Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	KDCR-7045-7328-4489
Report Template	VIQ6 - Petroleum (4301)
Vessel Name	DHT Chris
IMO Number	9217981
Date of Inspection	20 Dec 2015
Port of Inspection	Bayuquan
Inspecting Company	KOCH SHIPPING INC
Selected variants	Crude oil washing
	Inert Gas
	Pumproom
	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	DHT Chris
1.2	Vessel IMO Number	9217981
1.3	Date the inspection was completed	20 Dec 2015
1.4	Port of inspection	Bayuquan
1.5	Flag	Marshall Islands
1.6	Deadweight	309285.00
	Other Inspector Comments: Vessel was currently assigned with load line corresponding to maximum deadweight of 309,285 MT. Other load line certificates corresponded to deadweights were 299,999 MT, 284,999 MT, 274,999 MT and 259,999 MT.	
1.7	Date the vessel was delivered	10 Dec 2001
1.8	Name of the OCIMF inspecting company	KOCH SHIPPING INC
1.9	Date and time the inspector boarded the vessel	20 Dec 2015. 07:40
1.10	Date and time the inspector departed the vessel	20 Dec 2015. 16:15
1.11	Time taken for inspection	8.35
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	Discharging
1.14	Product(s) being handled	Crude oil
1.15	Vessel type	Crude/Product Tanker
1.16	Hull type	Double hull
1.17	Name of the vessel's operator	Goodwood Ship Management PTE. LTD.
1.18	Date the current operator assumed responsibility for the vessel	10 Aug 2011
1.19	Date of the last port State control inspection	23 Dec 2013

1.20	Port of the last Port State Control inspection	San Diego, USA
	Other Inspector Comments: No deficiency was issued as per the PSC report.	
1.21	Name of Classification society	Lloyd's Register
	Other Inspector Comments: Vessel was classed by LR with notation assigned as follows: +100A1 Double Hull Oil Tanker, ESP Shipright (SDA, FDA, CM), *IWS, LI, SPM; +LMC, UMS, IGS; Descriptive Notes: COW (LR), PART HIGHER TENSILE STEEL, PL (LR), SBT (LR), ShipRight (BWMP (S+F), PCWBT (12.01), SERS, SCM, MPMS).	
1.22	Date of expiry of the Class Certificate	09 Dec 2016
1.23	Date the last special survey was completed	10 Dec 2011
1.24	Date of departure from the last class-credited drydock/repair period	06 Aug 2011
	Other Inspector Comments: Last two inspections outside of ship's bottom took place on 6 August 2011 and 16 September 2009.	
1.25	Date of the last class Survey Status Report	01 Dec 2015

Additional Comments

1.99	Additional Comments	
	Vessel was built in Hyundai Heavy Industry, Korea in 2001. Vessel was classed by LR, who also provided emergency assistance, with valid statutory certificates issued and sighted. CSR number 6 was in force during this inspection. Ship senior officers had accompanied inspector throughout this 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	15 Nov 2015
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	25 Nov 2014

Crew details on 14 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	Yes	Oil	Advanced	Yes	1.3	2.2	7.8	7.8		4.53	Good
Chief Officer	Indian	Chief Mate II/2	India	Yes	Oil	Advanced	Yes	5.8	1.7	4.7	4.7		4.03	Good
2nd Officer	Indian	OOW (Deck) II/1	United Kingdom	Yes	Oil	Advanced	Yes	1.6	0.2	1.9	1.9	1.9	4.47	Good
3rd Officer	Indian	OOW (Deck) II/1	United Kingdom	Applied for	Oil	Advanced	Yes	0.1	1.4	1.4	1.4	1.4	1.10	Good

Engineer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Indian	Chief Eng III/2	India	Yes	Oil	Advanced	N/A	1.0	2.4	9.0	9.0		1.17	Good
2nd Engineer	Indian	Second Eng III/2	United Kingdom	Yes	Oil	Advanced	N/A	5.5	0.8	2.4	2.4		6.30	Good
3rd Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	6.1	2.4	2.4	2.4		3.37	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	2.9	0.4	1.6	1.6		4.30	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and documentation

Certification

2.1

Survey and repair history

2.7, 2.8

Chapter 3: Crew Management

Crew Management

3.2, 3.3, 3.5, 3.6

Crew qualifications

3.9, 3.10

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1, 4.3, 4.4, 4.5, 4.6, 4.7, 4.9

