



**GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS
(PORTS & SHIPPING WING)**

*** **



No.3(1)/2025-CNS/INQ/PNSC/MT SHALAMAR/2025

Dated: 07th August 2026

INVESTIGATION REPORT

**FIRE INCIDENT ON BOARD PAKISTAN FLAGGED TANKER MT
SHALAMAR (IMO NO. 9336842)**

Date of Incident: 18 June 2026

Location: North Arabian Sea, approximately 78 nautical miles off Ormara, Pakistan

Position: 24°34.8'N, 064°01.8'E

1. INTRODUCTION AND AUTHORITY

1.1 Authority for Investigation

1.1.1 This Inquiry into the marine casualty involving the Pakistani Flagged Tanker MT Shalamar (IMO No. 9336842) was initiated by the Directorate General Ports & Shipping (DGPS) in accordance with Sections 470 and 471 of the Merchant Shipping Ordinance, 2001.

1.1.2 The occurrence is being treated as a "Very Serious Marine Casualty" for investigation purposes, in line with the IMO Casualty Investigation Code (Resolution MSC.255(84)) and relevant SOLAS provisions.

1.1.3 The investigation aims to ascertain the facts and circumstances surrounding the casualty and to determine the causal factors to prevent recurrence.

1.2 Investigation Team

1.2.1 The investigation team comprised the following officers from the Directorate General Ports & Shipping and Sub office Mercantile Marine Department

Chief Nautical Surveyor: Capt. Rafaqat Hussain (Team Leader)

Deputy Chief Nautical Surveyor: Capt. Syed Ali Raza

Engineering and Ship Surveyor: Mr. Raja Fawad Ali

1.2.2 The team visited the vessel on 24 June 2026 at OP-1 berth, Karachi, during cargo discharging operations, to conduct the inquiry and Flag state Inspection was also carried out.

2. VESSEL PARTICULARS

Particular	Detail
Name of Vessel	MT Shalamar
IMO Number	9336842
Call Sign	AQQI
Port of Registry	Karachi
Flag	Pakistan
Year of Built	2006
Classification Society	Lloyd's Register (LR)
Length Overall	228.6 meters
Breadth Moulded	42 meters
Summer Deadweight	105,315 tonnes
Summer Draft	14.808 meters
Gross Tonnage (GRT)	55,894
Net Tonnage (NRT)	29,810
Main Engine Type	Diesel MAN B&W 65G0MC-C
Owner	Shalamar Shipping (Pvt) Ltd
Contact Details	VTANKEROPS@PNSC.COM.PK

3. CHRONOLOGICAL SEQUENCE OF EVENTS

3.1 Pre-Incident Status

3.1.1 On 18 June 2026, MT Shalamar was proceeding in the North Arabian Sea, approximately 78 nautical miles off Ormara, Pakistan, en route to Karachi.

3.1.2 The vessel was in a laden condition, carrying UMME LULU Crude Oil.

3.1.3 At the time of the incident, the vessel's position was 24°34.8'N, 064°01.8'E, proceeding at a speed of 10.8 knots on a course of 050°T.

3.1.4 Weather conditions were reported as "Moderate to Rough Sea, Long Swell SW 4-5, visibility Good / Partially Cloudy."

3.2 Fire Detection and Initial Response (1736 LT)

3.2.1 At approximately 1736 LT (1236 UTC), the vessel's fire detection and alarm system activated, indicating a fire emergency.

3.2.2 The Master and navigating officers were present on the bridge conducting navigational duties.

3.2.3 Most crew members were either in the mess room or carrying out routine duties elsewhere on board.

3.2.4 The Master's cabin and adjacent cabins on B-Deck were unoccupied, except for the Second Officer who was resting in his cabin.

3.2.5 Upon receipt of the fire alarm, the Master and an officer proceeded to B-Deck to investigate. On opening the access door, a large quantity of dense smoke was observed throughout the alleyway.

3.2.6 The Master's cabin door was found open, allowing smoke to spread throughout the accommodation deck.

3.2.7 While on the bridge with the Officer of the Watch (OOW), thick smoke was observed entering through the bridge door, which was immediately closed to prevent further smoke ingress and to maintain a safe environment on the bridge.

