



1. Name of Reporting Authority : INDONESIA
2. Name of Ship : LG ASPHALT 1
3. Flag of Ship : Malaysia
4. Type of Ship : OIL TANKER
5. Call Sign : OMQEB
5b. MMSI Number : 533130955
6. IMO Number : IMO 9541300
10. Gross Tonnage : 1142
8. Deadweight (tanker) : 2107
9. Date Keel Laid : 18.04.2007
10. Date of Inspection : 27.03.2024
11. Place of Inspection : LG ASPHALT 1
12. Classification Society : RINA
13. Date of Release Detention : -
15. IMO Company Number : 5653222
16. Signature (stamp) :

| No. | Certificate Title | Issuing Authority | Issued Date | Expire Date | Survey Date | Survey Authority | Survey Place |
|-----|-------------------------------|-------------------|-------------|-------------|-------------|------------------|--------------|
| 1 | Cargo Ship Safety Contraction | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 2 | Cargo Ship Safety Equipment | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 3 | Cargo Ship Safety Radio | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 4 | IOPP Certificate | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 5 | IAPP Certificate | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 6 | ISPP Certificate | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 7 | IEE Certificate | FS | 04/12/2013 | -1-120- | 1/120 | | |
| 8 | Load Line Certificate | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| 9 | Tonnage Certificate | ICP | 08/03/2013 | -1-120- | 1/120 | | |
| 10 | DOC / ISM Code | FS | 22/07/2020 | 30/07/2025 | 1/120 | | |
| 11 | SMC / ISM Code | RINA | 28/12/2023 | 27/10/2025 | 1/120 | | |
| 12 | International Ship Security | RINA | 28/12/2023 | 28/10/2025 | 1/120 | | |
| 13 | Minimum Safe Manning Document | FS | 05/12/2019 | 08/12/2024 | 1/120 | | |
| 14 | MLC | RINA | 28/12/2023 | 28/10/2025 | 1/120 | | |
| 15 | ISMM | RINA | 30/12/2022 | 29/09/2024 | 1/120 | | |
| | | | 1/120 | 1/120 | 1/120 | | |
| | | | 1/120 | 1/120 | 1/120 | | |

17. Deficiencies NO YES
18. Ship Detained YES
19. Supporting Documentation NO YES

Issuing Office : PORT OF PONTIANAK
Name : ANWAR KHOLID
Telephone : 0561-732307
Faximile : 0561-732694
Signature :



Duty Authorized PSCO of Reporting Authority

THIS REPORT MUST BE RETAINED ON BOARD FOR A PERIOD OF TWO YEARS AND MUST BE AVAILABLE FOR CONSULTATION BY PORT STATE CONTROL OFFICER AT ALL TIMES

Original to Master, Copy to Head Office, PSO *if ship detained, copy to Flag State and Recognized Organizations (if applicable)



1. Name of Reporting Authority : INDONESIA
 2. Name of Ship : LG ASPHALT I
 6. IMO Number : IMO 9546900
 10. Date of Inspection : 27/03/2024
 11. Place of Inspection : PONTIANAK

| Def. No. | 20. Code | Nature of Deficiency* | Convention* | 21.Action taken* | 22. Responsible RO* |
|----------|----------|--------------------------------------|-------------|------------------|---------------------|
| 01. | 01305 | VISITOR LOG BOOK NOT RECORD PROPERLY | | RECTIFIED | |
| 02. | 10127 | PASSAGE PLANE NOT BERTH TO BERTH | | RECTIFIED | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Page 1 of

Name : ANWAR KHOLIL
 (duty authorized PSCO of reporting authority)

Signature :



Deficiency action codes*

- 10 deficiency rectified
- 15 rectify deficiency at next port
- 16 rectify deficiency within 14 days
- 17 rectify deficiency before departure
- 18 rectify deficiency within 3 months
- 30 detainable deficiency (ship detained)
- 46 rectify detainable deficiency at agreed repair port
- 48 as in the agreed flag State condition
- 49 as in the agreed reactification action plan
- 99 other (specify in cleas text)

PSC Inspection action codes (tick as applicable)

- 26 competent security authority informed
- 27 ship expelled on security grounds
- 40 next port informed
- 50 flag State consul informed
- 55 flag State administration informed
- 70 recognized organization informed
- 85 investigation of contravention of discharge provisions (MARPOL)
- 113 inspection suspended
- 115 dismissed on AFS ground

- 116 excluded on AFS grounds
- 120 vessel expelled on other grounds
- 121 inspection done at sea
- 150 coastal State informed
- 151 ILO informed
- 152 seafarers' organization informed
- 153 other authority informed
- Name :
- 155 ship owner representative informed
- ISM issuing authority informed

- 1) This inspection was not at a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that a full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.
- 2) To be completed in the event of a detention.
- 3) Applicable Deficiency Action Codes to be entered.
- 4) Action codes noted on this form may only be amended by a PSCO from the relevant MOU region following an inspection.

**MAY MARITIME SERVICES SDN BHD****HEAD OFFICE OPERATING MANUAL****INSPECTION OBSERVATIONS RECTIFICATION REPORT**

Issued By: HSSEQ Department

Authorized By: DPA

Filing Record No. MR-04

Form No: HOM-13.2-12

| | |
|---------------------------|------------------|
| Vessel: | MT. LG ASPHALT 1 |
| Inspection Company | INDONESIA PSCO |

| | |
|----------------------------|-----------------|
| Report Date: | 27th March 2024 |
| Date of Inspection: | 27th March 2024 |

| | |
|--------------------------|---------------------|
| Port: | Pontianak Indonesia |
| Name of Inspector | Anwar Khold |

