Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	DCVB-3857-7365-4504
Report Template	VIQ6 - Petroleum (4301)
Vessel Name	Samco Scandinavia
IMO Number	9315147
Date of Inspection	19 Dec 2015
Port of Inspection	Sikka, India
Inspecting Company	KOCH SHIPPING INC
Selected variants	Crude oil washing
	Inert Gas
	Pumproom

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	Samco Scandinavia
1.2	Vessel IMO Number	9315147
1.3	Date the inspection was completed Other Inspector Comments: Inspection was completed in one session.	19 Dec 2015
1.4	Port of inspection	Sikka, India
1.5	Flag	Marshall Islands
1.6	Deadweight	317826.30
1.7	Date the vessel was delivered	22 Nov 2006
1.8	Name of the OCIMF inspecting company	KOCH SHIPPING INC
1.9	Date and time the inspector boarded the vessel	19 Dec 2015. 10:00
1.10	Date and time the inspector departed the vessel	19 Dec 2015. 18:45
1.11	Time taken for inspection	8.15
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection Other Inspector Comments: Vessel was discharging crude oil and condensate	Discharging
1.14	Product(s) being handled	Crude oil
1.15	Vessel type	Crude 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 Other Inspector Comments: As per CSR no. 3	14 Jun 2008
1.19	Date of the last port State control inspection	23 Jul 2015

1.20	Port of the last Port State Control inspection	Le Havre
	Other Inspector Comments: It was an initial inspection as mentioned on the PSC inspection report. Nil deficiency was reported.	
1.21	Name of Classification society	American Bureau of Shipping
1.22	Date of expiry of the Class Certificate	21 Nov 2016
1.23	Date the last special survey was completed	19 Jan 2012
1.24	Date of departure from the last class-credited drydock/repair period	03 May 2014
	Other Inspector Comments: Last class credited dry dock was based on a UWILD survey.	
1.25	Date of the last class Survey Status Report	01 Dec 2015

Additional Comments

1.99	Additional Comments	
	Vessel was inspected at SBM and was discharging her cargo. An opening meeting was held in the presence of the Master, Chief Officer and Chief Engineer, the sequence of inspection was discussed and agreed. The ship's staff was polite, courteous and co-operative throughout the inspection.	

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

Chapter 3: Crew Management

Drug and alcohol policy

3.12	What was the Operator's defined maximum level of blood alcohol content?	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	3.00
3.15	What was the date of the last unannounced on-board alcohol test	24 Nov 2015
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	21 Oct 2015

Crew details on 13 Dec 2015

Officer Crew

Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Years in service: Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	Indian	Master II/2	United Kingdom	Yes	Oil	Advanced	Yes	4.6	2.3	7.3	7.3		1.80	Good
Chief Officer	Indian	Chief Mate II/2	India	Yes	Oil	Advanced	Yes	4.0	1.0	4.0	4.0		2.43	Good
2nd Officer	Indian	OOW (Deck) II/1	India	Yes	Oil	Advanced	Yes	4.5	1.6	2.7	2.7	2.7	2.27	Good
3rd Officer	Indian	OOW (Deck) II/1	United Kingdom	Yes	Oil	Advanced	Yes	4.8	0.8	0.8	0.8	0.8	4.73	Good

Engineer Crew

Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Years in service: Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Indian	Chief Eng III/2	India	Yes	Oil	Advanced	N/A	7.3	11.3	19.3	19.3		4.83	Good
2nd Engineer	Indian	Second Eng III/2	India	Yes	Oil	Advanced	N/A	3.9	0.6	5.3	5.3		5.30	Good
3rd Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	4.1	1.0	2.1	2.1		2.27	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	2.9	0.1	0.1	0.1		1.80	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and documentation

