Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	DCPV-6036-0332-4511
Report Template	VIQ6 - Petroleum (4301)
Vessel Name	DHT Falcon
IMO Number	9310147
Date of Inspection	28 Dec 2015
Port of Inspection	Linggi, Malaysia
Inspecting Company	TOTAL ACTIVITIES MARITIMES S.A
Selected variants	Crude oil washing
	Inert Gas
	Pumproom
	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	DHT Falcon
1.2	Vessel IMO Number	9310147
1.3	Date the inspection was completed	28 Dec 2015
1.4	Port of inspection	Linggi, Malaysia
1.5	Flag	Singapore
1.6	Deadweight	298971.00
1.7	Date the vessel was delivered	28 Sep 2006
1.8	Name of the OCIMF inspecting company	TOTAL ACTIVITIES MARITIMES S.A
1.9	Date and time the inspector boarded the vessel	28 Dec 2015. 08:25
1.10	Date and time the inspector departed the vessel	28 Dec 2015. 16:45
1.11	Time taken for inspection	7.30
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	STS discharging
1.14	Product(s) being handled	Crude oil
1.15	Vessel type	Crude/Product Tanker
1.16	Hull type	Double hull
1.17	Name of the vessel's operator	Goodwood Ship Management Pte Ltd.
1.18	Date the current operator assumed responsibility for the vessel	17 Feb 2014
1.19	Date of the last port State control inspection Other Inspector Comments: This PSC report was issued during previous operator.	29 Apr 2013
1.20	Port of the last Port State Control inspection	Galveston Literage.

1.21	Name of Classification society	Lloyds Register
1.22	Date of expiry of the Class Certificate	27 Sep 2016
1.23	Date the last special survey was completed	01 Sep 2011
1.24	Date of departure from the last class-credited drydock/repair period	11 Feb 2014
	Other Inspector Comments: This in water survey was under previous operator and diver report for this operation was not available.	
1.25	Date of the last class Survey Status Report	01 Dec 2015

Additional Comments

1.99	Additional Comments	

Chapter 2: Certification and documentation

Certification

2.1.9	What is the vessel's designation as recorded in the IOPP Certificate, Form B, Question 1.11?	4 Crude oil/product carrier
2.2	Is the vessel's P and I Club a member of the International Group?	Yes

Chapter 3: Crew Management

Drug and alcohol policy

3.12	What was the Operator's defined maximum level of blood alcohol content?	40.00
3.13	What was the recorded frequency of unannounced drug testing	12.00
3.14	What was the recorded frequency of unannounced alcohol testing	1.00
3.15	What was the date of the last unannounced on-board alcohol test	01 Dec 2015
	Other Inspector Comments: This monthly shipboard alcohol test was carried out by Master decision. Last company initiated shipboard alcohol test was on 19 March 2015 according to Master's record.	
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	12 Aug 2015

Crew details on 12 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	Advanced	Yes	3.7	12.2	14.6	15.6		4.00	Good
Chief Officer	Indian	Master II/2	United Kingdom	Applied for	Oil	Advanced	Yes	0.7	2.3	4.3	4.3		3.27	Good
2nd Officer	Indian	OOW (Deck) II/1	India	Yes	Oil	Advanced	Yes	6.3	0.8	2.1	2.1	2.1	4.23	Good
3rd Officer	Indian	OOW (Deck) II/1	Malaysia	Applied for	Oil	Advanced	Yes	1.2	2.2	2.2	2.2	2.2	2.37	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	Ukrainian	Chief Eng III/2	Ukraine	Yes	Oil	Advanced	N/A	1.7	3.2	20.2	20.2		3.07	Good
2nd Engineer	Ukrainian	Chief Eng III/2	Ukraine	Yes	Oil	Advanced	N/A	0.8	4.5	2.5	6.5		1.30	Good
3rd Engineer	Indian	Second Eng III/2	India	Applied for	Oil	Advanced	N/A	1.2	0.7	2.1	2.1		2.37	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	2.5	1.5	1.5	1.5		4.40	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, 3.3, 3.5

