Print Date: 01/10/2019 08:26

Ship Name:	WAWASAN RUBY		
LRN:	9477517		
Inspection Type:	Chem.	**Ship Type:**	Chemical
Inspection Date:	08/05/2019	**Inspector:**	LYU - CHINA
Revision Number:	8		
Revision Date:	01-09-2015		

Ship:	WAWASAN RUBY	**Ship IMO:**	9477517	**Report Nr.:**	119845	**Rev.:**	8 (2015)
Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: O: SHIP INSPECTION REPORT - Chemical Tanker

Section: 0: INSPECTION REPORT DATA

Questions	Cat	Answer
* Ship Name:		**WAWASAN RUBY**
* Port of Inspection:		**Shanghai**
* Date of Inspection:		**08-05-2019**
* Inspected by:		
JIANXIN LYU - CHINA		
* Time on-board:		**14:00**
* Time departed:		**22:00**
* A Ship Operators Representative (employee or contractor) is on board to attend the inspection	NS	**Yes**
If Yes:-		
Name of Representative:		
Capt. Jayant S Bhiwandkar		
Representing:		
Goodwood Ship Management PTE LTD		
The contents of this inspection report are based on a visual assessment of the ship and operations as found at the time of the inspection.		
The report is given in good faith, without prejudice and any responsibility is limited to the exercise of reasonable care.		

Ship:	WAWASAN RUBY	**Ship IMO:**	9477517	**Report Nr.:**	119845	**Rev.:**	8 (2015)
Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: A: GENERAL INFORMATION

Section: 1: General Information and Communications

	Questions	Cat	Answer
	The following information to be spot checked and found accurate:		
A.1.1	* Name of Ship:		**WAWASAN RUBY**
A.1.2	* IMO Number:		**9477517**
A.1.3	* Flag:		**PA - PANAMA**
A.1.4	* Port of Registry:		**PANAMA**
A.1.5	* Previous Names:		**N/A**
A.1.6	* Classification Society:		
	Nipon Kaiji Kyokai		
A.1.7	* The Class has remained unchanged for the last two years	NS	**Yes**
	If No:		
A.1.8	Name of previous Class Society:		
A.1.9	Date of change:		
A.1.10	* Name of Owner:		
	TRIO HAPPINESS S.A.		
	* Address of Owner:		**CALLE 51Y AVENIDA FEDERICO BOYD, NO.20 PANAMA-5, PANAMA CITY. REPUBLIC OF PANAMA**
	* Country:		**PA - PANAMA**
	* Telephone No.:		**+65 6500 4040**
	* Fax No.:		**N/A**
	* e-mail:		
	goto@todaship.co.jp		
	* IMO number		**1153256**
A.1.11	* Name of Technical Manager:		
	GOODWOOD SHIP MGMT PTE		
	* Address of Technical Manager:		**20 SCIENCE PARK ROAD #02-34/36 TELETECH PARK SINGAPORE 117674**
	* Country:		**SG - SINGAPORE**
	* Telephone No:		**65 6500 4040**
	* Fax. No:		**65 6500 4050**
	* e-mail:		
	chemops@goodwoodship.com		
	* IMO number		**5377747**
A.1.12	* Name of Commercial Operator:		

	Aurora tankers management Pte. Ltd.		
	* Address of Commercial Operator:		**No.5, Temasek Boulevard, #12-01, suntech tower 5, SINGAPORE**
	* Country:		**SG - SINGAPORE**
	* Telephone No.:		**+65 63362233**
	* Fax. No.:		**+65 63379784**
	* e-mail:		
	chartering@auroratankers.com		
A.1.13	* Date Technical Manager assumed responsibility for the ship:		**10-05-2010**
A.1.14	* Date of delivery:		**23-03-2010**
A.1.15	* There have been no major conversions to the ship	NS	**Yes**
	If No, give details:		
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: **A:** **GENERAL INFORMATION**

Section: **2:** **Operations During Inspection**

	Questions	Cat	Answer
A.2.1	* Terminal:		
	Shanghai LBC terminal		
	Operation(s) being conducted:		
A.2.2	* Loading	NS	**No**
A.2.3	* Discharging	NS	**Yes**
A.2.4	* Tank Cleaning	NS	**No**
A.2.5	* Bunkering	NS	**No**
A.2.6	* Idle	NS	**No**
A.2.7	* Cargo(es) handled: (generic names)		**Solvent Naphtha, Exxol D80, Isopar L**
A.2.8	* Operations in this port other than cargo operations:		**Nil**
	Remarks:		
	As per terminal rules, it was not allowed to test lifeboat engine and high level alarm and overfill alarm.		
	Comments:		
	(none)		

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Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: 1: CERTIFICATION, MANNING, ETC

Section: 1: Ship Certification

	Questions	Cat	Answer
	The following certificates and documentation are on board, are valid and have been sighted:		
1.1.1	IMO Certificate of Fitness:	S	**Yes**
1.1.2	Issuing Authority:		**NKK**
1.1.3	Cargoes presently being handled are listed on the Addendum to COF	S	**Yes**
1.1.4	Certificate of Registry	S	**Yes**
1.1.5	Tonnage Certificate	S	**Yes**
1.1.6	Certificate of Class	S	**Yes**
1.1.7	Cargo Ship Safety Construction Certificate	S	**Yes**
1.1.8	Continuous Machinery Survey	NS	**Yes**
1.1.9	Cargo Ship Safety Equipment Certificate	S	**Yes**
1.1.10	Cargo Ship Safety Radio Certificate	S	**Yes**
1.1.11	Loadline Certificate	S	**Yes**
1.1.12	IOPP Certificate	S	**Yes**
1.1.13	Certificate of Insurance in respect of Civil Liability for Oil Pollution	S	**Yes**
1.1.14	Bunker Civil Liability Certificate	S	**Yes**
1.1.15	Issued by :		
	Panama Maritime Authority		
1.1.16	USCG Certificate of Compliance	NS	**No**
OBS:	*not trade in USA.*		
1.1.17	USCG Certificate of Financial Responsibility (Water Pollution)	NS	**N/A**
1.1.18	P & I Certificate of Entry	R	**Yes**
1.1.19	Name of Club:		**JAPAN P&I**
1.1.20	Minimum Safe Manning Document (or equivalent)	S	**Yes**
1.1.21	A record of lifting appliances (or equivalent as per flag requirements) is completed correctly and up to date	S	**Yes**
1.1.22	Copy of Document of Compliance	S	**Yes**
1.1.23	Issued by:-		**ABS**
1.1.24	Safety Management Certificate	S	**Yes**
1.1.25	Issued by:		**NKK**
1.1.26	ISSC Certificate	S	**Yes**
1.1.27	Continuous Synopsis Record (CSR)	S	**Yes**
1.1.28	IAPP Certificate (IAPPC)	S	**Yes**
1.1.29	IEE Certificate (IEEC)	S	**Yes**
1.1.30	EIAPP Certificates (EIAPPC), including NOx technical files when required	S	**Yes**
1.1.31	Anti-fouling Certificate, or a Statement of Compliance, has been issued	S	**Yes**

1.1.32	ISPP (International Sewage Pollution Prevention) Certificate	S	**Yes**
1.1.33	Maritime Labour Certificate or Interim Maritime Labour Certificate	S	**Yes**
	Last Port State Control Inspection:		
1.1.34	Date:		**19-03-2019**
1.1.35	Port:		**SINGAPORE**
1.1.36	All deficiencies from past Port State Control inspections have been closed out and if No, list the outstanding deficiencies.	NS	**Yes**
1.1.37	The vessel has not been detained as a result of the last Port State inspection, and if No, list reasons for detention.	NS	**Yes**
1.1.38	The on-line HVPQ appears up-to-date and accurately completed	R	**Yes**
1.1.39	Date of HVPQ:		**30-04-2019**
	Remarks:		
	Ship major trading certificate expire on 22.03.2020, last annual survey on 18.04.2019. *Ship was membership of ITOPF.* *Ship had the finacial certificate for "Removal of Wreck".*		
	Comments:		
	(none)		

Chapter: 1: CERTIFICATION, MANNING, ETC

Section: 2: Information

	Questions	Cat	Answer
	The following manuals and documentation are on board, are valid and have been sighted:		
1.2.1	SOLAS Training Manuals (LSA and FSS)	S	**Yes**
1.2.2	LSA and FSS instructions for on board maintenance	S	**Yes**
1.2.3	Loading and stability manuals/data	S	**Yes**
1.2.4	Damage / survival stability data guidelines	S	**Yes**
1.2.5	Data on cargo loading limitations	S	**Yes**
1.2.6	Procedures and Arrangements Manual	S	**Yes**
1.2.7	There is a system in effect to control publications on board	S	**Yes**
1.2.8	The latest edition of the IBC Code and, if applicable, the BCH Code, is available on-board and has been sighted	S	**Yes**
1.2.9	The latest edition of the IAMSAR Vol.3 is available on-board and has been sighted	S	**Yes**
1.2.10	Regulations for the Prevention of Pollution (MARPOL 73/78 Consolidated Edition) with applicable amendments are available on-board and have been sighted	S	**Yes**
1.2.11	SOLAS Convention, with applicable amendments (including LSA Code and FSS Code) are available on-board and have been sighted	S	**Yes**
1.2.12	IMO International Maritime Dangerous Goods Code (IMDG) supplement (or as a separate book) for use in case of accidents involving dangerous goods or exposures is available on-board and has been sighted	S	**Yes**
1.2.13	The latest editions of the following publications are on-board when required:	S	**Yes**
1.2.14	If No, how many items were not satisfactorily recorded?		
1.2.15	The latest editions of the following publications are on-board when required:	R	**Yes**
1.2.16	If No, how many items were not satisfactorily recorded?		
1.2.17	Is there a copy of â Chemical Tankers, A Pocket Safety Guideâ onboard	D	**Yes**
1.2.18	Is there a copy of â CDI Guidelines for Liquid Chemical Hose Managementâ onboard	D	**Yes**
1.2.19	Is there a copy of â CDI Best Practice Recommendation Regarding the use of Nitrogenâ is onboard	D	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: 1: CERTIFICATION, MANNING, ETC

Section: 3: Certification of Personnel

	Questions	Cat	Answer
1.3.1	* Manning complies with or exceeds the level required by the Minimum Safe Manning Document (or equivalent) for the current operational mode of the vessel (UMS or non-UMS)	S	**Yes**
1.3.2	**Total Officers:**		
	- Deck		**4**
	- Engine		**4**
	- Other		**3**
1.3.3	* Nationality of Officers:		**INDIAN, FILIPINO**
1.3.4	**Total Ratings:**		
	- Deck		**6**
	- Engine		**3**
	- Other		**2**
1.3.5	* Nationality of Ratings:		**FILIPINO**
1.3.6	* There is sufficient manning to provide 2 personnel (one officer and one rating) on each Watch at all times, including at sea and during cargo operations	S	**Yes**
1.3.7	* The Master's Certificate of Competency is valid for the rank	S	**Yes**
1.3.8	The Master has attended a shiphandling course	R	**Yes**
1.3.9	The Chief Engineer's Certificate of Competency is valid for the rank	S	**Yes**
1.3.10	The Chief Mate's Certificate of Competency is valid for the rank	S	**Yes**
1.3.11	The Chief Mate has attended a shiphandling course	R	**Yes**
1.3.12	The Second Engineerâ s Certificate of Competency is valid for the rank	S	**Yes**
1.3.13	The Second Mate's Certificate of Competency is valid for the rank	S	**Yes**
1.3.14	The Third Mate's Certificate of Competency is valid for the rank	S	**Yes**
1.3.15	Officers with immediate responsibility for loading, discharging and care in transit or handling of cargo shall have the advanced chemical, gas or petroleum specialized training appropriate to the cargoes being carried.	R	**Yes**
1.3.16	Any other crewmember with immediate responsibility for loading, discharging and care in transit or handling of cargo shall have the advanced chemical, gas or petroleum specialized training appropriate to the cargoes being carried.	D	**Yes**
1.3.17	The required number of GMDSS licensed operators are carried	S	**Yes**
1.3.18	Additional officers possess appropriate certification	S	**No**
OBS:	*The 4/E original COC was engineer on watch, but the panama flag state endorsement stated the capacity was 2/E.*		
COM:	*We have noted the inspector's observation and wish to inform that the vessel flag was contacted who in turn confirmed that the 4th Engineer Panama flag state license which stated second engineer III/1 is correct and in order as per the flag rules.*		
1.3.19	Ratings forming part of a navigational watch possess appropriate certification	S	**Yes**
1.3.20	Ratings forming part of an engine room watch possess appropriate certification	S	**Yes**
1.3.21	* The ship's personnel are able to communicate effectively in the working language of the vessel in the execution of their duties	S	**Yes**
1.3.22	Manuals should be written in the working language of the vessel.	S	**Yes**
1.3.23	* The working language is		**ENGLISH**

