Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCHH-5361-4633-7122
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	STRAITS ENERGY
IMO Number	9477749
Date of Inspection	06 Apr 2024
Port of Inspection	Malaysia Port Klang (Pelabuhan Klang) [MYPKG]
Inspecting Company	International Energy Co. Ltd
Selected variants	Pumproom
	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	STRAITS ENERGY
1.2	Vessel IMO Number:	9477749
1.3	Date the inspection was completed:	06 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)	6190.00
1.8	Date the vessel was delivered:	11 Nov 2008
1.9	Name of the OCIMF inspecting company:	International Energy Co. Ltd
1.10	Date and time the inspector boarded the vessel	06 Apr 2024. 10:00 (UTC +08:00)
1.11	Date and time the inspector departed the vessel	06 Apr 2024. 18:15 (UTC +08:00)
1.12	Time taken for inspection. Other Inspector Comments: Time taken for break was 15 minutes.	8.00
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:	Dirty petroleum products (high flashpoint)
1.17	Vessel type:	Product 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 Nov 2019
1.21	Date of the last port State control inspection:	22 Feb 2024
1.22	Port of the last Port State Control inspection:	Rayong, Thailand
	Other Inspector Comments: 02 deficiencies were recorded as per follows: 1) 03 emergency lighting in meeting room were unlit. (Action Code 17/10) 2) Accommodation A/C circulate line frame screen filter was dirty. (Action Code 17/10) The deficiencies were closed and verified by the PSC inspector prior departure. NC reports and observation closure evidences noted in order.	
1.23	Name of Classification society:	China Classification Society
	Other Inspector Comments: Vessel Class was changed from Korean Register (KR) on 03 Nov 2023.	
1.24	Date of expiry of the Class Certificate:	02 Aug 2028
1.25	Date of departure from the last class-credited drydock/repair period or in water survey	25 Oct 2023
	Other Inspector Comments: This was her class-credited bottom complete survey (out of water) dry dock, concurrent with her No 3 Special Survey.	
1.26	Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete:	Yes
	Other Inspector Comments: Recent survey status report was dated 05 Apr 2024. Last Class Survey status report for the previous Class KR dated 09 Oct 2023 were also available for review.	

Additional Comments

1.99	Additional Comments	
	Vessel was boarded whilst the vessel was secured on her port side to the terminal, with 01 cargo hose connected at the time. The Inspector was accompanied by the Senior Officers in external areas and machinery compartments with the Marine Superintendent, Technical Superintendent and other staff in attendance as appropriate. Good cooperation was accorded by the crew.	

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?	2 Product carrier
2.2	Is the vessel's P and I Club a member of the International Group?	Yes

Crew details on 05 Apr 2024

Officer Crew

										Years in service					
Rank	Watch keeper on this ship?	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	No	Indonesian	Master II/2	Indonesia	Yes	Oil and Chemical	Advanced	Yes	4.7	11.7	8.2	8.2	7.7	2.37	Good
Chief Mate	Yes	Indonesian	Chief Mate II/2	Indonesia	Yes	Oil	Advanced	Yes	3.9	8.9	10.3	11.3	11.3	5.97	Good
2nd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil and Chemical	Advanced	Yes	3.5	3.5	3.5	3.5	3.5	0.33	Good
3rd Officer	Yes	Indonesian	OOW (Deck) II/1	Indonesia	Yes	Oil	Advanced	Yes	1.9	2.9	2.9	2.9	2.9	0.33	Good

Engineer Crew

										Years in service					
Rank	Watch keeper on this ship?	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Yes	Indonesian	Chief Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	4.5	7.0	7.8	7.8	5.5	1.43	Good
2nd Engineer	Yes	Indonesian	Second Eng III/2	Indonesia	Yes	Oil	Advanced	N/A	3.8	4.8	5.8	5.8	5.8	3.83	Good
3rd Engineer	Yes	Indonesian	OOW (Eng) III/1	Indonesia	Yes	Oil	Advanced	N/A	2.8	4.3	5.8	5.8	5.8	3.17	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and Documentation

Certification

2.1

Survey and Repair History

2.7

Anti Pollution

2.10, 2.14

Chapter 3: Crew Management

Crew Management

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

4.9, 4.11, 4.16, 4.18, 4.20

Communications

4.21, 4.22, 4.23, 4.25, 4.26

Chapter 5: Safety Management

Safety Management

5.1, 5.2, 5.4, 5.5, 5.6, 5.7, 5.11

Drills, Training and Familiarisation

5.12, 5.13, 5.14, 5.15

Enclosed Space and Pump Room Entry Procedures:

