

LAMPIRAN

LAMPIRAN I, *COMPANY INVESTIGATION REPORT*

BSM

Incident Investigation Report

Form IM 02

Ship name	MV MP Ultramax 1
IMO number	9703590
Ship type	Bulk carrier (geared)
Deadweight	64000 mt
Date of incident	23 rd April 2024
Owner	Pallonji shipping
Position of the ship	At sea/ Indian Ocean
Location of incident on board	Aft: Poopdeck
Nature of incident	Fire on Mooring rope kept on the poop deck.
Extent of loss	Vessel/owner reputation and monetary loss.
Names of investigators	Capt. Anish Abdul Azeez (MSI)
Reviewed by	Christopher TA (Fleet Manager)
Date investigation completed	08 th May 2024.

Note: The investigators applied the Kelvin TOP-SET® investigation system to this incident. This system requires any or all of the following during the investigation:

- Conducting interviews with involved persons
- Review of procedures, records and checklists
- Evidence collection
- On site investigation
- Structured analysis of findings

Executive Summary:

What happened

Three mooring ropes kept on the Poop deck caught fire causing damage to the rope and the surrounding area.

Consequences

1. Cost of Mooring Ropes.
2. Cost of upgrading the surrounding area.
3. Loss of reputation.

Immediate causes (MSCAT categories)

IC 29. Exposure to high temperature.

Mooring ropes were kept exposed on deck, in an area where soot from funnel exhaust often falls.

Root causes (MSCAT categories)

RC 5.6: Lack of situational awareness/risk perception/risk awareness.

Ships staff did not take into consideration that mooring ropes kept exposed in the poop deck have the potential to catch fire due to soot falling on them.

SMART actions

Action 1	To circulate the incident advising the ships to ensure the mooring ropes are not left exposed.
Verification	Email
Resources	No additional resources are required.
Due date	23 May 2024

Action 2	Safety meeting to discuss the incident, and safe practices for storing mooring ropes.
Verification	PAL
Resources	No additional resources are required.
Due date	24 th April 2024/Completed.

Action 3	Cleaning of the Exhaust gas side of the boiler more frequently than that recommended in PMS. 3-monthly routine carried out on 13 th March / next due is 13 th June. However additional cleaning was carried out on 25 th April.
Verification	PAL
Resources	No additional resources are required.
Due date	25 th April 2024/Completed.

Time line

DATE	TIME	EVENT
		The vessel departed Singapore after bunkering, Destination: Kandla/India.
	0520LT	While at sea, the fire alarm of the emergency generator room was activated.
	0523LT	Crew mustered
	0527LT	Fire location was identified and commenced firefighting using fire hoses.
	0540LT	Fire was extinguished, all adjacent areas checked and found no signs of re-ignition. All crew safe, no injury, no causality.
	0600LT	Office informed & initial notification sent.

Additional Information *(To support causes and explain incident)*

MV MP Ultramax 1 is a bulk carrier under the Singapore Flag. The vessel is owned by Pallonji Shipping and was built in 2016 at New Yangzi shipbuilding co, China. The ship was taken into BSM management on 16th Sept 2024.

Vessel loaded coal cargo from Indonesia for Kandla/India, on April 23rd /0520LT the vessel was enroute (off Indian coast) when the Fire incident happened.

One of the crew members observed smoke coming from the poop deck area through his cabin porthole. Soon after at 0520LT, fire alarm of emergency generator room was activated. Crew members mustered on 0523 LT and proceeded to fight fire, they found that mooring ropes kept on poop deck were on fire. Fire hoses were connected, and fire was extinguished effectively at 0540 LT, all six sides of the area checked and no sign of re-ignition noted.

All exposed ropes on poop deck were transferred to the rope store below.

Paint on accommodation aft bulkheads were burned due to the fire were cleaned and repainted by the ships staff.

Upon investigation it was noted that dense carbon particles (originating from boiler) were found coming out through the M/E exhaust funnel.