Navigation Equipment

4.10, 4.14, 4.15, 4.16

Charts and publications

4.20

Navigation

4.23, 4.24, 4.25, 4.26, 4.27, 4.28

Chapter 5: Safety Management

Safety Management

5.2, 5.3, 5.4, 5.9, 5.10, 5.11

Drills, Training and Familiarisation

5.14, 5.15

Ship Security

5.16, 5.17, 5.19

Enclosed Space and Pump Room Entry Procedures

5.22, 5.24

Monitoring Non-Cargo Spaces

5.25

Gas Analysing Equipment

5.28, 5.29, 5.31

Hot Work Procedures

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

5.50, 5.51, 5.52, 5.54, 5.55, 5.56, 5.57, 5.59, 5.61, 5.63, 5.64

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

Cargo Operations and Deck Area Pollution Prevention

6.12, 6.13, 6.14, 6.16, 6.17, 6.22, 6.23, 6.24, 6.25

Pump Rooms and Oil Discharge Monitors

6.27

Ballast Water Management

6.30

Engine and Steering Compartments

6.32, 6.33, 6.34, 6.36

Garbage Management

6.39

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, 8.8, 8.10, 8.13

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, 8.25

Ullaging, Sampling and Closed Operations

8.29, 8.31

Venting Arrangements

8.32

Inert Gas System

8.36, 8.37, 8.38, 8.39, 8.40, 8.41, 8.43, 8.47, 8.48

Crude Oil Washing

8.50, 8.51, 8.52, 8.53, 8.54, 8.55, 8.56, 8.57, 8.58, 8.59, 8.60

Manifold Arrangements

8.69, 8.70, 8.71, 8.72, 8.74

Pump Rooms

8.75, 8.76, 8.78, 8.79

Chapter 9: Mooring

Mooring equipment documentation

9.1, 9.2, 9.4, 9.5

Mooring procedures

9.8, 9.9, 9.10, 9.11

Mooring equipment

9.12, 9.13, 9.15, 9.16, 9.17

Anchoring equipment

9.18, 9.19, 9.20, 9.21

Single Point Moorings

9.22

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, 10.13, 10.14

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.8, 11.11, 11.12, 11.13

Planned Maintenance

11.15

Safety Management

11.17, 11.18, 11.19, 11.21, 11.23, 11.24, 11.25, 11.28, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36, 11.37, 11.38, 11.40

Machinery status

11.41, 11.44, 11.46, 11.47

Steering Compartment

11.49, 11.50, 11.51, 11.53, 11.54, 11.55, 11.56

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.1, 12.2, 12.3, 12.4, 12.7, 12.8, 12.9, 12.10

Electrical Equipment

12.11, 12.12, 12.13

Internal Spaces

12.14

Accommodation Areas

12.16, 12.17, 12.18, 12.19, 12.20, 12.21

Section 3

Chapter 2: Certification and documentation

Safety management and the operator's procedures manuals:

2.3	Do the operator's procedures manuals comply with ISM Code requirements? Other Inspector Comments: Computerised software of Operator's SMS were available at network stations of bridge, ship office, E.C.R, CCR, Master's office and Chief Engineer's office, etc.	[Y]	N	NS	NA
2.4	Does the Operator's representative visit the vessel at least bi-annually? Other Inspector Comments: Operator's policy required their representatives to make shipboard visit at 6 months intervals. Last visit was carried out by Marine Superintendent on 20 November 2015. Previous visit was carried out by DPA on 30 August 2015. Records of their shipboard visits had been logged and detailed inspection reports were available for review.	[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 ISM audit was required to be carried out once every 12 months, with last such audit carried out on 15 August 2015. Audit plan, check list, summary of audit report, etc. were available for review. Six observations were issued during the internal audit. They had been rectified and closed out within the required time frame.	[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 was required to complete review of the safety management system at least once during his service (master's contract about 4 months). Master's review of SMS was last carried out on 15 December 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: Enhanced Survey was carried out in conjunction with Special Survey No.2 during last dry docking, and it was completed on 18 November 2011. Condition Evaluation Report dated on 23 February 2012 was reviewed during the inspection, which showed that condition of structures, coatings and anodes in ballast tanks were rated as "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: Safe manning document required: 4 deck officers, 2 engine room officers, 5 deck ratings and 2 engine room ratings. Vessel was actually manned with: 4 deck officers, 4 engine room officers, 6 deck ratings and 5 engine room ratings, etc. Total number of crew on board was 28. Engine room was certified to be operated in UMS mode.	[Y]	N	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: Shipboard crew were Indian, Filipino and Indonesian. English was in use as common working language on board.	[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?	Y	N	NS	[NA]

