP-08.3-01
3. DO Spare from Maker.

Attachment: Obs No.5 VIQ 6.21 Service Report WBTS.pdf

Attachment: Obs No.5 VIQ 6.21 SOP-08.3-01 Deck PMS 2024.pdf

Attachment: Obs No.5 VIQ 6.21 PG Packing List BWT from Alfa Laval.pdf

6.22	Where a Ballast Water Treatment Plant is fitted is it maintained in accordance with manufacturers and vessels planned maintenance requirements? Other Inspector Comments: Pls refer to Obs 6.21	Y	N	NS	NA

Additional Comments

6.99	Additional Comments

Chapter 7: Maritime Security

Policies and Procedures

7.1	Does the vessel have an approved Ship Security Plan? Other Inspector Comments: Ship Security Plan in Master's custody and approved by Class RINA. It was last reviewed by SSO on 01 March 2023.	Y	N	NS	NA
7.4	Are records of training and maintenance of equipment related to the ship security plan available? Other Inspector Comments: The last security drill & training were held on 10 March 2024. Maintenance records of 'security inventory' kept monthly.	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: The Master was the SSO and he had formal training.	Y	N	NS	NA
7.7	Does the vessel have a routine to regularly test the ship security alert system? Other Inspector Comments: SSAS was last tested with CSO on 14 March 2024.	Y	N	NS	NA
7.10	Does the vessel have procedures for vessel hardening? Other Inspector Comments: A detailed 'Ship Security Hardening Plan' was revised by the operator on 01 Dec 2022 & available on board.	Y	N	NS	NA
7.11	Does the Master/SSO have a clear understanding of the procedures for voluntary security reporting? Other Inspector Comments: The voluntary security reporting was carried out with IFC-Singapore during current voyage.	Y	N	NS	NA
7.13	Has the company provided a list of security charts, publications and guidelines to the ship? Other Inspector Comments: Two High Risk Area BA charts & 'BMP-5' hard copy were available on board.	Y	N	NS	NA

Cyber Security

7.14 Are Cyber Security Policy and Procedures part of the Safety Management System and is there a Cyber Response Plan onboard? Y N NS NA

Other Inspector Comments: The Ship Cyber Security procedures were available in ship's SMS (Chapter 18). Additionally, guidelines were available in hard copy.

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

Other Inspector Comments: The USB ports on desktops used for shipboard operations and critical equipment were blocked by blockers.

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

Other Inspector Comments: Awareness posters displayed near shipboard computers.

Additional Comments

7.99 Additional Comments

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.3 Are cargo pump performance curves available, are deck officers aware of the test requirements for the cargo lines, vapour lines and inert gas lines in good order and is there recorded evidence of regular testing where applicable? Y N NS NA

Other Inspector Comments: Cargo pipelines were last hydro pressure tested to 10.0 kg/cm2 by ship's staff on 18 June 2023. Same was pressure tested to 15.0 kg/cm2 by external agency on 15 Dec 2021.

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 fitted with Class approved "Cargomax" computer program. Damage stability information was included in the computer program. Load computer accuracy was last checked by C/O on 01 April 2024.and last verified / endorsed by Class on 04 July 2023.

8.6 Is the vessel free of inherent intact stability problems, are officer's aware of these problems or risks of structural damage due to sloshing, and actions required if the vessel takes on an unstable condition and/or an angle of loll. [Y] N NS NA

Other Inspector Comments: Vessel was free of sloshing restrictions.

Cargo Operations and Related Safety Management

8.8	Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls including temperature monitoring, in good order and is there recorded evidence of regular testing? Other Inspector Comments: Vessel fitted with two cargo pumps and both COPs were running in good condition during pump room rounds. No leaks sighted on pipeline laggings or in pump room bottom.	[Y]	N	NS	NA
8.9	Are officers aware of the column/cofferdam purging routines where deep well pumps are fitted and is the pump leakage within tolerable limits?	Y	N	NS	[NA]
8.11	Are the cargo and ballast system valves in good order and is there recorded evidence of regular testing? Other Inspector Comments: The power operated valves (WBTs & COTs) timings were last tested & checked on 01 April 2024.	[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: Tank gauging was by radar and all equipment was operational. Two UTI & 3 sounding tapes were were provided with valid annual shore calibration certificates.	[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: Overfill & high level alarms of COTs 4P & 4S were tested during deck rounds.	[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: Cargo heating media was thermal oil. Cargo heating coils were last pressure tested to 10.0 kg/cm2 by ship's staff on 17 June 2023.	[Y]	N	NS	NA

Ullaging, Sampling and Closed Operations

8.16 If the vessel is handling volatile or toxic cargoes, is it operating in a closed condition? Y N NS [NA]

Other Inspector Comments: As pert Class notation, not certified to carry volatile products with flash point below 60 Deg C.

8.17 Is the vessel provided with an approved vapour control system? [Y] N NS NA

Other Inspector Comments: VECS was approved by LR on 13 May 2014. However, not in use as asphalt tanker with current operator.

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: Venting system had individual PV high velocity valve directly fitted on each cargo tank and pressure monitoring sensor with remote readout in CCR. The alarm settings were for a non-IG vessel.

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]

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: Dedicated Asphalt carrier.

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: Fitted with gas monitoring system (LEL) with remote display in CCR. System was functional at time of inspection.

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: As per records, two cargo hoses (6 inch x 9 m) were on board and last pressure tested to 15.8 kg/cm2 by external agency on 26 Sept 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: The cargo hose handling crane with SWL of 0.90 tons was inspected by ship's staff on 22 August 2023.