5.16, 5.18, 5.20

Hot Work Procedures

5.25, 5.26

Life Saving Equipment

5.27, 5.28, 5.31, 5.32, 5.33

Fire Fighting Equipment

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

Material Safety Data Sheets (MSDS)

5.46

Access

5.47

Chapter 6: Pollution Prevention

Pollution Prevention

6.1, 6.2

Cargo Operations and Deck Area Pollution Prevention

6.4, 6.6, 6.8, 6.9, 6.10

Pump Rooms and Oil Discharge Monitors

6.11, 6.12

Engine and Steering Compartments

6.15, 6.16, 6.18

Ballast Water Management

6.21, 6.22

Chapter 7: Maritime Security

Policies and Procedures

7.1, 7.2, 7.3, 7.4, 7.6, 7.8, 7.9, 7.10, 7.11, 7.13

Cyber Security

7.14, 7.16

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1, 8.2

Stability and Cargo Loading Limitations

8.5, 8.6

Cargo Operations and Related Safety Management

8.7, 8.8, 8.11

Ullaging, Sampling and Closed Operations

8.16, 8.17, 8.18

Venting Arrangements

8.21

Manifold Arrangements

8.41, 8.42, 8.43

Pump Rooms

8.44, 8.45, 8.47, 8.48

Ship to Ship Transfer Operations

8.51, 8.53

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.1, 9.2, 9.3, 9.5

Mooring procedures

9.8, 9.9, 9.10, 9.13

Mooring equipment

9.14, 9.15, 9.17, 9.18, 9.19

Anchoring equipment

9.20, 9.21, 9.22, 9.23, 9.24

Emergency Towing Arrangements

9.29

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

10.1, 10.3, 10.5, 10.6, 10.8

Planned Maintenance

10.13

Safety Management

10.14, 10.15, 10.16

Fire Fighting Equipment

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

Machinery Status

10.32, 10.35, 10.37, 10.38

Steering Compartment

10.40, 10.41, 10.42, 10.43

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

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

Electrical Equipment

11.10, 11.11

Internal Spaces

11.12

Accomodation Areas

11.13, 11.14, 11.16

Section 3

Chapter 2: Certification and Documentation

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: Vessel provided with the electronic copy of SMS, which were installed on the network computer located at every key operational location. All crew could access using their personal login ID provided by the company. 1 set of hard copy was also provided.

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

Other Inspector Comments: Last operator's representative visits were recorded on 04 Apr 2024 (both Marine and Technical Superintendents) and 29 Jan 2024 (Marine Superintendent).

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

Other Inspector Comments: Last internal audit was completed on 30 June 2023, noted with 'Nil' non conformity and '6' observations, noted closed on 03 July 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: Company policy required Master to review the component of the SMS manual on 06 monthly basis or every change of command. Last Master review was completed on 02 Jan 2024 and Operator's response was noted available.

Survey and Repair History

2.8	Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? Other Inspector Comments: Vessel was over 15 years of age at time of inspection. Vessel noted enrolled with Condition Assessment Programmed (CAP) issued by Class Indian Register of Shipping (IR). CAP Surveys were completed from 22 Aug 2023 to 31 Oct 2023. Hull structure, Cargo system and Machinery CAP were all received CAP Rating 2. Reports were available in electronic and paper format for review.	[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 interval and record of inspection for cargo and ballast tanks were sighted as per followings: 1) Cargo tanks - 30 months interval. The last inspection cycle completed on 28 Aug 2023. 2) Ballast tanks - 12 months interval. The last inspection cycle completed on 24 Oct 2023. Condition of all the ballast tanks and cargo tanks were reported 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? Other Inspector Comments: Vessel provided with an approved VOC management plan, however trades only as the product carrier since the took over.	[Y]	N	NS	NA
2.13	Is the vessel provided with an approved Ballast Water and Sediments Management Plan, are records maintained of all ballast water exchanges or treatment operations and are the officers aware of BWM requirements? Other Inspector Comments: Ballast record book was sighted and noted in good order. Vessel noted in compliance with regulation D-2 requirement (Filtration + UV) as per Ballast Water Management Plan.	[Y]	N	NS	NA

Structure

2.15 Is the vessel free of any documentary or visual evidence to indicate any structural concerns? Y N NS NA

Other Inspector Comments: Condition Evaluation Report of the last Hull Renewal Survey dated 03 Nov 2023 was sighted. The condition of coating for all the water ballast tanks and cargo tanks were recorded as "Good". Thickness Measurement Report was available on board and no substantial corrosion recorded.

