



SIRE INSPECTION REPORT

VESSEL: SENNA PRINCESS

PORT: NIPAH ANCHORAGE, INDONESIA





SIRE Report No: 1/ 2015

Date of Inspection: 19/03/2015

Inspection carried out by : IDEMITSU

Date of Next Planned Inspection: September 2015

Report by: Capt Kulhari B P

Date: 28/03/2015

Signature:

A handwritten signature in blue ink, appearing to read 'Capt Kulhari B P', is written over a light blue rectangular background.



SUMMARY

Inspection was carried out on 19th March'2015 on behalf of Idemitsu by Capt Dipesh Roy. Boarded vessel at Nipah anchorage, Indonesia.

The vessel was in partly loaded condition, carrying out discharging operation through STS. Daughter vessel "SUMMER CORAL" was loading from Senna Princess.

Opening meeting was carried out by Inspector and Inspection plan was discussed. Inspector proposed to have deck rounds first as cargo was about to complete by noon time. Main deck rounds including compressor room, motor room, forward forepeak store, SOPEP locker, aft stores, Poop deck, accommodation outer area, Lifeboats, emergency generator, were checked and few observations pointed out to Master.

Next all documentation/records were verified/checked with Master. Navigational logs/documents were verified on bridge along with GMDSS logs/equipments. Accommodation common area rounds were taken including CCR with cargo documentation and finally rounds were taken in Engine room along with verification of some alarms, emergency fire pump and steering gear rounds were also taken, finally closeup meeting with discussion on observations were done and the inspection was concluded.

Following items were physically checked during the course of inspection :-

- Records/Documentation/certification were inspected
- CCR cargo documentation including instrumentation.
- Maintenance records of LSA/FFA,
- Passage plan, bridge checklists, nautical publications, GMDSS equipments maintenance and communication records keeping,
- Bunkering plans, checklists, ORB, fuel oil and lube oil analysis reports were verified.
- All the vessel's documents were checked for compliance with regulations and procedures.
- PMS including critical spares list was verified.
- Critical alarms were tested in engine room.
- An overall assessment of most of the emergency equipments were made.
- Few deficiencies and short falls observed during the Inspection has been listed, to be followed by the ship staff.

OVERALL CONDITION:

The overall condition of the vessel was satisfactory, ongoing maintenance jobs could be witnessed on all areas.

The general upkeep was satisfactory overall, with scope for improvement at few places.

Crew Qualifications - SENNA PRINCESS

Vessel IMO	8917845
Vessel name	SENN PRINCESS
Vessel flag	Thailand
Operator	SEINE NAVIGATION PTE LTD
Printed	16 Mar 2015
Last updated by operator	16 Mar 2015

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Officer's Crew Details

Rank	Nationality	Cert. comp.	IssuingCountry	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Operator	Years in service					
									Rank	Tanker type	All types	Months tour	English prof.	Years watch
Master	Indian	Master II/2	India	Yes	Gas	Advanced	Yes	2.0	1.5	5.5	5.5	0.37	Good	
Chief Officer	Indian	Chief Mate II/2	India	Yes	Gas	Advanced	Yes	2.0	2.1	2.9	4.5	3.57	Good	
2nd Officer	Indian	Master II/2	Thailand	Yes	Gas	Advanced	Yes	2.0	4.0	7.0	8.0	5.77	Good	8.0
3rd Officer	Thai	OOW	Thailand	Yes	Gas	Advanced	Yes	2.0	0.5	2.2	2.2	2.17	Good	7.0

Engineer's Crew Details

Rank	Nationality	Cert. comp.	IssuingCountry	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Operator	Years in service				
									Rank	Tanker type	All types	Months tour	English prof.
Chief Engineer	Indian	Chief Eng III/2	India	Yes	Gas	Advanced	N/A	0.5	0.8	0.5	3.0	5.27	Good
2nd Engineer	Indian	Chief Eng III/2	India	Yes	Gas	Advanced	N/A	0.2	2.8	2.8	3.6	1.03	Good
3rd Engineer	Indian	EOOW	India	Yes	Gas	Advanced	N/A	0.4	0.4	1.6	2.6	4.27	Good
4th Engineer	Thai	OOW (Eng) III/1	Thailand	Yes	Gas	Advanced	N/A	3.2	2.3	3.2	3.2	8.13	Good
Gas/Cargo Engineer	Indian	OOW (Eng) III/1	United Kingdom	N/A	Gas	Basic	N/A	1.0	6.7	7.4	7.4	2.17	Good
Electrical Engineer	Indian	None	None	N/A	Gas	Basic	N/A	1.0	7.0	5.0	7.0	5.30	Good

Operator's Comments

Please take note STCW shown for 2/O, 3/O, 3/E, 4/E are PARA 1 however, they are holding Advance Gas Tanker Certificates

Inspection Preparation

The following information would help during the inspection.	
Drill or Item	Date Last Carried Out or Approval
Date of Operator's taking responsibility	03.07.2013
Last Port State Inspection / Port / No of defs	Ras Az Zawr / Saudi Arabia/ 24.12.2012 / nil deficiencies
Name of Class / Class Cert Expiry date:	NK, 03/12/2017
Last Superintendents – Marine & Technical visit Date:	Marine – 11/01/15 , Marine - 01/11/14
VRP Validity Date / Name of QI / Last drill:	N/A
Last Internal ISM Audit: How many NC/Obs	Carried out between 16.07.2014 – 18.07.2014 Total 5 items (4 OBS + 1 NC)
Master's Review of SMS/ Comp Response:	02.03.2015 / YES
Last 2 Safety Committee Meetings:	26.01.15 / 25.02.15
Dates & descriptions of last three incidents/accidents reported in 2 years.	Incident : 17/01/15-Non compliance of garbage procedures 12/02/15- Unsuitable use of tools 21/02/15- Paint drum lying in Accommodation Store.
Crew Manning Records:	Required manning for the vessel was as follows: Officers : 03 (04 Deck + 04 Engineer officers) Ratings : 06 (03 ABs + 03 Oilers) Actual manning on the vessel was: Officers : 03 (04 Deck + 04 Engineer officers) + 03 Eng. Cdt +03 Deck cdt Ratings : 11 (01 Bosun + 03 ABs + 01 Fitter + 03 Oiler + 02 Cook + 1 messman).
Last on board D & A Test Date:	27.02.2015
Last external D & A Test Date:	06.02.2015
Last 2 Abandonship Drill:	07.03.15 / 02.02.15
Last L/B in Water & Manouv dates:	27.12.14
Last Security Drill & SSAS test date:	02.02.15 (security drill) / 26.11.14 (SSAS test)
Last Steering Gear Drill:	07.02.15
Last 2 Emergency Drill like ETA/Helicopter:	25.11.14 (ETA) 15.10.14 (Helicopter)
Last Drill on Hull Failure/Collision/Gas release	08.09.2014 (Hull Failure) 06.01.2015 (Toxic liquid release – combined drill) 02.02.2015 (collision)
Latest NTM on board / CHATRCO or not;	Latest NTM on board: 12 / 15 Latest loose leafs on board: 12/15 CHATRCO Updated by mail
Contracted company for auto supply of charts, publication and corrections	C & C Marine
If ECDIS fitted / Type of Charts / Primary?	NO
Deviation Curve Date: Shore & Ship	10/02/12 Shore, 10/11/14 ship
Gyro Servicing/Overhaul date	11.01.2015
UKC Policy in Brief:	Company's DUKC policy as follows; Open sea : 20 % of Deepest draught Coastal waters : 15 % of Deepest draught Harbour : 10 % of Deepest draught Alongside berth : 50 cm
Last Cargo lines Test / Test Pressure:	21/08/2014 TEST PRESSURE: 20 bars

