Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	DCFC-6363-5843-4506
Report Template	VIQ6 - Petroleum (4301)
Vessel Name	Zhongji No.1
IMO Number	9379818
Date of Inspection	21 Dec 2015
Port of Inspection	Tianjin, China
Inspecting Company	CARGILL INTERNATIONAL SA
Selected variants	Ice Operations
	Inert Gas
	Pumproom

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	Zhongji No.1
1.2	Vessel IMO Number	9379818
1.3	Date the inspection was completed	21 Dec 2015
1.4	Port of inspection	Tianjin, China
1.5	Flag	Hong Kong
1.6	Deadweight	45719.00
1.7	Date the vessel was delivered	06 Apr 2008
1.8	Name of the OCIMF inspecting company	CARGILL INTERNATIONAL SA
1.9	Date and time the inspector boarded the vessel	21 Dec 2015. 08:35
1.10	Date and time the inspector departed the vessel	21 Dec 2015. 17:10
1.11	Time taken for inspection	8.15
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	Discharging
1.14	Product(s) being handled	Clean petroleum products
1.15	Vessel type	Chemical Tanker Type 3
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	05 Jul 2015
1.19	Date of the last port State control inspection	14 Jul 2015
1.20	Port of the last Port State Control inspection	Yokkaichi, Japan

Other Inspector Comments: No deficiency was listed from the last Port State Control inspection.

1.21	Name of Classification society Other Inspector Comments: DNV-GL.	Det Norske Veritas
1.22	Date of expiry of the Class Certificate	06 Apr 2018
1.23	Date the last special survey was completed	15 Jun 2013
1.24	Date of departure from the last class-credited drydock/repair period Other Inspector Comments: On 23 Nov 2015, the vessel was drydocking repaired as instructed by the owner for a reason of technical operator being newly changed.	23 Nov 2015
1.25	Date of the last class Survey Status Report	01 Dec 2015

Additional Comments

1.99	Additional Comments The ship's master and crew fully cooperated for this inspection. One marine superintendent was on board during this inspection. One ABS surveyor was on board for MLC audit. The Classification Certificate was recorded with Ice Class C notation.	

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?	2 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	1.00
3.15	What was the date of the last unannounced on-board alcohol test	28 Nov 2015
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	30 Jul 2015

Crew details on 20 Dec 2015

Officer Crew

Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Years in service: Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	Indian	Master II/2	India	Applied for	Oil and Chemical	Advanced	Yes	1.0	1.9	14.0	14.0		0.80	Good
Chief Officer	Indian	Chief Mate II/2	United Kingdom	Applied for	Oil and Chemical	Advanced	Yes	1.6	1.5	5.5	5.5		1.13	Good
2nd Officer	Indian	Chief Mate II/2	United Kingdom	Applied for	Oil and Chemical	Advanced	Yes	1.2	2.5	3.4	3.4	2.5	1.00	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Yes	Oil, Chemical and Gas	Advanced	Yes	4.7	0.7	0.7	0.7	0.7	5.63	Good

Engineer Crew

Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Years in service: Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Ukrainian	Chief Eng III/2	Ukraine	Applied for	Oil and Chemical	Advanced	N/A	1.2	2.9	6.5	9.9		0.30	Good
2nd Engineer	Indian	Chief Eng III/2	Singapore	Yes	Oil and Chemical	Advanced	N/A	1.1	1.5	3.5	3.5		4.70	Good
3rd Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	1.0	0.6	1.3	2.8		5.63	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Applied for	Oil	Advanced	N/A	0.9	1.0	1.0	2.0		0.30	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

3.5, 3.6

Crew qualifications

3.9

Drug and alcohol policy

3.11

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1, 4.2, 4.4, 4.5, 4.6

Navigation Equipment

4.10, 4.12, 4.14, 4.15, 4.16

Charts and publications

4.19, 4.20

Navigation

4.23, 4.25, 4.26, 4.27, 4.28

Chapter 5: Safety Management

Safety Management

5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11

Drills, Training and Familiarisation

5.12

Ship Security

5.16, 5.17, 5.19

Enclosed Space and Pump Room Entry Procedures

5.23, 5.24

Monitoring Non-Cargo Spaces

5.25

Gas Analysing Equipment

5.29

Hot Work Procedures

5.33, 5.34, 5.35

Life Saving Equipment

5.37, 5.38, 5.41, 5.44, 5.45, 5.48, 5.49

Fire Fighting Equipment

5.52, 5.54, 5.55, 5.56, 5.63

Material Safety Data Sheets (MSDS)