Drug and alcohol policy

3.11	Does the operator's Drug and Alcohol policy meet OCIMF guidelines? Inspector Observations: Unannounced drug and alcohol tests was required to be carried out by external agency at least once a year as per Operators SMS manual. However, the last such test was carried out on 25 November 2014. Other Inspector Comments: Operator drug & alcohol policy embraced OCIMF guidelines and was available in SMS manual. Unannounced alcohol test should be carried out on board on a quarterly basis. Crew were required to be tested for drug & alcohol prior to joining vessel. *Initial Operator Comments: As noted by the inspector the last Unannounced Drug and Alcohol test by an external agency was carried out on 25th Nov 2014. Arrangements for the next test were in place to be conducted on arrival disport however due to the vessels voyage, uncertainty in berthing and unexpected delays faced during the voyage and at Yingkou, China the sample collection for the test had to be cancelled on two (2) occasions.* *We wish to confirm that all arrangements are in place for the Drug and Alcohol test samples to be collected from the vessel upon her arrival Singapore on 1st January 2016.*	Y	[N]	NS	NA

Additional Comments

3.99	Additional comments	

Chapter 4: Navigation

Policies, Procedures and Documentation

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 night orders were written daily while at sea and standing orders were displayed.	Y	N	NS	NA
4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: Operator's UKC policy was addressed in operator's SMS manual which were briefed as follows: Ocean passage - 50% of the deepest static draft but not less than 2 metres; Coastal passages, shallow water & Fairways - 15% of the deepest static draft but not less than 1 metre; Within port limits and while alongside the berth or at SBM/CBM mooring: 10% of the deepest static draft or 0.3 metres, whichever is greater; Strait of Malacca and Singapore: Deep draft vessel (a draft of 15 metres or more) and VLCCs (150,000 dwt and above) shall allow for a static under keel clearance of at least 3.5 metres; While on the seaward of Horsburgh Lighthouse the UKC is recommended to be 4.0 metres to allow for prevailing swell conditions.	Y	N	NS	NA

Navigation Equipment

4.11	Are navigation lights in good order? Other Inspector Comments: Navigation lights were tested and were operated 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 alarm was set to activate at 12 minutes intervals, with the key kept by the Master only.	Y	N	NS	NA
4.13	Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted? Other Inspector Comments: Magnetic compass was last adjusted by shore personnel on 30 January 2015, with deviation card posted on bridge.	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: Operating procedure was posted locally. Procedure to download data in an emergency was randomly verified with duty officers and their responses were found to be satisfactory.	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: Vessel had enrolled with outfit management service "DPM Singapore" for supply of new edition BA charts, publications, admiralty weekly Notice to Mariners. Service agreement was issued and valid until 31 December 2016. NTM with tracings could be downloaded from "MBA". ECDIS could be update weekly through email system. NP133A was well maintained.	[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: Paper chart was the primary means of navigation. All charts had been corrected up to NTM No.50/2015. Random checks were made and corrections were found satisfactory. Related "T" and "P" notices had been corrected on applicable charts.	[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 installed with one set of type approved ECDIS for reference only, and it was not endorsed in Safety Equipment Certificate Form E. ECDIS had been updated to admiralty weekly NTM No.50/2015. Master and all deck officers had attended shore based formal training course for generic (5 days) and type specific (2 days) familiarization of ECDIS.	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

