Oil Companies International Marine Forum

# Revised Ship Inspection Report (SIRE) Programme

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|---|---|
| Report Number | BCCN-6331-1090-7085 |
| Report Template | BIQ5 - International (2201) |
| Vessel Name | STRAITS GEMILANG |
| IMO Number | 9717553 |
| Date of Inspection | 24 Feb 2024 |
| Port of Inspection | Port Klang, Malaysia |
| Inspecting Company | Chevron Shipping |
| Selected variants | Inland |
| | Oil |
| | Self-Propelled |
| | SP, Oil, Inland |

# Section 1

## Chapter 1: General Particulars

### General Particulars

| | | |
|---|---|---|
| 1.1 | Vessel Variant. | SP, Oil, Inland |
| 1.2 | Is the inspected vessel subject to USA Regulations?<br>Other Inspector Comments: Vessel only traded within South East Asia. | No |
| 1.3 | Name of Vessel. | STRAITS GEMILANG |
| 1.4 | IMO number. | 9717553 |
| 1.5 | International or Local Registered Number. | Not applicable |
| 1.6 | Official Number or Vessel Identification Number. | Not applicable |
| 1.7 | Date of the inspection. | 24 Feb 2024 |
| 1.8 | Port of the inspection. | Port Klang, Malaysia |
| 1.9 | Geographic region where the vessel normally trades. | South East Asia |
| 1.10 | Flag. | Malaysia |
| 1.11 | Deadweight. | 3912.80 |
| 1.12 | Gross tonnage. | 2499.00 |
| 1.13 | Date the vessel was delivered. | 25 Jan 2014 |
| 1.14 | Name of the Company commissioning the inspection. | Chevron Shipping |
| 1.15 | Name of the inspector. (For use of Inspecting Company only) | For inspecting company only |
| 1.16 | Time the inspector boarded the vessel. | 24 Feb 2024. 12:10 (UTC +08:00) |
| 1.17 | Time the inspector departed the vessel. | 24 Feb 2024. 19:45 (UTC +08:00) |
| 1.18 | Hull type. | Double hull |
| 1.19 | Vessel's operation at the time of the inspection. | STS discharging |
| 1.20 | Products being handled. | Dirty petroleum products (high flashpoint) |

| | | |
|---|---|---|
| 1.21 | Name of the vessel's Operator. | MAY MARITIME SERVICES SDN BHD |
| 1.22 | Address of the vessel's Operator. | Unit 809, Block C, Kelana Square, No.11 Jalan SS7/ 26, Kelana Jaya, 47301 Petaling Jaya, Selangor, Malaysia |
| 1.23 | Telephone number. | +603-74918138 |
| 1.24 | Fax number. | Not applicable |
| 1.25 | Email address. | operation@maytanker.com |
| 1.26 | Date the Operator assumed control of the vessel. | 05 May 2021 |
| 1.27 | Does the data entered in the Barge and Tug Particulars Questionnaire appear to be accurate and up to date? | Yes |
| 1.28 | Additional comments<br>The vessel was boarded at Port Klang anchorage area whilst she was already secured alongside the receiving vessel and connecting the cargo hoses.<br><br>Four operator's representatives (DPA & three Marine/ Technical superintendents) were onboard during the inspection. Vessel team had provided a good level of cooperation throughout the inspection process. | |

## Chapter 2: Certification and Documentation

### Certification and Documentation

| | | |
|---|---|---|
| 2.23 | What is the Name of vessel's P and I Club? | The Shipowners' Mutual Protection and Indemnity Association (Luxembourg) |
| 2.25 | What is the USCG Certificate of Compliance date of expiry? | Not applicable |
| 2.27 | What was the date of the last USCG Certificate of Inspection? | Not applicable |
| 2.30 | Is the vessel registered with a Classification Society? | Yes |
| 2.31 | Which Classification society is the vessel registered with?<br>Other Inspector Comments: SCM (Ships Classification Malaysia) | Other (Please specify) |
| 2.32 | What is the date of expiry of Class Certificate? | 05 May 2024 |
| 2.33 | What was the date of the last Intermediate Survey? | Not applicable |
| 2.34 | What was the date of the last Annual Survey? | Not applicable |
| 2.35 | What was the date of the last Survey Report or Quarterly Summary?<br>Other Inspector Comments: Class SCM survey status listing report dated 23 Feb 2024 was made available for inspection; the report stated nil Condition of Class and/ or Significant Recommendations/ Notes. | 23 Feb 2024 |
| 2.36 | What was the date of the last Special Survey? | 06 Feb 2024 |
| 2.37 | What is the date of the next Special Survey? | 25 Dec 2028 |
| 2.44 | What is the interval between scheduled drydockings?<br>Other Inspector Comments: 30 months. | 30.00 |
| 2.45 | What was the date of departure from the last scheduled drydock? | 06 Feb 2024 |
| 2.46 | What was the date of last port State control inspection?<br>Other Inspector Comments: No record of Port State Control inspection. Last inspection by Flag State was carried out on 04 Apr 2023. | Not applicable |

## Chapter 3: Crew Management

### Crew Management

| | | |
|---|---|---|
| 3.8 | What was the date of the last unannounced alcohol test? | 19 Feb 2024 |
| | Other Inspector Comments: Alcohol test initiated by the company was last conducted on 19 Feb 2024.<br>Last drug & alcohol test by an external agency was carried out on 19 Jan 2024. | |
| 3.9 | What is the frequency of unannounced drug testing? | 1.00 |
| | Other Inspector Comments: i) Alcohol tests initiated by the company to be conducted at 2-months intervals.<br>ii) Drug & alcohol test by an external agency to be carried out at yearly intervals. | |
| 3.10 | What was the date of the last unannounced test for drugs? | 19 Jan 2024 |

