

Ship: MARITIME POLARIS **Insp. Date :** 16-10-2019
Ship IMO: 9768746 **Inspector:** DALAL - INDIA
Report Nr.: 121440 **Port of Insp.:** Dahej, India
Insp./Ship Type: Chem./Chem. **Revision:** 9 (2019)

Template: (No Template selected)

| Calculation inclusive N/A values | | | | Calculation exclusive N/A values | | | |
|----------------------------------|--------|---------------|---|----------------------------------|--------|---------------|---|
| Questions | 795 | Negative Stat | 2 | Questions | 749 | Negative Stat | 2 |
| Total Negatives | 3 | Negative Reco | 0 | Total Negatives | 3 | Negative Reco | 0 |
| Perc. compliance | 99.62% | Negative Desi | 1 | Perc. compliance | 99.60% | Negative Desi | 1 |

Total Rows: 24

S/R/D Value

(NA Values Excluded 46)

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| A Ship Operators Representative (employee or contractor) is on board to attend the inspection | | No |
| A.2.2 | Loading | No |
| A.2.4 | Tank Cleaning | No |
| A.2.5 | Bunkering | No |
| A.2.6 | Idle | No |
| 1.1.1 | The vessel is issued with electronic statutory certificates | No |
| OBS:Not issued. | | |
| 1.4.3 | There are records of the condition of tanks, including coating condition and corrosion prevention, as applicable, for the cargo tanks, ballast tanks, void spaces and cofferdams | S No |
| OBS:11P cargo tank was last inspected in Feb-2018, more than eighteen months back. | | |
| COM:Our company has detailed guidance and procedures regarding cargo tank inspections which being done at intervals of every 12 months. | | |
| Maritime Polaris is new built vessel, delivered to the owners on 12th Jan 2017. | | |
| Vessel is on time charter and has been plying between fixed coastal ports, load port (Sikka) and discharge port (Dahej). Cargo tank 11P was last inspected in Feb 2018 In accordance with companyâs procedure, Proper extension was obtained from company superintendent Inchagre , this was also presented to the CDI inspector. Extension is granted until 30-Oct-2019.Further it shall be noted that both Slop tanks (11P & 11S) are coated with JOTUN, TANKGUARD SPECIAL ULTRA EPOXY. | | |
| Fleet Superintendent is always consulted for postponement of these cargo tanks inspection schedule. A comprehensive Risk Assessment carried out and these tanks have been inspected from all possible external locations accessible from adjacent cargo tanks, wing ballast tanks, cofferdam/void spaces and deck. All were found in good condition and records of these inspections were duly maintained and same was sighted by the inspector. | | |
| Heating coils in the cargo tanks are pressure tested periodically and found intact and in good condition. Tank High level and Overfill alarms tested regularly, Pumps cofferdam purged before and after every loading/discharging and all in good condition. Cargo samples drawn from tanks regularly at load and discharge port by cargo surveyors and shipâs staff are inspected visually. | | |
| Permission for postponement of visual internal inspection of these cargo tanks is being obtained by Superintendent-in-charge, after proper Risk assessment every 3-monthly period, provided inspection of cargo tanks bulkheads/deckheads/tanktop are checked externally from adjacent spaces. All these records including risk assessments and office approval were sighted by the inspector. | | |
| Vessel is in compliance with Companyâs and Charterers requirements at all times. | | |
| It may be noted that all the tanks will be inspected in the upcoming intermediate survey scheduled in mid-December 2019, and the interval between successive tank inspection will not exceed two years period, as in such exceptional circumstances. Beside Cargo tanks, all other ballast tanks, void spaces and cofferdam were being inspected at regular intervals and records being maintained, as per companyâs procedures. The subject observation was shared with fleet tankers & vessels under time charter with similar nature of trade, to ensure such observation were positively addressed on board and to promulgate information. | | |
| 2.1.33 | Does the ship operator have a scheme in place for the auditing of third party port agents | No |
| OBS:No document was available onboard to indicate that the operator had a scheme to audit third party port agents. | | |
| 3.1.22 | ECDIS is not the primary means of navigation | No |