5.66

Access

5.68, 5.69, 5.70

Chapter 6: Pollution Prevention

Oil Record Books

6.1, 6.2, 6.3, 6.4

Shipboard Oil and Marine Pollution Emergency Plans

6.7, 6.8

Cargo Operations and Deck Area Pollution Prevention

6.12, 6.13, 6.14, 6.16, 6.17, 6.20, 6.22, 6.23, 6.24

Engine and Steering Compartments

6.32, 6.33, 6.34, 6.36

Garbage Management

6.40

Chapter 7: Structural Condition

Structural Condition

7.1, 7.2, 7.3, 7.4, 7.5

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1, 8.2, 8.3

Stability and Cargo Loading Limitations

8.7, 8.10, 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

8.23, 8.24, 8.25

Ullaging, Sampling and Closed Operations

8.29, 8.31

Venting Arrangements

8.32, 8.34

Inert Gas System

8.36, 8.38, 8.40, 8.41, 8.42, 8.43, 8.45, 8.46, 8.48

Manifold Arrangements

8.69, 8.70, 8.71, 8.72, 8.74

Pump Rooms

8.75, 8.76, 8.78, 8.79

Cargo Lifting Equipment

8.83

Chapter 9: Mooring

Mooring equipment documentation

9.1, 9.2

Mooring procedures

9.6, 9.7, 9.8, 9.9, 9.11

Mooring equipment

9.12, 9.13, 9.16, 9.17

Anchoring equipment

9.19, 9.20, 9.21

Emergency towing arrangements

9.26

Chapter 10: Communications

Communications procedures

10.1, 10.2, 10.3, 10.4, 10.6, 10.7, 10.8

Communications equipment

10.12, 10.15

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

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

Planned Maintenance

11.15

Safety Management

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

Machinery status

11.41, 11.44, 11.46

Steering Compartment

11.48, 11.49, 11.51, 11.53, 11.55, 11.56

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.2, 12.3, 12.4, 12.6, 12.7, 12.8, 12.9, 12.10

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, 12.22

Chapter 13: Ice Operations

Ice Operations

13.1, 13.3, 13.6, 13.9, 13.11, 13.13, 13.17

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: Company HSQE procedures were written in English and provided in soft/hard copies on board.	[Y]	N	NS	NA
2.4	Does the Operator's representative visit the vessel at least bi-annually? Other Inspector Comments: One technical manager last visited this vessel on 24 Nov 2015. One marine superintendent also visited this vessel on 14 July 2015 as per the records.	[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: The last internal audit to HSQE procedures were carried out on 19 Dec 2015. 3 non-conformities and 3 observations were raised, all was not yet closed. During this inspection, one DNV-GL surveyor was on board for external ISM audit.	[Y]	N	NS	NA
2.6	Does the Master review the safety management system, report to the operator on any deficiencies and does the operator respond to the Master's review? Other Inspector Comments: The master's review was required to be carried out within one month after the master joining the vessel and/or before the master signing off. The last master's review was carried out on 07 Dec 2015, not yet replied by the operator.	[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: The Renewal Survey Recorded on 15 June 2013. The Condition Evaluation Report was last issued on 25 June 2013 (under previous management). All cargo tanks and ballast tanks were inspected, some tanks were close-up surveyed. All cargo and ballast tanks' coatings were recorded in "Good" condition. The thickness measurement was last carried out from 04 to 06 June 2013, all diminution recorded were well within the class limits.	[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: Required manning: Deck officers 4, engine officers 3, Deck ratings 5 and engine ratings 2, 1 radio general operator. Actual manning: Deck officers 4, engine officers 4, Deck ratings 6 and engine ratings 8, all deck officers held a GMDSS license. Additionally there were 1 electrician, 2 mess men, 2 cadets and 1 cook. Total crew on board was 28 at the time of this inspection.	[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: A computerized program - WRH was provided for all crew on board to record hours of work daily. At the end of the month or upon signing off, a record would be generated and signed by the master or his authorized person & individual crew. Records were to ILO format.	[Y]	N	NS	NA
3.3	Do all personnel maintain hours of rest records and are the hours of rest in compliance with MLC or STCW requirements? Inspector Observations: Randomly checked the completed monthly records of rest hours for November 2015. One rescue from enclosed space drill was held on 28 Nov 2015 from 1640LT to 1730LT. As per the rest hours records, one junior engineer and one engine rating were founc rested during this period of drill. *Initial Operator Comments: We have investigated this observation and found that this entry was an error in the recording of work and rest hours by the concerned crew. The crew had attended the drill but same was not reflected in rest hours.* *We have also asked all staff to check the previous recorded entries and found this was a one off error at the time of recording by the staff in computerized database. All Senior officers and ship staff have been briefed about the importance of filling the Rest hours in the WRH Software diligently, and verify the records prior to signing.*	Y	[N]	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: Common working language on board was English.	[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: This vessel never carried chemicals after management was changed. As per company HSQE procedures, all crew was required to attend a medical examination prior to their joining a vessel.	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: When checked, all deck officers and senior engineers held a valid Certificate of Advanced or Specialized Training for oil and chemical tankers' cargo operations.	[Y]	N	NS	NA

Additional Comments

3.99 Additional comments

Chapter 4: Navigation

Policies, Procedures and Documentation

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? [Y] N NS NA

Other Inspector Comments: Radar performance factors were checked each watch during sea passage and recorded in deck logbook.

4.7 Are checklists for pre-arrival, pre-departure, watch handover, pilot-master exchange and pilot card effectively completed? Y [N] NS NA

Inspector Observations: On the Pre Arrival Checklist used for this port, one section - "Before securing bridge after vessel is all fast at the berth/SBM/STS/Anchorage" was not completed. This was immediately rectified after pointed out by inspector.