Crew details on 26 Feb 2024

## Barge Crew

| Rank | Certificate competency | Issuing country | Expires | STCW | Tankerman endorsement | Authorised cargo | Years operator | Years rank |
|---|---|---|---|---|---|---|---|---|
| Captain | Class 1 COC (Deck) | Indonesia | 2026-08-23 | Yes | Advanced | Oil | 4.2 | 8.2 |
| Chief Mate | Class 1 COC (Deck) | Indonesia | 2028-09-27 | Yes | Advanced | Oil | 2.9 | 5.1 |
| 2nd Mate | OOW (Deck) | Indonesia | 2025-10-06 | Yes | Advanced | Oil | 2.5 | 4.3 |
| 3rd Mate | OOW (Deck) | Indonesia | 2025-09-10 | Yes | Advanced | Oil | 2.8 | 1.8 |
| Chief Engineer | Class 1 COC (Engine) | Indonesia | 2026-08-03 | Yes | Advanced | Oil | 3.4 | 5.9 |
| 2nd Engineer | Class 2 COC (Engine) | Indonesia | 2028-07-31 | Yes | Advanced | Oil | 3.1 | 3.1 |
| 2nd Engineer | OOW (Engine) | Indonesia | 2026-04-30 | Yes | Advanced | Oil | 2.0 | 2.0 |

# Section 2

Key questions marked Yes without comment.

## Chapter 2: Certification and Documentation

### Certification and Documentation

2.2, 2.6, 2.7, 2.8, 2.12, 2.13, 2.16, 2.18, 2.22, 2.39, 2.42, 2.43, 2.49

## Chapter 3: Crew Management

### Crew Management

3.5, 3.7

## Chapter 4: Navigation and Communications

### Navigation and Communications

4.1, 4.2, 4.3, 4.4, 4.9, 4.12, 4.13, 4.15, 4.17, 4.18, 4.21, 4.24, 4.25, 4.26, 4.27, 4.28, 4.29, 4.30, 4.31, 4.34, 4.36, 4.37, 4.38, 4.40

## Chapter 5: Safety Management

### General Safety

5.1, 5.2, 5.4, 5.5, 5.6, 5.7, 5.8

### Fire Fighting Equipment

5.11, 5.16, 5.18, 5.19

### Lifesaving Equipment

5.22

### Operational Safety

5.24, 5.25, 5.29, 5.30, 5.31, 5.32, 5.33, 5.34, 5.35, 5.36, 5.37, 5.38, 5.43, 5.44, 5.45, 5.49

### Tank Cleaning Safety

5.53, 5.54, 5.55, 5.56

### Vessel Security

5.60

## Chapter 6: Pollution Prevention

### Pollution Prevention

6.2, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12, 6.14, 6.16, 6.19, 6.20

## Chapter 7: Structure

### Structure

7.1

## Chapter 8: Cargo Handling

### General Cargo Handling

8.1, 8.2, 8.5, 8.6, 8.10, 8.13, 8.14, 8.15, 8.18, 8.26, 8.27, 8.28, 8.29, 8.30, 8.42, 8.44, 8.45, 8.46, 8.47, 8.48, 8.49, 8.50, 8.52

### Void and interbarrier spaces and seals. Other cargo tank types

8.69

### Cargo Measurement

8.70, 8.71, 8.74, 8.75, 8.76, 8.77, 8.78, 8.80, 8.82, 8.84

### Venting and Inert Gas Systems

8.87, 8.88, 8.89, 8.91, 8.96

## Chapter 9: Mooring

### Mooring

9.1, 9.2, 9.3, 9.5, 9.7, 9.9

## Chapter 11: Machinery

### Machinery

11.1, 11.3, 11.4, 11.5, 11.7, 11.8, 11.10, 11.15, 11.17, 11.18, 11.19, 11.20, 11.21, 11.22, 11.23, 11.24, 11.25, 11.27, 11.28, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34

## Chapter 12: General Appearance

### General Appearance

12.4, 12.6, 12.7

# Section 3

## Chapter 2: Certification and Documentation

### Certification and Documentation

| | | | | | |
|---|---|---|---|---|---|
| 2.1 | Has the vessel been provided with national or international trading certificates?<br>Other Inspector Comments: The trading certificates were issued by SCM (Ships Classification Malaysia) on behalf of the Flag administration, were all short term certificates valid until 05 May 2024. Reported it was due to a recently completed renewal survey, with full term certificates pending issuance. | [Y] | N | NS | NA |
| 2.4 | If applicable, has the vessel been provided with a Document of Compliance (DoC)?<br>Other Inspector Comments: Technical operator was issued with DOC to operate Oil tankers & Chemical tankers; the DOC valid until 30 July 2025. | [Y] | N | NS | NA |
| 2.5 | If applicable, has the vessel been provided with a Safety Management Certificate (SMC)?<br>Other Inspector Comments: SMC was issued by SCM (Ships Classification Malaysia) on behalf of the Flag administration and valid until 13 Jan 2027. | [Y] | N | NS | NA |
| 2.21 | Has the vessel been provided with a Noxious Liquid Substances Certificate? | Y | N | NS | [NA] |
| 2.24 | Does the vessel possess a US Certificate of Financial Responsibility? | Y | N | NS | [NA] |
| 2.26 | Is the vessel Qualship certified? | Y | N | NS | [NA] |
| 2.28 | Does the vessel carry a USCG Certificate of Documentation? | Y | N | NS | [NA] |

| | | | | | |
|---|---|---|---|---|---|
| 2.29 | Does the vessel carry a USCG Certificate for Marine Vapour Recovery System? | Y | N | NS | NA |
| 2.38 | Is the vessel free of outstanding USCG 835 non-conformities? | Y | N | NS | NA |
| 2.40 | Is the Loading Record Book complete and up to date? | Y | N | NS | NA |
| 2.41 | Is the vessel approved for the carriage of USCG Sub-chapter O and D cargoes? | Y | N | NS | NA |
| 2.47 | Was the last port State control inspection report free of non-conformities? | Y | N | NS | NA |
| 2.48 | If propane gas is used for cooking and/or heating, is the equipment operated outside of a gas-hazardous area; is a certificate provided and is it valid?<br>Other Inspector Comments: Electrical hot plate stoves were used for cooking. | Y | N | NS | NA |
| 2.50 | Additional comments | | | | |

