Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	DCSS-2130-1598-4497
Report Template	VIQ6 - Petroleum (4301)
Vessel Name	Ridgebury Pride
IMO Number	9180255
Date of Inspection	10 Dec 2015
Port of Inspection	NIPAH, Indonesia
Inspecting Company	KOCH SHIPPING INC
Selected variants	Crude oil washing
	Inert Gas
	Pumproom
	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	Ridgebury Pride
1.2	Vessel IMO Number	9180255
1.3	Date the inspection was completed	10 Dec 2015
1.4	Port of inspection	NIPAH, Indonesia
1.5	Flag	Marshall Islands
1.6	Deadweight	305993.50
	Other Inspector Comments: Vessel was allocated multiple alternate load lines as follows: 305993 MT at 22.524 Mtrs draft 299999 MT at 22.177 Mtrs draft 259999 MT at 18.893 Mtrs draft 254000 MT at 19.731 Mtrs draft 249999 MT at 19.254 Mtr draft The deepest load line was allocated and noted to be correctly marked and visible on the ship side at the time of the inspection.	
1.7	Date the vessel was delivered	15 Nov 2000
	Other Inspector Comments: Vessel was built at the Samsung Heavy Industries Koje, South Korea As Hull No. H1244	
1.8	Name of the OCIMF inspecting company	KOCH SHIPPING INC
1.9	Date and time the inspector boarded the vessel	10 Dec 2015. 11:30
1.10	Date and time the inspector departed the vessel	10 Dec 2015. 21:00
1.11	Time taken for inspection	9.00
	Other Inspector Comments: Inspection was completed over a single continuous session.	
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	Discharging
	Other Inspector Comments: Vessel was in the process of discharging and taking on sea water ballast.	
1.14	Product(s) being handled	Dirty petroleum products (high flashpoint)
1.15	Vessel type	Crude/Product Tanker

1.16	Hull type	Double hull
1.17	Name of the vessel's operator	Goodwood Ship Management PTE LTD.
1.18	Date the current operator assumed responsibility for the vessel	14 Oct 2015
1.19	Date of the last port State control inspection	13 Oct 2015
1.20	Port of the last Port State Control inspection	Yangpu, China

Other Inspector Comments: Inspection was held under the previous Operator.

Inspected under Asia - Pacific MOU
Initial inspection was recorded.
02 deficiency were recorded.

1.21	Name of Classification society	Lloyds Register

Other Inspector Comments: Vessel was built under Class Lloyds and no changes had bee recorded since.

1.22	Date of expiry of the Class Certificate	04 Nov 2020
1.23	Date the last special survey was completed	15 Nov 2015

Other Inspector Comments: Vessel had completed her THIRD Special Survey.

1.24	Date of departure from the last class-credited drydock/repair period	25 Nov 2015

Other Inspector Comments: This was a scheduled docking.
No structural modification or substantiate steel renewal were recorded.
Last 2 dates for inspection of ships bottom were recorded as 25 Nov 2015 and 19 Dec 2013.

1.25	Date of the last class Survey Status Report	04 Dec 2015

Additional Comments

1.99 Additional Comments

Vessel was a conventional tanker with flush decks
Vessel was engaged in STS operation at NIPAH off shore area.
Vessel had recently finished her 3rd Special and docking.

Chapter 2: Certification and documentation

Certification

2.1.9	What is the vessel's designation as recorded in the IOPP Certificate, Form B, Question 1.11?	4 Crude oil/product carrier
2.2	Is the vessel's P and I Club a member of the International Group?	Yes

Other Inspector Comments: Operator subscribed to the Standard P & I Club.

Chapter 3: Crew Management

Drug and alcohol policy

3.12	What was the Operator's defined maximum level of blood alcohol content? Other Inspector Comments: Operator subscribed to a ZERO alcohol policy.	40.00
3.13	What was the recorded frequency of unannounced drug testing	12.00
3.14	What was the recorded frequency of unannounced alcohol testing Other Inspector Comments: Unannounced alcohol test were held each month.	1.00
3.15	What was the date of the last unannounced on-board alcohol test Other Inspector Comments: Operator carried sampling equipment to test all crew twice.	07 Dec 2015
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	10 Dec 2015

Crew details on 07 Dec 2015

Officer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	Indian	Master II/2	United Kingdom	Yes	Oil	Advanced	Yes	7.6	3.2	7.1	9.8		1.67	Good
Chief Officer	Indian	Chief Mate II/2	Singapore	Yes	Oil	Advanced	Yes	7.6	1.4	6.2	6.2		1.67	Good
1st Officer	Indian	Chief Mate II/2	India	Yes	Oil	Advanced	Yes	1.0	0.2	5.5	5.5		1.67	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Applied for	Oil	Advanced	Yes	4.7	1.9	1.1	1.7	1.9	1.67	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Applied for	Oil	Advanced	Yes	0.1	1.3	2.3	2.3	1.3	1.67	Good

Engineer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Indian	Chief Eng III/2	India	Yes	Oil	Advanced	N/A	7.6	2.8	6.4	7.4		1.67	Good
2nd Engineer	Indian	Second Eng III/2	India	Yes	Oil	Advanced	N/A	6.7	1.0	3.7	3.7		1.67	Good
3rd Engineer	Indian	OOW (Eng) III/1	India	Applied for	Oil	Advanced	N/A	6.9	0.6	1.6	1.6		1.67	Good
3rd Engineer	Filipino	OOW (Eng) III/1	Philippines	Yes	Oil	Advanced	N/A	4.7	7.6	11.7	12.5		1.67	Good
4th Engineer	Indian	OOW (Eng) III/1	India	N/A	Oil, Chemical and Gas	Advanced	N/A	4.1	1.0	2.1	2.1		1.67	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and documentation

Survey and repair history

2.7

Chapter 3: Crew Management

Crew Management

3.2, 3.5

Crew qualifications

3.9

Drug and alcohol policy

3.11

Chapter 4: Navigation

Policies, Procedures and Documentation

4.4, 4.9

Navigation Equipment

4.10, 4.13, 4.15

Charts and publications

4.20

Navigation

4.23, 4.28

Chapter 5: Safety Management

Safety Management

5.2, 5.4, 5.8, 5.9, 5.10

Drills, Training and Familiarisation

5.15

Ship Security

5.16, 5.17, 5.19

Enclosed Space and Pump Room Entry Procedures

5.20, 5.21, 5.24

Gas Analysing Equipment

5.29

Hot Work Procedures

5.33, 5.34, 5.35

Life Saving Equipment

5.36, 5.37, 5.38, 5.41, 5.44, 5.45, 5.46, 5.49

Fire Fighting Equipment

5.50, 5.51, 5.52, 5.53, 5.54, 5.55, 5.57, 5.61, 5.62, 5.63

Material Safety Data Sheets (MSDS)