3.3 Emergency Response Initiation (1736-1742 LT)

3.3.1 The Master immediately raised the emergency alarm, mustered all personnel, and initiated emergency response procedures.

3.3.2 The General Fire Alarm was sounded, and an announcement was made over the Public Address (PA) System, informing all personnel of the fire emergency and instructing them to proceed to their designated muster stations.

3.3.3 At 1742 LT, the Chief Officer reported to the bridge that all personnel had been accounted for.

3.3.4 An Urgency (PAN-PAN) message was transmitted on VHF Channel 16 to alert nearby vessels.

3.3.5 Accommodation electrical power and air-conditioning systems were isolated to prevent further spread of the fire and smoke.

3.4 Firefighting Operations (1742-1948 LT)

3.4.1 Firefighting commenced in the accommodation area, with the suspected fire area reported within the Master's accommodation (B-Deck).

3.4.2 The vessel's emergency response team commenced firefighting operations using portable fire extinguishers, fire hoses, and all available means.

3.4.3 The Chief Officer subsequently reported that the suspected seat of the fire was the Master's Cabin.

3.4.4 All available and appropriate firefighting equipment and appliances were utilized in accordance with the vessel's emergency response procedures.

3.4.5 At 1948 LT (1448 UTC), the Chief Officer reported to the bridge that the fire had been successfully contained and extinguished.

3.5 Post-Extinguishment Actions (1948-2230 LT)

3.5.1 Following confirmation that the fire had been successfully extinguished, continuous fire and safety watches were immediately established.

3.5.2 Enhanced monitoring of the affected accommodation spaces was maintained to ensure there was no re-ignition or recurrence of the fire.

3.5.3 At 2117 LT, the vessel transmitted an Inmarsat-C e-mail message to the concerned parties.

3.5.4 At 2230 LT, a call was made through V-SAT after the Electrical Technical Officer (ETO) restored electric power. The DPA (Capt. Ejaz), Commercial Department, and Capt. Farooque were informed.

3.5.5 At 2230 LT, after confirming the fire was fully extinguished and the vessel was safe, the voyage to Karachi resumed with continuous fire and safety watches maintained.

3.6 Post-Arrival Actions

3.6.1 The vessel arrived at Karachi and berthed at OP-1.

3.6.2 Cargo discharge operations commenced.

3.6.3 The vessel was attended by Lloyd's Register surveyors on 22 June 2026 at KPT, Oil Pier-1, Karachi.

4. AREAS AFFECTED AND DAMAGE ASSESSMENT

4.1 Fire Damage - B-Deck (Master's Cabin Area)

4.1.1 Captain's Day Room (B-Deck):

Completely burnt.

Insulation burnt

Windows and window frames damaged

Fire doors damaged

All furniture and ceiling & wall panelling burned

Electrical cables burned

Smoke detectors and lights burned

4.1.2 B-Deck Alleyway:

Roof panel: 1.63 meters x 18 meters - Burnt

Wall panel: 2.10 meters x 0.60 meters (30 qty) - Burnt

AC Duct (Alleyway to Master Cabin): 15 meters - Burnt & Water Affected

Electric cables: 16 Nos, approx. 20 meters each - Burnt

Electric Lights (Main + Emergency): 10 Nos - Burnt

Smoke Detection Alarm: 03 Nos - Burnt

STBD Side Main EXIT Door on Deck: 01 No - Burnt/Twisted

PA Loud Speaker: 01 No - Water Affected

Clock: 01 No - Burnt

4.1.3 B-Deck Fire Doors:

Fire integrity of all fire doors on B-Deck found affected.

4.2 Fire and Heat Damage - Adjacent Cabins

4.2.1 Chief Officer's Cabin:

Affected by heat and smoke

Water damage from boundary cooling

4.2.2 Second Officer's Cabin:

Affected by heat and smoke

Water damage from boundary cooling

4.2.3 Additional Cabins Affected by Water Damage (Boundary Cooling):

Chief Engineer's Day Room

2nd Engineer's Cabin

3rd Engineer's Cabin

Pilot Room

1st Engineer's Cabin

Spare Officer Cabins A & B

Electrician's Cabin

4.3 Structural Damage

4.3.1 Bridge Wing (S) plating in way of Frame Nos. 31-32, directly above the Captain's Day Room, was found indented and partially buckled of approximate dimensions 1.0m x 1.0m due to extensive heat caused by fire on B-Deck.

