Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	QJNC-9968-2043-6257
Report Template	VIQ7 - Petroleum Remote (4401)
Vessel Name	DHT MUSTANG
IMO Number	9823003
Date of Inspection	19 Jul 2021
Port of Inspection	MUARA, HENGYI TERMINAL - BRUNEI
Inspecting Company	IDEMITSU TANKER CO. LTD.
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 MUSTANG
1.2	Vessel IMO Number:	9823003
1.3	Date the inspection was completed:	19 Jul 2021
	Other Inspector Comments: Remote SIRE Inspection conducted over a duration from 16/July/2021 to 19/July/2021.	
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	MUARA, HENGYI TERMINAL - BRUNEI
1.6	Flag:	Hong Kong
1.7	Deadweight: (metric tonnes)	317975.00
	Other Inspector Comments: Vessel had multiple load line(total 2 nos.) certificates. Load line certificate corresponding to deadweight 299989 MT was active.	
1.8	Date the vessel was delivered:	08 Oct 2018
1.9	Name of the OCIMF inspecting company:	IDEMITSU TANKER CO. LTD.
1.10	Date and time the inspector boarded the vessel	16 Jul 2021. 10:25 (UTC +08:00)
	Other Inspector Comments: Voice call was placed for the Remote SIRE on 16/July/2021 at 1025 hours. The inspection timings were recorded in the ship's local time (UTC+08:00). The local time zone of the Inspector was UTC + 08:00.	
1.11	Date and time the inspector departed the vessel	19 Jul 2021. 18:50 (UTC +08:00)
	Other Inspector Comments: The closing meeting and inspection was concluded at 1850 hours (UTC+08:00) ship's local time on 19/July/2021.	
1.12	Time taken for inspection.	15.50
	Other Inspector Comments: Remote SIRE Inspection conducted over a duration from 16/July/2021 to 19/July/2021. Time taken for the opening meeting, audio interview, and closing meeting was 03 hours 50 Minutes. Time taken for remote review of the certificates repository and inspection documents repository was approximately 12 hours on the average.	
1.13	Name of the inspector:	For inspecting company only

1.14	Is an up to date OCIMF Harmonised Vessel Particulars Questionnaire (HVPQ) maintained and is it readily available?	Yes
1.15	Vessel's operation at the time of the inspection:	Discharging
1.16	Product(s) being handled:	Crude oil
1.17	Vessel type:	Crude/Product Tanker
1.18	Hull type:	Double hull
1.19	Name of the vessel's operator:	GOODWOOD SHIP MANAGEMENT PTE LTD.
1.20	Date the current operator assumed responsibility for the vessel:	08 Oct 2018
1.21	Date of the last port State control inspection: Other Inspector Comments: **Vessel Operator Entered Information** Nil Observations	05 Feb 2021
1.22	Port of the last Port State Control inspection:	West Coast Lightering Area, California - USA
1.23	Name of Classification society:	American Bureau of Shipping
1.24	Date of expiry of the Class Certificate:	07 Oct 2023
1.25	Date of departure from the last class-credited drydock/repair period or in water survey Other Inspector Comments: In Water Survey.	23 Apr 2021
1.26	Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete: Other Inspector Comments: Class survey status was dated 11/July/2021.	Yes

Additional Comments

1.99 Additional Comments

Remote SIRE inspection was carried out whist vessel was involved in discharging operation at Muara, Brunei Darussalam whilst vessel was safely moored at Muara SPM.

Required information was obtained from the Certificates Repository and Inspection Documents Repository. Some additional data/photos were submitted in the Documents Repository upon inspector's request. Opening meeting was conducted with the Master, Chief Officer, Chief Engineer and Second Engineer. Due consideration was made to rest hours and the inspection did not intervene with the safe operation of the vessel. List of persons to be interviewed was agreed with the Master in advance.

There was no representative from vessel operator on board or on audio call at the time of interview.

Following persons were interviewed:
1. Master
2. Chief Officer
3. Second Officer
4. Third Officer
5. Chief Engineer
6. Second Engineer
7. Fourth Engineer
8. Electrical Engineer
9. Bosun
10. Pumpman
11. Oiler
12. Cook

Final discussion of findings was completed with the Master and Chief Engineer. The observation sheet in Inspection company's format was e-mailed to the vessel Master for acknowledgement.