5.66

Access

5.67, 5.68, 5.69

Chapter 6: Pollution Prevention

Oil Record Books

6.1, 6.2, 6.3, 6.4

Shipboard Oil and Marine Pollution Emergency Plans

6.7, 6.8

VOC Management Plan

6.11

Cargo Operations and Deck Area Pollution Prevention

6.12, 6.14, 6.15, 6.16, 6.20, 6.21, 6.22, 6.23, 6.24, 6.25

Pump Rooms and Oil Discharge Monitors

6.27

Ballast Water Management

6.30

Engine and Steering Compartments

6.34, 6.36, 6.38

Garbage Management

6.40

Energy Efficiency

6.41

Chapter 7: Structural Condition

Structural Condition

7.1, 7.2, 7.3, 7.4, 7.5

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.3

Stability and Cargo Loading Limitations

8.9, 8.10

Cargo Operations and Related Safety Management

8.14, 8.17, 8.18, 8.19

Cargo and Ballast Handling and Monitoring Equipment

8.20, 8.21, 8.23

Ullaging, Sampling and Closed Operations

8.29, 8.30, 8.31

Venting Arrangements

8.35

Inert Gas System

8.36, 8.38, 8.40, 8.41, 8.43, 8.45, 8.46

Crude Oil Washing

8.50, 8.52, 8.54, 8.55, 8.57, 8.58, 8.59, 8.60

Manifold Arrangements

8.69, 8.70, 8.71, 8.72, 8.74

Pump Rooms

8.76, 8.79

Cargo Lifting Equipment

8.81, 8.83

Ship to Ship Transfer Operations - Petroleum

8.84, 8.85, 8.86, 8.87

Chapter 9: Mooring

Mooring equipment documentation

9.2

Mooring procedures

9.7, 9.8, 9.9, 9.10, 9.11

Mooring equipment

9.12, 9.13, 9.15, 9.16, 9.17

Anchoring equipment

9.18, 9.19, 9.20, 9.21

Single Point Moorings

9.22, 9.23

Emergency towing arrangements

9.25, 9.26

Chapter 10: Communications

Communications procedures

10.1, 10.2, 10.4, 10.7, 10.8

Communications equipment

10.10, 10.11, 10.12, 10.14, 10.15

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.1, 11.2, 11.5, 11.6, 11.8, 11.9, 11.11, 11.13

Planned Maintenance

11.15

Safety Management

11.17, 11.18, 11.20, 11.21, 11.22, 11.23, 11.25, 11.29, 11.30, 11.31, 11.33, 11.34, 11.35, 11.37, 11.38, 11.40

Machinery status

11.41, 11.43, 11.44, 11.46, 11.47

Steering Compartment

11.48, 11.49, 11.51, 11.53, 11.54, 11.55, 11.56

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.2, 12.4, 12.5, 12.6, 12.7, 12.8

Electrical Equipment

12.11, 12.12, 12.13

Internal Spaces

12.15

Accommodation Areas

12.16, 12.18, 12.19, 12.20, 12.21

Section 3

Chapter 2: Certification and documentation

Certification

2.1 Are all the statutory certificates listed below, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates? [Y] N NS NA

Other Inspector Comments: Marshall Is registration was noted provisional.
DOC was issued by LR for Oil, Chem, Gas and Others.
ISM and ISPS were issued by LR and noted INTERIM.
CLC for bunker and oil were noted valid.
CLC for wreck removal was issued by the Marshall Is
MLC - Was noted Interim.

United States Documentation: Vessel did not carry United States documentation.

Safety management and the operator's procedures manuals:

2.3 Do the operator's procedures manuals comply with ISM Code requirements? [Y] N NS NA

Other Inspector Comments: Vessel had SMS manuals in electronic format which were available to the crew over various work stations.
An updated electronic copy on a stand alone laptop was held as a backup with the Master.

2.4 Does the Operator's representative visit the vessel at least bi-annually? [Y] N NS NA

Other Inspector Comments: Last 2 superintendent's visits were recorded as follows:
04 Dec 2015 (Technical)
19 Oct 2015 (Marine)

2.5 Is a recent operator's internal audit report available and is a close-out system in place for dealing with non-conformities? Y N NS [NA]

Other Inspector Comments: An internal audit had not been completed in lien with the recent take over of the vessel.

2.6 Does the Master review the safety management system, report to the operator on any deficiencies and does the operator respond to the Master's review? [Y] N NS NA

Other Inspector Comments: Master's reviewed the SMS once in the tenure of the contract.
There was provision that each review was to be formally closed by the Operator.

Last Master's audit of the SMS was recorded 27 Nov 2015..

Survey and repair history

2.8 Is the vessel free of conditions of class or significant recommendations, memoranda or notations? [Y] N NS NA

Other Inspector Comments: The latest class status report showed the vessel to be free of any conditions of class and no memoranda being noted.

Enhanced Survey Programme

2.9	If the vessel is subject to the Enhanced Survey Programme, is the report file adequately maintained? Other Inspector Comments: Last Condition Evaluation Report was issued on the completion of the Third Special. Date Recorded : 04 Dec 2015 Cargo Tanks Inspected were : 3W Ballast Tanks Inspected were : All tanks. Condition of cargo tank coating was recorded as Good. Condition of ballast tank coating was recorded as Good. No condition of Class or Memo was recorded.	[Y]	N	NS	NA

Condition Assessment Scheme

2.10	If the vessel is subject to the Condition Assessment Scheme (CAS), are copies of the Condition Assessment Scheme Final Report and Review Record available? Other Inspector Comments: Vessel was a Category 1 Tanker	Y	N	NS	[NA]
2.11	Has a Survey Plan for the CAS been completed and submitted by the operator?	Y	N	NS	[NA]
2.12	Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? Other Inspector Comments: CAP statement was not on board in view with recent completion however Class LR had issued a statement dated 7 Dec 2014, which stated as follows: CAP rating of 1 or 2 would be awarded for Hull, Machinery and Cargo Systems. This was to be completed within 6 weeks .	[Y]	N	NS	NA

