Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	DFKT-7364-9458-4505
Report Template	VIQ6 - LPG Tanker (4303)
Vessel Name	Senna Princess
IMO Number	8917845
Date of Inspection	19 Dec 2015
Port of Inspection	NIPAH, INDONESIA
Inspecting Company	KOCH SHIPPING INC
Selected variants	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	Senna Princess
1.2	Vessel IMO Number	8917845
1.3	Date the inspection was completed	19 Dec 2015
1.4	Port of inspection	NIPAH, INDONESIA
	Other Inspector Comments: Vessel was performing as STS at the NIPAH off shore area.	
1.5	Flag	Thailand
	Other Inspector Comments: Flag was built under the Panama flag and changed to Thailand in 2012.	
1.6	Deadweight	17577.00
	Other Inspector Comments: The load line was noted correctly and clearly marked on the side of the vessel.	
1.7	Date the vessel was delivered	28 Aug 1991
	Other Inspector Comments: Vessel was built at Hyundai Heavy Industries Ltd., South Korea As Hull No. 700	
1.8	Name of the OCIMF inspecting company	KOCH SHIPPING INC
1.9	Date and time the inspector boarded the vessel	19 Dec 2015. 09:30
1.10	Date and time the inspector departed the vessel	19 Dec 2015. 18:00
	Other Inspector Comments: Inspection was completed over a single visit to the vessel.	
1.11	Time taken for inspection	8.00
	Other Inspector Comments: 08 Hr 30 Min - Total time on board 00 Hr 30 Min - Break for Dinner	
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	STS discharging
	Other Inspector Comments: Vessel was discharging Butane and taking	
1.14	Product(s) being handled	Liquefied gas
1.15	Vessel type	LPG Type 2G
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	08 Aug 2015
1.19	Date of the last port State control inspection	29 Dec 2012
1.20	Port of the last Port State Control inspection	Ras Al Zawr
	Other Inspector Comments: Inspection was held under previous Operator. Inspection was held under the Asia Pacific MOU. NIL deficiency had been recorded. No PSC inspection had been held since change of Operator.	
1.21	Name of Classification society	Nippon Kaiji Kyokai
1.22	Date of expiry of the Class Certificate	03 Dec 2017
1.23	Date the last special survey was completed	04 Dec 2015
	Other Inspector Comments: Vessel had completed her 5th Special Survey.	
1.24	Date of departure from the last class-credited drydock/repair period	04 Dec 2015
	Other Inspector Comments: Vessel's Special had been pre preponed from anniversary date No extended layup period was observed. The last docking was a scheduled docking in line with the vessel's FIFTH Special survey. Last inspections of vessels hull was recorded on 4 Dec 2015.	
1.25	Date of the last class Survey Status Report	19 Dec 2015

Additional Comments

1.99	Additional Comments	
	Vessel was type 2G gas carrier with MRVS setting of 0.028 Mpa Cargo containment consisted of No. 3 type 'A' tanks. Cargo tanks had a Port / Stbd. subdivisions with common vapour space. There was a Marine and Technical superintendent on board at the time of 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?	9 The ship, being designated as a 'product carrier' operating with CBT, is also designated as a 'crude oil tanker' operating with COW, for which a separate IOPP Certificate has also been issued
	Other Inspector Comments: Gas vessel.	
2.2	Is the vessel's P and I Club a member of the International Group?	Yes
	Other Inspector Comments: Vessel as covered under the QBE 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?	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	4.00
	Other Inspector Comments: Tests were done randomly at monthly intervals.	
3.15	What was the date of the last unannounced on-board alcohol test	29 Nov 2015
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	07 Oct 2015