Initial Operator Comments: We have investigated the inspectors observation. The Pre-arrival checklist for Tianjin port was completed prior vessels arrival as per BPG arrival checklist guidelines.
Addition to BPG arrival checklist for port there is a company specific checklist for securing equipments on bridge which was not was completed after vessel was made fast due to attendance for port formalities.
Marine superintendent attending onboard has briefed the BTM that checks to be completed and instructed master to check prior bridge is secured
This was promptly completed on being pointed out by the inspector

4.8 Does the operator provide guidance on minimum under keel clearance and squat? [Y] N NS NA

Other Inspector Comments: Company minimum requirements for under keel clearance policy are as follows:
1. Ocean Passages: 50% of the deepest draft but not less than 2 meters.
2. Coastal Passage, shallow waters & Fairways: 15% of the deepest draft but not less than 1 meter.
3. Within port limits and while alongside the berth or at SBM/CBM mooring: 10% of the deepest draft or 0.3 meter, whichever is greater.
4. Straits of Malacca and Singapore: Deep draught vessels (a vessel having a draught of 15 meters or more) and VLCCs (a tanker ov 150,000 dwt and above) shall allow for a static under keel clearance of at least 3.5 meters at all times during the entire passage through the Straits of Malacca and Singapore and shall also take al necessary safety precautions, when navigating through the traffic separation schemes.

4.9 Has the Bridge been adequately manned at all stages of the voyage and at Anchor and were lookout arrangements adquate? [Y] N NS NA

Other Inspector Comments: 4 stages were established as per HSQE procedures and posted on the bridge.

Navigation Equipment

4.11	Are navigation lights in good order? Other Inspector Comments: The navigational and signal lights failure alarms (Test switch) were all tried out in working order during bridge round.	[Y]	N	NS	NA
4.13	Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted? Other Inspector Comments: This vessel was fitted with one gyro compass. Speed corrections were manually applied and latitude automatically. The magnetic compass was shore serviced and deviation card issued on 16 June 2013 with a range of 1.0 degree west to 1.0 degree east.	[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: The second officer demonstrated downloading the data from the VDR. The downloading procedures were posted next to VDR repeater panel on bridge control console. VDR was also tested by shore during last annual survey.	[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: BA paper charts and nautical publications were auto supplied by DPM (Singapore) Pte. Ltd. The Admiralty digital notices to mariners were received via Marine Data Service system fitted on board.	[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: ECDIS was not fitted on board.	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: Two echo sounders were fitted and they were connected to a common printer.	[Y]	N	NS	NA
4.29	Is there an adequate system for dealing with navigation warnings and are they being charted? Other Inspector Comments: Navigational warnings, Temporary and preliminary notices were properly maintained in a file. Temporary and preliminary notices applicable to the navigation area were charted on the related charts in pencil.	[Y]	N	NS	NA

Additional Comments

4.99 Additional comments

One remote control station was fitted at each bridge wing outside the wheelhouse for main engine and rudder.

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? Y N NS NA

Other Inspector Comments: The chief engineer was designated as the safety officer on board and he held a safety officer license.
The safety officer carried out safety inspections monthly followed Safety & Operational Checklist as per the records.

5.2 Are the ship's officers familiar with the operation of fire fighting, life saving and other emergency equipment? Y N NS NA

Other Inspector Comments: The third officer checked a BA sets cylinder pressure inside foam tank room during this inspection.
He also explained the operation for fixed foam fire fighting system.

Drills, Training and Familiarisation

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

Other Inspector Comments: Drill Schedule for year 2015 was provided by the operator on board. Oil spill drill was carried out every 3 months. The man overboard drill was carried out every 6 months.
The enclosed space rescue drill was carried out every 2 months as per the records.

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

Other Inspector Comments: As per the records, fire and abandon ship drills were held monthly.

5.15 Is regular training in the use of life-saving equipment being undertaken? Y N NS NA

Other Inspector Comments: When checked, trainings in the use of life-saving equipment were held mostly during drills and all completed in every 2 months period as per the records.

Ship Security

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

Other Inspector Comments: The ship's security officer was the master and he held a ship security officer certificate.

Enclosed Space and Pump Room Entry Procedures

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

Other Inspector Comments: The enclosed space entry permits used for the last ballast tanks inspection were reviewed in good order.

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

Other Inspector Comments: Ballast pump room entry required a Pump Room Entry Permit and logged for every entry. During this inspection, pump room entry procedures were properly complied with.

5.22 Are pump room spaces adequately ventilated? Y N NS NA

Other Inspector Comments: Two extraction fans were fitted with high and low suctions for pump room ventilation.
They were both in use at the time of 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 gas monitoring system was fitted for the ballast pump room (fitted with 10% & 30% LEL alarms). One fixed gas monitoring system was fitted for ballast tanks and void spaces. These systems were fitted with separate "Gas Sampling System" control panels in cargo control room.
Bridge was fitted with separate "Gas Alarm System" repeater panels for ballast pump room and water ballast tanks. These systems were observed in good working order.

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: All portable gas meters were last calibrated by shore in March 2015 (under previous management).
These meters were also calibrated by current ship's staff at least monthly as per the records.

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

Other Inspector Comments: The second officer successfully calibrated one multiple gas meter - RX 415 using test gases during this inspection.

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: 2 Tankscopes NP-237 were provided on board.