Survey and repair history

2.7, 2.8

Chapter 3: Crew Management

Crew Management

3.3, 3.5, 3.6

Crew qualifications

3.9, 3.10

Chapter 4: Navigation

Policies, Procedures and Documentation

4.2, 4.4, 4.6, 4.7, 4.9

Navigation Equipment

4.10, 4.11, 4.12, 4.14, 4.16, 4.17

Charts and publications

4.20, 4.22

Navigation

4.23, 4.24, 4.25, 4.26, 4.27, 4.28, 4.29

Chapter 5: Safety Management

Safety Management

5.2, 5.3, 5.4, 5.8, 5.9, 5.10, 5.11

Drills, Training and Familiarisation

5.12, 5.15

Ship Security

5.16, 5.19

Enclosed Space and Pump Room Entry Procedures

5.20, 5.21, 5.22, 5.23, 5.24

Gas Analysing Equipment

5.29, 5.30

Hot Work Procedures

5.32, 5.33, 5.34, 5.35

Life Saving Equipment

5.36, 5.37, 5.38, 5.41, 5.43, 5.44, 5.45, 5.46, 5.47, 5.48, 5.49

Fire Fighting Equipment

5.52, 5.54, 5.55, 5.57, 5.58, 5.61, 5.63, 5.64, 5.65

Material Safety Data Sheets (MSDS)

5.66

Access

5.67, 5.68, 5.69, 5.70, 5.71

Chapter 6: Pollution Prevention

Oil Record Books

6.1, 6.2, 6.3, 6.4

Shipboard Oil and Marine Pollution Emergency Plans

6.7, 6.9

VOC Management Plan

6.11

Cargo Operations and Deck Area Pollution Prevention

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

Pump Rooms and Oil Discharge Monitors

6.26, 6.27

Ballast Water Management

6.30

Engine and Steering Compartments

6.34, 6.36, 6.38

Garbage Management

6.39, 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

8.1, 8.2, 8.3

Stability and Cargo Loading Limitations

8.7, 8.10

Cargo Operations and Related Safety Management

8.14, 8.15, 8.16, 8.17, 8.18, 8.19

Cargo and Ballast Handling and Monitoring Equipment

8.20, 8.23, 8.24, 8.25

Ullaging, Sampling and Closed Operations

8.29, 8.30, 8.31

Venting Arrangements

8.32, 8.34, 8.35

Inert Gas System

8.36, 8.37, 8.38, 8.39, 8.40, 8.41, 8.43, 8.45, 8.46, 8.48, 8.49

Crude Oil Washing

8.50, 8.52, 8.53, 8.54, 8.55, 8.56, 8.58, 8.59, 8.60

Manifold Arrangements

8.69, 8.70, 8.71, 8.72, 8.73, 8.74

Pump Rooms

8.75, 8.76, 8.77, 8.78, 8.79

Cargo Lifting Equipment

8.81

Chapter 9: Mooring

Mooring equipment documentation

9.1, 9.2, 9.4

Mooring procedures

9.10, 9.11

Mooring equipment

9.12, 9.13, 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, 10.3, 10.4, 10.6, 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, 11.12, 11.13

Planned Maintenance

11.15

Safety Management

11.16, 11.17, 11.18, 11.19, 11.22, 11.23, 11.25, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36, 11.37, 11.38

Machinery status

11.41, 11.42, 11.44, 11.46, 11.47

Steering Compartment

11.49, 11.50, 11.51, 11.52, 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, 12.8, 12.9

Electrical Equipment

12.11, 12.12, 12.13

Internal Spaces

12.14

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? Inspector Observations: Original Certificate of Registry dated 7th July 2015, was not on board. A photocopy of the same was available and sighted. *Initial Operator Comments: We have investigated this observation and regret the oversight on the part of the master as the original Certificate of Registry dated 7th July 2015 had been sent to the vessel in the month of August 2015, however the same had not been appropriately filed by the master at the time and this certificate remained in an envelope in the masters drawer.* *We wish to confirm that the original certificate of Registry has been filed in the appropriate file on board.*	Y	[N]	NS	NA

Safety management and the operator's procedures manuals:

2.3	Do the operator's procedures manuals comply with ISM Code requirements? Other Inspector Comments: The Operators policies and procedures were contained in their computer program that was written in English and available to the whole crew.	[Y]	N	NS	NA
2.4	Does the Operator's representative visit the vessel at least bi-annually? Other Inspector Comments: Last visits by superintendents were recorded as follows: 21 Oct 2015 (Technical) 12 Apr 2015 (Marine)	[Y]	N	NS	NA
2.5	Is a recent operator's internal audit report available and is a close-out system in place for dealing with non-conformities? Other Inspector Comments: Last internal audit was recorded 12 Apr 2015. A formal close out for the audit was available.	[Y]	N	NS	NA
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? Other Inspector Comments: The operator's SMS required every Master to conduct a review at least once per tenure of approximately 4 months and was last carried out on 23 Oct 2015.	[Y]	N	NS	NA