Crew details on 17 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	India	Applied for	Gas	Advanced	Yes	2.1	1.1	5.6	5.6		0.50	Good
Chief Officer	Filipino	Master II/2	Philippines	Yes	Gas	Advanced	Yes	1.6	3.6	10.1	10.1		0.83	Good
2nd Officer	Indian	OOW (Deck) II/1	India	Applied for	Gas	Advanced	Yes	2.8	1.9	1.1	2.5	2.2	4.40	Good
3rd Officer	Thai	OOW	Thailand	Yes	Gas	Advanced	Yes	1.0	1.2	3.1	3.1	2.2	4.63	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	Applied for	Gas	Advanced	N/A	7.6	3.6	5.6	7.1		4.50	Good
2nd Engineer	Filipino	Second Eng III/2	Philippines	Applied for	Gas	Advanced	N/A	1.0	0.5	13.5	13.5		1.30	Good
3rd Engineer	Indian	EOOW	India	Yes	Gas	Advanced	N/A	1.5	0.6	2.2	3.2		1.13	Good
4th Engineer	Thai	OOW (Eng) III/1	Thailand	Yes	Gas	Advanced	N/A	1.9	1.9	1.9	2.2		3.23	Good
Gas/Cargo Engineer	Indian	OOW (Eng) III/1	United Kingdom	N/A	Gas	Advanced	N/A	1.1	7.4	8.2	8.2		4.50	Good
Electrical Engineer	Indian	None	None	N/A	Gas	Basic	N/A	7.6	15.1	11.1	13.6		4.50	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

3.3

Crew qualifications

3.9

Drug and alcohol policy

3.11

Chapter 4: Navigation

Policies, Procedures and Documentation

4.4, 4.5, 4.6, 4.9

Navigation Equipment

4.10, 4.14, 4.16

Navigation

4.23, 4.27, 4.28

Chapter 5: Safety Management

Safety Management

5.2, 5.4, 5.8, 5.9, 5.10

Drills, Training and Familiarisation

5.13, 5.15

Ship Security

5.16, 5.17, 5.19

Enclosed Space and Pump Room Entry Procedures

5.20

Monitoring Non-Cargo Spaces

5.26

Gas Analysing Equipment

5.27, 5.28, 5.29, 5.30

Hot Work Procedures

5.33, 5.34, 5.35

Life Saving Equipment

5.36, 5.37, 5.38, 5.39, 5.43, 5.44, 5.45, 5.46, 5.48, 5.49

Fire Fighting Equipment

5.50, 5.51, 5.52, 5.53, 5.54, 5.56, 5.57, 5.58, 5.60, 5.61, 5.62, 5.63, 5.64

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

Shipboard Oil and Marine Pollution Emergency Plans

6.6, 6.7, 6.8

Cargo Operations and Deck Area Pollution Prevention

6.12, 6.13, 6.14, 6.15, 6.16, 6.21, 6.22, 6.23, 6.24

Ballast Water Management

6.30

Engine and Steering Compartments

6.33, 6.34, 6.36, 6.38

Garbage Management

6.39, 6.40

Energy Efficiency

6.41

Chapter 7: Structural Condition

Structural Condition

7.2, 7.3, 7.4, 7.5

Chapter 8: Cargo and Ballast Systems - LPG

Policies, Procedures and Documentation

8.1, 8.4

Stability and Cargo Loading Limitations

8.7, 8.9, 8.10, 8.13, 8.14

Cargo Operations and Related Safety Management

8.18, 8.20, 8.21, 8.22, 8.23, 8.24, 8.25, 8.26, 8.28, 8.29, 8.31

Cargo Handling and Monitoring Equipment

8.33, 8.35, 8.36, 8.37, 8.38, 8.40, 8.41, 8.44, 8.45, 8.46, 8.48, 8.49, 8.50, 8.51, 8.52, 8.53, 8.57, 8.58

Cargo Compressor and Motor Rooms

8.61, 8.62, 8.64, 8.65, 8.66, 8.67, 8.68, 8.70, 8.71, 8.73

Inert Gas Systems

8.82

Pressure Relief and Venting Systems

8.85, 8.87, 8.88, 8.89, 8.90

Emergency Shutdown System

8.91, 8.92, 8.94, 8.95, 8.96

Manifold Arrangements

8.98, 8.99, 8.100, 8.101, 8.102, 8.103, 8.104, 8.105, 8.106, 8.107, 8.108, 8.109

Safety Equipment

8.110, 8.111, 8.112, 8.114, 8.115, 8.116, 8.119, 8.121

Ship to Ship Transfer Operations

8.125, 8.126, 8.127, 8.128

Chapter 9: Mooring

Mooring equipment documentation

9.2, 9.4

Mooring procedures

9.7, 9.8, 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

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, 11.13

Planned Maintenance

11.14

Safety Management

11.16, 11.17, 11.18, 11.19, 11.20, 11.21, 11.22, 11.23, 11.24, 11.25, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36, 11.37, 11.38