| Source of Observations | | | | | | | | | | | |
|-------------------------------------|------------------------------|--------------------------|------------------------|--------------------------|---------------------|--------------------------|--|--------------------------|----------------------|--------------------------|---------------------|
| <input checked="" type="checkbox"/> | PSC Inspection | <input type="checkbox"/> | Management Visit | <input type="checkbox"/> | SIRE Inspection | <input type="checkbox"/> | Accommodation Inspection | <input type="checkbox"/> | LSA Inspection | <input type="checkbox"/> | Safety Inspection |
| <input type="checkbox"/> | FSC Inspection | <input type="checkbox"/> | Superintendent Visit | <input type="checkbox"/> | CDI Inspection | <input type="checkbox"/> | Food and Catering Insp | <input type="checkbox"/> | FFA Inspection | <input type="checkbox"/> | Quarterly Condition |
| <input type="checkbox"/> | Class / Statutory Inspection | <input type="checkbox"/> | Third Party Inspection | <input type="checkbox"/> | Terminal Inspection | <input type="checkbox"/> | Hull, Construction & Piping Inspection | <input type="checkbox"/> | Load Line Inspection | <input type="checkbox"/> | Others: |

| Inspection Observation | Define the situation | Fix or quick FIX | Identify root cause | Long Tern Corrective Action | Attachments |
|--|---|---|-------------------------------------|---|------------------------------|
| 1. The visitor logbook not record properly | During the inspection, the Port State Control Officer (PSCO) found that the entries in the Visitor Log book were not properly maintained. Specifically, the section for indicating baggage checks, which should have been marked as Yes/No, were not carried out. | The vessel is currently maintaining security level 1, and according to the Ship Security Plan (SSP), visitor baggage checks are conducted randomly. For the last two visitors, their baggage was indeed checked, and promptly thereafter, the master/Ship Security Officer (SSO) marked the baggage check as "YES" in the Visitor Log. Please refer to the attached entries in the visitor log for further details. | Lack of compliance to the procedure | The Ship Security Officer (SSO) conducted thorough training sessions for all crew members regarding security protocols detailed in the Ship Security Plan (SSP). This training emphasized the significance of accurately maintaining records in the Visitor Log book and conducting baggage checks in alignment with security level specifications. Detailed Standard Operating Procedures (SOPs) for Visitor Log book maintenance, encompassing guidelines for recording visitor entries, executing baggage checks, and documenting security-related tasks, were provided to ensure all crew members are well-versed in and adhere strictly to these procedures. | 1. Photo of the visitors log |



MAY MARITIME SERVICES SDN BHD

HEAD OFFICE OPERATING MANUAL

INSPECTION OBSERVATIONS RECTIFICATION REPORT

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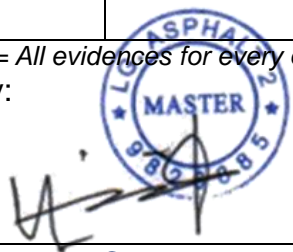
Filing Record No. MR-04

Form No: HOM-13.2-12

| | | | | | |
|---|---|---|--|--|--------------------------------------|
| <p>2. The passage plan not berth to berth</p> | <p>The ship mainly uses Paper Charts for navigation. The Passage plan prepared by the Second Officer from berth to berth, in accordance with Company procedure SOP-01.A-03.2. During an inspection, the Second Officer was preparing the passage plan for the next voyage. Upon reviewing the course line in the paper chart, the Port State Control Officer observed that that the course line to the berth wasn't marked on the paper chart. It was discovered that the course line had been drawn previously but was subsequently erased during preparations for next voyage. Since the vessel's operation at this ports takes less than 24 hours.</p> | <p>Afterward, the Second Officer presented to the PSCO the passage plan documentation prepared according to SOP-01.A-03.2, encompassing the route from berth to berth. The Second Officer then clarified the rationale behind erasing the course line from the previous voyage. Please refer to the attached passage planning SOP-01.A-03.2 for further details</p> | <p>Lack of time management in preparing the passage plan</p> | <p>The master gave a standing instruction to the responsible officer for passage planning (second officer), to maintain the existing navigation markings from the previous passage plan on the charts. Upon confirmation from the master to create a new passage plan on the charts, the designated officer will proceed to erase the previous markings and establish new navigation marks for the current voyage.</p> | <p>1. Passage plan SOP-01.A-03.2</p> |
|---|---|---|--|--|--------------------------------------|

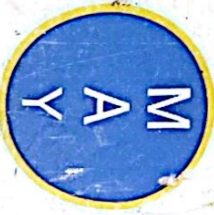
Note: Attachment = All evidences for every observation shall be listed in attachment column and report / documents shall be compiled together with this report.

Reported by:



Name : **Capt. Kaharuddin**
Designation : **Master LG ASPHALT 1**





May Maritime Services Sdn. Bhd.

GANGWAY REGISTER & VISITOR'S LOG

(APPLICABLE TO ALL SHIPS)

NAME OF SHIP : LG ASPHALLT. 1

CALL SIGN : 9M8EG

IMO NUMBER : 9570900

PERIOD FROM : 21. 03 - 2023 TO: _____

GANGWAY REGISTER & VISITOR'S LOG

Port: PONTIANBANK

| DATE | NAME | DESIGNATION | PURPOSE OF VISIT ONBOARD / ASHORE | VISITOR CARD NO. | PHOTO ID CARD NO. | TIME IN | BAGGAGE CHECK | VISITOR CONFIRMS UNDERSTANDING OF THE HSEQA REQUIREMENTS | | TIME OUT | | VISITOR INITIALS |
|---------|--------------|-------------|-----------------------------------|------------------|-------------------|---------|---------------|--|------|----------|------|--------------------|
| | | | | | | | | VISITOR'S INITIALS | DATE | TIME | | |
| 26/3/24 | XICO | AGENT | MUSTER | 004 | | 10.11 | YES/NO* | YES/NO* | | 26/3/24 | 1100 | <i>[Signature]</i> |
| 4 | MARTIN | CUSTOM | MUSTER | 009 | | 10.11 | YES/NO* | YES/NO* | | 4 | 1100 | <i>[Signature]</i> |
| 4 | CHAIBAL | INSPECTOR | MUSTER | 003 | | 10.11 | YES/NO* | YES/NO* | | 4 | 1100 | <i>[Signature]</i> |
| 4 | ABI | ICFO | MUSTER | 008 | | 10.11 | YES/NO* | YES/NO* | | 4 | 1100 | <i>[Signature]</i> |
| 4 | DEDE | ICFO | MUSTER | 005 | | 10.11 | YES/NO* | YES/NO* | | 4 | 1100 | <i>[Signature]</i> |
| 27/3/24 | Acus | Lead Master | Op | 003 | | 9.15 | YES/NO* | YES/NO* | | 27/3/24 | 1912 | <i>[Signature]</i> |
| 27/3/24 | Idam | Surveior | CU | 004 | | 9.15 | YES/NO* | YES/NO* | | 27/3/24 | 1222 | <i>[Signature]</i> |
| 27/3/24 | Sproun | Assistant | CU | 008 | | 9.15- | YES/NO* | YES/NO* | | 27/3/24 | 1242 | <i>[Signature]</i> |
| 27/3/24 | ANWAR KHALID | PSC | MASTER | 005 | | 1310 | YES/NO* | YES/NO* | | 27/3/24 | | <i>[Signature]</i> |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |
| | | | | | | | YES/NO* | YES/NO* | | | | |