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: WBT #3S was sighted through the manhole cover from the main deck. Coating of the tank was observed in good condition and no obvious structural deformity sighted within the visible area.

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: Followings are the safe manning requirement and actual manning for the vessel:
Deck officers safe manning - 04, actual manning - 04.
Engineers safe manning - 03, actual manning - 03.
Deck ratings safe manning - 02, actual manning - 05.
Engine ratings safe manning - 02, actual manning - 02.
Cook safe manning - 01, actual manning - 01.
Additionally, 01 engine cadet was present on board.

3.2 Are the STCW and flag Administration's regulations that control hours of work to minimise fatigue being followed and are all personnel maintaining hours of rest records in compliance with MLC or STCW requirements? Y N NS NA

Other Inspector Comments: A computer based software was used with the records updated and monitored on daily basis. Cross references for shipboard operations randomly checked for all Officers and Ratings with no major non-compliance being noticed.

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

Other Inspector Comments: English was the official working language established for communication on board.

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: Generic training of ECDIS complying with IMO Model Course 1.27 of five days duration had been attended. Type specific training certificates were sighted. Company ECDIS familiarisation check-list were noted completed for all new joining Officers as per company requirement.

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: Monthly alcohol test initiated by the Master was recorded on 30 Mar 2024. Bimonthly, unannounced alcohol test initiated by the company was recorded on 29 Feb 2024. Annually, unannounced external laboratory drug and alcohol test was last carried out on 04 Apr 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: The operator's policy for minimum under keel clearance stated as follows:
a) Ocean passage - 20% of the maximum draft or 3.0 meter whichever the higher.
b) On Fairway passage outside port limit - 15% of the maximum draft or 1.0 meter whichever the higher.
c) On Fairway passage inside port limit - 10% of the maximum draft or 0.5 meter whichever the higher.
d) Alongside berth - 10% of the maximum draft or 0.5 meter whichever the higher.
**CATZOC was considered in UKC calculations.

Navigation Equipment

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

Other Inspector Comments: The daytime signalling lamp with the spare battery and BNWAS power failure alarm were successfully tried out at the time.

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 at the time.

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

Inspector Observations: Rudder indicator repeater on the bridge centre console was noted not synchronized during the steering movement test (about 5-degree error).

Initial Operator Comments: DEFINE THE SITUATION:
During the inspection, the rudder angle indicator underwent testing from hard to port to hard starboard. Throughout the test, a discrepancy of 5 degrees was observed: the steering indicated 35 degrees, while the rudder repeater displayed only 30 degrees.

FIX OR QUICK FIX:
The company's electrician boarded the vessel to inspect the rudder angle indicator. It was discovered that the maker had set the maximum limit switch for the rudder angle to 30 degrees both to port and starboard. The system was deemed normal with no errors detected. Subsequently, the steering system was tested up to 30 degrees hard to port and starboard, revealing that all rudder angle indicators on the bridge displayed consistent readings of 30 degrees for both port and starboard. All other repeaters on the bridge were functioning properly, confirming that the readings were synchronized.

IDENTIFIED ROOT CAUSE:
Lack of monitoring and awareness of the rudder angle maximum limit switch set by the maker

LONG TERM CORRECTIVE ACTION:
A notice was affixed to the steering wheel on the bridge indicating a maximum rudder angle of 30 degrees (port and starboard). All officers and Duty AB were briefed on this maximum rudder angle limit.
During every vessel's preparation for departure, the steering system will undergo testing. The rudder repeater angle indicator readings will be verified from hard to port (30 degrees) to hard to starboard (30 degrees). The officer in charge will ensure synchronization of all rudder repeaters. The results of this test will be documented in the bridge checklist SOP-01.A-07 "Steering Gear Test Routine.", as well as in the movement book.
The attached checklist SOP-01.A-07 Steering Gear Routine Test and copy record of movement book are for reference.

ATTACHMENTS:
1. Service Report of Steering gear with the photo of all synchronized repeaters on the bridge versus actual.
2. A photo of a notice was affixed to the steering wheel on the bridge indicating a maximum rudder angle of 30 degrees (port and starboard).
3. SOP-01.A-07 – Steering Gear Test Routine.
4. Movement book record

Attachment: Obs No.1 VIQ 4.10 Repair and Service Report Rudder Angle Indicator.pdf

Attachment: Obs No.1 VIQ 4.10 Photo of a Notice Max Rudder Angle 30 Degrees.pdf

Attachment: Obs No.1 VIQ 4.10 SOP-01.A-07 Steering Gear Test Routines.pdf

Attachment: Obs No.1 VIQ 4.10 Movement Book Record VOY 11-2024.pdf

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: Weekly ENC corrections were received electronically from Wartsila. All ENC's were updated to Wk 13/24. Manual publications were updated to NTM Wk 15/24.