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

Other Inspector Comments: 2 hand pumps and various valid drager tubes were reviewed in good order during this inspection.

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: All hot works other than that carried out in engine room workshop needed office approval as per the HSQE procedures. This vessel was fitted with a designated room next to the workshop for hot work. Hot work inside this designated room was not required a hot work permit.	Y	N	NS	NA

Life Saving Equipment

5.36	Are ship-specific life-saving equipment training manuals available? Other Inspector Comments: 2 ship-specific life-saving equipment training manuals were provided in public spaces. This vessel was fitted with 2 combined mess/recreation rooms.	Y	N	NS	NA
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: The lifeboats 5-year survey reports were reviewed on board in good order. During last drydocking, a spring device was inserted to both lifeboats' release gear safety boxes.	Y	N	NS	NA
5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Both life boats were manoeuvred in water every 3 months. During this inspection, the starboard side life boat engine and rudder were tested in working order.	Y	N	NS	NA
5.42	Is the rescue boat, including its equipment and launching arrangement, in good order? Other Inspector Comments: The port side lifeboat was also the rescue boat.	Y	N	NS	NA
5.43	Are liferafts in good order? Other Inspector Comments: The last service reports for all liferafts (4 x 20P, 2 x 6P) were reviewed on board in good order.	Y	N	NS	NA
5.46	Are lifejackets in good order? Other Inspector Comments: The lifejackets provided on the bridge were randomly checked in good order. They were fitted with a front buckle.	Y	N	NS	NA
5.47	Are immersion suits in a good order? Other Inspector Comments: All immersion suits were inspected/airtightness tested by shore in June 2013 as per the records. The immersion suits provided on the bridge were randomly checked in good order.	Y	N	NS	NA

Fire Fighting Equipment

5.50	Are ship-specific fire training manuals available? Other Inspector Comments: 2 ship-specific fire training manuals were provided in public spaces.	Y	N	NS	NA
5.51	Are ship-specific fire safety operational booklets available?	Y	N	NS	NA

Other Inspector Comments: Ship-specific fire safety operational booklets were combined in fire training manuals.

5.53	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: The low expansion foam compound sample was last shore analysed on 18 Nov 2015 as per the report.	Y	N	NS	NA
5.57	Is the International shore fire connection readily available externally and is the location clearly marked? Other Inspector Comments: One external International shore fire connection was provided at shore entrance on board.	Y	N	NS	NA
5.58	Are fixed fire detection and alarm systems in good order and tested regularly? Other Inspector Comments: Fire and smoke detectors were tested weekly followed a testing schedule and all covered in 3 months as per the records. During this inspection, the second officer explained how to isolate/reinstate fire zones from fire alarm control panel on the bridge.	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: Fixed CO2 fire fighting system was last serviced by shore on 05 June 2015 (under previous management). Deck fire and foam lines were recently hydrostatic pressure tested by current ship's staff as per the records. Chemical and paint lockers were fitted with a fixed CO2 fire fighting system.	Y	N	NS	NA
5.60	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed? Other Inspector Comments: The emergency fire pump was tested locally in working order during this inspection. It was located in a room next to the steering gear compartment.	Y	N	NS	NA
5.61	Are portable fire extinguishers in good order with operating instructions clearly marked? Other Inspector Comments: The last service report for all portable fire extinguishers was reviewed on board. All portable fire extinguishers' bottles were last hydrostatic pressure tested in year 2007 (except for one supplied in year 2011).	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: The last service reports for all firemen's outfits and breathing apparatus (BA) were reviewed on board. 2 spare cylinders were provided for each BA sets. BA bottles in foam tank room were randomly checked with fully pressurised air cylinders. The last air quality certificate for air compressor was sighted on board. All BA bottles were last hydrostatic pressure tested in year 2012 as per the records.	Y	N	NS	NA
5.64	Are accommodation and ventilation fan emergency stops clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Accommodation and ventilation fan emergency stops were tested by ship's staff monthly as per the records.	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: One fire flap fitted for the funnel trunk was tried out in working order during deck round.	Y	N	NS	NA

Access

5.67	Is a gangway provided? Other Inspector Comments: One gangway was provided on board.	[Y]	N	NS	NA
5.71	Are safe access to the bow arrangements satisfactory? Other Inspector Comments: This vessel was fitted with a central raised catwalk from aft to bow arrangements. Each side of main deck there fitted a non-slip passage way.	[Y]	N	NS	NA
5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: Helicopter winching platform was raised on her port side forward main deck on top of the longitudinal/ transverse stiffeners.	[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: This transfer arrangement was not fitted.	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: The SMPEP was approved by the class.	[Y]	N	NS	NA
6.9	Is there a USCG approved Vessel Response Plan (VRP)?	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