Crew qualifications

3.9, 3.10

Drug and alcohol policy

3.11

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1, 4.2, 4.3, 4.4, 4.5, 4.9

Navigation Equipment

4.10, 4.11, 4.13, 4.14, 4.16, 4.17

Charts and publications

4.20, 4.22

Navigation

4.23, 4.25, 4.26, 4.27, 4.28, 4.29

Chapter 5: Safety Management

Safety Management

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

Drills, Training and Familiarisation

5.12, 5.13

Ship Security

5.16, 5.19

Enclosed Space and Pump Room Entry Procedures

5.20, 5.21, 5.22, 5.23, 5.24

Gas Analysing Equipment

5.27, 5.29, 5.30, 5.31

Hot Work Procedures

5.32, 5.33, 5.34, 5.35

Life Saving Equipment

5.36, 5.37, 5.38, 5.41, 5.42, 5.43, 5.44, 5.45, 5.46, 5.47, 5.48, 5.49

Fire Fighting Equipment

5.50, 5.51, 5.52, 5.54, 5.55, 5.56, 5.57, 5.61, 5.62, 5.63, 5.64, 5.65

Material Safety Data Sheets (MSDS)

5.66

Access

5.67, 5.68, 5.69, 5.70, 5.71

Chapter 6: Pollution Prevention

Oil Record Books

6.1, 6.2, 6.3

Shipboard Oil and Marine Pollution Emergency Plans

6.7, 6.8

VOC Management Plan

6.11

Cargo Operations and Deck Area Pollution Prevention

6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.20, 6.22, 6.23, 6.24, 6.25

Pump Rooms and Oil Discharge Monitors

6.27

Engine and Steering Compartments

6.33, 6.34, 6.36, 6.38

Garbage Management

6.39, 6.40

Energy Efficiency

6.41

Chapter 7: Structural Condition

Structural Condition

7.1, 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, 8.9, 8.10

Cargo Operations and Related Safety Management

8.14, 8.15, 8.17, 8.18, 8.19

Cargo and Ballast Handling and Monitoring Equipment

8.20

Ullaging, Sampling and Closed Operations

8.29, 8.30, 8.31

Venting Arrangements

8.32, 8.34

Inert Gas System

8.36, 8.38, 8.40, 8.41, 8.45, 8.46, 8.48, 8.49

Crude Oil Washing

8.50, 8.51, 8.52, 8.54, 8.55, 8.57, 8.59, 8.60

Manifold Arrangements

8.69, 8.70, 8.71, 8.72, 8.74

Pump Rooms

8.75, 8.76, 8.78, 8.79

Ship to Ship Transfer Operations - Petroleum

8.84, 8.85

Chapter 9: Mooring

Mooring equipment documentation

9.1, 9.2, 9.3

Mooring procedures

9.8, 9.9, 9.10, 9.11

Mooring equipment

9.12, 9.13, 9.15, 9.16, 9.17

Anchoring equipment

9.18, 9.19, 9.20, 9.21

Single Point Moorings

9.22, 9.23

Emergency towing arrangements

9.25, 9.26

Chapter 10: Communications

Communications procedures

10.1, 10.2, 10.3, 10.4, 10.6, 10.7, 10.9

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, 11.7, 11.8, 11.9, 11.11, 11.13

Planned Maintenance

11.15

Safety Management

11.16, 11.17, 11.18, 11.20, 11.21, 11.22, 11.23, 11.25, 11.26, 11.29, 11.30, 11.31, 11.32, 11.33, 11.35, 11.36, 11.37, 11.38

Machinery status

11.41, 11.42, 11.43, 11.44, 11.46, 11.47

Steering Compartment

11.49, 11.50, 11.51, 11.52, 11.53, 11.54, 11.55, 11.56

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.2, 12.3, 12.4, 12.5, 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

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? Y N NS NA

Other Inspector Comments: All certificates were issued by LR and valid in date.
DOC was issued by ABS with 4th annual audit 03 September 2015.

Safety management and the operator's procedures manuals:

2.3 Do the operator's procedures manuals comply with ISM Code requirements? Y N NS NA

Other Inspector Comments: ISM manual was hard copy kept on bridge and soft copy contain in ship's server.

2.4 Does the Operator's representative visit the vessel at least bi-annually? Y N NS NA

Other Inspector Comments: Technical Superintendent visit with full report was dated 28 February 2015. Same Supt was on board on 12 October.

Marine Superintendent visit was during internal ISM audit.