1.3.24	Deck Officers have attended Bridge Team Management/Resource Management course	D	**Yes**
1.3.25	The company voluntarily has in place a testing program for officers to monitor continuous development in ship board operating procedures and practices	D	**Yes**
1.3.26	Officers attend refresher courses for statutory training	D	**Yes**
1.3.27	Ratings attend refresher courses for statutory training	D	**Yes**
1.3.28	The training program for Officers and Crew is documented and available onboard	D	**Yes**
1.3.29	Documentary evidence is available onboard to show that the training program has been audited within the past 3 years and subjected to annual internal audits.	D	**Yes**
1.3.30	ECDIS is installed on-board the vessel	NS	**Yes**
1.3.31	If yes, ECDIS is the primary means of navigation	NS	**Yes**
	If Yes:		
1.3.32	There is evidence that the ECDIS and the software is approved by flag administration for use as primary navigation	S	**Yes**
1.3.33	Officers must have attended a generic training on the use of ECDIS, IMO Model course 1.27	S	**Yes**
1.3.34	Officers must have familiarization training for the equipment installed on-board	S	**Yes**
1.3.35	Officers have attended a manufacturer type-specific course or computer based training for the equipment installed on-board	R	**Yes**
	If No:		
1.3.36	The vessel must have paper charts onboard as the primary system of navigation.	S	**N/A**
1.3.37	Officers should have completed an ECDIS course in compliance with IMO guidelines	R	**N/A**
1.3.38	Officers should have manufacturer-specific or equivalent familiarization training for the equipment installed on-board.	R	**N/A**
1.3.39	The charts on the ECS are being updated.	R	**N/A**
1.3.40	Bridge watchkeeping officers are aware that the ECS cannot be used as the primary means for navigation.	R	**N/A**
1.3.41	Has the appointed safety officer received training specific to this role.	R	**Yes**
1.3.42	The SSO has received appropriate training and has a certificate of training	S	**Yes**
1.3.43	**The Crew Matrix**		
1.3.43.1	Deck Officers		

Rank	**Master**	**Chief Off.**	**2nd Off.**	**3rd Off.**	**4th Off.**	**Ext./Junior Off.**
Nationality	Filipino	Indian	Indian	Indian	N/A	N/A
Certificate of Competency	Class 1	Class 2	Class 3	Class 3	N/A	N/A
Issuing Authority	Philippines	India	India	India	N/A	N/A
Administration Acceptance	Yes	Yes	Yes	Yes	N/A	N/A
Tanker Certification	Oil/Chemical	Oil/Chemical	Oil/Chemical	Oil/Chemical	N/A	N/A
Specialised Tanker Training	Advanced	Advanced	Advanced	Advanced	N/A	N/A
Radio Qualification	Yes-GOC	Yes-GOC	Yes-GOC	Yes-GOC	N/A	N/A
Years in service - Operator	3.4	4.1	4.2	0.2	-	-
Years in service - Rank	8.7	0.8	0.7	2.0	-	-
Years in service - Tanker Type	9.2	3.4	2.2	2.0	-	-
Years in service - All Tanker Types	19.2	5.1	2.2	2.0	-	-
Years in service - Watchkeeping Officer	-	3.4	2.2	2.0	-	-
Tour joined	31-03-2019	19-03-2019	18-02-2019	18-04-2019	-	-
English Proficiency	Good	Good	Good	Good	N/A	N/A

1.3.43.2	Engine Officers							
	Rank	**Chief Eng.**	**1st Eng.**	**2nd Eng.**	**3rd Eng.**	**4th Eng.**	**Ext./Junior Off.**	
	Nationality	Indian	N/A	Indian	Indian	Indian	N/A	
	Certificate of Competency	Class 1	N/A	Class 2	Class 3	Class 3	N/A	
	Issuing Authority	India	N/A	United Kingdom	United Kingdom	India	N/A	
	Administration Acceptance	Yes	N/A	Yes	Yes	Yes	N/A	
	Tanker Certification	Oil/Chemical	N/A	Oil/Chemical	Oil/Chemical	Oil/Chemical	N/A	
	Specialised Tanker Training	Advanced	N/A	Advanced	Advanced	Para 2	N/A	
	Radio Qualification	N/A	N/A	N/A	N/A	N/A	N/A	
	Years in service - Operator	0.7	-	1.9	3.5	4.0	-	
	Years in service - Rank	5.0	-	0.7	0.6	5.0	-	
	Years in service - Tanker Type	3.9	-	4.7	0.6	2.8	-	
	Years in service - All Tanker Types	7.1	-	4.7	4.0	5.0	-	
	Years in service - Watchkeeping Officer	-	-	4.7	4.0	5.0	-	
	Tour joined	14-03-2019	-	18-04-2019	14-03-2019	08-04-2019	-	
	English Proficiency	Good	N/A	Good	Good	Good	N/A	
1.3.44	The matrix is a true representation of the personnel onboard.					R	**Yes**	
	Remarks:							
	Ship Minimum Safe Manning Certificate required: *1 master, 1 C/O, 1 deck watch officer, 3 AB, 2 OS, 1 Cook and* *1 C/E, 1 2/E, 1 Engineer watch-keeper, 3 MTM,* *Ship has enough crew to meet above requirement.* *On board training used VOD(Vediotel on Demand). All crew involed.*							
	Comments:							
	(none)							

Chapter: 1: CERTIFICATION, MANNING, ETC

Section: 4: Radio and Communications

	Questions	Cat	Answer
1.4.1	A certificated operator is designated to have primary responsibility for radio communications during distress incidents	S	**Yes**
1.4.2	* Portable intrinsically safe radio handsets are provided to deck watchkeepers	R	**Yes**
1.4.3	GMDSS Station (applicable to the area) is fitted and appears operational	S	**Yes**
1.4.4	A GMDSS Radio Log is maintained up to date	S	**Yes**
1.4.5	* The main transmitting aerials are earthed / grounded during cargo operations	R	**Yes**
1.4.6	* VHF/UHF radio equipment is operating at low power setting when required	R	**Yes**
1.4.7	Communication equipment is clearly marked with the call sign, ship station identity an other applicable codes	S	**Yes**
1.4.8	Operating guidance for distress situations is displayed in close proximity to the communications equipment	S	**Yes**
1.4.9	Batteries (and fittings) used as a reserve source of energy for the radio installation are in apparent good condition	S	**Yes**
1.4.10	Condition of the reserve source of energy for the radio installation is regularly recorded	S	**Yes**
1.4.11	There are at least two correctly located radar transponders (SARTs)	S	**Yes**
1.4.12	At least three two-way VHF radiotelephone apparatus are on board for use in the survival craft	S	**Yes**
1.4.13	Corrections of Radio Lists are up to date to latest Notices to Mariners received	S	**Yes**
	Remarks:		
	GMDSS shore based maintenance agreement with "MAKCAY Marine" expire on 24.12.2021.		
	Comments:		
	(none)		

Chapter: 1: CERTIFICATION, MANNING, ETC

Section: 5: Surveys and Drydocking

	Questions	Cat	Answer
1.5.1	There is an Enhanced Survey Report File on board maintained up to date	S	**Yes**
1.5.2	If applicable, the ship is surveyed under the Conditional Assessment Scheme (CAS)	S	**N/A**
1.5.3	There is an inspection program on-board for coatings and corrosion prevention that is aligned with a recognized industry standard	D	**Yes**
1.5.4	There are records of the condition of tanks, including coating condition and corrosion prevention, as applicable, for the cargo tanks, ballast tanks, void spaces and cofferdams	S	**Yes**
1.5.5	All of the above spaces are recorded as being in good to fair condition (If NO, pertinent details must be listed in the remarks)	D	**Yes**
1.5.6	Records show the ship to have no areas of substantial corrosion	D	**Yes**
1.5.7	Records show the ship to have no areas subject to annual inspection as a result of structural surveys (If NO, pertinent details must be listed in the remarks)	D	**Yes**
1.5.8	The Class Status Report is on board and is less than one month old	D	**Yes**
1.5.9	The ship is free of conditions of class (also known as recommendations or memoranda) or other conditions pertaining to statutory requirements, including those issued by Flag State (If NO, pertinent details must be listed in the remarks)	R	**Yes**
1.5.10	The last hull survey was carried out in drydock	D	**Yes**
	If Yes:		
1.5.11	The last drydock or shipyard was a scheduled docking	D	**Yes**
1.5.12	Date of last drydock		**26-04-2018**
	Remarks:		
	Cargo tank, Void space, cofferdam and ballast tank was inspected for constructure every 6 months, the recods well kept. *Last cargo tank inspectin on 16.03.2019.* *Last ballast tank inspection on 28.03.2019.* *Ship was under NKK ETAS(Emergency Technical Assistance Service) agreement.*		
	Comments:		
	(none)		

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Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: 2: MANAGEMENT AND PERSONNEL

Section: 1: Administration

	Questions	Cat	Answer
2.1.1	The Company has a written, signed and current statement of policy reflecting their attitude and commitment to Safety, Environmental Protection, Health and Quality	S	**Yes**
2.1.2	The statement of policy is displayed or available in a public place on-board	D	**Yes**
2.1.3	* Operating manuals are relevant to the ship	S	**Yes**
2.1.4	* Operating manuals are written in a working language or languages understood by the shipâ s personnel	S	**Yes**
2.1.5	* Operating manuals give specific guidelines on Shipboard operations	S	**Yes**
2.1.6	* Operating manuals give specific guidelines on Safety procedures	S	**Yes**
2.1.7	* Operating manuals give specific guidelines on Shipboard management	D	**Yes**
2.1.8	Operating manuals are available in English	NS	**Yes**
2.1.9	A formal reporting system between ship and Company is established	S	**Yes**
2.1.10	The Master undertakes a regular review of the SMS used on-board the ship and reports deficiencies to the shore-based management	S	**Yes**
2.1.11	* The Master is instructed that he has overriding authority and the responsibility to make decisions with respect to safety and pollution prevention	S	**Yes**
2.1.12	* A Company manual contains guidance regarding rest periods in accordance with STCW or MLC, as applicable.	S	**Yes**
2.1.13	* Records of hours of work or rest for each crew member are available on board	S	**Yes**
2.1.14	* Hours worked are in compliance with STCW and/or MLC, as applicable.	S	**Yes**
2.1.15	SMS documentation identifies required training in supporting SMS	S	**Yes**
2.1.16	There are records to indicate that Officers and Ratings, including the Master, receive familiarization training as required by STCW 2010	S	**Yes**
2.1.17	* Watch schedules, drawn up in accordance with STCW, are posted where they are easily accessible	S	**Yes**
2.1.18	A Company manual(s) details the respective roles of ship personnel	S	**Yes**
2.1.19	* A Company manual contains guidelines to the Master on his responsibilities during a salvage operation on his own ship	R	**Yes**
2.1.20	A copy of the current Lloyds Open Form - Salvage Agreement is available on board	D	**Yes**
2.1.21	A Company representative(s) conducts internal audits of the ship at periods not exceeding 12 months.	S	**Yes**
2.1.22	Copies of the internal audit reports are available on board, and show that a close out system is in place	S	**Yes**
2.1.23	Copies of the latest external audit report is available on board, and show that a close out system is in place	S	**Yes**
2.1.24	A Company manual contains procedures for the reporting of non-conformities, accidents and hazardous situations	S	**Yes**
2.1.25	A performance appraisal system for officers and ratings is in use	R	**Yes**
2.1.26	Time interval of reporting is _____ months		**4**
2.1.27	Senior officers return to the same vessel on a rotational basis, or rotate on vessels of similar class within the company fleet	D	**Yes**
2.1.28	Junior officers and ratings are rotated on vessels of similar class within company fleet	D	**Yes**

2.1.29	Changes of Master, Chief Officer, Chief Engineer and Second Engineer are organised to avoid a full change of officers at same time (i.e. staggered relief system)	D	**Yes**
2.1.30	Officers regularly return to Operator's vessels	D	**Yes**
2.1.31	Ratings regularly return to Operator's vessels	D	**Yes**
2.1.32	Does the ship operator have a scheme in place for the auditing of third party port agents	NS	**No**
OBS:	-		
	Remarks:		
	SMS master review, internal audit and external audit file well kept. *Last master ISM review on 30.03.2019.* *Last internal audit on 20.03.2019.* *Last external audit on 19.06.2018.* *Ship used sofeware "PAL" for rest/working hours management.*		
	Comments:		
	(none)		

Ship:	WAWASAN RUBY	**Ship IMO:**	9477517	**Report Nr.:**	119845	**Rev.:**	8 (2015)
Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: 3: BRIDGE

Section: 1: Navigation and Bridge Organization

	Questions	Cat	Answer
3.1.1	There is a Company Manual detailing navigation procedures and bridge organization	S	**Yes**
3.1.2	There is evidence that the firmware and software of navigation and communication equipment have been updated.	S	**No**
OBS:	*There was one ECDIS JAN-9201 on board, the application software version was 1.20 with S-63 Data Protection Edition 1.1, however the maker website show the application software version was 1.30 with S-63 Data Protection Edition 1.2.*		
COM:	*Cause: - We have investigated the observation and wish to advise that the company is in contract with the servicing company for hardware and software maintenance with respect to JRC ECDIS on board all the fleet vessels. The service technician had attended the vessel on 18 April 2019 at Singapore for ECDIS annual maintenance which was sighted by the inspector. However, upon completion of the annual maintenance at Singapore the service engineer missed out on upgrading the JRC JAN 9201 software from version 1.20 to 1.30 as per the maker.* *Corrective action/Preventive measures: - The servicing company was immediately contacted and the service attendance has been arranged to upgrade the JRC JAN 9201 ECDIS software during her call at Singapore on 01 June 2019. Additionally, all vessels in the fleet have been verified for the software version and found to be in order*		
3.1.3	The Master has established his own bridge standing orders	R	**Yes**
3.1.4	The duties of the watch officer are clearly defined in the bridge procedures	S	**Yes**
3.1.5	Officers countersign bridge procedures and standing orders	D	**Yes**
3.1.6	Basic watch conditions are defined	S	**Yes**
3.1.7	There is a watch handover procedure	S	**Yes**
3.1.8	Inspection rounds are undertaken after the watch and reported to the bridge	D	**Yes**
3.1.9	The occasions on which the Master is to be called to the bridge are clearly defined	S	**Yes**
3.1.10	A bridge order book is kept by the Master	D	**Yes**
3.1.11	Officers countersign the Master's orders.	D	**Yes**
3.1.12	The Bridge Logbook is correctly completed, including all appropriate activities to be recorded.	S	**Yes**
3.1.13	Passage planning is conducted from berth to berth	S	**Yes**
3.1.14	Passage planning is in accordance with industry recommendations and guidelines	R	**Yes**
3.1.15	The ECDIS charts used for the passage plan must be the official approved charts	S	**Yes**
3.1.16	ECDIS is used as the primary means of navigation	NS	**Yes**
	If Yes:		
3.1.17	The full passage must be planned in the ECDIS	S	**Yes**
3.1.18	The full passage plan must be available in the ECDIS	S	**Yes**
3.1.19	The ENC license are valid for all passage charts	S	**Yes**
3.1.20	A company policy defines the set of ENC to be kept updated for the trading area.	S	**Yes**
3.1.21	A procedure in the event of complete ECDIS failure is available	S	**Yes**
	If Yes:		
3.1.22	The procedure is based upon a risk assessment that provides for safe navigation in the event of a complete ECDIS failure.	D	**Yes**
3.1.23	Appropriate intervals of position fixing are clearly defined within the passage plan	R	**Yes**
3.1.24		S	**Yes**

