Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	DCNP-0629-5230-4514
Report Template	VIQ6 - Petroleum (4301)
Vessel Name	Zhongji No.2
IMO Number	9401025
Date of Inspection	24 Dec 2015
Port of Inspection	SINGAPORE
Inspecting Company	KOCH SHIPPING INC
Selected variants	Ice Operations
	Inert Gas
	Pumproom
	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	Zhongji No.2
1.2	Vessel IMO Number	9401025
1.3	Date the inspection was completed	24 Dec 2015
1.4	Port of inspection	SINGAPORE
	Other Inspector Comments: Vessel was Stbd side alongside to berth.	
1.5	Flag	Hong Kong
	Other Inspector Comments: Vessel was built under the Hong Kong flag and there were no changes recorded since.	
1.6	Deadweight	45679.00
	Other Inspector Comments: Vessel was allocated 2 alternate dead weights as follows: 45679 MT Summer Dead weight at 12.00 Mtrs draft 34999 MT Summer Deadweignt at 09.96 Mtrs draft The load line was allocated was noted to be correctly marked and visible on the ship side at the time of the inspection.	
1.7	Date the vessel was delivered	30 Jun 2008
	Other Inspector Comments: Vessel was built at BOHAI SHIPBUILDING HEAVY INDUSTRY CO.,LTD.	
1.8	Name of the OCIMF inspecting company	KOCH SHIPPING INC
1.9	Date and time the inspector boarded the vessel	24 Dec 2015. 07:30
1.10	Date and time the inspector departed the vessel	24 Dec 2015. 16:30
	Other Inspector Comments: Inspection was completed over a single session.	
1.11	Time taken for inspection	8.00
	Other Inspector Comments: Total Time on Board : 08 Hr 30 Min Time for break : 00 Hr 30 Min Inspection time : 08 Hr 00 Min	
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	Discharging
	Other Inspector Comments: Vessel was discharging and taking on sea water ballast in the SBT.	
1.14	Product(s) being handled	Clean petroleum products
1.15	Vessel type	Product Tanker
	Other Inspector Comments: Vessel also had a Certificate of Fitness for a Type III Chemical Tanker.	

1.16	Hull type	Double hull
1.17	Name of the vessel's operator	Goodwood Shipmanagement PTE LTD.
1.18	Date the current operator assumed responsibility for the vessel	29 Nov 2015
1.19	Date of the last port State control inspection	14 Sep 2015
	Other Inspector Comments: This inspection was held under the previous Operator.	
1.20	Port of the last Port State Control inspection	Singapore
	Other Inspector Comments: Inspected under Asia Pacific MoU Initial inspection was recorded. 3 Deficiencies were recorded.	
1.21	Name of Classification society	Det Norske Veritas
	Other Inspector Comments: Vessel was built under CCS and changed to Class DNVGL in 2009.	
1.22	Date of expiry of the Class Certificate	30 Jun 2018
1.23	Date the last special survey was completed	04 Oct 2013
	Other Inspector Comments: Vessel had completed her FIRST Special Survey.	
1.24	Date of departure from the last class-credited drydock/repair period	04 Oct 2013
	Other Inspector Comments: Last docking was a scheduled docking done for the 1st Special.	
1.25	Date of the last class Survey Status Report	20 Dec 2015

Additional Comments

1.99 Additional Comments

Vessel was ice classed "Ice - C"
Vessel had a valid Certificate of Fitness.
There was a Marine Superintendent attending vessel at time of inspection.

_____
NIL Observations were recorded for the inspection completed.

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
	Other Inspector Comments: Vessel subscribed to the West of England P & I Club.	

Chapter 3: Crew Management

Drug and alcohol policy

3.12	What was the Operator's defined maximum level of blood alcohol content?	40.00
3.13	What was the recorded frequency of unannounced drug testing	12.00
3.14	What was the recorded frequency of unannounced alcohol testing	1.00
3.15	What was the date of the last unannounced on-board alcohol test	30 Nov 2015
	Other Inspector Comments: Vessel carried sampling equipment to test all crew twice.	
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	Not applicable
	Other Inspector Comments: No conducted in line with the recent change of Operator.	

Crew details on 15 Dec 2015

Officer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	Indian	Master II/2	India	Applied for	Oil and Chemical	Advanced	Yes	1.4	2.1	5.1	10.6		1.40	Good
Chief Officer	Indian	Chief Mate II/2	India	Applied for	Oil and Chemical	Advanced	Yes	1.1	1.0	6.1	6.1		0.60	Good
2nd Officer	Indian	OOW (Deck) II/1	India	Applied for	Oil and Chemical	Advanced	Yes	1.1	4.3	0.5	4.3	4.3	0.57	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Applied for	Oil and Chemical	Advanced	Yes	0.1	1.5	4.2	4.2	1.5	0.60	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	Filipino	Chief Eng III/2	India	Applied for	Oil and Chemical	Advanced	N/A	4.0	1.0	1.0	10.2		1.00	Good
2nd Engineer	Indian	Second Eng III/2	India	Applied for	Oil and Chemical	Advanced	N/A	1.1	0.7	1.2	2.7		1.40	Good
3rd Engineer	Indian	OOW (Eng) III/1	United Kingdom	Applied for	Oil and Chemical	Advanced	Yes	0.5	2.0	1.7	5.8		0.57	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Applied for	Oil and Chemical	Advanced	N/A	1.8	1.0	0.1	2.1		0.60	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and documentation