Last Marpol lines Test / Test Pressure:	NA
Last Vapour lines Test / Test Pressure:	21.08.2014 TEST PRESSURE: 6 bars
Last Bunker lines Test / Test Pressure:	10/07/2014 TEST PRESSURE- 6.0 Bar
Last Tank cleaning lines Test / Test Pressure:	NA
Last Fire/Foam lines Test:	03/08/2014 TEST PRESSURE: 7.0 bars
Last Foam Analysis / Type of Foam	Expiry: 18 Oct 2017
BA sets annual servicing (IBC code)	02.12.2014
EEBD Annual servicing	02.12.2014
Fire extinguishers Annual & Pr Test date:	04.07.2012 (SHORE) / 20.06.2014 (SHIP)
SCBA Annual & bottle Pr Test Dates:	02.12.2014 (Annual) / DEC 2014 (Pr Test – Shore)
Life Boat annual serving/ 5 yearly serv	02.12.2014 (Annual) / 27.11.2012 (5 Yearly)
Life Boat On load release gear test date	27.11.2012
Life Raft annual serving	16.01.2015
BA Air Quality Test	28.11.2014
VDR / AIS annuals Performance date:	12.01.2015 / 26.11.2014
Immersion suits 3-Y test certificate	05.07.2012
Thickness measurement company/ Dates of measurement. / CAP Cert if any:	CAP 2
ESP/Condition Evaluation Report: Dates of survey and Tanks (Cgo & Blst) inspected)	N/A
Frequency of Cargo & Ballast Tank Insp. Past insp. dates by Ship's Crew and their results	CARGO TANKS: Dec 2012 BALLAST TANKS: 08.01.2015 (Freq:Six months)
Last calibration of portable analyzers' by shore / ship	SHORE: 25.08.2014 SHIP: 23.02.2015
Framo Purging date & Results:	NA
Last EPIRB servicing date:	26.11.2014
GMDSS Maint Company & Expiry:	Seven Seas Electronics / 07/05/2017
Last Inspection of deck seal	NA
Last inspection of P/V valves	NA
ODME Manual Approved? / Test Date:	NA
VOC Manual Approval:	NA
Cargo Hose Test Dates / Pressure:	September 2014 TEST PRESSURE: 37.5 bars
Tank cleaning Hose Test Dates:	NA
Test date of Mooring winches brakes holding capacity	09.12.2014, BHC: 32.8 mts
Mooring Ropes: How Many, Make/type & Sizes, MBL:	09 Pcs POLYESTER & COMPOSITE 56 mm X 220 mtrs, MBL 60 Tons, WIRES 4 PCS GALVANIZED STEEL 32 mm x 220 mtrs 536 KN. 04 Pcs NYLON 65 x 11, MBT 79T
Last Service / Inspection of Following:	
Valves: Cargo & Ballast valves	19.11.2012
Deck Seal:	NA
IG Check Valve / NRV service dates:	Dec 2012
Last Calibration of all pressure gauges by shore / ship	SHORE: 30.11.2012 (pressure gauges) & 30.11.2012 (thermometers) / SHIP : in cycle
Last Service date of Main deck, pump room fire extinguishers	04.07.2012 (SHORE) / 20.06.2014 (SHIP)
Load Computer approved? Last test date:	Approve date: 11.10.2013 NK Test Date: 14.01.2015
Heating coils fitted, last pressure tested	NA
SWL of hose handling crane. Last annual & load testing dates:	SWL: 6 mts Class Annual: 25.02.2015 Load Test: 04.12.2012

Framo Pump Cofferdam purging date:	NA
Frequency of Fuel oil, Hydraulic & Lube Oils sample analysis. Dates done and contracted company	FO SAMPLE : 16/01/2015 DNV LO SAMPLE : 26/02/2015 INTERTEK
Last load for Emergency Generator	15.03.2015
Last manoeuvring of M/E tried from local side	22.01.2015
Last when quick closing valves were tested	15.01.2015
Name of the PMS system in use and which class has approved the same.	SHIPMATE

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Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	SXPJ-7488-1094-4265
Report Template	VIQ6 - LPG Tanker (4303)
Vessel Name	SENNA PRINCESS
IMO Number	8917845
Date of Inspection	19 Mar 2015
Port of Inspection	Nipa Anchorage, Indonesia
Inspecting Company	IDEMITSU TANKER CO. LTD.
Selected variants	STS operations

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Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel	SENNA PRINCESS
1.2	Vessel IMO Number	8917845
1.3	Date the inspection was completed	19 Mar 2015
1.4	Port of inspection	Nipa Anchorage, Indonesia
1.5	Flag	Thailand
1.6	Deadweight	17577.00
1.7	Date the vessel was delivered	28 Aug 1991
1.8	Name of the OCIMF inspecting company	IDEMITSU TANKER CO. LTD.
1.9	Date and time the inspector boarded the vessel	19 Mar 2015. 09:15
1.10	Date and time the inspector departed the vessel	19 Mar 2015. 17:30
1.11	Time taken for inspection	8.00
1.12	Name of the inspector	For inspecting company only
1.13	Vessel's operation at the time of the inspection	Discharging
1.14	Product(s) being handled	Liquefied gas
1.15	Vessel type	LPG Type 2G
1.16	Hull type	Double bottom
1.17	Name of the vessel's operator	Seine Navigation Pte Ltd
1.18	Date the current operator assumed responsibility for the vessel	03 Jul 2013
1.19	Date of the last port State control inspection	24 Dec 2012
1.20	Port of the last Port State Control inspection	Ras Az Zawr, Saudi Arabia
Other Inspector Comments: There was no deficiency issued during last PSC inspection.		

1.21	Name of Classification society	Nippon Kaiji Kyokai
1.22	Date of expiry of the Class Certificate	03 Dec 2017
1.23	Date the last special survey was completed	04 Dec 2012
1.24	Date of departure from the last class-credited drydock/repair period	04 Dec 2012
1.25	Date of the last class Survey Status Report	03 Mar 2015

Additional Comments

1.99	Additional Comments	
	Vessel was a Liquefied Gas Carrier, Ship type 2G. Vessel had three independent cargo tanks below deck type-A. Two superintendents (Marine & Technical) were present during the inspection. Vessel was carrying out a STS discharge with daughter vessel named SUMMER CORAL (IMO 9219953).	

