



Maritec Tanker Management Private Limited

Incident Reports 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 : Asphalt Teranga	Defect ID : 192	NCR # : 34/2023	Is NCR ? : Yes
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Defect Details

The last passage plan was found incorrect. (was not updated with the Constanta anchorage position)

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Deck
Secondary :	Procedures not Followed	Inspector External :		Office Dept :	Crew
		Inspection Date :			

Applicable Dates

Date Raised : 29-Sep-2023	ETC : 15-Oct-2023	Date Completed : 30-Sep-2023
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Other Details

Priority : Normal	Assigned By : Port State Control	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 12/Oct/2023

Causes

Poor control, Lack of knowledge & supervision.

Corrective Action

Passage plan was corrected,checked & verified by Master. Briedge Team members were given adequate training for preparing accurate passage plan.

Preventive Action

Passage plan must be checked and verified by the Master. Passage plan must be discussed with all bridge team members including C/E & Duty A/Bs.

Applicable Tags

Root Causes- Management Factors

Inadequate Monitoring / Supervision

Root Causes- Personal Factor

Incorrect Information

Lack of Discipline

Lack of Knowledge

Personal Factors

Inadequate Experience

Substandard Acts

Failure to follow procedure


Follow Up

On	By	Follow Up	
12/Oct/2023	Nawin Khaware	Basis submitted evidence, this NC could be considered as closed out now.	
08/Oct/2023	Alexander DUBAKOV Staff Code - 10564 - C/OFF	AWAITING OFFICE ACTION for this job has been changed to Yes	

Before & After Pictures

Before

After

	B. 1.00 - PASSAGE PLAN	Date : 01/01/2023
		Page : 1 of 10
		Made by : QHSE
		Approved by : GM
		Rev. No : 03

General Information

Vessel: **ASPHALT TERANGA** Voyage No: **23/004**
Date (dd/mm/yy): **28/09/2023**



Port of Departure: **MANGALIA ANCH** ETD: **28/09/2023 AM (GMT + 3)**
Port of Destination: **BERTH NO. 2** ETA: **28/09/2023 AM (GMT + 3)**
Planned Speed: **4 KTS**
Total Distance: **6.3 NM**
Total Steaming Time: **1.5 HRS**
Clocks Adv / Retd: **NA**
Daylight Saving Hours Taken into Account: **NA**

All Charts and Navigational Publications Corrected up to Notice No: **WK 39/23**
ECDIS Last Updated to: **WK 39/23**


Various ROB's Required for the Voyage: (To Be Checked by Master and Chief Engineer)

	Present ROB	Cons. on Passage	Min. Safe ROB Req'd	ROB Arrival	Remarks
FO	NA	NA	NA	NA	
LSFO	244 MT	0 MT	40 MT	244 MT	
MGO / MDO	NA	NA	NA	NA	
LSMGO / MDO	203 MT	3 MT	25 MT	200 MT	
THERMAL OIL	2130 LTRS	NIL	2000 LTRS	2130 LTRS	
FRESH WATER	65 MT	0 MT	20 MT	65 MT	

Are There Sufficient Un-broached Lubes Available Onboard to Complete this Voyage: **YES**

Acknowledgement
Prepared by: **OBOGBENI TEMILADE JOSHUA** Approved by: **Capt. PETRE ABOYAN**
Rank: **2nd OFFICER** Rank: **MASTER**
Sign:  Sign: 
Date: **28/09/2023** Date: **28/09/2023**

Notification

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Passage Plan to be prepared by 2nd officer, approved by Master, discussed with all navigating officers and sent to ops. & QHSE depts. for review. The Master is overall in-charge for the passage plan & decision making. Passage plan to be filed onboard in B 1.00 folder

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		Approved by : GM Rev. No : 03

Passage Plan


1. **Charts (Paper & Electronic) to be Used for this Voyage:**
SEE ATTACHED LIST
2. **Reference Books to be Used during Navigation:**
 - a. e-NP 47. Mediterranean Pilot Vol 3
 - b. e-NP 48. Mediterranean Pilot Vol 4
 - c. e-NP 24. Black Sea and Sea of Azov Pilot
 - d. Ship's Routing Guide
 - e. Guide to Port Entry Vol 1 & 2
 - f. ADP - ADRS 1345. Area - 1
 - ADRS 2. Area -
 - ADRS 3. Area - 1&2, 4, 10
 - ADLL. Area - 1&2, 4, 10
 - ATT. Area - 1 - 4 & 10
3. **Radio Stations transmitting Wx. Fax for the Area:**
METAREA III - REFER TO ATTACHED LIST
4. **Stations Transmitting NAVTEX Messages for the Area:**
REFER TO ATTACHED LIST
5. **Coast Station Transmitting Navigational Warnings:**
REFER TO ATTACHED LIST
6. **Wx. Conditions Expected during the Voyage:**
Refer Routing Guide, Sat-C, ASD Extracts, WRI Weather Reports
7. **Any Limitations of M/E, A/E and Navigational Eqpt.:**
NO
8. **Comments from Navigating Officers Based on Past Experience:**
Refer to previous passage plan.