Enhanced Survey Programme

2.9	If the vessel is subject to the Enhanced Survey Programme, is the report file adequately maintained? Other Inspector Comments: Summarising the condition evaluation report of the last special survey held on 17 Feb 2012, following were noted. 1. Close up survey : All cargo tanks and ballast tanks 2. Summary of repairs : None 3. Condition of class / Memoranda : None 4. Condition of coating in ballast tank : Good	[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?	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)?	Y	N	NS	NA

Additional Comments

2.99	Additional Comments

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: As per Minimum Safe Manning certificate required manning was : 4 deck officers, 4 engineers, 5 deck ratings, 3 engine ratings (If classed for periodically unattended machinery operation, then one engineer officer and one engine rating were no longer required) Actual manning: 4 deck officers, 4 engineers, 1 deck cadet, 1 engine cadet, 1 electrician, 6 deck ratings, 3 engine ratings, 3 repair team seaman and 3 galley rating.	[Y]	N	NS	NA
3.2	Are the STCW and flag Administration's regulations that control hours of work to minimise fatigue being followed? Other Inspector Comments: Rest hour records were being maintained in electronic software. This software was on all computers connected to the on board server. Records of the present month were maintained in soft copies while hard copy printouts of the previous months were filed.	[Y]	N	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: Common working language was English.	[Y]	N	NS	NA
3.7	If the vessel is fitted with High Voltage equipment, is staff suitably trained. Other Inspector Comments: Vessel was not fitted with High Voltage equipment	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 not certified for the carriage of MARPOL Annex-II cargoes.	Y	N	NS	[NA]

Drug and alcohol policy

3.11	Does the operator's Drug and Alcohol policy meet OCIMF guidelines? Other Inspector Comments: Vessel was allowed to carry 5% alcohol beer on board. Distribution of alcohol was restricted and controlled by the Master	[Y]	N	NS	NA

Additional Comments

3.99	Additional comments				

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1	Is the vessel provided with adequate operator's navigation instructions and procedures? Other Inspector Comments: Electronic copy and a hard copy of navigation procedures were provided on the bridge.	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: Performance monitor readings of the radar were being logged in the deck log book every sea watch.	Y	N	NS	NA
4.5	Are procedures in place for the testing of bridge equipment before arrival and departure? Other Inspector Comments: Check lists were provided and used for testing of the bridge equipment before arrival and departure.	Y	N	NS	NA
4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: Minimum under keel clearance (UKC) to be maintained at all times were as follows: 1. Ocean passage: 50% of the deepest static draft but not less than 2 meter 2. Coastal passage, shallow waters & fairways: 15% of the deepest static draft but not less than 1 meter 3. Within port limits and while alongside the berth or at SBM / CBM mooring: 10% of the deepest static draft or 0.3 meter, whichever is greater. 4. In Straits of Malacca and Singapore for deep draught vessels (15 mtrs or more) and VLCC: not less than 3.5 meters.	Y	N	NS	NA

Navigation Equipment

4.13	Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted? Other Inspector Comments: The magnetic compass was last adjusted by shore expert on 10 April 2015. Latitude & Speed Corrections of gyro compass were applied automatically through GPS feed. Last shore servicing of gyro compass was conducted on 22 October 2015.	Y	N	NS	NA
4.15	Are auto to manual steering changeover recorded during periods of river transits and when navigating through restricted Waters? Other Inspector Comments: Time and location of changeover from auto to manual were recorded in the deck log book.	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: There was a valid contract with a shore based company for automatic supply of charts, publications and chart corrections. A random check indicated that all other charts and publications were maintained up to date till week 50/2015	[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 is provided with 2 approved ECDIS. ECDIS is the primary means 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: Master and all deck watch keeping officers had undergone a shore based Generic ECDIS course as per IMO Model 1.27 of 5 days duration and type specific course of 2 days duration.	[Y]	N	NS	NA

Additional Comments

4.99	Additional comments				

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. He had undergone shore based safety officer training course.	[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: Safety committee meetings were held monthly, last was held on 30 November 2015. Random checks indicated Shore Management's response was available.	[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: Vessel was using company specific electronic reporting system for reporting and close out of incidents, non-conformities and near misses. Vessel was raising on an average 2 near misses every month.	[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: Ship/Shore Check List was completed and signed by chief officer and loading master. There were records of 4 hourly repeat checks being carried out.	[Y]	N	NS	NA

Drills, Training and Familiarisation

5.13 Are drills for emergency procedures being carried out? Y N NS NA

Other Inspector Comments: An annual drill matrix was established and followed on board.

