

Ship: MARITIME NORDIC **Insp. Date :** 01-12-2018
Ship IMO: 9308534 **Inspector:** MEHDI - QATAR
Report Nr.: 117408 **Port of Insp.:** Port Qasim, ...
Insp./Ship Type: Chem./Chem. **Revision:** 8 (2015)

Template: (No Template selected)

Calculation inclusive N/A values				Calculation exclusive N/A values			
Questions	775	Negative Stat	2	Questions	741	Negative Stat	2
Total Negatives	3	Negative Reco	0	Total Negatives	3	Negative Reco	0
Perc. compliance	99.61%	Negative Desi	1	Perc. compliance	99.60%	Negative Desi	1
Total Rows: 18							S/R/D Value
(NA Values Excluded 34)							
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
1.1.16 USCG Certificate of Compliance							No
OBS: The USCG Certificate of Compliance on board ship was expired on 27 May 2018.							
COM: A certificate of compliance can only be obtained after a coast guard inspection. Maritime Nordic has not called a United States ports since 27th Jun 2016 (Freeport, Texas).							
Currently vessel is trading in ports between Middle East and Far East.							
Company will arrange an USCG COC examination at first port of Call in USA in case vessel is calling a US port in future.							
2.1.32 Does the ship operator have a scheme in place for the auditing of third party port agents							No
OBS: There was no evidence available on ship that ship's operator had in place scheme for auditing of third party agents.							
COM: As per company's procedures, an approved List of Agency is maintained by Office to select port agents for owner's protective/husbandry work. Initial Assessment is done for inclusion into the company's database. Approvals are granted to companies that can satisfy stipulated criteria by the company. The Fleet Director visits hub agents periodically to make an assessment on their capabilities and resources in order to keep database updated. In addition to Owner's in-house main agents in China & South Korea, the approved/contracted Hub agents, such as, Wilhelmsen, Inchcape, are ISO 9001 certified and audited annually by recognized organization as per requirements and at ad-hoc basis by the owner's representative at periodic interval. As per procedures, master is authorized to provide his feedback on agent's performance and services rendered.							
5.2.6 During the period of the inspection, a ship to ship cargo transfer operation took place							No
OBS: Vessel was made fast to terminal and it was discharging cargo to shore tanks.							
5.3.42 Steam has been injected into a cargo tank previously containing a flammable product							No
OBS: Operator had policy of not injecting steam in to cargo compartments previously containing flammable products.							
5.3.47 Filter masks are used for protection from toxic cargoes							No
OBS: Operator had policy of not using filter masks on ship.							
5.4.3 The condition of all other cargo equipment appears satisfactory (as fitted)							S No
OBS:- Steam and/or thermal oil pipelines, connections and systems - It was observed that spindle wheel of steam cock located on starboard side main deck was being wasted due rust. It was further observed that the wasted wheel was replaced and new wheel was fixed before Inspector disembarked from ship.							
COM: Over view- We have investigated the matter and following were made known.							
The vessel specific PMS has these valves covered under the system. As a part of normal maintenance, all steam valves were checked for easy operation prior arriving to the inspecting port. Some were found jammed and were made free instantly. Nonetheless, the mentioned spindle wheel of steam cock located on starboard side main deck was found very tight due to sea water deposition after confronting bad weather. Ships staff tried to make it free, but wheel was broken due to excessive pressure inserted on it to open the valve.							

<p><i>As the vessel was approaching port, the renewal of the spindle was deferred, putting arrival preparation on priority.</i></p> <p><i>Root Cause â Lack of planning</i></p> <p><i>Actions â The said spindle wheel was immediately replaced with new spare, when pointed out by the inspector.</i></p> <p><i>To prevent any recurrence, vessel was instructed to plan/prioritize/complete such maintenance job well in advance to arriving a port.</i></p>		
5.4.4	If No, how many items do not exhibit a satisfactory condition?	1
6.1.20	The vessel has an approved exhaust gas cleaning system OBS: <i>Ship was not provided with exhaust gas cleaning system.</i>	No
6.3.1	The appearance / condition of all of the equipment in the machinery space appears satisfactory OBS:- <i>Lifting equipment/appliances - It was observed that the safety locking pin of hoisting hook of one chain block (located near engine room workshop) was not holding in locking position. Its spring loaded mechanism was not working and pin was hanging free. It was further observed that the broken spring was renewed and pin was holding in locking position before Inspector disembarked from ship.</i> COM: <i>Overview- We thank the inspector for identifying the lapse which was immediately rectified in front of the inspector.</i> <i>Root Cause â Inadequate monitoring</i> <i>Actions â The chief engineer conducted a thorough check of all lifting appliances and checks the condition of hook locking mechanism for correct operation.</i> <i>This observation will be included in our database from which we select significant and/or repeat observations for inclusion in the companyâ s bi-monthly QHSE/Vetting bulletin for promulgation within the fleet to avoid recurrence</i>	S No
6.3.2	If No, how many items do not exhibit a satisfactory condition?	1
9.1.44	A fixed dry powder firefighting system is installed for the cargo area OBS: <i>Fixed dry powder firefighting system was not installed for cargo area.</i>	No
9.1.49	A fixed water spray firefighting system is installed for the cargo area OBS: <i>Fixed water spray firefighting system was not installed for cargo area.</i>	No
10.1.6	A dedicated rescue boat is carried OBS: <i>Starboard side life boat was designated as rescue boat.</i>	No
11.1.36	Ballast water treatment equipment is required OBS: <i>BW treatment equipment was not required and it was not installed on ship.</i>	No
13.1	Hull OBS: <i>Shipâ s visible part of hull (port side) was inspected. Isolated pitting rust spots (with breakdown of paint) were observed on boot topping paint area at various locations above water line (shipâ s draughts F: 9.0 M & A: 10.0 M).</i> COM: <i>Over View - The mentioned pittings at isolated location on port side is attributed to wear and tear. The vessel is periodically engaged in short sea trade with several berth calls in each port. Because of the trading pattern, the ship side coating is affected due to routine berthing / un-berthing operations. However, it should be noted that, the hull is free from any indentation or deep scratch, oil staining, coating breakdown or marine growth. The condition of the hull is in an intact condition with no concerns to its structural integrity. It may also be noted that all markings as required by load line were verified by the inspector and found to be in satisfactory condition.</i> <i>Root cause- Wear and tear due to trading pattern of the vessel.</i> <i>Actions - The corrosion control maintenance of the paint work on ship's hull is included in the maintenance plan of the vessel and is completed as and when port regulations permit. Most ports / terminals prohibit any over side painting which prevents timely re-coating. Vessel has on board the required paints for carrying out maintenance of Ship side. Master has been instructed to ensure that this maintenance work is completed at first available opportunity weather and port regulations permitting.</i> <i>We will continue to monitor the condition of the coating and the progress with the up gradation on a regular</i>	D No

basis during communications with the vessel and Management/Superintendent visits onboard the vessel in the coming months.