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? Other Inspector Comments: Crude oil/product carrier.	4 Crude oil/product carrier
2.2	Is the vessel's P and I Club a member of the International Group? Other Inspector Comments: **Vessel Operator Entered Information** Assuranceforeningen Skuld	Yes

Crew details on 29 May 2021

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	United Kingdom	Yes	Oil	Advanced	Yes	0.6	4.8	9.1	9.2	0.0	1.27	Good
Chief Officer	Indian	Chief Mate II/2	India	Yes	Oil	Advanced	Yes	2.0	3.3	7.8	7.8	0.0	3.80	Good
2nd Officer	Indian	Chief Mate II/2	Singapore	Yes	Oil	Advanced	Yes	9.3	4.5	6.5	6.5	6.5	3.80	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Yes	Oil	Advanced	Yes	3.2	2.2	2.2	2.2	2.2	3.70	Good
4th Officer	Indian	OOW (Deck) II/1	India	Yes	Oil	Advanced	Yes	3.8	0.4	0.4	0.4	0.4	3.70	Good

Engineer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Indian	Chief Eng III/2	India	Yes	Oil	Advanced	N/A	5.3	3.8	8.8	8.8	0.0	3.80	Good
2nd Engineer	Indian	Second Eng III/2	India	Yes	Oil	Advanced	N/A	11.5	2.4	5.1	5.1	0.0	1.27	Good
3rd Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	1.3	1.9	3.8	3.8	3.8	3.70	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	3.3	1.8	1.8	1.8	1.8	3.70	Good
ETO	Indian	Electro Technical Officer III/6	India	Yes	Oil	Basic	N/A	3.8	24.3	15.3	15.3	0.0	3.70	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and Documentation

Certification

2.1

Safety Management and the Operators Procedures Manuals

2.3

Anti Pollution

2.10, 2.11, 2.12, 2.14

Structure

2.15

Chapter 3: Crew Management

Crew Management

3.4

Crew Qualifications

3.5

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.1, 4.2, 4.3, 4.4

Navigation Equipment

4.7, 4.8, 4.9, 4.10, 4.15, 4.16, 4.17, 4.18

Communications

4.21, 4.22, 4.26, 4.27

Chapter 5: Safety Management

Safety Management

5.1, 5.2, 5.4, 5.5, 5.6, 5.8, 5.9, 5.10, 5.11

Chapter 6: Pollution Prevention

Ballast Water Management

6.21, 6.22

Chapter 7: Maritime Security

Policies and Procedures

7.1, 7.2, 7.3, 7.4, 7.6, 7.7, 7.8, 7.11, 7.12, 7.13

Cyber Security

7.14, 7.15, 7.17

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1, 8.2, 8.3

Stability and Cargo Loading Limitations

8.5, 8.6

Cargo Operations and Related Safety Management

8.7, 8.8, 8.11, 8.13

Ullaging, Sampling and Closed Operations

8.16, 8.17, 8.18

Venting Arrangements

8.20, 8.21

Inert Gas System

8.22, 8.23, 8.30

Crude Oil Washing

8.33, 8.34, 8.35, 8.36

Manifold Arrangements

8.41, 8.42, 8.43

Pump Rooms

8.45, 8.47, 8.48

Cargo Lifting Equipment

8.50

Ship to Ship Transfer Operations

8.51, 8.53, 8.54

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.1, 9.2, 9.3, 9.4, 9.5, 9.6

Mooring procedures

9.12, 9.13

Mooring equipment

9.14, 9.15, 9.17, 9.18, 9.19

Anchoring equipment

9.20, 9.21, 9.22, 9.23, 9.24

Single Point Moorings

9.25, 9.26

Emergency Towing Arrangements

9.28, 9.29

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

10.1, 10.3, 10.4, 10.5, 10.6, 10.9, 10.10

Safety Management

10.16

Fire Fighting Equipment

10.18, 10.20, 10.24, 10.25, 10.26, 10.27, 10.28, 10.31

Machinery Status

10.32, 10.33, 10.34, 10.35, 10.37, 10.38

Steering Compartment

10.39, 10.40, 10.41, 10.42, 10.43

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.7, 11.8

Electrical Equipment

11.9, 11.10

Accomodation Areas

11.14, 11.16, 11.17

Section 3

Chapter 2: Certification and Documentation

Safety Management and the Operators Procedures Manuals

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

Other Inspector Comments: **Vessel Operator Entered Information**
Vessel is visited on 6 monthly basis.
Last visit technical was on 22 April 2021 by Technical superintendent.
Last visit from marine department on 21-Aug-2020 by Marine superintendent
Last Internal Audit by Marine Superintendent (Remote) - 15-March-2021

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: Operator's Safety Management System Internal audit was annual. Last ISM internal audit was carried out on 15/March/2021, resulted 3 observations. Audit findings were closed out.

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's review was dated 14/April/2021. Operator responded to master's review.