5.14 Are lifeboat and fire drills regularly held? Y N NS NA

Other Inspector Comments: Last boat drill was carried out on 12 December 2015
Last fire drill was out on 12 December 2015
Both lifeboats were lowered in water and manoeuvred on 21 Oct 2015

Ship Security

5.17 Are ship security records related to the ship security plan being maintained? Y N NS NA

Other Inspector Comments: Last security drill was carried out on 5 December 2015

5.18 Has a security officer been designated and trained to undertake this role? Y N NS NA

Other Inspector Comments: Master was the designated ship security officer and he held SSO certificate.

Monitoring Non-Cargo Spaces

5.25 Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas? Y N NS NA

Other Inspector Comments: Fixed Gas detection system was installed for Pump room, ballast tanks and void spaces to monitor O2, hydrocarbon and H2S.

5.26 Where a fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders and alarms in order? Y N NS NA

Other Inspector Comments: Last shipboard monthly calibration of the fixed gas detection system was carried out on 5 December 2015 as per sighted records.

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? Y N NS NA

Other Inspector Comments: 1. RX 517 - HC, O2, H2S detector: 2 sets
2. RX 415: HC, O2 detector: 1 sets
3. Personal multiple meters: 8 sets
Last shore calibration was carried out on 5 October 2015.

5.28 Are officers familiar with use and calibration of portable oxygen and hydrocarbon analysers? Y N NS NA

Other Inspector Comments: 2/O demonstrated calibration of one RX 517 portable gas meter satisfactorily.

5.31 Where toxic gases may be encountered, are appropriate toxic gas detection analysers available and in good order? Y N NS NA

Other Inspector Comments: Two Gastec sampling pumps with extension hoses and adequate number of tubes
were available

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: Last periodic (5 yearly) test was dated 14 Jan 2012 and last annual inspection was dated 21 Oct 2015.	Y	N	NS	NA
5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Stbd lifeboat engine and movement of rudder were tested	Y	N	NS	NA
5.42	Is the rescue boat, including its equipment and launching arrangement, in good order? Other Inspector Comments: Port life boat was designated as rescue boat.	Y	N	NS	NA

Fire Fighting Equipment

5.50	Are ship-specific fire training manuals available? Other Inspector Comments: Updated copies provided in crew and officers' mess / recreation rooms.	Y	N	NS	NA
5.51	Are ship-specific fire safety operational booklets available? Other Inspector Comments: Fire safety operational book was incorporated in fire training manual.	Y	N	NS	NA
5.53	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: Sample of foam compound was last tested on 22 April 2015. Sample analysis result indicated that foam was suitable for further use.	Y	N	NS	NA
5.56	Are isolating valves in fire and foam system lines clearly marked and in good order? Other Inspector Comments: Randomly tested during inspection.	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: Vessel was provided with Fixed CO2 installation for engine room and pump room, hyper mist system for engine room, fixed foam system for deck area. Additionally there was a separate fixed CO2 installation for Emergency Generator Room.	Y	N	NS	NA
5.60	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed? Other Inspector Comments: Emergency fire pump located in a recessed area within the steering gear compartment was tested during inspection.	Y	N	NS	NA
5.62	Are firemen's outfits and breathing apparatus in good order, fitted with fully pressurised air cylinders and ready for immediate use? Other Inspector Comments: Vessel was provided with 4 fireman's outfit and 4 SCBAs. Randomly checked air pressure, whistle and found in good order. BA compressor air quality test was carried out on 29 October 2015.	Y	N	NS	NA

Access

5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: Landing area was provided on main deck port side in way of No. 2 port cargo tank.	[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				