4.13	Are deck officers aware of the requirements for managing Navtex and Navarea Warnings and is there evidence of an effective system in place to monitor these warnings? Other Inspector Comments: Navtex was linked with ECDIS and OOW verified the Navtex information manually on daily basis. Navarea Warnings were plotted manually.	Y	N	NS	NA
4.14	Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board? Other Inspector Comments: Vessel was fully ECDIS compliant where 02 units of ECDIS provided as a primary and secondary means of navigation. Type approval certificates for the equipments installed were sighted.	Y	N	NS	NA
4.15	Is the master and deck officers' familiar with the safety parameter settings for the ECDIS and have the safety settings been correctly applied for the vessels passage? Other Inspector Comments: Various mandatory ECDIS alarms were simulated by the Second Officer and found operational.	Y	N	NS	NA
4.17	Are the master and deck officers aware of the requirements of Electronic Chart Display and Information System (ECDIS) and does the system fitted meet SOLAS and flag state requirements? Other Inspector Comments: The ECDIS software was updated and the Second Officer successfully retrieved system data indicating the IHO presentation library edition 4.0 compliance.	Y	N	NS	NA
4.19	Is the master and deck officers aware of the requirements for the echo sounder and is there evidence that it has been in use as appropriate during the voyage? Other Inspector Comments: The echo sounder was of memory-storage type and fitted with the recorder chart printer. Shallow depth alarm was tested in good order.	Y	N	NS	NA

Communications

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

Other Inspector Comments: Vessel fitted with duplication of equipment and the operator had a valid agreement with a shore-based maintenance provider.

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: Vessel provided with 03 sets of survival craft portable VHF radios and tested satisfactorily on Channel 06 at the time. 03 sets of spare batteries were made readily available at the bridge.

Additional Comments

4.99 Additional Comments

Chapter 5: Safety Management

Safety Management

5.3	Is the appointed Safety Officer suitably trained, aware of his responsibilities and is there evidence to show that the safety officer has been effectively performing duties associated with this role? Other Inspector Comments: Chief Officer was the designated Safety Officer on board. Safety Officer course encompassing risk analysis and accident investigation had been completed.	Y	N	NS	NA
5.8	Are the crew aware of the requirements for reporting of accidents, incidents, non-conformities and near misses and is there an effective system of reporting and follow up investigation in place? Other Inspector Comments: Vessel implemented unsafe act, unsafe condition, near miss and accident reporting programme which were participated by all ship crew. 04 reports were raised for the month of Mar 2024.	Y	N	NS	NA
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? Other Inspector Comments: Company and terminal Ship/Shore Safety check-lists were in use. All relevant items were completed.	Y	N	NS	NA
5.10	Are the crew aware of the requirements to keep external doors, ports and windows closed in port and is the accommodation space atmosphere maintained at a slightly higher pressure than that of the ambient air? Other Inspector Comments: All access were kept closed/secured in port. Access to and from the accommodation was through one door on starboard side upper deck.	Y	N	NS	NA

Enclosed Space and Pump Room Entry Procedures:

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

Other Inspector Comments: Cargo pump room entry procedure was in order. Portable multi-gas monitoring equipment were used to check oxygen and combustible gas prior to entry. Refer to remarks on VIQ 5.22 on the pump room fixed gas detection system status.

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: Flooding dampers operation were tested satisfactorily at the time.

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: Water ballast tanks provided with the fixed gas detection system, however malfunction as per VIQ 5.22 observation remarks. Last shore calibration was recorded on 19 Sept 2023 in dry dock.

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: Fixed gas detection system was noted faulty at the time due to defective circulation pump.

Other Inspector Comments: Shore assistance and spare part requisition noted in progress. Risk assessment noted in place and the affecting spaces covered presently monitored using the portable gas meter on daily basis or prior the entry as per evidence provided.