	Navigation warnings and T&P notices are taken into account in passage planning and during the voyage		
3.1.25	The position is fixed at sufficiently frequent intervals to ensure that the ship follows the planned course	S	**Yes**
3.1.26	While at anchor, the position of the vessel must be monitored at sufficiently frequent intervals	S	**Yes**
3.1.27	More than one method of fixing position was used during deep sea passages	S	**Yes**
3.1.28	More than one method of fixing position was used in coastal waters	S	**Yes**
3.1.29	The watch officer has unrestricted access to navigation systems	S	**Yes**
3.1.30	The watch officer has unrestricted access to communication systems	S	**Yes**
3.1.31	The watch officer has unrestricted access to use of the engines	S	**Yes**
3.1.32	The depth finder is operated when making a landfall and in coastal waters	R	**Yes**
3.1.33	Charts in use are appropriate for the intended voyage	S	**Yes**
3.1.34	The Navtex is operating on the appropriate station(s) for the ship's location	S	**Yes**
3.1.35	The Navtex is programmed to receive navigation warnings and weather forecasts	S	**Yes**
3.1.36	Navtex navigation warnings are correctly managed and filed	S	**Yes**
3.1.37	There is evidence that the ship receives maritime weather forecasts appropriate for the vessel and trading area	S	**Yes**
3.1.38	Master / pilot information exchange procedures are in use	S	**Yes**
3.1.39	Ship maintains full navigation procedures when the pilot is on-board	S	**Yes**
3.1.40	Exchange procedures for the Master to assume control from the duty officer are clearly defined and recorded	S	**Yes**
3.1.41	A record of compass errors is maintained	S	**Yes**
3.1.42	A magnetic compass deviation card / table is available on the bridge	S	**Yes**
3.1.43	Date of last swing to check deviation:		**18-04-2019**
3.1.44	Magnetic and gyro compasses are compared at least each watch	S	**Yes**
3.1.45	Magnetic compass error is determined at least once per watch and, when possible, after any major alteration of course	S	**Yes**
3.1.46	Navigation equipment is checked before each voyage and before entering port	S	**Yes**
3.1.47	A record of navigation equipment checks and findings is made in the ship's Log Book	S	**Yes**
3.1.48	* Testing of astern propulsion before entering port is recorded	R	**Yes**
3.1.49	Testing of the steering gear before departure is recorded	S	**Yes**
3.1.50	Testing of the emergency steering at least every three months is recorded	S	**Yes**
3.1.51	Manoeuvring information is posted in the wheelhouse	S	**Yes**
3.1.52	Auto / manual steering changeover procedure is displayed on the bridge	S	**Yes**
3.1.53	Emergency steering changeover procedure is displayed on the bridge	S	**Yes**
3.1.54	The ship is fitted with an Electronic Chart Display System	NS	**No**
OBS:	-		
3.1.55	The Electronic Chart Display is incorporated in an approved ECDIS	NS	**N/A**
3.1.56	The vessel must have approved and up-to-date charts on-board, in all circumstances, for the ship's intended and previous voyage.	S	**Yes**
3.1.57	Corrections of charts (paper and / or electronic) are up to date to latest Notices to Mariners received	S	**Yes**
3.1.58	Corrections of Nautical Publications are up-to-date to latest appropriate Notices to Mariners	S	**Yes**

3.1.59	The ship subscribes to a chart and nautical publication update service	D	**Yes**
3.1.60	There are Company procedures covering the correction and / or renewal of charts and nautical publications	S	**Yes**
3.1.61	The ship has guidelines / graphs regarding squat	S	**Yes**
3.1.62	The Master and bridge officers are aware of the conditions which create squat	S	**Yes**
3.1.63	The Company provides fully documented policy or procedure on minimum Under Keel Clearance (UKC)	R	**Yes**
3.1.64	* The operational condition of the appropriate equipment appears satisfactory:	S	**Yes**
3.1.65	* If No, how many items were not satisfactorily recorded?		
3.1.66	The ECDIS has been checked for operating anomalies using the International Hydrographic Organization (IHO) Data Presentation and Performance Check (DPPC) dataset, and evidence of this check is available on board.	S	**N/A**
3.1.67	The company has a procedure for maintaining the ECDIS software, firmware and hardware up to date, and service reports are available on board.	S	**Yes**
3.1.68	The operational condition of the appropriate equipment (when fitted), appears satisfactory:	R	**Yes**
3.1.69	If No, how many items were not satisfactorily recorded?		
	Electronic Chart System (ECS)		
3.1.70	The ECS has been checked for operating anomalies using the International Hydrographic Organization (IHO) Data Presentation and Performance Check (DPPC) dataset, and evidence of this check is available on board.	S	**N/A**
3.1.71	The company has a procedure for maintaining the ECS software, firmware and hardware up to date, and service reports are available on board.	S	**N/A**
3.1.72	The operational condition of all navigation lights and alarms is satisfactory	S	**Yes**
3.1.73	Navigational shapes are readily available for hoisting and are in satisfactory condition	S	**Yes**
3.1.74	The operational condition of the Aldis signalling lamp is satisfactory	S	**Yes**
3.1.75	The operational condition of all communication links between Bridge and Engine Room is satisfactory	S	**Yes**
3.1.76	Input from the speed log to the anti collision system is speed through the water	S	**Yes**
3.1.77	The AIS display and keyboard should be available to the mariner at the position from which the ship is normally operated	R	**Yes**
3.1.78	AIS is switched off or operating at a low power setting of 1 watt or less when required	R	**Yes**
3.1.79	A Bridge Navigation Watch Alarm System (BNWAS) is fitted	S	**Yes**
3.1.80	ECDIS/ECS is installed.	NS	**Yes**
	If Yes:		
3.1.81	The company has a procedure addressing the use of ECDIS/ECS and the correction process for the system.	S	**Yes**
3.1.82	The company has a clear policy regarding minimum acceptable parameters on alarm settings and layers for use with ECDIS/ECS.	S	**No**
OBS:	*The company policy indicated the safety frame setting of ECDIS was 6 min and 0.1nm width for each side during coastal and pilotage, however the setting in the ship ECDIS was 12 min and 15min with 250m width each side.*		
COM:	*We have noted inspectorâ s observation and wish to clarify that these are the minimum recommended values and based on the traffic density / available sea room, the Master can keep a higher safety margin by increasing the set value for Safety Frame. These values were input after careful consideration of the approach channel by the Master, which ensured that the vessel navigates safely and also that the Safety Frame alarm does not sound too frequently for irrelevant alerts. The settings for the ECDIS were adjusted as per the pilotâ s requirement in consultation with master and vessel moored safely at LBC terminal. During the pilotage, the vessel was at all times in compliance with the passage plan. However, at the time vessel was safely moored when the inspector noted the settings. As the master had reverted these settings to 12 mins and 15 min with 250 m width after mooring operations were completed*		

3.1.83	The Master has established standing orders in alignment with the above, and they are being complied with.	S	**Yes**
	Remarks:		
	Ship has agreement with "Navtor" for the new AVCS and publication automatic supplying, valid till 31.01.2020. *The AVCS license valid till 31.07.2019.* *Nautical publication was digital, like Fog signal, Radio signal, etc, and update to week18.* *Last NTM received was WK 18, the ENC was corrected to Wk 18.* *Two ECDIS on board, still had small quantities paper chart for emergency use in case both ECDIS fail.* *Last gyro compass annual inspection on 18.04.2019.* *Last ECDIS service 18.04.2019.* *Last radar shore service on 18.04.2019.* *Last emergency steering drill on 28.04.2019.*		
	Comments:		
	(none)		

Chapter: **3:** **BRIDGE**

Section: **2:** **Crew Knowledge and Proficiency**

	Questions	Cat	Answer
3.2.1	Bridge watchkeeping officers are familiar with the international collision regulations	S	**Yes**
3.2.2	Bridge watchkeeping officers are familiar with buoyage systems	S	**Yes**
3.2.3	Bridge watchkeeping officers are familiar with procedures for handing over or taking charge and his duties when he is in charge	S	**Yes**
3.2.4	Bridge watchkeeping officers are familiar with the company procedures and Master's standing orders for being called to the bridge	S	**Yes**
3.2.5	Bridge watchkeeping officers are familiar with the operation and limitations of all bridge equipment	S	**Yes**
3.2.6	Bridge team personnel are familiar with the Bridge Procedures Guide, including when under pilotage	S	**Yes**
3.2.7	Personnel are familiar with the applicable emergency procedures as listed in the Guidance Notes for 7.1.2	S	**Yes**
3.2.8	Bridge team personnel are familiar with other aspects of the bridge and navigational policies and procedures	S	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: 4: MOORING

Section: 1: Mooring

	Questions	Cat	Answer
4.1.1	* The Company has procedures on safe mooring which reflect industry standards	R	**Yes**
4.1.2	* The ship is moored in accordance with industry standards	R	**Yes**
4.1.3	* While moored, ship's staff are maintaining a regular inspection of the moorings	R	**Yes**
4.1.4	* There are sufficient crew available to safely moor the ship	R	**Yes**
4.1.5	* While in port, deck machinery is ready for use at all times	D	**Yes**
4.1.6	* The ship has a maintenance programme for the mooring equipment	S	**Yes**
4.1.7	* The ship is fitted with self-storing mooring winches	NS	**Yes**
	If Yes:		
4.1.8	* There is a schedule for the testing of the winch brake rendering capacities	R	**Yes**
4.1.9	* There are records indicating the testing of winch brakes	R	**Yes**
	If Yes:		
4.1.10	* Winch brakes are tested every _____ months		**12**
4.1.11	* All mooring lines are correctly spooled on mooring drums	R	**Yes**
4.1.12	* The mooring winches appear in good working condition	R	**Yes**
4.1.13	* The windlass appears in good working condition with bearings greased etc.	R	**Yes**
4.1.14	* The anchors and anchor chains appear in good working condition	S	**Yes**
4.1.15	* The anchor cable stoppers appear in good condition	D	**Yes**
4.1.16	* Anchors are cleared for use when entering port	R	**Yes**
4.1.17	* Condition of mooring ropes, wires and lines (as fitted) appear satisfactory	S	**Yes**
4.1.18	* Synthetic mooring tails are fitted on wires	NS	**N/A**
	If Yes:		
4.1.19	* Synthetic mooring tails appear to comply with OCIMF guidelines	R	**N/A**
4.1.20	* Synthetic mooring tails are connected to wires with a non-friction connection	R	**N/A**
4.1.21	* Certificates are available for all mooring wires and ropes	R	**Yes**
4.1.22	* Emergency towing off wires (fire wires), appear in good condition	R	**Yes**
4.1.23	* When rigged, emergency towing off wires (fire wires) are properly rigged	R	**N/A**
4.1.24	* Fairleads and rollers are free and well greased	S	**Yes**
4.1.25	* The emergency towing arrangement, if fitted, complies with SOLAS requirements and is in good condition	S	**N/A**
4.1.26	* Emergency towing procedures must be maintained on board the ship for ready use by the shipâ s crew in preparing their ship for towage in an emergency.	S	**Yes**
4.1.27	* Decks in the mooring areas have a non slip surface	D	**Yes**
4.1.28	* Snap-back zones have been identified via risk assessment.	R	**Yes**
	Remarks:		
	Last winch brake rendering point test on 04.01.2019.		
	Comments:		

	(none)	

Chapter: 4: MOORING

Section: 2: Crew Knowledge and Proficiency

	Questions	Cat	Answer
4.2.1	Personnel are aware of routine for tending of moorings	S	**Yes**
4.2.2	Personnel are aware of safety issues related to mooring	S	**Yes**
4.2.3	Personnel are aware of the purpose and proper rigging for towing off wires	R	**Yes**
4.2.4	Personnel are able to explain the principles behind testing of brakes, and can explain the difference between rendering point and design brake holding capacity	R	**Yes**
4.2.5	Personnel are familiar with other aspects of mooring equipment, policies and procedures	S	**Yes**
4.2.6	Personnel are familiar with the hazards and risks of moorings, including the location of snap-back zones for the current arrangement	R	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Chapter: 5: CARGO OPERATIONS