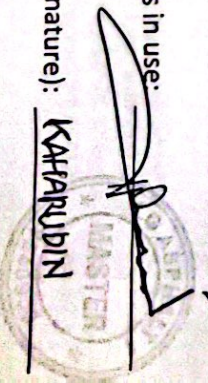
like out which is not applicable

The identity numbers of the Visitor in use : YES

Total no. of visitor cards in use.

Prior Departure port the identify numbers of the Visitor Cards damaged, missing, mutilated, etc.: NIL
 Date of Departure: Mar 2024

DSSO (Name & Signature): KAHARUDIN





MAY MARITIME SERVICES SDN BHD
SHIPBOARD OPERATION PROCEDURE MANUAL
PASSAGE PLANNING

Issued By: HSSEQ Department
Authorized By: DPA
Filing Record No. D5-01
Form No: SOP-01.A-03.2

Note: This plan is to be retained for 6 months unless an accident had occurred during the voyage, in which case it will be retained for 7 years.

Vessel : MT. LG ASPHALT 1

Date : 24Th Mar 2024

Voyage : 06/D/LGA1/III/2024

From : SINGAPORE

To: PONTIANAK

1. LIST DOWN CHARTS FOR THE PASSAGE

| S/N | Publication | No./Volume/etc | Remarks | | | | | | | |
|------|-------------|----------------|---------|------|------|------|------|------|------|------|
| 4033 | 4030 | 4031 | 4039 | 4041 | 4042 | 3831 | 2403 | 2870 | 3720 | 3721 |

2. LIST DOWN INFORMATION SOURCES (NAVIGATION AND SECURITY)

| S/N | Publication | No./Volume/etc | Remarks |
|-----|-----------------------------|---|-----------------|
| 1. | Sailing Directions (Pilots) | NP34 9 th Edition 2022 V.2 NP36 11 th Edition 2021 V.1 NP44 15 th Edition 2022 | Ready on bridge |
| 2. | List of Lights | NP79 V.F 2024 NP88 V.Q 2024 | Ready on bridge |
| 3. | Radio Signals | NP281(2) NP282 (2) NP 283 (2) NP 285 Vol.5 NP 286 (4) Vol. 6 | Ready on bridge |
| 4. | Tide Tables | NP 205/ 2024 Singapore Tide 2024 Pasang Surut Indonesia 2024 | Ready on bridge |
| 5. | Latest Notices to Mariners | WK 13/24 | MAR 2024 |
| 6. | Maritime Security Chart | Q6113, Q6112 | Ready on bridge |

3. NAVIGATIONAL AIDS AVAILABILITY AND OPERATIONABLE

| S/N | Navigational A Model | Remarks |
|-----|--|--------------------------|
| 1. | Radar / ARPA (X-Band) - FURUNO-1835-RDP-152 (X-Band) - FURUNO JRC JMA 5300 | satisfactory |
| 2. | ECDIS N/A | N/A |
| 3. | GPS GPS NO.1 FURUNO GP-170 GPS NO. 2 FURUNO GP-32 | 2 sets (satisfactory) |
| 4. | NAVTEX JRC NSR-333 | satisfactory |
| 5. | SAT - C NRT 1000 | 2 sets (satisfactory) |
| 6. | Visual Bearing | Port and stbd side ready |
| 7. | Facsimile (Weather Forecast) | USING EGC |
| 8. | Echo Sounder | satisfactory |
| 9. | Sextant | Ready On bridge |
| 10. | Binocular | Ready on Bridge |



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4. LIST DOWN STABILITY CONDITION ON DEPARTURE & ARRIVAL

| Departure Draught: | F: 4.50 M | A: 4.50 M | Air Draft: 18.30 M | GM: 0 m | Displ: 3438 | DWT: 2106.2 T |
|--------------------|-----------|-----------|--------------------|---------|-------------|---------------|
| Arrival Draught: | F: 4.60 M | A: 4.60 M | Air Draft: 18.20 M | GM: 0 m | Displ: 3438 | DWT: 2106.2 T |

5. PERTINENT NAVIGATIONAL AND SECURITY WARNINGS (From NAVTEX/ Radio Warnings /Circular/etc)

YES navtex set on station C,E,T
YES EGC –jmm C set on "POR
YES Weather EGC ready for use

6. DEPARTURE PORT INFORMATION:

| PILOT STATION :SINGAPORE | VHF CHANNEL: 20 | PILOT BOARDING AREA | SRC 3 JETTY |
|------------------------------------|-----------------|-------------------------|--------------------------------|
| PORT CONTROL: JURONG CONTROL | VHF CHANNEL: 22 | REPORTING POINTS OF VTS | BEFORE JOIN TRAFFIC (CH14) |
| VESSEL TRAFFIC SYSTEM: VTS CENTRAL | VHF CHANNEL:14 | ANCHORING AREA | AWPA 01.14.63°N/103.47.73°E |

7. DEPARTURE PORT TIDAL INFORMATION: (Update information if ETD is changed)

| DATE | HW (TIME) | HEIGHT (M) | LW (TIME) | HEIGHT (M) |
|------------|-----------|------------|-----------|------------|
| 24.03.2024 | 18.00 | 2.8 | 23.00 | 1.1 |