## Chapter 3: Crew Management

### Crew Management

3.2 If the vessel has been provided with a Minimum Manning Document (MMD) does the actual manning meet or exceed the MMD requirements? [Y] N NS NA

Other Inspector Comments: The minimum safe manning certificate was issued by Flag state and the machinery space was under manned operation. The vessel trading area was designated as 'Near Coastal'.
The safe manning certificate required manning as follows : D/Off including Master: 3 nos; D/Rating: 2 nos; Eng/Off: 3 nos; Eng/Rating: 2 nos; Cook: 1 no.
Actual manning on board: Deck (4 Officers including Master, 4 Deck ratings); Engine (3 Engineers, 2 Engine ratings); Catering (1 Cook).

3.6 Are policies relating to work and rest periods in place and are they being complied with? [Y] N NS NA

Other Inspector Comments: Computerised software was in use for recording hours of rest for each crew member; randomly checked against the activities onboard.

3.11 Additional comments

## Chapter 4: Navigation and Communications

### Navigation and Communications

4.5 Is an operational gyro compass with repeaters provided? [Y] N NS NA

Other Inspector Comments: Vessel was fitted with one gyro compass; the unit was last serviced by shore service provider on 17 Apr 2023.

4.6 Is an operational GMDSS provided? [Y] N NS NA

Other Inspector Comments: Vessel was equipped with GMDSS radio installation for sea areas A1 & A2.

| | | | | | |
|---|---|---|---|---|---|
| 4.7 | Is an operational Global Navigation System receiver (GNS) provided?<br>Other Inspector Comments: GPS was fitted. | [Y] | N | NS | NA |
| 4.8 | Is an operational Terrestrial Navigation System receiver (TNS) provided? | Y | N | NS | [NA] |
| 4.10 | Is an operational 3cm radar provided?<br>Other Inspector Comments: Vessel was provided with one X band radar; the magnetron was last renewed on 20 Feb 2024. | [Y] | N | NS | NA |
| 4.11 | Is an operational 10cm radar provided? | Y | N | NS | [NA] |
| 4.14 | Is an operational search light provided?<br>Other Inspector Comments: i) 2 nos search lights at the bridge wings were tested and found in order.<br>ii) The portable daylight signalling lamp was tested on both battery & ship's power mains during the inspection. | [Y] | N | NS | NA |
| 4.16 | Is an operational depth sounder provided?<br>Other Inspector Comments: Vessel was fitted with an electronic echo sounder recorder. The depth alarm (shallow water) was tested by the Second officer, found in order. | [Y] | N | NS | NA |
| 4.19 | Is a rate of turn indicator provided? | Y | N | NS | [NA] |

| | | | | | |
|---|---|---|---|---|---|
| 4.20 | Are operational navigation lights and signals provided?<br>Other Inspector Comments: 2nd Officer tested navigation & the (aft mast) signal lights & the lights failure audible/ visual alarms; found in order. | [Y] | N | NS | NA |
| 4.22 | Is an operational Digital Selective Calling (DSC) Communications system fitted?<br>Other Inspector Comments: As per print-out, last successful test of MF/HF radio with shore station was carried out on 19 Feb 2024. | [Y] | N | NS | NA |
| 4.23 | Is an operational ARPA system provided?<br>Other Inspector Comments: ARPA was incorporated in the X band radar. | [Y] | N | NS | NA |
| 4.32 | Are the navigation charts, light lists, tide tables and pilot books provided, adequate for the vessel's trading area?<br>Other Inspector Comments: Vessel was provided with 39 nos BA charts for her trading areas. Charts and publications were supplied upon requisition from the vessel by operator's office in Kuala Lumpur. BA charts onboard were corrected till notices week 08/ 2024; randomly checked the charts' edition/ corrections, T&P corrections & navigational warnings. | [Y] | N | NS | NA |
| 4.33 | If an ECDIS system is fitted, is it fully operational and are fully operational backup components provided? | Y | N | NS | [NA] |
| 4.35 | If a bow or stern thruster is fitted, are operating instructions provided and are the directions of thrust clearly indicated on the operating console? | Y | N | NS | [NA] |
| 4.39 | Are compass errors ascertained each watch when the vessel is operating in open waters?<br>Other Inspector Comments: The deviation curve of standard magnetic compass was drawn by shore compass adjuster on 20 Feb 2024; the curve indicated max 2.5 deg E/ W deviations. Compass error log was maintained. | [Y] | N | NS | NA |

| | | |
|---|---|---|
| 4.41 | Additional comments | |

## Chapter 5: Safety Management

### General Safety

| | | |
|---|---|---|
| 5.3 | Is a Quality Manual (Safety Management Manual) available on board and are personnel familiar with its contents?<br>Other Inspector Comments: Operator's SMS procedures were provided in soft copies and three sets of hard copies were also provided for easy reference. Relevant operating policies and procedures were posted at appropriate locations. | [Y] N NS NA |
| 5.9 | Is an operational emergency lighting system provided?<br>Other Inspector Comments: Inspection of the main deck was carried out in daylight hours; deck working lights, out passage lights and emergency lights were switched on and found in order. | [Y] N NS NA |
| 5.10 | Is an operational accomodation gas detection system provided? | Y N NS [NA] |