2.5 Is a recent operator's internal audit report available and is a close-out system in place for dealing with non-conformities? Y N NS NA

Other Inspector Comments: Last ISM internal audit carried out on 09 June 2015 and issued with one NC and 6 observations;

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? Y N NS NA

Other Inspector Comments: Master review was at end of Master contract.

Survey and repair history

2.8 Is the vessel free of conditions of class or significant recommendations, memoranda or notations? Y N NS NA

Other Inspector Comments: None in the survey report dated 01 December 2015.

Enhanced Survey Programme

2.9 If the vessel is subject to the Enhanced Survey Programme, is the report file adequately maintained? Y N NS NA

Other Inspector Comments: ESP report was issued by DNV (previous class) was under previous Operator.

Cargo tank upper and lower coating reported in good condition.

Ballast tank coating and anodes were in good condition.

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: Double hull tanker and delivered in September 2006.	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: Minimum manning certificate required 7 deck officers (4 deck and 3 engine) and 7 rating (5 deck and 2 engine). Actual manning on board were 8 officers (4 deck and 4 engine) and 16 ratings and 4 riding crew for cosmetic maintenance.	[Y]	N	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: English was common working language.	[Y]	N	NS	NA
3.6	Has the master attended a ship handling course where applicable? Other Inspector Comments: Master has 12 years in rank and attended BTM II which included ship handling training.	Y	N	NS	[NA]
3.7	If the vessel is fitted with High Voltage equipment, is staff suitably trained. Other Inspector Comments: Maximum voltage was 440 volts.	Y	N	NS	[NA]
3.8	Where the vessel carries chemicals, has a formal programme of regular and appropriate medical examinations for personnel been implemented?	Y	N	NS	[NA]

Additional Comments

3.99	Additional comments	

Chapter 4: Navigation

Policies, Procedures and Documentation

4.6	Are records maintained of fire and safety rounds being completed after each watch? Inspector Observations: There was no record of fire / safety round for the bosun store (forward store) which was not fitted with fire detection system. *Initial Operator Comments: As per on board practice all stores on deck including the forward bosun store are locked on completion of the days work by the bosun. As part of this lock down routine all lights and ventilation to the store are stopped and the store inspected prior a report is made to the bridge. It may be noted that the forward store is not fitted with a hydraulic power pack and/or a hydraulic oil tank servicing the forward mooring winches.* *A fire and safety round routine is in place on board which uses a tag in / tag out system to ensure that the fire patrol checks all the areas to be inspected in the accommodation and engine room area during non working hours.*	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: Hard copy pre-arrival, pre-departure, pilot exchanges information completed and kept in file. All other bridge checklists were laminated, completed checklist number was recorded in deck logbook.	[Y]	N	NS	NA
4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: Minimum UKC procedures: Ocean passage = 50% of maximum draft or not less than 2 meters. Coastal = 15% of 1 meter. Port area and alongside = 10% of 0.3 meter.	[Y]	N	NS	NA

Navigation Equipment

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: Equipment was put on manual operation mode.	[Y]	N	NS	NA
4.15	Are auto to manual steering changeover recorded during periods of river transits and when navigating through restricted Waters? Other Inspector Comments: Records were in bell book and deck logbook.	[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: New edition publications were supplied by DPM Singapore. Correction notices were received on board.	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: ENC charts were updated to week 51/2015 with correction notices received by email. Paper charts were corrected to week 52/2015 with notices from Voyager. Digital edition of list of light and radio signal, tide table were provided.	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 commenced as primary navigation system beginning of this voyage. Paper charts were still use during this transition voyage. Attending Superintendent / master informed that sole ECDIS will be use from departure of this port. Master and all deck officers were issued with generic and ship specific ECDIS training certificate.	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: Digital Echo Sounder was continuous operation and printing records for arrival port.	Y	N	NS	NA

Additional Comments

4.99	Additional comments

Chapter 5: Safety Management

Safety Management

5.1	Has a safety officer been designated, trained to undertake this role and is there evidence to show that they are effectively performing duties associated with this role? Other Inspector Comments: Chief Engineer designated as Safety Officer and training certificate was issued by office.	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 meeting minute included with office comment on each topic when return to ship.	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: Master informed there was no accident / incident recorded since taken over vessel in 2014. Total 18 near misses report issued for 2015. Last dated 30 November 2015 on behaviour base matter.	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: "R" factor was rechecked every 4 hours.	Y	N	NS	NA