Survey and Repair History

2.7	Is the vessel free of conditions of class or significant recommendations, memoranda or notations? Other Inspector Comments: Vessel was free of any condition of Class, recommendations, memoranda, or notations as per Class survey status dated 11/July/2021.	[Y]	N	NS	NA
2.8	Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)?	Y	N	NS	[NA]
2.9	Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained? Other Inspector Comments: Ballast tanks and void tanks inspection were at 6 monthly as per Operator's SMS. Ballast tanks were last inspected on 21/June/2021 whilst the void tanks were inspected on 17/March/2021. Ballast and void tanks conditions were reported good. Cargo tanks inspection were at 24-36 months interval as per Operator's SMS, last carried out on 03-08/ October/2018 during taking over of the vessel.	[Y]	N	NS	NA

Anti Pollution

2.13	Is the vessel provided with an approved Ballast Water and Sediments Management Plan, are records maintained of all ballast water exchanges or treatment operations and are the officers aware of BWM requirements? Other Inspector Comments: Vessel was fitted with Ballast Water Treatment plant,certified for D -1 and D-2 standard.	[Y]	N	NS	NA

Structure

2.16	If any cargo / ballast tanks, void or hold spaces were sighted from the deck, were they in good order, free from oil contamination and could the vessel easily check or sample segregated ballast prior to deballasting? Other Inspector Comments: None of the ballast tanks could be inspected visually as the inspection was remote. Tank conditions were reported and appeared to be good as per the tank inspection reports for ballast tank #3(starboard), #4(port) and #4(starboard).	[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? Y N NS NA

Other Inspector Comments: Safe Manning Certificate required following:

Deck Class 1 Master(1)/Deck Class 2(1)/Deck Class 3(2)/Engineer Class 1(1)/Engineer Class 2(1) /Engineer Class 3(1)/ Able Seafarer Deck(2)/Navigation watch ratings(3)/Able Seafarer Engine (1)/Engine room watch rating(1).

Vessel's actual manning level noted meeting the minimum requirement at the time of inspection. Actual manning was as follows:

Deck Class 1 Master(1)/Deck Class 2(1)/Deck Class 3(3)/Engineer Class 1(1)/Engineer Class 2(1) /Engineer Class 3(3)/ Able Seafarer Deck(2)/Navigation watch ratings(3)/Able Seafarer Engine (2)/Engine room watch rating(2). Additionally vessel had Electrician, Fitter, Bosun, Pumpman, deck cadet, Cook and Stewards.

Total crew on board 27.

All crew on board were from India.

3.2 Are the STCW and flag Administration's regulations that control hours of work to minimise fatigue being followed and are all personnel maintaining hours of rest records in compliance with MLC or STCW requirements? Y N NS NA

Other Inspector Comments: Record of work/rest hours was maintained in computerised program- PAL. It recorded rest hours in 24 hours, in any 24 hours and in any 7 days. Drills and trainings were recorded as working time.

3.3 Are all personnel able to communicate effectively in a common language? Y N NS NA

Other Inspector Comments: **Vessel Operator Entered Information**
English

Crew Qualifications

3.6 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? Y N NS NA

Other Inspector Comments: All officers held advanced oil tanker training certification from training institute.

3.7 If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS) have the Master and deck officers undertaken both, generic training and type-specific familiarisation on the system fitted onboard? Y N NS NA

Other Inspector Comments: All deck officers had attended generic ECDIS training complying with IMO model course 1.27 and shore based ship specific ECDIS training.

Drug and Alcohol Policy

3.8 Does the operator have measures in place to prevent Drug and Alcohol abuse in accordance with OCIMF guidance? Y N NS NA

Other Inspector Comments: On board alcohol tests were carried out by Master on quarterly basis as initiated by the operator; record uploaded for the test conducted on 12/April/2021.

Unannounced shore based drug and alcohol tests were annually, last conducted on 18/November/2020.

Additional Comments

3.99 Additional Comments

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.5 Are the deck officers' familiar with the operators Under Keel Clearance policy, able to demonstrate satisfactory UKC calculations for the last voyage and is the policy comprehensive? [Y] N NS NA

Other Inspector Comments: Operator's minimum UKC policy (taking considerations of the squat effect) was as follows:

a. Open Sea / Ocean passages (where the STATIC UKC exceeds 50% of the vessel's current maximum static draft)- UKC calculation not required.

b. Shallow Waters / Coastal Passages / Confined Waters- 10% of Vessels current Maximum Static Draft.

c. In Fairways, River, Channels, Canals, Port Approaches generally within the jurisdiction or direction of a port authority or within port limits-
Whilst underway: 1.5% of the moulded breadth of the vessel, but not less than 0.60 meters whichever greater.

Whilst alongside a berth or at SBM/CBM mooring in sheltered locations:
1.5% of the moulded breadth of the vessel, but not less than 0.30 meters whichever greater.

At offshore exposed locations when berthed or moored at SBM/CBM:10% of the vessels draft, but not less than 0.60 meters, whichever greater.

d. Straits of Malacca and Singapore:
Deep draught vessels (draught of 15 meters or more) and VLCCs- 3.5 meters. While on the seaward of Horsburgh Lighthouse (i.e., when crossing the plateau at Eastern Bank)- 4.0 meters.