These particles fell on the flaked out mooring ropes and lead to the slow burning of the ropes placed on the poop deck.

Although cleaning /maintenance of the boiler was followed diligently by ships staff (as per planned maintenance system), these particles form and find their way out through the exhaust funnel.

As a precaution, exhaust boiler smoke tube was blown by air & cleaned after the incident on 25th April 2024.

Additionally, fire-retardant canvas was ordered and supplied onboard on 02nd May 2024. The same was put on the mooring drums to avoid any future damage to the mooring rope.

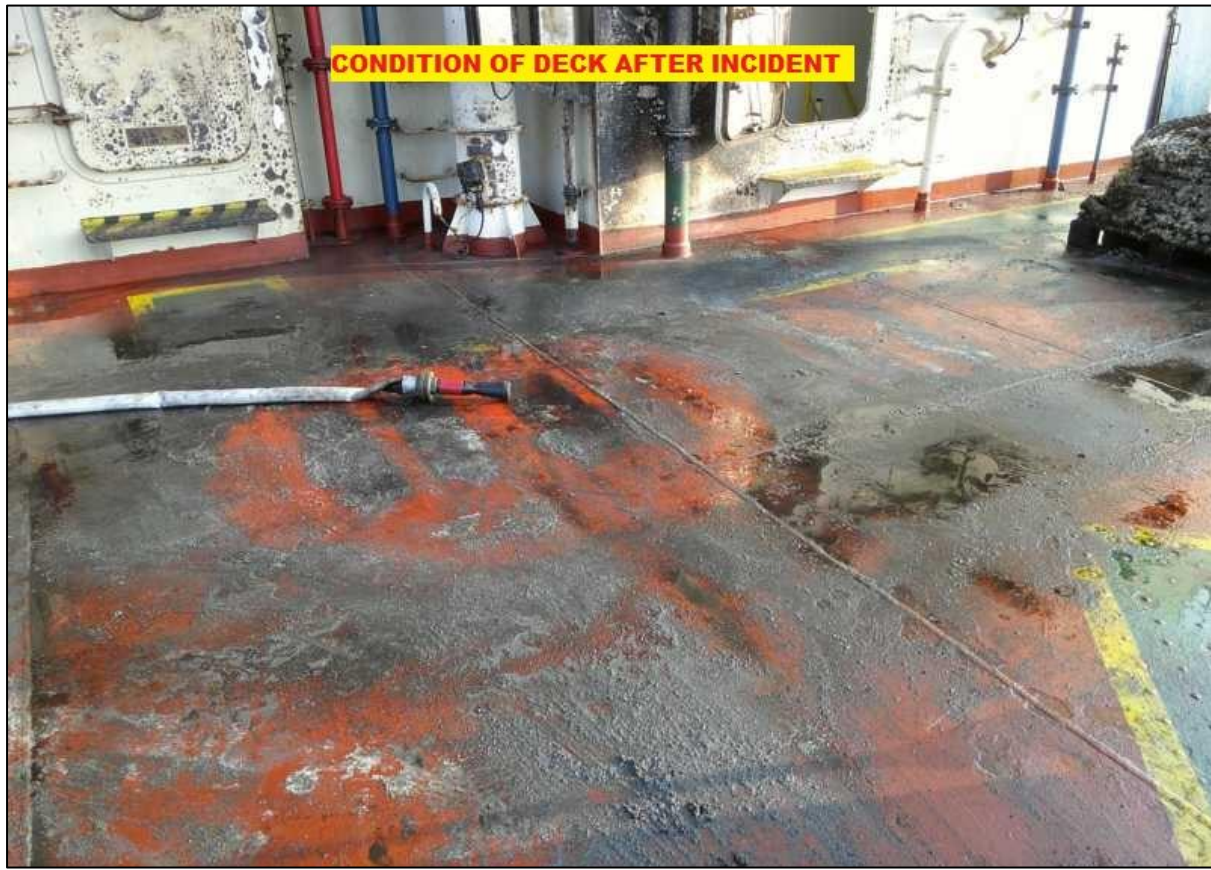
Human element considerations

1. Work Rest hours were reviewed, and no violation was noted.
2. No deliberate sabotage has been observed.

Procedural compliance (ship and office)