Drills, Training and Familiarisation

5.14	Are lifeboat and fire drills regularly held? Other Inspector Comments: Boat and fire drills were conducted every months.	Y	N	NS	NA
5.15	Is regular training in the use of life-saving equipment being undertaken? Other Inspector Comments: Weekly screening of safety videos was recorded.	Y	N	NS	NA

Ship Security

5.17	Are ship security records related to the ship security plan being maintained? Other Inspector Comments: Quarterly security drill was conducted and last dated 26 November 2015 for piracy attack when vessel transiting the area.	Y	N	NS	NA
5.18	Has a security officer been designated and trained to undertake this role? Other Inspector Comments: Master was designated as Ship Security Officer and attended shore based training course.	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: Ballast tanks were monitored with portable gas meter average 3 days during loaded passage according to deck logbook	[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: Not fitted. Fixed gas detection was fitted for air condition intake, officers and crew smoke room.	Y	N	NS	[NA]

Gas Analysing Equipment

5.28	Are officers familiar with use and calibration of portable oxygen and hydrocarbon analysers? Other Inspector Comments: Portable gas meters were calibrated monthly with space gases on board. Attending Superintendent and Chief Officer informed that gas meters was contracted with service provider for exchanges with service units when ship equipment sent ashore for repair.	[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 inspection / service certificate was dated 08 September 2015.	[Y]	N	NS	NA
5.40	Are lifeboats, including their equipment and launching mechanisms, in good order? Other Inspector Comments: Both the lifeboats were lowered into water on 19 November 2015 when vessel was at anchorage.	[Y]	N	NS	NA

Fire Fighting Equipment

5.53	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: Low expansion foam system for cargo area fire extinguishing system last analysis dated 11 March 2015.	[Y]	N	NS	NA
5.58	Are fixed fire detection and alarm systems in good order and tested regularly? Other Inspector Comments: There was procedure for weekly testing of fixed fire detection system and all sensors were completely tested within 3 months interval; last test dated 26 December 2015. Bosun store (forecastle store) was not fitted with fixed fire detection system. Bosun conducted round before the day and early next morning.	[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 system last shore inspection / service dated 12 August 2015.	[Y]	N	NS	NA
5.60	Is the emergency fire pump in full operational condition and are starting instructions clearly displayed? Other Inspector Comments: Emergency fire pump was tested with 8 bar discharge pressure.	[Y]	N	NS	NA

Access

5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: Landing area was marked on port main deck.	[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

6.4	Have disposals of slops and dirty ballast been adequately recorded and were they in accordance with MARPOL? Other Inspector Comments: Last disposed shore receipt dated 09 December 2015.	[Y]	N	NS	NA
6.5	If the disposal of engine room oily water or sludge to a cargo or slop tank has taken place, has the event been recorded in both Oil Record Books, was the receiving tank free of cargo and have the transfer arrangements been approved by Class? Other Inspector Comments: Approved transfer arrangement with non permanent connection was provided but no transfer since operator took over vessel.	Y	N	NS	[NA]

Shipboard Oil and Marine Pollution Emergency Plans

6.6	Is an approved MARPOL Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP) provided? Other Inspector Comments: SOPEP was approved by LR on 24 February 2014.	[Y]	N	NS	NA
6.9	Is there a USCG approved Vessel Response Plan (VRP)? Other Inspector Comments: Vessel Response Plan approval was valid until 14 October 2018. Vessel not yet trade in US port sine issued of this plan.	[Y]	N	NS	NA
6.10	Name of the OPA-90 Qualified Individual (QI) Other Inspector Comments: QI was Gallagher Marine Services.	[Y]	N	NS	NA