4.29	Is there an adequate system for dealing with navigation warnings and are they being charted? Other Inspector Comments: The Temporary and Preliminary notices, navigational and Navtex warnings were marked on last voyage charts; random checks found corrections were in order.	[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 designated as Safety Officer and held formal training certificate. Duties & responsibilities of Shipboard Safety Officer was identified in Operator's SMS manual.	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 meeting was held on a monthly basis, last such meeting was held on 23 November 2015. Minutes had been well recorded and submitted to Operator, shore responses were sighted.	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: Latest near miss was submitted on 6 December 2015. 20 near misses had been submitted since last 12 months. Operator's procedures for the reporting, investigation and close-out of accidents, incidents, non conformities and near misses were addressed in their SMS manuals, which had been well followed.	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 safety checklist was found appropriately completed with repetitive checks at four hours intervals.	Y	N	NS	NA
5.8	Are smoking regulations posted and being adhered to and are smoke rooms adequately identified? Other Inspector Comments: Officer and crew smoking rooms were the designated smoking rooms while vessel was alongside at berth. They were also approved by Terminal Representatives.	Y	N	NS	NA

Drills, Training and Familiarisation

5.12	Is there a procedure for familiarisation for new personnel? Other Inspector Comments: Randomly checked records of familiarisation for all new join crew appeared to be satisfactory.	Y	N	NS	NA
5.13	Are drills for emergency procedures being carried out? Other Inspector Comments: Drill plan 2015 was in place and implemented as per record.	Y	N	NS	NA

Ship Security

5.18	Has a security officer been designated and trained to undertake this role? Other Inspector Comments: Master was the designated security officer who had attended shore based formal training course with certificate provided.	Y	N	NS	NA

Enclosed Space and Pump Room Entry Procedures

5.20 Has the vessel adequate enclosed space entry procedures? Y N NS NA

Other Inspector Comments: Enclosed space entry procedures were in accordance with recommendations of ISGOTT. Permits of entry enclosed space were correctly completed and records were retained for review. Rechecking of atmospheres was carried out. Risk assessments were carried out.

5.21 Are pump room entry procedures being complied with? Y N NS NA

Other Inspector Comments: The Oxygen content and toxic gas were checked by portable gas meter as supplement of the fixed gas detection system. Personal multi gas meter was used by persons entering the pump room.

5.23 Are pump room fire and flooding dampers clearly marked as to their operation and in good order? Y N NS NA

Other Inspector Comments: Pump room fire and flooding dampers were tested and were operated satisfactorily during this inspection.

Monitoring Non-Cargo Spaces

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: One fixed detection system with pre setting alarm was installed for monitoring combustible gas in ballast tanks. Last shore calibration for both system was on 15 August 2015. Records of shipboard monthly calibration were available for review.

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: Vessel was provided with multi-purpose portable-gas detectors and personal multi-gas detectors which were appropriate to the cargoes being operated. All equipments were being calibrated monthly by shipboard staff with records provided and sighted.

5.30 On vessels fitted with an inert gas system, are instruments capable of measuring hydrocarbon content in an oxygen deficient atmosphere available and in good order? Y N NS NA

Other Inspector Comments: Three sets of portable gas detectors were available on board and were in good working condition. (Type: Riken RX 517 & Riken RX 415).

Hot Work Procedures

5.32 Are hot work procedures in accordance with the recommendations of ISGOTT Section 9.4 and OCIMF guidelines? Y N NS NA

Other Inspector Comments: Routine hot works were permitted only in engine room workshop. Any hot work outside of this area required the prior authorization of shore management.

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: Lifeboats and on-load release gear were annually serviced by shore personnel on 30 January 2015. Lifeboats' on-load release gear was last 5 yearly load tested by shore personnel on 9 August 2011.	Y	N	NS	NA
5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Both lifeboats were last quarterly water borne operated at Singapore EOPL on 18 November 2015.	Y	N	NS	NA
5.42	Is the rescue boat, including its equipment and launching arrangement, in good order? Other Inspector Comments: Port side lifeboat was designed as rescue boat. Life boats' propellers and rudders were satisfactorily tested.	Y	N	NS	NA

Fire Fighting Equipment

5.53	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: Vessel was provided with high expansion foam covering Engine room and Pump room & low expansion foam covering cargo deck area. They were annually tested by shore personnel on 26 May 2015 and 13 May 2015 respectively. Review of test reports and showed they were normal.	Y	N	NS	NA
5.58	Are fixed fire detection and alarm systems in good order and tested regularly? Other Inspector Comments: Fixed fire detectors were loop by loop tested on a weekly basis and all of them were covered quarterly.	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 was tested and was operated satisfactorily. Weekly test records were available for review.	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: BA cylinders were annually serviced on 12 September 2015 and 5 yearly hydrostatically tested by shore personnel in April 2011. Air quality of BA cylinder air compressor was annually checked by shore personnel on 27 April 2015. Result of such test was Pass. Randomly pressure & low alarm tested for BA cylinders satisfactorily. Fireman's outfits and SCBA sets were in good condition and were ready for immediate use.	Y	N	NS	NA
5.65	Are fire flaps clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Fire flaps of engine room ventilation fans were randomly tested and were found operated satisfactorily.	Y	N	NS	NA