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Passage Plan Appraisal Checklist

Have Charts Selected for the Passage been Checked to be -	
- Large Scale Charts for Coastal Waters (The largest scale charts published, where appropriate, should be used)	YES
- Appropriate Scale Charts for Ocean Passage	
- Planning Charts, Routing, Weather, Pilot and Load Line Charts used for recommended routes.	
Have Publications been Referred to and Used -	
- Sailing Directions and Pilot Books	YES
- List of Lights and Radio Signals	
- Tide Tables and Tidal Streams	
- Guide to Port Entry,	
- Has the Safety of Navigation / Approaches and any New Situation in Port Related Information, been Asked from Local Agents before Arrival by e mail.	
Are all the Charts and Publications Corrected for Latest NTM's Received, Local Warnings, NAVAREA Warnings and Navtex Messages	YES
Have the Following been Checked and Considered for the Passage Planning -	
- Arrival / Departure Drafts in Relation to Port Restrictions after Applying Squat and Density of Water Corrections	YES
- Ship's Cargo and any other Operational Requirements for the Passage	YES
- Security Related Information - Changes to Security Level / Changes in Bridge Manning level / Ports where the Vessel should be Hardened (comments to be added in 'MASTERS COMMENTS' in Waypoint list)	YES
- Position Reporting Required (AMVER, JASREP, AUSREP, Brazilian)	
-	
- Any Tank Cleaning Operations Planned in the Passage	NO
- Cargo Heating Planned During the Passage	NA
- Does Vessel need to Change Fuel (HSFO to LSFO vice versa) during Passage prior Arrival	YES - LSMGO ONLY
- Any Limitations on use of Main Propulsion / Steering System.	NONE
- Has Overhead Clearance taken into Account for Berth to Pilot/Pilot to Plog/Pilot to Berth	NO

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Master and Navigating Officers are to be Guided with the following for Passage Planning:

1. Managements SMS Requirements for Safety of Navigation
2. Guidelines for Voyage Planning - IMO Resolution A.893(21) MCA Guidance (SOLAS)
3. A.893(21) - Guidelines for Voyage Planning IMO
4. Nautical Charts and Publications MCA Guidance (SOLAS)
5. MEPC/Circ 397 - Ballast Water Management - Country Profiles IMO Circulars
6. MGN 315 (M) - Keeping a Safe Navigational Watch on Merchant Vessels MCA M Notices
7. MGN 189 (M) - Dangers of Interaction MCA M Notices
8. Bridge Team Management - A Practical Guide Nautical Institute
9. Bridge Procedures Guide International Chamber of Shipping
10. NP 231 - Admiralty Guide to the Practical Use of ENC's
11. NP 232 - Admiralty Guide to ECDIS Implementation, Policy and Procedure
12. NP 5012 - Admiralty Guide to ENC Symbols used in ECDIS

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Port of Departure Information

Name of Departure Port: MANGALIA, ROMANIA

VHF Channels:

Pilot : VHF CH 13
 VTS : VHF CH 13
 Port Control : VHF CH 16/67
 Any Office Channel : NA

Tidal Information * Add more sheets, if necessary, SEE ATTACHMENT


Standard Port : MANGALIA, ROMANIA
 Date : 28. SEPT 2023

Time (UTC)	Height	Time (UTC)	Height
NOT APPLICABLE			
Time (UTC)	Height	Time (UTC)	Height
NOT APPLICABLE			

Estimated Draft on Departure


Forward	7.5	Least Depth	0.9
AR	7.5	Tide	0.0
Mean	7.5	Available Depth (Incl CATZOC)	8.5
Air Draft	26.5	Squat @ 7Kts	0.01
		Max Draft (incl. Squat)	7.61
Distance (Berth to Pilot)	1 Hr	UKC	0.89
Estimated Time to PBG	20 mins		

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Additional Checks for ECDIS Voyage Planning

1. ENC Availability & Validity for Intended Voyage	Checked	X
2. Latest NTM in ECDIS	Processed	X
3. Safety Contour Settings in Compliance with Company Policy	Calculated	X

	Pilotage Waters, Channels, Fairways, Rivers.	Coastal Waters (Less than 25 NM from coast line)	Open Waters (more than or equal to 25 NM from coast line)
Shallow Contour	8.0 M	8.0 M	8.0 M
Deep Contour	16 M	16 M	16 M
Safety Depth / Safety Contour	9.3 M	10 M	12.3 M
XTE (Port)	0.1 Nm	0.3 Nm	1 Nm
XTE (STBD)	0.1 Nm	0.3 Nm	1 Nm
Look Ahead (Length)	6 Min	12 Min	18 Min
Look Ahead (Width)	0.2 Nm	0.3 Nm	0.4 Nm
Look Ahead (Arc)	10 Deg	20 Deg	30 Deg