Machinery status

11.42, 11.43, 11.44, 11.46, 11.47

Steering Compartment

11.48, 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

12.1, 12.2, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9

Electrical Equipment

12.11, 12.12, 12.13

Internal Spaces

12.14, 12.15

Accommodation Areas

12.16, 12.17, 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? Other Inspector Comments: All trading certificates were issued by NKK and notes Short Term in view of recent Special survey completion. The ISM and ISPS certificates issued by NKK were noted Interim in line with recent take over of the vessel. DOC was issued by ABS for the Thailand flag. CLC for Bunker and Wreck Removal were noted valid USCG Documentation: Vessel did not carry United States documentation in line with the intended trade of the vessel.	[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: 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.	[Y]	N	NS	NA
2.4	Does the Operator's representative visit the vessel at least bi-annually? Other Inspector Comments: Operator requirements were that of a superintendent to attend vessel at least every 6 months. Last superintendent's visit were recorded as follows: 22 Nov 2015 (Marine & Technical). 09 Dec 2015 (Tech)	[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: Internal audit not completed in lie with the recent take over of the vessel.	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: Master's review of the SMS had not been completed in line with the recent change of Operator. Master's review was conducted at the end of the Master's tenure on the vessel.	Y	N	NS	[NA]

Survey and repair history

2.8	Is the vessel free of conditions of class or significant recommendations, memoranda or notations? Other Inspector Comments: The latest class status report showed the vessel to be free of any conditions of class and no memoranda being noted.	[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: Vessel was classed as a Gas Carrier.	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 gas 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 survey completed by Class NK dated 04 Dec 2 with following ratings: CAP for Hull, Machinery and Cargo Systems - Level 1 CAP certificate had not been issued in line with the recent completion of survey however a Statement of Fact from class was available.	[Y]	N	NS	NA

Additional Comments

2.99	Additional Comments Nil 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: Manning level exceeded the required levels: Minimum Manning Certificate Requirement - Officers : 08 / Crew : 08 Actual manning level - Officers : 10 / Crew : 13	[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: 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: English was common working language established for communication on board.	[Y]	N	NS	NA
3.5	Have all deck officers attended either a Bridge Resource Management, or Bridge Team Management course? Other Inspector Comments: All deck officers had completed the bridge team management course.	[Y]	N	NS	NA
3.6	Has the master attended a ship handling course where applicable? Other Inspector Comments: Master had 1.1 year sea service in command. He had completed a Ship handling and simulator 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 LPG 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 officer's were noted with Specialised Gas Tanker course.	[Y]	N	NS	NA

Additional Comments

3.99	Additional comments Officer's and ratings were Thai, Indian, Thai and Filipino.				

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 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 defined the following: CPA - 03 N'Mile TCPA - 20 Mins Restricted Visibility - 5 N'Miles	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
4.7	Are checklists for pre-arrival, pre-departure, watch handover, pilot-master exchange and pilot card effectively completed? Other Inspector Comments: Comprehensive check lists were noted in place. Upon satisfactory completion check list number, date and time were recorded.	Y	N	NS	NA
4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: Company's Under Keel Clearance policy required minimum UKC to be maintained all time as follows: Shallow waters - 10% of dynamic draft At berth for ships with extreme breath over 20 mtrs, - 1.5% of ships beam. Deep Sea - 30 mtrs or 5 times vessel dynamic draft, which ever is greater.	Y	N	NS	NA