1. Normal best practices carried out during sailing. All relevant checklist complied with, and fire rounds taken after every watch.
2. Emergency response by ships staff was commendable. Fire was extinguished effectively within a short span of time.
3. Reporting to authorities (Owners, Ship manager) was carried out by Master promptly.
4. No delays to the vessel's schedule.

LAMPIRAN II, KONDISI DEK SEBELUM DAN SESUDAH RESTORASI





LAMPIRAN III, MUTASI NAIK KAPAL



Sign On Letter

No. 002/NH-BSM/1110/2023

We hereby inform you that the crew mentioned below:

Name : Marcellino George
Place, Birth of date : Tangerang, 26 Maret 2002
Rank : Deck Cadet
Seaman book / Expiry : I051487 / 27 May 2026
Vessel Name : MP ULTRAMAX 1
Type Vessel : BULK CARRIER
GRT : 36286

The crew will join the ship for ± 9 months at our company PT BSM Crew Service Center Indonesia.

Thus we convey this warrant, thank you for your attention and assistance.

Jakarta, 12th October 2023

Nur Hidayat
Fleet Personnel Officer
+62 813-1776-5033

PT. BSM CREW SERVICE CENTRE INDONESIA
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www.bs-shipmanagement.com | www.bsm-indonesia.com

SIUPPAK No. 3.3 Tahun 2014
NIB No. 9120300760694

Member of the SCHULTE GROUP

LAMPIRAN IV, MUTASI TURUN KAPAL



Kepada Yth.

Kepala Politeknik Maritim Negeri Indonesia

SURAT MUTASI

Ref: BSM-NH/28/I/2025

Yang bertanda tangan dibawah ini Fleet Personnel Officer di PT BSM CSC Indonesia, menerangkan bahwa :

Nama : Marcellino George
Tempat/Tgl Lahir : Tangerang, 26 Maret 2002
Posisi : Deck Cadet
Alamat : Cipondoh Makmur B.VB/09, Tangerang, Banten
Nomor Buku pelaut : G059451

Telah menyelesaikan masa kontrak kerja diatas kapal berikut:

No.	Nama Kapal	Jenis Kapal	GRT	Tanggal On	Tanggal Off	Alasan turun
1	MP Ultramax 1	Bulk Carrier	36286	15-10-2023	18-06-2024	End of contract

Demikian surat mutasi ini kami buat dengan sebenarnya agar dapat dipergunakan sebagaimana mestinya