Chapter 2: Certification and documentation**Certification**

2.1.9	What is the vessel's designation as recorded in the IOPP Certificate, Form B, Question 1.11? Other Inspector Comments: Form-A of IOPP was applicable.	Not applicable
2.2	Is the vessel's P and I Club a member of the International Group? Other Inspector Comments: QBE Asia P&I, (QBE Insurance (International) Limited - Singapore Branch). Initial Operator Comments: We would like to update that vessel has always been under P & I covers. QBE Insurance (International) Limited is present club has issued new certificate valid till 20 February 2016. Certificate as attached.	No

Chapter 3: Crew Management**Drug and alcohol policy**

3.12	What was the Operator's defined maximum level of blood alcohol content?	40.00
3.13	What was the recorded frequency of unannounced drug testing	12.00
3.14	What was the recorded frequency of unannounced alcohol testing	1.00
3.15	What was the date of the last unannounced on-board alcohol test	27 Feb 2015
3.16	What was the date of the last unannounced drug and alcohol test undertaken by an external agency?	06 Feb 2015

Crew details on 16 Mar 2015

Officer Crew

Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Operator	Years in service				Watch Mo.	English tour prof.
									Rank	Tanker type	All types			
Master	Indian	Master II/2	India	Yes	Gas	Advanced	Yes	2.0	1.5	5.5	5.5		0.40	Good
Chief Officer	Indian	Chief Mate II/2	India	Yes	Gas	Advanced	Yes	2.0	2.1	2.9	4.5		3.60	Good
2nd Officer	Indian	Master II/2	Thailand	Yes	Gas	Advanced	Yes	2.0	4.0	7.0	8.0	8.0	5.80	Good
3rd Officer	Thai	OOW	Thailand	Yes	Gas	Advanced	Yes	2.0	0.5	2.2	2.2	7.0	2.20	Good

Engineer Crew

Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Operator	Years in service				Watch Mo.	English tour prof.
									Rank	Tanker type	All types			
Chief Engineer	Indian	Chief Eng III/2	India	Yes	Gas	Advanced	N/A	0.5	0.8	0.5	3.0		5.30	Good
2nd Engineer	Indian	Chief Eng III/2	India	Yes	Gas	Advanced	N/A	0.2	2.8	2.8	3.6		1.07	Good
3rd Engineer	Indian	EOOW	India	Yes	Gas	Advanced	N/A	0.4	0.4	1.6	2.6		4.30	Good
4th Engineer	Thai	OOW (Eng) III/1	Thailand	Yes	Gas	Advanced	N/A	3.2	2.3	3.2	3.2		8.17	Good
Gas/Cargo Engineer	Indian	OOW (Eng) III/1	United Kingdom	N/A	Gas	Basic	N/A	1.0	6.7	7.4	7.4		2.20	Good
Electrical Engineer	Indian	None	None	N/A	Gas	Basic	N/A	1.0	7.0	5.0	7.0		5.33	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and documentation

Certification

2.1

Safety management and the operator's procedures manuals:

2.3

Survey and repair history

2.7, 2.8

Chapter 3: Crew Management

Crew Management

3.2, 3.3, 3.5, 3.6

Crew qualifications

3.9, 3.10

Drug and alcohol policy

3.11

Chapter 4: Navigation

Policies, Procedures and Documentation

4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.9

Navigation Equipment

4.10, 4.11, 4.14, 4.16, 4.17

Charts and publications

4.20

Navigation

4.23, 4.24, 4.25, 4.26, 4.27, 4.28, 4.29

Chapter 5: Safety Management

Safety Management

5.2, 5.3, 5.4, 5.7, 5.8, 5.9, 5.10, 5.11

Drills, Training and Familiarisation

5.12, 5.14, 5.15

Ship Security

5.16, 5.19

Monitoring Non-Cargo Spaces

5.26

Gas Analysing Equipment

5.27, 5.28, 5.30, 5.31

Hot Work Procedures

5.32, 5.33, 5.35

Life Saving Equipment

5.36, 5.37, 5.38, 5.40, 5.41, 5.44, 5.45, 5.46, 5.47, 5.48, 5.49

Fire Fighting Equipment

5.50, 5.51, 5.52, 5.54, 5.55, 5.56, 5.57, 5.58, 5.60, 5.63, 5.64, 5.65

Material Safety Data Sheets (MSDS)

5.66

Access

5.67, 5.68, 5.69, 5.70, 5.71

Chapter 6: Pollution Prevention

Oil Record Books

6.2, 6.3

Shipboard Oil and Marine Pollution Emergency Plans

6.6, 6.7

Cargo Operations and Deck Area Pollution Prevention

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

Ballast Water Management

6.30

Engine and Steering Compartments

6.32, 6.33, 6.34, 6.36, 6.38

Garbage Management

6.39, 6.40

Energy Efficiency

6.41

Chapter 7: Structural Condition

Structural Condition

7.2, 7.3, 7.4, 7.5

Chapter 8: Cargo and Ballast Systems - LPG

Policies, Procedures and Documentation

8.1, 8.2, 8.3, 8.4

Stability and Cargo Loading Limitations

8.7, 8.8, 8.9, 8.10, 8.11, 8.12, 8.14, 8.15

Cargo Operations and Related Safety Management

8.18, 8.19, 8.20, 8.21, 8.22, 8.23, 8.24, 8.25, 8.26, 8.28, 8.29, 8.31

Cargo Handling and Monitoring Equipment

8.35, 8.36, 8.37, 8.38, 8.40, 8.41, 8.43, 8.44, 8.45, 8.48, 8.49, 8.50, 8.51, 8.52, 8.53, 8.54, 8.55, 8.57, 8.58, 8.59

Cargo Compressor and Motor Rooms

8.61, 8.62, 8.63, 8.64, 8.65, 8.66, 8.67, 8.68, 8.70, 8.71, 8.72, 8.73

Void and Interbarrier Spaces and Seals - other cargo tank types

8.78, 8.79, 8.81

Inert Gas Systems

8.83

Pressure Relief and Venting Systems

8.85, 8.86, 8.87, 8.88, 8.89, 8.90

Emergency Shutdown System

8.91, 8.92, 8.93, 8.94, 8.95, 8.96, 8.97

Manifold Arrangements

8.98, 8.99, 8.100, 8.101, 8.102, 8.103, 8.104, 8.105, 8.106, 8.107, 8.108, 8.109

Safety Equipment

8.110, 8.111, 8.112, 8.113, 8.114, 8.117, 8.118, 8.119, 8.120, 8.121

Ship to Ship Transfer Operations

8.126, 8.127, 8.128

Chapter 9: Mooring

Mooring equipment documentation

9.2, 9.4

Mooring equipment

9.12, 9.13, 9.15, 9.16, 9.17

Anchoring equipment

9.18, 9.19, 9.20, 9.21

Emergency towing arrangements

9.26

Chapter 10: Communications

Communications procedures

10.1, 10.2, 10.3, 10.4, 10.6, 10.7, 10.8, 10.9

Communications equipment

10.10, 10.12, 10.13, 10.14, 10.15

Chapter 11: Engine and Steering Compartments

Policies, Procedures and Documentation

11.1, 11.2, 11.4, 11.5, 11.8, 11.9, 11.11

Planned Maintenance

11.15

Safety Management

11.16, 11.17, 11.18, 11.20, 11.21, 11.22, 11.23, 11.24, 11.25, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36, 11.37, 11.38, 11.40