Navigation Equipment

4.11	Are navigation lights in good order? Other Inspector Comments: Navigation light failure alarm was tested satisfactorily during this 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 setting was protected with a password which was reportedly known only to Master. System can be reset by manual switch fitted near the conning position. System was tested satisfactorily during this inspection.	Y	N	NS	NA
4.13	Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted? Other Inspector Comments: Gyro & magnetic compass error records were maintained satisfactorily.	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: Records were maintained in the Deck Log as well as the Bridge Bell books.	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: Navigating officer was familiar with the procedure to store & retrieval of VDR data	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 GNS Singapore Weekly Notices to mariner were supplied electronically via Voyager. Last week received on board was Week 51 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: Conventional paper charts were the primary tool for navigation. A sample of 2 voyage charts were checked and noted to be the correct edition and updated till last available corrections.	[Y]	N	NS	NA
4.20	Were the charts used for the previous voyage appropriate? Inspector Observations: Singapore routing chart BA5024 was not on board at time of inspection. *Initial Operator Comments: We have investigated this observation and found that the Routing Charts BA 5524 and BA 5525 were published on 24/09/2015 and were on order. We wish to confirm that the new edition of both the charts have been supplied to the vessel during the call at Singapore on 21/12/2015.*	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: Vessel was fitted with 2 fully operational ECDIS units which were in use for training only as per Operator's policy.	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?	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: Fore and aft transducers fitted. Vessel equipped with an echo graph.	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 electronic passage plan was presented from berth to berth. This was supplemented by a documented way point check lists and a narrative of critical stretches of the passage.	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
4.29	Is there an adequate system for dealing with navigation warnings and are they being charted? Other Inspector Comments: NAVTEX warnings were notated for time of receipt . If in the close proximity of vessel's track these were further initialled by the Master. Neat files were maintained for NAV Warning and NAVTEX.	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 designated as Safety Officer on board. Safety rounds were conducted on weekly basis so as to cover entire area of vessel within one month.	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: Safety meetings were held at monthly intervals. Last safety meeting was recorded 11 Dec 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: Near Miss : 9 near miss had been recorded in the last 2 months. Accident / Incident : NIL incidents or accidents were recorded since the Operator took over the vessel.	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 ~ ship 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 for the familiarizations that had been completed up to the time of inspection.	Y	N	NS	NA
5.14	Are lifeboat and fire drills regularly held? Other Inspector Comments: Weekly Boat and Fire Drill were conducted and recorded.	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 designated as 'Ship Security Officer'.	[Y]	N	NS	NA

Enclosed Space and Pump Room Entry Procedures

5.21	Are pump room entry procedures being complied with? Other Inspector Comments: Vessel not designed with pump room but compressor rooms were noted with the same precautions in force.	Y	N	NS	[NA]
5.22	Are pump room spaces adequately ventilated?	Y	N	NS	[NA]
5.23	Are pump room fire and flooding dampers clearly marked as to their operation and in good order?	Y	N	NS	[NA]
5.24	Are permanent arrangements provided for lifting an incapacitated person from the cargo and, if applicable, the ballast pumproom, including provision of a suitable stretcher or harness and is the equipment in good order?	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: Content of hold and void spaces were monitored using MOSS fixed gas sampling and detection system.	[Y]	N	NS	NA

Gas Analysing Equipment

5.31	Where toxic gases may be encountered, are appropriate toxic gas detection analysers available and in good order? Other Inspector Comments: Vessel carried 2 nos. toxic gas measuring pumps.	[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.	[Y]	N	NS	NA

Life Saving Equipment

5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Vessel was equipped with conventional davit launched life boats.	[Y]	N	NS	NA
5.41	Are lifeboat and liferaft operating instructions displayed? Other Inspector Comments: Vessel was equipped with conventional davit launched boats.	[Y]	N	NS	NA
5.42	Is the rescue boat, including its equipment and launching arrangement, in good order? Other Inspector Comments: Stbd Life boat was also the designated Rescue Boat.	[Y]	N	NS	NA
5.47	Are immersion suits in a good order? Other Inspector Comments: Immersion Suits on board were self buoyant type; suits were pressure tested in April 2015.	[Y]	N	NS	NA

Fire Fighting Equipment

5.55	Are fire mains, pumps, hoses and nozzles in good order and available for immediate use? Other Inspector Comments: Vessel designed with pressurised DCP protection for main deck areas.	[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: Cargo area was protected with dry chemical powder . Engine room fitted with Halon.	[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: Noted well lubricated and easy to move. All neatly stencilled for areas they serve and identified for shutting in port.	[Y]	N	NS	NA

Access

5.70	Are pilot boarding and access arrangements satisfactory? Other Inspector Comments: Pilot boarding areas were high lit with contrasting paint, painted non skid and noted kept clear of any obstructions.	[Y]	N	NS	NA
5.71	Are safe access to the bow arrangements satisfactory? Other Inspector Comments: Safe access was provided through catwalk on top of cargo lines from break of accommodation to forecastle deck.	[Y]	N	NS	NA
5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: Vessel wast provided with a helicopter winch only area on the main deck, port side forward of midship.	[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 provided.