8. ARRIVAL PORT INFORMATION:

| PILOT STATION PONTIANAK PILOT | VHF CHANNEL:16/14/12 | PILOT BOARDING AREA | PONTIANAK PILOT STATION |
|---------------------------------|----------------------|-------------------------|---|
| PORT CONTROL: PONTIANAK TRAFFIC | VHF CHANNEL:16/14/12 | REPORTING POINTS OF VTS | NA |
| VESSEL TRAFFIC SYSTEM: NA | VHF CHANNEL: NA | ANCHORING AREA | PONTIANAK A NCHORAGE AT POSITION 00.05.640 N/109.05.00 E |



MAY MARITIME SERVICES SDN BHD

SHIPBOARD OPERATION PROCEDURE MANUAL

PASSAGE PLANNING

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Form No: SOP-01.A-03.2

9. ARRIVAL PORT TIDAL INFORMATION: (Update information if ETA is changed).

| DATE | HW (TIME) | HEIGHT (M) | LW (TIME) | HEIGHT (M) |
|------------|-----------|------------|-----------|------------|
| 26.03.2024 | 04.00 | 1.5 | 09.00 | 0.6 |
| 27.03.2024 | 05.00 | 1.5 | 10.00 | 0.6 |

10. FOLLOWING INFORMATION TO BE CLEARLY MARKED ON CHARTS / ECDIS

| | | | |
|-------------------------------------|--|-------------------------------------|--|
| <input checked="" type="checkbox"/> | Course laid from berth to berth | <input checked="" type="checkbox"/> | Transfer position to next chart and next chart number. |
| <input checked="" type="checkbox"/> | True Course and distance indicated on planned track. | <input checked="" type="checkbox"/> | 1 Hour Notice/Call Point for Master/EOP/SBE positions. (Master to indicate on charts). |
| <input checked="" type="checkbox"/> | Echo sounder switching on / off position. | <input checked="" type="checkbox"/> | Main engine test position (taking into account of sufficient sea room, traffic density and wx condition. It should be well in advance and clear from any kind of danger to navigation) |
| <input checked="" type="checkbox"/> | Reporting positions for Vessel Traffic Information Systems. All voluntary VTIS reporting requirements to be treated as compulsory. | <input checked="" type="checkbox"/> | Abort points and contingency Plan anchorages. |
| <input checked="" type="checkbox"/> | Outlying dangers and "No Go Areas" | <input checked="" type="checkbox"/> | Pilot boarding area. |
| <input checked="" type="checkbox"/> | Wrecks and hazards within 5 miles. | <input checked="" type="checkbox"/> | Minimum under keel clearance |
| <input checked="" type="checkbox"/> | Radar conspicuous objects (mark only the information that are useful) | <input checked="" type="checkbox"/> | High-density traffic areas, if any. |
| <input checked="" type="checkbox"/> | Parallel index information | <input checked="" type="checkbox"/> | Alter course positions, waypoint number, DTG to destination. |
| <input checked="" type="checkbox"/> | Methods and frequency of position fixing | <input checked="" type="checkbox"/> | The position or location wherein the speed reduction to consider or planned |
| <input checked="" type="checkbox"/> | Wheel-over positions as applicable. | <input checked="" type="checkbox"/> | The position or location the anchor lashing is clear and ready for emergency use |



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11. FOLLOWING ECDIS PARAMETERS, SETTING & FEATURES HAS BEEN IN PLACED

| Parameter Alarm Setting at every stage of the voyage (in meters) | Departure | Coastal passage | Sea Passage | TSS | Arrival |
|--|-----------|-----------------|-------------|-----|---------|
| <input type="checkbox"/> Shallow Contour | | | | | |
| <input type="checkbox"/> Safety Depth | | | | | |
| <input type="checkbox"/> Safety Contour | | | | | |
| <input type="checkbox"/> Deep Countour | | | | | |

• Shallow Contour: This value should not be less than the gross UKC + max draft.
 • Safety Contour: This value should not be less than the shallow contour setting value + safety margin (minimum 2 metres)
 • Safety Depth: Vessel Draft + Dynamic Squat + Zog+UKC - Tide Height
 • Safety Height: This value should not be less than the air draft of the vessel + 1 metre.
 • Deep Contour: This value should be more than safety contour and not be less than at least 2 times the draft of the vessel.

| | | | | | |
|--|--|--|--|--|--|
| <input type="checkbox"/> Ship's Maximum Speed Parameter | | | | | |
| <input type="checkbox"/> Ship's Max Heigh Parameter | | | | | |
| <input type="checkbox"/> Ship's Maximum Draft Parameter | | | | | |
| <input type="checkbox"/> Cross Track Error (XTE) | | | | | |
| <input type="checkbox"/> Guard Ring | | | | | |
| <input type="checkbox"/> Guard Vector | | | | | |
| <input type="checkbox"/> ECDIS Chart for the Trading Area Available (Yes / No) | | | | | |
| <input type="checkbox"/> ECDIS Chart updated (Last Updated Date) | | | | | |
| <input type="checkbox"/> ECDIS Anti Grounding Code / Look Ahead function setting | | | | | |

NO ECDIS

NO ECDIS



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12. ROUTE (from Berth to PILOT Station)