Access

5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: Helicopter landing area located at port side of weather deck forward of cargo manifold was well identified as per ICS guidelines.	[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: The transfer arrangements was fitted and approved by Class. The spool piece was noted removed.	Y	N	NS	[NA]

Shipboard Oil and Marine Pollution Emergency Plans

6.6	Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) provided? Other Inspector Comments: SOPEP was approved by LR on 5 August 2011.	[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 IMO coastal contact list attached to the SOPEP was dated on 30 September 2015. An emergency contact list for this port was available.	[Y]	N	NS	NA
6.10	Name of the OPA-90 Qualified Individual (QI) Other Inspector Comments: Gallagher Marine Systems	[Y]	N	NS	NA

VOC Management Plan

6.11	Is the vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan? Other Inspector Comments: VOC management plan was approved by LR on 23 November 2010.	[Y]	N	NS	NA

Cargo Operations and Deck Area Pollution Prevention

6.15	Are means readily available for dealing with small oil spills? Other Inspector Comments: Dumping valves were fitted on both sides leading to Slop Tanks. Additionally, Both portable pneumatic pumps were placed in readiness on both sides for transferring any spilt liquid on deck to Slop Tanks. These pumps were tested and were found operating satisfactorily.	[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 system sea valves were found shut down, lashed, sealed and blanked. Spool piece as emergency connection between cargo and ballast system was noted removed. ODME overboard valves were closed and blanked, with warning notice found posted locally.	[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: Drip pans were installed at cargo manifolds and oil collection were drained to No.4 port and starboard cargo tanks respectively.	[Y]	N	NS	NA
6.21	Are bunker pipelines tested annually? Other Inspector Comments: Bunker lines were hydrostatically tested up to 0.6 Mpa by ship board staff on 16 June 2015.	[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? Other Inspector Comments: Pump room bilge high level alarm was randomly tested during this inspection and found operating satisfactorily. Records of shipboard weekly testing of pump room high level bilge alarm were reviewed during this inspection.	[Y]	N	NS	NA
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 monthly tested on 27 November 2015. Records for every test were printed out as evidence sighted. ODME was last tested by shore personnel on 30 January 2015.	[Y]	N	NS	NA
6.29	If the ODME has not been operational, was the fact recorded in the Oil Record Book?	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: Sighting port was installed for FPT, other ballast tanks domes coulc be easily opened for sampling taken. No. 4P/S ballast tanks were inspected and found to be free of any oil sheen or contamination.	[Y]	N	NS	NA

Engine and Steering Compartments

6.35	Is the oily water separator in good order? Other Inspector Comments: Vessel was fitted with a 15ppm Oily Water Separator system with alarm and automatic stopping device. System was tested and operated satisfactorily. It was calibrated by shore personnel on 30 January 2015.	[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?	Y	N	NS	[NA]
6.38	Are the arrangements for the disposal of steering compartment oily bilge water adequate? Other Inspector Comments: Drainages of bilge of the steering gear room could be led to engine room after bilge well by gravity.	[Y]	N	NS	NA

Garbage Management

6.40	Does the vessel have adequate garbage storage and disposal facilities? Inspector Observations: Wooden covers were used for four garbage drums located on the poop deck and garbage store. *Initial Operator Comments: We have noted the inspectors observation and wish to advice that the wooden covers for the four garbage drums on the Poop Deck and Garbage Store have been removed and replaced with newly fabricated metal covers.*	Y	[N]	NS	NA