Chapter 6: Pollution Prevention

Oil Record Books

6.4	Have disposals of slops and dirty ballast been adequately recorded and were they in accordance with MARPOL?	Y	N	NS	[NA]
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?	Y	N	NS	[NA]

Shipboard Oil and Marine Pollution Emergency Plans

6.9	Is there a USCG approved Vessel Response Plan (VRP)? Other Inspector Comments: Vessel did not carry United States documentation.	Y	N	NS	[NA]
6.10	Name of the OPA-90 Qualified Individual (QI)	Y	N	NS	[NA]

VOC Management Plan

6.11	Is the vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan?	Y	N	NS	[NA]

Cargo Operations and Deck Area Pollution Prevention

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?	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?	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]
6.20	Are adequate manifold spill containers and gratings in place under the cargo manifolds, fitted with suitable drainage arrangements and are they empty? Other Inspector Comments: Permanent steel drip trays were installed.	[Y]	N	NS	NA
6.25	Are the arrangements for the disposal of oily water in the foc's'le and other internal spaces adequate? Other Inspector Comments: Water driven eductor was provided for pumping out bilges in fore peak store. Overboard valves were sealed and warning notices were posted near vicinity of the valve.	[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]
6.27	Are adequate arrangements provided for pipeline draining and the disposal of pump room bilge accumulations?	Y	N	NS	[NA]
6.28	If an ODME is fitted, is it in good order and is there evidence of recent testing?	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 had not been reported faulty in the last 3 months.	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: Water ballast tanks adjacent to bunker tanks were provided with sampling / sighting ports.	[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: Engine room bilge pumping arrangements were well marked and overboard disposal of bilge water was carried out through OWS & 15ppm monitor. Overboard valves & lines were free from unauthorized connections and oil stains.	[Y]	N	NS	NA
6.35	Is the oily water separator in good order? Other Inspector Comments: 15 PPM alarm along with operation of three way valve & pump was tested satisfactorily during this inspection.	[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: OWS was fitted with an automatic 3- way valve for stopping discharge when an alarm occurred.	Y	N	NS	[NA]

Additional Comments

6.99	Additional comments Nil additional comments recorded.				

Chapter 7: Structural Condition

Structural Condition

7.1	Is the Enhanced Survey Programme file free from any information that raises concerns relating to the vessel's structure?	Y	N	NS	[NA]
7.6	If any cargo and/or ballast tanks were sighted from the deck, were they in good order? Inspector Observations: . Other Inspector Comments: Vessel was not allowed to open any ballast tanks during STS operation.	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: Per present Operator inspection of ballast tanks and hold spaces was to be carried out at six monthly intervals. Inspection of cargo tanks was done at each shipyard	[Y]	N	NS	NA

Additional Comments

7.99	Additional comments Nil additional comments.	

Chapter 8: Cargo and Ballast Systems - LPG

Policies, Procedures and Documentation

8.2	Is information readily available on maximum loading rates? Other Inspector Comments: Loading rates were available for various other gases that the vessel could carry. Propane and Butane loading rates were 4500 Cube per hour..	[Y]	N	NS	NA
8.3	Is information on cargo loading limitations available? Other Inspector Comments: Cargo limitation were noted as follows: Min allowable tank temp : -50 deg C Max tank pressure : 0.28 barg Max cargo S.G 0.972.	[Y]	N	NS	NA
8.5	Is there a Procedures and Arrangements Manual available where dual code cargoes are carried? Other Inspector Comments: Vessel had no NLS certification	Y	N	NS	[NA]
8.6	Is the Cargo Record Book correctly completed and up to date?	Y	N	NS	[NA]

Stability and Cargo Loading Limitations

8.8	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
8.11	Is the vessel free of inherent intact stability problems? Other Inspector Comments: Vessel did not have any inherent intact stability problems. All cargo, ballast and part tanks when part filled on the loadicator with results showing positive GM and adequate residual stability.	[Y]	N	NS	NA
8.12	If a loading computer or programme is in use, is it class approved? Other Inspector Comments: Loadicator software was type approved by Class NKK and tests were carried out against "Class approved conditions' to verify its accuracy. Software was incorporated with damage stability assessment.	[Y]	N	NS	NA
8.15	Are cargo and/or ballast tanks free of sloshing or weight restrictions? Other Inspector Comments: Vessel's Class approved trim and stability booklets did not record any sloshing or other restrictions	[Y]	N	NS	NA
8.16	Where applicable, are officers aware of the dangers of high free surface effects and of the possibility of structural damage caused by sloshing in cargo tanks?	Y	N	NS	[NA]
8.17	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]