Section: 1: Cargo Transfer Operations

	Questions	Cat	Answer
5.1.1	* Ship / Shore Safety Checklist has been completed correctly	R	**Yes**
5.1.2	* Requirements of the SSSCL are being observed	R	**Yes**
5.1.3	* The ship has the relevant terminal regulations available	R	**Yes**
5.1.4	If the vessel has a Vapour Emission Control System (VECS), an approved VECS Manual must be readily available and up to date	S	**Yes**
5.1.5	For vessels allowed to carry crude oil, the vessel has a VOC manual that is readily available and up-to-date	S	**N/A**
5.1.6	* Cargo operational procedures are available	S	**Yes**
5.1.7	* Cargo compatibility information is available	S	**Yes**
5.1.8	* If cargo subject to the IBC Code or MEPC.2/Circ is onboard or loading , the cargo information required is available	S	**Yes**
5.1.9	* Prior to loading and during carriage, the ship requires that the manufacturer provide a SDS/MSDS in compliance with GHS, or issues a LOP when not provided.	NS	**Yes**
5.1.10	* Ships carrying oil or oil as fuel must have a MSDS for the cargo and fuel prior to loading and during carriage.	S	**Yes**
5.1.11	* When applicable, a Certificate of Protection (Inhibitor Certificate) is available	S	**N/A**
5.1.12	* Technical information for the cargo monitoring equipment is available	D	**Yes**
5.1.13	* Technical information for the cargo handling equipment is available	D	**Yes**
5.1.14	* An approved loading and stability information booklet is available on board	S	**Yes**
5.1.15	* There is an approved computer system for intact stability	D	**Yes**
	If Yes:		
5.1.16	* The system includes damage stability assessment	D	**Yes**
5.1.17	* Stability and stress calculations have been made prior to commencement of the current cargo transfer operation	S	**Yes**
5.1.18	* Are stability limitations, if any, included in the current operational instructions	R	**Yes**
	If Yes:		
5.1.19	* Do these instructions reference the ship's loading and stability data	R	**Yes**
5.1.20	* A written cargo stowage plan is available	S	**Yes**
5.1.21	* Cargo filling limits are available and being followed	S	**Yes**
5.1.22	* There is a written plan for the current cargo operations	R	**Yes**
5.1.23	* There is evidence that a pre-cargo operations briefing is held on-board with all personnel involved in cargo operations, including officers and crewmembers	R	**Yes**
5.1.24	* The duty officer has signed the cargo operations plan and is operating in compliance with the plan	R	**Yes**
5.1.25	* If changes are required to the cargo operations plan, a system is in place for updating the plan and ensuring that officers and crewmembers involved in the cargo operations are aware of the changes	R	**Yes**
5.1.26	* When applicable, the appropriate information is available with the cargo stowage plan / operational instructions	S	**Yes**
5.1.27	* A record of cargo activities is maintained in port	S	**Yes**

5.1.28	Up to date and legible drawings, pipeline diagrams and mimic diagrams are available	S	**Yes**
5.1.29	* Displays on cargo operations console are easily understood	D	**Yes**
5.1.30	* The ship is operating under closed conditions, depending upon the cargo being handled	R	**N/A**
	If No or N/A:		
5.1.31	* The ship can operate under closed conditions via the ship's venting system	D	**Yes**
5.1.32	* A vapour return line is connected	NS	**No**
OBS:	-		
	If Yes:		
5.1.33	* The ship is operating as per appropriate cargo transfer procedures	R	**N/A**
5.1.34	* An Inert Gas is being used for cargoes requiring inert atmosphere	D	**N/A**
	If Yes:		
5.1.35	* Records of monitoring the cargo tank pressure and oxygen content are available.	R	**N/A**
5.1.36	The oxygen content in the Inert Gas is suitable for the cargo	R	**N/A**
5.1.37	* When applicable, records of monitoring and recording cargo temperature, heating and/or cooling are available.	R	**Yes**
5.1.38	* Heating of toxic cargoes should be controlled and monitored.	S	**Yes**
5.1.39	* High level alarms (95%) and High/High level alarms (98%) on all cargo tanks are in the operating position	S	**Yes**
5.1.40	* Deckwatch is maintained throughout cargo operations	R	**Yes**
5.1.41	* The ship is provided with a secondary means for pressure/vacuum relief	S	**Yes**
5.1.42	* If the secondary means for pressure/vacuum relief is provided by 2 PV valves on a single (common) vent riser, or the tank pressure sensor is located in the PV line, answer this question NO.	D	**Yes**
5.1.43	* The pressure alarm setting in the cargo monitoring system is correctly set for the current cargo operation.	S	**Yes**
5.1.44	* Information about cargo tank alarm settings is readily available in the CCR.	D	**Yes**
5.1.45	* Vent system is fitted with devices to prevent the passage of flame	S	**Yes**
5.1.46	* Heating coils can be blanked, when required	S	**Yes**
5.1.47	* When not in use individual heating coils or heat exchangers should be blanked.	R	**Yes**
5.1.48	* Cargoes on-board or to be carried are approved for carriage and appear on the List of Approved Cargoes	S	**Yes**
5.1.49	* There are records indicating that appropriate equipment is included in the planned maintenance and testing programme.	S	**Yes**
5.1.50	* There are records indicating the regular testing of the following systems : Remote/emergency cargo pump shutdown	S	**Yes**
5.1.51	* There are records indicating the regular testing of the following systems: High level alarm	S	**Yes**
5.1.52	* There are records indicating the regular testing of the following systems: High/high and/or Over-fill level alarm	S	**Yes**
5.1.53	* There are records indicating the regular testing of the following systems: Inert gas/N2 system	S	**Yes**
5.1.54	* Precautions are taken against nitrogen overpressure	D	**Yes**
5.1.55	* The ship is fitted with a pump room	NS	**Yes**
	If Yes:		
5.1.56	* The appearance and condition of the following appear satisfactory: Ventilation system	S	**Yes**

5.1.57	* The appearance and condition of the following appear satisfactory: Explosion proof lighting	S	**Yes**
5.1.58	* The appearance and condition of the following appear satisfactory: Pumping arrangements and other equipment	S	**Yes**
5.1.59	* The appearance and condition of the following appear satisfactory: Plates, gratings and ladders	D	**Yes**
5.1.60	* The appearance and condition of the following appear satisfactory: Bilges	R	**Yes**
5.1.61	* The appearance and condition of the following appear satisfactory: Bilge Alarms	S	**Yes**
5.1.62	* The appearance and condition of the following appear satisfactory: Life Saving Appliances	R	**Yes**
5.1.63	* The appearance and condition of the following appear satisfactory: Fire Fighting Equipment	S	**Yes**
5.1.64	* The ship is fitted with a cargo pump room	NS	**No**
OBS:	-		
	If Yes:		
5.1.65	* The appearance and condition of the following appear satisfactory: Temperature sensing devices for bulkhead shaft glands, bearings and pump casings, with associated audible and visual alarms	S	**N/A**
5.1.66	* The appearance and condition of the following appear satisfactory: Fixed hydrocarbon gas detection system with associated audible and visual alarms	S	**N/A**
5.1.67	* The appearance and condition of the following appear satisfactory: Lighting/ventilation Interlock	S	**N/A**
5.1.68	* The appearance and condition of the following appear satisfactory: Fixed fire extinguishing system	S	**N/A**
	Remarks:		
	Cargo hose last annual inspection and pressure test on 22.02.2019. *The cargo piping was pressure tested on 10.03.2019.* *The tank cleaning line, steam line, cleaning hose, vapor line, heating coil was pressure tested every year.* *The P/V valve last test by crew on 16.02.2019.* *Framo cargo system.*		
	Comments:		
	(none)		

Chapter: 5: CARGO OPERATIONS

Section: 2: Ship to Ship Transfer Operations

	Questions	Cat	Answer
5.2.1	* Company procedures for ship to ship cargo transfer operations are available	S	**Yes**
5.2.2	* Company ship to ship cargo transfer procedures are in line with the SSTG	R	**Yes**
5.2.3	* The Master and the Chief Officer are familiar with ship to ship cargo transfer procedures	D	**Yes**
5.2.4	* Checklists are available for use during ship to ship cargo transfer operations	R	**Yes**
5.2.5	* Ship to ship cargo transfer operations are recorded in a logbook	S	**Yes**
5.2.6	During the period of the inspection, a ship to ship cargo transfer operation took place	NS	**No**
OBS:	-		
	If Yes:		
5.2.7	Check lists were used during the ship to ship cargo transfer operation	R	**N/A**
5.2.8	The ship to ship cargo transfer operation was conducted in a safe manner	D	**N/A**
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: 5: CARGO OPERATIONS

Section: 3: Cargo Custody

	Questions	Cat	Answer
	Calibration Tables:		
5.3.1	Certified calibration tables are available	D	**Yes**
5.3.2	Trim and list corrections are available and applied	D	**Yes**
5.3.3	Float corrections (when applicable) are available and applied	D	**N/A**
	Gauging Systems:		
5.3.4	Level gauges appear fully operational	R	**Yes**
5.3.5	Stowage and grounding reference heights are available	D	**Yes**
5.3.6	Records indicating satisfactory completion of level gauge calibration checks within the last 12 months are available	D	**Yes**
5.3.7	Reference heights are permanently marked on the tank lid coaming (when applicable)	D	**Yes**
5.3.8	Manual ullaging reference points are located as per calibration tables	D	**Yes**
	Temperature Measuring Equipment:		
5.3.9	System for temperature measurement appears fully operational	R	**Yes**
5.3.10	A reference thermometer or suitable calibration kit is available	D	**Yes**
	If Yes:		
5.3.11	Records indicating satisfactory completion of shore calibration checks within the last 12 months are available for the reference thermometer	D	**Yes**
5.3.12	Portable thermometers are available and in good condition	D	**Yes**
5.3.13	Records indicating satisfactory completion of calibration checks against a reference thermometer within the last 12 months are available for the portable thermometers	D	**Yes**
5.3.14	The ship is fitted with a fixed remote reading temperature system:	NS	**Yes**
	If Yes:		
5.3.15	Records indicating satisfactory completion of calibration checks within the last 12 months are available for the fixed remote reading temperature system	D	**Yes**

	Pressure measuring equipment:		
5.3.16	System for pressure measurement appears fully operational	R	**Yes**
5.3.17	A reference pressure/vacuum gauge is available	D	**Yes**
	If Yes:		
5.3.18	Records indicating satisfactory completion of shore calibration checks within the last 12 months are available for the reference pressure/vacuum gauge	D	**Yes**
5.3.19	Fittings and pressure/vacuum gauges are available to measure the pressure/vacuum in the vapour space of each cargo tank	D	**Yes**
	If Yes:		
5.3.20	Records indicating satisfactory completion of calibration checks against reference pressure/vacuum gauge within the last 12 months are available	D	**Yes**
5.3.21	* Pressure gauges are available to measure the pressure in the cargo piping and manifolds.	D	**Yes**
	If Yes:		
5.3.22	* Records indicating satisfactory completion of calibration checks against reference pressure gauge within the last 12 months are available for the cargo piping and manifolds pressure gauges	D	**Yes**
5.3.23	* The ship is fitted with fixed tank pressure gauging equipment:	NS	**Yes**
	If Yes:		
5.3.24	* Records indicating satisfactory completion of calibration checks within the last 12 months are available for the fixed tank pressure gauging	D	**Yes**
5.3.25	* Portable ullage / temperature / interface / sampling devices appear in good working order	S	**Yes**
5.3.26	* Vapour locks appear in good condition	S	**Yes**
5.3.27	* There are sufficient UTI tapes for use with the vapour locks	R	**Yes**
5.3.28	* Number of operational UTI tapes carried:		**3**
5.3.29	* The cargo temperature in each tank is taken at a minimum of two levels and then averaged	D	**Yes**

5.3.30	There are records to indicate that cargo tanks are inspected before loading	D	**Yes**
5.3.31	There is a wall wash test kit on board	D	**Yes**
5.3.32	* The Company provides tank cleaning procedures	D	**Yes**
5.3.33	* There is evidence that a cargo tank cleaning plan is established prior to tank cleaning operations	D	**Yes**
5.3.34	* The tank cleaning procedures specifically detail the cleaning of a cargo tank which has contained a toxic or flammable product	R	**Yes**
	If Yes:		
5.3.35	* The Company safety procedures detailing the cleaning of a cargo tank reference the guidance detailed in TSG (C) 7.	R	**Yes**
5.3.36	Chemical additives or cleaning agents used for tank cleaning of cargo tanks are approved for use by IMO.	S	**Yes**
5.3.37	If tank cleaning chemicals/agents are carried, they are carefully identified, marked, and properly stored.	S	**Yes**
5.3.38	Flammable and/or toxic tank cleaning chemicals/agents are not hand-sprayed in cargo tanks for tank cleaning	D	**Yes**
5.3.39	Flammable tank cleaning chemicals/agents are used only through fixed or portable machines under inert conditions	D	**Yes**
5.3.40	Toxic tank cleaning chemicals/agents are used only through fixed machines under closed conditions	D	**Yes**
5.3.41	If a chemical additive has been used during the cleaning of a cargo tank previously containing a flammable product, then 1) there is evidence established from written records that the tank was inert for the duration of the washing, or 2) if the tank was not inerted, there are records to indicate that the cargo tank atmosphere was monitored and confirmed gas free prior to use of the chemical additive.	R	**Yes**
5.3.42	Steam has been injected into a cargo tank previously containing a flammable product	NS	**No**
OBS:	*Not Allowed*		
	If Yes:		
5.3.43	There is evidence that the tank was inert or gas free prior to the injection of steam	R	**N/A**