(Pilot station to pilot station / pilot station to berth / pilot station to anchorage / anchorage to berth / anchorage to pilot station etc)

| Way Point No / Name | SRC TERMINAL | 312 | 311 | 310 | 309 A |
|---|--|--|--|--|--|
| Latitude / Longitude | 01.17.50 N 103.42.22 E | 01.17.75 N 103.42.00 E | 01.17.60 N 103.41.00 E | 01.16.00 N 103.39.00 E | 01.16.00 N 103.38.55 E |
| Course | - | 318 | 261° | 244° | 195° |
| Leg Distance / DTG | -/7.5 NM | 0.34 NM / 7.16 NM | 1.0 NM / 6.18NM | 2.44 NM / 3.85NM | 0.61 NM / 3.24 NM |
| ECDIS Anti Grounding Cone or Look Ahead Setting | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS |
| Minimum UKC | 5.6M | 5.6 M | 5.7 M | 6.4 M | 6.5 M |
| ZOG | | | | | |
| Position Fixing Interval (5 mins, 10 mins, 15 mins, 30 mins, 60 mins) | 5 MIN | 5 MIN | 5 MIN | 5 MIN | 5 MIN |
| Method for Fixing (GPS/ Radar / Visual Bearing/etc) | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING |
| Bridge Watch Level (BWL I, BWL II, BWL III, BWL IV) | BWL II | BWL II | BWL II | BWL II | BWL II |
| Chart Number | 4033 | 4033 | 4033&4030 | 4033&4030 | 4033&4030 |
| Chart Datum (WGS 84, WGS 72, KERTAU 1946) | WGS 84 | WGS 84 | WGS 84 | WGS 84 | WGS 84 |
| No Go Area / Margin of Safety / Safe Water Area / Abort Point | . Margin of Safety | . Margin of Safety | No Go Area, Margin of Safety | No Go Area, Margin of Safety | No Go Area, Margin of Safety |
| Wheel Over Point | Ignore | Ignore | Ignore | Ignore | Ignore |
| Parallel Indexing | NA | NA | Exxon terminal No.1 X 0.2nm Exxon terminal No.6 X 0.1nm | Finger Pier No.2 X 0.18nm Jurong Island X 0.22nm | N/A |
| VHF Channel / Reporting | CH 22 AND 20 | CH 22 AND 13 | CH 22 AND 13 | CH 68 AND 13 | CH 13 AND 16 |
| Security Reporting System / Reporting Point | Ch 09 | Ch 09 | Ch 09 | Ch 09 | Ch 09 |
| Security Level / Security Hardening Implementation | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 |
| Security High Risk Area (Yes/No) / Anti-Piracy Watch (Yes/No) | NO | NO | NO | NO | NO |
| Contingencies (Alternative Course / Safe Anchorage / Waiting Area / Emergency Berth) | Alternative Course | Alternative Course | Alternative Course | Alternative Course | Alternative Course |
| Traffic Density (Very High, High, Medium, Low) | High | High | High | High | High |
| Remarks (Switch On off Echo Sounder, Calling Master, Calling of Pilot / VTS, Change of Auto to Manual Steering, Security Related Information, speed reduction position, position where the anchor ready for emergency use, etc) | Echosounder On Calling Jurong Control Manual Steering Master on the Bridge Pilot onboard | Echosounder On Calling Jurong Control Manual Steering Master on the Bridge Pilot onboard | Echosounder On Calling Jurong Control Manual Steering Master on the Bridge Pilot onboard | Echosounder On Calling West Control Manual Steering Master on the Bridge Pilot onboard | Echosounder On Calling West Control Manual Steering Master on the Bridge Pilot onboard |



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12. ROUTE (from Berth to PILOT Station)

(Pilot station to pilot station / pilot station to berth / pilot station to anchorage / anchorage to berth / anchorage to pilot station etc)

| | | |
|--|--|--|
| Way Point No / Name | 308 | DG 9 |
| Latitude / Longitude | 01.13.50 N 103.40.00 E | 01.12.30 N 103.39.50 E |
| Course | 155° | 203° |
| Leg Distance / DTG | 1.1 NM / 2.14 NM | 2.14 NM / 0NM |
| ECDIS Anti Grounding Cone or Look Ahead Setting | NO ECDIS | NO ECDIS |
| Minimum UKC | 6.8 M | 7.7 M |
| ZOG | | |
| Position Fixing Interval (5 mins, 10 mins, 15 mins, 30 mins, 60 mins) | 5 MIN | 5 MIN |
| Method for Fixing (GPS/ Radar / Visual Bearing/etc) | GPS & RADAR BEARING | GPS & RADAR BEARING |
| Bridge Watch Level (BWL I, BWL II, BWL III, BWL IV) | BWL II | BWL II |
| Chart Number | 4031 | 4031 |
| Chart Datum (WGS 84, WGS 72, KERTAU 1948) | WGS 84 | WGS 84 |
| No Go Area / Margin of Safety / Safe Water Area / Abort Point | Margin of Safety | Margin of Safety |
| Wheel Over Point | Ignore | Ignore |
| Parallel Indexing | NA | NA |
| VHF Channel / Reporting | CH 22 AND 16 | CH 73 AND 13 |
| Security Reporting System / Reporting Point | Ch 09 | Ch 09 |
| Security Level / Security Hardening Implementation | LEVEL 1 | LEVEL 1 |
| Security High Risk Area (Yes/No) / Anti-Piracy Watch (Yes/No) | NO | NO |
| Contingencies (Alternative Course / Safe Anchorage / Waiting Area / Emergency Berth) | Safe Anchorage | Alternative Course |
| Traffic Density (Very High, High, Medium, Low) | High | High |
| Remarks (Switch On off Echo Sounder, Calling Master, Calling of Pilot / VTS, Change of Auto to Manual Steering, Security Related Information, speed reduction position, position where the anchor ready for emergency use, etc) | Echosounder On Calling West Control Manual Steering Master on the Bridge Pilot onboard | Echo Sounder Off Pilot Disembarked Calling West Control Manual Steering Master on the Bridge |