Machinery status

11.42, 11.44, 11.46, 11.47

Steering Compartment

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

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.1, 12.3, 12.4, 12.5, 12.7, 12.8, 12.9, 12.10

Electrical Equipment

12.12, 12.13

Internal Spaces

12.14, 12.15

Accommodation Areas

12.16, 12.17, 12.18, 12.19, 12.20, 12.21

Section 3

Chapter 2: Certification and documentation

Safety management and the operator's procedures manuals:

2.4	Does the Operator's representative visit the vessel at least bi-annually? Other Inspector Comments: Operator's last visit to the vessel by a technical superintendent and by a marine superintendent it was on 11 Jan 2015.	<input type="checkbox"/> Y	N	NS	NA
2.5	Is a recent operator's internal audit report available and is a close-out system in place for dealing with non-conformities? Other Inspector Comments: Operator's internal audit was last carried out on 18 Jul 2014. 01 NC was raised which was closed out already within the given dates. 04 Observations were raised which were attended already.	<input type="checkbox"/> Y	N	NS	NA
2.6	Does the Master review the safety management system, report to the operator on any deficiencies and does the operator respond to the Master's review? Other Inspector Comments: There was a response available for the master's last review of SMS dated 02 Mar 2015.	<input type="checkbox"/> Y	N	NS	NA

Enhanced Survey Programme

2.9	If the vessel is subject to the Enhanced Survey Programme, is the report file adequately maintained? Other Inspector Comments: Gas tanker.	Y	N	NS	<input type="checkbox"/> NA
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Condition Assessment Scheme

2.10	If the vessel is subject to the Condition Assessment Scheme (CAS), are copies of the Condition Assessment Scheme Final Report and Review Record available? Other Inspector Comments: Gas tanker.	Y	N	NS	<input type="checkbox"/> NA
2.11	Has a Survey Plan for the CAS been completed and submitted by the operator?	Y	N	NS	<input type="checkbox"/> NA
2.12	Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? Other Inspector Comments: Condition Assessment Programme (CAP) was carried out during the vessel's last special survey from 29 Oct 2012 to 05 Nov 2012. As per the CAP certificate issued by Class-NK, vessel was assigned CAP Rating of 2 for Hull and Machinery.	<input type="checkbox"/> Y	N	NS	NA

Chapter 3: Crew Management

Crew Management

3.1	Does the manning level meet or exceed that required by the Minimum Safe Manning Document? Other Inspector Comments: Required manning for the vessel was as follows: Officers : 08 (04 Deck + 04 Engineer officers) Ratings : 06 (03 ABs + 03 Oilers) Actual manning on the vessel was: Officers : 08 (04 Deck + 04 Engineer officers) + 01 E/Eng + 01 Gas Eng + 02 Eng. Cdts + 03 Deck Cdts. Ratings : 11 (01 Bosun + 03 ABs + 01 Fitter + 03 Oilers + 02 Cooks + 01 Messman).	<input checked="" type="checkbox"/>	N	NS	NA
3.4	Are all personnel able to communicate effectively in a common language? Other Inspector Comments: The common working language on board was English.	<input checked="" type="checkbox"/>	N	NS	NA
3.7	If the vessel is fitted with High Voltage equipment, is staff suitably trained. Other Inspector Comments: Shipboard systems were operating at voltages less than 1000 volts.	Y	N	NS	<input checked="" type="checkbox"/>
3.8	Where the vessel carries chemicals, has a formal programme of regular and appropriate medical examinations for personnel been implemented? Other Inspector Comments: Gas tanker. Vessel was not certificated for NLS cargo.	Y	N	NS	<input checked="" type="checkbox"/>

Chapter 4: Navigation**Policies, Procedures and Documentation**

4.8	Does the operator provide guidance on minimum under keel clearance and squat? Other Inspector Comments: Company's UKC policy was as follows; Open sea : 20 % of Deepest draught Coastal waters : 15 % of Deepest draught Harbour : 10 % of Deepest draught Alongside berth : 50 cm.	<input checked="" type="checkbox"/>	N	NS	NA
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Navigation Equipment

4.12	If a bridge navigational watch alarm system (BNWAS) is fitted is it operational at all times when the vessel is at sea? Inspector Observations: Bridge Navigational Watch Alarm System (BNWAS) fitted on the bridge was not working. <i>Initial Operator Comments:</i> We would like to state that vessel has been at Nipa anchorage carrying out STS operations since August 2014 and hence BNWAS was not in use. During the inspection the equipment could not be started and on investigation found out that fuse was burnt, same was replaced and BNWAS was tested working satisfactorily. <i>Master has confirmed that BNWAS is working satisfactorily and alarms tested. Equipment will be tested on daily basis and same to be logged down in log book.</i>	Y	<input type="checkbox"/> N	NS	NA
4.13	Are the Standard Magnetic compass and Gyro compasses operational, properly maintained and adjusted? <i>Other Inspector Comments:</i> Last compass deviation curve was drawn by a shore qualified person on 05 Jul 2012. <i>Gyro compasses were last serviced on 11 Jan 2015.</i>	<input type="checkbox"/> Y	N	NS	NA
4.15	Are auto to manual steering changeover recorded during periods of river transits and when navigating through restricted Waters? <i>Other Inspector Comments:</i> Vessel was at anchorage for last one month and carrying out loading/discharging operations.	Y	N	NS	<input type="checkbox"/> NA

Charts and publications

4.18	Has a system been established to ensure that all Charts, nautical publications (Paper and Electronic) and other publications are on board, current and maintained up to date? <i>Other Inspector Comments:</i> Operators had a contractual agreement with a shore based chart supplier (C & C Marine); for automatic supply of Charts, their correction notices and publications including ships library.	<input type="checkbox"/> Y	N	NS	NA
4.19	If the vessel is provided solely with paper charts as an approved means of navigation are all charts required for the intended voyage of the vessel on board and are these fully corrected? <i>Other Inspector Comments:</i> The latest B.A notice to mariner on-board was Wk. 12/2015. The random sampling of nautical charts, indicated that they had been corrected until the latest NTM available on board. <i>Vessel was enrolled with CHARTCO for receiving correction notices for charts & publications.</i>	<input type="checkbox"/> Y	N	NS	NA
4.21	If the vessel is equipped with an Electronic Chart Display and Information System (ECDIS), as stated on the Form E of the SEC, and it is being used for navigation are the Master and deck watch keeping officers able to produce appropriate documentation that generic and type-specific ECDIS familiarisation has been undertaken? <i>Other Inspector Comments:</i> Non-approved Electronic Chart Display and Information System (ECDIS) were fitted.	Y	N	NS	<input type="checkbox"/> NA
4.22	If the vessel is provided solely with an Electronic Chart Display and Information System (ECDIS) does it meet the requirements of SOLAS?	Y	N	NS	<input type="checkbox"/> NA