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: Class approved sludge transfer arrangements to slop tank was provided however, a perusal of oil record books (Part- I & II) indicated that such transfer was not done in last 6 months.	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: Vessel was provided with Class approved SOPEP.	[Y]	N	NS	NA
6.8	Is the IMO Coastal Contact List up to date, is the master aware of port contact procedures and has a contact list been made for this port? Other Inspector Comments: The coastal contact list in SMPEP was last updated till 30 September 2015	[Y]	N	NS	NA
6.10	Name of the OPA-90 Qualified Individual (QI) Other Inspector Comments: Gallagher Marine Services	[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: Expandable rubber screw type scupper plugs were used on board.	[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: Cargo system sea and overboard valves were noted to be blanked.	[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: Cargo sea suction valves were fitted with two valve segregation and was noted to be blanked. Records of integrity test of cargo sea suction valves was sighted. Last test was dated 19 November 2015.	[Y]	N	NS	NA
6.19	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly and the results recorded?	Y	N	NS	[NA]
6.21	Are bunker pipelines tested annually? Other Inspector Comments: Bunker pipelines were last tested hydrostatically on 28 Sept 2015 to 150% of its rated working pressure.	[Y]	N	NS	NA

Pump Rooms and Oil Discharge Monitors

6.28	If an ODME is fitted, is it in good order and is there evidence of recent testing? Other Inspector Comments: ODME was last tested on 28 Nov 2015.	[Y]	N	NS	NA
6.29	If the ODME has not been operational, was the fact recorded in the Oil Record Book? Other Inspector Comments: ODME was deemed operational based on documents perused.	Y	N	NS	[NA]

Ballast Water Management

6.31	Can the vessel check or sample segregated ballast prior to deballasting and are they free from oil. Other Inspector Comments: Sampling / sighting of ballast tanks could be achieved by opening each tank entrance hatch consisting of four wing nuts closing arrangement except for fore peak. Fore peak tank was provided with a sampling port located on tank air pipe with blank and consisted of eight studs closing arrangements. Ballast tanks 2 port and 2 starboard were sighted from deck level. There was no evidence of oil traces in those tanks.	[Y]	N	NS	NA

Engine and Steering Compartments

6.32	Are the engine room bilge oily water pumping and disposal arrangements in good order? Other Inspector Comments: Bilge pump and oily sludge pump in engine room were free from direct overboard connection.	[Y]	N	NS	NA
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? Other Inspector Comments: Emergency bilge suction valve was sealed with one breakable numbered seal by the chief engineer and a warning notice was posted there.	[Y]	N	NS	NA
6.35	Is the oily water separator in good order? Other Inspector Comments: 15 PPM alarm was tested during inspection. Oily water separator maximum throughput was 2.0 cubic metre per hour.	[Y]	N	NS	NA
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? Other Inspector Comments: Oily water separator was fitted with an approved automatic stopping device.	Y	N	NS	[NA]

Additional Comments

6.99	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? Other Inspector Comments: 2P and 2S water ballast tanks were sighted from the deck level through tank domes and all areas which could be seen were found in satisfactory condition.	[Y]	N	NS	NA
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? Other Inspector Comments: Procedures were to inspect ballast tanks and void spaces in every 6 months. Last inspection was carried out on 2 December 2015. Cargo tanks were required to be inspected every 30 months. Last inspection was completed during May 2014. Tanks inspected were reported good in the inspection reports	[Y]	N	NS	NA

Additional Comments

7.99	Additional comments	

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.4	Is a written procedure provided for the safe handling of heavy weather ballast in cargo tanks on segregated ballast tankers? Other Inspector Comments: Cargo tank 3 centre was the designated tank for heavy weather ballast. Perusal of records indicated that heavy weather ballast was not taken in this tank.	[Y]	N	NS	NA

Stability and Cargo Loading Limitations

8.5	If a loading computer or programme is in use, is it class approved? Other Inspector Comments: Loading computer and programme was approved by class ABS dated 21 Oct 2009.	[Y]	N	NS	NA
8.6	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: The operational accuracy of load computer was monthly compared against Class approved manual and was last done on 9 December 2015.	[Y]	N	NS	NA
8.8	Is the vessel free of inherent intact stability problems? Other Inspector Comments: The vessel was free of inherent stability problem as per Stability Information Booklet.	[Y]	N	NS	NA
8.9	Are Damage Stability Verification Guidelines available and can the Master demonstrate that the vessel is normally loaded in accordance with the Stability Information Booklet (SIB)? Other Inspector Comments: Damage stability manual was approved by class ABS. Damage stability calculations were also included in class approved loading computer. In addition, vessel was contracted into class ABS Rapid Response Damage Assessment programme.	[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 seen and reported by C/Off to be free of any restrictions.	[Y]	N	NS	NA