Jakarta, 24 Januari 2025

PT BSM CSC Indonesia


Nur Hidayat
Fleet Personnel Officer

PT. BSM CREW SERVICE CENTRE INDONESIA

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Member of the SCHULTE GROUP

LAMPIRAN V, SHIP PARTICULARS

SHIP'S PARTICULARS				
NAME MP ULTRAMAX 1 CALL SIGN 9VS106 FLAG SINGAPORE PORT OF REGISTRY SINGAPORE OFFICIAL NUMBER 400731 IMO NUMBER 9703590 CLASS SOCIETY ABS CLASS NOTATION A1 BULK CARRIER BC-A, HOLDS 2 & 4 MAY BE EMPTY, ESP, AMS, ACCU, CSR CPS P & I CLUB STEAMSHIP MUTUAL		KEEL LAID 8-May-15 LAUNCHED N/A DELIVERED 7-Nov-16 SHIPYARD JIANGSU NEW YANGZI SHIP BUILDING CHINA Class No. 16270467		SATELLITE COMMUNICATION SAT-C 456600884/456600885 E-MAIL ultramax1@mpvessels.com SAT-FBB 500 870773801608 SAT-F FAX 765087808 V SAT + 6531659724 MMSI 563008900 EX. NAMES N/A CS / FLAG N/A
Owner M. Pallonji Logistics Singapore Pte Ltd, 24 Raffles Place, # 18-00 Clifford Centre, Singapore, 048 621. Tel: +65-65332323, Fax: +65-65337029, Email: shipping@mpallonjigroup.com Manager BMC Ship management Pte Ltd, 3 Anson Road #06-01 Springleaf Tower Singapore 079909, Tel: 65-65172400 Fax: 65-62234283 e-mail: imcsqtech@imcships.com				
Hatch Cover : FOLDING TYPE				
PRINCIPAL DIMENSIONS LOA 199.90m LBP 194.50m BREADTH (Extreme) 32.26m DEPTH (moulded) 18.5m HEIGHT (maximum) 50.90m BRIDGE FRONT - BOW 170.60m BRIDGE FRONT - STERN 29.30m KEEL TO TOP OF HATCH COAMING H1-H2= 21.10m KEEL TO POOL DECK 22.2m KEEL TO POOP DECK 19.0m				
TONNAGE NET 21588 GROSS 36286		REGD SUEZ 37610.78 PANAMA 30037		
LOAD LINE INFORMATION TROPICAL FRESH WATER 4.849 FRESH WATER 4.926 TROPICAL 4.951 SUMMER 5.228 WINTER 5.505 LIGHTSHIP DISP 11,847.420 Heavy Ballast/Full Bunker 7.60 / 10.41m Normal Ballast/Full Bunker 4.71 / 7.80m FWA 302mm TPC @ Summer draft 62.3 MT Propeller Immersion 6.95m Min. Bow Draft 4.3m		FREEBOARD 13.879 DRAFT 13.802 DWT 65,069.150 65,339.850 65,069.150 63,339.850 61,814.050		