Notes:

A) Draft = Maximum Static Draft. The Static draft is the deepest draft when the vessel is not making way and is not subject to squat, sea and swell influences

B) Variables = Allowance due to sea state and swell, siltation and reduced depths over pipelines and ice accretion


C) Where ECDIS have both 'Safety Frame' and 'Safety Sector', then apply above values for both settings. In this case, set the width setting at minimum 250m or as above where available

D) Obtain Master's approval, if during the voyage, the values of these setting need amendment. Record it in the Deck log book

E) Safety settings are dynamic and not fixed for entire planned route. OOW to verify and use the safety settings as per the passage plan. Inappropriate settings may render these alarms meaningless or might cause excessive activation, to the extent that they might be ignored

4. GPS Set to WGS 84	Confirm	X
5. AIO & Non-AIO Information	Processed	X
6. Nav areas Warnings	Plotted	X
7. Additional Layers as Applicable	Switched-On	X
8. Alerts for Profile Change	Highlighted	X
9. Adequate ENC Markings/Notes	Entered	X


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B. 1.00 - PASSAGE PLAN

Date : 01/01/2023
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 Approved by : GM
 Rev. No : 03

Read and understood: GATHE KHADIM
 J. Officer *[Signature]*
 Chief Officer ALEXANDER DUBAKOV

EDIS Route Verification Record

Route Name: MANGALUA ANCH - BERTH

Section	List of Alarms/Chart Warnings	Navigation Officer	Master	Additional Officer	Date
Passage Waters Clearing	EDIS 1 EDIS 2	EDIS 1 EDIS 2	<i>[Signature]</i> <i>[Signature]</i>	<i>[Signature]</i> <i>[Signature]</i>	31.09.2023 30.09.2023
Coastal Waters (i.e. less than 25 NM from coast line)	EDIS 1 EDIS 2	EDIS 1 EDIS 2	<i>[Signature]</i> <i>[Signature]</i>	<i>[Signature]</i> <i>[Signature]</i>	NA NA
Open Waters (more than or equal to 25 NM from coast line)	EDIS 1 EDIS 2	EDIS 1 EDIS 2	<i>[Signature]</i> <i>[Signature]</i>	<i>[Signature]</i> <i>[Signature]</i>	NA NA

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B. 1.21 - UKC CALCULATION

Date : 01/01/2023
 Made by : QHSE
 Approved by : GM
 Rev. No : 02

UNDER KEEL CLEARANCE CALCULATION

Vessel	Voyage No.	Location	Berth/Anchorage
MT ASPHALT TERANGA	23004	MANGALUA, ROMANGA	ANCHORAGE - BERTH

*Select One Option: Transit (Use this form) at Berth (Only to be Checked for One Transit Medium. Use Separate Sheet for Additional Transit Medium)

General Information	
1 Position of Shallowest Depth on Chart:	43°48' 03"N 120°35' 02"E - WP 5
2 ETA at Above Mentioned Position (Local Time):	28/09/2023 AM HRS
3 Maximum Allowable Transit Speed:	< 2KTS

A Available Water Depth	
1 Depth of Water (m)	9 From Chart at Shallowest Point
2 Minimum Height of Tide During Transit Period (m)	+/- From Tide Tables
3 Other Risks on Water Depth like Underwater Obstacles, Chart Data Accuracy (LAT, Zone etc.)	+/- From ENC, CATZOG Data
4 Corrected Depth of Water (m)	8.5 A45 AT+257A3

B Effective Draft	
1 Maximum Allowed Draft (m)	7.50
2 Squat at Transit Speed (m) in Open or Shallow	0.31 (Refer Chapter 4 of SMS)
3 Increase in Draft due to List or Heel (m)	0.00 (Refer Chapter 4 of SMS)
4 Allowance due to Sea State/Wind (m)	0.05 (Approximate Vertical Displacement of the Hull due to Rolling and Pitching Motions)
5 Increase due to Change in Water Density (m)	0.0
6 Effective Ship Draft (m)	7.81 86 - B1-B2-B3 -B4 -B5


Under Keel Clearance Available	
UKC Available (A4 - B6)	0.69 mtr
UKC Required as per Company Policy	0.75 mtr
Is Your Passage Restricted due to Tide (Y/N)	N
If Yes, What is the Period of Accessible UKC:	N/A

NOTE: If Above Mentioned Calculated UKC is Less than the Company's UKC Policy, Master Shall Submit a Formal Risk Assessment to QHSE Dept, DPA or Alternate DPA

Compiled by OOW- Sign	Verified by Master- Sign	Date
<i>[Signature]</i>	<i>[Signature]</i>	28.09.2023

The UKC calculation shall be performed by using form B-1.21 & should be attached to the Pilot Card

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