## Fire Fighting Equipment

| | | | | | |
|---|---|---|---|---|---|
| 5.12 | Is sufficient fire fighting equipment on board, including hoses, nozzles, firemen's outfits, breathing apparatus and portable extinguishers and is it in satisfactory condition, and ready for immediate use?<br>Other Inspector Comments: Two units of SCBA (one unit in the wheelhouse & one unit in the engine control room) were satisfactorily tested for air leak, cylinder pressure & audible alarms. | [Y] | N | NS | NA |
| 5.13 | If fitted, are fixed fire, smoke and gas detection systems and emergency systems fully operational, tested, and are the inspection records up to date?<br>Other Inspector Comments: Appropriate test kit and past tests records were sighted. | [Y] | N | NS | NA |
| 5.14 | If a fixed fire fighting system is installed, is it in satisfactory condition?<br>Other Inspector Comments: i) Isolating valves, one each on fire line & on foam line (i.w.o no. 2 P/S cargo tanks), were in open position & were satisfactorily tested for free movement.<br><br>ii) Engine room & cargo pump room were protected with fixed CO2 system; as per records, the system was last inspected by shore service provider during last docking in Jan 2024. | [Y] | N | NS | NA |
| 5.15 | If fitted, is the type of foam compound suitable for the cargoes which the vessel is certified to carry?<br>Other Inspector Comments: Cargo area was protected with low expansion foam; foam compound was last analysed on 16 Jan 2024 and found in order. | [Y] | N | NS | NA |
| 5.17 | Is the vessel provided with a deck water spray system? | Y | N | NS | [NA] |

## Lifesaving Equipment

5.20 Is all required lifesaving equipment on board; is it in satisfactory condition and ready for immediate use and are personnel familiar with its operation? [Y] N NS NA

Other Inspector Comments: i) Port and starboard lifeboat engines, ahead/ astern movements, canopy lights, searchlights, compressed air system and rudder system tried out and found in order.

ii) As per records, both lifeboats were last waterborne & manoeuvred on 05 Feb 2024.

iii) 2 nos of liferafts onboard (20 persons X 2 nos); last annual serviced on 05 Feb 2024.

5.21 Are survival suits provided for all personnel? Y N NS [NA]

Other Inspector Comments: Vessel was exempted from carriage of immersion suits by Flag state.

5.23 Are emergency escape sets provided for every person on board where required? Y N NS [NA]

## Operational Safety

5.42 If a pump room is installed, does it meet controlling international, national and local regulations? [Y] N NS NA

Other Inspector Comments: i) Pump room flooding high level suction damper tried out, found operating freely.

ii) Testing of pump room bilge high level alarms were witnessed.

5.46 Do personnel demonstrate familiarity with the operation and calibration of portable gas detection instruments? [Y] N NS NA

Other Inspector Comments: Chief officer demonstrated the 'bump test' of two personal multi gas detectors; found in order.

5.48 At what frequency do personnnel undergo medical examinations? [Y] N NS NA

Other Inspector Comments: Medical examination was carried out annually.

5.51 Are satisfactory safety procedures provided for cargo transfer, entering pumprooms, cargo tanks, enclosed and other dangerous spaces, and for hot work? Y [N] NS NA

Inspector Observations: Enclosed space entry permits were issued for checks of toxic gases but did not specify the type or name of toxic gases being checked.

Other Inspector Comments: No record of hot work by crew for the past one year.

*Initial Operator Comments: Define the Situation:*
*In the Enclosed Space Entry Record for the Void Space overseen by the Chief Officer on December 14, 2023, in Section 1 – Pre-Entry Preparations, the Chief Officer failed to provide a complete record. While the quantity of gas measured was mentioned as "0 ppm," the specific names of the toxic gases checked were not specified.*

*Fix or Quick Fix:*
*The Chief Officer has accurately documented entries in the enclosed space entry permit, including the inclusion of the name of the toxic gas ("0 ppm (H2S)") in the record.*
*Please refer to the attached Enclosed Space Entry Permit for details.*

*Identified Root Causes:*
*1. Inadequate monitoring.*
*2. Incomplete documentation, specifically in the entry record of the enclosed space entry permit.*

*Long-Term Corrective Action:*
*On February 25, 2024, the Marine and Safety Assurance Manager conducted a training session on the "Proper Entry Record Procedure for Enclosed Space Entry Permit," following Company procedure and form SMS-11-11. The aim was to ensure that officers onboard maintain accurate entry records and effectively manage enclosed space entry operations. Emphasis was placed on specifying the names of toxic gases after conducting atmosphere checks during the training session. Please refer to the attached training report for details.*

*Attachments:*
*1. Training on the Proper Procedure of Enclosed Space Entry Permit Record*
*2. Photo during Training Entry Record Procedure for Enclosed Space Entry Permit*
*3. Proper implementation of form SMS-11-11 Enclosed Space Entry Permit record*

*Attachment: Obs No.1 BIQ 5.51 Training on the Proper Procedure of Enclosed Space Entry Permit Record.pdf*

*Attachment: Obs No.1 BIQ 5.51 Photo during Training Entry Record Procedure for Enclosed Space Entry Permit.pdf*

*Attachment: Obs No.1 BIQ 5.51 Enclosed Space Entry Permit Record.pdf*

5.52 If the vessel is certified to carry benzene, are warning signs posted and is the restricted zone marked? Y N NS [NA]

## Tank Cleaning Safety

| | | | | | |
|---|---|---|---|---|---|
| 5.57 | If COW is being conducted, is it in accordance with the procedures described in an approved Crude Oil Washing Equipment and Operations Manual? | Y | N | NS | [NA] |
| 5.58 | Are any hydrant-type connections to the Crude oil washing lines securely closed and capped? | Y | N | NS | [NA] |
| 5.59 | If fitted, are outside air conditioning units type-approved for use in gas-hazardous areas? | Y | N | NS | [NA] |