MAY MARITIME SERVICE SDN BHD

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PASSAGE PLANNING

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Authorized By: DPA

Filing Record No. .D5-01

Form No: SOP-01.A-03.2

13. ROUTE (from Pilot Station to Pilot Station)

(Pilot station to pilot station / pilot station to anchorage / anchorage to berth / anchorage to pilot station etc)

| Way Point No / Name | DG 9 | ZONE B | NP 3 | 009 | 10 |
|---|--|--|--|--|--|
| Latitude / Longitude | 01.12.30 N 103.39.50 E | 01.10.80 N 103.35.00 E | 01.06.20 N 103.32.10 E | 01.01.82 N 103.39.50 E | 01.05.00 N 103.43.39 E |
| Course | - | 251° | 213° | 120° | 051° |
| Leg Distance / DTG | - / 376.1 NM | 4.8 NM / 362.3 NM | 5.4 NM / 356.9 NM | 8.7NM / 348.2 NM | 5.1 NM / 343.1 NM |
| ECDIS Anti Grounding Cone or Look Ahead Setting | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS |
| Minimum UKC | 7.7 M | 7.4 M | 21 M | 11.6 M | 16.4 M |
| ZOG | | | | | |
| Position Fixing Interval (5 mins, 10 mins, 15 mins, 30 mins, 60 mins) | 5 MIN | 10 MIN | 30 MIN | 30 MIN | 30 MIN |
| Method for Fixing (GPS/ Radar / Visual Bearing/ etc) | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING |
| Bridge Watch Level (BWL I, BWL II, BWL III, BWL IV) | BWL II | BWL II | BWL II | BWL II | BWL II |
| Chart Number | 4031 | 4039 | 4039 | 4039 | 4039 |
| Chart Datum (WGS 84, WGS 72, KERTAU 1948) | WGS 84 | WGS 84 | WGS 84 | WGS 84 | WGS 84 |
| No Go Area / Margin of Safety / Safe Water Area / Abort Point | Margin of Safety | Margin of Safety | Margin of Safety | Margin of Safety | Margin of Safety |
| Wheel Over Point | Ignore | Ignore | Ignore | Ignore | Ignore |
| Parallel Indexing | NA | NA | NA | NA | Takong X 0.7 nm |
| VHF Channel / Reporting | CH 73 AND 13 | CH 73 AND 16 | CH 73 AND 16 | CH 73 AND 16 | CH 73 AND 16 |
| Security Reporting System / Reporting Point | Ch 09 | Ch 09 | Ch 09 | Ch 09 | Ch 09 |
| Security Level / Security Hardening Implementation | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 |
| Security High Risk Area (Yes/No) / Anti-Piracy Watch (Yes/No) | NO | NO | NO | NO | NO |
| Contingencies (Alternative Course / Safe Anchorage / Waiting Area / Emergency Berth) | Alternative Course | Alternative Course | Alternative Course | Alternative Course | Alternative Course |
| Traffic Density (Very High, High, Medium, Low) | High | High | High | High | High |
| Remarks (Switch On off Echo Sounder, Calling Master, Calling of Pilot / VTS, Change of Auto to Manual Steering, Security Related Information, speed reduction position, position where the anchor ready for emergency use, etc) | Echo Sounder on Pilot Disembarked Manual Steering Master on the Bridge REPORT VTS WEST CH 73 | Manual Steering, On Echo sounder, Radio Standby On Ch 73 VTS WEST | Manual Steering, On Echo sounder, Radio Standby On Ch 73 VTS WEST | Manual Steering, On Echo sounder, Radio Standby On Ch 73 VTS WEST | Manual Steering, On Echo sounder, Radio Standby On Ch 73 VTS WEST |



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13. ROUTE (from Pilot Station to Pilot Station)

(Pilot station to pilot station / pilot station to anchorage / anchorage to berth / anchorage to pilot station etc)

| Way Point No / Name | 11 | 12 | 013 | 14 | HL |
|---|--|---|---|---|--|
| Latitude / Longitude | 01 07 00 N 103 46 10 E | 01 12 77 N 103 48 78 E | 01 13 68 N 103 57 35 E | 01 16 40 N 104 19 50 E | 01 21 20 N 104 25 00 E |
| Course | 043° | 055° | 065° | 083° | 048° |
| Leg Distance / DTG | 4 NM / 339.1 NM | 3.2 NM / 335.9 NM | 9.4 NM / 327.4 NM | 23 NM / 305 NM | 7.30 NM / 297.7 NM |
| ECDIS Anti Grounding Cone or Look Ahead Setting | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS |
| Minimum UKC | 11.6 M | 16.4 M | 19.9 M | 21.9 M | 61.3 M |
| ZOG | | | | | |
| Position Fixing Interval (5 mins, 10 mins, 15 mins, 30 mins, 60 mins) | 30 MIN | 30 MIN | 30 MIN | 30 MIN | 30 MIN |
| Method for Fixing (GPS/Radar / Visual Bearing/etc) | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING | GPS & RADAR BEARING |
| Bridge Watch Level (BWL I, BWL II, BWL III, BWL IV) | BWL II | BWL II | BWL II | BWL II | BWL II |
| Chart Number | 4039 | 4041 | 4041 | 3831 | 3831 |
| Chart Datum (WGS 84, WGS 72, KERTAU 1948) | WGS 84 | WGS 84 | WGS 84 | WGS 84 | WGS 84 |
| No Go Area / Margin of Safety / Safe Water Area / Abort Point | Margin of Safety | Margin of Safety | No Go Area | No Go Area. | No Go Area |
| Wheel Over Point | Ignore | Ignore | Ignore | Ignore | Ignore |
| Parallel Indexing | Hellen Mar Refr Pl = 0.5 NM | Karang Barlang X 0.3nm | Racon (B) Batu Berhent X 0.55nm | Margin of Safety | HORSBURGH X 0.55NM |
| VHF Channel / Reporting | CH 14 AND 16 | CH 14 AND 16 | CH 14 AND 16 | CH 10 AND 16 | CH 10 AND 16 |
| Security Reporting System / Reporting Point | CH 09 | CH 09 | CH 09 | CH 09 | CH 10 AND 16 |
| Security Level / Security Hardening Implementation | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 |
| Security High Risk Area (Yes/No) / Anti-Piracy Watch (Yes/No) | NO | NO | NO | NO | NO |
| Contingencies (Alternative Course / Safe Anchorage / Waiting Area / Emergency Berth) | SA AND AC | SA AND AC | Alternative Course | Alternative Course | Alternative Course |
| Traffic Density (Very High, High, Medium, Low) | High | High | High | High | High |
| Remarks (Switch On off Echo Sounder, Calling Master, Calling of Pilot / VTS, Change of Auto to Manual Steering, Security Related Information, speed reduction position, position where the anchor ready for emergency use, etc) | Manual Steering, On Echo sounder, Report VTS Central On Ch 14 Sector 8 | Manual Steering, On Echo sounder, Radio Standby On Ch 14 VTS Central Sector 8 | Manual Steering, On Echo sounder, Radio Standby On Ch 14 VTS Central Sector 8 | Manual Steering, On Echo sounder, Report VTS East On Ch 10 Sector 9 | Manual Steering, On Echo sounder, Radio Standby On Ch 10 VTS EAST Sector 9 |