Cargo Operations and Related Safety Management

8.19	Are all officers familiar with the cargo system? Other Inspector Comments: Duty officer interviewed demonstrated good understanding of the vessel's gas operations.	[Y]	N	NS	NA
8.27	If the cargo is required to be inhibited, is the required information available? Other Inspector Comments: Present cargoes did not need inhibitors.	Y	N	NS	[NA]
8.30	Are submerged electrical cargo pumps, where fitted, isolated from their electrical supply during gas-freeing operations? Other Inspector Comments: Random checks of previous records of insulation for deep well cargo pump motors were maintained satisfactorily; insulation readings taken in Nov 2015 for all pumps were recorded as above 100 M ohms.	[Y]	N	NS	NA
8.32	If refrigerated cargoes are carried, is a means of hydrate control provided and is a supply of freezing depressant maintained onboard? Other Inspector Comments: Methanol is provided for hydrate control; fixed pump is fitted in compressor room with lines leading to individual cargo pumps. Flexible hoses with suitable connections near each cargo pump were also available for application. Strainers were available on board to be used at manifolds during loading operations.	[Y]	N	NS	NA

Cargo Handling and Monitoring Equipment

8.34	Are the Cargo heater and/or vaporiser, where fitted, in good order and is there evidence of regular testing Other Inspector Comments: Cargo heater/vaporiser was regularly used.	[Y]	N	NS	NA
8.39	Are the Remote and local temperature and pressure sensors and gauges, in good order and is there evidence of regular testing? Inspector Observations: Cargo tank No.3 remote temperature sensor and tank No.2 remote pressure readouts noted erratic. Other Inspector Comments: Technician was noted on board reported for calibration of gauges since first discharge post docking. *Initial Operator Comments: All Temperature and pressure gauges for cargo System were calibrated during docking related repairs in the month of November 2015. After the vessel loaded its first post docking cargo No 3 Cargo Tank remote temperature sensor and No 2 Remote pressure gauges started showing erratic readings. As mentioned by the inspector the technician was on board for calibration of the sensors at the time of inspection. We wish to confirm the 2 sensors mention have been re-caliberated and are now showing correct readings.*	Y	[N]	NS	NA
8.42	Is an emergency discharge method available? Other Inspector Comments: Port & starboard cargo tanks are provided with independent cargo pumps and bulkhead valves are provided between port & starboard tanks. Also by heating cargo by compressor and transfer to the other tank.	[Y]	N	NS	NA
8.43	Are tank domes and associated fittings in good order and free from corrosion? Other Inspector Comments: Gas sampling points are provided from three levels and liquid sampling is provided on pump discharge line.	[Y]	N	NS	NA
8.47	If any cargo or vapour lines are insulated, is the insulation in good order? Other Inspector Comments: Vapour and condensate lines are insulated and insulations were in good condition with evidence of recent repairs having been completed.	[Y]	N	NS	NA
8.54	Is the cargo tank high level alarm system independent of both the gauging devices and the overflow-control alarm system? Other Inspector Comments: Independent high level alarms are fitted at 99%. Additional alarms are also fitted for 98 & 99.5% on the level gauges. Tested during the course of the inspection.	[Y]	N	NS	NA
8.55	Are there records of the calibration of key cargo instrumentation, including temperature and pressure gauges? Other Inspector Comments: Calibration of the cargo instrumentation was last carried out in Nov 2015.	[Y]	N	NS	NA
8.56	If slip tubes are fitted, are they for use only in emergencies?	Y	N	NS	[NA]
8.59	If the high level and/or shut-down systems can be overridden by a key switch, is there a written procedure detailing under what circumstances and by whom the system may be overridden? Other Inspector Comments: Over riding system is provided with key for activation which was reportedly kept under Master's custody.	[Y]	N	NS	NA
8.60	Is the cargo tank heating system, where fitted, operational?	Y	N	NS	[NA]

Cargo Compressor and Motor Rooms

8.63	Are the bulkhead seals between the compressor room and the motor room gas tight and well lubricated? Other Inspector Comments: Bulkhead seal integrity was maintained using individual oil reservoirs in motor room and remote temperature readings. Starboard motor reservoir was partially empty and slight oil stains were observed below the motor foundation.	[Y]	N	NS	NA
8.69	Are airlocks and alarms in good order? Other Inspector Comments: Recorded tested prior each cargo operation.	[Y]	N	NS	NA
8.72	Are fixed gas detector sample points fitted at the appropriate level for the cargo being carried? Other Inspector Comments: Sampling point is provided on top and bottom at each location and samples were drawn from alternately from top & bottom.	[Y]	N	NS	NA