Energy Efficiency

6.41	Has the vessel a Ship Energy Efficiency Management Plan (SEEMP)? Other Inspector Comments: IEEC was issued by LR on 31 January 2013.	[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: No.4W ballast water tanks were inspected from tank domes. Tank hard coating noted in good condition and no obvious sign of structural deformations.	[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: Cargo tanks internal inspection was requested to be carried out at 30 months intervals. Ballast tanks internal inspection was requested to be carried out at 6 months intervals. Void spaces internal inspection was required to be carried out annually. Cargo tanks were last internally inspected on 7 April 2014. Ballast tanks and void spaces had been internally inspected from 26 October 2015 to 10 November 2015. Review of shipboard inspection records for cargo tanks, void spaces and ballast tanks, showed that condition of structure and coatings in these tanks were rated "Good".	[Y]	N	NS	NA

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 No.3C was designated as heavy weather ballast tank. Heavy weather ballasting procedure was identified in Operator's SMS manual and was also posted in cargo control room.	[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: Class approved loading computer was interfaced with cargo tank level gauging system.	[Y]	N	NS	NA
8.6	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: Loading computer had been tested quarterly by ship and every year by shore, with last such test was carried out by Chief Officer on 15 December 2015. Test with surveyor attendance was on 30 January 2015.	[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: Class approved damage stability booklet was in place and was available for review. Damaged stability calculation was included in loading computer software.	[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]

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 pipelines were pressure tested up to 15.9 kg/cm2 by ship board staff on 19 August 2015.	[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: Cargo pumps emergency stops were tested before each cargo discharging operation. Records of such test were available for review.	[Y]	N	NS	NA
8.24	Are the cargo system ullage gauges, vapour locks and UTI tapes in good order and is there recorded evidence of regular testing? Other Inspector Comments: Four sets of hermetic UTI gauge tapes were annually calibrated ashore, with calibration certificates provided and sighted.	[Y]	N	NS	NA
8.26	Are the cargo tank high level and overflow alarms in good order and is there recorded evidence of regular testing? Other Inspector Comments: Cargo tank high level alarms (95%) and overfill alarms (98%) were randomly tested during this inspection. Visual and audible alarms were tested and found operating satisfactory.	[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: The heating coils were fitted for Slop Tanks only. They were pressure tested up to 7.0 kg/cm2 by ship staff on 9 August 2015.	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?	Y	N	NS	[NA]
8.30	Is the vessel provided with an approved vapour control system? Other Inspector Comments: Vapour emission collection system was approved by Class LR on 8 August 2011.	[Y]	N	NS	NA

Venting Arrangements

8.33	Are SOLAS secondary venting requirements being complied with? Other Inspector Comments: Every cargo tank is fitted with high velocity and vacuum vent, while liquid filled P/V breaker and mast riser with stop valve & breather valve are provided on IG main line. Settings of pressure and vacuum release were marked on individual vent risers, P/V Breaker and breather valve. Remote pressure sensor with pre setting alarm is installed in each cargo tank, which can be monitored in C.C.R. Alarm settings were randomly verified during this inspection and were found correctly set.	Y	N	NS	NA
8.34	If stop valves are fitted which permit isolation of individual tanks from the common venting system, are they provided with positive locking arrangements and are the keys under the control of the person in overall charge of the cargo transfer? Other Inspector Comments: Stop valves were fitted and they were locked with padlocks in open position and under the control of the Chief Officer. A tank plan indicating the position of the stop valves was incorporated in cargo control room.	Y	N	NS	NA
8.35	Are the P/V valves in good order, inspected and cleaned as part of a regular planned maintenance routine and are there records to support this? Other Inspector Comments: PV valves were calibrated by shore personnel during last dry docking on 6 August 2011. P/V valves were randomly tested and found in good working order during this inspection.	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: Oxygen content at inert gas delivery was observed to be below 5.0%. Refer to VIQ 8.45.	[Y]	N	NS	NA
8.44	Is the oxygen content in the cargo tanks below a maximum of 8%? Other Inspector Comments: Cargo tank No.3P was checked for oxygen content which was observed 3.5%.	[Y]	N	NS	NA
8.45	Was the fixed oxygen analyser calibrated immediately prior to use of the inert gas system? Inspector Observations: The fixed oxygen analyser was observed malfunction, display oxygen content zero on the local, engine control room and cargo control room panels during this inspection. Other Inspector Comments: Noted this happened on 29 November 2015, spare parts ordered and got guide from the offices. Risk assessment was carried out, hourly check oxygen content from engine room delivery and IG main on deck were done by portable oxygen meters during cargo discharging. *Initial Operator Comments: We have investigated this observation and it may be noted that the vessel had a spare Oxygen sensor on board for the fixed Inert gas oxygen analyser.* *When the malfunction was first noted the spare analyser was tried out, however this could not solve the problem. On further investigation and in consultation with the makers it was seen that the problem was with the main PCB control unit for the analyser.* *We wish to confirm that spares for the main control unit are ready for delivery and technician attendance has been arranged when vessel calls Singapore on 01st Jan 2016.*	Y	[N]	NS	NA
8.46	Do the readings on the local, bridge and cargo control room oxygen and pressure recorders, where fitted, agree? Other Inspector Comments: Refer to VIQ 8.45.	[Y]	N	NS	NA
8.49	Can double hull spaces be inerted? Other Inspector Comments: Flexible hoses can be used to connect the flange on the IG branch to the dedicated flange of ballast tank; Interconnection spool piece between IG main and ballast main line was noted removed and secured. Pipe ends were noted blanked.	[Y]	N	NS	NA