CATZOCS were taken into consideration of UKC calculations.

4.6 Has the Bridge been adequately manned at all stages of the voyage and at anchor and were lookout arrangements adequate? [Y] N NS NA

Other Inspector Comments: Bridge manning requirement for different watch levels, and condition under which different watch levels were available. Persons manning bridge were recorded in deck logbook.

Navigation Equipment

4.11	Are the Deck Officers familiar with procedures to retain the VDR data in the event of an incident? Other Inspector Comments: At the time of inspection, Second officer was able to explain the procedures of retaining the VDR data.	Y	N	NS	NA
4.12	Is there an effective Chart and Publication (Paper and Electronic) Management System in place and are the deck officer's familiar with the process including the effective management of T and P notices? Other Inspector Comments: Vessel was fitted with two ECDIS units and ECDIS was the sole means of navigation. The vessel had contract with shore based company for supply of ENC charts, publications, and updates. ENCs and eNPs were last updated till latest NTM.	Y	N	NS	NA
4.13	Are deck officers aware of the requirements for managing Navtex and Navarea Warnings and is there evidence of an effective system in place to monitor these warnings? Other Inspector Comments: At the time of inspection Second officer and Third Officer was able to explain the requirement of managing the NAVTEX and NAVAREA warnings.	Y	N	NS	NA
4.14	Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board? Other Inspector Comments: Vessel was fitted with two ECDIS units and ECDIS was the sole means of navigation.	Y	N	NS	NA
4.19	Is the master and deck officers aware of the requirements for the echo sounder and is there evidence that it has been in use as appropriate during the voyage? Other Inspector Comments: Navigating officers were found aware of company requirement of switching on the echo sounder, the depth alarm setting of the echo sounder.	Y	N	NS	NA
4.20	Was a comprehensive berth to berth passage plan available for the previous voyage and were the deck officers aware of position fixing requirements including the use of parallel indexing both at sea and during pilotage? Other Inspector Comments: Passage plan was from berth to berth, included necessary information such as parallel index, UKC, watch levels, nature, and method of position fixing.	Y	N	NS	NA

Communications

4.23 Are the officers aware of the periodical test requirements for GMDSS equipment and is the radio logbook correctly maintained with entries of such tests? [Y] N NS NA

Other Inspector Comments: Picture/evidence of GMDSS equipment last weekly tests and log book entry were submitted in the document repository upon request of the inspector, found in order.

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

Other Inspector Comments: GMDSS Shore base maintenance program was valid till 01/September/2023.

4.25 Is the satellite EPIRB fitted, armed, labelled correctly and inspected in accordance with the manufacturer's requirements? [Y] N NS NA

Other Inspector Comments: Copy of the EPIRB annual test certificate was submitted upon request of the inspector, last annual test was dated 21/August/2020.

Additional Comments

4.99 Additional Comments

Chapter 5: Safety Management

Safety Management

5.3 Is the appointed Safety Officer suitably trained, aware of his responsibilities and is there evidence to show that the safety officer has been effectively performing duties associated with this role? Y N NS NA

Other Inspector Comments: **Vessel Operator Entered Information**
Chief Engineer is designated as the safety officer

Chief Engineer had attended internal safety officer's training which included risk assessment and incident investigation training.

5.7 Are crew members participating in safety meetings and is there evidence of effective discussions on safety related issues with shore management feedback? Y N NS NA

Other Inspector Comments: Safety meetings were held monthly attended by all crew except the duty personnel. Minutes of meeting were sent to the operators who responded to suggestions made by the vessel.

Drills, Training and Familiarisation

5.13 Are the crew familiar with their duties in the event of an emergency and are emergency drills being carried out as required? Y N NS NA

Other Inspector Comments: Drills were as per company's drill plan. Ratings were able to explain their duties in case of abandon ship and fire.

5.14 Are the crew familiar with their duties during lifeboat and fire drills and are drills being performed effectively and on a frequency meeting SOLAS and flag state requirements? Y N NS NA

Other Inspector Comments: Drills were carried out as per the yearly drill planner; frequency was as per SOLAS and flag state requirements.

5.15 Is there evidence of regular training in the use of life-saving equipment undertaken and are crew familiar with those requirements and the location / contents of the training manuals? Y N NS NA

Other Inspector Comments: As per the interview with officers and crew, regular training on the lifesaving appliances were carried out on board.

Enclosed Space and Pump Room Entry Procedures:

5.17 Are the crew aware of safe entry procedures into the pump room, compressor rooms and trunk spaces as applicable and are safe entry procedures being followed? Y N NS NA

Other Inspector Comments: Formal entry procedure was established on board and followed for pump room entry. Deck officers, Pumpman and Bosun was able to explain the the safe entry procedure for pump room.