4.3.2 No structural damage to accommodation bulkheads plating, transverse and longitudinal girders was observed, as far as could be seen, at the time of survey.

4.4 A-Deck Damage (Water Damage Only)

4.4.1 A-Deck alleyway was found flooded due to boundary cooling action by ship staff during fire extinguishing.

4.4.2 Ceiling panels, smoke detectors, and insulation were found damaged due to water action.

4.4.3 No fire damage was observed on A-Deck accommodation.

4.5 Equipment and Systems Affected

4.5.1 Smoke detectors for B-Deck and A-Deck found wasted/damaged and malfunctioned due to fire and water action.

4.5.2 Electrical Distribution Panels for B-Deck and A-Deck confirmed with Lock-Out/Tag-Out (LOTO).

4.5.3 Original hard copies of various certificates on board found burnt, requiring re-issuance.

4.5.4 Fire detection system found in order.

4.6 Equipment Not Affected

4.6.1 Bridge navigation items unaffected by fire and found working satisfactorily.

4.6.2 Hull - no effect/damage due to fire observed.

5. STATEMENTS OF FACTS

5.1 Master's Statement

5.1.1 The Master, Capt. Syed Muhammad Junaid, submitted a preliminary Statement of Facts based on his observations, officers' reports, and official logbook entries.

5.1.2 The fire was detected at 1736 LT, and the Master immediately initiated emergency response procedures.

5.1.3 All crew were accounted for at 1742 LT.

5.1.4 The fire was extinguished at 1948 LT.

5.1.5 The initial onboard assessment indicated a possible electrical malfunction or short circuit; however, the exact origin and cause could not be determined onboard and remain subject to detailed technical investigation.

5.1.6 The Statement of Facts was submitted as a preliminary factual record based on the information available at the time and was provided without prejudice.

5.2 Chief Engineer's Statement

5.2.1 The Chief Engineer, M. Maseeb Khan, stated that at 1736 Hrs, the fire alarm activated and the fire was reported on B-Deck in the Master's cabin.

5.2.2 The Master was immediately informed, and a general emergency announcement was made.

5.2.3 The duty engineers remained on standby in the engine room, maintaining the safe operation of all machinery and ensuring the continuous operation of essential services throughout the emergency response.

5.2.4 Accommodation air conditioning ventilation and electrical power supply to the affected area were immediately isolated.

5.2.5 Firefighting equipment was deployed, and the crew responded in accordance with the vessel's emergency procedure.

5.2.6 The fire was successfully extinguished at 1948 Hrs, and the situation was brought under control.

5.3 All Personnel Statement

5.3.1 At 1736 LT, the fire alarm activated. The Master saw smoke in the alleyway through the bridge deck.

5.3.2 The Master called and activated the fire alarm. All crew mustered and headcount was conducted; no one was missing.

5.3.3 During 1736 LT, the Master and OOW were calling other vessels close to us and a Pakistan Navy boat. Unfortunately, they were able to hear our voice, but we were unable to receive their messages.

5.3.4 At 2117 LT, the vessel transmitted an Inmarsat-C e-mail message to the concerned parties.

5.3.5 At 2230 LT, a call was made through V-SAT after the ETO restored electric power. DPA Capt. Ejaz, Commercial Department, and Capt. Farooque were informed.

5.3.6 All hands were safe/vessel intact, proceeding to Karachi.

6. CLASSIFICATION SOCIETY SURVEY FINDINGS

6.1 Lloyd's Register Attendance

6.1.1 On the request of the Owner, the vessel was attended at KPT, Oil Pier-1, Karachi, on 22 June 2026, following the fire incident onboard B-Deck (Accommodation).