Void Spaces and Seals - Type C Cargo Tanks

8.74	Are void space seals, where fitted, in good order?	Y	N	NS	[NA]
8.75	Is the environmental control of void spaces satisfactory?	Y	N	NS	[NA]
8.76	Is cargo tank insulation, where fitted, reported to be in good condition?	Y	N	NS	[NA]
8.77	Are relief valves for void spaces, where fitted, in good order? Other Inspector Comments: Yard test certificates were sighted.	[Y]	N	NS	NA

Void and Interbarrier Spaces and Seals - other cargo tank types

8.78	Is the oxygen and hydrocarbon content of the interbarrier spaces regularly monitored and the results recorded? Other Inspector Comments: Oxygen reading of hold spaces measured and noted oxygen level was maintained below 5%.	[Y]	N	NS	NA
8.79	Are the relief valves for the hold spaces and primary and secondary barriers in good order?	Y	N	NS	[NA]
8.80	Is cargo tank insulation, where fitted, reported to be in good order? Other Inspector Comments: Cargo tanks are fitted with 'Polyurethane foam' insulation. From previous records insulation was reported to be in good condition and no cold spots were present as per void space inspection records.	[Y]	N	NS	NA
8.81	Is there a means to sample for ingress of water into the interbarrier spaces provided and are checks being recorded? Other Inspector Comments: Bilge alarms for void spaces were tested satisfactorily at six monthly intervals. Cargo & ballast educators are provided for draining accumulations from void space and cargo eductor line was kept blanked.	[Y]	N	NS	NA

Inert Gas Systems

8.83	Are suitable arrangements provided to prevent the backflow of cargo vapour into the inert gas system? Other Inspector Comments: 2 Nos. non-return valves along with spool piece arrangement are provided to prevent back flow of cargo vapour into inert gas system.	[Y]	N	NS	NA

Pressure Relief and Venting Systems

8.84	Have the safety relief valves been tested, are the test certificates onboard and are officers aware of their settings? Other Inspector Comments: Yard certificates sighted.	[Y]	N	NS	NA
8.86	If the cargo tank safety relief valve settings can be altered, are the appropriate settings being used for the cargo carried and are the current settings prominently displayed in the cargo control position and at the valves?	Y	N	NS	[NA]

Emergency Shutdown System

8.93	Are there at least two remote positions where the ESD system can be manually activated? Other Inspector Comments: A total of 8 ESD points provided.	[Y]	N	NS	NA
8.97	Are fusible plugs fitted on the liquid domes and in the vicinity of the manifolds and are they in good order? Other Inspector Comments: Plugs noted in clean condition and clear of obstructions.	[Y]	N	NS	NA

Safety Equipment

8.113	Is the safety equipment correctly located? Other Inspector Comments: Checked to be located as per vessel's LSA / FFA plan.	[Y]	N	NS	NA
8.117	Is the safety equipment inspected on board monthly and are records available? Other Inspector Comments: Part of vessel PMS as well as individual equipment tags.	[Y]	N	NS	NA
8.118	Are decontamination showers and an eye-wash, where required, provided in suitably marked locations?	Y	N	NS	[NA]
8.120	Is the water spray system in good order? Other Inspector Comments: Water spray system was tested during the course of the inspection.	[Y]	N	NS	NA

Cargo Hoses

8.122	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 cargo hoses.	Y	N	NS	[NA]

Cargo Lifting Equipment

8.123	Are all cargo derricks, cranes and other lifting equipment properly marked and has periodical testing and inspection been carried out? Other Inspector Comments: Vessel fitted with one mid ship hose handling crane.	[Y]	N	NS	NA
8.124	Are winches associated with lifting equipment in good order?	Y	N	NS	[NA]

Additional Comments

8.199 Additional comments

Nil additional comments recorded.