Reportedly, pump room was fitted with a dead man alarm; setting was 15 minutes with reset button on the top and bottom platform of the pump room.

5.19 Are the officers aware of the correct settings of pump room fire and flooding dampers and are the dampers clearly marked and in good order? Y N NS NA

Other Inspector Comments: Pump man was found to be aware of the correct settings of fire and flooding dampers.

Monitoring Non-Cargo Spaces:

5.21 Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas with an operable fixed and / or portable measuring equipment? Y N NS NA

Other Inspector Comments: Spaces adjacent to the cargo tanks were monitored by fixed gas measuring instrument.

Gas Analysing Equipment

5.23 Does the vessel have appropriate duplicate portable gas detection equipment suitable for the cargoes carried, are the officers' familiar with the operation, calibration and is the equipment being maintained in accordance with manufacturers and industry recommendations? Y N NS NA

Other Inspector Comments: On board calibration by ship's staff was monthly and prior use.

Hot Work Procedures

5.24 Are officers aware of the requirements for hot work and are hot work procedures in accordance with the recommendations of ISGOTT and OCIMF guidelines? [Y] N NS NA

Other Inspector Comments: Hot work procedures guidelines in accordance with ISGOTT. Company's permission required for any hot work outside workshop.

5.26 Is gas welding and burning equipment in good order and spare oxygen and acetylene cylinders stored apart in a well-ventilated location outside of the accommodation and engine room? [Y] N NS NA

Other Inspector Comments: Welding and gas cutting equipment was kept separated as per the photos uploaded; those were kept under lock and reportedly, key were kept under custody of chief engineer.

Life Saving Equipment

5.29 Are lifeboats, including their equipment and launching mechanisms, in good order and have they been launched and manoeuvred in the water in accordance with SOLAS requirements? [Y] N NS NA

Other Inspector Comments: Vessel was provided with two totally enclosed lifeboats. Lifeboats were last water borne on 28/May/2021.

5.30 Is the rescue boat, including its equipment and launching arrangement, in good order and officers' familiar with the launch procedures? [Y] N NS NA

Other Inspector Comments: Vessel fitted with 2 enclosed lifeboats. Reportedly, port side lifeboat was the designated rescue boat.

Fire Fighting Equipment

5.36 Are records available to show that samples of foam compound have been tested at regular intervals? [Y] N NS NA

Other Inspector Comments: Vessel was provided with Protein based 3% low expansion foam compound for the cargo deck area. Foam samples were analysed annually. Last analysis was dated 21/August/2020, analysis report was within the specifications.

5.39 Are officers aware of the requirements for testing fixed fire detection and alarm systems and are the systems in good order and tested regularly? [Y] N NS NA

Other Inspector Comments: Records of testing fire detectors was done weekly, and cycle was completed in 3 months. As per the interview with Chief Engineer, the job was delegated to Electrician. Electrician was able to explain the test procedure.

Additional Comments

5.99 Additional Comments

Chapter 6: Pollution Prevention

Cargo Operations and Deck Area Pollution Prevention

6.4 Are Annex 1 and 2 overboard valves and cargo system sea valves suitably secured, thoroughly checked closed prior to commencement of cargo transfer and where provided, sea valve-testing arrangements in order and regularly monitored for leakage? [Y] N NS NA

Other Inspector Comments: Integrity of the cargo sea chest was tested by the Chief Officer on monthly basis, last done done on 28/June/2021. Testing procedure and test records were posted at location. Anti pollution warning notice was posted and valve was sealed.

6.5 If ballast lines pass through cargo and/or Bunker tanks are they tested regularly, and the results recorded? Y N NS [NA]

6.10 Are the arrangements for the disposal of oily water in the forecastle and other internal spaces adequate and are officers aware of these requirements? [Y] N NS NA

Other Inspector Comments: Forecastle bilge alarms were tested as requested by the inspector; appeared satisfactory as per the pictures.

Pump Rooms and Oil Discharge Monitors

6.11 Are pump room / trunk space bilge high level alarms fitted, regularly tested and the results recorded? [Y] N NS NA

Other Inspector Comments: Pump room bilge alarms were tested monthly and prior each operation.
Pump room bilges were appeared dry, bilge alarms were satisfactory as per the pictures uploaded.

6.13 If an ODME is fitted, is it in good order, well maintained and any operational downtime recorded in the ORB? [Y] N NS NA

Other Inspector Comments: Records of monthly tests maintained, last tested 06/July/2021. No evidence that ODME was not operational.
Shore calibration was annually, last done on 21/August/2020.