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13. ROUTE (from Pilot Station to Pilot Station)
(Pilot station to pilot station / pilot station to berth / anchorage to berth / anchorage to pilot station etc)

| Way Point No / Name | BERAKIT | MAPOR | PONTN | PDATU | ON TRG PLTS |
|---|--|---|---|---|---|
| Latitude / Longitude | 01.14.25 N 104.47.00 E | 00.51.00 N 105.10.00 E | 00.11.00 N 107.00.00 E | 00.11.00 N 108.40.00 E | 00.05.64 N 109.05.00 E |
| Course | 108° | 134° | 109° | 090° | 102° |
| Leg Distance / DTG | 23.1 NM / 274.6 NM | 32.6 NM / 247.6 NM | 122 NM / 125 NM | 100 NM / 25 NM | 25 NM / 0 NM |
| ECDIS Anti Grounding Cone or Look Ahead Setting | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS |
| Minimum UKC | 17.8 M | 33.1 M | 25.1 M | 19.09 M | 5.8 M |
| ZOG | | | | | |
| Position Fixing Interval (5 mins, 10 mins, 15 mins, 30 mins, 60 mins) | 60 MIN | 60 MIN | 60 MIN | 60 MIN | 5 MIN |
| Method for Fixing (GPS/Radar / Visual Bearing/etc) | GPS/ &RADAR BEARING | GPS/ &RADAR BEARING | GPS/ &RADAR BEARING | GPS/ &RADAR BEARING | GPS/ &RADAR BEARING |
| Bridge Watch Level (BWL I, BWL II, BWL III, BWL IV) | BWL I | BWL I | BWL I | BWL I | BWL II |
| Chart Number | 3831 | 3831 | 2870 | 2870 | 3721 |
| Chart Datum (WGS 84, WGS 72, KERTAU 1948) | WGS 84 | WGS 84 | WGS 84 | WGS 84 | WGS 84 |
| No Go Area / Margin of Safety / Safe Water Area / Abort Point | Margin of Safety | No Go Area | Margin of Safety | No Go Area | Safe Water Area |
| Wheel Over Point | Ignore | Ignore | Ignore | Ignore | Ignore |
| Paralel Indexing | Tg. Berakit X 4nm | P. sentut X 5.7nm P. merapae X 6.5nm | NA | PENGIKIK PI X 3.2nm P DATU PI X 2.5 NM P. penjantan X 2.2 | NA |
| VHF Channel / Reporting | CH 16 | CH 16 | CH 16 | CH 16 | CH 12 AND 16 |
| Security Reporting System / Reporting Point | CH 16 | CH 16 | CH 16 | CH 16 | CH 12 AND 16 |
| Security Level / Security Hardening Implementation | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 |
| Security High Risk Area (Yes/No) / Anti-Piracy Watch (Yes/No) | NO | NO | NO | NO | NO |
| Contingencies (Alternative Course / Safe Anchorage / Waiting Area / Emergency Berth) | Contingencies Anchorage | Alternative Course | Contingencies Anchorage Alternative Course | Contingencies Anchorage Alternative Course | Safe Anchorage, Waiting Area |
| Traffic Density (Very High, High, Medium, Low) | MEDIUM | LOW | LOW | LOW | MEDIUM |
| Remarks (Switch On off Echo Sounder, Calling Master, Calling of Pilot / VTS, Change of Auto to Manual Steering, Security Related Information, speed reduction position, position where the anchor ready for emergency use, etc) | Change Over to AUTO STERRING,, ECHOSOUNDER On, | AUTO STERRING,, ECHOSOUNDER On, | AUTO STERRING,, ECHOSOUNDER On, | Change Auto Pilot to Manual Steering, POB Calling Master on the Bridge Calling Jungkat Port Control | Change Auto Pilot to Manual Steering, POB Calling Master on the Bridge Calling Jungkat Port Control |



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14. ROUTE (from Pilot Station to Berth)

(Pilot station to pilot station / pilot station to berth / pilot station to anchorage / anchorage to berth / anchorage to pilot station etc)