Chapter 5: Safety Management

Safety Management

5.1	Has a safety officer been designated, trained to undertake this role and is there evidence to show that they are effectively performing duties associated with this role? Other Inspector Comments: Chief officer was the designated safety officer.	<input checked="" type="checkbox"/>	N	NS	NA
5.5	Are regular safety meetings held, are the minutes recorded and does the operator provide shore management responses? Other Inspector Comments: Safety meeting was last held with all crew on 25 Feb 2015 for which a response from the operators was available.	<input checked="" type="checkbox"/>	N	NS	NA
5.6	Is there a procedure for the reporting, investigation and close-out of accidents, incidents, non-conformities and near misses. Is this procedure being followed up with proper reporting, recording, investigation and close out of action items? Other Inspector Comments: Last three incidents and/or accident reports available on board were as under: On 17 Jan 2015 - Non compliance of garbage procedures On 12 Feb 2015 - Unsuitable use of tools. On 21 Feb 2015 - Paint drums lying in Accommodation Store.	<input checked="" type="checkbox"/>	N	NS	NA

Drills, Training and Familiarisation

5.13	Are drills for emergency procedures being carried out? Other Inspector Comments: Emergency drill on "LPG cargo leak" was recorded to have been carried out last on 06 Jan 2015.	<input checked="" type="checkbox"/>	N	NS	NA
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Ship Security

5.17	Are ship security records related to the ship security plan being maintained? Other Inspector Comments: Last security drill was done on 02 Feb 2015. SSAS alert system was last tested on 26 Nov 2014.	<input checked="" type="checkbox"/>	N	NS	NA
5.18	Has a security officer been designated and trained to undertake this role? Other Inspector Comments: Chief Officer was the designated ship security officer.	<input checked="" type="checkbox"/>	N	NS	NA

Enclosed Space and Pump Room Entry Procedures

5.20	Has the vessel adequate enclosed space entry procedures? Other Inspector Comments: No pump room.	Y	N	NS	<input type="checkbox"/>
5.21	Are pump room entry procedures being complied with?	Y	N	NS	<input type="checkbox"/>
5.22	Are pump room spaces adequately ventilated?	Y	N	NS	<input type="checkbox"/>
5.23	Are pump room fire and flooding dampers clearly marked as to their operation and in good order?	Y	N	NS	<input type="checkbox"/>
5.24	Are permanent arrangements provided for lifting an incapacitated person from the cargo and, if applicable, the ballast pumproom, including provision of a suitable stretcher or harness and is the equipment in good order?	Y	N	NS	<input type="checkbox"/>

Monitoring Non-Cargo Spaces

5.25	Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas?	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Ballast tank Nos. 1 & 4 (P/S) which were adjacent to FO tanks were monitored by portable gas instruments and void spaces were being monitored for gas accumulation with fixed gas detection system.				

Gas Analysing Equipment

5.29	Is span calibration gas available for the types of fixed and portable analysers on board?	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Last calibration of portable gas measuring instruments/equipments by shore was on 25 Aug 2014 and by ship's crew was carried out on 23 Feb 2015.				

Hot Work Procedures

5.34	Is gas welding and burning equipment in good order?	Y	<input checked="" type="checkbox"/>	NS	NA
	Inspector Observations: Flashback arrestors were not fitted at the hotwork workstation in the engine room workshop as recommended.				
	Initial Operator Comments: We would like to state that the gas cutting equipment was not in use and was having flashback arrestors fitted on top. Workshop flashback arrestors were fitted and engine staff advised to check same prior using the equipment. Same was added in checklist and to be verified prior using the equipment				

Life Saving Equipment

5.39	Is there a maintenance and test schedule for lifeboat, Rescue boat on-load release gear, Davit launched liferaft automatic release hooks, and free-fall lifeboat release systems, where fitted.	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Last annual thorough inspection of life boat launching gears was carried out by a shore based company on 02 Dec 2014.				
	Life boats were last launched and manoeuvred into water on 27 Dec 2014.				
	5 yearly dynamic/operational load tests for both lifeboats had last been done on 27 Nov 2012.				
5.42	Is the rescue boat, including its equipment and launching arrangement, in good order?	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Port side lifeboat was designated as rescue boat.				
5.43	Are liferafts in good order?	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Liferafts were last serviced/inspected annually on 16 Jan 2015.				

Fire Fighting Equipment

5.53	Are records available to show that samples of foam compound have been tested at regular intervals? Other Inspector Comments: Only foam for the portable applicators was available on board.	Y	N	NS	NA
5.59	Are the main deck, pump room, engine room and other fixed fire extinguishing systems, where fitted, in good order and are clear operating instructions posted? Other Inspector Comments: Main deck was protected with fixed Dry Chemical Powder for fire fighting. Last inspection of the full system and Pressure test of powder release system was done on 04 Jul 2014. E/Room, Motor & Compressor room were protected with HALON fixed fire fighting system.	Y	N	NS	NA
5.61	Are portable fire extinguishers in good order with operating instructions clearly marked? Other Inspector Comments: Portable fire extinguishers were last inspected on 14 Jun 2014 and were pressure tested by shore on 04 Jul 2012.	Y	N	NS	NA
5.62	Are firemen's outfits and breathing apparatus in good order, fitted with fully pressurised air cylinders and ready for immediate use? Other Inspector Comments: SCBA air cylinders/firemen's outfits were inspected and air bottles were pressure tested on 02 Dec 2014.	Y	N	NS	NA

Access

5.72	If a helicopter landing or winching area is provided, does it meet ICS guidelines? Other Inspector Comments: Not provided.	Y	N	NS	NA
5.73	If the bridge wing is used as a winching area, is a thorough risk assessment conducted?	Y	N	NS	NA

Chapter 6: Pollution Prevention**Oil Record Books**

6.1	Are the Engine Room (Part I) and Cargo (Part II) Oil Record Books (ORBs) correctly completed? Other Inspector Comments: Oil Record book Part-I only.	Y	N	NS	NA
6.4	Have disposals of slops and dirty ballast been adequately recorded and were they in accordance with MARPOL? Other Inspector Comments: No record was available.	Y	N	NS	NA
6.5	If the disposal of engine room oily water or sludge to a cargo or slop tank has taken place, has the event been recorded in both Oil Record Books, was the receiving tank free of cargo and have the transfer arrangements been approved by Class?	Y	N	NS	NA

