

Maritec Tanker Management Private Limited

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

Incident Reports Details

Vessel: Asphalt Teranga Defect ID: 192 NCR #: 34/2023 Is NCR ?: Yes

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

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

Incident Reports Details Printed On: 13-Oct-2023 1/7

Inadequate Experience

Substandard Acts

Failure to follow procedure

Follow Up

On	Ву	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

General Information

Vessel: ASPHALT TERANGA
Date (dd/mm/yy): 28/09/2023

Port of Departure
Port of Destination

BERTH NO 2
ETA
28/09/2023 AM (GMT + 3)
Planned Speed
4 KTS
Total Distance
1.5 IRS
Clocks Adv / Retd
Daylight Saving Hours Taken into
Account
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
Passage
ROB Rogd
Arrival
ROB ROB Rogd
FO
NA
NA
NA
LISPO
244 MT
NGO/ MDO
203 MT
3 MT
25 MT
200 MT
3 MT
25 MT
200 MT
3 MT
25 MT
200 MT
3 MT
25 MT
25 MT
200 MT
3 MT
3 MT
25 MT
25 MT
300 MT
3 MT
3 MT
3 MT
3 MT
4 GS MT
4 GS MT
4 GS MT
4 GS MT
4 APProved by: Capt. PETRE ABOYAN
Rank:
2**O OFFICER
Sign:
Date: 28/09/2023

Date: 28/09/2023

Date: 28/09/2023

B. 1.00 - PASSAGE PLAN

Passage Plan to be prepared by 2nd officer, approved by Master, discussed with all navigating officers and sent to ops. & CHSE 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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Passage Plan

1. Charts (Paper & Electronic) to be Used for this Voyage

SEE ATTACHED LIST

Reference Books to be Used during Navigation:
a.e.NP 47. Mediterranean Filipt Vol 3
b.e.NP 48. Mediterranean Filipt Vol 4
c.e.NP 24. Black Sea and Sea of Azov Pilot
d. Ship's Routeing Guide
e. Guide to Port Entry Vol 1 & 2
f. ADP - ADRS 1345. Area - 1
ADRS 2. Area - 1
ADRS 2. Area - 1
ADRS 6. Area - 182. 4, 10
ADL: Area - 1.48. 4, 10
ATT. Area 1 - 4.8 10. 10
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 Routeing Guide, Sat-C, ASD Extracts, WRI Weather Reports

7. Any Limitations of M/E, A/E and Navigational Eqpt.:

8. Comments from Navigating Officers Based on Past Experience:

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Passage Plan Appraisal Checklist

Have Charis Selected for the Passage been Checked to be . Large Scale Charts for Cossal Waters of the largest scale charts published where appropriate should be used) Appropriate Scale Charts for Ocean Passage. Planning Charts, Routing, Weather, Pilot and Load Line Charts used for recommended routes.	YES
Have Publications been Referred to and Used . Saling Directions and Pilot Books. List of Lights and Radio Signals. Tide tables and Tidal Streams. Guide to Port Entry. Has the Salefy of Navigation / Approaches and any New Situation in Port Related Information. been Asked from Local Agents before Anval. by e mail.	YES
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 Ship's Cargo and any other Operational Requirements for the Passage.	YES
Security Related Information – Changes to Security Level / Changes in Bridge Manning level / Points where the Vessel should be Hardened (comments to be added in "MASTERS COMMENTS" in Waypoint list. Position Reporting Required (AMVER, JASREP, AUSREP, Brazilian)	YES YES
Any Tank Cleaning Operations Planned in the Passage Cargo Heating Planned During the Passage Does Vessel need to Change Fuel (HSFO to LSFO vice versa) during Passage prior Arrival.	NO NO NA YES - LSMGO ONLY
Any Limitations on use of Main Propulsion / Steering System. Has Overhead Clearance taken into Account for Berth to Pilot/Pilot to Pilot Pilot Detail.	NONE NO

Master and Navigating Officers are to be Guided with the following for Passage Planning: Managements SMS Requirements for Salety of Navigation Substitution of Navigating Officers are to be Guided with the following for Passage Planning: Guidenies for Voyage Planning Ind. Resolution A 890(21) MCA Guidance (SOLAS) A 883(21) - Guidenies for Voyage Planning IMO Navices Cristian of Publications MCA Guidance (SOLAS) MEPOCIFO 37 - Ballisst Water Management - Country Profiles IMO Circulars MGN 315 (M) - Keeping a Safe Navigational Walch on Merchant Vessels MCA M Notices MGN 196 (M) - Dangers of Interaction MCA A Notices Bridge Team Management - A Practical Guiden Natical Institute Bridge Team Management - A Practical Guiden Natical Institute Bridge Foodedures Guide International Chamber of Shipping N P 231 - Admirality Guide to the Practical Guiden National Procedure NP 5012 - Admirality Guide to ECDIS Implementation. Policy and Procedure NP 5012 - Admirality Guide to ECDIS Implementation. Policy and Procedure