Engine and Steering Compartments

6.14	Are the engine room bilge oily water pumping and disposal arrangements in good order? Other Inspector Comments: Warning signs posted, valves were sealed, seals observed intact.	[Y]	N	NS	NA
6.15	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: Warning signs posted, valves were sealed, seals observed intact.	[Y]	N	NS	NA
6.17	Is the oily water separator in good order, free from unauthorised modifications and are the engineers well familiar with its operation and data recovery procedure where applicable? Other Inspector Comments: OWS Maximum throughput capacity 5 m3/hour.	[Y]	N	NS	NA
6.19	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: The OWS was fitted with auto stopping device - three way valve, complying regulation 14.7.	Y	N	NS	[NA]
6.20	Is the vessel correctly segregating garbage and able to store garbage in a safe hygienic manner onboard and is the garbage being handled in accordance with the vessel's garbage management plan and is garbage record book being correctly maintained. Other Inspector Comments: Garbage Management Plan, Garbage record book entries were in order; garbage area was identified, notices and warnings posted.	[Y]	N	NS	NA

Additional Comments

6.99	Additional Comments				

Chapter 7: Maritime Security

Policies and Procedures

7.5 Has the ship's security officer been trained to undertake this role and do they understand their responsibilities? Y N NS NA

Other Inspector Comments: Master was designated as ship security officer(SSO).

7.9 Does the vessel have a voyage/transit security risk assessment? Y N NS NA

Other Inspector Comments: Transit security risk assessment was available for the passage where increased state of vigilance was required.

7.10 Does the vessel have procedures for vessel hardening? Y N NS NA

Other Inspector Comments: Hardening equipment and procedure was available on board.

Cyber Security

7.16 Does the company have a policy or guidance on the use of personal devices onboard? Y N NS NA

Other Inspector Comments: **Vessel Operator Entered Information**
All USD port are locked via Software and additionally by Physical Locking arrangements to prevent unauthorized access.

Additional Comments

7.99 Additional Comments

Chapter 8: Cargo and Ballast Systems - Petroleum

Stability and Cargo Loading Limitations

8.4 If a loading computer or programme is in use, is it class approved, regularly tested and are officers aware of the test requirements including damage stability? [Y] N NS NA

Other Inspector Comments: Operational accuracy checks of loading computer were carried out quarterly.

Cargo Operations and Related Safety Management

8.9 Are officers aware of the column/cofferdam purging routines where deep well pumps are fitted and is the pump leakage within tolerable limits? Y N NS [NA]

Other Inspector Comments: No deep well pumps were fitted.

8.10 Are the officers and ratings aware of the location of the cargo pump emergency stops, is the emergency cargo pump shutdown system in good order and is there recorded evidence of regular testing? [Y] N NS NA

Other Inspector Comments: Routine test of the cargo pumps emergency stops was available.

8.12 Are the cargo system ullage gauges, vapour locks and UTI tapes in good order and is there recorded evidence of regular testing? [Y] N NS NA

Other Inspector Comments: Vessel was fitted fixed level gauging, additionally provided with UTI gauges. Records of fixed level gauges comparison with UTI gauges were available.
UTI gauges were serviced and calibrated ashore annually.

8.14 Are the cargo tank high level and overfill alarms in good order and is there recorded evidence of regular testing? [Y] N NS NA

Other Inspector Comments: Routine test records maintained.

8.15 Where fitted, is the condition of the cargo tank heating system satisfactory, is it regularly tested and is any observation tank free of oil? [Y] N NS NA

Other Inspector Comments: **Vessel Operator Entered Information**
Heating coils fitted only for Slop Tanks

Venting Arrangements

8.19 Are the officers aware of the primary and secondary cargo tank venting systems and are the systems functioning correctly? [Y] N NS NA

Other Inspector Comments: Cargo tanks were equipped with individual P/V valves and pressure & vacuum sensors. Alarms were observed set to operate at the correct values.
Chief officer and deck officers were able to explain the primary and secondary venting system.

Inert Gas System

8.24	Are the deck officers aware of required actions in the event of the inert gas failure and are all cargo tanks maintained under positive pressure throughout? Other Inspector Comments: Second and Third officer were found to be aware of the actions required in case of inert gas failure.	[Y]	N	NS	NA
8.25	Is the inert gas system including instrumentation, alarms, trips and pressure and oxygen recorders, in good order? Other Inspector Comments: Tested quarterly, last tested on 22/June/2021.	[Y]	N	NS	NA
8.26	Was the fixed oxygen analyser calibrated immediately prior to use of the inert gas system and do local and remote oxygen and pressure recorders, where fitted, agree? Other Inspector Comments: Records were available for the Oxygen analysers calibration prior to each starting.	[Y]	N	NS	NA
8.27	Is the liquid level in the deck seal at the correct level, clearly visible and are officers aware of requirements to periodically check the level? Other Inspector Comments: Wet type deck seal fitted.	[Y]	N	NS	NA
8.28	Does the P/V breaker appear to be in good order? Other Inspector Comments: Liquid level was clearly visible basis photographic evidence provided.	[Y]	N	NS	NA
8.29	If the vessel is provided with a nitrogen generator / bottle manifold system, are the officers and crew aware of the specific hazards associated with nitrogen gas? Other Inspector Comments: Vessel wasn't fitted with Nitrogen generator/bottle manifold system.	Y	N	NS	[NA]
8.31	Are the officers' familiar with the dangers associated with over pressurisation of the cargo tanks and are procedures implemented to avoid over pressure due to purging, blowing and pigging with nitrogen?	Y	N	NS	[NA]