Shipboard Oil and Marine Pollution Emergency Plans

6.8	Is the IMO Coastal Contact List up to date, is the master aware of port contact procedures and has a contact list been made for this port? Other Inspector Comments: IMO coastal contact list in vessel's SMPEP was dated 31 Dec 2014.	<input type="checkbox"/> Y	N	NS	NA
6.9	Is there a USCG approved Vessel Response Plan (VRP)? Other Inspector Comments: Vessel Response Plan (VRP) was not provided.	Y	N	NS	<input type="checkbox"/> NA
6.10	Name of the OPA-90 Qualified Individual (QI)	Y	N	NS	<input type="checkbox"/> NA

VOC Management Plan

6.11	Is the vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan? Other Inspector Comments: Gas tanker.	Y	N	NS	<input type="checkbox"/> NA
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Cargo Operations and Deck Area Pollution Prevention

6.17	Are cargo system sea and overboard valves suitably lashed, locked or blanked and are they thoroughly checked to ensure that they are fully closed prior to commencement of cargo transfer? Other Inspector Comments: No cargo system sea or overboard valve was fitted.	Y	N	NS	<input type="checkbox"/> NA
6.18	If cargo sea suction valves are fitted, are adequate pollution prevention measures in place, are valve-testing arrangements provided, are they in good order and regularly monitored for leakage?	Y	N	NS	<input type="checkbox"/> NA
6.19	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly and the results recorded? Other Inspector Comments: Ballast lines were passing through DB spaces.	Y	N	NS	<input type="checkbox"/> NA
6.21	Are bunker pipelines tested annually? Other Inspector Comments: Bunker pipelines had been pressure tested hydrostatically last on 10 Jul 2014 at 6.0 bars.	<input type="checkbox"/> Y	N	NS	NA

Pump Rooms and Oil Discharge Monitors

6.26	Are pump room bilge high level alarms fitted, regularly tested and the results recorded? Other Inspector Comments: No pump room.	Y	N	NS	<input type="checkbox"/> NA
6.27	Are adequate arrangements provided for pipeline draining and the disposal of pump room bilge accumulations?	Y	N	NS	<input type="checkbox"/> NA
6.28	If an ODME is fitted, is it in good order and is there evidence of recent testing? Other Inspector Comments: Not fitted.	Y	N	NS	<input type="checkbox"/> NA
6.29	If the ODME has not been operational, was the fact recorded in the Oil Record Book?	Y	N	NS	<input type="checkbox"/> NA

Ballast Water Management

6.31	Can the vessel check or sample segregated ballast prior to deballasting and are they free from oil. Other Inspector Comments: Applicable to Nos. 1 & 4 (P&S) ballast tanks which were adjacent to the FO tanks, were fitted with a flap cover stand pipe on the manholes.	<input type="checkbox"/> Y	N	NS	NA
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Engine and Steering Compartments

6.35	Is the oily water separator in good order? Other Inspector Comments: 15PPM alarm was tested and was satisfactory.	<input type="checkbox"/> Y	N	NS	NA
6.37	If the oily water separator is not fitted with an automatic stopping device, do entries in the Oil Record Book Part 1 indicate that it has not been used in a Special Area? Other Inspector Comments: Oily water separator was fitted with an automatic stopping device	Y	N	NS	<input type="checkbox"/> NA

Chapter 7: Structural Condition**Structural Condition**

7.1	Is the Enhanced Survey Programme file free from any information that raises concerns relating to the vessel's structure? Other Inspector Comments: Gas tanker.	Y	N	NS	<input type="checkbox"/> NA
7.6	If any cargo and/or ballast tanks were sighted from the deck, were they in good order? Other Inspector Comments: Nos. 4 (P&S) ballast tanks were sighted from deck level and within the visible areas, it was noted to be in satisfactory condition. No structural deformities was noticed.	<input type="checkbox"/> Y	N	NS	NA
7.7	Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained? Other Inspector Comments: Company procedures required Cargo tanks to be inspected every 5 yearly period (special dry dock to special dry dock) and ballast tanks/void spaces were to be inspected 6 monthly. As per records: Cargo tanks had been inspected last in Dec 2012. All tanks were recorded to be in good condition. Ballast tanks were last inspected on 08 Jan 2015. Conditions were recorded to be good including coating conditions.	<input type="checkbox"/> Y	N	NS	NA

Chapter 8: Cargo and Ballast Systems - LPG**Policies, Procedures and Documentation**

8.5	Is there a Procedures and Arrangements Manual available where dual code cargoes are carried? Other Inspector Comments: Vessel had no NLS certification.	Y	N	NS	<input type="checkbox"/> NA
8.6	Is the Cargo Record Book correctly completed and up to date?	Y	N	NS	<input type="checkbox"/> NA

Stability and Cargo Loading Limitations

8.13	Are there records indicating that the operational accuracy of the load computer is tested regularly? Other Inspector Comments: Last print out of loading computer dated 14 Jan 2015 was compared with the class approved records and were satisfactory.	<input type="checkbox"/> Y	N	NS	NA
8.16	Where applicable, are officers aware of the dangers of high free surface effects and of the possibility of structural damage caused by sloshing in cargo tanks?	Y	N	NS	<input type="checkbox"/> NA
8.17	Do the operator's operating manuals include procedures for restoring stability in case of unstable conditions developing during cargo operations, where applicable?	Y	N	NS	<input type="checkbox"/> NA

Cargo Operations and Related Safety Management

8.27	If the cargo is required to be inhibited, is the required information available? Other Inspector Comments: Not an inhibited cargo.	Y	N	NS	<input type="checkbox"/> NA
8.30	Are submerged electrical cargo pumps, where fitted, isolated from their electrical supply during gas-freeing operations? Other Inspector Comments: No submerged electrical pumps. Deep well pumps were fitted.	Y	N	NS	<input type="checkbox"/> NA
8.32	If refrigerated cargoes are carried, is a means of hydrate control provided and is a supply of freezing depressant maintained onboard? Other Inspector Comments: Ethanol was provided.	<input type="checkbox"/> Y	N	NS	NA