Survey and repair history

2.7

Chapter 3: Crew Management

Crew Management

3.2, 3.5

Crew qualifications

3.9

Drug and alcohol policy

3.11

Chapter 4: Navigation

Policies, Procedures and Documentation

4.4

Navigation Equipment

4.10, 4.13, 4.15

Charts and publications

4.20

Navigation

4.23, 4.28

Chapter 5: Safety Management

Safety Management

5.2, 5.4, 5.8, 5.9, 5.10

Drills, Training and Familiarisation

5.15

Ship Security

5.16, 5.17, 5.19

Enclosed Space and Pump Room Entry Procedures

5.20, 5.24

Gas Analysing Equipment

5.29

Hot Work Procedures

5.33, 5.34, 5.35

Life Saving Equipment

5.36, 5.37, 5.38, 5.41, 5.43, 5.45, 5.46, 5.49

Fire Fighting Equipment

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

Material Safety Data Sheets (MSDS)

5.66

Access

5.67, 5.68, 5.69

Chapter 6: Pollution Prevention

Oil Record Books

6.1, 6.2, 6.3, 6.4

Shipboard Oil and Marine Pollution Emergency Plans

6.7, 6.8

Cargo Operations and Deck Area Pollution Prevention

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

Ballast Water Management

6.30

Engine and Steering Compartments

6.34, 6.36, 6.38

Garbage Management

6.40

Energy Efficiency

6.41

Chapter 7: Structural Condition

Structural Condition

7.1, 7.2, 7.3, 7.4, 7.5

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.3

Stability and Cargo Loading Limitations

8.9

Cargo Operations and Related Safety Management

8.14, 8.17, 8.18, 8.19

Cargo and Ballast Handling and Monitoring Equipment

8.20, 8.21, 8.23

Ullaging, Sampling and Closed Operations

8.29, 8.30, 8.31

Venting Arrangements

8.35

Inert Gas System

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

Manifold Arrangements

8.69, 8.70, 8.71, 8.74

Pump Rooms

8.77, 8.79

Cargo Hoses

8.80

Cargo Lifting Equipment

8.81

Ship to Ship Transfer Operations - Petroleum

8.84, 8.85

Chapter 9: Mooring

Mooring equipment documentation

9.3

Mooring procedures

9.6, 9.7, 9.8, 9.9, 9.11

Mooring equipment

9.12, 9.13, 9.15, 9.16, 9.17

Anchoring equipment

9.18, 9.19, 9.20, 9.21

Single Point Moorings

9.22, 9.23

Emergency towing arrangements

9.25, 9.26

Chapter 10: Communications

Communications procedures

10.1, 10.2, 10.4, 10.7, 10.8

Communications equipment

10.10, 10.11, 10.12, 10.14, 10.15

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

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

Planned Maintenance

11.15

Safety Management

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

Machinery status

11.41, 11.43, 11.44, 11.46, 11.47

Steering Compartment

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

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.4, 12.5, 12.6, 12.7, 12.8

Electrical Equipment

12.12, 12.13

Internal Spaces

12.15

Accommodation Areas

12.16, 12.18, 12.19, 12.20, 12.21

Chapter 13: Ice Operations

Ice Operations

13.1, 13.3, 13.5, 13.6, 13.7, 13.8, 13.10, 13.11, 13.13, 13.14, 13.15, 13.16, 13.17, 13.18, 13.20

Section 3

Chapter 2: Certification and documentation

Certification

2.1	Are all the statutory certificates listed below, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates? Other Inspector Comments: DOC was issued by ABS on behalf of Hong Kong for Oil & Chem. ISM was issued by DNV and noted Interim in line with recent change of Operator. ISPS was issued by DNV and noted Interim in line with recent change of Operator. CLC for bunker and oil were issued by Hong Kong. CLC for removal of wrecks was noted Interim. MLC - Was issued by DNV, Noted Interim. Vessel was not provided with United States Documentation:	[Y]	N	NS	NA

Safety management and the operator's procedures manuals:

2.3	Do the operator's procedures manuals comply with ISM Code requirements? Other Inspector Comments: Vessel had SMS manuals as 4 Nos hard copies held in control rooms, bridge and Master's cabin as well as in electronic format available over vessel's network. Key elements of the code, Masters authority and crew responsibilities was clearly defined.	[Y]	N	NS	NA
2.4	Does the Operator's representative visit the vessel at least bi-annually? Other Inspector Comments: Last superintendent's visits was recorded as follows: 29 Nov 2015 (Technical) Only one visit was recorded in line with the recent change of Operator.	[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: No internal audit completed in line with recent change of Operator.	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 reviewed the SMS once in the tenure of the contract. There was provision that each review was to be formally closed by the Operator. Last Master's audit of the SMS was recorded 08 Dec 2015.	Y	N	NS	[NA]