Additional Comments

2.99	Additional Comments No additional comments recorded.				

Chapter 3: Crew Management

Crew Management

3.1	Does the manning level meet or exceed that required by the Minimum Safe Manning Document? Other Inspector Comments: Manning level exceeded the required levels: Minimum Manning Certificate Requirement - Officers : 07 / Crew : 06 Actual manning level - Officers : 10 / Crew : 13	[Y]	N	NS	NA
3.3	Do all personnel maintain hours of rest records and are the hours of rest in compliance with MLC or STCW requirements? Other Inspector Comments: Compliment maintained hours of work and rest using an electronic format available over various work stations. The format highlighted if there was a non compliance with work rest regulations. The compliance was monitored on daily basis by the departmental heads.	[Y]	N	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: Common working language was recorded as English.	[Y]	N	NS	NA
3.6	Has the master attended a ship handling course where applicable? Other Inspector Comments: Master had 3.5 years sea time in rank. Master had attended a Ship Handling Course.	Y	N	NS	[NA]
3.7	If the vessel is fitted with High Voltage equipment, is staff suitably trained.	Y	N	NS	[NA]
3.8	Where the vessel carries chemicals, has a formal programme of regular and appropriate medical examinations for personnel been implemented? Other Inspector Comments: Vessel was classed for the carriage of petroleum products only.	Y	N	NS	[NA]

Crew qualifications

3.10	Are those officers who have immediate responsibility for cargo transfer, in possession of the Certificates of Specialized Training as applicable to the type of cargo being carried? Other Inspector Comments: All officers noted with Specialised Oil tanker certification.	[Y]	N	NS	NA

Additional Comments

3.99	Additional comments Officers were from India Rating were from Philippines.				

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1	Is the vessel provided with adequate operator's navigation instructions and procedures? Other Inspector Comments: A comprehensive set of Operator's instructions were noted as a part of the manual. A copy of the pertinent chapter was placed on the bridge for reference.	Y	N	NS	NA
4.2	Has the Master written his own Standing Orders and are Bridge Orders being completed and have the deck officers countersigned them as being read and understood. Other Inspector Comments: Master's standing orders clearly defined CPA and Restricted visibility limits and specified when Master was to be called.	Y	N	NS	NA
4.3	Are deck log books and engine movement (bell) books correctly maintained and is an adequate record being kept of all the navigational activities, both at sea and under pilotage? Other Inspector Comments: Deck log book format was comprehensive and included columns to record major entries. Radar log books contained performance monitor checks during every watch whilst at sea. Bridge Movement Book was maintained in conjunction with deck log books in order to record events. Telegraph logger is incorporated with printer to record engine movements.	Y	N	NS	NA
4.5	Are procedures in place for the testing of bridge equipment before arrival and departure? Other Inspector Comments: Company ISM check lists for critical operations were completed on laminated sheets and recorded in the deck log book.	Y	N	NS	NA
4.6	Are records maintained of fire and safety rounds being completed after each watch? Other Inspector Comments: Safety rounds were recorded after the completion of each watch by the outgoing OOW and Seaman. These were reported back to the bridge and recorded in the Deck Log. Safety rounds were recorded after each watch in Port and after each watch during hours of darkness while at Sea.	Y	N	NS	NA
4.7	Are checklists for pre-arrival, pre-departure, watch handover, pilot-master exchange and pilot card effectively completed? Other Inspector Comments: Check lists were completed on laminated sets and recorded with reference numbers and time of completion in the deck log book.	Y	N	NS	NA
4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: Operators UKC Policy defined the following: When alongside or at anchor : Min UKC to be 0.30 Mtrs or allowance for 1 deg of list, whichever is greater. Approaches, Anchorages outside harbour, Confined waters and Buoyed Channels: Min UKC to be 0.90 Mtrs or allowance for 3 deg of list, whichever is greater. Deep Sea while under way : Min UKC to be 50% of vessels draft or 3.5 mtrs, whichever is greater. The policy went on to amplify requirements at specific geographic locations including Mallaca Strait.	Y	N	NS	NA

Navigation Equipment

4.11	Are navigation lights in good order? Other Inspector Comments: Operation of lights and alarms tested during the course of the inspection.	Y	N	NS	NA
4.12	If a bridge navigational watch alarm system (BNWAS) is fitted is it operational at all times when the vessel is at sea? Other Inspector Comments: BNWAS was fitted and operational. Equipment was recorded in the Safety Equipment Certificate. Records showed regular testing for operation.	Y	N	NS	NA
4.14	Are auto to manual steering changeover procedures clearly identified? Other Inspector Comments: Instructions along with simple illustration were posted next to the steering position.	Y	N	NS	NA
4.16	Are regular gyro and magnetic compass errors being taken and are they being recorded? Other Inspector Comments: A sample of 4 observations checked were noted within 0.5 deg of the deviation recorded on the deviation curve posted.	Y	N	NS	NA
4.17	Is there a documented procedure for the operation of the VDR and are the Deck Officers familiar with procedure to retain the VDR data in the event of an incident? Other Inspector Comments: Procedures for saving of data after an incident were posted next to the main VDR unit.	Y	N	NS	NA

Charts and publications

4.18	Has a system been established to ensure that all Charts, nautical publications (Paper and Electronic) and other publications are on board, current and maintained up to date? Other Inspector Comments: Designated folio management for electronic charts and nautical publications was with DPM Singapore. Weekly Notices to mariner were supplied electronically by Chartco. Last week received on board was Week 49 of 2015.	[Y]	N	NS	NA
4.19	If the vessel is provided solely with paper charts as an approved means of navigation are all charts required for the intended voyage of the vessel on board and are these fully corrected? Other Inspector Comments: Vessel was equipped with ECDIS (2 Units) as primary source of navigation.	Y	N	NS	[NA]
4.21	If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS), as stated on the Form E of the SEC, and it is being used for navigation are the Master and deck watch keeping officers able to produce appropriate documentation that generic and type-specific ECDIS familiarisation has been undertaken? Other Inspector Comments: All navigating officers had completed generic college based training in line with IMO Model Course 1.27. All deck officer had completed type-specific training provided by the Manufacturer at a shore based facility. This was a 3 day 18 Hour course. There was a comprehensive check list that needed to be completed for ECDIS as part of bridge familiarisation prior standing watch.	[Y]	N	NS	NA
4.22	If the vessel is provided solely with an Electronic Chart Display and Information System (ECDIS) does it meet the requirements of SOLAS? Other Inspector Comments: Equipment was recorded on the Safety Equipment Certificate. Equipment type approval certification was presented.	[Y]	N	NS	NA

Navigation

4.24	Is the echo sounder recorder marked with a reference date and time on each occasion it is switched on? Other Inspector Comments: Vessel equipped with fore and aft transducers as well as printer.	Y	N	NS	NA
4.25	Was a comprehensive passage plan available for the previous voyage and did it cover the full voyage from berth to berth? Other Inspector Comments: A neatly laid out comprehensive passage plan was presented from berth to berth for the voyage completed.	Y	N	NS	NA
4.26	Was position fixing including the use of parallel indexing satisfactory throughout the previous voyage and the frequency of plotted fixes in accordance with the passage plan? Other Inspector Comments: Independent symbols were used for position fixing. Radar fixes with range & bearing were plotted when in vicinity of land / sea marks.	Y	N	NS	NA
4.27	During pilotage, was the position of the vessel adequately monitored? Other Inspector Comments: Parallel indexes were used as a tool for cross check of fixes.	Y	N	NS	NA
4.29	Is there an adequate system for dealing with navigation warnings and are they being charted? Other Inspector Comments: Navigation warning were notated for date and time. If applicable to the vessel chart numbers were marked and warnings actioned on charts.	Y	N	NS	NA

Additional Comments

4.99	Additional comments The bridge was noted to be maintained tidy and well organised. Reference material and records were well indexed and archived.	