6.1.2 The attending surveyor was Mr. Shahroze Abdullah (Lead Surveyor).

6.2 Surveys Credited

6.2.1 The following surveys were credited in the report:

HDAM1: Accommodation Fire (Complete - 22 Jun 2026).

HDAM2: Accommodation Fire Damage - Structural (Complete - 22 Jun 2026)

HULL1: Hull - General Examination (Complete - 22 Jun 2026)

MCHY1: Machinery - General Examination (Complete - 22 Jun 2026)

EDAM1: Accommodation Fire Damage - Electrical (Complete - 23 Jun 2026)

Various Certificate Re-issuance surveys.

6.3 Conditions of Class Raised

6.3.1 **CoC-H-001:** Fire damage to accommodation (B-Deck), including associated windows, window frames, insulation, wall & ceiling panelling, fire doors and bridging (S) plating - to be specially examined and dealt with as necessary. Due Date: 22 July 2026.

6.3.2 **CoC-E-002:** Fire damage to accommodation (B & A-Deck), including burnt electrical cabling, wasted smoke detection arrangements, wasted fire bell and busted lighting arrangement - to be specially examined and dealt with as necessary. Due Date: 22 July 2026.

6.4 Statutory Findings

6.4.1 **SF-P-002:** Fire damage to accommodation (B & A-Deck), including associated windows and window frames, burnt electrical cabling, wasted insulation, melted wall

and ceiling panelling, wasted smoke detection arrangements, busted lighting arrangement and damaged fire doors (including frame, self-closing devices, latching arrangement and seals) - to be specially examined and dealt with as necessary.

6.5 Actionable Items

6.5.1 **AI-S-022:** Short Term SAFCON Certificate issued to the vessel valid till 22 July 2026, to allow the vessel to sail to Khorfakkan Port (UAE), in ballast condition, in order to carry out permanent repairs for accommodation fire damage.

6.5.2 **AI-C-023:** Short Term Class Certificate issued to the vessel valid till 22 July 2026, to allow the vessel to sail to Khorfakkan Port (UAE), in ballast condition, in order to carry out permanent repairs for accommodation fire damage.

6.6 Machinery and Systems Tested

6.6.1 Emergency fire pump tested - found satisfactory.

6.6.2 Automatic starting of Emergency Generator tested - found satisfactory.

6.6.3 Emergency Steering tested - found satisfactory.

6.6.4 General Engine room alarms tested - found working satisfactorily

6.6.5 ER alarms, fire detection system tested and found satisfactory.

6.6.6 Real time test for ER-water mist system carried out and found operational.

6.6.7 ER-LSA-FFE found in satisfactory condition.

7. FLAG STATE ADMINISTRATION ACTIONS

7.1 Initial Notification

7.1.1 The Flag State Administration (DGPS) was notified by PNSC via email on 19 June 2026.

7.1.2 The notification confirmed that all personnel were safe and accounted for, with no casualties reported.

7.2 Request for Documents

7.2.1 On 26 June 2026, the DGPS issued a formal request for documents and information for the Preliminary Inquiry, citing Sections 470 and 471 of the Merchant Shipping Ordinance, 2001, and Shipping Circular SG-09/2020.

7.2.2 The request covered statutory and vessel documentation, log books and records, crew documentation, incident-related documentation, SMS documentation, fire protection systems and maintenance records, cargo and operational documents, classification society and flag state reporting, environmental and meteorological information, and corrective actions.

7.3 Conditional Flag State Dispensation

7.3.1 The DGPS granted a Conditional Flag State Dispensation for the damaged portion of the Fire Detection System, valid for one direct voyage from Karachi to the first repair port in the UAE, or for a maximum period of thirty (30) days.

7.3.2 The dispensation was subject to several conditions, including:

Continuous 24-hour fire patrol throughout the voyage.

Dedicated fire watches in all affected spaces

Additional portable fire extinguishers and fire-fighting equipment in affected spaces

Strict implementation of documented Risk Assessment and contingency procedures

Enhanced crew vigilance with immediate reporting of any smoke, heat or abnormal condition.

Completion of fire drills and crew familiarization prior to departure.

Confirmation that all other statutory fire-fighting equipment is fully operational.