MACHINERY / PROPELLER / RUDDER MAIN ENGINE DOOSAN MAN-B&W S560ME-C8.2(Tier II) M.C.R. 8050 KW @ 89 RPM N.C.R. 6843 KW @ 85 RPM CRITICAL RPM RANGE 42-53 RPM COMPOSITE BOILER SAAKE BOILER GENERATOR (3 sets) YANMAR DIESEL ENGINE CO.LTD EMER D.G. (1) DOOSAN INFRACORE AD136TIS PROPELLER FIXED PITCH, RIGHT-HANDED, 6 BLADES, N/AI-Bronze Cu3 RUDDER SEMI BALANCED STEERING GEAR MITSUBISHI HEAVY IND.LTD FW GENERATOR CAP ALFA LAVAL 18MT / DAY		BHCR TKS 100% (cbm) FOT #1P 460.41 FOT #1S 460.41 FOT #2P 506.19 FOT #2S 506.19 TOTAL 1933.2 MDO 156.28 LSMGO 117.28 TOTAL 273.54		
CARGO AND BALLAST PUMPING SYSTEM MAIN PUMPS NO. 1 240/90 30/75 1800 FIRE G.S. PUMP 1 92 75 3500 EM FIRE PIP 1 50CBM/H CARGO EDUCTOR 1 900 1800 BALLAST PIPs 2 50CBM/H BALLAST EDUCTOR 1 50CBM/H		LIFE BOAT FREE-FALL Capacity: 30 Persons RESCUE BOAT 6 Persons LIFE RAFTS 3 x 16 P, 1 x 16 P 1 x 6 persons PROV. CRANE 1 x 4 MT BUNKER DAVIT 2 x 1.5 MT HELICOPTER WINCHING Cargo Hold # 3		
Charter Party Speed / Consumption: Laden: 13.0kts/26mt - 12.0kts/20.5mt Ballast: 14.0kts/26mt - 13.0kts/20.5mt Gear Working: 5.0mt IFO + 0.1mt MGO Gear Idle: 2.7mt IFO + 0.1mt MGO		WINCHES / WINDLASS / ROPES / EMERGENCY TOWING WINDLASS 2 2 NIPPON PUSNES CO LTD WINCHES 2 2 NIPPON PUSNES CO LTD MRG ROPE 7 7 POLYPROPYLENE EIGHT STRAND, 64mmx220m, BREAKING ST. 554KN ANCHOR 2 SPECK STOCKLESS ANCHOR, 9900KG CABLE 2 GRADE AM3, DIAMETER 78mm, BREAKING STRENGTH 4500KN, 330m EMG. 1 WIRE ROPE, 602A46x37 + FC1470, DIAMETER 60mm, LENGTH 280m, BREAKING STRENGTH 1471KN TOWING 1		
CRANES Make / Type: MacGregor / GLB3530-27830GR SWL: 35T Max. Outreach: 13.87m Min-Max Radius: 5-30m GRABS Make / Type: Guvin / Remote Operated Unit Weight: 10,000KG Capacity: 15 CBM SWL: 16T		Hatch Cover Length x Breadth No.1: 19.68m x 18.26m No.2-S: 22.96m x 18.26m Cement holes, number and size: 2 per hold / size 700mm diameter Tank Top Dimension (m): Breadth (FWD) / Breadth (AFT) x Length NO.1 14.7023.824x27.08 NO.2 23.824/23.824x33.62 NO.3 23.824/23.824x26.24 NO.4 23.824/23.824x28.70 NO.5 23.824/7.103x31.98 Waterline to Hatch Coaming: Full Ballast #1- 15.69m / #2- 15.02m / #3- 14.34m / #4- 13.58m / #5- 12.81m Heavy Ballast #1- 12.81m / #2- 12.21m / #3- 11.61m / #4- 10.81m / #5- 10.01m Strength (MT/M2): Hatch Cover x Tank Top x Deck Hatch Covers: 2.2 TM2 Tank Top: 25 TM2 Deck: 3.5 TM2		
FIRE FIGHTING SYSTEM ENGINE ROOM FIXED CO2 SYSTEM / WATER-MIST SYSTEM CARGO HOLDS FIXED CO2 SYSTEM		MP ULTRAMAX 1 MASTER		