Chapter 5: Safety Management

Safety Management

5.1	Has a safety officer been designated, trained to undertake this role and is there evidence to show that they are effectively performing duties associated with this role? Other Inspector Comments: Chief Engineer was the designated Safety Officer for the vessel. Safety Officer course encompassing risk analysis and accident investigation had been completed.	Y	N	NS	NA
5.3	Is personal protective equipment such as boiler suits, safety footwear, eye and ear protection, safety harnesses and chemical protective equipment etc. provided and as required, being worn? Other Inspector Comments: A good standard of PPE supply by the operator was noted. All officers and crew were noted using correct PPE for designated duties.	Y	N	NS	NA
5.5	Are regular safety meetings held, are the minutes recorded and does the operator provide shore management responses? Other Inspector Comments: Monthly safety meetings were recorded. Each meeting was noted formally addressed by the Operator prior closing out. Last on board Safety Meeting was dated 27 Nov 2015.	Y	N	NS	NA
5.6	Is there a procedure for the reporting, investigation and close-out of accidents, incidents, non-conformities and near misses. Is this procedure being followed up with proper reporting, recording, investigation and close out of action items? Other Inspector Comments: No accidents or incidents were recorded since take over of the vessel by Operator. There was 9 near misses recorded over a period of previous 3 months.	Y	N	NS	NA
5.7	Is a completed ISGOTT Ship/Shore Safety Check List (SSSCL) available and are its provisions being complied with? Other Inspector Comments: The ship ~ shore check list had been completed with all relevant information. Items marked "R" where rechecked and recorded at 4 Hrly intervals.	Y	N	NS	NA
5.11	Is all loose gear on deck, in stores and in internal spaces properly secured? Other Inspector Comments: Deck gear, stores and spares were noted to be secured against moving in a seaway.	Y	N	NS	NA

Drills, Training and Familiarisation

5.12	Is there a procedure for familiarisation for new personnel? Other Inspector Comments: Familiarisation was completed over three stages. Immediately upon arrival prior taking over duties / within first 24 Hrs / within a week of joining vessel. Random crew and officer forms were checked to be completed.	Y	N	NS	NA
5.13	Are drills for emergency procedures being carried out? Other Inspector Comments: Emergency Drills were recorded as for following : Collision, Grounding, Man Overboard and Helicopter Operations.	Y	N	NS	NA
5.14	Are lifeboat and fire drills regularly held? Other Inspector Comments: Weekly boat and fire drill were noted recorded it the Deck Log.	Y	N	NS	NA

Ship Security

5.18	Has a security officer been designated and trained to undertake this role? Other Inspector Comments: Chief Officer was the designate Ship Security Officer. He had completed shore based SSO training course.	Y	N	NS	NA

Enclosed Space and Pump Room Entry Procedures

5.22	Are pump room spaces adequately ventilated? Other Inspector Comments: Pump room was provided with 2 ventilation fans. Both noted operational at time of pump room rounds.	Y	N	NS	NA
5.23	Are pump room fire and flooding dampers clearly marked as to their operation and in good order? Other Inspector Comments: Tried out to be operational at the time of the inspection.	Y	N	NS	NA

Monitoring Non-Cargo Spaces

5.25	Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas? Other Inspector Comments: Ballast tanks, Pump room and void spaces were provided with "Sniffer" fix gas detection system.	Y	N	NS	NA
5.26	Where a fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders and alarms in order? Other Inspector Comments: Monthly test and annual calibration records were sighted.	Y	N	NS	NA

Gas Analysing Equipment

5.27	Are portable gas and oxygen analyser appropriate to the cargoes being carried and are they in good order and is there a record of regular testing and calibration? Other Inspector Comments: Portable gas analysing equipment was being tested prior to each use. Furthermore the equipment was checked at monthly intervals and calibrated as per manufacturers recommendations. The equipment was reported to be serviced by an authorized agency at annual intervals. Last calibration was recorded 28 Nov 2015..	Y	N	NS	NA
5.28	Are officers familiar with use and calibration of portable oxygen and hydrocarbon analysers? Other Inspector Comments: Second Officer demonstrated the correct procedure for calibration for a Multi gas meter.	Y	N	NS	NA
5.30	On vessels fitted with an inert gas system, are instruments capable of measuring hydrocarbon content in an oxygen deficient atmosphere available and in good order? Other Inspector Comments: Vessel carried 2 units capable of monitoring hydrocarbons in a Oxygen deficient atmosphere.	Y	N	NS	NA
5.31	Where toxic gases may be encountered, are appropriate toxic gas detection analysers available and in good order? Other Inspector Comments: Vessel was equipped with 2 nos Dragger Pumps and associated measuring tubes.	Y	N	NS	NA

Hot Work Procedures

5.32	Are hot work procedures in accordance with the recommendations of ISGOTT Section 9.4 and OCIMF guidelines? Other Inspector Comments: As per the operators procedures Hot work carried out in the Engine Room Workshop does not require a Hot work Authorization from the office. Any Hot work carried outside the Engine Room workshop will be carried out only if no other reasonable means of repair or maintenance is possible. In such cases for all Hot work outside the Engine Room Workshop will require a Hot work Authorization to be obtained from the office prior the Hot work being executed on board.	Y	N	NS	NA

Life Saving Equipment

5.39	Is there a maintenance and test schedule for lifeboat, Rescue boat on-load release gear, Davit launched liferaft automatic release hooks, and free-fall lifeboat release systems, where fitted. Other Inspector Comments: Annual testing and service records from shore workshops were noted.	Y	N	NS	NA
5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Vessel was equipped with conventional, fully enclosed, davit launched lifeboats.	Y	N	NS	NA
5.42	Is the rescue boat, including its equipment and launching arrangement, in good order? Other Inspector Comments: A dedicated Rescue boat was located on the Stbd side of the vessel.	Y	N	NS	NA
5.43	Are liferafts in good order? Other Inspector Comments: Vessel was equipped with 2 life rafts on each side.	Y	N	NS	NA
5.47	Are immersion suits in a good order? Other Inspector Comments: 3 yearly service and pressure test records were noted.	Y	N	NS	NA
5.48	Are pyrotechnics, including line throwing apparatus, in date and in good order? Other Inspector Comments: Random check showed all units inspected to be in good condition and within expiry dates.	Y	N	NS	NA

