


  
Capt. Chandra Dorman



  
I.S. Kabanov  
SIRE Inspector.

## SIRE 2.0 EDITOR

### Observation Declaration for LCKX-0907-4736-7478

Vessel Name	New Frontier1
IMO	9765079
Inspection Date	27-May-2025
Port of Inspection	Spain - Algeciras [ESALG]

## 2. Certification and Documentation

### 1. Certification

1. Were the Master and senior officers familiar with the company procedure for maintaining the vessel's statutory certification up to date, were all certificates and documents carried onboard up to date and was the vessel free of conditions of class or significant memoranda?

#### Hardware Observable or detectable deficiency

##### Hull: Maintenance task available – not completed

*The vessel had been issued with the Class "Asset Note" - "Port side shell set-in frames 9-14 in the way of the purifier room (between S.L. 20-21)". As per the Survey Status Report printed out on 27-May-2025, the Note was issued on 10-May-2025. For details see picture attached to observation 11.1.5.*

## 3. Crew Management

### 4. Crew Compliance

1. Was there an effective system in place to record and monitor the hours of rest for all personnel onboard in compliance with STCW, MLC or the regulatory requirements applicable to the vessel?

**Human Senior Engineer Officer: Not as expected**

*The OP was not familiar with the Company's rest hours procedure. Engine Room UMS alarms were not reflected in rest hours records.*

## 2. Custom and practice surrounding use of procedures

## 4. Navigation and Communications

### 1. Navigation Equipment

1. Were the Master and navigation officers familiar with the company procedures for the set up and operation of the ECDIS units fitted to the vessel and were records available to demonstrate that the ECDIS had been operated in accordance with company procedures at all stages of a voyage?

**Human Junior Deck Officer: Exceeded normal expectation**

*The OP was able to confidently and accurately describe all details of ECDIS set up and operation in accordance with the relevant Company's procedure.*

### 3. Procedures accessible, helpful, understood and accurate for task

## 5. Safety Management

### 2. Fixed Fire Protection Systems

1. Were the Master, officers and ratings familiar with the starting procedure for the emergency fire pump, and were records available to demonstrate that the emergency fire pump and its location had been maintained and tested in accordance with company procedures?

**Human Rating: Not as expected**

*The OP was not familiar with the Emergency Fire pump location.*

### 9. Opportunity to learn or practice

### 3. Portable fire fighting appliances

1. Were the Master, officers and ratings familiar with the location and use of the vessel's firefighter's outfits including the self-contained breathing apparatus (SCBA), and was the equipment maintained in good condition and ready for immediate use in accordance with company procedures?

**Hardware Observable or detectable deficiency**

**Loose Firefighting Equipment & Clothing: Sudden failure – maintenance tasks available and up to date**

*The tested BA did not pass the air leak test. Air pressure was dropped too fast (50 bar per 2 minutes).*

## 7. Safety Management

1. Had all onboard incidents been reported and investigated in accordance with company procedures, and was an incident investigation report or a summarised lessons learned bulletin available for each incident at or above a defined threshold?

**Process Not as expected ♦ procedure and/or document deficient**

**8.1.1 - Prompt reporting and investigation of incidents: Procedure not present/available/accessible**

## 8. Cargo and Ballast Systems

### 6. Gas (common to all vessels under IGC Code)

1. Were the Master and officers familiar with the company procedures for the maintenance, testing and setting of the independent cargo tank high-level and overfill alarms, and were these alarm systems fully operational and properly set?