Initial Operator Comments: DEFINE THE SITUATION:
Based on the test record from the weekly test on March 24, 2024, the system was found to be functioning satisfactorily. However, towards the end of March 2024, a problem arose with the fixed gas detector circulating pump. The vessel submitted a request for a spare pump on March 27, 2024. Quotations were obtained, and a purchase order (PO) was issued on March 29, 2024. The operator is currently coordinating with the manufacturer to schedule the repair, which is planned to take place during the vessel's stop at the Singapore port.

FIX OR QUICK FIX:
The Chief Officer diligently monitors hydrocarbon gas and H2S levels in all areas surrounding cargo tanks using portable gas detectors until the fixed gas detector is completely repaired. They are responsible for documenting the outcomes of these gas checks using form SMS-11-31. Records of these gas checks and a photo of the gas detectors are provided for reference.
A risk assessment has been conducted and all necessary measures have been taken to reduce the risk. The attached Risk Assessment document serves as a reference for these measures.

IDENTIFIED ROOT CAUSE:
Lack of maintenance

LONG TERM CORRECTIVE ACTION:
On April 13, 2024, the spare circulating pump and power supply unit for the fixed gas detector system were delivered on board while the vessel was at anchorage in Singapore. Subsequently, the Chief Engineer, along with the Chief Officers, received remote guidance from the manufacturer to install the newly acquired parts, including the circulating pump and power supply units. Following the installation, the system underwent testing and was confirmed to be in good working condition. The attached service report, along with photos showing the condition of the fixed gas detector, is provided for reference.

ATTACHMENTS:
1. PO and DO receipt of the Circulating Pump
2. Gas Check Record Form SMS-11-31
3. Service Report Fix Gas Detector
4. Risk Assessment Defective Fixed Gas Detector

Attachment: Obs No.2 VIQ 5.22 DO Bourges Marine - Circulating Pump.pdf

Attachment: Obs No.2 VIQ 5.22 PO Circulating Pump and Power Supply Unit.pdf

Attachment: Obs No.2 VIQ 5.22 Gas Check Record SMS-11-31.pdf

Attachment: Obs No.2 VIQ 5.22 SOP-08.1-07 Repair and Service Report Fix Gas Detector Gasball.pdf

Attachment: Obs No.2 VIQ 5.22 Risk Assessment - Defective 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: Chief Officer satisfactorily demonstrated the procedure of calibration for the multi-gas detector.

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: Operator's permission was needed only for the hot work outside the designated space. No recent record of such operation.

Life Saving Equipment

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 engine operation, lighting system and air system were tested satisfactorily at the time. Last lifeboat launched and manoeuvred in the water was recorded on 06 Feb 2024 during the drill.

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: Rigid type of rescue boat installed on starboard side boat deck. Engine operation was tested in good 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: Foam concentrate (low expansion) sample was last analysed on 03 Oct 2023; noted suitable for further use as per analysis report.

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: Isolation valves for fire main lines on deck were randomly tested and noted in good operational state.

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

Inspector Observations: Fixed fire detection system panel on the bridge noted with faulty alarms as per follows:
a) Loop analogue 3 fault (pump room).
b) Loop 3 detector not configured.

Initial Operator Comments: DEFINE THE SITUATION:
The fixed fire detection system underwent weekly testing, with the attached test records confirming the satisfactory operation of the alarm system.
However, during the latest test on March 29, 2024, a faulty alarm was detected in the fire detection system panel on the bridge, indicating the following faults:
a) Loop Analogue 3 cable break negative, fault (142) pump room
b) Loop 3 IS-Det 99 presents not configured, fault (152)
Upon closer inspection, it was found that the error pertained to the smoke detector sensor in the pump room, which failed to trigger an alarm during testing. Attempts were made to address the issue by replacing the smoke detector sensors onboard and performing a system reset under the guidance of the manufacturer's engineer. Unfortunately, these measures did not resolve the issues. The manufacturer will address this matter upon the ship's arrival in Singapore.
All other fire alarm detectors and call points have undergone testing and are in satisfactory condition, except for the pump room smoke detector

FIX OR QUICK FIX:
Following the inspection, the system was examined by the company's electrical engineer. It was determined that all sensors were functioning satisfactorily except for the sensor in the pump room. Troubleshooting was performed, but the issue remains unresolved. A follow-up permanent repair by the manufacturer is required. The company has arranged for the manufacturer to attend to the vessel during its next call at the port of Singapore.
In the meantime, regular fire patrols are conducted, including in the pump room compartment, especially during dark hours when machinery may be running.
Additionally, during discharge operations or cargo transfer operations, where the machinery in the pump room is running, the condition of the pump room is monitored hourly by the deck officers and crew.
Risk Assessment has been conducted since these issues were encountered on 29 March 2024, and all mitigations implemented to ensure safety awareness of this condition.

