



## Maritec Tanker Management

### Incident Report's Details

Ship File No : N/A  
 Office File No : N/A  
 Form No : N/A  
 Issue : N/A  
 Revision : N/A  
 Rev Date : N/A

Vessel : Morbihan	Defect ID : 25	NCR # : 9/2022	Is NCR ? : Yes
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#### Defect Details

Oil Spill on cargo deck

1520 Commence discharging the JET A1, at Sara Terminal at port of Degrad des Cannes at French Guyana.

2208 Completed discharging the JET A1

2340 Commence discharging of Gas oil from cargo tanks 1P/S (Tanks full 97.8%). The other tanks with Gas oil :4P 76.5%,4S 76.6%,3P 97.9%,3S 97.2%  
 The cargo valves indication inside CCR showing discharging valves 1P/S in open position and only those valves has been verified by visual check by duty A/B (the position of the drop valves has been not checked visually, as per Chief Officer)  
 Ship has been using a common line connected to the 3 P/S,4P/S,5P/S. The segregation valves on the manifold all in open position. IGS running. The manual tapes of UTI has been not in use. Rely only on the computer.

2348 Chief Officer reduce the cargo pumps of 1P/S,COT ,to approx. 40 rpm. Than he started discharging from the COT ,3P/S .UTI not in use again, he relies only on the computer sounding level indicator.  
 On the beginning of discharging from 3P/S,duty AB informed the Ch/Off, that cargo is overflowing on deck from 3P P/V Valve.Ch/Off Stop the cargo immediately. All crew has been gather on deck for the cleaning operation. Cargo do not drop overboard, each drop stay on deck. Only on main deck. Quantity spilled approximately 200 ltr, area of spill :main deck between 3P/S and manifold.

0010 At 26-th February.Ch-Off informed Master about the spill.Master immediately come to deck to estimate the situation and collect the evidences.

0020 Two Loading Masters come on board to estimate the oil spill area.Master assure them that :no any injuries,no any drop of oil drop overboard and that ship will restore normal safety condition within max 1 hr.The agreement been as follow:asa soon cleaning will be completed ship need to inform the terminal and wait for approval to resume the cargo operation.

0040 Master informed Maritec DPA mr Francis Monteiro about the spill. Master received full support and instructions to be followed .

0120 Master informed agent Rhea Shipping (as per local regulations) and Charterers representative mr Athma Goupal and Mrs Afira Aproo

0130 Chief Officer reported liquid collecting completed and commence the manual cleaning by chemicals

0130-0315 During rutine re-checks of possible reason of overflow Master found out that the 3P drop valve was not fully close and no operative by remote system.The Chief Eng has been informed and valve has been fully close by means of spanners and valve actuator has been remove for investigation and repair.

0324 The discharging has been resumed from 1P under Master supervision.Master took over the cargo duty from Ch Off.The UTI has been used for verifying the data from computer system.

0350 Master observed malfunction of radar sounding level in 3P COT(the abnormal jumping of sounding level between 96-99%).Capt call ETO to check the reason. The card slot from Slop port has been exchanged with 3P,and radar start showing normally.

0430 The Safety ullages from 1P/S and 3P/S has been completed.V/L proceed to discharge with full rate.Master handover the port duty back to chief Officer.

Requisition Code :

#### Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Deck
Secondary :	Lack of Situational Awareness	Inspector External :		Office Dept :	Operations
		Inspection Date :			

#### Applicable Dates

Date Raised : 26-Feb-2022	ETC : 12-Mar-2022	Date Completed : 26-Feb-2022
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**Other Details**

Priority : Normal	Assigned By : Vessel	Verified By :
Display in Daily Meeting? : No	SFI :	Verified On :

**Causes**

Chief Officer do not use UTI for comparison the sounding readings from radar and real level in the cargo tanks.  
 Chief Officer do not check all cargo valves visually before commence of cargo operation.  
 Chief Officer commence discharging too many cargo tanks in the same time

**Corrective Action**

Chief Officer has been briefed by Master how to commence discharging.  
 Master took over the cargo operation on the beginig of the discharging.

**Preventive Action**

Chief Officer need to follow strictly Master advices,company SMS and good seamans practice,Isgott,etc.

**Applicable Tags**

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**Before & After Pictures**

<b>Before</b>	<b>After</b>
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