6.15	Are means readily available for dealing with small oil spills? Other Inspector Comments: 2 air driven spill pumps were permanently fitted on aft main deck with fixed pipeline suctions (disposal lead to starboard slop tank). Other anti pollution materials were also prepared on site and ready for immediate use. Dumping valve with U bends fitted in the dumping line was provided on each aft main deck.	[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: Individual Framo cargo pump was fitted to each cargo tank. Cargo sea suction was not fitted.	Y	N	NS	[NA]
6.19	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly and the results recorded?	Y	N	NS	[NA]
6.21	Are bunker pipelines tested annually? Other Inspector Comments: The bunker pipelines were hydrostatic pressure tested to 1.5 times of its MAWP by shore during last drydocking as per the records.	[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: Forecastle space was fitted with fire line ejectors and suctions for bilge disposal. 2 hydraulic power pumps were fitted inside forecastle space inside a compartment. 2 bilge high level alarms were fitted inside chain lockers.	[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: 2 bilge high level alarms were fitted in ballast pump room. As per the records, these alarms were tested almost weekly.	[Y]	N	NS	NA
6.27	Are adequate arrangements provided for pipeline draining and the disposal of pump room bilge accumulations? Other Inspector Comments: One air driven spill pump was permanently fitted inside ballast pump room for bilge water disposal.	[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: The ODME operation manual was approved by CCS and also endorsed by the class. The ODME was tested monthly on board in good working order as per the records.	[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

6.30	Does the operator have an approved ballast water and sediments management plan and are records being maintained of all ballast water exchanges? Other Inspector Comments: The ballast water management plan was approved by CCS and endorsed by the class. Previous ballast water exchange reports were sighted being well maintained.	[Y]	N	NS	NA
6.31	Can the vessel check or sample segregated ballast prior to deballasting and are they free from oil. Other Inspector Comments: Each wing ballast tank adjacent a cargo tank was either fitted with a tank hatch and manhole cover or a 12-inch diameter sampling/sighting plate on one manhole cover. FPT was fitted with a 4-inch sighting/sampling plate on one manhole cover inside the lowest floor in forecastle space. 3S & 6S ballast tanks were randomly sighted on deck level from the tank hatches and observed free of oil.	[Y]	N	NS	NA

Engine and Steering Compartments

6.35	Is the oily water separator in good order? Other Inspector Comments: The 15 ppm alarm for the oily water separator was tested in working order by second engineer during engine room round.	[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: Auto stopping device was fitted.	Y	N	NS	[NA]
6.38	Are the arrangements for the disposal of steering compartment oily bilge water adequate? Other Inspector Comments: 2 drain points (with one bilge high level alarm fitted at port one) were fitted in the steering gear compartment for oily bilge water disposal to engine room bilge well by gravity.	[Y]	N	NS	NA

Garbage Management

6.39	Does the vessel have a garbage management plan and garbage record book and is the garbage record book being correctly completed? Other Inspector Comments: The garbage management plan was provided by the operator. It complied with Reg.10 of Annex V of Marpol 73/78.	[Y]	N	NS	NA

Energy Efficiency

6.41	Has the vessel a Ship Energy Efficiency Management Plan (SEEMP)? Other Inspector Comments: SEEMP was approved by the class. International Energy Efficiency Certificate was issued by the class.	[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: 3S and 6S water ballast tanks were randomly checked on deck level (from the tank hatches) during deck round, the tank coatings in these two tanks were found in fair condition.	Y	N	NS	NA
7.7	Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained? Other Inspector Comments: Company HSQE procedures required cargo tanks to be internally inspected every 12 months, all cargo tanks were last internally inspected on 27 Nov 2015. Company HSQE procedures required ballast tanks and void spaces to be internally inspected every 6 months, all ballast tanks and the void spaces were last internally inspected from 28 Oct to 16 Nov 2015. Records were reviewed and all tanks were reported in good condition when inspected.	Y	N	NS	NA

Additional Comments

7.99	Additional comments

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.4	Is a written procedure provided for the safe handling of heavy weather ballast in cargo tanks on segregated ballast tankers? Other Inspector Comments: No.4 wing cargo tanks were the designated heavy weather ballast tanks. As confirmed by the master and checked the records, heavy weather ballast was not taken on board after management was changed.	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: The loading computer (Shipmanager-88) user's manual was approved by CCS. Loading computer test report (with 5 official conditions) was approved by CCS and also endorsed by the class.	[Y]	N	NS	NA
8.6	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: The loading computer operational accuracy was tested every 3 months to 1 condition in rotation as per the records.	[Y]	N	NS	NA
8.8	Is the vessel free of inherent intact stability problems? Other Inspector Comments: The Loading Manual A & B was approved by CCS and also endorsed by the class.	[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: The Damage Stability Calculation booklet was approved by CCS and also endorsed by the class. The chief officer demonstrated damage stability calculation from loading computer during this inspection. This vessel calculated the worse case damage stability every time prior to departure from a port as per the records.	[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

8.20	Are the cargo, ballast and stripping pumps, eductors and their associated instrumentation and controls including temperature monitoring, in good order and is there recorded evidence of regular testing? Other Inspector Comments: Temperature sensor was not fitted to the individual Framo cargo/ballast pumps.	[Y]	N	NS	NA
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: The cargo pipelines were hydrostatic pressure tested to 1.5 times of their MAWP by shore during last drydocking as per the records.	[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: As per the records, the cargo pump emergency shutdown system was tested every time prior to discharging. All locations were tested prior to arrival at this port.	[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: As per the records, the cargo tank high level and overflow alarms were tested every time prior to cargo operation.	[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: Steam heating coils were fitted all cargo and the slop tanks. At the time of this inspection, the tank steam heating system was not in use. This heating system was tested by shore during last drydocking as per the records, no leakage was reported.	Y	N	NS	[NA]