Fire Fighting Equipment

5.56	Are isolating valves in fire and foam system lines clearly marked and in good order? Other Inspector Comments: The valves were tried out randomly for ease of operation during the course of deck rounds.	[Y]	N	NS	NA
5.58	Are fixed fire detection and alarm systems in good order and tested regularly? Other Inspector Comments: Weekly test records and charted schedule for testing of sensors distributed over various zones were noted. Testing equipment for smoke, heat and flame detectors noted to be in good order.	[Y]	N	NS	NA
5.59	Are the main deck, pump room, engine room and other fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted? Other Inspector Comments: Modes of fire protection were as follows; Main Deck : Low expansion foam Pump Room : CO2 Engine Room : CO2	[Y]	N	NS	NA
5.60	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed? Other Inspector Comments: Tested during the course of the inspection.	[Y]	N	NS	NA
5.64	Are accommodation and ventilation fan emergency stops clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Quarterly test results were recorded.	[Y]	N	NS	NA
5.65	Are fire flaps clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Fire flaps were noted colour coded and numbered for easy identification.	[Y]	N	NS	NA

Access

5.70	Are pilot boarding and access arrangements satisfactory? Other Inspector Comments: Pilot boarding areas was clearly identified and noted clear of all obstructions.	[Y]	N	NS	NA
5.71	Are safe access to the bow arrangements satisfactory? Other Inspector Comments: Vessel was equipped with an elevated catwalk connecting the accommodation to the fore castle.	[Y]	N	NS	NA
5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: "Winch Only" area was marked on the Port Side forward of midships.	[Y]	N	NS	NA
5.73	If the bridge wing is used as a winching area, is a thorough risk assessment conducted?	Y	N	NS	[NA]

Additional Comments

5.99 Additional comments

Nil additional comments.

Chapter 6: Pollution Prevention

Oil Record Books

6.5	If the disposal of engine room oily water or sludge to a cargo or slop tank has taken place, has the event been recorded in both Oil Record Books, was the receiving tank free of cargo and have the transfer arrangements been approved by Class? Other Inspector Comments: Vessel was equipped with an approved discharge arrangement for transfer of engine room oily waste or sludge to Residual tank No transfers had been made since present Operator assumed responsibility.	Y	N	NS	[NA]

Shipboard Oil and Marine Pollution Emergency Plans

6.6	Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) provided? Other Inspector Comments: SOPEP was Class approved.	[Y]	N	NS	NA
6.9	Is there a USCG approved Vessel Response Plan (VRP)? Other Inspector Comments: Vessel did not carry Unoted States documentation.	Y	N	NS	[NA]
6.10	Name of the OPA-90 Qualified Individual (QI)	Y	N	NS	[NA]

Cargo Operations and Deck Area Pollution Prevention

6.13	Is the condition of scupper plugs satisfactory and are scuppers effectively plugged? Other Inspector Comments: Vessel was equipped with expandable type neoprene scupper plugs.	[Y]	N	NS	NA
6.17	Are cargo system sea and overboard valves suitably lashed, locked or blanked and are they thoroughly checked to ensure that they are fully closed prior to commencement of cargo transfer? Other Inspector Comments: Over board line valves were noted blanked and padlocked with the keys under the supervision of the Chief Officer.	[Y]	N	NS	NA
6.18	If cargo sea suction valves are fitted, are adequate pollution prevention measures in place, are valve-testing arrangements provided, are they in good order and regularly monitored for leakage? Other Inspector Comments: Connecting spool piece was noted removed and both ends blanked. Testing arranges were noted to be provided.	[Y]	N	NS	NA
6.19	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly and the results recorded? Other Inspector Comments: Ballast lines did not pass through cargo or slop tanks.	Y	N	NS	[NA]

Pump Rooms and Oil Discharge Monitors

6.26 Are pump room bilge high level alarms fitted, regularly tested and the results recorded? [Y] N NS NA

Other Inspector Comments: Weekly test records were noted.

Tested during the course of the inspection.

6.28 If an ODME is fitted, is it in good order and is there evidence of recent testing? [Y] N NS NA

Other Inspector Comments: Monthly test records including simulation of valves for automatic operation were noted.

6.29 If the ODME has not been operational, was the fact recorded in the Oil Record Book? Y N NS [NA]

Other Inspector Comments: ODME had not been reported faulty since present Operator assumed responsibility.

Ballast Water Management

6.31 Can the vessel check or sample segregated ballast prior to deballasting and are they free from oil. [Y] N NS NA

Other Inspector Comments: Vessel was provided with sample ports for sighting and sampling of ballast water surface.

Engine and Steering Compartments

6.32 Are the engine room bilge oily water pumping and disposal arrangements in good order? [Y] N NS NA

Other Inspector Comments: The engine room emergency suction could be used with the main sea water cooling pump and with main fire pump no.1.

6.33 Are emergency bilge pumping arrangements ready for immediate use; is the emergency bilge suction clearly identified and, where fitted, is the emergency overboard discharge valve provided with a notice warning against accidental opening? [Y] N NS NA

Other Inspector Comments: Emergency bilge valve was clearly identified by colour and label. Valve was lashed closed using breakable plastic seals to prevent against accidental opening.

6.35 Is the oily water separator in good order? [Y] N NS NA

Other Inspector Comments: Simulated alarms to check set point and test shut down during the course of engine room rounds.

6.37 If the oily water separator is not fitted with an automatic stopping device, do entries in the Oil Record Book Part 1 indicate that it has not been used in a Special Area? Y N NS [NA]

Other Inspector Comments: OWS was fitted with an automatic stopping device.
A three way valve to send system into recirculation was provided.

Garbage Management

6.39 Does the vessel have a garbage management plan and garbage record book and is the garbage record book being correctly completed? [Y] N NS NA

Other Inspector Comments: Frequent garbage landing receipts and on board incineration of permitted materials were documented.

Additional Comments

6.99 Additional comments

Nil additional comments.

Chapter 7: Structural Condition

Structural Condition

7.6 If any cargo and/or ballast tanks were sighted from the deck, were they in good order? [Y] N NS NA

Other Inspector Comments: 2 Stbd and 4 Stbd ballast tanks were sighted from deck level.

No coating break down and no signs of hard rust were noted.
Fittings observed were noted to be intact and in good condition.