Survey and repair history

2.8	Is the vessel free of conditions of class or significant recommendations, memoranda or notations? Other Inspector Comments: The latest class status report showed the vessel to be free of any conditions of class and no memoranda being noted.	[Y]	N	NS	NA

Enhanced Survey Programme

2.9	If the vessel is subject to the Enhanced Survey Programme, is the report file adequately maintained? Other Inspector Comments: Last Condition Evaluation Report was issued by DNV after the First Special Survey dated 04 Oct 2013. NIL Conditions of Class were noted. All ballast tank coating was reported "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? Other Inspector Comments: Vessel was a category 1 tanker less than 15 years of age.	Y	N	NS	[NA]
2.11	Has a Survey Plan for the CAS been completed and submitted by the operator?	Y	N	NS	[NA]
2.12	Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? Other Inspector Comments: In line with the age of the vessel.	Y	N	NS	[NA]

Additional Comments

2.99	Additional Comments No additional comments recorded.	

Chapter 3: Crew Management

Crew Management

3.1	Does the manning level meet or exceed that required by the Minimum Safe Manning Document? Other Inspector Comments: Manning level exceeded the required levels: Minimum Manning Certificate Requirement - Officers : 07 / Crew : 07 Actual manning level - Officers : 08 / Crew : 12	[Y]	N	NS	NA
3.3	Do all personnel maintain hours of rest records and are the hours of rest in compliance with MLC or STCW requirements? Other Inspector Comments: Compliment maintained hours of work and rest using an electronic format available over various work stations. The format highlighted if there was a non compliance with work rest regulations. The compliance was monitored on daily basis by the departmental heads.	[Y]	N	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: Common working language was recorded as English.	[Y]	N	NS	NA
3.6	Has the master attended a ship handling course where applicable? Other Inspector Comments: Master had 2.1 years sea time in rank. Master had attended a Ship Handling Course.	[Y]	N	NS	NA
3.7	If the vessel is fitted with High Voltage equipment, is staff suitably trained.	Y	N	NS	[NA]
3.8	Where the vessel carries chemicals, has a formal programme of regular and appropriate medical examinations for personnel been implemented? Other Inspector Comments: Vessel was engaged in the carriage of petroleum products only at the time of the inspection.	Y	N	NS	[NA]

Crew qualifications

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

Additional Comments

3.99	Additional comments Officers were from India and the ratings were from Philippines.				

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1	Is the vessel provided with adequate operator's navigation instructions and procedures? Other Inspector Comments: A comprehensive set of Operator's instructions were noted as a part of the manual. A copy of the pertinent chapter was placed on the bridge for reference.	Y	N	NS	NA
4.2	Has the Master written his own Standing Orders and are Bridge Orders being completed and have the deck officers countersigned them as being read and understood. Other Inspector Comments: Master's standing orders clearly defined CPA and Restricted visibility limits and specified when Master was to be called.	Y	N	NS	NA
4.3	Are deck log books and engine movement (bell) books correctly maintained and is an adequate record being kept of all the navigational activities, both at sea and under pilotage? Other Inspector Comments: Deck log book format was comprehensive and included columns to record major entries. Radar log books contained performance monitor checks during every watch whilst at sea. Bridge Movement Book was maintained in conjunction with deck log books in order to record events. Telegraph logger is incorporated with printer to record engine movements.	Y	N	NS	NA
4.5	Are procedures in place for the testing of bridge equipment before arrival and departure? Other Inspector Comments: Company ISM check lists for critical operations were completed on laminated sheets and recorded in the deck log book.	Y	N	NS	NA
4.6	Are records maintained of fire and safety rounds being completed after each watch? Other Inspector Comments: Safety rounds were recorded after the completion of each watch by the outgoing OOW and Seaman. These were reported back to the bridge and recorded in the Deck Log. Safety rounds were recorded after each watch in Port and after each watch during hours of darkness while at Sea.	Y	N	NS	NA
4.7	Are checklists for pre-arrival, pre-departure, watch handover, pilot-master exchange and pilot card effectively completed? Other Inspector Comments: Check lists were completed on laminated sets and recorded with reference numbers and time of completion in the deck log book.	Y	N	NS	NA
4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: The Operator's UKC policy defined following minimum criteria. Open Sea Passage : 50% of Max. Draft. Coastal Waters : 30% of Max. Draft. Port Approaches : 15% of Max. Draft. Canal Transits : 20% of Max. Draft. At Anchorage : 20% of Max. Draft. Alongside Berth : 5% of Max. Draft. The policy went on to amplify requirements at specific geographic locations including Malacca Strait and Mississippi River.	Y	N	NS	NA
4.9	Has the Bridge been adequately manned at all stages of the voyage and at Anchor and were lookout arrangements adquate? Other Inspector Comments: Operator instructions with a guide line matrix for various situations supplemented by Master's standing orders was presented.	Y	N	NS	NA

