



Maritec Tanker Management

Jobs Progress

Job ID	Vessel	Job Description	Assignor	Date Raised Date Completed	Job Progress
83	DMRA	ON 20.08.2023 DURING HOSE CONNECTIO N CREW FOUND HAMMERING PRESSURIZE D HOSE WITH METAL HAMMER. IMMEDIATEL Y STOP WORK BY DUTY OFFICER AND EXPLIAN CONSEQUEN CES AND NOT TO USED METAL HAMMER.	Vessel	20/Aug/2023 Pending	

<p>150 7/2023</p>	<p>BISK</p>	<p>In data 23.08.2023 , in watch of 3rd engineer, the temperature of lub oil increased at 84 degree Celsius for Aux Eng no 1. An alarm was sounded and visible in Engine room .The temperature maximum admissible is 72 degree Celsius for Lub oil of Aux Eng no 1. Because of this situation we found small particle of metal from bearing shell of journal pin for each unit .We made inspection for all journal pin , dismantling all unit , We take out all piston for inspection .</p>	<p>Vessel</p>	<p>24/Aug/2023 Pending</p>	<p>24/Aug/2023 (Ramesh Arvinth Rajendran
 Staff Code - 10578 - 4/E) : AE#1 job in progress. Commence dismantling of the engine and cleaning of dismantled parts/inspection and calibration.</p>
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<p>149 6/2023</p>	<p>BISK</p>	<p>ON 18.08.2023 VESSEL TAKING BUNKER VLSFO AND MGO. DURING MGO BUNKER 7S TANK TOP MANHOLE WAS NOT TIGHTENED PROPERLY. AFTER COMPLETIO N OF BUNKER AIR BLOW GIVEN BY BUNKER VESSEL, DUE TO THIS MGO SPILLED ECR PLATFORM.</p> <p>IMMEDIATEL Y REQUESTED BUNKER VESSEL TO STOP AIR BLOW AND THE UPPER MANHOLE COVERED PROPERLY. THEN REQUESTED BUNKER VESSEL TO CONTINUE THE AIR BLOW AND FINISHED THE OPERATION.</p> <p>COLLECTED AROUND 3 DRUMS OF OIL AND NO WASTAGE.</p>	<p>Vessel</p>	<p>18/Aug/2023 Pending</p>	<p>19/Aug/2023 (Ramesh Arvinth Rajendran
 Staff Code - 10578 - 4/E) : EXPECTED COMPLETION DATE for this job has been changed from 19/Aug/2023 to 20/Aug/2023</p> <p>19/Aug/2023 (Ramesh Arvinth Rajendran
 Staff Code - 10578 - 4/E) : EXPECTED COMPLETION DATE for this job has been changed from 18/Aug/2023 to 19/Aug/2023</p>
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<p>148 5/2023</p>	<p>BISK</p>	<p>On 12.08.2023 at 1930 hours LT, in Lome Offshore, Pumpman CHAUHAN NILESHKUMAR BABU met with an accident whwn he slipped in the Ballast Tank 4 Port while trying to proceed down to remove submersible pump from the ballast tank bottom platform. Pumpman went down with A/B ATUL DHIMAN. ATUL went down firt on the second platform. When BABU was proceeding down, about 3 steps he slipped from the steps of the ladder and injured himself on the back.</p>	<p>Vessel</p>	<p>14/Aug/2023 Pending</p>	<p>17/Aug/2023 (Saimon Fernandes
 Staff Code - 10049 - MST) : Pumpman Medical report 17/Aug/2023 (Saimon Fernandes
 Staff Code - 10049 - MST) : Pls find attached Pumpman Nilesh Kumar Babu medical report</p>
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<p>147 4/2023</p>	<p>BISK</p>	<p>On 11.08.2023 at 1948 hours LT, aft navigation lights mast foundation uprooted with panama lead, during STS operation with Bitu Atlantic. Mast tilted towards the accomodation approximatvely 25 degrees. The vase of the panama lead shifted around 60cm from the aft fish plate. There is rupture on the deck plate around 50 x 20 cm, on top of steering gear room.</p>	<p>Vessel</p>	<p>14/Aug/2023 Pending</p>	<p>14/Aug/2023 (Saimon Fernandes
 Staff Code - 10049 - MST) : photod attached 14/Aug/2023 () : Priority for this job has been changed from URGENT to NORMAL</p>
<p>185 2/2022</p>	<p>BITX</p>		<p>Vessel</p>	<p>19/Mar/2022 Pending</p>	<p>26/Jul/2022 (Nawin Khaware) : Please enter something in description block as without this NC can't be closed in the system. 29/Apr/2022 (Nawin Khaware) : Refer Surveyor's report, the incident can be considered as closed out now. 26/Mar/2022 (Vivek Kashyap
 Staff Code - 10239 - MST) : v/l has received 3 new cargo hoses in agioi on 24th Feb'22. Awaiting certificates. 26/Mar/2022 (Vivek Kashyap
 Staff Code - 10239 - MST) : 17th mar 2022 - Leaked hoses repalced with the spare hose. Cargo resumed and completed the operations.</p>

<p>24 8/2022</p>	<p>MORB</p>		<p>Vessel</p>	<p>26/Feb/2022 Pending</p>	<p>22/Mar/2022 (Nawin Khaware) : This matter has been addressed so just upload all relevant docs enable us to close out the incident.</p> <p>08/Mar/2022 (Nawin Khaware) : Description of Incident : Commenced Discharging Gas oil from Cargo Tanks 1P/S (Both Tanks @ 97.8% of Capacity). The other tanks with Gas oil were: 4P @ 76.5%, 4S @ 76.6%, 3P @ 97.9%, 3S @ 97.2% Cargo Valves Indication inside CCR showed the Pump Discharge valves for 1Port and 1 Stbd in 'Open ' position and only these valves were verified 'Open' by visual checks made by duty A/B (The position of drop valves was not checked visually, as per Chief Officer). Ship was using a common line connected to 1 P/S,3P/S,4P/S Tanks. The segregation cross over valves at the manifold were confirmed all in 'Open' Position. The IGS was running, and tank pressure was maintained at 30 mBar. During Discharging the Manual UTI Tapes were not used and the Tank Radar automatic level gauging system were relied upon for checking the tank levels. Chief Officer reduced RPM of the 1P/S tanks Cargo Pumps to approx. 40RPM and started discharge from COT 3P/S .Immediately upon commencing discharge from 3P/S, the Duty AB Informed Ch/Off on Walkie Talkie that cargo is overflowing on deck from the P/V Valve of 3 P Cargo tank. Ch/Off immediately stopped the cargo by stopping all 4 running cargo pumps. Alarm was raised and all crew were called on Deck for the cleaning operation. Quantity spilled was approx.. 200 liters, on the Main Deck between Cargo Tank No. 3Port and 3 Stbd, and manifold. The spilled cargo was totally contained onboard. Root Cause Analysis - 1.Total Reliance on the remote Level Gauges and not using Manual UTI Tapes. 2.Drop valves Not checked Locally for operating Position. 3.Malfunction of Actuator</p> <p>Preventive measures: 1.After The incident UTI tapes were used for confirming tank levels. 2.All tank drop valves were checked Manually for their position. 3.Actuator O'hauled and fitted in place. 4.Crew Trained for Safe Tanker practices.</p>
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