



PREVENTION AT SEA

CIRCULAR 03/2018

1 MILLION US DOLLARS
SURETY BOND FOR
FALSE ORB ENTRIES



Don't Cure,
PREVENT

1 Million US Dollars Surety Bond for false ORB entries

Case Study: Recently, it has been reported that a chemical tanker faced difficulties in San Juan, Puerto Rico, when US Coast Guard Officers boarded the vessel for a detailed inspection. On his round, the Inspector asked to see and examine the accuracy of the Oil Record Book and to inspect the oily water separator and the incinerator.

The inspector asked the Chief Engineer, if the incinerator was functioning properly, and the Chief Engineer responded with a 'yes', to avoid delays. The inspector then asked the Chief Engineer to demonstrate the incinerator's operation and at that point the Chief Engineer admitted that the unit was out of service and was scheduled for repair at the next port of call.

Finally, it was proved that during a voyage the incinerator developed problems and required repairs. The vessel operations department ordered parts to fix the incinerator, but delivery of the spares was delayed. The vessel was ordered to sail without repairing the incinerator, while the Chief Engineer, in order to maintain the neat appearance of the Oil Record Book, continued to record sludge burned (see ORB entries below) in the incinerator on the same regular schedule as he had previously shown when the equipment was working. Discharge to a waste facility was not recorded because the Chief Engineer thought that it would confuse the authorities and could cause delays during Port State inspections.

As a result, the oil record book was seized, the vessel was detained, and most of the crew was held for further questioning.

In order to leave the port, the vessel's operators were required to post a 1 million USD surety bond and to agree to house and feed the crew during the investigation process.

Code (letter)	Item (number)	Record of operations / signature of officer in charge
C	12.3	0.40M ³ SLUDGE FROM INCINERATOR SLUDGE PANK FRAME 15-16 STBD RETAINED 0.30M ³ BURNED IN INCINERATOR FOR (16H)
C	12.3	0.47M ³ SLUDGE FROM INCINERATOR SLUDGE PANK FRAME 15-16 STBD RETAINED 0.29M ³ BURNED IN INCINERATOR FOR (18H)
C	12.3	0.34M ³ SLUDGE FROM INCINERATOR SLUDGE PANK FRAME 15-16 STBD RETAINED 0.43M ³ BURNED IN INCINERATOR FOR (18H)

Photo - ORB Entries

THINGS TO REMEMBER!

With a view to avoid potential complications during third party inspections on board a vessel with regards to Oil Record Book entries and machinery maintenance, **Prevention at Sea** highlights the following:

- ✓ Clear instructions for the proper completion of the Oil Record Book should be available at the Company's Safety Management System Manual (SMS) and thoroughly followed.
- ✓ The vessel's Planned Maintenance System should include procedures on how to maintain the incinerator, as well as clear instructions should be available for the control and follow-up of defects and defect reports.
- ✓ The persons in charge for the completion of the Oil Record Book should be familiar with the correct process and be aware of the negative consequences of a false entry in the ORB.
- ✓ The ship's Captain should ensure that defects to statutory equipment are timely reported to the flag State administration and relevant port State authorities.



Photo - Incinerator
(Source: Marine Insight)



Photo - Incinerator Burner
(Source: Marine Insight)



Clear instructions on every operation onboard and ashore, and proper documentation of events can save millions of us dollars!



PREVENTION AT SEA

DON'T CURE, PREVENT! FOR MORE INFORMATION,
PLEASE DO NOT HESITATE TO CONTACT US.



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