Cargo and Ballast Handling and Monitoring Equipment

8.21	Are the cargo lines, vapour lines and inert gas lines in good order and is there recorded evidence of regular testing? Other Inspector Comments: Cargo lines were pressure tested on 10 Dec 2015 up to 15.0 kg/cm2.	[Y]	N	NS	NA
8.22	Is the cargo pump emergency shutdown system in good order and is there recorded evidence of regular testing? Other Inspector Comments: Tested by C/Off prior each cargo operation.	[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: Each cargo tank was provided with independent high level (95% level) and overfill (98% level) alarms. These were tried out randomly.	[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: Slop tanks were provided with heating coils. The current cargo being discharged did not require use of any heating.	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: In addition to functional fixed tank gauges, 3 UTI tapes were provided.	Y	N	NS	[NA]

Venting Arrangements

8.33	Are SOLAS secondary venting requirements being complied with? Other Inspector Comments: Settings of P/V, P/V Breaker & Pressure sensors. P/V Valves : +1700 mmWG / -350 mmWG P/V Breaker: +2300 mmWG / -700 mmWG Pressure Sensors with alarm in CCR: +1850 mmWg / +100	[Y]	N	NS	NA

Inert Gas System

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 and found to be below 3.5% at delivery.	[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 COTs was checked and noted to be around 4.5 %.	[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

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? Other Inspector Comments: COW operation was planned but not yet started during the inspection	Y	N	NS	[NA]
8.57	Are crude oil washing line pressure gauges working? Inspector Observations: COW operation was not yet commenced during the inspection.	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?	Y	N	NS	[NA]

Cargo Lifting Equipment

8.82	Are winches associated with lifting equipment in good order?	Y	N	NS	[NA]
8.83	If the ship has a single centreline mounted crane at the manifold, does it carry a full set of spare hydraulic hoses for the crane?	Y	N	NS	[NA]

Additional Comments

8.199	Additional comments

Chapter 9: Mooring

Mooring equipment documentation

9.3	If one or more bow stoppers are fitted is a certificate attesting to the safe working load provided? Other Inspector Comments: Two bow stoppers of 200 MT each were provided.	[Y]	N	NS	NA
9.5	Is there a policy in place for the testing of winch brakes and are the results recorded? Other Inspector Comments: Winch brake testing was to be carried out at annual intervals. Last brake test date was recorded as 23 Jan 2015.	[Y]	N	NS	NA

Mooring procedures

9.6	Are moorings satisfactorily deployed and tended? Other Inspector Comments: Vessel was moored to single buoy mooring.	Y	N	NS	[NA]
9.7	Are mooring lines secured to bitts and turned up correctly?	Y	N	NS	[NA]
9.8	Are all powered mooring lines correctly reeled on drums, secured on brakes and winches out of gear.	Y	N	NS	[NA]
9.9	On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum? Other Inspector Comments: Split drums were fitted but were not in use.	Y	N	NS	[NA]

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. Other Inspector Comments: Motive power was hydraulic.	Y	N	NS	[NA]
9.15	Are mooring wires, ropes and synthetic tails in good order? Other Inspector Comments: Covers were removed and condition of wires and tails in store was checked to be satisfactory.	[Y]	N	NS	NA

Single Point Moorings

9.24	If the vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release? Other Inspector Comments: Manually operated tongue type bow stoppers were fitted.	Y	N	NS	[NA]

Chapter 10: Communications

Communications procedures

10.5	Has a qualified person been designated to handle distress communications? Other Inspector Comments: Third Officer was designated to handle distress communications.	[Y]	N	NS	NA
10.9	Is there a maintenance programme in place to ensure availability of the radio equipment? Other Inspector Comments: Radio equipment availability was ensured by duplication of equipment and agreement for shore based maintenance with Imtech Marine Singapore and was valid until 31 Dec 2015.	[Y]	N	NS	NA

Communications equipment

10.13	Are Lists of Radio Signals the latest edition and corrected up to date? Other Inspector Comments: Lists of Radio Signals were randomly checked for corrections and observed corrected up to NTM 51/2015.	[Y]	N	NS	NA