Navigation Equipment

4.11	Are navigation lights in good order? Other Inspector Comments: Operation of lights and alarms tested during the course of the inspection.	[Y]	N	NS	NA
4.12	If a bridge navigational watch alarm system (BNWAS) is fitted is it operational at all times when the vessel is at sea? Other Inspector Comments: BNWAS was fitted and operational. Equipment was recorded in the Safety Equipment Certificate. Records showed regular testing for operation.	[Y]	N	NS	NA
4.14	Are auto to manual steering changeover procedures clearly identified? Other Inspector Comments: Instructions along with simple illustration were posted next to the steering position.	[Y]	N	NS	NA
4.16	Are regular gyro and magnetic compass errors being taken and are they being recorded? Other Inspector Comments: A sample of 2 observations checked were noted within 0.5 deg of the deviation recorded on the deviation curve posted.	[Y]	N	NS	NA
4.17	Is there a documented procedure for the operation of the VDR and are the Deck Officers familiar with procedure to retain the VDR data in the event of an incident? Other Inspector Comments: Procedures for saving of data after an incident were posted next to the main VDR unit.	[Y]	N	NS	NA

Charts and publications

4.18	Has a system been established to ensure that all Charts, nautical publications (Paper and Electronic) and other publications are on board, current and maintained up to date? Other Inspector Comments: Designated folio management for paper and electronic charts and nautical publications was with GNS Singapore. Weekly Notices to mariner were supplied electronically via e Voyager. Last week received on board was Week 51 of 2015.	[Y]	N	NS	NA
4.19	If the vessel is provided solely with paper charts as an approved means of navigation are all charts required for the intended voyage of the vessel on board and are these fully corrected? Other Inspector Comments: A random sample of 5 charts checked were noted to be of the correct edition and corrected to last correction applicable to each.	[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: No ECDIS equipment was installed.	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: Vessel equipped with aft transducer as well as printer.	Y	N	NS	NA
4.25	Was a comprehensive passage plan available for the previous voyage and did it cover the full voyage from berth to berth? Other Inspector Comments: A neatly laid out comprehensive passage plan was presented from berth to berth for the voyage completed.	Y	N	NS	NA
4.26	Was position fixing including the use of parallel indexing satisfactory throughout the previous voyage and the frequency of plotted fixes in accordance with the passage plan? Other Inspector Comments: Independent symbols were used for position fixing. Radar fixes with range & bearing were plotted when in vicinity of land / sea marks.	Y	N	NS	NA
4.27	During pilotage, was the position of the vessel adequately monitored? Other Inspector Comments: Parallel indexes were used as a tool for cross check of fixes.	Y	N	NS	NA
4.29	Is there an adequate system for dealing with navigation warnings and are they being charted? Other Inspector Comments: Navigation warning were notated for date and time. If applicable to the vessel chart numbers were marked and warnings actioned on charts.	Y	N	NS	NA

Additional Comments

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

Chapter 5: Safety Management

Safety Management

5.1	Has a safety officer been designated, trained to undertake this role and is there evidence to show that they are effectively performing duties associated with this role? Other Inspector Comments: Chief Engineer was the designated Safety Officer for the vessel. Safety Officer course encompassing risk analysis and accident investigation had been completed.	Y	N	NS	NA
5.3	Is personal protective equipment such as boiler suits, safety footwear, eye and ear protection, safety harnesses and chemical protective equipment etc. provided and as required, being worn? Other Inspector Comments: A good standard of PPE supply by the operator was noted. All officers and crew were noted using correct PPE for designated duties.	Y	N	NS	NA
5.5	Are regular safety meetings held, are the minutes recorded and does the operator provide shore management responses? Other Inspector Comments: Monthly safety meetings were recorded. Last Safety Meeting was recorded 28 Nov 2015. Each meeting was noted formally addressed by the Operator prior closing out.	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: 8 Nos. near misses were recorded in the last 3 months. No accidents were recorded.	Y	N	NS	NA
5.7	Is a completed ISGOTT Ship/Shore Safety Check List (SSSCL) available and are its provisions being complied with? Other Inspector Comments: The ship ~ shore check list had been completed with all relevant information. Items marked "R" where rechecked and recorded at 4 Hrly intervals.	Y	N	NS	NA
5.11	Is all loose gear on deck, in stores and in internal spaces properly secured? Other Inspector Comments: Deck gear, stores and spares were noted to be secured against moving in a seaway.	Y	N	NS	NA

Drills, Training and Familiarisation

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

Ship Security

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

Enclosed Space and Pump Room Entry Procedures

5.21	Are pump room entry procedures being complied with? Other Inspector Comments: Vessel was designed with a ballast pump room only.	[Y]	N	NS	NA
5.22	Are pump room spaces adequately ventilated? Other Inspector Comments: Pump room was provided with 1 ventilation fan. Noted operational at time of pump room rounds.	[Y]	N	NS	NA
5.23	Are pump room fire and flooding dampers clearly marked as to their operation and in good order? Other Inspector Comments: Ballast pump room only.	Y	N	NS	[NA]

Monitoring Non-Cargo Spaces

5.25	Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas? Other Inspector Comments: Omicron fixed gas detection system was provided. System covered all ballast tanks, void spaces, pump room fan duct and pump room.	[Y]	N	NS	NA
5.26	Where a fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders and alarms in order? Other Inspector Comments: Monthly test and annual calibration records were sighted.	[Y]	N	NS	NA