Ullaging, Sampling and Closed Operations

8.28	If fixed tank gauges are not fitted, are sufficient portable tapes provided to simultaneously gauge each tank being worked, if used with vapour locks are they calibrated? Other Inspector Comments: Fixed tank radar gauging system - Krohne was fitted to all cargo tanks, 3 UTI tapes provided on board and their last shore calibration certificates were reviewed. The vapour locks calibration was contained in the cargo tanks calibration table which was approved by The State Ship Capacity Metrology Station.	Y	N	NS	[NA]
8.30	Is the vessel provided with an approved vapour control system? Other Inspector Comments: The Vapour Emission Control System manual was approved by CCS and endorsed by the class.	[Y]	N	NS	NA

Venting Arrangements

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

Other Inspector Comments: Each cargo tank was fitted with individual P/V valves. Visual and audible electronic pressure sensors were fitted to each cargo tank. All cargo tanks' pressure valves' working pressure was 1400 mmwg and vacuum valves' working pressure was -350 mmwg. Cargo tanks were randomly checked in cargo control room. The higher pressure sensors' alarm setting was 1540 mmwg. The lower pressure sensors' alarm setting was 100 mmwg.

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? [Y] N NS NA

Other Inspector Comments: As per the records, all P/V valves were checked in working order prior to arrival at this port.
All P/V valves were inspected/pressure tested by shore during last drydocking.

Inert Gas System

8.37 Was the inert gas system in use and operating satisfactorily at the time of the inspection? [Y] N NS NA

Other Inspector Comments: The inert gas generator was in use during this inspection.

8.39 Are records maintained of equipment maintenance, including the overhaul of the non-return valve? [Y] N NS NA

Other Inspector Comments: The non-return valve for Inert gas system was required to overhaul every 12 months by company procedures. This valve was last overhauled by shore during last drydocking as per the records.

8.44 Is the oxygen content in the cargo tanks below a maximum of 8%? [Y] N NS NA

Other Inspector Comments: 6S cargo tank was witnessed checking by ship's staff using a portable oxygen meter, the oxygen content reading was 3.5%.

8.47 Is the liquid level in the deck seal correct and clearly visible? Y [N] NS NA

Inspector Observations: The liquid level in deck seal was not clearly visible. Some rust stains was found inside the glass wall of the sighting strobe.

Initial Operator Comments: Vessel has being navigating continuously in china river waters hence the sight glass had become opaque due to the dirty water . The water level was visible but not clear as commented by the SIRE inspector. Same was immediately cleaned after completion of cargo operations and was briefed to all the officers on watch that regular checks shall be made for deck seal water level gauge during cargo operations and recorded in port log.

8.49 Can double hull spaces be inerted? [Y] N NS NA

Other Inspector Comments: One spool piece of 12-inch in diameter was fitted in front of the pump room on aft main deck to connect IG main to inert the void space in ballast pump room.
One 8-inch spool piece was fitted at forward end of IG line to inert forward void space.
This vessel was provided with one spare P/V valves on board. Corresponding flanges of 12-inch in diameter was fitted on IG branches and each wing ballast tanks.

Manifold Arrangements

8.73 If the vapour return manifolds are designed for use at single buoy moorings, do they comply with requirements? 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: This vessel was fitted with a ballast pump room. See also question 5.26.	Y	N	NS	[NA]

Cargo Hoses

8.80	If the vessel uses its own cargo hoses, are they in good order, pressure tested annually to their design working pressure and is a record of all hose tests and inspections maintained on board? Other Inspector Comments: Some disused cargo hoses were carried on board but marked not to be used.	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: All lifting gears were thorough examined by class annually as per the records in Gear Register book. Last load test report for all cargo lifting gears was reviewed on board.	[Y]	N	NS	NA
8.82	Are winches associated with lifting equipment in good order?	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: One SWL of 2000KN bow chain stopper was fitted on board and lead to starboard windlass.	[Y]	N	NS	NA
9.4	Are there records of the inspection and maintenance of mooring ropes, wires and equipment? Other Inspector Comments: All mooring winches and mooring ropes were checked by ship's staff monthly as per the records.	[Y]	N	NS	NA
9.5	Is there a policy in place for the testing of winch brakes and are the results recorded? Other Inspector Comments: The mooring winch brakes test was carried out by ship's staff upon taking over this vessel as per the records (testing kits provided on board).	[Y]	N	NS	NA

Mooring procedures

9.10	If mooring tails are fitted to wires, do they have proper connecting links and are they correctly fitted? Other Inspector Comments: No mooring wire was used on board this vessel at the time of this inspection.	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: All mooring winches were driven by hydraulic oil system.	Y	N	NS	[NA]
9.15	Are mooring wires, ropes and synthetic tails in good order? Inspector Observations: One mooring rope used for forward breast line was found in one part with severe abrasion. *Initial Operator Comments: The mooring rope which was chaffed is been replaced by spare mooring rope after vessel departed.* *All mooring ropes flaked and inspected by ship staff and reported to be in good condition.* *The Requisition No. ZHO1150143 was raised on , dated : 07-Dec-2015 and same was sighted by the SIRE inspector .* *Vessel will be supplied with mooring rope in next convenient port of call.* *Maintenance records are being maintained for all the mooring ropes onboard and mooring ropes are in good condition.*	Y	[N]	NS	NA