Crude Oil Washing

8.32 Is the Crude Oil Washing system approved and are officers aware of the requirements within the COW Manual? [Y] N NS NA

Other Inspector Comments: Vessel was fitted with an approved Crude Oil Washing System (COW); Class approved COW manual provided.

Pump Rooms

8.44 On vessels with pump rooms and trunk spaces, are they free of evidence of significant leaks from machinery, pipework, valve glands and instrumentation and bilges clean? [Y] N NS NA

Other Inspector Comments: Pump room bilge alarms were tested monthly and prior each operation.
Pump room bilge were appeared dry, bilge alarms were satisfactory as per the pictures uploaded.

8.46 Is the pump room gas monitoring system in good order, regularly checked and are officers aware of the alarm settings? [Y] N NS NA

Other Inspector Comments: Chief Officer and deck officers were found to be aware of the alarm settings.

Cargo Hoses

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

Other Inspector Comments: Vessel was not provided with cargo hoses.

Ship to Ship Transfer Operations

8.52 Does the POAC have the necessary qualifications and experience and are officers aware of these requirements? Y N NS [NA]

8.55 If a ship-to-ship transfer was in progress during the inspection, was it conducted in accordance with the recommendations of the OCIMF/ICS STS Transfer Guide? Y N NS [NA]

Additional Comments

8.199 Additional Comments

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.7 Is there a policy in place for the testing of winch brakes and are the results recorded? [Y] N NS NA

Other Inspector Comments: Operator's policy for testing of winch brakes was annual; last brake rendering test was carried out on 02/April/2021.

Mooring procedures

9.8 Are moorings satisfactorily deployed and tended? Y N NS [NA]

Other Inspector Comments: Vessel was at SPM, mooring lines were not deployed.

9.9 Are mooring lines secured to bitts and turned up correctly? Y N NS [NA]

9.10 Are all powered mooring lines correctly reeled on drums, secured on brakes and winches out of gear. Y N NS [NA]

9.11 On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum? Y N NS [NA]

Mooring equipment

9.16 If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests been carried out and the results recorded. Y N NS [NA]

Other Inspector Comments: Reportedly, mooring winches were hydraulically powered.

Single Point Moorings

9.27	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: Engine and Steering Compartments

Policies, Procedures and Documentation

10.2 If the machinery space is certified for unmanned operation is it being safely operated in that mode without regular alarms occurring under normal conditions? [Y] N NS NA

Other Inspector Comments: Vessel's machinery space was certified for UMS operation and reportedly, was operating in UMS mode except for operational (e.g. cargo operations, manoeuvring) reasons.

10.7 Does the operator subscribe to a fuel, lube and hydraulic oil testing programme on a frequency in accordance with the manufacturers recommendations and are there procedures to act on these results? [Y] N NS NA

Other Inspector Comments: Bunker, Lubricating oil (LO), Hydraulic oil (HO) analysis was under oil testing program with shore laboratory.

Bunker samples were sent for analysis after every bunkering. Last bunker sample analysis was dated 23/April/2021.

Lube oil analysis were quarterly; samples for ME, diesel generators and stern tube were last analysed ashore on 03/May/2021.

Hydraulic oil analysis were six monthly; steering gear, mooring winches, deck cranes, cargo and ballast pumps, hydraulic valve control system were last analysed ashore on 28/February/2021.

Last fuel, LO and HO analysis were within the specification.

10.8 Are the vessels staff engaged in bunkering operations well aware of safe transfer requirements and are detailed bunker transfer instructions available? [Y] N NS NA

Other Inspector Comments: Bunker planning, ship / shore safety check lists, MSDS and duties and responsibilities of staff during bunkering operations sighted.
Maximum allowable loading 90% as per operator's policy.

10.11 If the vessel is fitted with a class approved Exhaust Gas Cleaning System are the officers well familiar with the system and safety requirements and are these documented? [Y] N NS NA

Other Inspector Comments: **Vessel Operator Entered Information**
Open Loop Scrubber

Planned Maintenance

10.12 Are the officers' familiar with the planned maintenance system and is the system being followed and maintained up to date?

Other Inspector Comments: Computerised planned maintenance system - "PAL", type approved by Class. No major or critical items were outstanding in PMS.