Gas Analysing Equipment

5.27	Are portable gas and oxygen analyser appropriate to the cargoes being carried and are they in good order and is there a record of regular testing and calibration? Other Inspector Comments: Portable gas analysing equipment was being tested prior to each use. Furthermore the equipment was checked at monthly intervals and calibrated as per manufacturers recommendations. The equipment was reported to be serviced by an authorized agency at annual intervals. Last calibration was recorded 03 Dec 2015.	Y	N	NS	NA
5.28	Are officers familiar with use and calibration of portable oxygen and hydrocarbon analysers? Other Inspector Comments: Second Officer demonstrated the correct procedure for using an Oxygen Meter.	Y	N	NS	NA
5.30	On vessels fitted with an inert gas system, are instruments capable of measuring hydrocarbon content in an oxygen deficient atmosphere available and in good order? Other Inspector Comments: Vessel carried 2 units capable of monitoring hydrocarbons in a Oxygen deficient atmosphere.	Y	N	NS	NA
5.31	Where toxic gases may be encountered, are appropriate toxic gas detection analysers available and in good order? Other Inspector Comments: Vessel was equipped with 2 nos Dragger Pumps and associated measuring tubes.	Y	N	NS	NA

Hot Work Procedures

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

Life Saving Equipment

5.39	Is there a maintenance and test schedule for lifeboat, Rescue boat on-load release gear, Davit launched liferaft automatic release hooks, and free-fall lifeboat release systems, where fitted. Other Inspector Comments: Annual testing and service records from shore workshops were noted.	[Y]	N	NS	NA
5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Vessel was equipped with davit launched conventional life boats.	[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 life boat was the designated Rescue Boat on the vessel.	[Y]	N	NS	NA
5.44	Are hydrostatic releases, where fitted, correctly attached and in good order? Other Inspector Comments: Vessel used Hammar hydrostatic releases, same were noted to be within expiry dates and correctly rigged.	[Y]	N	NS	NA
5.47	Are immersion suits in a good order? Other Inspector Comments: 3 yearly service and pressure test records were noted.	[Y]	N	NS	NA
5.48	Are pyrotechnics, including line throwing apparatus, in date and in good order? Other Inspector Comments: Random check showed all units inspected to be in good condition and within expiry dates.	[Y]	N	NS	NA

Fire Fighting Equipment

5.50	Are ship-specific fire training manuals available? Other Inspector Comments: Three sets of training manuals were available on board.	Y	N	NS	NA
5.53	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: Last annual foam analysis were recorded 18 Oct 2015, Certificate stated the sampled foam to be fit for further service.	Y	N	NS	NA
5.56	Are isolating valves in fire and foam system lines clearly marked and in good order? Other Inspector Comments: The valves were tried out randomly for ease of operation during the course of deck rounds.	Y	N	NS	NA
5.58	Are fixed fire detection and alarm systems in good order and tested regularly? Other Inspector Comments: Weekly test records and charted schedule for testing of sensors distributed over various zones were noted. Testing equipment for smoke, heat and flame detectors noted to be in good order.	Y	N	NS	NA
5.59	Are the main deck, pump room, engine room and other fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted? Other Inspector Comments: Modes of fire protection were as follows; Main Deck : Low expansion foam Engine Room : CO2 and Hyper Mist	Y	N	NS	NA
5.60	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed? Other Inspector Comments: Tested during the course of the inspection.	Y	N	NS	NA
5.64	Are accommodation and ventilation fan emergency stops clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Quarterly test results were recorded.	Y	N	NS	NA
5.65	Are fire flaps clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance? Other Inspector Comments: Fire flaps were noted colour coded and numbered for easy identification.	Y	N	NS	NA

Access

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

Additional Comments

5.99 Additional comments

Nil additional comments.

Chapter 6: Pollution Prevention

Oil Record Books

6.5	If the disposal of engine room oily water or sludge to a cargo or slop tank has taken place, has the event been recorded in both Oil Record Books, was the receiving tank free of cargo and have the transfer arrangements been approved by Class? Other Inspector Comments: Vessel was not equipped with an approved discharge arrangement for transfer of engine room oily waste or sludge to Cargo or Slop tank.	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: SMPEP was noted Class approved.	[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? Other Inspector Comments: Product tanker only.	Y	N	NS	[NA]

Cargo Operations and Deck Area Pollution Prevention

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

Pump Rooms and Oil Discharge Monitors

6.26	Are pump room bilge high level alarms fitted, regularly tested and the results recorded? Other Inspector Comments: Weekly test records were noted. Tested during the course of the inspection.	[Y]	N	NS	NA
6.27	Are adequate arrangements provided for pipeline draining and the disposal of pump room bilge accumulations? Other Inspector Comments: Ballast pump room only. Fixed pneumatic transfer pump provided.	[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: Monthly test records including simulation of valves for automatic operation were noted.	[Y]	N	NS	NA
6.29	If the ODME has not been operational, was the fact recorded in the Oil Record Book? Other Inspector Comments: ODME had not been reported faulty over the period of last 6 months.	Y	N	NS	[NA]