Cargo Operations and Deck Area Pollution Prevention

6.18	If cargo sea suction valves are fitted, are adequate pollution prevention measures in place, are valve-testing arrangements provided, are they in good order and regularly monitored for leakage? Other Inspector Comments: Cargo sea chest was tested prior arrival port.	[Y]	N	NS	NA
6.19	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly and the results recorded?	Y	N	NS	[NA]
6.21	Are bunker pipelines tested annually? Other Inspector Comments: Bunker pipelines pressure test date marked on bunker lines was dated 09 April 2015 for 5 bar.	[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 was recorded.	[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 with printout attached with ODME.	[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: Last repaired test was dated 06 December 2015.	[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: Approved ballast transfer procedures were flow through or sequential methods. Last ballast water exchanges in November 2015 for some cargo tanks flow through and some sequential.	[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: Ballast tanks were fitted with tank hatch for easy inspection of ballast water before each deballasting.	[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: Oily water separator overboard valve was chained and tagged with seals.	[Y]	N	NS	NA
6.35	Is the oily water separator in good order? Other Inspector Comments: 2nd Engineer demonstrated simulation test of 15 PPM oily water separator alarm.	[Y]	N	NS	NA
6.37	If the oily water separator is not fitted with an automatic stopping device, do entries in the Oil Record Book Part 1 indicate that it has not been used in a Special Area?	Y	N	NS	[NA]

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? [Y] N NS NA

Other Inspector Comments: FPT (manhole) and No. 3 P/S ballast tanks (tank hatch) sighted with localised several loose ruts spots in the upper stringer and access ladder for No. 3 S.

Visible anodes on the first stringer 90% intact.

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

Inspector Observations: There was no cargo tank inspection record since last special survey in September 2011. Current Operator took over vessel in February 2014.

Other Inspector Comments: Ballast tanks inspection was every 6 months; PMS inspection record showed coating and anodes were in good condition.

Ballast water tanks inspected in Dec 2015 between 07 to 15 were APT, No. 3 & 4 P/S.

Initial Operator Comments: At the time of takeover of the vessel from previous managers, it was noted that the last inspection of the cargo tanks had been carried out in Aug 2011.

Due to the vessels trading pattern, which involved a prolonged storage at Singapore Eastern OPL exceeding 6 months the vessel was unable to carry out the cargo tank inspections within the stipulated 30 months period as the tanks were not free of cargo.

We wish to confirm that the vessel is presently washing and gas freeing her cargo tanks and inspections of all tanks shall be completed by 15th Jan 2016.

Subsequent Operator Comments:

Entered by: Capt. Muneesh Saxena [ops@goodwoodship.com]
Date: 20 Jan 2016 07:44:38

We wish to confirm that the DHT Falcon completed the inspection of her cargo tanks on 17th Jan 2016.

Additional Comments

7.99 Additional comments

Hull cleaning was carried out in previous voyages in Persian Gulf. Underwater hull condition video CD was showered by Master. Hull generally good with no apparent damaged.

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? [Y] N NS NA

Other Inspector Comments: Cargo tank No. 3 C dedicated heavy weather ballast procedure was available in cargo control room.

Stability and Cargo Loading Limitations

8.5	If a loading computer or programme is in use, is it class approved? Other Inspector Comments: Class approved loading computer was on line with cargo system and in operation during cargo operation.	[Y]	N	NS	NA
8.6	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: Class carried out all 5 approved test condition on 06 September 2015 with printout endorsed by attending surveyor. Shipboard accuracy check was every month of one of the five approved test condition.	[Y]	N	NS	NA
8.8	Is the vessel free of inherent intact stability problems? Other Inspector Comments: Master informed that no restriction highlighted in class approved stability and damage stability manual.	[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: Cargo tanks were 3 across and ballast tanks P/S constructed.	[Y]	N	NS	NA

Cargo Operations and Related Safety Management

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: Cargo plan was prepared with detail information for 2 hours interval for cargo / ballast sequences, trim, stability and stress condition. COW operation was also included in the cargo plan.	[Y]	N	NS	NA