IDENTIFIED ROOT CAUSE:
Fire Detector Sensor Faulty

LONG TERM CORRECTIVE ACTION:
On April 13, 2024, while the vessel was anchored at Singapore Anchorage, engineers from CONSILIUM attended to perform repairs on the system. Following the service and repair work, the system was reset, and the pump room smoke detector was tested. The alarm was activated, and the main panel indicated an alarm in the PUMP ROOM. Subsequently, the system returned to normal operation without any faulty alarms. The attached service report serves as a reference.
Regular weekly tests are conducted by the designated officer to assess all sensors and alarm indicators of the fixed fire detection system on the bridge panel. These tests encompass all fire detector sensors and call points throughout the vessel. The results of these tests are documented in the Monthly Fire Detection and Call Point Test Log (SOP-08.5-13).
Should any issues or defects arise with the system, the designated officer will promptly inform the designated superintendent for follow-up repair.

ATTACHMENTS:
1. Monthly Fire Detection and Call Point Test Log (SOP-08.5-13)
2. Risk Assessment – Maintenance of Fire Alarm System and monitoring Pump Room Space with Defective Smoke Detector
3. Service Report from Maker Consilium
4. Photo of the Fixed Fire Detection System Panel in Normal condition without any faulty alarm

Attachment: Obs No.3 VIQ 5.39 SOP-08.5-13 Monthly Fire Detector and Call SE - March 2024.pdf

Attachment: Obs No.3 VIQ 5.39 Risk Assessment - Maintenance Fire Alarm System and Monitoring Pump Room Space with Defective Smoke Detector.pdf

Attachment: Obs No.3 VIQ 5.39 Service Report Fire Detector Alarm by Consilium.pdf

Attachment: Obs No.3 VIQ 5.39 Photo of Fire Alarm System Panel on Bridge and Repeater in ECR.pdf

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: Operation of the emergency fire pump located at the steering flat was noted in good order where the discharge pressure registered 5.0 kg/cm2 when tested.

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: Crew was randomly picked, appropriately demonstrated SCBA and fireman outfit donning procedure.

Sample Arrangements

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

Other Inspector Comments: Cargo and bunker samples were stowed in the forward paint store, protected with the water sprinkler system.

Additional Comments

5.99 Additional Comments

Chapter 6: Pollution Prevention

Pollution Prevention

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

Other Inspector Comments: Fixed type air driven pumps and piping were available to tackle small oil spills on cargo deck; tested satisfactorily at the time.

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]

6.7	Have bunker pipelines been satisfactorily tested on an annual basis and is there suitable evidence of this test? Other Inspector Comments: Bunker pipeline was last pressure tested up to 4.65 kg/cm2 (1.5 x MAWP) on 26 Sept 2023.	[Y]	N	NS	NA

Pump Rooms and Oil Discharge Monitors

6.13	If an ODME is fitted, is it in good order, well maintained and any operational downtime recorded in the ORB? Other Inspector Comments: Monthly test record including simulation of valves for automatic operation was noted in place as per ORB Part II.	[Y]	N	NS	NA

Engine and Steering Compartments

6.14	Are the engine room bilge oily water pumping and disposal arrangements in good order? Other Inspector Comments: No direct connection overboard from the dedicated bilge/ oily water pump being observed.	[Y]	N	NS	NA
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? Other Inspector Comments: Simulation test of 15 ppm alarm and three-way valve operation of the oily water separator were positively tested at the time.	[Y]	N	NS	NA
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. Other Inspector Comments: Incinerator unit was reported decommissioned since the vessel was taken over by current management in 2019.	[Y]	N	NS	NA

Additional Comments

6.99	Additional Comments				

Chapter 7: Maritime Security

Policies and Procedures

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

Other Inspector Comments: Master was certified and assigned as the ship's security officer.

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

Other Inspector Comments: SSAS test was conducted monthly, last tested on 20 Mar 2024.

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

Other Inspector Comments: The inspector's photo identity had been verified during boarding at the gangway. The details were registered in the log and visitor pass card was issued. CCTV system fitted on board as part of security equipment.

Cyber Security

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

Other Inspector Comments: The exposed USB ports on bridge systems were physically blocked using USB blockers.

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

Other Inspector Comments: Training sessions were noted being held on quarterly basis. Same was noted included in crew members familiarization procedure when joining the vessel. In addition, posters and circulars related to Cyber security was observed posted at the alleyway.