Ballast Water Management

6.31	Can the vessel check or sample segregated ballast prior to deballasting and are they free from oil. Other Inspector Comments: Vessel was provided with sample ports for sighting and sampling of ballast water surface.	[Y]	N	NS	NA

Engine and Steering Compartments

6.32	Are the engine room bilge oily water pumping and disposal arrangements in good order? Other Inspector Comments: The engine room emergency suction could be used with the main sea water cooling pump and with main fire pump.	[Y]	N	NS	NA
6.33	Are emergency bilge pumping arrangements ready for immediate use; is the emergency bilge suction clearly identified and, where fitted, is the emergency overboard discharge valve provided with a notice warning against accidental opening? Other Inspector Comments: Emergency bilge valve was clearly identified by colour and label. Valve was lashed closed using breakable plastic seals to prevent against accidental opening.	[Y]	N	NS	NA
6.35	Is the oily water separator in good order? Other Inspector Comments: Simulated alarms to check set point and test shut down during the course of engine room rounds.	[Y]	N	NS	NA
6.37	If the oily water separator is not fitted with an automatic stopping device, do entries in the Oil Record Book Part 1 indicate that it has not been used in a Special Area? Other Inspector Comments: OWS was fitted with an automatic stopping device. A three way valve to send system into recirculation was provided.	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: Frequent garbage landing receipts were documented.	[Y]	N	NS	NA

Additional Comments

6.99	Additional comments Nil additional comments.	

Chapter 7: Structural Condition

Structural Condition

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

Other Inspector Comments: 4 Port and 2 Port ballast tanks were sighted from deck level.
No coating break down and no signs of hard rust were noted.
Fittings observed were noted to be intact and in good condition.

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

Other Inspector Comments: Cargo tanks were inspected at intervals not exceeding 12 months.
Vessel had not inspected cargo tanks after change of Operator.
Ballast tanks were inspected at intervals not exceeding 12 months.
Last inspection was recorded in Nov 2015.
Void spaces were inspected at intervals not exceeding 12 months.
Last inspection was recorded in Nov 2015.

No structural defects were noted on the tank inspection records.

Additional Comments

7.99 Additional comments

Nil additional comments.

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

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

Other Inspector Comments: Comprehensive cargo handling procedures were provided.

Maximum loading rate for vessel was posted as 3000 m3 / Hr.
Maximum loading rare per tank was posted as 900 m3 / Hr.
Maximum venting capacity per tank was posted 1850 m3 / Hr.

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

Other Inspector Comments: Mimic line diagrams on control panel were available.

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

Other Inspector Comments: 4W were the designated heavy weather ballast tanks.
There was no record of heavy weather ballast having been taken since take over of the vessel by the Operator.

Stability and Cargo Loading Limitations

8.5	If a loading computer or programme is in use, is it class approved? Other Inspector Comments: Vessel used loading program "Ship Manager 88" which had Class DNV type approval. Loading program incorporated damage stability calculations.	[Y]	N	NS	NA
8.6	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: Monthly comparison records were sighted.	[Y]	N	NS	NA
8.7	Is the stress and stability information included with the cargo plan and are any limitations understood by the cargo watch officers? Other Inspector Comments: Stage wise plan was presented. This encompassed for each stage the cargo and ballast tank conditions, stress / stability calculations and calculated drafts.	[Y]	N	NS	NA
8.8	Is the vessel free of inherent intact stability problems? Other Inspector Comments: All cargo, ballast and fuel tanks when part filled on the loadicator gave results showing positive GM and adequate residual stability.	[Y]	N	NS	NA
8.10	Is the Master aware of the worst damage stability condition in the stability book? Other Inspector Comments: Same was noted marked in the stability booklet.	[Y]	N	NS	NA
8.11	Do the operator's operating manuals include procedures for restoring stability in case of unstable conditions developing during cargo operations, where applicable?	Y	N	NS	[NA]
8.12	Where applicable, are officers aware of the dangers of free surface effects and of the possibility of structural damage caused by sloshing in cargo tanks?	Y	N	NS	[NA]
8.13	Are cargo and/or ballast tanks free of sloshing or other restrictions? Other Inspector Comments: Vessel's Class approved trim and stability booklets were noted without any sloshing or other restrictions.	[Y]	N	NS	NA

Cargo Operations and Related Safety Management

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

Cargo and Ballast Handling and Monitoring Equipment

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

Ullaging, Sampling and Closed Operations

8.28	If fixed tank gauges are not fitted, are sufficient portable tapes provided to simultaneously gauge each tank being worked, if used with vapour locks are they calibrated? Other Inspector Comments: Vessel was equipped with radar gauging system. Gauging system was noted operational at time of inspection. Vessel carried 4 Nos. UTI tapes as a backup.	Y	N	NS	[NA]

Venting Arrangements

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

Other Inspector Comments: Comments: Vessel was fitted with "Press - Vac" Hi Velocity individual tank vents.
Operating Pressures :
Pressure Side Venting + 1400 mm WC
Vacuum Side Venting - 350 mmWC
The liquid PV breaker setting were:
Pressure Side Venting + 2100 mmWC
Vacuum Side Venting - 700 mmWC

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

Other Inspector Comments: SOLAS secondary venting requirements were complied by pressure sensors fitted in each cargo tank with alarms and display monitor inside cargo control room.
The alarm points for cargo tanks were noted set to +1540 mm WC / +100 mm WC.