Additional Comments

8.199 Additional Comments

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.2 Does the ship have a Mooring System Management Plan? [Y] N NS NA

Other Inspector Comments: The Mooring System Management Plan was prepared by the Company and available on board. The Plan included Mooring System Management Plan Register & Line Management Plan.

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: Brake Holding Capacity/Rendering test was carried out by ship's staff on 07 June 2023.

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

Inspector Observations: The forward and after mooring winches had two split drums at each end. There were only 2-3 rounds on tension side of each drum. The mooring lines fast to shore had one full round on the fairleads before it led to shore.

Initial Operator Comments: Define the Situation:
During the inspection, it was noted that the forward and after-mooring winches were equipped with two split drums at each end. However, there were only 2-3 rounds of mooring line on the tension side of each drum. Additionally, the mooring lines fastened to shore with one full round on the roller fairleads before being led to the shore which is not a good practice.

Fix or Quick Fix:
After being pointed out by the inspector, Additional turns (minimum 5-6 turns) were wound onto the split drums in a single layer of mooring lines to ensure an adequate number of rounds on the tension side.
The mooring lines on the roller fairlead, previously wrapped with one full round, have been adjusted to loop only at the fairleads before being secured to the shoreside.
Please refer to the attached photos illustrating the mooring condition before and after the adjustment.

Identified Root Cause:
Lack of monitoring,
Lack of knowledge on the best practices for securing the mooring.

Long-Term Corrective Action:
The company is implementing comprehensive training programs for personnel involved in mooring operations, incorporating the "Best Practices in Mooring Operation" training topic into the company's On-Job Related Training Schedule SMS-07-06. This training will be provided to all crew members onboard every four months as scheduled. Some of the best practices in mooring operations will be explained to crew members, including proper techniques for securing mooring lines at split drums and proper utilizing the roller guide when arranging the mooring to secure at shoreside. Please refer to the attached SMS-07-06 On-Job Related Training Schedule and the training report on Best Practices in Mooring Operation conducted on 7th April 2024, for more details.

Attachments:
1. *Photo of the mooring line securing arrangement*
2. *Training Report – Best Practices in Mooring Operation*
3. *On-Job Related Training Schedule SMS-07-06.*

Attachment: Obs No.6. VIQ 9.11 Photo of the Mooring lines Securing Arrangement.pdf

Attachment: Obs No.6 VIQ 9.11 SMS-07-08 Training Report Best Practices in Mooring Operation.pdf

Attachment: Obs No.6 VIQ 9.11 SMS-07-06 On Job Related Training Schedule, Rev1-06 Apr 2024.pdf

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

Emergency Towing Arrangements

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

Additional Comments

9.99 Additional Comments

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

10.2	If the machinery space is certified for unmanned operation is it being safely operated in that mode without regular alarms occurring under normal conditions? Other Inspector Comments: Machinery space was certified for unmanned operation, however operated in manned mode as per vessel operator's instruction.	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: Operator's testing programme & frequency were as follows:- VLSFO on every bunkering. LSMGO when the quality of the supply is in doubt: As per records, VLSFO was last analysed for bunkering on 14 March 2024 & analysis reports by 'Labtechnic' was in order. Lube oil for M/E, A/Es & steering gear at 06 month and all other units including hydraulic oil at 12 month intervals. Analysis reports for samples landed on previous occasion (06 Feb 2024) sighted and all were 'normal'.	[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?	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: Planned maintenance system was 'paper based' and updated monthly.	[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; was audible in ship's office.

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: Fuel system remote valves were last tested on 20 March 2024.

Fire Fighting Equipment

10.19 Are diesel engine fuel delivery pipes adequately jacketed or screened, exhaust lines and hot surfaces protected from spray and surrounding areas free from fuel or lube oil leakage? [Y] N NS NA

Other Inspector Comments: Fuel oil leak alarm of main engine was tested.

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]

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

Other Inspector Comments: Three bilge alarms were tested in the engine room.

Machinery Status

10.32	Are the following, where applicable, all in good order and do they appear to be well maintained? Other Inspector Comments: A/Es 1 & 2 noted running in during engine room rounds. Sewage abnormal alarm was tested.	[Y]	N	NS	NA
10.34	Are officers fully familiar with all starting procedures for the emergency generator and are these procedures clearly and displayed? Other Inspector Comments: Emergency D/G was tested manual (by spring) starting mode and was in good working. Fuel tank quick closing valve & telephone were tested.	[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]
10.38	Are switchboards free of significant earth faults? Other Inspector Comments: The insulation alarms for 440v & 220v were tested on switchboard of ECR.	[Y]	N	NS	NA

Steering Compartment

10.39	Are the officers aware of the test requirements for the steering gear both pre-departure and for emergency steering drills and have these tests been conducted satisfactorily with operating instructions clearly posted? Other Inspector Comments: Emergency steering gear tried out during inspection from local side and found responding. No 2 steering gear overload was tested.	[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: Hull was free of any coating breakdown or marine growth and was in good condition; all hull markings were readable.

11.3 Is the general condition, visual appearance and cleanliness of the weather decks satisfactory and are deck working areas clearly identified and provided with non-slip surfaces? [Y] N NS NA

Other Inspector Comments: The condition of the main deck and other weather decks was good, clean and cosmetically sound.

Electrical Equipment

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

Other Inspector Comments: Deck floodlights & emergency lights were tested and all in order.

Accomodation Areas

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

Other Inspector Comments: The refrigerated space personnel alarm was tested and found in working condition.

Additional Comments

11.99 Additional Comments

There was evidence that a coating maintenance programme for hull, pipelines, superstructure block, decks and associated fittings was being followed. The accommodation area was clean and tidy.

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

Operator's Initial General Comments