Y | N | NS | NA

10.13 Is a Ship specific list of Critical equipment defined and available on board and highlighted in the PMS? Are there measures in place to ensure that defined critical spare parts are available on board?

Inspector Observations: Critical spare parts inventory was maintained in the electronic PMS- "PAL" with alert function when ROB reaching below defined minimum stock level. However, required minimum stock level for the Emergency Generator FO filter was showing 0 though vessel had some stocks (03 nos.) on board.

Initial Operator Comments: Cause: On investigating the issue, it was noted that although the vessel had the required spares onboard, this was not correctly inputted in the online spare inventory.

Corrective action: Correct ROB for the Emergency Generator FO filter was immediately updated to reflect the correct ROB onboard, as soon as the observation was highlighted. The vessel has the minimum ROB of the filter as required by the company. The vessel superintendent briefed the crew on the importance of maintaining a correct and up-to-date ROB. On departure from port of inspection, the vessel carried out a complete inventory check for the critical items and we confirm that vessel is maintaining all the critical spares as per the requirement laid down by the company.

Preventive action: This observation has been circulated to the fleet for staff awareness and compliance.

Y | N | NS | NA

Attachment: CRITICAL SPARE SNAPSHOT.JPG

Safety Management

10.14	Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded? Other Inspector Comments: Tested upon request, additional pictures uploaded in the repository.	Y	N	NS	NA
10.15	Are all areas of the machinery space well illuminated, emergency escape routes clearly marked, unobstructed and are ship's crew familiar with the escape routes? Other Inspector Comments: Engine room was appeared to be brightly lit as per the pictures provided.	Y	N	NS	NA
10.17	Are engineers aware of the operation of the machinery space liquid fuel system remote closing valves, and are the closing devices regularly tested and in good order? Other Inspector Comments: Tested quarterly, last tested on 16/April/2021. Permit to work on the critical equipment and associated risk assessment was available.	Y	N	NS	NA

Fire Fighting Equipment

10.19	Are diesel engine fuel delivery pipes adequately jacketed or screened, exhaust lines and hot surfaces protected from spray and surrounding areas free from fuel or lube oil leakage? Other Inspector Comments: Fuel oil leak alarms of the diesel generator #1 was tested satisfactorily by the ship's staff upon request of the inspector, verified from photos of the Engine Control Room alarm monitor.	[Y]	N	NS	NA
10.21	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: Routine testing of main engine crank case oil mist detector was part of PMS and records were available.	[Y]	N	NS	NA
10.22	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted? Other Inspector Comments: Vessel was not fitted with hydraulic aggregate pumps in the engine room.	Y	N	NS	[NA]
10.23	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray? Other Inspector Comments: Reportedly, the main switchboard was located within engine control room.	[Y]	N	NS	NA
10.29	Are machinery spaces and steering compartments clean and free from obvious leaks and is the overall standard of housekeeping and fabric maintenance satisfactory? Other Inspector Comments: A set of photos of various machineries and spaces within the engine room and steering gear room were submitted in the document repository upon request of the inspector. General house keeping in the engine room and steering gear room appeared to be satisfactory basis photos provided.	[Y]	N	NS	NA
10.30	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Tested during inspection upon request of the inspector, verified from the photo of the Engine Control Room alarm monitor taken at the time of the inspection.	[Y]	N	NS	NA

Machinery Status

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

Steering Compartment

10.44	Are the officers and crew aware of the safe operating requirements of any watertight doors fitted?	Y	N	NS	NA

Additional Comments

10.99	Additional Comments

Chapter 11: General Appearance and Condition

Electrical Equipment

11.11 Are light fittings in gas-hazardous areas Ex 'd' rated and in good order? [Y] N NS NA

Other Inspector Comments: Reportedly, all in order as checked by the electrician.

Internal Spaces

11.12 Are forecastle stores free of water, internal spaces and storerooms clean, free from debris and tidy? [Y] N NS NA

Other Inspector Comments: A set of photos were provided in the repository, observed to be in clean and tidy condition.

Accomodation Areas

11.13 Are accommodation, public spaces, sanitary areas, food store handling spaces, refrigerated spaces, galleys and pantries well illuminated, clean, tidy, in a hygienic condition and obstruction free? [Y] N NS NA

Other Inspector Comments: A set of photos were provided in the repository, observed to be in clean and tidy condition.

11.15 If fitted, is the Ship's Hospital clean and tidy and ready for use? [Y] N NS NA

Other Inspector Comments: A set of photos inside hospital were provided in the repository, observed to be in tidy condition.
Hospital alarm was satisfactory as tested and photo obtained from vessel.

Additional Comments

11.99 Additional Comments

Visual appearance of the coating and condition of the main deck, and superstructure was observed to be satisfactory as per the photos provided.

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

Operator's Initial General Comments