7.7 Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained? [Y] N NS NA

Other Inspector Comments: Cargo tanks were inspected at intervals not exceeding 30 months.
Last inspection was recorded in Dec 2015.
Ballast tanks were inspected at intervals not exceeding 12 months.
Last inspection was recorded in Dec 2015.
Void spaces were inspected at intervals not exceeding 12 months.
Last inspection was recorded in Dec 2015.

Additional Comments

7.99 Additional comments

Nil additional comments.

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1 Is the vessel provided with operator's policy statements, guidance and procedures, including information on maximum loading rates and venting capacities with regard to safe cargo operations? [Y] N NS NA

Other Inspector Comments: Comprehensive cargo handling procedures were provided.
Maximum loading rate for vessel was posted as 14300 Cube / Hr.
Maximum loading rare per tank was posted as 6800 Cube / Hr.
Maximum venting capacity for vessel was post 37000 Cube / Hr.

8.2 Are legible and up to date pipeline and/or mimic diagrams of cargo, inert gas and venting systems, as applicable, available in the pumproom(s) and cargo control area? [Y] N NS NA

Other Inspector Comments: Electronic line diagrams on monitors were available.
These were also used for controlling the cargo and ballast flow functions.

8.4 Is a written procedure provided for the safe handling of heavy weather ballast in cargo tanks on segregated ballast tankers? [Y] N NS NA

Other Inspector Comments: 4W were the designated heavy weather ballast tanks.
On no recorded occasion did vessel take Heavy weather ballast in cargo tanks.

Stability and Cargo Loading Limitations

8.5	If a loading computer or programme is in use, is it class approved? Other Inspector Comments: Vessel used loading program "Shipmanager" which had LR type approval. Loading program incorporated damage stability calculations.	[Y]	N	NS	NA
8.6	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: Monthly comparison records were sighted.	[Y]	N	NS	NA
8.7	Is the stress and stability information included with the cargo plan and are any limitations understood by the cargo watch officers? Other Inspector Comments: Stage wise plan was presented. This encompassed for each stage the cargo and ballast tank conditions, stress / stability calculations and calculated drafts.	[Y]	N	NS	NA
8.8	Is the vessel free of inherent intact stability problems? Other Inspector Comments: All cargo, ballast and fuel tanks when part filled on the loadicator gave results showing positive GM and adequate residual stability.	[Y]	N	NS	NA
8.11	Do the operator's operating manuals include procedures for restoring stability in case of unstable conditions developing during cargo operations, where applicable?	Y	N	NS	[NA]
8.12	Where applicable, are officers aware of the dangers of free surface effects and of the possibility of structural damage caused by sloshing in cargo tanks?	Y	N	NS	[NA]
8.13	Are cargo and/or ballast tanks free of sloshing or other restrictions? Other Inspector Comments: Vessel's Class approved trim and stability booklets were noted without any sloshing or other restrictions.	[Y]	N	NS	NA

Cargo Operations and Related Safety Management

8.15	Are all officers familiar with the carriage requirements for the cargoes on board? Other Inspector Comments: Duty officer interviewed was noted familiar with cargo handing and spill response.	[Y]	N	NS	NA
8.16	Has a cargo plan been prepared and does it contain a detailed sequence of cargo and ballast transfer and has it been signed by the watch officers? Other Inspector Comments: A detailed and stage wise cargo plan was noted on file.	[Y]	N	NS	NA

Cargo and Ballast Handling and Monitoring Equipment

8.22	Is the cargo pump emergency shutdown system in good order and is there recorded evidence of regular testing? Other Inspector Comments: Emergency stops were tested prior each operation.	[Y]	N	NS	NA
8.24	Are the cargo system ullage gauges, vapour locks and UTI tapes in good order and is there recorded evidence of regular testing? Other Inspector Comments: Comparison records were to be made each operation and UTI tapes were landed ashore for calibration and certification each year.	[Y]	N	NS	NA
8.25	Are the remote and local temperature and pressure sensors and gauges in good order and is there recorded evidence of regular testing? Other Inspector Comments: 3 Monthly test records were sighted.	[Y]	N	NS	NA
8.26	Are the cargo tank high level and overflow alarms in good order and is there recorded evidence of regular testing? Other Inspector Comments: 98% "overfill" alarms were noted independent and 2 tanks were tested during the course of the inspection. Records for testing prior each operation were sighted.	[Y]	N	NS	NA
8.27	Where fitted and in use, is the condition of the cargo tank heating system satisfactory, is it regularly tested and is any observation tank free of oil? Other Inspector Comments: All Cargo and Slop tanks were fitted with stainless steel heating coils. System was not in use at the time of inspection.	Y	N	NS	[NA]

Ullaging, Sampling and Closed Operations

8.28	If fixed tank gauges are not fitted, are sufficient portable tapes provided to simultaneously gauge each tank being worked, if used with vapour locks are they calibrated? Other Inspector Comments: Vessel was equipped with SAAB radar gauging system. Gauging system was noted operational at time of inspection. Vessel carried 2 Nos. UTI tapes as a backup.	Y	N	NS	[NA]

Venting Arrangements

8.32 Is the cargo venting system in good order and being operated correctly? Y N NS NA

Other Inspector Comments: Vessel was fitted with "Press Vac" Hi Velocity individual tank vents.
Operating Pressures :
Pressure Side Venting + 1400 mm WC
Vacuum Side Venting - 350 mmWC
The liquid PV breaker setting were:
Pressure Side Venting + 2000 mmWC
Vacuum Side Venting - 700 mmWC

8.33 Are SOLAS secondary venting requirements being complied with? Y N NS NA

Other Inspector Comments: Vessel had following pressure control arrangements :
Primary : Individual tank Hi Velocity valves.
Pressure Side Venting + 1400 mm WC
Vacuum Side Venting - 350 mmWC

Secondary : Common IG line connected to Liquid PV breaker.
The liquid PV breaker setting were:
Pressure Side Venting + 2000 mmWC
Vacuum Side Venting - 700 mmWC

Additionally vessel was fitted with a common line joining atwartship which had a PV valve installed.

8.34 If stop valves are fitted which permit isolation of individual tanks from the common venting system, are they provided with positive locking arrangements and are the keys under the control of the person in overall charge of the cargo transfer? Y N NS NA

Other Inspector Comments: Valves were noted padlocked with the keys under the supervision of the Chief Officer.