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

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

Inert Gas System

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

Other Inspector Comments: Vessel fitted with IGG system with 2 blowers.

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

Other Inspector Comments: Vessel provided with a flap type non return valve and a screw down valve on the IG main after the deck seal.

8.42 Is the Oxygen content of the inert gas delivery at or below 5%? Y N NS NA

Other Inspector Comments: Inert gas main line Oxygen content was checked to be 4.2 %

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

Other Inspector Comments: Oxygen content of two tanks was tested and noted to be 4.5%.

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

Other Inspector Comments: Vessel was fitted with a Wet Type deck seal.

8.48 Does the P/V breaker appear to be in good order? Y N NS NA

Other Inspector Comments: Equipment was noted in good condition with the gauge glass clean and water level clearly visible against a scale for pressure measurement.

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

Other Inspector Comments: Vessel equipped with flexible pipes and connecting reducers for inerting ballast tanks.

Manifold Arrangements

8.72	If the vessel is fitted with vapour return manifolds, are they in good order? Other Inspector Comments: Vapour manifolds were noted correctly marked with the preventive stud in place.	[Y]	N	NS	NA
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

8.75	On vessels with pump rooms, are they free of evidence of significant leaks from machinery, pipework, valve glands and instrumentation? Other Inspector Comments: Ballast pump room only	[Y]	N	NS	NA
8.76	Are bulkhead seals gas tight and, if required, well lubricated? Other Inspector Comments: Vessel was equipped with FRAMO deep well pumps.	Y	N	NS	[NA]
8.78	Are pumprooms clean, tidy and free of combustible materials and are the bilges free of Cargo Product? Other Inspector Comments: Pump room was noted tidy with the bilges free of water or residues. Good house keeping was observed.	[Y]	N	NS	NA

Cargo Lifting Equipment

8.82	Are winches associated with lifting equipment in good order? Other Inspector Comments: Vessel equipped with midship hose handling crane; no winches associated with the lifting equipment.	Y	N	NS	[NA]
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? Other Inspector Comments: Vessel carried a full set of spare hydraulic hoses.	[Y]	N	NS	NA

Ship to Ship Transfer Operations - Petroleum

8.86	Are ship-to-ship transfer checklists completed? Other Inspector Comments: Vessel was discharging to a berth. Since change of Operator vessel had not had a STS operation.	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 Not additional comments.				

Chapter 9: Mooring

Mooring equipment documentation

9.1	Are certificates available for all mooring ropes and wires? Other Inspector Comments: Well indexed file with with all mooring ropes, wires and shackles certification was presented.	[Y]	N	NS	NA
9.2	Do all mooring ropes and where fitted, mooring wire tails, meet OCIMF guidelines? Other Inspector Comments: Vessel equipped with mooring ropes on drums and 3 spare ropes each fore and aft.	[Y]	N	NS	NA
9.4	Are there records of the inspection and maintenance of mooring ropes, wires and equipment? Other Inspector Comments: Mooring equipment was inspected close up 3 Monthly and just prior each mooring operation.	[Y]	N	NS	NA
9.5	Is there a policy in place for the testing of winch brakes and are the results recorded? Other Inspector Comments: Winch brake testing was to be carried out at annual intervals. Last winch brake test was recorded 1 Aug 2015 (Certificate was by a test completed by the previous operator of the vessel)	[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: Vessel fitted with mooring ropes only.	Y	N	NS	[NA]

Mooring equipment

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

Single Point Moorings

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

Additional Comments

9.99 Additional comments

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

Chapter 10: Communications

Communications procedures

10.3	Can officers demonstrate a satisfactory understanding of how to operate the equipment in an emergency? Other Inspector Comments: Second officer explained the correct procedure for sending a designated distress using Satcom C	[Y]	N	NS	NA
10.5	Has a qualified person been designated to handle distress communications? Other Inspector Comments: Third Officer was designated in charge of communications in an emergency situation.	[Y]	N	NS	NA
10.6	Are the periodical tests of communications equipment being carried out as required? Other Inspector Comments: Daily, weekly and monthly tests were being recorded. Printouts were available for shore station acknowledgements of test calls.	[Y]	N	NS	NA
10.9	Is there a maintenance programme in place to ensure availability of the radio equipment? Other Inspector Comments: Vessel subscribed to Shore Based Maintenance with Macay Marine Services.	[Y]	N	NS	NA