No hot work during the voyage unless specifically authorized.

8. WHAT WENT WRONG - CAUSAL ANALYSIS

8.1 Immediate Causes

8.1.1 Loss of Communication: During firefighting operations, electrical power to the accommodation area was intentionally isolated as part of emergency response procedures, resulting in temporary communication disruption.

8.1.2 Loss of Electrical Power in Accommodation: Electrical power to the accommodation area was isolated to prevent further spread of fire and smoke, which, while necessary for safety, caused disruption to certain systems.

8.1.3 Water Damage to Accommodation During Firefighting: Boundary cooling operations resulted in water damage to A-Deck and several cabins on B-Deck.

8.2 Root Causes

8.2.1 Undetermined - Suspected Electrical Short Circuit: Based on the initial inspection and available evidence, the most probable cause appears to be an electrical short circuit within the Master's cabin area.

8.2.2 No Person Directly Witnessed the Ignition: The fire was first detected through activation of the fire alarm system, and the area was unoccupied at the time of the incident.

8.2.3 Confirmation Pending: The exact cause remains subject to detailed technical examination of the affected electrical installations and further investigation findings.

8.3 Contributing Factors

8.3.1 The Master's cabin door was found open, allowing smoke to spread throughout the accommodation deck.

8.3.2 The vessel was in a laden condition carrying crude oil, though cargo spaces remained unaffected..

9. WHAT WENT RIGHT - COMMENDABLE ACTIONS

9.1 Master and Crew Actions

9.1.1 Prompt Detection and Immediate Response: The fire was detected through the vessel's fire alarm system, and the Master immediately initiated emergency response procedures, preventing escalation of the fire.

9.1.2 Effective Muster and Accountability: All crew were mustered and accounted for at 1742 LT, within six minutes of the alarm.

9.1.3 Successful Firefighting Operations: The vessel's emergency response team successfully contained and extinguished the fire within 2 hours and 12 minutes (1736-1948 LT).

9.1.4 No Injuries or Fatalities: All personnel were safe and accounted for, with no casualties reported.

9.1.5 No Pollution to the Marine Environment: No pollution was observed.

9.1.6 Cargo Spaces Remained Unaffected: The cargo spaces remained unaffected throughout the incident.

9.1.7 Bridge and Navigation Equipment Remained Operational: The bridge and navigation equipment remained unaffected and operational.

9.2 Company Actions

9.2.1 Immediate Notification to Flag State: PNSC notified the Flag State Administration (DGPS) on 19 June 2026.

9.2.2 Immediate Notification to Classification Society: PNSC notified Lloyd's Register on 19 June 2026 and requested a surveyor to attend the vessel ASAP at Karachi Port.

9.2.3 Notification to Pakistan Navy and PMSA: The company alerted PN and PMSA for any assistance that may be needed.

9.2.4 Arrangement of Surveys: Attendance of Class Surveyor and H&M Surveyor was arranged.

9.2.5 Implementation of Compensatory Measures: The company implemented documented Risk Assessment and contingency procedures, including continuous fire patrols and dedicated fire watches.

9.2.6 Short Term Certification: Short Term SAFCON and Class Certificates were issued to allow the vessel to sail to the repair port.

10. LESSONS LEARNT

10.1 Prompt detection and immediate response prevented escalation of the fire.

10.2 Regular inspections of electrical equipment and good housekeeping in accommodation spaces are essential to prevent cabin fires.

10.3 Crew familiarity with emergency procedures and firefighting equipment is vital for effective incident response.

10.4 The importance of maintaining fire door integrity - the Master's cabin door being open allowed smoke to spread throughout the accommodation deck.

10.5 The effectiveness of boundary cooling must be balanced against the risk of water damage to unaffected areas.

11. RECOMMENDATIONS

11.1 Recommendations for the Vessel (MT Shalamar)

11.1.1 Electrical System Inspection: Conduct a thorough inspection of all electrical installations in the accommodation area, particularly in the Master's cabin area, to identify and rectify any potential short circuit risks.

11.1.2 Fire Door Integrity: Ensure all fire doors on B-Deck are reinstated to their original fire-rated condition, including frames, self-closing devices, latching arrangements, and seals.