Anchoring equipment

9.18	Are windlasses, anchors, locking bars and cables in good order and operating effectively? Other Inspector Comments: This vessel carried one spare anchor.	[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]

Emergency towing arrangements

9.25	Are emergency towing arrangements readily available for deployment at both ends of the vessel? Other Inspector Comments: The aft emergency towing arrangement was pre rigged.	[Y]	N	NS	NA

Additional Comments

9.99	Additional comments				

Chapter 10: Communications

Communications procedures

10.5	Has a qualified person been designated to handle distress communications? Other Inspector Comments: The second officer was designated for distress communications handling. All other deck officers held a GMDSS general operator license.	Y	N	NS	NA
10.9	Is there a maintenance programme in place to ensure availability of the radio equipment? Other Inspector Comments: Shore Based Maintenance Agreement was engaged with Imtech Marine Singapore Pte. Ltd.	Y	N	NS	NA

Communications equipment

10.10	Is the communications equipment in good order? Other Inspector Comments: The last GMDSS equipment annual survey report was reviewed in good order.	Y	N	NS	NA
10.11	Is the satellite EPIRB fitted, armed and labelled correctly and inspected in accordance with the manufacturer's requirements? Other Inspector Comments: The EPIRB was serviced/tested by shore during the last annual GMDSS survey as per the records. The second officer carried out a self test to the EPIRB during bridge round.	Y	N	NS	NA
10.13	Are Lists of Radio Signals the latest edition and corrected up to date? Other Inspector Comments: This vessel was provided with Admiralty digital radio signals (all volumes) on board.	Y	N	NS	NA
10.14	Is the vessel equipped with sufficient intrinsically safe portable radios for use on deck? Other Inspector Comments: This vessel was equipped with 8 intrinsically safe portable radios on board.	Y	N	NS	NA

Additional Comments

10.99	Additional comments

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.3	If the machinery space is certified for unmanned operation is it being operated in that mode? Other Inspector Comments: The machinery space was certified for unmanned operation. As per the records, this vessel was not operated in UMS mode after the management being changed. UMS plant was tested regularly in working order.	Y	N	NS	[NA]
11.4	If the machinery space is being operated manned, are there sufficient engineers on board? Other Inspector Comments: At the time of this inspection, the machinery space was manned for cargo operations.	[Y]	N	NS	NA
11.7	Is the dead man alarm system, where fitted, in good order and used as required? Other Inspector Comments: The dead man alarm system was not fitted.	Y	N	NS	[NA]
11.10	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results? Other Inspector Comments: Bunker: the last bunker sample (HFO) was analysed by Veritas Petroleum Services on 23 Oct 2015 and the result was "Satisfactory". Hydraulic Oil: Framo system oil sample was to send to Framo Singapore Pte. Ltd. for analysis. Other hydraulic oil samples were to send every 3-6 months to Exxonmobile SIGNUM Marine Fuels & Lubricants for analysis. Lube oil: lube oil samples were to send to Exxonmobile SIGNUM Marine Fuels & Lubricants every 3-6 months for analysis. The latest lube oil analysis was reported on 28 Sept 2015 with results all "Normal".	[Y]	N	NS	NA
11.12	Is the vessel able to safely comply with SECA/ECA legislation or other local requirements regarding use of low sulphur fuels in boilers? Other Inspector Comments: Statement of Approval and Verification of alterations to fuel oil piping and boiler control and safety system for auxiliary boiler was issued by the class.	[Y]	N	NS	NA

Planned Maintenance

11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Paper based PMS was provided and used on board.	[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: Engineer's call alarm was tested monthly as per the records. Switch to call 4/E was tried out in working order during engine room round.	[Y]	N	NS	NA
11.19	Do records indicate the regular testing of emergency equipment? Other Inspector Comments: The emergency generator was under load tested every 3 months as per the records.	[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 oil quick closing valves for machinery spaces were tested monthly by ship's staff as per the records.	[Y]	N	NS	NA
11.21	Are engine room emergency stops for ventilation fans clearly marked and do records indicate that they have been regularly tested? Other Inspector Comments: Engine room emergency stops for ventilation fans were tested monthly as per the records.	[Y]	N	NS	NA
11.22	Are diesel engine high and low pressure fuel delivery pipes adequately jacketed or screened? Other Inspector Comments: Main engine and all generators fuel leakage alarms were tested in working order during engine room round.	[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: The main engine crankcase oil mist detector was tested in working order during engine room round.	[Y]	N	NS	NA
11.27	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted? Other Inspector Comments: Hydraulic power packs for Framo pumps were fitted in a segregated compartment in engine room, no oil mist detector was fitted.	Y	N	NS	[NA]
11.34	Are records maintained for the regular inspection and testing of lifting devices? Other Inspector Comments: All lifting devices in engine room were visual inspected by ship's staff every 3 months as per the records.	[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 alarms (total 3 fitted) were tested weekly as per the records. The aft bilge high level alarm in engine room was randomly tested in working order during engine room round.	[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 third engineer explained the operation for main engine local station during engine room round.	[Y]	N	NS	NA
11.43	Are concise starting instructions for the emergency generator clearly displayed? Other Inspector Comments: The emergency generator was fitted with a battery and hydraulic starters. It was tested by the third officer using the hydraulic starter successfully during deck round.	[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]
11.47	Are switchboards free of significant earth faults? Other Inspector Comments: Insulations for 220V and 440V switchboards indicated near to infinity in engine control room. Earth lamp test push buttons were all tried out in working order during engine room round.	[Y]	N	NS	NA