Cargo and Ballast Handling and Monitoring Equipment

8.21	Are the cargo lines, vapour lines and inert gas lines in good order and is there recorded evidence of regular testing? Other Inspector Comments: Cargo pipelines were pressure tested for 12 bar in 17 December 2015.	[Y]	N	NS	NA
8.22	Is the cargo pump emergency shutdown system in good order and is there recorded evidence of regular testing? Inspector Observations: There was no emergency showdown system fitted at the bottom of the pump room. Other Inspector Comments: One emergency shut down switch was fitted at the pump room entrance beside cargo manifolds and cargo control room. *Initial Operator Comments: The location of the Cargo pump emergency shutdown only at the pump room entrance and not at the pump room bottom platform is as per the design of the vessel.* *As noted by the inspector the Cargo control room and Port / Stbd Manifolds have been fitted with emergency shut down and these areas are always manned during the cargo operations. Additionally it may be noted that all personnel involved during the cargo watches on deck and during pump room rounds carry UHF radios for communication.*	Y	[N]	NS	NA
8.23	Are the cargo and ballast system valves in good order and is there recorded evidence of regular testing? Other Inspector Comments: Operating timings last test record dated 17 November 2015.	[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: There were 5 UTI tapes with shore calibrated certificates.	[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: Calibration was dated 01 December 2015 with annually shore calibrated temperature and pressure calibrators provided on board.	[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: high and independent overfill alarms were tested prior arrival discharge port. Last dated 20 December 2015.	[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: Non heated cargo was on board. Heating coils were fitted fitted in starboard slop tank, 1 & 4 W, 2 & 5 C . Annual pressure test by air at 7 bar was recorded.	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: Radar type fixed level gauging system was in operation.	Y	N	NS	[NA]

Venting Arrangements

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

Inspector Observations: Cargo tank wing tanks were fitted with single full flow P/V valves and Centre tanks with dual P/V (each for 50% of the capacity) and there was no pressure indicator with audio / visual alarm in cargo control room.

Other Inspector Comments: Vessel current voyage with 2 parcels with no restriction of vapour segregation.

Initial Operator Comments: The Primary venting means is by independent risers for each cargo tank with Pressure (High Velocity) and Vacuum vents as noted by the inspector.

The vessel only carries homogeneous cargoes and cargoes that do not require any vapour segregation.
All the stop valves for individual tanks from common venting system are provided with positive locking arrangement and the keys are under the control of Chief Mate. In such case the secondary means for pressure/vacuum relief is the P/V Breaker which is provided on the main IG Line.

Each tank is also provided with connection for compound gauge from where individual tank pressures were being monitored on an hourly basis. Records of these hourly checks were shown to the inspector during the course of the inspection.

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: P/V valves were clean / inspection internally every year. Free movement and visual inspection was prior each cargo operation.

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: Flue gas system fitted and in operation during inspection.

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

Other Inspector Comments: 6-monthly inspection was dated 13 November 2015, same procedure and duration for semi dry deck seal.

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

Other Inspector Comments: Oxygen line was 4.4%.

8.43 Are the vapour spaces in the cargo tanks being maintained at positive pressure? [Y] N NS NA

Other Inspector Comments: Cargo tanks IG pressure was set at 400 mmAq.

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

Other Inspector Comments: Cargo tanks completed for crude oil washing oxygen reading was between 32 to 4.1%.

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

Other Inspector Comments: Semi dry deck seal water sight glass was clear and water level was visible.

Crude Oil Washing

8.53	If the vessel is crude oil washing, has a crude oil washing plan and checklist been completed and is it being followed? Other Inspector Comments: Cargo tanks No. 3C, 1C, 2 and 4 W were crude oil washed.	[Y]	N	NS	NA
8.56	Do records indicate that oxygen readings of the tanks to be crude oil washed have been checked by portable meter and found to be within maximum permissible limits? Other Inspector Comments: O2 reading records before crude oil washing was between 3.2 to 4.1%	[Y]	N	NS	NA
8.58	Is the tank cleaning heater, where fitted, effectively isolated from the crude oil washing line? Other Inspector Comments: Not fitted.	Y	N	NS	[NA]

Manifold Arrangements

8.73	If the vapour return manifolds are designed for use at single buoy moorings, do they comply with requirements? Other Inspector Comments: Closed chocks and deck bitts were fitted.	[Y]	N	NS	NA

Pump Rooms

8.77	Is the cargo pump room gas monitoring system in good order and regularly checked? Other Inspector Comments: Pump room was fitted with 3 sampling points for monitoring LEL reading only.	[Y]	N	NS	NA

Cargo Hoses

8.80	If the vessel uses its own cargo hoses, are they in good order, pressure tested annually to their design working pressure and is a record of all hose tests and inspections maintained on board?	Y	N	NS	[NA]

Cargo Lifting Equipment

8.81	Are all cargo cranes and other lifting equipment properly marked and has periodical testing and inspection been carried out? Other Inspector Comments: Both the deck cranes annual inspection entry was signed by Chief Engineer.	[Y]	N	NS	NA
8.82	Are winches associated with lifting equipment in good order? Other Inspector Comments: Deck cranes.	Y	N	NS	[NA]
8.83	If the ship has a single centreline mounted crane at the manifold, does it carry a full set of spare hydraulic hoses for the crane?	Y	N	NS	[NA]