11.1.3 Smoke Detection System: Renew all wasted/damaged smoke detection arrangements on B-Deck and A-Deck.

11.1.4 Fire Bell and Lighting: Renew the wasted fire bell and busted lighting arrangements on B-Deck and A-Deck.

11.1.5 Structural Repairs: Complete the cropping and renewal of the buckled Bridge Wing (S) plating.

11.1.6 Electrical Cabling: Renew all burnt electrical cabling on B-Deck.

11.1.7 Insulation and Panelling: Renew all burnt insulation and melted wall and ceiling panelling on B-Deck.

11.1.8 Water-Affected Equipment: Ensure all water-affected electrical items are checked for safe operation before replacement.

11.1.9 Fire Watch Maintenance: Maintain continuous fire and safety watches until permanent repairs are completed.

11.1.10 Documentation: Ensure all log book entries are complete and accurate, and all relevant documentation is preserved for the investigation.

11.2 Recommendations for the Company (PNSC)

11.2.1 Enhanced Electrical Inspections: Increase the frequency of inspections of accommodation spaces and other electrical installations by Marine Engineering Superintendents.

11.2.2 Crew Awareness: Reinforce crew awareness regarding the safe use of electrical appliances in cabins.

11.2.3 Regular Checks: Implement regular checks of all accommodation electrical sockets, extension cords, and personal appliances.

11.2.4 Fire Drill Scenarios: Include accommodation fire scenarios during onboard fire drills.

11.2.5 Permanent Repairs: Ensure permanent repairs and restoration of the damaged Fire Detection System are completed at the first suitable repair facility in the UAE, and the system is tested and verified to the satisfaction of the vessel's Recognized Organization/Class before the dispensation expires.

11.2.6 Root Cause Investigation: Short circuit due to non-approved power extensions was in used for most of the Electrical powered equipment , including computers , printers, Photocopiers etc.

11.2.7 Communication Systems: Review communication systems to minimize disruption during emergency isolation of electrical power.

11.2.8 Damage Assessment: Prepare a detailed damage assessment and repair specification following surveyor attendance and further inspection.

11.3 Recommendations for the Flag State (DGPS)

11.3.1 Formal Investigation: Based upon review of the submitted documents and findings of the Preliminary Inquiry, determine the necessity of a Formal Investigation under the provisions of the Merchant Shipping Ordinance, 2001.

11.3.2 Follow-up Inspections: Conduct follow-up inspections to verify that all conditions of class and statutory findings are addressed within the specified due dates.

11.3.3 Review of Compensatory Measures: Review the effectiveness of the compensatory measures implemented during the voyage to the repair port.

11.3.4 Verification of Repairs: Ensure that the permanent repairs and restoration of the damaged systems are verified to the satisfaction of the Administration before the dispensation expires.

12. CONCLUSION

12.1 MT Shalamar experienced a significant accommodation fire on B-Deck on 18 June 2026 while en route to Karachi in a laden condition carrying UMME LULU Crude Oil.

12.2 The ship's crew responded promptly and effectively, successfully containing and extinguishing the fire within 2 hours and 12 minutes without injury to personnel, damage to critical navigational equipment, or pollution to the marine environment.

12.3 The affected accommodation spaces sustained substantial fire, smoke, and water damage. The fire resulted in damage to the Master's Office, Master's Cabin, alleyway ducting, and portions of the accommodation area, including the Chief Officer's Cabin and Second Officer's Cabin.

12.4 The root cause of the incident has not yet been conclusively determined; however, initial findings indicate a possible electrical short circuit within the Master's cabin area. Further investigation, surveyor assessments, and technical examination are required before a final determination can be made.

12.5 The vessel remains operational, and cargo discharge was continuing at the time of the investigation. Short Term SAFCON and Class Certificates have been issued to allow the vessel to sail to Khorfakkan Port (UAE) for permanent repairs.

12.6 The Flag State Administration has granted a Conditional Flag State Dispensation for the damaged portion of the Fire Detection System, subject to strict compensatory measures.