## Vessel Security

| | | | | | |
|---|---|---|---|---|---|
| 5.61 | Are measures in place to prevent unauthorised boarding?<br>Other Inspector Comments: 6 CCTV cameras were fitted in various locations. Monitoring panel was located at navigation bridge. | [Y] | N | NS | NA |
| 5.62 | Additional comments | | | | |

## Chapter 6: Pollution Prevention

### Pollution Prevention

| | | | | | |
|---|---|---|---|---|---|
| 6.1 | Is the vessel provided with Oil Record Books?<br>Other Inspector Comments: ORB Part 1 & Part 2 were maintained and up to date. | [Y] | N | NS | NA |
| 6.3 | Is the vessel provided with a USCG approved Vessel Response Plan (VRP)? | Y | N | NS | [NA] |
| 6.4 | Is suitable equipment provided to deal with small oil spills?<br>Other Inspector Comments: Two portable pneumatic pumps located on the aft corners of main deck were tested satisfactorily. The discharge hoses were led to slop tanks. | [Y] | N | NS | NA |
| 6.13 | If so required, is the vessel provided with a containment boom? | Y | N | NS | [NA] |
| 6.17 | Is the engine space free of unauthorised overboard discharges and any evidence that unlawful oil discharge has taken place?<br>Other Inspector Comments: Engine room emergency bilge suction valve was sealed, with seal number recorded in Engine room log book. Warning notice against accidental opening was posted. | [Y] | N | NS | NA |
| 6.18 | Are receipts maintained for each disposal of garbage?<br>Other Inspector Comments: As per records in the garbage record book, garbage mainly disposed to shore reception facility. Reported that not all port facilities issued receipts for garbage disposal. | Y | N | NS | [NA] |
| 6.21 | Additional comments | | | | |

## Chapter 7: Structure

### Structure

7.2 If structural survey records are available, do they record that the hull thickness measurements are within acceptable limits? [Y] N NS NA

Other Inspector Comments: As per records, hull thickness measurement was last conducted by Class approved firm 'PT. Putra Kahar Riwayati' during docking/ special survey from 13 Dec to 20 Dec 2023, overall status of thickness of all measured plates were within acceptable limits.

7.3 Are records available to indicate regular inspection and testing of tank coatings and/or stainless steel tanks? [Y] N NS NA

Other Inspector Comments: Operator's policy required the inspection of cargo tanks to be carried out every 2.5 years, inspection of water ballast tanks to be carried out at yearly interval and inspection of void spaces to be carried out at 3 monthly interval. All cargo tanks, water ballast tanks & void spaces were last inspected during last docking/ special survey in Dec 2023/ Jan 2024.

7.4 Additional comments

## Chapter 8: Cargo Handling

### General Cargo Handling

8.3 Have written loading, discharge or ballast transfer plans, as appropriate, been prepared for the current operations? [Y] N NS NA

Other Inspector Comments: i) Vessel was provided with 'Cybermarine' program which was Class approved and programmed for damage stability calculation. Accuracy test of the loading computer was carried out at 3 monthly intervals; last test was dated 10 Jan 2024.

ii) Vessel was discharging dirty petroleum products; reviewed the discharge plan, total of 3 stages were pre-calculated for the vessel's stability and stresses condition.

8.16 Are safe and effective procedures in place for Ship to Ship (STS) cargo transfer operations? [Y] N NS NA

Other Inspector Comments: STS Operation Plan was approved by Class SCM on behalf of the Flag administration.

| | | | | | |
|---|---|---|---|---|---|
| 8.17 | If fitted, is the general condition of the cargo tank heating system satisfactory?<br>Other Inspector Comments: Cargo tanks were not fitted with heating system. | Y | N | NS | [NA] |
| 8.19 | As applicable, are cargo pumps, booster pumps, ballast pumps and stripping pumps, eductors and their associated instrumentation and controls in satisfactory operational condition, free of leaks and is there evidence of regular testing?<br>Other Inspector Comments: Please see observation entered in 8.51 below.<br>Both cargo pumps were in operation at the time of the pumproom & CCR inspection. | [Y] | N | NS | NA |
| 8.20 | Have satisfactory column/cofferdam purging routines been established where deep well pumps are fitted? | Y | N | NS | [NA] |
| 8.22 | If fitted, is the Emergency Shut-Down (ESD) System fully operational? | Y | N | NS | [NA] |
| 8.24 | Is an emergency discharge method available? | Y | N | NS | [NA] |
| 8.25 | If so required, are static electricity precautions being observed?<br>Other Inspector Comments: Full depth sounding pipes were fitted for the cargo tanks as declared by Master & as stated in VPQ 9.8.6. | [Y] | N | NS | NA |
| 8.31 | If the vessel uses its own cargo hoses, are they in good order, pressure tested annually to their design working pressure, and is a record of all hose tests and inspections maintained on board?<br>Other Inspector Comments: Vessel had 3 nos cargo hoses; as per records, last pressure tested to 15.8 bar (1.5 MAWP), elongation checked & electrical continuity tested on 19 May 2023. | [Y] | N | NS | NA |

8.51 Are remote and local, temperature and pressure sensors and gauges in satisfactory operational condition? Y [N] NS NA

Inspector Observations: Following were observed on the cargo control panel:
i) The pressure sensor for no. 3 P cargo tank was found defective.
ii) The low level lube oil pressure alarm had activated for no. 1 COP rotating gear.