5.3.44	Tank gas freeing is carried out in accordance with required procedures	R	**Yes**
5.3.45	The Company provides guidelines on the care and maintenance of the tank cleaning equipment	D	**Yes**
5.3.46	When taking cargo samples, the correct safety procedures are followed	R	**Yes**
5.3.47	Filter masks are used for protection from toxic cargoes	NS	**No**
OBS:	-		
	If Yes:		
5.3.48	The company has well-defined procedures for the control and use of filter masks	D	**N/A**
5.3.49	The cargo sampling equipment is clean and properly stored after use	D	**Yes**
5.3.50	Cargo samples from ship's tanks are retained on board, or by special agreement, ashore	NS	**Yes**
5.3.51	Cargo samples from the ship's manifold are retained on-board, or by special agreement, ashore	NS	**Yes**
5.3.52	Cargo samples are properly stored in a suitable locker and are identified	S	**Yes**
5.3.53	There is a Company procedure for the disposal of samples and records are kept, including an entry into the Record Book (Oil or Cargo)	S	**Yes**
5.3.54	There is a company procedure for monitoring samples of inhibited cargoes, including maximum period for storage on-board and periodic inspection of the samples	D	**Yes**
5.3.55	The Company provide guidance in the event of a cargo measurement discrepancy	D	**Yes**
5.3.56	A Company manual contains procedures for reporting any cargo non conformance	D	**Yes**
5.3.57	The Master has received written operational instructions for the execution of the voyage	S	**Yes**
	Remarks:		
	Cargo tank calibration table was made by NKKK. *Last reference pressure gauge was shore calibratd on 24.04.2019.* *Last reference thermometer was shore calibratd on 18.04.2019.* *Last cargo tank monitoring system(include level gauge, temperature gauge, pressure gauge) shore calibration on 18.04.2019.*		

	Total 3 pcs UTI on board. As per company policy, One pc UTI was sent to shore calibration each year, and the other two reained on board calibration checked with that one. *Last UTI were shore calibrated on 18.04.2019. Other two UTI was calibration check on 25.04.2019.*		
	Comments:		
	(none)		

Chapter: 5: CARGO OPERATIONS

Section: 4: Cargo Handling & Monitoring Equipment

	Questions	Cat	Answer
5.4.1	* The condition of all cargo handling equipment appears satisfactory (as fitted)	S	**Yes**
5.4.2	* If No, how many items do not exhibit a satisfactory condition?		
5.4.3	* The condition of all other cargo equipment appears satisfactory (as fitted)	S	**Yes**
5.4.4	* If No, how many items do not exhibit a satisfactory condition?		
5.4.5	* The condition of all cargo monitoring equipment and systems appears satisfactory	S	**Yes**
5.4.6	* If No, how many items do not exhibit a satisfactory condition?		
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: 5: CARGO OPERATIONS

Section: 5: Crew Knowledge and Proficiency

	Questions	Cat	Answer
5.5.1	* Officers on cargo duty are familiar with: Shipboard operations and cargo handling	S	**Yes**
5.5.2	* Officers on cargo duty are familiar with: The requirements of drying, padding and inerting	S	**Yes**
5.5.3	Officers on cargo duty are familiar with: The precautions required for reactive cargoes	S	**Yes**
5.5.4	Officers on cargo duty are familiar with: The precautions required for self - reactive cargoes	S	**Yes**
5.5.5	Officers on cargo duty are familiar with: The special heating requirements for the cargoes carried on board	S	**Yes**
5.5.6	Officers on cargo duty are familiar with: The effects of high density cargoes	S	**Yes**
5.5.7	Officers on cargo duty are familiar with: The hazards from corrosive cargoes	S	**Yes**
5.5.8	Officers on cargo duty are familiar with: The handling of solidifying and high viscosity cargoes	S	**Yes**
5.5.9	Officers on cargo duty are familiar with: The hazards of toxic cargoes	S	**Yes**
5.5.10	Officers on cargo duty are familiar with: The special requirements regarding medical treatment following exposure to hazardous cargoes	S	**Yes**
5.5.11	Officers on cargo duty are familiar with: Personnel protection for the current cargoes handled	S	**Yes**
5.5.12	Officers on cargo duty are familiar with: Spill response	S	**Yes**
5.5.13	Officers on cargo duty are familiar with: Maximum loading rate for each tank	S	**Yes**
5.5.14	Officers on cargo duty are familiar with: Closed loading / discharging and closed sampling	S	**Yes**
5.5.15	Officers on cargo duty are familiar with: The meaning of pollution category X, Y, Z and OS	S	**Yes**
5.5.16	Officers on cargo duty are familiar with: Prewash requirements	S	**Yes**
5.5.17	Officers on cargo duty are familiar with: Hazards from electrostatic	S	**Yes**

	generation		
5.5.18	* Officer(s) on cargo duty is aware of the communication procedures agreed with shore	R	**Yes**
5.5.19	* Officer(s) on cargo duty is aware of the emergency stop procedure agreed with shore	R	**Yes**
5.5.20	* Officer(s) on cargo duty are aware of the current operational instructions and the relationship to stress, stability and free-surface effects	R	**Yes**
5.5.21	The duty officer is familiar with the load/discharge plan and the process used for updating the plan, along with any changes made to the plan	R	**Yes**
5.5.22	The Duty Officer is aware of the proper operation of cargo monitoring equipment, including level gauges, temperature readouts, pressure system, etc. (as applicable)	R	**Yes**
5.5.23	* The Duty Officer is aware of the proper operation of the high level alarms	R	**Yes**
5.5.24	* The deckwatch personnel understand their responsibilities	R	**Yes**
5.5.25	* All officers and crew involved in cargo operations should be familiar with the hazards associated with the cargoes being carried on-board	R	**Yes**
5.5.26	* All officers involved in cargo operations are familiar with the hazards of tank over pressurization, including the function and operation of a PV valve and the secondary means for pressure/vacuum relief	R	**Yes**
5.5.27	* Crew are familiar with the safety hazards of inert gases, including nitrogen, flue gas and other gases that may be given off by cargo, including proper procedures when used or contained in a confined space/area.	R	**Yes**
5.5.28	All crew are familiar with the hazards of nitrogen overpressure, and the associated precautions that should be taken	R	**Yes**
5.5.29	* Master and officers are familiar with appropriate aspects of ship to ship cargo transfer procedures	R	**Yes**
5.5.30	* Personnel responsible for tank cleaning understand tank cleaning procedures	D	**Yes**
5.5.31		R	**Yes**

	* Personnel responsible for tank cleaning understand the dangers associated with the use of recirculated water during cleaning operations		
5.5.32	* Personnel responsible for tank cleaning understand the dangers associated with the use of tank cleaning chemicals/agents during cleaning operations	R	**Yes**
5.5.33	Personnel responsible for tank cleaning understand the dangers associated with steaming cargo tanks	R	**Yes**
5.5.34	Personnel are familiar with company procedures, proper techniques, hazards, protective equipment, and other aspects of taking, handling and storing samples	R	**Yes**
5.5.35	Personnel are familiar with the applicable emergency procedures as listed in the Guidance Notes for 7.1.2	S	**Yes**
5.5.36	Personnel are familiar with other aspects of the cargo operation policies, procedures and hazards	R	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Inspector:	LYU - CHINA	**Insp. Date :**	08-05-2019	**Insp./Ship Type:**	Chem./Chem.	**Port:**	Shanghai

Chapter: 6: ENGINE DEPARTMENT

Section: 1: Administration

	Questions	Cat	Answer
6.1.1	The Company provides the Chief Engineer with written procedures covering Engine Room organization, operation and maintenance	S	**Yes**
6.1.2	The Chief Engineer has established his own Engine Room Standing Orders	R	**Yes**
6.1.3	Duties of the watchkeeping engineers are clearly defined (Standing Orders)	S	**Yes**
6.1.4	A Logbook is correctly completed detailing appropriate engine room activities	S	**Yes**
6.1.5	Watchkeeping engineers countersign Standing Orders	D	**Yes**
6.1.6	Minimum watchkeeping requirements are defined	S	**Yes**
6.1.7	The ship is classed for Unattended Machinery Space operation	NS	**No**
OBS:	-		
6.1.8	The ship is operating UMS at sea	NS	**N/A**
	If Yes:		
6.1.9	There is a procedure in place for the UMS duty engineer to maintain contact with the bridge during periods when in the engine room	D	**N/A**
6.1.10	There is a procedure in place for the UMS duty engineer to advise the bridge when returning to the accommodation following a period in the engine room	D	**N/A**
6.1.11	Schedules for duty engineers are posted	S	**Yes**
6.1.12	There is a maintenance programme	S	**Yes**
6.1.13	Maintenance records are kept	S	**Yes**
6.1.14	A record of lube and hydraulic oil testing is maintained.	D	**Yes**
6.1.15	There is an inventory of spare parts, including identification of critical equipment/parts	D	**Yes**
6.1.16	There is a spare part replenishment system	D	**Yes**
6.1.17	Safety guidelines are available for use with welding apparatus and other equipment	R	**Yes**
6.1.18	The company subscribes to a fuel	R	**Yes**

	testing program		
6.1.19	There is a system in place for the retention of bunker delivery notes and bunker fuel oil samples	S	**Yes**
6.1.20	The vessel has an approved exhaust gas cleaning system	NS	**No**
OBS:	-		
	If No:		
6.1.21	The vessel uses Low Sulphur Fuel (LSF) in Emission Control Areas (ECA) or when otherwise required by local regulations	S	**Yes**
	If Yes:		
6.1.22	There is a ship-specific procedure for changing over to Low Sulphur Fuel	S	**Yes**
6.1.23	Proper logbook entries have been made	S	**Yes**
6.1.24	Bunker loading and transfer procedures, including internal transfer procedures and checklists, are readily available	R	**Yes**
6.1.25	Bunker checklists are properly completed.	R	**Yes**
6.1.26	Supplier-specific MSDS sheets are available for all bunkers on-board.	S	**Yes**
	Remarks:		
	Ship used "PAL" for PMS, whcih approved by DNV. *The bunker checklist, delivery note well kept, the bunker sample was sent to shore for analysis.* *The lub oil and hydraulic sample was sent to shore for analysis as per schedule. File well kept.*		
	Comments:		
	(none)		

Chapter: 6: ENGINE DEPARTMENT

Section: 2: Operations

	Questions	Cat	Answer
6.2.1	There are systems in place for the inspection / testing of fitted equipment, including documentation of the inspections and tests.	S	**Yes**
6.2.2	Records show that the testing of fitted equipment is carried out at appropriate intervals as noted below.	D	**Yes**
6.2.3	If No, how many items do not exhibit a satisfactory condition?		
6.2.4	Inspection of the steering gear for possible oil leaks is made daily and recorded	R	**Yes**
6.2.5	The steering gear system is free of apparent hydraulic oil leaks	D	**Yes**
6.2.6	Changeover procedures for the emergency steering gear are clearly displayed in the steering gear compartment	S	**Yes**
6.2.7	Emergency hydraulic oil storage tank is fully charged	S	**Yes**
6.2.8	Arrangements have been made to supply heading information to the emergency steering position in the steering gear compartment	S	**Yes**
6.2.9	There is a Gyro Repeater fitted in the Steering Gear Compartment	NS	**Yes**
	If Yes:		
6.2.10	The Gyro Repeater is correctly aligned with the Master Gyro	D	**Yes**
6.2.11	The means of communication between the steering gear compartment and the bridge is in good operating condition	S	**Yes**
6.2.12	The rudder angle indication is recognisable in the steering gear compartment	S	**Yes**
6.2.13	The rudder angle indication is visible from the emergency steering gear operating position	D	**Yes**
6.2.14	Access to the steering gear is unobstructed	S	**Yes**
6.2.15	Area around steering gear has handrails	S	**Yes**
6.2.16	Area around steering gear has gratings or other non-slip surfaces	S	**Yes**
6.2.17	Suitable hazard / warning notices are posted in the engine room	R	**Yes**
6.2.18	Machinery space emergency escape routes and exits are clearly marked, unobstructed, and adequately illuminated	S	**Yes**
6.2.19	Gas welding and burning equipment is in good order.	R	**Yes**
6.2.20	Fixed piping is installed from the gas cylinders to the operating position.	R	**Yes**
6.2.21	Flashback arrestors are fitted at the cylinders and at the workstation, and they appear to be in good order.	R	**Yes**
6.2.22	Spare oxygen and acetylene cylinders are stored apart in a dedicated storage and the storage is clearly marked, and in well-ventilated position outside the accommodation and engine room.	R	**Yes**
6.2.23	The location of oxygen and acetylene cylinders are clearly marked	D	**Yes**
6.2.24	Suitable protective clothing is available for hazardous jobs	R	**Yes**
6.2.25	Self closing type cocks on sounding pipes leading to double bottom tanks appear in good condition and are closed	S	**Yes**
6.2.26	Self closing type cocks on oil tank gauge glasses appear in good condition and are closed	R	**Yes**
6.2.27	There is a Company procedure for reporting maintenance non-conformities	S	**Yes**
	Remarks:		
	The bilge alarm, Engineer calling alarm, OWS alarm, No.2 AE fuel oil leaking alarm, was tested during inspection.		
	Comments:		
	(none)		

Chapter: **6:** **ENGINE DEPARTMENT**

Section: **3:** **Machinery**

	Questions	Cat	Answer
6.3.1	The appearance / condition of all of the equipment in the machinery space appears satisfactory	S	**No**
OBS:	*- Other (list) - The deck air compressor was found working with alarm code 4805, it was cabinet air filter cloggy, the filter was changed soon.*		
COM:	*Cause: - The deck air compressor on board the vessel is fitted inside the forecastle store and the filter is exposed to frequent dust. During the course of inspection, the deck air compressor was in use and in good working order. However, the alarm code 4805 was noted on the compressor panel which indicated that the cabinet filter was cloggy was missed out by the ship staff.* *Corrective action/Preventive measures: - On pointing out by the inspector, the filter was immediately renewed with the spare available on board.* *The Master and chief engineer have briefed the officer in charge to ensure that any alarms noted on the compressor shall be immediately attended to and rectified soonest. Additionally, the routine weekly inspection of the filter has been included in the job scope to prevent a recurrence.*		
6.3.2	If No, how many items do not exhibit a satisfactory condition?		**1**
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: **6:** **ENGINE DEPARTMENT**