Cargo Handling and Monitoring Equipment

8.33	Are the Cargo, booster, ballast and stripping pumps, eductors and their associated instrumentation and controls, where fitted, in good order and is there evidence of regular testing? Inspector Observations: Covers for the electrical connection boxes for the cargo tank gauging system on deck were broken from hinges and wires were exposed. (Note: Upgrading/Renewal was in progress). Other Inspector Comments: Cargo pumps in cargo tank Nos. 2 (P&S) were in operation during the inspection. Initial Operator Comments: We would like to update that Chief officer has already noticed same and renewal of hinges was planned. After completion of cargo, same was renewed. <i>Master has been advised to attend such job on priority.</i>	Y	<input type="checkbox"/> N	NS	NA
Attachment: panel cover.pdf					
8.34	Are the Cargo heater and/or vaporiser, where fitted, in good order and is there evidence of regular testing? Other Inspector Comments: One sea water cargo heater was fitted on deck Stbd side, pressure tested on 24 Jan 2015.	<input type="checkbox"/> Y	N	NS	NA
8.39	Are the Remote and local temperature and pressure sensors and gauges, in good order and is there evidence of regular testing? Inspector Observations: Temperature gauge for cargo tank No.2 Port was not working. Initial Operator Comments: We would like to state that local temperature guage was not working during the time of inspection however remote guage was working satisfactorily. Master has confirmed that new guage was fitted and working satisfactorily. Master has advised chief officer to verify all guages prior every operation.	Y	<input type="checkbox"/> N	NS	NA
8.42	Is an emergency discharge method available? Other Inspector Comments: An equaliser bulkhead valve between tanks were fitted. Also by heating cargo by compressor and transfer to the other tank.	<input type="checkbox"/> Y	N	NS	NA
8.46	Is low temperature pipework adequately insulated from the hull structure? Other Inspector Comments: They were on the mounted cradles/structures.	Y	N	NS	<input type="checkbox"/> NA
8.47	If any cargo or vapour lines are insulated, is the insulation in good order? Inspector Observations: Insulations on condensate and vapour lines on main deck were damaged at many locations. (Note : Repair work was in progress as per vessel's plan). Initial Operator Comments: Vessel was in process of renewing damaged insulations on condensate and vapour lines, same has been completed now. Master has confirmed that all lines are rechecked for insulation and found in satisfactory condition.	Y	<input type="checkbox"/> N	NS	NA
8.56	If slip tubes are fitted, are they for use only in emergencies? Other Inspector Comments: Slip tubes not fitted.	Y	N	NS	<input type="checkbox"/> NA
8.60	Is the cargo tank heating system, where fitted, operational? Other Inspector Comments: No heating coils in cargo tanks.	Y	N	NS	<input type="checkbox"/> NA

Cargo Compressor and Motor Rooms

8.69	Are airlocks and alarms in good order?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: Airlock alarm was tested and was satisfactory.				

Void Spaces and Seals - Type C Cargo Tanks

8.74	Are void space seals, where fitted, in good order?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: Type -C tank not fitted.				
8.75	Is the environmental control of void spaces satisfactory?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
8.76	Is cargo tank insulation, where fitted, reported to be in good condition?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
8.77	Are relief valves for void spaces, where fitted, in good order?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA

Void and Interbarrier Spaces and Seals - other cargo tank types

8.80	Is cargo tank insulation, where fitted, reported to be in good order?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: Last inspection of cargo tank insulation was carried out on 18 Dec 2014.				

Inert Gas Systems

8.82	Is the inert gas system and/or storage and associated pipework, where fitted, in good order?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: However, the inert gas system was not in operation.				

Pressure Relief and Venting Systems

8.84	Have the safety relief valves been tested, are the test certificates onboard and are officers aware of their settings?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: Present setting was on setting of 0.28 bars.				

Safety Equipment

8.115	Where required are emergency escape sets provided for all personnel, plus two sets in the wheelhouse?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: Every crew was provided with an Escape set of air duration of 15 minutes.				
8.116	Is the safety equipment required by the IGC Code examined by an expert annually and are records available?	<input type="checkbox"/> Y	<input type="checkbox"/> N	<input type="checkbox"/> NS	<input type="checkbox"/> NA
	Other Inspector Comments: As per records, last annual examination by a shore expert was carried out on 02 Dec 2014.				

Cargo Hoses

8.122	If the vessel uses its own cargo hoses, are they in good order, pressure tested annually to their design working pressure and is a record of all hose tests and inspections maintained on board? Other Inspector Comments: Vessel was provided with 02 cargo hoses of 8 inches diameter. Pressure tested last in Sept 2014 at 37.5 bars.	<input type="checkbox"/> Y	N	NS	NA
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Cargo Lifting Equipment

8.123	Are all cargo derricks, cranes and other lifting equipment properly marked and has periodical testing and inspection been carried out? Other Inspector Comments: Vessel was equipped with 2 x SWL 06.0 Tons hose handling cranes. Last annual thoroughly examination by a competent person was carried out on 25 Feb 2015 an	<input type="checkbox"/> Y	N	NS	NA
8.124	Are winches associated with lifting equipment in good order?	Y	N	NS	<input type="checkbox"/> NA

Ship to Ship Transfer Operations

8.125	Are operator's procedures provided for ship-to-ship operations? Other Inspector Comments: Vessel was discharging to the lightering vessel- SUMMER CORAL (IMO 9219953).	<input type="checkbox"/> Y	N	NS	NA
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Chapter 9: Mooring**Mooring equipment documentation**

9.1	Are certificates available for all mooring ropes and wires? Other Inspector Comments: Vessel was provided with 15 mooring ropes (Polypropylene + Polyester Mix material). Mooring ropes were of construction dia-56mm, length-220 mtrs and MBL 60.0 Tons.	<input type="checkbox"/> Y	N	NS	NA
9.3	If one or more bow stoppers are fitted is a certificate attesting to the safe working load provided? Other Inspector Comments: Bow stopper was not fitted.	Y	N	NS	<input type="checkbox"/> NA
9.5	Is there a policy in place for the testing of winch brakes and are the results recorded? Other Inspector Comments: Last BHC test was conducted in the dry dock on 09 Dec 2014.	<input type="checkbox"/> Y	N	NS	NA

Mooring procedures

9.6	Are moorings satisfactorily deployed and tended? Other Inspector Comments: Vessel was at anchor and discharging to the daughter vessel. Mooring lines were not deployed.	Y	N	NS	NA
9.7	Are mooring lines secured to bitts and turned up correctly?	Y	N	NS	NA
9.8	Are all powered mooring lines correctly reeled on drums, secured on brakes and winches out of gear.	Y	N	NS	NA
9.9	On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum? Other Inspector Comments: No split drums.	Y	N	NS	NA
9.10	If mooring tails are fitted to wires, do they have proper connecting links and are they correctly fitted? Other Inspector Comments: Vessel was provided with soft mooring ropes only.	Y	N	NS	NA
9.11	Are all mooring lines stowed neatly to minimise tripping hazards and are mooring areas clear and unobstructed?	Y	N	NS	NA

Mooring equipment

9.14	If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests carried out and results recorded. Other Inspector Comments: Motive power of mooring winches were hydraulic driven.	Y	N	NS	NA
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Single Point Moorings

9.22	Is single point mooring (SPM) and associated equipment fitted to OCIMF recommendations? Other Inspector Comments: Vessel was not equipped with fitments for SPM operations.	Y	N	NS	NA
9.23	If the vessel is equipped for mooring at single point moorings, does it meet the recommendations as applicable, contained in Mooring Equipment Guidelines (3rd Edition)?	Y	N	NS	NA
9.24	If the vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release?	Y	N	NS	NA

Emergency towing arrangements

9.25	Are emergency towing arrangements readily available for deployment at both ends of the vessel? Other Inspector Comments: Emergency towing arrangements was not provided. Vessel less than 20,000 tdw.	Y	N	NS	NA
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Chapter 10: Communications

Communications procedures

10.5	Has a qualified person been designated to handle distress communications?	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Second Officer was the designated communication officer in emergency incidents.				