Ship to Ship Transfer Operations - Petroleum

8.86	Are ship-to-ship transfer checklists completed? Other Inspector Comments: All copies of ship to ship checklists were signed by both vessel.	[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? Other Inspector Comments: There were 4 fenders were placed along vessel parallel body length with 2 baby fenders rigged forward and aft at topside area. Deck officer keeping navigation watch during STS operation monitoring vessel position.	[Y]	N	NS	NA

Additional Comments

8.199	Additional comments				

Chapter 9: Mooring

Mooring equipment documentation

9.4	Are there records of the inspection and maintenance of mooring ropes, wires and equipment? Other Inspector Comments: Operating hours for mooring wires / tails were recorded.	[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: Mooring winch breaks rendering load test for 60% of mooring wires breaking strength was in February 2015.	[Y]	N	NS	NA

Mooring procedures

9.6	Are moorings satisfactorily deployed and tended? Other Inspector Comments: Vessel was anchored. All the mooring lines 2-2-2 was from receiving vessel. Vessel provide one head line for this mooring arrangement.	Y	N	NS	[NA]
9.7	Are mooring lines secured to bitts and turned up correctly?	Y	N	NS	[NA]

Mooring equipment

9.14	If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests carried out and results recorded. Other Inspector Comments: 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?	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: 3rd Officer designated to handle this operation.	[Y]	N	NS	NA
10.8	If applicable, is the emergency radio battery log up to date? Other Inspector Comments: Emergency battery capacity load test performance graph posted on bridge was dated 19 November 2015.	[Y]	N	NS	NA

Communications equipment

10.13	Are Lists of Radio Signals the latest edition and corrected up to date? Other Inspector Comments: Digital edition was used.	[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: UMS operation was recorded in engine logbook.	[Y]	N	NS	NA
11.4	If the machinery space is being operated manned, are there sufficient engineers on board?	Y	N	NS	[NA]
11.10	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: LO analysis for main and auxiliary engines, stern tube and steering gear was every 3 months and all others every 6 months. There was record for LO analysis report with "Action" given by changing the oil completely or some others correction actions. FO test was by VPQ on each bunkering.	[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: Witness of testing on low sulphur gas oil report was issued by previous classification "DNV " in April 2012.	[Y]	N	NS	NA

Planned Maintenance

11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Latest type approved certificate for computerised PMS programme "AMOS" was issued on 05 April 2015 and valid for 5 years.	[Y]	N	NS	NA

Safety Management

11.19	Do records indicate the regular testing of emergency equipment? Other Inspector Comments: Weekly test items were bilge high level alarm, engineer's call alarm, emergency air compressor, emergency generator running test, oily water separator, emergency battery and emergency lights. Quarterly test items were quick closing valves, ventilation stops, main engine oil mist, emergency generator on load test.	[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 was no obvious major oil stained in insulation material.	[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 switchboard was located in air condition engine control room.	[Y]	N	NS	NA
11.34	Are records maintained for the regular inspection and testing of lifting devices? Other Inspector Comments: Photograph showed company provided one Load Cell to ship for load testing of portable chain blocks in June 2015. Reported this was annually as there were 3 Load Cells in office rotating around fleets.	[Y]	N	NS	NA
11.39	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Weekly test was dated 26 December 2015.	[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: Visible sea valves and pipelines were generally well painted.	[Y]	N	NS	NA

Machinery status

11.45	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?	Y	N	NS	[NA]

Steering Compartment

11.48	Has the emergency steering gear been tested within the past three months and are the results recorded? Other Inspector Comments: Emergency steering last test record was dated 23 December 2015.	[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: Main deck, Superstructure and engine room were recently painted with fresh coat of pain
Forward part of main deck starting with localised spot rust. Superstructure. upper in E and D deck window welding seams were rusted. Structure underneath bridge wing with surface rust.

Accommodation and galley maintained in hygienic manner.

Additional Comments

12.99 Additional comments

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

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

Operator's Initial General Comments

Operator's Subsequent General Comments

Entered by: Capt. Muneesh Saxena [ops@goodwoodship.com]
Date: 20 Jan 2016 07:44:38