Section: **4:** **Machinery Spaces**

	Questions	Cat	Answer
6.4.1	* The appearance and housekeeping condition of the following spaces appear satisfactory	R	**Yes**
6.4.2	* If No, how many items do not exhibit a satisfactory condition?		
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: 6: ENGINE DEPARTMENT

Section: 5: Crew Knowledge and Proficiency

	Questions	Cat	Answer
6.5.1	Engineering Officers are familiar with the company procedures and the Chief Engineer's standing orders.	R	**Yes**
6.5.2	The Engineering Officers are familiar with the procedures for changing over UMS responsibilities.	R	**N/A**
	The Engineering Officers are familiar with the MARPOL requirements and the associated company procedures with regards to:		
6.5.3	Operation of the oily water separator, overboard discharge, and recordkeeping requirements (Annex I)	S	**Yes**
6.5.4	Sewage treatment, disposal and recordkeeping requirements (Annex IV)	S	**Yes**
6.5.5	Garbage disposal and recordkeeping requirements (Annex V)	S	**Yes**
6.5.6	Use of low sulphur fuel and recordkeeping requirements (Annex VI) where required	S	**Yes**
6.5.7	All engine room personnel are familiar with the company hot work procedures	R	**Yes**
6.5.8	Engineering Officers are familiar with the procedures and operations for use of the equipment listed in the Guidance Notes for 6.2.2	S	**Yes**
6.5.9	Engineering Officers are familiar with the procedures and operations for use of the emergency steering gear	S	**Yes**
6.5.10	Engineering Officers are familiar with the procedures and operations for change-over and use of the local main engine(s) controls, including the main engine stand when fitted.	S	**Yes**
6.5.11	Personnel are familiar with the applicable emergency procedures as listed in the Guidance Notes for 7.1.2	S	**Yes**
6.5.12	Personnel are aware of the safety guidelines for use with welding apparatus and other equipment as referenced in Guidance Notes to Question 6.1.17.	R	**Yes**
6.5.13	Personnel are aware of the safety precautions when entering bunker tanks, including testing for toxic gases (H2S, benzene, etc.), enclosed spaces,	R	**Yes**

	etc.		
6.5.14	Personnel are aware of the safety precautions when entering spaces containing inert gas, including nitrogen or nitrogen generators, including awareness of alarm systems and emergency procedures.	R	**Yes**
6.5.15	Personnel are familiar with other aspects of the engine department policies, procedures and hazards	R	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Chapter: 7: OPERATIONAL SAFETY

Section: 1: Operational Safety

	Questions	Cat	Answer
7.1.1	* There is a procedure in place to ensure that appropriate crew are on board at all times to provide an adequate watch, safely work the ship and handle emergencies in port	S	**Yes**
7.1.2	* Emergency procedures are available and adequate for each of the situations listed.	S	**Yes**
7.1.3	* If No, how many items do not exhibit a satisfactory procedure?		
7.1.4	* There are programme and records to indicate that training drills and exercises to prepare for emergency actions are held	S	**Yes**
7.1.5	* Dates of last two drills:		**28-04-2019**
7.1.6			**17-04-2019**
7.1.7	Enclosed space entry and rescue drills should be held every 2 months	S	**Yes**
7.1.8	Company emergency response procedures on-board the vessel provide details of reporting to: Authorities	S	**Yes**
7.1.9	Company emergency response procedures on-board the vessel provide details of reporting to: Company	S	**Yes**
7.1.10	Company emergency response procedures on-board the vessel provide details of reporting to: Charterer	D	**Yes**
7.1.11	* Safety signs and / or notices are displayed on deck and in the accommodation	R	**Yes**
7.1.12	* Smoking areas are clearly marked, procedures clearly displayed, and procedures are being complied with by personnel.	R	**Yes**
7.1.13	* There is a Company procedure to prohibit the use of portable non-intrinsically safe equipment in hazardous areas, and personnel are complying with the procedure and safe operating practices	R	**Yes**
7.1.14	* When in use, metallic portable pumps are properly grounded	D	**Yes**
7.1.15	* Lighting on deck is adequate and in an operational condition	R	**Yes**
7.1.16	* Lighting in and around accommodation, in machinery spaces and all other working areas is adequate and in an operational condition	R	**Yes**
7.1.17	The company has procedures for conducting risk assessment	S	**Yes**
7.1.18	Risk assessments are being carried out	S	**Yes**
7.1.19	Company procedures and permits are in use and adequately/appropriately completed for: Entry into enclosed spaces	S	**Yes**
7.1.20	* Company procedures and permits are in use and adequately/appropriately completed for: Hot work	S	**Yes**
7.1.21	* Company procedures and permits are in use and adequately/appropriately completed for: Work on pipelines and pressure vessels	R	**Yes**
7.1.22	* Company procedures and permits are in use and adequately/appropriately completed for: Pressure testing of piping and hoses	R	**Yes**
7.1.23	* Company procedures and permits are in use and adequately/appropriately completed for: Working aloft or outboard	R	**Yes**
7.1.24	* Company procedures and permits are in use and adequately/appropriately completed for: Working on electrical circuits	R	**Yes**

7.1.25	* Controls are in place for small craft alongside	R	**Yes**
7.1.26	* Up to date and complete Muster Lists and Emergency Instructions are displayed in required locations	S	**Yes**
7.1.27	Lifejacket donning instructions are displayed	S	**Yes**
7.1.28	There are records indicating the monthly inspection of breathing apparatus required by the chemical code	S	**Yes**
7.1.29	There are records indicating the safety equipment required by the chemical code, including the breathing apparatus, has been inspected and tested by an expert within the previous year	S	**Yes**
7.1.30	Dates of last two inspections:		**22-01-2019**
7.1.31			**20-01-2018**
7.1.32	There are records indicating the inspection of other safety equipment required by the chemical code	S	**Yes**
7.1.33	A procedure is available on the bridge for use during helicopter operations	R	**Yes**
7.1.34	The condition of all cranes, derricks and other lifting devices, including loose lifting equipment, is satisfactory.	R	**Yes**
7.1.35	There are records indicating the regular inspection of cranes, derricks and other lifting devices.	S	**Yes**
7.1.36	There are records indicating the regular inspection of all loose lifting gear, including chains, blocks and tackles, hooks and swivels, etc., as carried.	S	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

Chapter: 7: OPERATIONAL SAFETY

Section: 2: Crew Knowledge and Proficiency

	Questions	Cat	Answer
7.2.1	* Officers and Ratings are familiar with the operation of the emergency generator (if fitted)	S	**Yes**
7.2.2	* Officers and Ratings are familiar with the operation of the emergency fire pump	S	**Yes**
7.2.3	All personnel are aware of their duties as described in the Muster Lists	S	**Yes**
7.2.4	Crew are familiar with the safety hazards of inert gases, including nitrogen, flue gas and other gases that may be given off by cargo, including proper procedures when used or contained in a confined space/area	R	**Yes**
7.2.5	Personnel conducting inspections and/or maintenance on equipment that must be conducted by an "expert" are familiar with the proper operation, maintenance, procedures and documentation requirements for the equipment	S	**Yes**
7.2.6	All personnel on-board are familiar with the identification of enclosed spaces/areas, the hazards involved, and company procedures and limitations on entry into such spaces	R	**Yes**
7.2.7	All personnel are familiar with the company hot work procedures	R	**Yes**
7.2.8	Personnel are familiar with other aspects of Operational Safety	R	**Yes**
	Remarks:		
	The emergency fire pump and emergency generrator was tested during inspection.		
	Comments:		
	(none)		

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Chapter: 8: HEALTH, SAFETY AND PERSONNEL PROTECTION

Section: 1: Health and Safety

	Questions	Cat	Answer
8.1.1	The ship maintains a record of all accidents to personnel	S	**Yes**
	If Yes:		
8.1.2	Records of accidents are maintained in the following categories: Lost time	D	**Yes**
8.1.3	Records of accidents are maintained in the following categories: Non lost time (medical treatment)	D	**Yes**
8.1.4	The company provides the following information to their ships: Total Recordable Case Frequency (TRCF)	D	**Yes**
8.1.5	The company provides the following information to their ships: Loss Time Injury Frequency (LTIF)	D	**Yes**
8.1.6	The ship maintains a record of near miss incidents	R	**Yes**
8.1.7	There is a formal accident and incident investigation procedure	S	**Yes**
8.1.8	There is a procedure in place for insuring follow-up and close-out on all observations and non-conformances.	S	**Yes**
8.1.9	There are Company procedures detailing on board safety training requirements	S	**Yes**
8.1.10	There are records indicating that on board safety training is carried out	S	**Yes**
8.1.11	There is a designated ship's safety officer	S	**Yes**
8.1.12	There are records indicating that the Safety Committee promotes a programme to improve safety awareness on-board, and regular meetings are held	S	**Yes**
8.1.13	There are records indicating that Safety Committee Meetings take place on a monthly basis.	S	**Yes**
8.1.14	The medical locker is organized according to IMO / WHO / ILO / Flag State guidelines/regulations.	R	**Yes**
8.1.15	The person designated to take charge of medical care on board is suitably qualified	S	**Yes**
8.1.16	The medical locker contains at least the required medicaments and surgical supplies	S	**Yes**
8.1.17	There is an up to date inventory of drugs and medicines on board	D	**Yes**
8.1.18	Controlled drugs are stored in a secure locker	S	**Yes**
8.1.19	A first aid kit is available in the medicine locker ready for swift transfer to the site of an accident	S	**Yes**
8.1.20	A first aid kit is available on the bridge	D	**Yes**
8.1.21	A first aid kit is available in the engine room	D	**Yes**
8.1.22	A first aid kit is available in the galley	D	**Yes**
8.1.23	A first aid kit is available in the cargo control room / ship's office	D	**Yes**
8.1.24	The hospital and/or "treatment room", when fitted, is clean, tidy and ready for use.	S	**Yes**
8.1.25	There is an up to date record of medical treatment	D	**Yes**
8.1.26	The ship has medical first aid equipment, including antidotes, if applicable, for the current cargo	S	**Yes**
8.1.27	* An oxygen resuscitator is available on board, ready for immediate use, and appears in good operating condition	S	**Yes**
8.1.28	There is evidence indicating that officers have a regular medical examination	S	**Yes**
8.1.29	There is evidence indicating that ratings have a regular medical examination	S	**Yes**
8.1.30	Medical examinations for officers and ratings include toxicology testing as deemed appropriate by the physician	D	**Yes**
8.1.31	There are Company procedures requiring shipboard personnel to wear appropriate personal protective	S	**Yes**

	equipment		
8.1.32	* There are company procedures or guidelines related to working in or around areas with a potential for the build-up of flammable/toxic vapours or inert gases	R	**Yes**
8.1.33	* There are Company safety procedures covering the following operations: Transferring flammable / toxic cargoes	S	**Yes**
8.1.34	* There are Company safety procedures covering the following operations: Working with power tools	R	**Yes**
8.1.35	* There are Company safety procedures covering the following operations: Working with burning torches and / or welding equipment	R	**Yes**
8.1.36	* There are Company safety procedures covering the following operations: Dealing with static electricity	R	**Yes**
8.1.37	* There are Company safety procedures covering the following operations: Use of deck cranes	D	**Yes**
8.1.38	* There are Company safety procedures covering the following operations: Avoiding slips and falls	D	**Yes**
8.1.39	* There are Company safety procedures covering the following operations: Securing walkways	D	**Yes**
8.1.40	* The pilot ladder(s) appears in good condition	S	**Yes**
8.1.41	The pilot ladder(s) are in compliance with IMPA recommendations.	R	**Yes**
8.1.42	* The gangway / accommodation ladder is available and maintained in accordance with appropriate requirements.	S	**Yes**
8.1.43	* A gangway / accommodation ladder is safely and appropriately rigged when in use	R	**Yes**
8.1.44	* The Company has a written policy on drug and alcohol abuse that is displayed on-board in a public location	R	**Yes**
8.1.45	* There are Company procedures detailing the testing of officers and crew for drugs and alcohol, including unannounced testing and testing after an incident on-board	R	**Yes**
8.1.46	* Required testing frequency for drugs is _____ months		**12**
8.1.47	* Required testing frequency for alcohol is _____ months		**3**
8.1.48	* Company procedures detail the maximum acceptable alcohol level for any crew member	R	**Yes**
	If Yes:		
8.1.49	* The maximum level is _____(units)		**0.04%BAC**
8.1.50	* Company procedures detail the required period of abstinence before watchkeeping	R	**Yes**
	If Yes:		
8.1.51	* The required period is _____ hours		**5**
8.1.52	Company procedures prohibit the misuse of legitimate drugs as well as the use, possession, distribution or sale of illicit / un-prescribed controlled drugs	R	**Yes**
8.1.53	Company procedures detail on board alcohol distribution and consumption	R	**Yes**
	If Yes:		
8.1.54	The procedures are displayed in a public location	D	**Yes**
8.1.55	Company procedures detail the conduct of on board tests for alcohol	D	**Yes**
8.1.56	Alcohol test equipment is available on board	D	**Yes**
	If Yes:		
8.1.57	Senior officers have been trained in the use of the alcohol test equipment	D	**Yes**
8.1.58	There are records indicating that unannounced testing for drugs and alcohol are carried out	D	**Yes**
	If Yes:		
8.1.59	Records indicate that the Master and all crew were tested for alcohol	NS	**Yes**