Inert Gas System

8.37	Was the inert gas system in use and operating satisfactorily at the time of the inspection? Other Inspector Comments: Vessel fitted with IGS system with 2 blowers. There was additionally a IGG topping up system provided.	[Y]	N	NS	NA
8.39	Are records maintained of equipment maintenance, including the overhaul of the non-return valve? Other Inspector Comments: Vessel provided with a flap type non return valve and a screw down valve on the IG main after the deck seal.	[Y]	N	NS	NA
8.42	Is the Oxygen content of the inert gas delivery at or below 5%? Other Inspector Comments: Inert gas main line Oxygen content was checked to be 3.7%	[Y]	N	NS	NA
8.44	Is the oxygen content in the cargo tanks below a maximum of 8%? Other Inspector Comments: Oxygen content of two tanks was tested and noted to be 3.9% and 4%.	[Y]	N	NS	NA
8.47	Is the liquid level in the deck seal correct and clearly visible? Other Inspector Comments: Vessel was fitted with a Wet Type deck seal.	[Y]	N	NS	NA
8.48	Does the P/V breaker appear to be in good order? Other Inspector Comments: Equipment was noted in good condition with the gauge glass clean and water level clearly visible against a scale for pressure measurement.	[Y]	N	NS	NA
8.49	Can double hull spaces be inerted? Other Inspector Comments: Vessel equipped with flexible pipes and connecting reducers for inerting ballast tanks.	[Y]	N	NS	NA

Crude Oil Washing

8.51	If crude oil washing is being carried out are the tanks being Crude oil washed in accordance with IMO requirements?	Y	N	NS	[NA]
8.53	If the vessel is crude oil washing, has a crude oil washing plan and checklist been completed and is it being followed?	Y	N	NS	[NA]
8.56	Do records indicate that oxygen readings of the tanks to be crude oil washed have been checked by portable meter and found to be within maximum permissible limits? Other Inspector Comments: Reading just prior commencement of washing was recorded for tanks being washed.	[Y]	N	NS	NA

Manifold Arrangements

8.73	If the vapour return manifolds are designed for use at single buoy moorings, do they comply with requirements? Other Inspector Comments: The hose support rail was extended and there were securing points for securing a vapour return hose.	[Y]	N	NS	NA

Pump Rooms

8.75	On vessels with pump rooms, are they free of evidence of significant leaks from machinery, pipework, valve glands and instrumentation? Other Inspector Comments: Pump room was noted tidy with the bilges free of water, oil or residues.	[Y]	N	NS	NA
8.77	Is the cargo pump room gas monitoring system in good order and regularly checked? Inspector Observations: The pump room fixed gas detection system showed a "System Fault" at time of the inspection. Other Inspector Comments: A risk analysis was presented for the defect. Manual gas measuring instruments were noted in use at pump room entrance. *Initial Operator Comments: The fixed gas detector system was serviced by makers representative during docking related repairs in November 2015. At the time of servicing the service engineer had located a problem in a PCB however due to lead the PCB could not be replaced at the time. The PCB had been ordered however it could not be connected on arrival due to vessels discharge schedule.* *The vessel has installed a Portable gas analyser at the entrance with a tube in the pump room. A Risk Assessment had been made and Crew have been briefed on the change and the crew entering the pump room were carrying a portable meter in addition for compliance with the company's Pump room Entry Checklist.* *We wish to confirm the sensor was connected during bunkering operation in Singapore on 11th December 2015 and the system is now in good working order.*	Y	[N]	NS	NA
8.78	Are pumprooms clean, tidy and free of combustible materials and are the bilges free of Cargo Product? Other Inspector Comments: Pump room was noted tidy with the bilges free of water, oil or residues. Bilges were noted to be painted in light colours. Good house keeping was observed.	[Y]	N	NS	NA

Cargo Hoses

8.80	If the vessel uses its own cargo hoses, are they in good order, pressure tested annually to their design working pressure and is a record of all hose tests and inspections maintained on board? Other Inspector Comments: Vessel did not carry any cargo hoses.	Y	N	NS	[NA]

Cargo Lifting Equipment

8.82	Are winches associated with lifting equipment in good order? Other Inspector Comments: Vessel equipped with midship hose handling crane; no winches associated with the lifting equipment.	Y	N	NS	[NA]

Additional Comments

8.199	Additional comments Not additional comments.

Chapter 9: Mooring

Mooring equipment documentation

9.1 Are certificates available for all mooring ropes and wires? [Y] N NS NA

Other Inspector Comments: Well indexed file with with all mooring ropes, wires and shackles certification was presented.
Vessel was equipped with wires on drums for mooring.

9.3 If one or more bow stoppers are fitted is a certificate attesting to the safe working load provided? [Y] N NS NA

Other Inspector Comments: Vessel fitted with 2 x 200 Ton bow stoppers

9.4 Are there records of the inspection and maintenance of mooring ropes, wires and equipment? [Y] N NS NA

Other Inspector Comments: Mooring equipment was inspected close up 3 Monthly and just prior each mooring operation.

9.5 Is there a policy in place for the testing of winch brakes and are the results recorded? Y [N] NS NA

Inspector Observations: The annual Brake Test for mooring winches done at ship yard and dated 01 Dec 2015 showed the brakes rendering at a value lower than brake holding capacity of the winches.

Other Inspector Comments: Winch brake testing was to be carried out at annual intervals.

Initial Operator Comments: We wish to confirm that Brake Rendering test was carried out for all mooring winches by the shipyard during docking related repairs and were witnessed by the Ship Staff. At the time of giving the certificate the ship yard made a typographical error in issuing the certificate which gave rise to this observation. This error was also missed out by the Master and attending Superintendent at the time. We have contacted the shipyard and got the correct certificate which has been connected onboard.

Mooring procedures

9.6 Are moorings satisfactorily deployed and tended? [Y] N NS NA

Other Inspector Comments: Vessel was in a STS moor while riding its Port anchor.

Mooring equipment

9.14 If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests carried out and results recorded. Y N NS [NA]

Other Inspector Comments: Vessel equipped with hydraulic mooring winches.

Single Point Moorings

9.24 If the vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release? Y N NS [NA]

Other Inspector Comments: Vessel was fitted with a conventional counterweight type bow stopper.

Additional Comments

9.99 Additional comments

Mooring equipment was noted to be maintained with no leaks.
Winches were marked with BHC and BRC and set points marked.
Mooring equipment was marked with SWL in contrasting colour.
Mooring handling areas were marked painted non-skid surfaces.
A spare set of screws and winch brake lining were held on board.

Chapter 10: Communications

Communications procedures

10.3 Can officers demonstrate a satisfactory understanding of how to operate the equipment in an emergency? Y N NS NA

Other Inspector Comments: Chief officer explained the correct procedure for sending a designated distress using MF/HF DSC Unit.

10.5 Has a qualified person been designated to handle distress communications? Y N NS NA

Other Inspector Comments: Third Officer was designated in charge of communications in an emergency situation.

10.6 Are the periodical tests of communications equipment being carried out as required? Y N NS NA

Other Inspector Comments: Daily, weekly and monthly tests were being recorded.
Printouts were available for shore station acknowledgements of test calls.