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 pressure tested on 25 Sept 2023 up to 15.0 kg/cm2 (1.5 x MAWP).

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: Monthly test compared against class approved test manual, nil obvious error was sighted as per record. Last Class verification was noted on 06 Sept 2023.

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]

8.10 Are the officers and ratings aware of the location of the cargo pump emergency stops, is the emergency cargo pump shutdown system in good order and is there recorded evidence of regular testing?

[Y] N NS NA

Other Inspector Comments: The watchman on manifold duty was familiar with location and operation of the emergency shut-down buttons when being interviewed. Testing of the emergency stops were carried out before each discharge operation as per records on board.

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

[Y] N NS NA

Other Inspector Comments: Vessel carried 2 units of UTI tapes and 01 sampler as backup, whereby the fixed gauging system noted operational at the time.

8.13 Are the remote and local temperature and pressure sensors and gauges in good order and is there recorded evidence of regular testing?

Y [N] NS NA

Inspector Observations: Slop tank (S) remote temperature sensor at CCR panel noted with faulty reading at the time.

Initial Operator Comments: DEFINE THE SITUATION:
The nominated tanks used for the current voyage to load and discharge cargo LSFO were COT 1W, 2W, 3W, 4W, and 5W. Both slop tanks were excluded, and all were emptied. During the inspection, it was noted by the inspector that the Slop Tank Remote Temperature sensor (Tank Radar) showed faulty readings.

FIX OR QUICK FIX:
The cargo tanks and slop tank temperature were regularly monitored during the cargo transfer operation through the Tank Radar in CCR. Additionally, the vessel is provided with a portable thermometer TP7-D and UTI which enables to monitoring of the cargo temperature locally.
The attached Photo of the Portable Digital Thermometer TP7-D and UTI is a reference.

IDENTIFIED ROOT CAUSE:
Lack of monitoring and maintenance

LONG TERM CORRECTIVE ACTION:
After the discharge procedure, engineers performed an inspection and maintenance on the Slop Tank Temperature Sensor. They cleaned the sensor and thoroughly examined the cable terminal and connector, which were then replaced with a PTN Type connector and securely fastened. Subsequent verification confirmed the accuracy of the temperature sensor readings, which were found to be in proper working condition. An enclosed service report, along with a photograph, serves as supporting documentation for reference.
The chief officer persists in performing comparison checks between the cargo tank ullage and temperature readings. This is done by comparing readings from the tank radar with manual/local sounding using a sounding tape and a portable temperature gauge (TP7-D) and UTI. These checks ensure the accuracy and reliability of both ullage and temperature readings.

ATTACHMENTS:
1. Photo of Portable Digital Thermometer TP-7
2. Repair and service report of Slop Tank with Photo of current condition of Tank Radar Temperature reading, all in good condition

Attachment: Obs No.4 VIQ 4. Photo of Portable Digital Thermometer TP-7 and UTI onboard.pdf

Attachment: Obs No.4 VIQ 8.13 SOP-08.1-07 Repair and Service Report Temperature Slop Starboard.pdf

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

Other Inspector Comments: COT#5P overfill alarm was tested in good order. Records for testing prior each of cargo operations were sighted.

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

Other Inspector Comments: All cargo tanks fitted with the heating coils system. System annual pressure test was recorded on 26 Sept 2023. Heating system was not in use at the time.

Venting Arrangements

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

Other Inspector Comments: Vessel fitted with individual pressure/ vacuum valves on each cargo tanks which were used as primary venting system; set at +2000 mmWg/ -350 mmWg. Secondary venting system was pressure sensors fitted in each cargo tank; set at +2200 mmWg/ -385 mmWg.

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]

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: Refer to VIQ 5.22 observation remarks.

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 provided with 4 units of cargo hoses as per follows:
1) 1 unit 150A x 18 m length.
2) 3 units 150A x 9 m length.
All cargo hose were pressure tested up to 15.8 kg/cm2 on 26 Oct 2023, observed properly stowed and not in use at the time.

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: Record of load test and annual thorough examination was noted available.