12.7 This report is preliminary in nature and subject to revision upon completion of the detailed investigation.

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14. LIST OF SUPPORTING DOCUMENTS REVIEWED

A. Statutory and Vessel Documentation

S. No.	Document	Source
1.	Certificate of Registry	Vessel
2.	Safety Construction Certificate	Vessel
3.	Safety Equipment Certificate	Vessel
4.	Safety Radio Certificate	Vessel
5.	International Load Line Certificate	Vessel
6.	International Oil Pollution Prevention (IOPP) Certificate	Vessel
7.	International Ship Security Certificate (ISSC)	Vessel
8.	Safety Management Certificate (SMC)	Vessel

S. No.	Document	Source
9.	Company Document of Compliance (DOC)	Vessel
10.	Minimum Safe Manning Document	Vessel
11.	Continuous Synopsis Record (CSR)	Vessel
12.	Certificate of Class	Vessel / Class
13.	Enhanced Survey Programme Report (ESP)	Lloyd's Register
14.	Final Survey Report (FSR)	Lloyd's Register
15.	Final Attendance Report (FAR)	Lloyd's Register

B. Log Books, Records and Electronic Data

S. No.	Document	Source
1.	Official Log Book (Part A)	Vessel
2.	Deck Log Book (Part B)	Vessel
3.	Engine Log Book (Part C)	Vessel
4.	GMDSS Radio Log Book (Part E)	Vessel
5.	ECDIS Record Before and After Incident (Part G)	Vessel
6.	Chronological Sequence of Events (Part A)	Vessel
7.	ECDIS Track History	Vessel
8.	VDR / S-VDR Data	Vessel

C. Crew Documentation

S. No.	Document	Source
1.	Crew List	Vessel
2.	Watch Schedule - June 2026 (Part E-1)	Vessel

S. No.	Document	Source
3.	Fire Watch Schedule (Part E-2)	Vessel
4.	Certificates of Competency	Vessel
5.	Medical Fitness Certificates	Vessel

D. Incident Related Documentation

S. No.	Document	Source
1.	HSE 006 Incident Investigation Report	Vessel / PNSC
2.	Master's Statement of Facts	Vessel
3.	Chief Engineer and Engine Officers Statement	Vessel
4.	Statement of Facts - All Personnel	Vessel
5.	Preliminary Fire Investigation Report (Part C)	Vessel
6.	Company Initial Investigation Report (Part B)	PNSC
7.	Damage Assessment Report	Vessel / H&M Surveyor
8.	Firefighting Equipment Utilized Report (Part I)	PNSC Workshop
9.	Photographs and Video Recordings	Vessel

E. Notifications and Communications

S. No.	Document	Source
1.	Email to Flag State - Initial Notification	PNSC
2.	Email to Class Society - Initial Notification	PNSC
3.	GMDSS Log - Incident Page (Part E)	Vessel
4.	Inmarsat-C Email Communication Record	Vessel

F. Flag State Administration Documents

S. No.	Document	Source
1.	Request for Documents - Preliminary Inquiry	DGPS
2.	Conditional Flag State Dispensation - Fire Detection System	DGPS
3.	Flag State Inspection Report	DGPS

G. Weather and Environmental Reports

S. No.	Document	Source
1.	Weather Report (Part A, B, C, D)	Vessel

H. Fire Protection and Safety Management Documents

S. No.	Document	Source
1.	Fire Fighting Duties (Part F)	Vessel
2.	Work Completion Certificate - FFA/LSA Cylinders	PNSC Workshop
3.	Risk Assessment - Voyage to Khorfakkan	Company
4.	Passage Plan - Karachi to Khorfakkan	Vessel

15. SIGNATORIES

Prepared by:



Capt. Razaqat Hussain

Chief Nautical Surveyor

Directorate General Ports & Shipping

Ministry of Maritime Affairs

Government of Pakistan

Assisted by:



Capt. Syed Ali Raza

Deputy Chief Nautical Surveyor

Directorate General Ports & Shipping



Assisted by:

Raja Fawad Ali

Engineering Surveyor

Mercantile Marine Department

Directorate General Ports & Shipping

Government of Pakistan

END OF REPORT

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