Communications equipment

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

Additional Comments

10.99	Additional comments Nil additional comments.	

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.3	If the machinery space is certified for unmanned operation is it being operated in that mode? Other Inspector Comments: Vessel was classed for UMS operations. Records book showed that vessel was used in UMS mode when all Operator defined criteria were met.	[Y]	N	NS	NA
11.4	If the machinery space is being operated manned, are there sufficient engineers on board? Other Inspector Comments: Apart from the Chief Engineer there were 3 watch keeping engineers on board.\ Vessel could be run manned if required by operational circumstances.	Y	N	NS	[NA]
11.7	Is the dead man alarm system, where fitted, in good order and used as required? Other Inspector Comments: No dead man alarm fitted. Risk assessment and alternate procedures in place.	Y	N	NS	[NA]
11.10	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results? Other Inspector Comments: Operator subscribed to following testing programs: Fuel Oil - DNV LubeOil - Signum There was evidence of lube oil samples being tested at 3 monthly intervals for machinery including main engine, aux. engine and mooring equipment. Last shore analysis dated 29 Nov 2015 showed that all samples landed were tested fit for further service.	[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 for compliance sighted from Class DNV.	[Y]	N	NS	NA

Planned Maintenance

11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Vessel used Ship Smart PMS and documentation system. This was still in the process of being updated for inventories after recent take over by the operator.	[Y]	N	NS	NA

Safety Management

11.16	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded? Other Inspector Comments: Tested during the course of the inspection.	[Y]	N	NS	NA
11.19	Do records indicate the regular testing of emergency equipment? Other Inspector Comments: Weekly test of emergency equipment including Emergency Generator, Emergency Fire Pump and Lifeboat Engines was being recorded in the Engine Log Book as well as in the vessel PMS.	[Y]	N	NS	NA
11.24	Are hot surfaces, particularly diesel engines, free of any evidence of fuel, diesel and lubricating oil? Other Inspector Comments: There were no oil leaks or drips noted. Lagging was noted free of oil impregnation.	[Y]	N	NS	NA
11.26	If the vessel class notation allows UMS operation, are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order? Other Inspector Comments: Crankcase OMD tested by simulation during the course of the inspection.	[Y]	N	NS	NA
11.27	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?	Y	N	NS	[NA]
11.28	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray? Other Inspector Comments: Main switch boards were located in the Engine Control Room.	[Y]	N	NS	NA
11.32	Is all moving machinery provided with effective guards where this presents a hazard? Other Inspector Comments: Hazard warning posters fitted next to auto start machinery.	[Y]	N	NS	NA
11.36	Is all loose gear in the machinery spaces, stores and steering compartment properly secured? Other Inspector Comments: Stores and spares were noted neatly arranged and well secured against moment in a seaway.	[Y]	N	NS	NA
11.39	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Tested during the course of the inspeciton.	[Y]	N	NS	NA
11.40	Are seawater pumps, sea chests and associated pipework in good order and free of hard rust and temporary repairs, particularly outboard of the ship-side valves? Other Inspector Comments: Sea water pump, associated pipework and fittings were noted free of leaks or drips. No evidence of hard rust formation was seen.	[Y]	N	NS	NA

Machinery status

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

Steering Compartment

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

Additional Comments

11.99 Additional comments

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

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.1	Is the general condition, visual appearance and cleanliness of the hull satisfactory. Other Inspector Comments: Hull was free of any oil staining. no paint damage or flaking was observed.	Y	N	NS	NA
12.2	Are hull markings clearly indicated and correctly placed? Other Inspector Comments: Hull markings were clearly visible at the time of boarding vessel. Loadlines and draft marks were correctly placed.	Y	N	NS	NA
12.3	Is the general condition, visual appearance and cleanliness of the weather decks satisfactory? Other Inspector Comments: Weather decks were noted maintained without scaling or rust weeps.	Y	N	NS	NA
12.9	Are all vents and air pipes clearly marked to indicate the spaces they serve? Other Inspector Comments: All vents and air pipes were colour coded and stencilled to indicate the spaces that they served.	Y	N	NS	NA
12.10	Is the general condition, visual appearance and cleanliness of the superstructure satisfactory? Other Inspector Comments: Superstructure was noted maintained neat with minor rust staining under the bridge wings.	Y	N	NS	NA

Electrical Equipment

12.11	Is deck lighting adequate? Other Inspector Comments: Deck lights were switched on after sunset and noted effective.	Y	N	NS	NA

Internal Spaces

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

Accommodation Areas

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

Additional Comments

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

Chapter 13: Ice Operations

Ice Operations

13.2	Are means in place to detect ice? Other Inspector Comments: Vessel provided with narrow beam searchlight.	[Y]	N	NS	NA
13.4	Has training specifically addressing navigation in ice been provided to members of the vessel's complement? Other Inspector Comments: Training procedures sighted if vessel was to proceed to an ice area.	[Y]	N	NS	NA
13.9	Are means and procedures in place to ensure safe access and movement about the vessel in sub-zero conditions? Other Inspector Comments: Stock of desalting grit and non spark snow shovels sighted.	[Y]	N	NS	NA
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 heaters provided for sub zero temperatures.	[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: Vents certified for operation under ice cover.	[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: Training procedures and check lists were sighted. Training was made when preparing vessel for ice areas.	Y	N	NS	[NA]

Additional Comments

13.99	Additional comments	
	Nil additional comments	

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

Operator's Initial General Comments