Chapter 9: Mooring

Mooring equipment documentation

9.1	Are certificates available for all mooring ropes and wires? Other Inspector Comments: Vessel fitted with mooring wires on drums and had 10 spare ropes.	[Y]	N	NS	NA
9.3	If one or more bow stoppers are fitted is a certificate attesting to the safe working load provided?	Y	N	NS	[NA]
9.5	Is there a policy in place for the testing of winch brakes and are the results recorded? Inspector Observations: For the annual winch brake test dated 12 Nov 2015 there was no evidence on the certificate presented that winches had been tested to render. The values recorded were calculated values. *Initial Operator Comments: We wish to confirm that Brake Rendering test was carried out for all mooring winches on 12 November 2015 by the shipyard during docking related repairs and were witnessed by the Ship Staff. At the time of giving the certificate the ship yard mentioned only the term Brake Test instead of Brake Rendering Test which gave rise to this observation. We have contacted the shipyard and got the correct certificate which has been connected onboard.*	Y	[N]	NS	NA

Mooring procedures

9.6	Are moorings satisfactorily deployed and tended? Other Inspector Comments: Vessel was engaged in an STS operation.	[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: Vessel was provided with single winch drum winches.	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: Vessel equipped with hydraulic winches.	Y	N	NS	[NA]

Single Point Moorings

9.22	Is single point mooring (SPM) and associated equipment fitted to OCIMF recommendations?	Y	N	NS	[NA]
9.23	If the vessel is equipped for mooring at single point moorings, does it meet the recommendations as applicable, contained in Mooring Equipment Guidelines (3rd Edition)?	Y	N	NS	[NA]
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]

Additional Comments

9.99 Additional comments

Mooring equipment including winches were noted to be maintained with no Hydraulic 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.

Chapter 10: Communications

Communications procedures

10.5	Has a qualified person been designated to handle distress communications? Other Inspector Comments: Second Officer was designated for handling 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: Vessel is registered for shore based maintenance of GMDSS equipments with JRC.	[Y]	N	NS	NA

Communications equipment

10.13	Are Lists of Radio Signals the latest edition and corrected up to date? Other Inspector Comments: Random check of 1 volume of List of Lights showed it to be correct edition and corrected till Week 51 of 2015.	[Y]	N	NS	NA

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: Vessel was not Classed for UMS operations.	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?	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: Fuel oil sample was being sent for analysis after each bunkering operation while lubes were being analysed on 4 months intervals and all system hydraulics were being tested on 6 monthly intervals as per company policy. Parameters of latest analysis reports for lubricating oil/hydraulic oil in Nov 2015 were within Normal range.	[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: Vessel not trading in SECA regions.	Y	N	NS	[NA]

Planned Maintenance

11.15	Is a comprehensive and up to date inventory of spare parts being maintained? Other Inspector Comments: Class approved Ship Smart software was being used for PMS application and spare parts inventories along with Critical Spares were incorporated within the system. System was still being updated and made ship specific after the last yard visit.	[Y]	N	NS	NA

Safety Management

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: Oil Mist Detector of main engine was tested satisfactorily during this 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 control panels and switch boards were located within 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: Tested suing the course of the inspection.	[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? Other Inspector Comments: Sea water pump, associated pipework and fittings were noted free of leaks or drips. No evidence of hard rust formation was seen.	[Y]	N	NS	NA

Machinery status

11.41	Are the following, where applicable, all in good order and do they appear to be well maintained? Inspector Observations: Aux Engine No.3 noted under maintenance at time of inspection. Other Inspector Comments: Risk assessment for discharge with 2 generators presented. *Initial Operator Comments: All 3 Aux Engines were overhauled by makers service engineer during docking related repairs in November 2015. During the discharge operation Chief Engineer noticed the Lub Oil differential pressure reaching near alarm limit. As a precaution Chief Engineer carried out changing of mesh filter with a spare and cleaning of attached centrifugal filter for No.3 Generator. As noted by the inspector a Risk Assessment was in place and vessel had sufficient spare power available during the maintenance period. The job was completed and the Generator was tested satisfactory prior to inspectors disembarkation from the vessel.*	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]

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

12.3	Is the general condition, visual appearance and cleanliness of the weather decks satisfactory? Other Inspector Comments: Weather decks were noted with rust forward of the manifold. Maintenance was noted in progress by de scaling and re coating the steel surfaces area aft of the manifold was completed.	Y	N	NS	NA
12.10	Is the general condition, visual appearance and cleanliness of the superstructure satisfactory? Other Inspector Comments: Superstructure was noted with rust weeps from the portholes and under the bridge wings.	Y	N	NS	NA

Accommodation Areas

12.22	Are personnel alarms in refrigerated spaces in good order and operational? Other Inspector Comments: Reefer room personnel alarms were tested satisfactorily during this inspection.	Y	N	NS	NA

Additional Comments

12.99	Additional comments Hull was noted free of oil staining. 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 average standards.				

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

Operator's Initial General Comments