Additional Comments

10.99	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: The machinery spaces were operated in UMS mode as verified by records.	[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: Dead man alarm system provided was tested.	[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: Bunker analysis was done after every bunker operation and last done on 22 Oct 2015. Lub oil samples of main engine, auxiliary engines, stern tube, steering gear, valve control system, emergency generator were analysed quarterly and Hydraulic oil samples of deck machinery, crane, COPT, ballast pumps were biannually analysed. Last quarterly and biannual analysis done with satisfactory result on 2 Nov 2015.	[Y]	N	NS	NA

Planned Maintenance

11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Class type approved computer based PMS covered all areas of the vessel. Random check indicated that the system was up to date.	[Y]	N	NS	NA

Safety Management

11.20	Is the fuel system fitted with valves that are capable of being closed from outside the machinery space and are they regularly tested and in good order? Other Inspector Comments: Last test was dated 19 Nov 2015 and was done at three monthly intervals.	[Y]	N	NS	NA
11.21	Are engine room emergency stops for ventilation fans clearly marked and do records indicate that they have been regularly tested? Other Inspector Comments: Last test was dated 19 Nov 2015 and was done at three monthly intervals.	[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 oil mist detector for main engine was tested satisfactorily during 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 switchboards were located in the Engine Control Room.	[Y]	N	NS	NA
11.39	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Engine room high level alarm was randomly tested and found in order.	[Y]	N	NS	NA
11.40	Are seawater pumps, sea chests and associated pipework in good order and free of hard rust and temporary repairs, particularly outboard of the ship-side valves? Inspector Observations: Galley overboard valve fitted on 4 inch dia pipeline and located on starboard side aft bottom platform of the engine room was found to be clamped with a rubber packing, it was reported to have a 2 mm hole on the valve body. *Initial Operator Comments: The minor leak from the Galley overboard valve body was known to the ship and office staff at the time of the inspection. Arrangements were in place for divers to blank the ship side opening and for the valve to be replaced during vessels stay at Fujairah.* *We wish to confirm that on 22nd Dec 2015 during vessels stay at Fujairah the Galley overboard valve has been replaced. (Please refer attached photo).*	Y	[N]	NS	NA

Attachment: SAMCO SCANDINAVIA GALLEY OVERBOARD VALVE.pdf

Machinery status

11.43	Are concise starting instructions for the emergency generator clearly displayed? Other Inspector Comments: Emergency generator was provided with battery start as primary means and hydraulic pressure starting system as the secondary means of starting. Emergency generator was tested using secondary means of starting.	[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

11.48	Has the emergency steering gear been tested within the past three months and are the results recorded? Other Inspector Comments: Last emergency steering drill was dated 08 Dec 2015. The emergency engagement and rudder movement were tested during the inspection.	[Y]	N	NS	NA

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 & was well coated.	[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 found clean and tidy.	[Y]	N	NS	NA
12.7	Are all deck openings, including watertight doors and portholes, in good order and capable of being properly secured? Inspector Observations: Two of the three hinges of the aft steel door of stowing cabinet (about 5 feet width and 7 feet height) containing 4 CO2 bottles for fixed fire fighting system of Emergency generator room found broken. *Initial Operator Comments: We have noted the inspectors observation and wish to advice that the two broken hinges on one of the steel doors for the CO2 bottle cabinet were dismantled and replaced with new hinges. (Please refer attached photo).*	Y	[N]	NS	NA

Attachment: SAMCO SCANDINAVIA CO2 CABINET DOOR HINGES.pdf

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

12.15	Is the forecastle space free of water? Other Inspector Comments: No water or rubbish was noticed in forecastle space which was well arranged.	[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: Satisfactorily tested during the course of the inspection.	[Y]	N	NS	NA

Additional Comments

12.99 Additional comments

Hull was free of any oil staining & was well coated.
Weather decks were found clean and tidy.
Superstructure was noted maintained neat with no rust staining or breakdown / flaking of paint.
Stores were noted well organised and maintained clean.
Galley, Pantries, Mess Room and Lounges were noted to be maintained neat and tidy with no signs of infestation.

Operator's initial comments entered by: Capt. Muneesh Saxena [ops@goodwoodship.com]

Operator's Initial General Comments