Ship to Ship Transfer Operations

8.52	Does the POAC have the necessary qualifications and experience and are officers aware of these requirements?	Y	N	NS	[NA]
8.54	Are officers aware of the requirements of the ship-to-ship transfer checklists and are there records of STS operations maintained? Other Inspector Comments: Last STS operation (loading) was recorded on 05 Apr 2024.	[Y]	N	NS	NA
8.55	If a ship-to-ship transfer was in progress during the inspection, was it conducted in accordance with the recommendations of the OCIMF/ICS STS Transfer Guide?	Y	N	NS	[NA]

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: Line management plan indicated mooring lines to be turned end to end not exceeding 2.5 years period. Mooring ropes to be retired at intervals not exceeding 05 years, subject to condition monitoring and discard criteria. All existing mooring lines fitted were noted in compliance with the policies.	[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: Last test was carried out on 03 Oct 2023 with 20.0 MT rendered value of brake capacity.	[Y]	N	NS	NA

Mooring procedures

9.11	On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum?	Y	N	NS	[NA]
9.12	If mooring tails are fitted to wires or HMSF lines, do they have proper connections and are they correctly fitted? Other Inspector Comments: Vessel provided with the polyolefin and high tenacity polyester yarn mooring ropes.	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: Vessel not provided with UMS notation and manned at all times.	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	Y	N	NS	NA

in accordance with the manufacturer's recommendations and are there procedures to act on these results?

Other Inspector Comments: Company required the vessel to send machinery oil samples as per following intervals:
06 Monthly - Main engine system oil, auxiliary engines, main engine reduction gear, CPP, cargo pump engines and steering gear.
12 Monthly - Emergency steering gear, cranes, windlass/ winches hydraulic, bow thruster and cargo hose handling crane.
When required or every dry dock - Stern tube.
Last oil samples analysis result dated 05 Mar 2024 were noted free from any deficiency.
Fuel oil bunker samples were required to be landed for analysis at the completion of each bunkering operation. Latest analysis report for bunker operation dated 09 Mar 2024 noted meeting all specification.

10.9 Are the engineers aware of the requirements for vessels operating within a ECA and are there clear procedures available regarding use of low sulphur fuels in boilers, main plant and auxiliary engines? [Y] N NS NA

Other Inspector Comments: Latest IAPP certificate supplement form attested the safe operation of main engine, diesel generators and boiler with the low sulphur fuel.

10.10 Are the engineers aware of the requirements and precautions necessary to control the change from residual to low-sulphur fuels and are these requirements posted? [Y] N NS NA

Other Inspector Comments: Procedure was posted in ECR, however presently vessel only utilized LSMGO and LSFO on board.

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

Planned Maintenance

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

Other Inspector Comments: Vessel used an Excel based planned maintenance system and random check showed no over due jobs.

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: Remote operation of the emergency generator quick closing fuel valve was successfully tested by the Chief Engineer at the time.	[Y]	N	NS	NA

Fire Fighting Equipment

10.19	Are diesel engine fuel delivery pipes adequately jacketed or screened, exhaust lines and hot surfaces protected from spray and surrounding areas free from fuel or lube oil leakage? Other Inspector Comments: The pipelines were free from any signs of the oil leak and well maintained. Main engine and No.1 auxiliary engine fuel leakage alarms were tested in good order.	[Y]	N	NS	NA
10.21	If the vessel class notation allows UMS operation, are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order? Other Inspector Comments: Main engine crankcase oil mist detector tested by simulation satisfactorily at the time.	[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 switchboard, feeder panels, and distributors were located in 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: Engine room bilge high level alarms were tested at random and found to be working satisfactorily.	[Y]	N	NS	NA

Machinery Status

10.33	Are engineers familiar with the procedure for taking over the controls for manoeuvring the vessel from the bridge in an emergency? Other Inspector Comments: CPP local control test was carried out every quarter, last tested on 31 Mar 2024.	[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: The emergency generator designed to be started by motor start (powered by 02 sets of batteries) and spring starter was provided as back up. Engine operation was successfully tested by the Chief Engineer at the time.	[Y]	N	NS	NA
10.36	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?	Y	N	NS	[NA]

Steering Compartment

10.39	Are the officers aware of the test requirements for the steering gear both pre-departure and for emergency steering drills and have these tests been conducted satisfactorily with operating instructions clearly posted? Other Inspector Comments: Engineers familiarity was checked by operating the emergency steering from the steering flat.	[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

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: Operational status of main deck lights were ascertained by having them switched on.

Accomodation Areas

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

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

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

Other Inspector Comments: Personnel alarm in the refrigerated space was tested and found operative.

Additional Comments

11.99 Additional Comments

The superficial condition of the coating of the superstructure, weather decks, frame exposed main deck and pipelines were in satisfactory condition. The accommodation and living quarters were clean and in hygienic condition.

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

Operator's Initial General Comments