**Human Senior Deck Officer: Not as expected**

*There were no records of testing of the cargo tank high-level and overfill alarm systems prior to cargo operation, commenced during the inspection.*

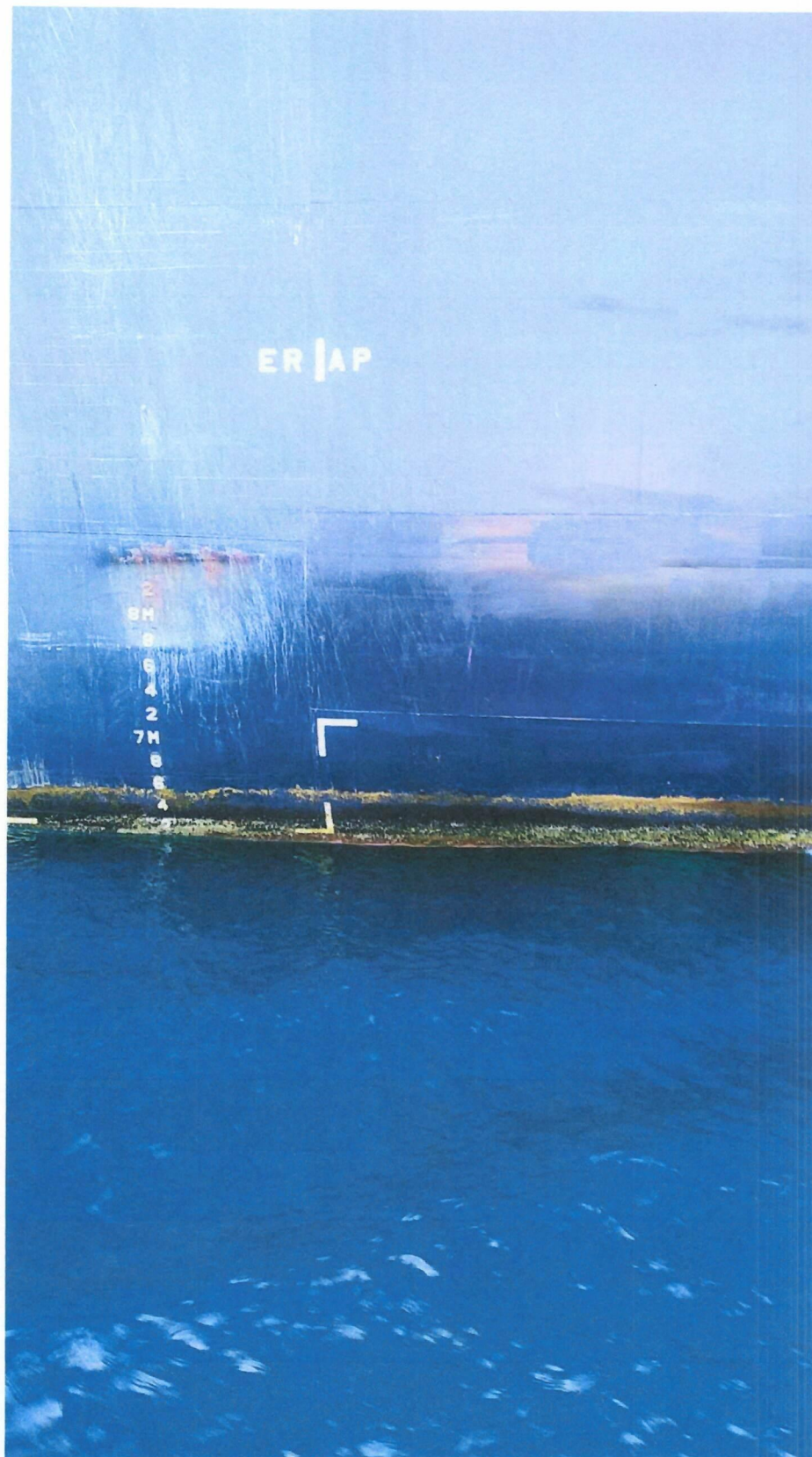
#### 1. Recognition of Safety criticality of the task or associated steps

## 11. General Appearance and Condition

### 1. Photograph comparison

5. Was photograph no.5, hull aft end port side, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?





Photograph **Photo not representative**

**Photograph supplied: Area/item shown not representative of the overall condition**  
*The ship's hull was affected by marine growth.*

14. Was photograph no.14, one hose crane hoisting winch, stowed wire and limit switches, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?



Photograph Photo not representative

Photograph supplied: Other - Text

*The requested equipment was not visible in the ship's photo.*