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| OBS: <i>ECDIS is the primary means of navigation.</i> | | | |
| 4.1.17 | Condition of mooring ropes, wires and lines (as fitted) appear satisfactory OBS: <i>LDBF of mooring ropes (75T) is more than 105% of ship's design MBL (62.5T).</i> COM: <i>Maritime Polaris was delivered on 12th Jan 2017, Mooring Ropes were supplied by Ship Yard during vessel delivery in accordance with the requirements MEG 3. The BHC/BRC was tested on 28th Aug 2019 and these ropes will render at designated settings. In accordance with Mooring Equipment Guidelines, the vessel has been provided with a Mooring System Management Plan (MSMP) and Line Management Plan (LMP). In accordance with Class requirements, Equipment Number Calculations have been carried out and the vessels fittings and the SWL for all equipment is mentioned on the relevant certificates and the fittings. The ships mooring equipment is built in accordance with MSC/Circ.1175 (Guidance on Shipboard Towing & Mooring Equipment) these were verified by the inspector. also crew knowledge regards the vessel MSMP was checked by the inspector. Total number of Ropes on board is 26 nos out of which 12 mooring ropes are on the mooring drums. Brake rendering test of all mooring winches had been done using on board brake holding test kit on 28th Aug 2019. All mooring ropes are of PP+PE material and are in good condition. Test certificates are available on board for all of these mooring ropes. It was also noticed by the inspector that all the ropes were correctly reeled on the mooring winch. The winches were well maintained and well marked. The ropes in use were well marked, identified, numbered and tagged. The ropes as reported in inspectors observation are in process of being replaced in due time. All ropes are in good condition.</i> | S | No |
| 4.1.18 | Synthetic mooring tails are fitted OBS: <i>N/A</i> | No | |
| 5.1.34 | A vapour return line is connected OBS: <i>Not connected.</i> | No | |
| 5.1.57 | The ship is fitted with a pump room OBS: <i>Not fitted.</i> | No | |
| 5.1.66 | The ship is fitted with a cargo pump room OBS: <i>Not fitted.</i> | No | |
| 5.2.6 | During the period of the inspection, a ship to ship cargo transfer operation took place OBS: <i>A ship to ship cargo transfer operation did not take place during the inspection.</i> | No | |
| 5.3.43 | Steam has been injected into a cargo tank previously containing a flammable product OBS: <i>Records indicated that steam injection is not used for tank cleaning.</i> | No | |
| 5.3.48 | Filter masks are used onboard OBS: <i>It was informed that vessel did not carry filter masks.</i> | No | |
| 6.1.8 | The ship is operating UMS at sea OBS: <i>It was informed that vessel is not operated in UMS mode owing to short coastal voyages.</i> | No | |
| 6.1.19 | The vessel has an approved exhaust gas cleaning system OBS: <i>Not fitted.</i> | No | |
| 7.1.4 | Emergency procedures are available and adequate for actions to be taken onboard in the event of an emergency situation in nearby proximity to the vessel (i.e. fire onboard a nearby vessel, a release within the terminal, etc.). OBS: <i>No procedure for the same was available onboard.</i> COM: <i>MSI Ship Management Pte has robust and comprehensive Emergency procedures and Maritime Polaris is in full compliance with these requirements as laid out in MMM Manual Appendix 5 Emergency Response Plan. These procedures also includes drills in the event oil or chemical spills and in line with the requirements of the vessel's SOPEP, SMPEP and USCG VRP. Randomly the Ship staff were able to demonstrate the details of their duties during emergency.</i> <i>The details of Enclosed Space Entry drills were checked including effectiveness of the personal protective equipment required for entry and communications equipment and procedures. The Company Emergency Response Plan in MMM Appendix 5 contains over 35 scenarios of Response to potential Emergencies. further the chief officer and all Deck Watch-keeping Officers and crew are well versed with the emergency procedures for the specific cargo on board and are the Officers familiar with the vessel's cargo system, including emergency discharge arrangements. We thank and we have taken positive note of CDI Inspector observation, We shall be including above Emergency procedure in our Emergency Response Plan "Actions to be taken on board in the event of an emergency situation in nearby proximity to the our vessel." Our company Ship Procedure Manual Section 7.5.4 under section Departure from Anchorage in Emergency provides clear guidance on action to be taken in case of an emergency</i> | D | No |

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| <i>and vessel may be required to depart from an anchorage in situations that could cause high risk to the ship, In the interim all fleet tanker has been requested to include these in Masters night order book actions to be taken in case of emergency situation in nearby proximity to the vessel.</i> | | |
| 9.1.40 | A fixed foam firefighting system is installed for the machinery spaces OBS: <i>Not installed.</i> | No |
| 9.1.49 | A fixed dry powder firefighting system is installed for the cargo area OBS: <i>Not installed.</i> | No |
| 9.1.54 | A fixed water spray firefighting system is installed for the cargo area OBS: <i>Not installed.</i> | No |
| 10.1.11 | The rescue boat is certified as a "fast rescue boat" on Form E OBS: <i>Rescue boat is not certified as a 'fast rescue boat'.</i> | No |