8.1.60	Dates of last two alcohol tests:		**08-04-2019**
8.1.61			**28-01-2019**
8.1.62	Records indicate that the Master and all crew were tested for drugs	NS	**Yes**
8.1.63	Dates of last two drug tests:		**18-02-2019**
8.1.64			**02-03-2018**
8.1.65	The company has procedures in place for handling substances hazardous to health	R	**Yes**
8.1.66	Substances hazardous to health, including engine room chemicals are safely stowed in a well ventilated area	S	**Yes**
	Remarks:		
	Ship medcal chest certificate issued on 20.01.2019. *Last alcohol tester shore calibration on 18.04.2019.* *Last monthly Safety meeting on 30.04.2019.*		
	Comments:		
	(none)		

Chapter: 8: HEALTH, SAFETY AND PERSONNEL PROTECTION

Section: 2: Personnel Protection

	Questions	Cat	Answer
8.2.1	* Crew on deck are properly dressed for the cargoes being handled	S	**Yes**
8.2.2	* Where applicable, crew members were observed wearing the appropriate clothing and / or safety equipment	R	**Yes**
8.2.3	* Protective equipment for the protection of crew members is available on board and appears in good condition	S	**Yes**
8.2.4	* How many sets of chemical protective equipment for the protection of the crew engaged in cargo operations are available onboard?	S	**3**
8.2.5	* When required by the Chemical Code, respiratory and eye protection for every person on board is available for emergency escape purposes and appears in good condition.	S	**Yes**
8.2.6	* When required by the Chemical Code, there are on board at least three sets of chemical safety equipment	S	**Yes**
8.2.7	All required Chemical Safety Equipment for personnel protection appears in good operating condition.	S	**Yes**
8.2.8	* BA sets required under the Code are interchangeable	D	**Yes**
8.2.9	* There are two or more oxygen analysers available on board	S	**Yes**
8.2.10	* When the nitrogen generator is installed outside the engine room or a nitrogen receiver or buffer tank is installed in a dedicated compartment, the space of the compartment should be installed with an independent mechanical extraction ventilation system, and a low oxygen alarm shall be fitted for the space.	R	**Yes**
8.2.11	* All oxygen analysers are calibrated as per manufacturer's instructions, calibration checks recorded, and appear in good operating condition	S	**Yes**
8.2.12	* There are on board at least two instruments designed for the testing of flammable vapours. (Combustible Gas Indicators)	S	**Yes**
8.2.13	* All instruments designed for the testing of flammable vapours are calibrated as per manufacturer's instructions, calibration checks recorded, and appear in good operating condition	S	**Yes**
8.2.14	* There are on board at least two instruments designed for the testing of toxic vapours	S	**Yes**
8.2.15	* All instruments designed for the testing of toxic vapours appear in a good operating condition and are suitable for the present cargoes	S	**Yes**
8.2.16	* All toxic gas detector tubes (when carried) are within their expiry date	S	**Yes**
8.2.17	When applicable, all instruments designed for the testing of toxic vapours are calibrated as per manufacturer's instructions, calibration checks recorded, and appear in good operating condition	S	**Yes**
8.2.18	* An instrument suitable for the testing of flammable vapours in an oxygen deficient atmosphere is available on board	S	**Yes**
	If Yes:		
8.2.19	* All instruments for the testing of flammable vapours in an oxygen deficient atmosphere are calibrated as per manufacturer's instructions, calibration checks recorded, and appear in good operating condition	S	**Yes**
8.2.20	* All portable detection instruments have suitable extensions/hoses to allow testing of the compartment bottom from the deck level	S	**Yes**
8.2.21	Oxygen detectors for personal use are carried on board	R	**Yes**
	If Yes:		
8.2.22	How many?		**4**
8.2.23	There are procedures covering the use of oxygen detectors for personal use	R	**Yes**

8.2.24	Gas detectors for personal use are carried on board	R	**Yes**
	If Yes:		
8.2.25	How many?		**4**
8.2.26	There are procedures covering the use of gas detection equipment for personal use	R	**Yes**
8.2.27	* At least two decontamination showers and one eyewash are available on deck	S	**Yes**
8.2.28	* Decontamination showers and eyewashes will be able to operate in all ambient conditions	S	**Yes**
8.2.29	* Decontamination showers and eyewashes appear in good operating condition	S	**Yes**
8.2.30	* The locations of the decontamination showers and eyewashes are clearly marked	R	**Yes**
8.2.31	* When appropriate, the manifold area and other key elevated working areas are protected by an appropriate handrail of at least 1 m and including a midrail	D	**Yes**
	Remarks:		
	All portable and personal O2/Gas detector was shore calibrated on 18.04.2019. *The fixed gas detecion system last calibration on 20.04.2018.* *The fixed O2 meter for N2 plantand N2 buffer tank area was calibrated on 20.04.2018.* *Enough span gas and accessory kept on board.* *Ship has 2 pcs portable toxic test pump, and all test tube within valid date.* *Ship has 3 pcs chemical suit, last inspection ashore on 22.01.2019.*		
	Comments:		
	(none)		

Chapter: 8: HEALTH, SAFETY AND PERSONNEL PROTECTION

Section: 3: Crew Knowledge and Proficiency

	Questions	Cat	Answer
8.3.1	* Designated crew members are familiar with the use and calibration of all gas detection instruments.	R	**Yes**
8.3.2	* Designated crew members are aware of the limitations of use of the gas detection equipment carried on-board	R	**Yes**
8.3.3	* Personnel are aware of company procedures or guidelines related to working in or around areas with a potential for the build-up of flammable/toxic vapours, nitrogen or inert gases	R	**Yes**
8.3.4	* Officers are familiar with the operation of the oxygen resuscitator	R	**Yes**
8.3.5	* Personnel are familiar with other aspects of Health, Safety and Personal Protection	R	**Yes**
	Remarks:		
	The BA, EEBD and portable fire extinguisher was random inspected during deck round inspection.		
	Comments:		
	(none)		

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Chapter: 9: FIREFIGHTING

Section: 1: Firefighting Equipment

	Questions	Cat	Answer
9.1.1	* The fire control plan(s) is permanently displayed, unless otherwise approved by Flag	S	**Yes**
9.1.2	* All fire control plans are up to date	S	**Yes**
9.1.3	* Fire control plan(s) is available in the language required by the Flag State, as well as in either English or French	S	**Yes**
9.1.4	* All fire control plans are clearly legible	D	**Yes**
9.1.5	* Fire control plan(s) is permanently stored in a weather tight enclosure outside the deckhouse and is prominently marked	S	**Yes**
9.1.6	* A copy of the fire control plan is located at the gangway while the vessel is berthed.	D	**Yes**
9.1.7	* There are at least four fireman's outfits on-board	S	**Yes**
9.1.8	* All fireman's outfits are accessible, complete, ready for use, and in good condition	S	**Yes**
9.1.9	* Spare charges (air cylinders) are available for the breathing apparatus	S	**Yes**
9.1.10	* Breathing apparatus air cylinders are stamped to indicate they have been pressure tested within the previous five years	S	**Yes**
9.1.11	* When fitted, the breathing apparatus air cylinder compressor is available for use, and operating instructions are available for use	S	**Yes**
9.1.12	* There are sufficient Emergency Escape Breathing Devices (EEBD) in good condition, ready for use, and as indicated on the Fire Control Plan	S	**Yes**
9.1.13	* The main fire pump is in good order and available for use	S	**Yes**
9.1.14	* If the ship is certified for Unattended Machinery Space operation, a remote start for the main fire pump is available, or the fire main is pressurized	S	**Yes**
9.1.15	* Emergency fire pump is in good order and available for use	S	**Yes**
9.1.16	* Starting instructions for the emergency fire pump are displayed at the starting location	S	**Yes**
9.1.17	* Fire/Foam main is in good condition and ready for use	S	**Yes**
9.1.18	* Fire/Foam hydrants are in good condition and ready for use	S	**Yes**
9.1.19	* Isolation valves in the fire / foam main are in good order and ready for use	S	**Yes**
9.1.20	* Fire hoses are in good order and ready for use	S	**Yes**
9.1.21	* All fire hoses have compatible couplings	S	**Yes**
9.1.22	* Fire nozzles are of a dual purpose type (i.e. jet / spray) incorporating a shutoff, in good order, and ready for use	S	**Yes**
9.1.23	* International shore connection is in good order, easily accessible, and the location clearly marked	S	**Yes**
9.1.24	* Fire stations are complete, in good condition and clearly marked	S	**Yes**
9.1.25	* Machinery space fixed fire fighting system appears in good condition	S	**Yes**
9.1.26	* A Hyper-mist fire fighting system for the machinery space is fitted	NS	**Yes**
	If Yes:		
9.1.27	* A system is in place to ensure a sufficient quantity of water is available for the system	S	**Yes**
9.1.28	* Operating instructions for the machinery space fixed fire fighting system are clearly displayed at the operating position(s)	D	**Yes**

9.1.29	* Fire extinguishers, as fitted, appear in good condition	S	**Yes**
9.1.30	* Servicing of fire extinguishers, fixed firefighting systems and CO2 systems are up to date	S	**Yes**
9.1.31	* Spare charges for fire extinguishers are available	S	**Yes**
9.1.32	* The machinery space fire alarm system appears in good condition	S	**Yes**
9.1.33	* The machinery space fire detection system (when fitted) appears in good condition	S	**Yes**
9.1.34	* The accommodation fire alarm system appears in good condition	S	**Yes**
9.1.35	* The accommodation fire detection system (when fitted) appears in good condition	S	**Yes**
9.1.36	* Fire alarm and detection systems are tested in accordance with manufacturer's instructions.	S	**Yes**
9.1.37	* A fixed foam firefighting system is installed for the cargo area	NS	**Yes**
	If Yes:		
9.1.38	* The quantity of foam on board appears to meet requirements	S	**Yes**
9.1.39	* The foam storage tank and associated equipment appears in good condition	S	**Yes**
9.1.40	* Foam / water monitors and foam applicators appear in good condition	S	**Yes**
9.1.41	* Operating instructions for the foam system are posted at the operating position	R	**Yes**
9.1.42	* If the foam is older than 3 years, records of annual foam testing are available	S	**Yes**
9.1.43	The foam is compatible with the cargoes the vessel is allowed to carry	S	**Yes**
9.1.44	* A fixed dry powder firefighting system is installed for the cargo area	NS	**No**
OBS:	-		
	If Yes:		
9.1.45	* Dry powder hoses and nozzles appear in good condition	S	**N/A**
9.1.46	* Dry powder storage and activation system appears in good condition	S	**N/A**
9.1.47	* Nitrogen cylinders for dry powder system activation appear to be fully charged	S	**N/A**
9.1.48	* Operating instructions for the dry powder system are posted at all operating positions	D	**N/A**
9.1.49	* A fixed water spray firefighting system is installed for the cargo area	NS	**No**
OBS:	-		
	If Yes:		
9.1.50	* Water spray system appears in good condition	S	**N/A**
9.1.51	* Water spray nozzles do not appear to be blocked	S	**N/A**
9.1.52	* Water spray system activation points are clearly marked	D	**N/A**
9.1.53	* Water spray system test records are available	S	**N/A**
9.1.54	* Firefighting system for the paint locker(s) appears in good condition	S	**Yes**
9.1.55	* Firefighting system for flammable liquid locker(s) (when available) appears in good condition	S	**Yes**
9.1.56	* Records for the inspection and maintenance of firefighting equipment are available, complete, and up-to-date	S	**Yes**
9.1.57	* Fixed and portable fire extinguishers/systems are free of Halon	D	**Yes**
9.1.58	* If No, the indicators show that all bottles are within the working pressure	S	**N/A**
	Remarks:		
	Last fireman outfit BA(4sets) annual inspection by crew on board on 13.04.2019. *Last chemical suit BA(3sets) annual inspection by shore on 22.01.2019.* *Last BA(fireman outfit + chemical suit) bottle hydro test on 04.2015.* *Last EEBD/escape set inspecion by crew on 12.04.2019.* *Last EEBD/escape set bottle hydro-pressure test on 18.04.2019.* *Last BA compressor air quality test on 23.03.2019.*		

	Last CO2 system shore inspection on 18.04.2019. *The fire extinguisher was inspected and maintence by crew on 11.04.2019.* *The deck foam annual foam analysis on 23.03.2019.* *The engine room hyper-mist system was inspection by crew on 18.03.2019.* *The fire line, bunker line, ballast line, foam line was pressure test on board annually.*		
	Comments:		
	(none)		

Chapter: 9: FIREFIGHTING

Section: 2: Crew Knowledge and Proficiency

	Questions	Cat	Answer
9.2.1	* Officers are familiar with the operation of the machinery space fixed firefighting system	S	**Yes**
9.2.2	* Officers are familiar with the operation of the cargo area fixed fire fighting system(s)	S	**Yes**
9.2.3	* When fitted with a breathing apparatus air cylinder compressor for firefighting BA sets, personnel responsible for filling breathing air cylinders are familiar with the use of the equipment, and ensuring proper air quality when using the equipment	S	**Yes**
9.2.4	* Personnel are familiar with the use of the other firefighting equipment carried	S	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Chapter: **10:** **LIFESAVING**