10.9 Is there a maintenance programme in place to ensure availability of the radio equipment? Y N NS NA

Other Inspector Comments: Vessel subscribed to Shore Based Maintenance with Mackay.

Communications equipment

10.13 Are Lists of Radio Signals the latest edition and corrected up to date? Y N NS NA

Other Inspector Comments: Random check of 1 volume of List of Lights showed it to be correct edition and corrected till Week 49 of 2015.

Additional Comments

10.99 Additional comments

Nil additional comments.

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.3	If the machinery space is certified for unmanned operation is it being operated in that mode? Other Inspector Comments: Records inspected showed evidence of UMS operations when Operator defined criteria were met.	[Y]	N	NS	NA
11.4	If the machinery space is being operated manned, are there sufficient engineers on board?	Y	N	NS	[NA]
11.7	Is the dead man alarm system, where fitted, in good order and used as required? Other Inspector Comments: Tested during the course of the Engine Room rounds. First alarm set to 18 Mins.	[Y]	N	NS	NA
11.10	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results? Other Inspector Comments: Operator subscribed to following testing programs: Fuel Oil - DNV LubeOil - Signum Last shore analysis dated 01 June 2015 showed that all samples landed were tested fit for further service. There was evidence of fuel oil samples being tested prior consumption and lube oil samples being tested at 3 monthly intervals for machinery including main engine, aux. engine and mooring equipment.	[Y]	N	NS	NA
11.12	Is the vessel able to safely comply with SECA/ECA legislation or other local requirements regarding use of low sulphur fuels in boilers? Other Inspector Comments: Statement of fact from class attesting safe operation of boilers with ultra low sulphur gas oil sighted.	[Y]	N	NS	NA

Planned Maintenance

11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Vessel used the "AMOS" PMS. PMS was type approved by Class LR.	[Y]	N	NS	NA

Safety Management

11.16	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded? Other Inspector Comments: Tested during the course of the inspection.	[Y]	N	NS	NA
11.19	Do records indicate the regular testing of emergency equipment? Inspector Observations: There was no evidence that the designated emergency compressor when tested was being tested upto the starting pressure of the aux engines. *Initial Operator Comments: We have investigated this observation and found that the emergency compressor is designated No.2 main air compressor wherein the feed is from the emergency switchboard. The main air compressor is being used every alternate day and during the manoeuvring operations. During the docking related repairs in November 2015 the performance and safeties of the compressor was tested including running on emergency supply in the presence of Class surveyor.* *We have noted inspectors comments and a PMS routine of filling up the emergency air bottle every Saturday from empty to starting pressure of diesel generators has been started followed by recording the same in engine log book. A checklist for trying out the compressor has been posted on the panel for easy reference.*	Y	[N]	NS	NA
11.24	Are hot surfaces, particularly diesel engines, free of any evidence of fuel, diesel and lubricating oil? Other Inspector Comments: There were no oil leaks or drips noted. Lagging was noted free of oil impregnation.	[Y]	N	NS	NA
11.26	If the vessel class notation allows UMS operation, are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order? Other Inspector Comments: Crankcase OMD tested by simulation during the course of the inspection.	[Y]	N	NS	NA
11.27	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?	Y	N	NS	[NA]
11.28	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray? Other Inspector Comments: Main switch boards were located in the Engine Control Room.	[Y]	N	NS	NA
11.32	Is all moving machinery provided with effective guards where this presents a hazard? Other Inspector Comments: Hazard warning posters fitted next to auto start machinery.	[Y]	N	NS	NA
11.36	Is all loose gear in the machinery spaces, stores and steering compartment properly secured? Other Inspector Comments: Stores and spares were noted neatly arranged and well secured against moment in a seaway.	[Y]	N	NS	NA
11.39	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Tested during the course of the inspeciton.	[Y]	N	NS	NA

Machinery status

11.42	Are engineers familiar with the procedure for taking over the controls for manoeuvring the vessel from the bridge in an emergency? Other Inspector Comments: Emergency manoeuvring drills were recorded.	[Y]	N	NS	NA
11.45	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?	Y	N	NS	[NA]

Steering Compartment

11.50	Are officers familiar with operation of the steering gear in the emergency mode? Other Inspector Comments: Second engineer demonstrated the correct procedure for changing over to emergency steering during the course of the inspeciton.	[Y]	N	NS	NA
11.52	Are the arrangements for the provision of heading information adequate? Other Inspector Comments: Vessel was provided with a gyro repeater at the emergency steering position.	[Y]	N	NS	NA

Additional Comments

11.99 Additional comments

Engine room was noted with a good standard of housekeeping.
Workshop noted well arranged.
Drip trays and bilges were maintained clean and free of traces of oil.

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.1	Is the general condition, visual appearance and cleanliness of the hull satisfactory. Other Inspector Comments: Hull was free of any oil staining noted freshly painted with no paint damage.	Y	N	NS	NA
12.3	Is the general condition, visual appearance and cleanliness of the weather decks satisfactory? Other Inspector Comments: Weather decks were noted freshly painted and tidy.	Y	N	NS	NA
12.9	Are all vents and air pipes clearly marked to indicate the spaces they serve? Other Inspector Comments: All vents and air pipes were colour coded and stencilled to indicate the spaces that they served.	Y	N	NS	NA
12.10	Is the general condition, visual appearance and cleanliness of the superstructure satisfactory? Other Inspector Comments: Superstructure was noted maintained neat with no rust staining or breakdown / flaking of paint.	Y	N	NS	NA

Internal Spaces

12.14	Are internal spaces and storerooms clean, free from debris and tidy? Other Inspector Comments: Stores were noted well organised and maintained clean.	Y	N	NS	NA

Accommodation Areas

12.17	Are accommodation, public spaces, including smoke rooms, mess rooms, sanitary areas, food storerooms, food handling spaces, refrigerated spaces, galleys and pantries clean, tidy and in a hygienic condition? Other Inspector Comments: Galley, Pantries, Mess Room and Lounges were noted to be maintained neat and tidy with no signs of infestation.	Y	N	NS	NA
12.22	Are personnel alarms in refrigerated spaces in good order and operational? Other Inspector Comments: Tested during the course of the inspection.	Y	N	NS	NA

Additional Comments

12.99 Additional comments

Hull was noted free of oil staining.
No paint breakdown or flaking was noted.
Galley, Pantries, Mess Room and Lounges were noted to be maintained neat and tidy with no signs of infestation.
Officer and Crew accommodation were noted well equipped and furnished to good standards.

Operator's initial comments entered by: Gaurav Thapliyal [ops@goodwoodship.com]

Operator's Initial General Comments