*Initial Operator Comments: Define the Situation*

*1.1 The vessel discharged the cargo from COT 4W while the inspector was inspecting the cargo control room. All cargo tanks exhibited normal tank pressure except for COT 3P, which showed an incorrect reading of tank pressure. Despite the crew's attempts to release the COT pressure through the PV Valve, there was no change in the pressure reading for this COT 3P. It was suspected that the COT Pressure sensor was defective.*

*1.2 Cargo Pump No.1 was utilized to discharge the LSFO cargo, and during the inspection, the low-level lube oil pressure alarm was activated for the rotating gear of this Cargo Pump. Immediately this issue was rectified by the engineer after being notified.*

*Fix or Quick Fix*

*2.1 Following the discharge operation, an engineer replaced the pressure sensor for the No. 3P cargo tank with a new spare sensor available on board. Subsequently, a simulation test of the Cargo Tank Pressure and Vacuum alarm was carried out and found to be in good working order. During the last loading on February 27, 2024, at Tanjung Pelepas, the chief officer conducted a test before loading, and the results indicated that the pressure sensors were in good working condition. The pressure sensor was also monitored during the cargo transfer operation and found to be in good working condition. The attached service report is provided for reference.*

*2.2 The engineer was informed and promptly investigated and assessed the low-level lube oil pressure issues following the alarm triggered in the CCR. It was discovered that the rotary gear oil level was low, so it was replenished to the normal level. Once this was completed, the alarm in the CCR was reset and disappeared.*

*Identified Root Causes*

*Inadequate monitoring and inspection*

*Long-Term Corrective Action*

*2.1 The engineer in charge inspects the oil level of the Cargo Pump rotary gear monthly and ensures it remains at the normal level. If necessary, the oil will be replenished. These inspections are recorded in the monthly test log SOP-08.4-03.A. Before and during loading operations, the oil level is checked and verified. If any alarms or abnormalities occur, the officers must notify the engineer immediately. The Chief Officer's Standing Order has been updated to address any abnormalities that may arise during cargo operations.*

*2.2 Before loading and discharging operations, a routine inspection and test are conducted on the Cargo Tank's secondary venting system. The correct set level, which is 10% higher than the Primary venting system, is verified, and a simulation test is performed to ensure everything is functioning properly. The results of these tests are recorded in the prior loading (SOP-03-05) and discharging test log (SOP-03-06), as attached.*

*Attachments:*

1. *Repair and Service Report of the pressure sensor COT 3P.*
2. *Photo of the pressure sensors for COT 3P*
3. *SOP-03-05 Prior Loading Ops Test log.*
4. *SOP-03-06 Prior Discharge Ops Test log.*
5. *Photo of low-level lube oil pressure indicator at CCR*
6. *The amended Chief Officer Standing Orders which was signed by all officers*

*Attachment: Obs No.2.1 Repair and Service Report Form - Pressure Sensor COT 3P.pdf*

*Attachment: Obs No.2.1 VIQ 8.51 Photo fo current condition the COT3P Pressure Sensor.pdf*

*Attachment: Obs No.2. SOP-08.3-06 Prior Ops Test Log - Loading on 27 Feb 2024.pdf*

*Attachment: Obs No.2 OP-03-06 Prior Ops Test Log - Discharge On 01 Mar 2024.pdf*

*Attachment: Obs No.2.2 BIQ 8.51 Photo of Lube oil press alarm COP No.1.pdf*

*Attachment: Obs No.2 BIQ 8.51 Chief Officer Standing Order.pdf*

### Cargo Compressor and Motor Rooms

| | | | | | |
|---|---|---|---|---|---|
| 8.57 | Is the gas detection equipment in a satisfactory condition?<br>Other Inspector Comments: Not fitted with cargo compressor room or motor room. | Y | N | NS | NA |

### Void Spaces and Seals: Type "C" Tanks

| | | | | | |
|---|---|---|---|---|---|
| 8.61 | Is the environmental control of void spaces satisfactory? | Y | N | NS | NA |

### Void and interbarrier spaces and seals. Other cargo tank types

| | | | | | |
|---|---|---|---|---|---|
| 8.67 | If a cargo heating system is fitted and is in use at the time of the inspection, is it properly insulated, in a satisfactory operational condition and free of leaks? | Y | N | NS | NA |
| 8.68 | If diesel engines are installed on the open deck, are these certificated and approved by a recognised authority and situated outside the gas-hazardous area? | Y | N | NS | NA |

### Cargo Measurement

| | | | | | |
|---|---|---|---|---|---|
| 8.72 | If fixed cargo level measuring equipment is fitted, is it operational, certified and regularly calibrated? | Y | N | NS | NA |

| | | | | | |
|---|---|---|---|---|---|
| 8.73 | Are cargo tanks provided with an overfill protection system (High Level Alarms) and is the system fully operational?<br>Inspector Observations: Simulated cargo tanks 3 P/S & 4 P/S high level & overfill alarms during the inspection. It was noted that the overfill alarm (98%) for no. 4 P cargo tank was not operational.<br>*Initial Operator Comments: Define the Situation*<br>*High-level and overfill alarms are installed on the Cargo Tanks, and they undergo testing before loading and discharging operations. During an inspection, the Inspector requested a simulation test of the HLA and HHLA/overfill alarms for tanks 3W and 4W. However, it was observed that the overfill alarm for COT 4P was non-operational during the test.*<br><br>*Fix or Quick Fix*<br>*During the discharge operation, the UTI remained on standby at COT 4P and regularly monitored its level as a temporary measure. The following day after departure from the terminal, the high-level/overfill sensor unit for Cargo Tank 4(P) was replaced with a new spare and tested accordingly. The test was successful, and both the HLA and HHLA/overfill alarms were fully operational.*<br><br>*Identified root Causes*<br>*Equipment defects, worn out.*<br>*Lack of monitoring.*<br><br>*Long-Term Corrective Action:*<br>*The HLA and HHLA for COT are routinely tested, especially before cargo loading and discharge operations, to confirm their functionality. The test results will be documented in SOP-03-05 Prior Ops Loading Test Log and SOP-03-06 Prior Ops Discharging Test Log, attached for reference.*<br><br>*Attachments:*<br>*1. Service Report Cargo Trank HHLA 4P*<br>*2. SOP-03-05 Prior Ops Loading Test Log*<br>*3. SOP-03-06 Prior Ops Discharging Test Log* | Y | [N] | NS | NA |