Manifold Arrangements

8.73	If the vapour return manifolds are designed for use at single buoy moorings, do they comply with requirements? Other Inspector Comments: Closed chock and cruciform bollard were not fitted.	Y	N	NS	[NA]

Pump Rooms

8.77	Is the cargo pump room gas monitoring system in good order and regularly checked? Other Inspector Comments: Fixed gas detection system with pre-set warning and alarm was installed to continuously monitor combustible gas in pump room. Last shore calibration was carried out on 15 August 2015. Records of shipboard monthly calibration were available for review.	[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

8.81	Are all cargo cranes and other lifting equipment properly marked and has periodical testing and inspection been carried out? Other Inspector Comments: Two sets of the cargo hose handling cranes (SWL 20 tons) were provided on board. Cargo hose handling cranes, provision cranes and engine room overhead crane were load tested by shore personnel on 9 August 2011 and annually shore serviced on 1 February 2015.	[Y]	N	NS	NA
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]

Ship to Ship Transfer Operations - Petroleum

8.84	Are operator's procedures provided for ship to ship operations? Other Inspector Comments: Ship to ship operation procedures was approved by LR on 24 December 2013.	[Y]	N	NS	NA
8.85	Are sufficient closed fairleads and mooring bitts provided? Other Inspector Comments: Enclosed fairleads and bitts (for spring lines) positioned no more than 35 metres forward and aft of the cargo manifold were available on the starboard side deck only.	[Y]	N	NS	NA
8.86	Are ship-to-ship transfer checklists completed? Other Inspector Comments: Vessel was moored at berth during the course of inspection.	Y	N	NS	[NA]
8.87	If a ship-to-ship transfer was in progress during the inspection, was it conducted in accordance with the recommendations of the OCIMF/ICS STS Transfer Guide?	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 sets of bow chain stoppers were fitted with 200 MT SWL capacity, serial numbers permanently stencilled on the stoppers. Last 5 yearly serviced by shore personnel was on 8 July 2011.	[Y]	N	NS	NA

Mooring procedures

9.6	Are moorings satisfactorily deployed and tended? Other Inspector Comments: The vessel was fitted with the following mooring arrangements: Forecastle - 4 mooring wires on drums; Forward main deck - 6 mooring wires on drums; Aft main deck - 4 mooring wires on drums; Poop deck - 6 mooring wires on drums; All drums were split drums. The vessel was moored with a 4-4-2 arrangement at each end at time of inspection.	[Y]	N	NS	NA
9.7	Are mooring lines secured to bitts and turned up correctly?	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.	Y	N	NS	[NA]

Single Point Moorings

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)? Other Inspector Comments: One pedestal fairlead roller was installed between SPM stopper & winch storage drum and pick up rope would subtend obtuse angles of 140 degrees at this roller on each side prior leading to winch storage drum.	[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 One spare anchor was fastened at the port side of aft main deck,sighted to be well maintained.				

Chapter 10: Communications

Communications procedures

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

Other Inspector Comments: Shipboard 3rd officer was the designated GMDSS operator. All deck officers held valid GMDSS operator licences.

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

Other Inspector Comments: Vessel had enrolled with "Imtech Marine Singapore PTE LTD" for shore based maintenance service with agreement issued & valid until 31 December 2015.