| Way Point No / Name | PLTS | PON 3 | PON 5 | PON 7 | JETTY |
|---|---|--|--|--|--|
| Latitude / Longitude | 00.05.84 N 109.05.00 E | 00.04.57 N 109.09.500 E | 00.03.35 N 109.11.90 E | 00.01.88 N 109.13.88 E | 00°01.200' N 109°14.950' E |
| Course | - | 103° | 116° | 125° | 109° |
| Leg Distance / DTG | - NM / 9.8 NM | 4.6 NM / 5.2 NM | 2.65 NM / 2.6 NM | 2.5 NM / 0.1 NM | 0.1 NM / 0NM |
| ECDIS Anti Grounding Cone or Look Ahead Setting | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS | NO ECDIS |
| Minimum UKC | 9.8 M | 5.8 M | 5.0 M | 5.7 M | 5.8 m |
| ZOG | | | | | |
| Position Fixing Interval (5 mins, 10 mins, 15 mins, 30 mins, 60 mins) | 10 MIN | 5 MIN | 5 MIN | 5 MIN | 5 MIN |
| Method for Fixing (GPS/ Rader / Visual Bearing/etc) | GPS/RADAR VISUAL BEARING | GPS/RADAR VISUAL BEARING | GPS/RADAR VISUAL BEARING | GPS/RADAR VISUAL BEARING | GPS/RADAR VISUAL BEARING |
| Bridge Watch Level (BWL I, BWL II, BWL III, BWL IV) | BWL II | BWL II | BWL II | BWL II | BWL II |
| Chart Number | 3721 | 3721 | 3721 | 3721 | 3721 |
| Chart Datum (WGS 84, WGS 72, KERTAU 1948) | WGS 84 | WGS 84 | WGS 84 | WGS 84 | WGS 84 |
| No Go Area / Margin of Safety / Safe Water Area / Abort Point | NGA AND ABORT POINT | No Go Area, | No Go Area | No Go Area | No Go Area |
| Wheel Over Point | Ignore | Ignore | Ignore | Ignore | Ignore |
| Parallel Indexing | NA | NA | NA | PI = 0.15 NM X 210' | NA |
| VHF Channel / Reporting | CH 12,14 AND 16 | CH 12,14 AND 16 | CH 12,14 AND 16 | CH 12,14 AND 16 | CH 12,14 AND 16 |
| Security Reporting System / Reporting Point | CH 12,14 AND 16 | CH 12,14 AND 16 | CH 12,14 AND 16 | CH 12,14 AND 16 | CH 12,14 AND 16 |
| Security Level / Security Hardening Implementation | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 | LEVEL 1 |
| Security High Risk Area (Yes/No) / Anti-Piracy Watch (Yes/No) | NO | NO | NO | NO | NO |
| Contingencies (Alternative Course / Safe Anchorage / Waiting Area / Emergency Berth) | Safe Anchorage | Waiting Area, Safe Anchorage | Alternative Course | Safe Anchorage | Alternative Course |
| Traffic Density (Very High, High, Medium, Low) | High | High | High | High | High |
| Remarks (Switch On off Echo Sounder, Calling Master, Calling of Pilot / VTS, Change of Auto to Manual Steering, Security Related Information, speed reduction position, position where the anchor ready for emergency use, etc) | Echosounder On Change Auto Pilot to Manual Steering, POB Calling Master on the Bridge Calling Jungkat Port Control | Echosounder On Change Auto Pilot to Manual Steering Calling Master on the Bridge Calling Jungkat Port Control | Echosounder On Change Auto Pilot to Manual Steering Calling Master on the Bridge Calling Jungkat Port Control | Echosounder On Change Auto Pilot to Manual Steering Calling Master on the Bridge Calling Jungkat Port Control | Echo Sounder Off Pilot Disembark Steering Off Calling Jungkat Port Control |



15. CONTINGENCY PLAN

IN ALL CASES, INFORM MASTER IMMEDIATELY AND ENGINE ROOM, CONTINUE BEING RESPONSIBLE UNTIL MASTER TAKES OVER.

| MAIN ENGINE FAILURE | STEERING FAILURE | POWER FAILURE | GYRO FAILURE | REDUCED VISIBILITY |
|--|--|---|---|---|
| Call master, Use rudder to the best advantage. | Inform ER, Call Master | Change over to hand steering, switch power to emergency motor. | Change to manual steering using magnetic compass, Inform Master | Navigation lights, both radars and VHF on. |
| Exhibit NUC lights/shapes. | Engage emergency steering. | Warn close traffic by all means, VHF, Whistle, ALDIS Lamp | Check if other gyros are working | Revert to hand steering, post look-outs, engine on standby. |
| Broadcast warning, Report to local coast guard, update ship's position | Stop engine in restricted water or if in traffic. Standby Anchor party | Display NUC Signal, standby anchor party | Established vessel's position | Sound fog signal |
| Consider lowering anchor or dredging anchor if drifting towards danger | Exhibit NUC lights/shapes, Inform nearest coast guard / VTS | Update ship's position, Broadcast warning, Inform coasguard / VTS. | Sound alarm if running into danger | |
| If in shallow water, standby anchor station | Update ship's position, Broadcast warning. | Check with ER, Estimate time to restore power | Proceed as safe speed and ME to be on standby | |
| Refer to SECM Sec.17.6.3 | Refer to SECM Sec.17.6.4 | Refer to SECM Sec.17.6.5 | Refer to SECM Sec.17.6.6 | |
| PIRACY ATTACK (Approach Stage) | PIRACY ATTACK (Attack Stage) | PIRACY ATTACK (Action on Illegal Boarding) | ON COMING HEAVY WEATHER | DELAY OF PILOT / TUG |
| Increase to maximum speed to open the distance, Steer straight course | Reconfirm all ship's crew in safe muster point / Citadel | Take all way off and stop the engines | Secure anchor cables, seal spurling pipe | Reduce speed to minimum/optimum. |
| Initiate ship's emergency procedure and activated the emergency communication plan and | Ensure SSAS Has been activated and report the attack to IFC/Voluntary Community Report (NCR) and nearest coasguard | All remaining crew to proceed to the citadel of safe mustering point. Locking all internal doors on route | Secure wires and ropes on drums, secure others under deck. | Revert to hand steering, engine on stand-by. |
| Activate alarm and make an attack announcement | Check VDR Data is being saved | Ensure all crew present in Citadel or safe muster point. | Secure all tank openings. & Check catwalk securing bolts. | Continuous watch on VHF and update with port operation |
| Make a mayday call on VHF Ch 16, Send Distress msg and activate SSAS | Commence small alteration of helm whilst maintaining speed to deter skiffs from lying alongside | Established communication from Citadel with company and Coasguard. | Secure drums on deck and in paint locker. | If required, divert to safe drifting area. |
| Check the VDR is recording, activate water spray, Secure all accommodation Doors | Large amount of helm are not recommended as these likely to significantly reduce ship's speed | Stay in the Citadel until conditions force you to leave or advise by the military | | Anchor to be ready. |
| All crew does not require on bridge should muster at Citadel | | | | |

IN OTHER EMERGENCIES TAKE APPROPRIATE ACTION AS PROMULGATED IN SHIP BOARD EMERGENCY AND CONTINGENCY MANUAL OR AS THE CIRCUMSTANCES OF THE CASE DEEM NECESSARY.



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16. OTHERS

- Chief Engineer consulted for the needs of the intended voyage, taking into consideration the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.
- (Voyage Plan Appraisal & Pre-Sailing Checklist) to be completed.
- Previous passage plan course line, heading and marking have been erased from current voyage chart


Prepared by


 YUDI ANIANTO DASA
 Second Officer

Approved by


 KAHARUDIN
 Master

Seen and cross-checked by


 AHMAR MUSTAMIN
 Chief Officer

Third Officer

Additional Officer