*Attachment: Obs No.3 BIQ 8.73 COT HHLA Repair and Service Report.pdf*

*Attachment: Obs No.3. BIQ 8.73 SOP-03-06 Prior Ops Test Log - Discharge On 01 Mar 2024.pdf*

*Attachment: Obs No.3. BIQ 8.73 SOP-08.3-06 Prior Ops Test Log - Loading on 27 Feb 2024.pdf*

| | | | | | |
|---|---|---|---|---|---|
| 8.79 | If fixed tank gauges are not fitted, are sufficient portable tapes provided to simultaneously gauge each tank being worked?<br>Other Inspector Comments: Vessel was not fitted with fixed cargo tank gauging system; 3 nos UTI tapes with valid calibration certificates were provided. | [Y] | N | NS | NA |

| | | | | | |
|---|---|---|---|---|---|
| 8.83 | If a flow meter is fitted, is it operational AND calibrated in accordance with the requirements of the approving autrhority? | Y | N | NS | [NA] |

Venting and Inert Gas Systems

| | | | | | |
|---|---|---|---|---|---|
| 8.86 | If the vessel is fitted with a cargo venting system, is it in a satisfactory operational condition?<br>Other Inspector Comments: Please see observation entered in 8.51 above.<br>All cargo tanks were fitted with independent high velocity PV valves rated at + 14 kPa and - 3.5 kPa. Pressure sensors (with alarms settings at 15.4 kPA and - 3.85 kPa) were provided in each tank as means of secondary protection and readable in the cargo control room. | [Y] | N | NS | NA |
| 8.90 | If cargo tank inlet valves are fitted which permit the isolation of individual tanks from the venting system, are these provided with positive locking arrangements and are the keys under the control of a responsible person? | Y | N | NS | [NA] |
| 8.92 | If an inert gas system is fitted are its components in a satisfactory condition? | Y | N | NS | [NA] |
| 8.93 | If the inert gas system is in use, is it operating satisfactorily? | Y | N | NS | [NA] |
| 8.95 | If the vessel is equipped with a vapour-return system, is it operational and are personnel trained in its use? | Y | N | NS | [NA] |
| 8.97 | Additional comments | | | | |

## Chapter 9: Mooring

Mooring

9.4 Are the winches that are employed for mooring in a satisfactory condition? Y [N] NS NA

Inspector Observations: The mooring winches' brakes were set to render at 19.1 T; however, it was noted that the SWL of the mooring winches and mooring chocks/ fairleads were only 17.2 T.

*Initial Operator Comments: Define the Situation*
*During the inspection, it was found that the brakes of the mooring winches were set to engage at a force of 19.1 tons. Upon further examination, it was evident that the Safe Working Load (SWL) for the mooring chocks/fairleads was only 17.2 tons. This discovery raises a safety issue, as the braking force surpasses the rated capacity of the mooring equipment. This situation could pose a risk of overloading the mooring system, potentially resulting in equipment failure, structural damage, or accidents during mooring operations.*

*Fix or Quick Fix:*
*Referring to the vessel-approved mooring fitting drawing, the ship's design MBL is 18.1 tons. The mooring winch Break Holding Capacity is set to 60% of the Ship's Design MBL or equal to 10.9 tons, and the mooring winch rendering capacity is set to 50% of the ship's design MBL or equal to 9.05 tons.*
*The mooring Break Holding Capacity and Rendering Capacity were retested, and the rendering point was re-marked at the mooring winch.*
*The attached photo of the new mooring rendering point and Break Holding capacity marked on the mooring winch and the new BHC Test Certificate are as references.*

*Identified Root Cause*
*Lack of Control and monitoring*

*Long-Term Corrective Action*
*The vessel's Mooring System Management Plan (MSMP) has been revised to incorporate all pertinent documentation, certificates, and maintenance records, aligning them with the updated braking force settings to maintain consistency with equipment specifications. This update aims to offer clear instructions for personnel responsible for operating and maintaining the mooring system.*
*As per the revision, the primary brake of the mooring winch must be adjusted to hold 60% of the ship's design MBL. This setting will undergo annual testing, and the corresponding certificate will be kept onboard, and monitored by the master.*

*Attachments:*
*1. Photo of new sets of BHC and Rendering Point marked on mooring winch.*
*2. BHC Test Certificate*

*Subsequent Operator Comments:*
---
*Entered by: Captain Agustinus Terry Letsoin [operation@maytanker.com]*
*Date: 06 Mar 2024 08:41:57*

*Attachment No.1 - Photo of new BHC and Rendering Points marked on mooring winch which was inadvertently not included in the initial response.*

*Attachment: Obs No.4 BIQ 9.4 STRAITS GEMILANG - BHC Test Certificate..pdf*

*Attachment: Obs No.4 BIQ 9.4 Photo of Marking Mooring Winch BHC and Rendering Point.pdf*

| | | | | | |
|---|---|---|---|---|---|
| 9.8 | If synthetic tails are used in conjunction with wires, are they in satisfactory condition and is a suitable joining shackle used between the wire and the tail? | Y | N | NS | [NA] |