Communications equipment

10.15 Are survival craft portable VHF radios and Search and Rescue Locating Devices in good order and charged? Y N NS NA

Other Inspector Comments: Three sets of survival craft portable VHF radios were successfully tried out during inspection.

Additional Comments

10.99 Additional comments

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.7 Is the dead man alarm system, where fitted, in good order and used as required? Y N NS NA

Other Inspector Comments: Dead man alarm was fitted and alarm setting was at 15 minutes' intervals.

11.9 Are there procedures to restart essential equipment? Y N NS NA

Other Inspector Comments: Dead ship procedure was posted in engine control room.

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? Y N NS NA

Other Inspector Comments: Operator's procedure for fuel, lubricating and hydraulic oil testing was available in SMS manual. Samples of lubricating oil for M/E, A/E and stern tube to be tested at 3 months intervals. Lubricating oil for other machineries and hydraulic oil were required to be landed for testing at 6 months intervals. Fuel oil sample was required to be landed for analysis once after completion of bunkering operation. Lubricating oils and hydraulic oils were latest tested by Shell on 21 November 2015. Sample of bunker was latest tested by VPS on 21 November 2015. Review of these analysis reports showed that they were in acceptable range.

Planned Maintenance

11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Vessel was following a LR approved computerized Planned Maintenance System (Amos M & P Version 9.2.07) covering all areas. This system included detailed shipboard safety management, maintenance due list, stock level of critical equipments, etc. which were up to date.	[Y]	N	NS	NA

Safety Management

11.16	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded? Other Inspector Comments: The engineer's call alarm was tried out during this inspection.	[Y]	N	NS	NA
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: Fuel system quick closing valves were quarterly tested on 16 December 2015, with test records provided for review.	[Y]	N	NS	NA
11.22	Are diesel engine high and low pressure fuel delivery pipes adequately jacketed or screened? Other Inspector Comments: Randomly tested high pressure fuel leak alarm on M/E & No.1 auxiliary generator unit and were found functioning satisfactorily during this inspection.	[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 randomly tested and was found functioning 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]
11.39	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Engine room bilge high level alarm tested and found operating satisfactorily during this inspection.	[Y]	N	NS	NA

Machinery status

11.42	Are engineers familiar with the procedure for taking over the controls for manoeuvring the vessel from the bridge in an emergency? Other Inspector Comments: The engine side manoeuvring operation was tested quarterly as per PMS required, it was satisfactorily demonstrated by Chief Engineer during this inspection.	[Y]	N	NS	NA
11.43	Are concise starting instructions for the emergency generator clearly displayed? Other Inspector Comments: Emergency generator was provided with battery and hydraulic starting mechanisms. They were tested and operated satisfactorily during this inspection. Records of shipboard weekly testing and on-load testing at six months intervals were provided for review.	[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: Emergency steering gear was tested and was found operating satisfactorily. Records of quarterly tried out emergency steering gear were available for review.	Y	N	NS	NA
11.52	Are the arrangements for the provision of heading information adequate? Other Inspector Comments: Gyro compass repeater is fitted near emergency steering position and was found synchronised.	Y	N	NS	NA

Additional Comments

11.99 Additional comments

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.5	Is the general condition of service pipework satisfactory and is it free from significant corrosion and pitting and soft patches or other temporary repairs? Other Inspector Comments: All deck service pipework were maintained in a satisfactory condition.	Y	N	NS	NA
12.6	Are pipe stands, clamps, supports and expansion arrangements satisfactory? Other Inspector Comments: Pipe stands, clamps, supports and expansion arrangements were in a satisfactory condition overall.	Y	N	NS	NA

Internal Spaces

12.15	Is the forecastle space free of water? Other Inspector Comments: Forecastle space was found to be clean, tidy and dry.	Y	N	NS	NA

Accommodation Areas

12.22	Are personnel alarms in refrigerated spaces in good order and operational? Other Inspector Comments: Personnel alarms in refrigerated provision store were randomly tested and were observed operating satisfactorily. Monthly test records were available for review.	Y	N	NS	NA

Additional Comments

12.99 Additional comments

General condition of the coating and appearance of the hulls, weather decks, external and internal structure appeared to be satisfactory. The accommodation, stores, public spaces, galley, hospital and laundry were clean and tidy.

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

Operator's Initial General Comments