Section: **1:** **Lifesaving Appliances**

	Questions	Cat	Answer
10.1.1	* The lifeboat(s) and their equipment (as fitted) appear in good order	S	**Yes**
10.1.2	* If No, how many items were not in good order?		
10.1.3	* There are records indicating the launching of the lifeboat(s) in compliance with Statutory requirements	S	**Yes**
10.1.4	* The lifeboat davits appear in good condition	S	**Yes**
10.1.5	* If No, how many items were not in good order?		
10.1.6	* A dedicated rescue boat is carried	NS	**No**
OBS:	*STBD LIFE BOAT*		
	If Yes:		
10.1.7	* The rescue boat is waterborne monthly	S	**Yes**
10.1.8	* The rescue boat is ready for use in an emergency	S	**N/A**
10.1.9	* The rescue boat and its equipment (as fitted) appear in good order	S	**N/A**
10.1.10	* If No, how many items were not in good order?		
10.1.11	The rescue boat is certified as a "fast rescue boat" on Form E	NS	**N/A**
	If Yes:		
10.1.12	A minimum of 3 personnel have been suitably trained and certified in the operation of a fast rescue boat	S	**N/A**
10.1.13	Records indicate liferafts (if inflatable) has been serviced within the appropriate interval	S	**Yes**
10.1.14	* The liferaft(s) and their equipment, as fitted, appear in good condition.	S	**Yes**
10.1.15	* If No, how many items were not in good order?		
10.1.16	* The lifeboat/liferaft capacity is adequate for the number of persons on-board in compliance with the Safety Equipment Certificate	S	**Yes**
10.1.17	Lifeboat operating instructions are displayed on or in the vicinity of the lifeboats	S	**Yes**
10.1.18	Liferaft operating instructions are displayed on or in the vicinity of the liferafts	S	**Yes**
10.1.19	Lifeboat and liferaft operating instructions use IMO recommended symbols	S	**Yes**
10.1.20	Muster and embarkation station emergency lighting is operational	S	**Yes**
10.1.21	If required, "remotely located survival craft" are onboard, comply with the requirements, and are in good condition/operational.	S	**Yes**
10.1.22	Lifejacket requirements appear to be in order	S	**Yes**
10.1.23	Immersion suits and / or thermal protective aid requirements appear to be in order	S	**Yes**
10.1.24	* The required number of lifebuoys are carried and correctly marked	S	**Yes**
10.1.25	* Lifebuoys appear in good condition and are fitted, as required, with lines, lights or smoke signals	S	**Yes**
	The following lifebuoy fittings appear in good operating condition, including within expiry date if applicable:		
10.1.26	* Self-igniting lights	S	**No**
OBS:	*The self-igniting light of the lifebuoy located starboard side after boat deck was found not working. It was renewed immediately.*		

COM:	*Cause: - Vessel on-board is provided with Four (4) lifebuoys with Self igniting lights. These Self Igniting were tested on a weekly basis as per the planned maintenance and found to be in good order. During the course of inspection when the officer in charge tested Self-igniting light in the presence of the inspector the light switch malfunctioned.* *Corrective action/Preventive measures: - The light was immediately replaced with the spare available onboard as noted by the inspector. All Self-Igniting lights for the lifebuoys were tested in the presence of the inspector and found to be in good order.*		
10.1.27	* Self-activating smoke signals	S	**Yes**
10.1.28	* Bridge wing quick releases	S	**Yes**
10.1.29	* Buoyant lifelines	S	**Yes**
10.1.30	* There are at least four line throwing appliance projectiles and lines on board	S	**Yes**
10.1.31	* All projectiles (and any ignitors) are within their expiry date	S	**Yes**
10.1.32	* There are at least 12 parachute flares stowed on or near the navigating bridge	S	**Yes**
10.1.33	* Parachute flares are within their expiry date	S	**Yes**
10.1.34	* Emergency escape routes and exits, including those to lifesaving appliances, are clearly marked, unobstructed, and adequately illuminated	S	**Yes**
10.1.35	* A record of inspections and maintenance of each life-saving appliance is available	S	**Yes**
10.1.36	* A report of a monthly inspection of the life-saving appliances is recorded in the log-book (SOLAS III 20.6 (weekly)	S	**Yes**
10.1.37	* A stretcher of suitable design is readily available on board and appears in good condition	S	**Yes**
10.1.38	* The actual number of personnel sailing on board is within the limits of the Safety Equipment Certificate (Attachment Form E)	S	**Yes**
	Remarks:		
	The lifeboat davit was annual survey on 18.04.2019. *Last lifeboat lowered into water on 14.03.2019.* *Last liferaft was inspected on shore every three years, last on 03.2017. They were inspected yearly by crew who was trained to carry out inspection.* *Last immersion suit pressure test by crew on 12.04.2019.*		
	Comments:		
	(none)		

Chapter: **10:** **LIFESAVING**

Section: **2:** **Crew Knowledge and Proficiency**

	Questions	Cat	Answer
10.2.1	* All crew members familiar with their Lifeboat station and muster duties, as applicable	S	**Yes**
10.2.2	* All officers are aware of Lifeboat, liferaft and/or rescue boat launching and recovery procedures	S	**Yes**
10.2.3	All personnel are familiar where lifebuoys are located and Man Overboard procedure	S	**Yes**
10.2.4	Personnel are familiar with the use of the other Lifesaving appliances/equipment carried	S	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Chapter: 11: ENVIRONMENTAL PROTECTION

Section: 1: Environmental Protection

	Questions	Cat	Answer
11.1.1	* An approved Shipboard Marine Pollution Emergency Plan (SMPEP) is available on board	S	**Yes**
	If Yes:		
11.1.2	* There are records to indicate that SMPEP training drills are carried out	R	**Yes**
11.1.3	* Vessel has appropriate Vessel Response Plans (VRP) and Marine Firefighting Plan (MFP) for the area it is trading in	S	**Yes**
	If Yes:		
11.1.4	* There are records to indicate that VRP & MFP training drills are carried out	S	**Yes**
11.1.5	Company procedures for spill clean up, including operational spills, are available	S	**Yes**
11.1.6	* There are Company procedures covering the use of oil dispersant overside	D	**Yes**
11.1.7	* There are Company procedures for the use of detergents in the Engine Room	D	**Yes**
11.1.8	* There are company procedures for the disposal of tank washing/ballast in compliance with MARPOL requirements	S	**Yes**
11.1.9	* There are company procedures for the discharge limitations in special areas	S	**Yes**
11.1.10	* There are company procedures for tank pre-wash requirements	S	**Yes**
11.1.11	* There are records indicating the testing / operation of the Oil Discharge Monitoring and Control System (when fitted)	D	**Yes**
11.1.12	Dates of last two tests:		**18-04-2019**
11.1.13			**16-04-2019**
11.1.14	An interface detector is available on board	S	**Yes**
11.1.15	* The following (when applicable) appear correct and up to date: Cargo Record Book	S	**Yes**
11.1.16	* The following (when applicable) appear correct and up to date: Oil Record Book Part 1 (machinery spaces)	S	**Yes**
11.1.17	* The following (when applicable) appear correct and up to date: Oil Record Book Part 2 (cargo / ballast operations)	S	**Yes**
11.1.18	* The following (when applicable) appear correct and up to date: Garbage Record Book is maintained up to date	S	**Yes**
11.1.19	* There are facilities on board for the separate collection of different garbage categories (plastics, food wastes, other garbage etc.)	S	**Yes**
11.1.20	* There is NO obvious evidence that the oily-water separator is being by-passed	S	**Yes**
11.1.21	* When in port, the machinery space oily-water separator / oil filtering equipment overboard discharge valve(s) is closed and secured	D	**Yes**
11.1.22	* If the oily water separator is not fitted with an automatic stopping device, do entries in the ORB Part 1 indicate that it has not been used in a Special Area	S	**N/A**
11.1.23	The arrangements for the disposal of bilge wells from spaces not serviced by the Engine Room oily-water separator system are adequate	R	**Yes**
11.1.24	* During cargo transfer operations, hoses / arms are properly secured using all available bolt holes	R	**Yes**
11.1.25	* All unused cargo and bunker manifolds, pipelines drains and vapour return lines and unused cargo pipeline connections are suitably blanked and/or isolated.	R	**Yes**

11.1.26	* Connections at the manifold are suitably supported to prevent over-stressing the connection, keeping the number of reducers/adapters to a minimum.	R	**Yes**
11.1.27	* During cargo and/or bunkering operations, suitable spill containment is in place under each manifold in use	R	**Yes**
11.1.28	* Cargo and bunker manifold spill containment equipment or fittings appear in good condition	S	**Yes**
11.1.29	* Arrangements to drain cargo and bunker manifolds appear satisfactory	D	**Yes**
11.1.30	* During cargo or bunker transfer operations, all deck scuppers appear to be effectively plugged	R	**Yes**
11.1.31	* Suitable and permanent spill containment is fitted around all fuel oil, diesel oil and lubricating oil tank vents and in good condition	R	**Yes**
11.1.32	* Suitable and permanent spill containment is fitted around all hydraulic deck machinery and in good condition	R	**Yes**
11.1.33	* The ship has in place a Ballast Water Management Plan	R	**Yes**
11.1.34	* The BWMP is ship-specific and approved by the Administration and/or Class	R	**Yes**
11.1.35	When required, there are records of ballast water exchange and/or treatment	S	**Yes**
11.1.36	Ballast water treatment equipment is required	NS	**No**
OBS:	-		
	If Yes:		
11.1.37	ballast water treatment equipment is installed	S	**N/A**
11.1.38	If fitted, the equipment for ballast water treatment appears to be in working order	R	**N/A**
11.1.39	A Company manual contains a policy on energy conservation	R	**Yes**
11.1.40	The ship is fitted with an exhaust gas or waste heat boiler	NS	**Yes**
11.1.41	Cargo cooling / heating procedures are available	R	**Yes**
11.1.42	The Company has procedures for monitoring the performance of main and auxiliary machinery	R	**Yes**
11.1.43	The Company provides energy conservation training to all crew	R	**Yes**
11.1.44	The company has procedures for operating machinery/equipment in a safe and efficient manner	R	**Yes**
	Remarks:		
	Last calibration of ODME on 18.04.2019. *Last 15ppm OWS calibration on 18.04.2019.*		
	Comments:		
	(none)		

Chapter: 11: ENVIRONMENTAL PROTECTION

Section: 2: Crew Knowledge and Proficiency

	Questions	Cat	Answer
11.2.1	Personnel are familiar with their SMPEP and/or VRP duties	S	**Yes**
11.2.2	Officers are familiar with procedures for the disposal of tank washing/ballast containing category X, Y, Z and OS residues	S	**Yes**
11.2.3	Officers are familiar with the discharge limitations in Special Areas	S	**Yes**
11.2.4	Officers are familiar with the procedures for tank pre-wash requirements	S	**Yes**
11.2.5	Responsible personnel are familiar with the use of the stripping system	S	**Yes**
11.2.6	* Personnel are aware of requirements for the collection and disposal of garbage	S	**Yes**
11.2.7	Personnel are familiar with other aspects of Environmental Protection	R	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Chapter: **12:** **SECURITY**

Section: **0:** **Security**

	Questions	Cat	Answer
12.1	* There is a designated Ship Security Officer (SSO) on board	S	**Yes**
12.2	* Is the SSO aware of his responsibilities as defined in the code.	S	**Yes**
12.3	* Officers and crew are aware of the security level on-board and the meaning of the security level	S	**Yes**
12.4	* A watch is maintained to prevent persons gaining unauthorized access to the ship	S	**Yes**
12.5	* Personnel assigned for access watch are not involved with cargo operations or other activities that may distract them from security responsibilities	R	**Yes**
12.6	* Personnel are aware of steps to be taken to prevent unauthorized access to the vessel in port and at sea	S	**Yes**
12.7	* There is a system in place to check visitors against recognised identification documents	S	**Yes**
12.8	* A Visitors log is being maintained	S	**Yes**
12.9	* Shipboard security training has been carried out for all personnel relevant to their duties on-board	S	**Yes**
12.10	* Security actions taken on-board are done in a way so as to not compromise safety	S	**Yes**
	Remarks:		
	(none)		
	Comments:		
	(none)		

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Chapter: 13: HULL AND SUPERSTRUCTURE

Section: 0: Hull and Superstructure

	Questions	Cat	Answer
	The appearance and maintenance condition of the following appears satisfactory:		
13.1	Hull	D	**Yes**
13.2	Hull markings	D	**Yes**
13.3	Deck areas	D	**Yes**
13.4	Cargo and manifold area	D	**Yes**
13.5	Superstructure	D	**Yes**
13.6	Funnel	D	**Yes**
13.7	Weathertight doors, ports and hatches	D	**Yes**
13.8	Ballast tank and void space vents and marking	D	**Yes**
13.9	Ventilation and fire flaps and marking	D	**Yes**
13.10	Sea chest and overboard valves and other penetrations, including service marking	D	**Yes**
	Remarks:		
	The hull corrosive area round 1-2%. *The main deck, the funnel, every kind of marking, etc in normal painted condition.*		
	Comments:		
	(none)		

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Chapter: **14:** **ACCOMMODATION**

Section: **0:** **Accommodation**

	Questions	Cat	Answer
	The appearance and housekeeping standard of the following (when fitted) meets applicable regulations and appears satisfactory:		
14.1	Bridge	D	**Yes**
14.2	Communications room	D	**Yes**
14.3	Accommodations	D	**Yes**
14.4	Sanitary facilities	D	**Yes**
14.5	Mess Rooms	D	**Yes**
14.6	Lounges	D	**Yes**
14.7	Galley	D	**Yes**
14.8	Pantries	D	**Yes**
14.9	Dry stores	D	**Yes**
14.10	Refrigerated stores	D	**Yes**
14.11	Laundry / drying room	D	**Yes**
14.12	Cargo control rooms	D	**Yes**
14.13	Offices	D	**Yes**
14.14	There is a system on-board for the regular inspection of accommodation, storage and work spaces, including documentation of the inspection	D	**Yes**
	Remarks:		
	The accommodation, bridge, CCR, galley, mess room, office, etc, clean and tidy.		
	Comments:		
	(none)		