9.10 Additional comments

## Chapter 10: Towing and Pushing Vessels

### Towing and Pushing Vessels

10.35 Additional comments

## Chapter 11: Machinery

### Machinery

| | | | | | |
|---|---|---|---|---|---|
| 11.2 | Is a planned maintenance system being followed, and is it up to date?<br>Other Inspector Comments: PMS system was paper based schedules; as per the records, no job overdue.<br><br>Operator's policy for lube/ hydraulic oils analyses:<br>- At 6 monthly interval: Main engine, diesel generators, steering gear & cargo pumps.<br>- At yearly interval: Emergency generator & deck machinery.<br>- Every dry dock: Stern tube.<br>Latest analyses reports were dated 19 Jan 2024, all samples were graded 'Normal'. | [Y] | N | NS | NA |

11.6 If the vessel is provided with an emergency diesel generator, is it in satisfactory operational condition? Y [N] NS NA

Inspector Observations: Following were observed:
i) A senior engineer officer accompanying the deck round was unable to start the emergency generator when requested.
ii) The emergency generator starting instruction did not include the requirement to reset the spring load trip switch.
(For information: A junior engineer officer later tested the emergency generator using both battery and spring operated starter methods, and found to be in order.)

*Initial Operator Comments: Define the Situation*
*The vessel's emergency generator can be started using either battery- or spring-operated methods, and both are tested weekly.*
*During a deck round, the senior engineer couldn't start the generator because the spring load trip switch wasn't in the reset position. However, the junior engineer later successfully tested the generator using both starting methods.*
*Although there's an operating procedure posted by the control panel, it doesn't include detailed instructions on checking and resetting the spring load trip switch.*

*Fix or Quick Fix:*
*The starting procedures for the emergency generator have been revised.*
*We've included clear instructions for checking and resetting the spring load trip switch before manually starting the generator. To aid in following the procedure, we've also posted an indication label with a number corresponding to the sequence of the starting steps. Please refer to the attached document for the updated starting procedure, along with a photo showing its placement next to the control panel for your convenience.*

*Identified Root Causes*
*Inadequate of procedures*

*Long-Term Corrective Action*
*The Update Operating Procedures for the emergency generator have been reviewed and revised to ensure they include detailed instructions for checking and resetting the spring load trip switch.*
*Regular Training and Awareness Provide training to relevant personnel on the updated procedures for starting the emergency generator. Ensure that all crew members are aware of the changes and understand their responsibilities.*
*Labeling and Signage have been made indicating the sequence of starting procedures and any additional steps required.*
*Routine Checks - Incorporate regular checks of the emergency generator starting procedures into routine maintenance schedules to verify that all steps are followed correctly.*

*Attachments:*
1. *Updated Operating instructions for Emergency Generator.*
2. *Photo of the starting procedure and the spring load trip switch label*

*Subsequent Operator Comments:*
---
*Entered by: Captain Agustinus Terry Letsoin [operation@maytanker.com]*
*Date: 06 Mar 2024 08:41:57*

*Attachment No.1 - An update to the operating instructions for the Emergency Generator has been included, which was inadvertently not included in the initial response.*

*Attachment: Obs No.5 BIQ 11.6 Photo of Starting Procedure Emergency Generator.pdf*

*Attachment: Obs No.5 BIQ 11.6 Emergency Generator Starting Procedure.pdf*

| | | | | | |
|---|---|---|---|---|---|
| 11.9 | Are the boiler fuel emergency stops operational? | Y | N | NS | [NA] |
| 11.11 | Is the fire pump in satisfactory condition and operational?<br>Other Inspector Comments: The emergency fire pump tested satisfactorily with two hoses deployed, one at the poop deck and one at forward and both operating simultaneously. | [Y] | N | NS | NA |
| 11.12 | Are safety devices and alarms operational?<br>Other Inspector Comments: Main engines (port & starboard) fuel leakage alarms were tested satisfactorily during the inspection. | [Y] | N | NS | NA |
| 11.13 | Are bilge alarms operational?<br>Other Inspector Comments: Testing of bilge high level alarms were witnessed. | [Y] | N | NS | NA |
| 11.14 | If fitted, are the pump room gas detection systems operational?<br>Other Inspector Comments: Fixed gas detection system was fitted for cargo pump room. As per records, the system was checked by Chief officer at monthly intervals. | [Y] | N | NS | NA |
| 11.16 | Is the emergency steering gear operational?<br>Other Inspector Comments: Testing of emergency steering done by engineers and found satisfactory. | [Y] | N | NS | NA |
| 11.26 | Is the oily water separator arrangement and overboard discharge operated correctly?<br>Other Inspector Comments: The oily water separator 15 ppm alarm & solenoid valves operation were simulated by engineers. | [Y] | N | NS | NA |

11.35 Additional comments

## Chapter 12: General Appearance

### General Appearance

12.1 Is the general condition and cleanliness of the hull satisfactory? [Y] N NS NA

Other Inspector Comments: Visible area of the port side hull coating was in good appearance; clean and free of oil marks.

12.2 If permanent fendering is fitted is it is a satisfactory condition? [Y] N NS NA

Other Inspector Comments: Used tyres were fitted at the ship's side, both forward & aft sections.

12.3 Does the structural appearance and cleanliness of the weather deck appear to be satisfactory? [Y] N NS NA

Other Inspector Comments: The decks were free of hard rust; spot rusting were noted on pipelines and associated fittings.

12.5 Does the overall appearance of the superstructure appear to be satisfactory? [Y] N NS NA

Other Inspector Comments: Accommodation external was clean, with some scattered rust spots.

12.8 Additional comments

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

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

**Operator's Initial General Comments**

**Operator's Subsequent General Comments**

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Entered by: Captain Agustinus Terry Letsoin [operation@maytanker.com]
Date: 06 Mar 2024 08:41:57