LAMPIRAN VI, *CREW LIST*

IMO Convention on Facilitation of International Maritime Traffic

IMO CREW LIST													
1. Name of ship			☒ Arrival ☐ Departure			1 of 1							
MP ULTRAMAX 1			2. Port of Arrival / Departure			3. Date of Arrival / Departure							
4. Nationality of ship			5. Port Arrived from / Port of destination										
SINGAPORE													
6. No.	7. Family name, given names	8. Rank or Rating & Sex	9. Nationality	10. Date and place of birth	11. Passport Number and Expiry Date	12. Seaman's Book Number & Expiry Date	13. Joining Place / Date						
1	UJUAL NENMANI DILEEP	MSTR	MALE	INDIAN	01 DEC 1981 JHANSI, UTTAR PRADESH	Z3601332 5-Apr-27	MUM126680 19-Oct-27	ARICA	20-Jan-24				
2	ABDUL HASAN	C/O	MALE	INDONESIAN	21 NOV 1984 INDRAMAYU	C8970575 27-May-27	F207048 10-Jan-26	FANGCHENG	18-Oct-23				
3	IMAM WIBOWO SANTOSO	2/O	MALE	INDONESIAN	17 JAN 1975 JAKARTA	E0349526 26-Aug-27	H 059176 26-Aug-25	FANGCHENG	15-Oct-23				
4	DENIS SEPTIAWAN	3/O	MALE	INDONESIAN	09 SEP 1993 BOYOLALI	C8241297 20-Jan-27	1078481 22-Sep-26	FANGCHENG	15-Oct-23				
5	PERUMAL MAHESH	C/E	MALE	INDIAN	20 JUL 1984 THOPPUR, TAMIL NADU	Z3422366 1-Nov-25	CH53798 14-Dec-26	ARICA	20-Jan-24				
6	ZUL FAKAR	2/E	MALE	INDONESIAN	30 NOV 1992 MALAYSIA	C7187437 30-Dec-25	F218572 12-Feb-26	BALBOA	27-Jul-23				
7	RIFKI PIRMANTO	3/E	MALE	INDONESIAN	01 MAY 1991 GROBOGAN	C7933137 4-Jun-26	F158559 29-Nov-25	FANGCHENG	15-Oct-23				
8	KANDASAMY VEERAPANDIAN	ELECTRICIAN	MALE	INDIAN	18 MAY 1976 PILLAIYARKULAM, TAMIL NADU	T2165902 25-Aug-29	MUM189317 3-Dec-30	FANGCHENG	17-Oct-23				
9	LA ODE MUHAMAD HASRIL	BSN	MALE	INDONESIAN	02 DEC 1987 MOTWE	E0692693 17-Nov-32	G136592 21-Dec-24	FANGCHENG	15-Oct-23				
10	SAMAUNI TELAS	AB-A	MALE	INDONESIAN	16 JUL 1960 BAWEAN	C9665949 1-Sep-27	F087043 3-Dec-25	FANGCHENG	15-Oct-23				
11	MUSTAMIN	AB-B	MALE	INDONESIAN	05 FEB 1983 JAKARTA	C9665569 29-Aug-27	F140895 17-May-25	FANGCHENG	15-Oct-23				
12	BUSSALAM SATRO	AB-C	MALE	INDONESIAN	05 MAY 1973 GRESIK	C7387970 12-Nov-25	G019379 24-Nov-25	FANGCHENG	15-Oct-23				
13	TRI SUNTORO	OS	MALE	INDONESIAN	17 JUN 1994 LOMBOK BARAT	C8098694 30-Jun-26	G092812 1-Jul-26	FANGCHENG	15-Oct-23				
14	RUDI GUSSELY	OS	MALE	INDONESIAN	17 AUG 1981 JAKARTA	E2601031 8-Mar-33	G 139888 16-Mar-25	FANGCHENG	15-Oct-23				
15	RAJ KUMAR	FTR	MALE	INDIAN	10 DEC 1983 ALWAR, RAJASTHAN	M6550607 26-Feb-25	MUM122914 17-Oct-31	FANGCHENG	17-Oct-23				
16	SAIFUL ANWAR	MTM	MALE	INDONESIAN	12 APR 1977 JAKARTA	E2601940 20-Mar-33	I119140 3-Jan-27	BALBOA	2-Feb-24				
17	NIXON DENNIE ALKASSA	MTM	MALE	INDONESIAN	21 NOV 1970 BALIKPAPAN	C8682815 14-Mar-27	I060557 4-Aug-26	FANGCHENG	15-Oct-23				
18	ADE ANDHIKA	COOK	MALE	INDONESIAN	17 MAR 1986 JAKARTA	C9396147 28-Jun-27	F268425 10-Sep-26	FANGCHENG	15-Oct-23				
19	MAHFUD BIN HANAFI	MSM	MALE	INDONESIAN	17 DEC 1973 BANGKALAN	E3995346 3-Jul-33	I042447 16-Jun-26	FANGCHENG	15-Oct-23				
20	MARCELLINO GEORGE	D-CADET	MALE	INDONESIAN	26 MAR 2002 TANGERANG	E3690707 26-May-33	I051487 27-May-26	FANGCHENG	15-Oct-23				

14. Date and signature by master, authorized agent or officer

MP ULTRAMAX 1
MASTER

MASTER OF MV. MP ULTRAMAX 1

LAMPIRAN VII, FOTO DI KAPAL