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		E	ort of Departure I	nformation		
		Name of E	eparture Port: MA	NGALIA, ROMANIA		
VHF Chan	nels:					
Pilot		: VHF	CH 13			
VTS		VHF CH 13				
Port Control		: VHF	CH 16/67			
Any Office C						
Tidal Infor	nation * A	dd more shee	ts, if necessary, <u>S</u>	EE ATTACHMENT		
Standard Po	rt		GALIA, ROMANIA			
Date			PT 2023			
	Tin	ne (UTC)	Height	Time (UTC)	Height	
		0.005				
		- FOMM-			F	
		1100	1 0-70		-5	
	T:	e (UTC)				
	1111	ie (UTC)	Height	Time (UTC)	Height	
		DI OS				
		-MOH				
stimated I	Droft on D					
Forward	7.5	oparture		1		
Aft	7.5			Least Depth Tide		<u>9</u>
Mean	7.5			Available Depth (Inc		0.0
Air Draft	26.5				i. CATZOC)	8.5
	20.0			Squat @ 7Kts Max Draft (Incl. Squ		0.01
HI Draft			1 Hr	Wax Draft (Incl. Squ UKC	at)	7.61
	th to Pilot)			ONG		0.89
Distance (Ber Estimated Tir			20 mins			

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Additional Checks for ECDIS Voyage Planning

ENC Availability & Validity for Intended Voyage Latest NTM in ECDIS Safety Contour Settings in Compliance with Company Policy	Checked Processed Calculated	x x x
---	------------------------------------	-------------

0	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 soust see and swell influences.

 B) Variables = Allowance due to see state and swell, sitation and reduced depths over pipelines and toe accretion.

 C) Where ECDIS have both Safety Frame and 'Safety Sector,' then apply above values for both settings in this case, set the worth setting a final maria 250m or as bother where a variable 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 plain, 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	×
	AIO & Non-AIO Information	Processed	x
	Nav areas Warnings	Plotted	x
	Additional Layers as Applicable	Switched-On	X
8.	Alerts for Profile Change	Highlighted	x
9.	Adequate ENC Markings/Notes	Entered	Ŷ

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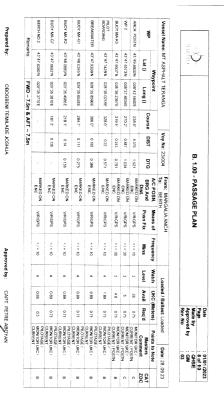


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MARTIN		Approved by	: GM	
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				Port of Arrival In	forma	tion					
		Name of Arrival Port: MANGALIA, ROMANIA									
	VHF Channels:										
	Pilot VHF CH 13			H 13							
	VTS		: VHF C								
	Port Control	Control : VHF CH 67 Office Channel : NA									
	Any Office Cl										
	Tidal Information * Add more sheets if necessary: SEE ATTACHMENT										
	Standard Por		MANGALIA, ROMANIA								
	Date		: 28 SEP	2023							
		Tin	ne (UTC)	Height		Time (UTC)	Height				
			NOT	APP		CABL	.E-				
		Tin	ne (UTC)	Height		Time (UTC)	Height				
			TOM	APP	L	CABL	Ē				
	Estimated I		eparture								
	Forward	: <u>7.5</u>				Least Depth		: 9			
	Aft	: <u>7.5</u>				Tide		: 0.0			
٠	Mean	7.5				Available Depth (Inc.	CATZOC)	8.5			
	Air Draft	26.5				Squat @ 6 Kt		0.01			
						Max Draft (Incl. Squa	at)	7.61			
	Distance (Ber			: 1 Nm		UKC		0.89			
ı	Estimated Tin	ne to PBG		20 mins				. 0.00			

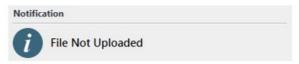
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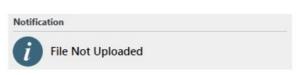


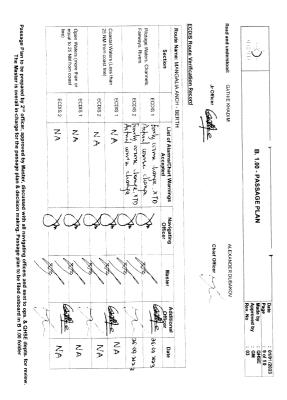
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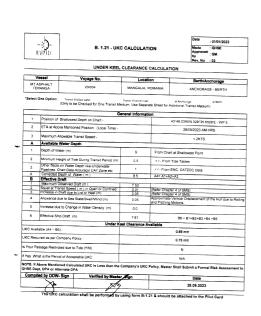
2nd Officer

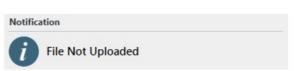














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T P Notice, Radio Navigation Warnings Affecting Voyage Chart

Chart No.	T & P Notice	Navigation Warnings	Coastal Warnings	
SEE ATTACHED LIST	T & P as AIO layers	All Navigational Warnings . Piracy attacks plotted on ENC's	NAVTEX interfaced with ECDIS	
	-			
	-			
	1			
		-	<u> </u>	

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