Steering Compartment

11.50	Are officers familiar with operation of the steering gear in the emergency mode? Other Inspector Comments: The rotary Vane type steering gear emergency mode operation was explained by the second engineer during engine room round.	[Y]	N	NS	NA
11.52	Are the arrangements for the provision of heading information adequate? Other Inspector Comments: One Gyro compass repeater was fitted in emergency steering position.	[Y]	N	NS	NA
11.54	Is the rudder angle indicator clearly visible at the emergency steering position? Other Inspector Comments: One rudder angle indicator was fitted in the steering gear compartment.	[Y]	N	NS	NA

Additional Comments

11.99	Additional comments				

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.1 Is the general condition, visual appearance and cleanliness of the hull satisfactory. Y N NS NA

Other Inspector Comments: The port side ship's hull was observed almost no coating breakdown.

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? Y N NS NA

Other Inspector Comments: Deck fittings were observed almost no rust.

Additional Comments

12.99 Additional comments

The general condition, visual appearance of the hull/superstructure were found in fair condition. Spotted rusts were observed on companion way handrails and foot steps.
Accommodation was observed in good hygienic condition and kept tidy.
The recreation/mess rooms, food storerooms, food handling spaces, galleys and pantries were found in tidy and hygienic condition.

Chapter 13: Ice Operations

Ice Operations

13.2 Are means in place to detect ice? Y N NS NA

Other Inspector Comments: One search light was fitted on each bridge wing.

13.4 Has training specifically addressing navigation in ice been provided to members of the vessel's complement? Y N NS NA

Other Inspector Comments: The master trained all crew on 15 Dec 2015 for Navigation In Ice as per the records. Training videos were provided on board.

13.5 Are means in place on at least one main engine sea water chest to prevent its freezing or clogging? Y N NS NA

Other Inspector Comments: Both high and low sea chests in engine room were fitted with a steam blowing system.

13.7 Are means and/or procedures in place to protect personnel from exposure to sub-zero temperatures? Y N NS NA

Other Inspector Comments: The bridge wings were open. At the end of each bridge wing, there fitted with steel frames without canvas cover.

13.8 Are means provided to maintain accommodation spaces at a temperature suitable for habitation? Y N NS NA

Other Inspector Comments: Besides of the air conditioning unit, the wheel house was fitted with an air conditioning unit. The emergency generator room, forecastle spaces and steering gear room were fitted with steam heater(s).

13.10 Are means in place to prevent the icing of wheelhouse windows? Y N NS NA

Other Inspector Comments: 3 front glasses were fitted with a heating element within the glasses. Two 'Clear view screens' were also provided with electric heating.

13.12	Are means and/or procedures in place to ensure that air driven whistles and fog horns are operable at sub-zero temperatures? Other Inspector Comments: Electric heater was fitted.	Y	N	NS	NA
13.14	Are means and/or procedures in place aimed at ensuring the ready availability of life saving appliances? Other Inspector Comments: Immersion suits were provided at least one in every cabin.	Y	N	NS	NA
13.15	Are means and/or procedures in place aimed at ensuring the operability of fire-fighting systems? Other Inspector Comments: The drain point for the deck fire main was located on the aftermost main deck.	Y	N	NS	NA
13.16	Are means and/or procedures in place to ensure the proper functioning of air intakes and fire flaps? Other Inspector Comments: The air intakes were fitted at side-open passage (to the port side) between accommodation and engine house on boat deck level under the shield of accommodation deck.	Y	N	NS	NA
13.18	Are means and/or procedures in place to ensure the operability of ballast systems and any drenching systems at sea temperatures of -2 DEG C and sub-zero air temperatures? Other Inspector Comments: The sea chests for ballast pumps were fitted with compressed air blowing system.	Y	N	NS	NA
13.19	Are means or procedures in place to prevent the icing up of cargo tank primary and secondary venting arrangements? Other Inspector Comments: Regular checking procedures were established in HSQE procedures.	Y	N	NS	NA
13.20	Are means and/or procedures in place to prevent the icing up of air pipes to settling and service tanks required for the operation of the main propulsion plant and essential auxiliaries? Other Inspector Comments: Air pipes to settling and service tanks were located inside the funnel trunk.	Y	N	NS	NA
13.21	Has training specifically addressing operations in sub-zero temperatures been provided to the vessel's complement? Other Inspector Comments: The master trained all crew on 15 Dec 2015 for Vessel's Operation In Cold Temperatures as per the records. Training videos were provided on board.	Y	N	NS	NA

Additional Comments

13.99	Additional comments

Operator's initial comments entered by: Capt. Jayant S Bhiwandkar [chemops@goodwoodship.com]

Operator's Initial General Comments