Communications equipment

10.11	Is the satellite EPIRB fitted, armed and labelled correctly and inspected in accordance with the manufacturer's requirements?	<input checked="" type="checkbox"/>	N	NS	NA
	Other Inspector Comments: Annual performance/programming test of EPIRB was last done on 26 Nov 2014.				

Chapter 11: Engine and Steering Compartments**Policies, Procedures and Documentation**

11.3	If the machinery space is certified for unmanned operation is it being operated in that mode? Other Inspector Comments: Machinery space was not certified for unmanned operation.	Y	N	NS	NA
11.6	Are there documented procedures that address engine room entry requirements when operating in the UMS mode, and are the personnel onboard aware of these requirements? Other Inspector Comments: Engine room was manned at all times.	Y	N	NS	NA
11.7	Is the dead man alarm system, where fitted, in good order and used as required? Other Inspector Comments: Not fitted.	Y	N	NS	NA
11.10	Does the operator subscribe to a fuel, lubricating and hydraulic oil testing programme, and is there a procedure in place to take into account the results? Other Inspector Comments: Operator's policy on analysis of Fuel oil was to carry out after every bunkering. Operator's policy on analysis of Lube oil was to carry out after every 3 months and analysis of hydraulic oil was to carry out after every 6 months period. Operators had contractual agreement for FO analysis with DNVPS and for Lube oil/hydraulic oil analysis contract was with INTERTEK. Last analysis of Fuel Oil was done on 16 Jan 2015 and was reported to meet all parameters. Last lube/hydraulic Oil analysis was reported on 26 Feb 2015 as normal.	Y	N	NS	NA
11.12	Is the vessel able to safely comply with SECA/ECA legislation or other local requirements regarding use of low sulphur fuels in boilers? Other Inspector Comments: Vessel was not trading in SECA area at present.	Y	N	NS	NA
11.13	Are written instructions provided to control the change from residual to low-sulphur fuels?	Y	N	NS	NA
Planned Maintenance					
11.14	Is a planned maintenance system being followed and is it up to date? Other Inspector Comments: Vessel was installed with type approved (By Class-BV) computerised PMS system (SHIPMATE) with maintenance, requisition and inventory records maintained in it.	Y	N	NS	NA

Safety Management

11.19	Do records indicate the regular testing of emergency equipment? <i>Other Inspector Comments: As per records, Quick closing valves tested on 15 Jan 2015. Emergency generator on-load test was done on 15 Mar 2015.</i>	<input type="checkbox"/> Y	N	NS	NA
11.26	If the vessel class notation allows UMS operation, are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order? <i>Other Inspector Comments: Non-UMS vessel. Main engine crankcase oil mist detector alarm was tested satisfactorily.</i>	<input type="checkbox"/> Y	N	NS	NA
11.27	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?	Y	N	NS	<input type="checkbox"/> NA
11.28	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray? <i>Other Inspector Comments: Main switchboard was located in the engine control room.</i>	<input type="checkbox"/> Y	N	NS	NA
11.39	Is the bilge high level alarm system regularly tested and are records maintained? <i>Other Inspector Comments: Aft bilge alarm was tested and was satisfactory.</i>	<input type="checkbox"/> Y	N	NS	NA

Machinery status

11.41	Are the following, where applicable, all in good order and do they appear to be well maintained? <i>Inspector Observations: Waste oil incinerator burner was not working properly, developing less pressure.</i> <i>Initial Operator Comments: We would like to state that required spares were on order and could not be connected due to lead period. Vessel has landed sludge ashore recently and are monitoring the situation at regular intervals.</i> <i>Spares has been connected now and Chief engineer has confirmed that Incinerator is working satisfactorily now. We had advised to have minimum expected spares to be kept in spare for future use.</i>	Y	<input type="checkbox"/> N	NS	NA
11.43	Are concise starting instructions for the emergency generator clearly displayed? <i>Other Inspector Comments: Emergency generator was test run satisfactorily.</i>	<input type="checkbox"/> Y	N	NS	NA
11.45	Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?	Y	N	NS	<input type="checkbox"/> NA

Steering Compartment

11.48	Has the emergency steering gear been tested within the past three months and are the results recorded? <i>Other Inspector Comments: As per records, emergency steering gear drill was last done on 07 Feb 2015.</i>	<input type="checkbox"/> Y	N	NS	NA
11.52	Are the arrangements for the provision of heading information adequate? <i>Other Inspector Comments: A gyro repeater was fitted.</i>	<input type="checkbox"/> Y	N	NS	NA

Chapter 12: General Appearance and Condition

Hull, superstructure and external weather decks

12.2 Are hull markings clearly indicated and correctly placed? Y ☒ N NS NA

Inspector Observations: Draft marks below 8.0 meters on the external hull on port & stbd sides had rusted and was not readable.

Initial Operator Comments: The vessel has been stationed at Nipah anchorage for STS operations. Due to long anchorage period because of which there is an excessive marine growth. Prior sailing out after this commercial schedule, we shall be carrying out extensive cleaning of hull to remove all the marine growth of the hulls sides and are looking in to possibility of underwater cleaning soon.

12.6 Are pipe stands, clamps, supports and expansion arrangements satisfactory? Y ☒ N NS NA

Inspector Observations: Pipe stands, clamps and supports on Fire Line, sprinkler lines and service pipes on deck were heavily rusted.

(Note: Maintenance work was in progress).

Initial Operator Comments: The cosmetic up gradation of the vessel is the ongoing process. The vessel already started the maintenance and had already covered area from forecastle till compressor room. All pipe stands, clamps and supports on Fire line, Sprinkler lines and service pipes on deck are attended to.

Master has confirmed that maintenance has been updated in PMS and vessel will be carrying out maintenance as per PMS as required

Attachment: Application of 1st coat primer.pdf

Electrical Equipment

12.11 Is deck lighting adequate? Y N NS ☒ NA

Other Inspector Comments: Inspection was carried out during daylight hours.

Accommodation Areas

12.22 Are personnel alarms in refrigerated spaces in good order and operational? ☒ Y N NS NA

Other Inspector Comments: Superficial condition of coating and appearance of the hull (Except the draft marking), weather decks and superstructure were satisfactory.

Condition of accommodation and living quarters were clean and hygienic.

Operator's initial comments entered by: Capt Kulhari B P [operations@seine.sg]


Operator's Initial General Comments


None


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Company–IDEMITSU

Sr. No.	Ref No.	Observations	Comments	Photo
1)	4.12	Bridge Navigational Watch Alarm System (BNWAS) fitted on the bridge was not working.	We would like to state that vessel has been at Nipa anchorage carrying out STS operations since August 2014 and hence BNWAS was not in use. During the inspection the equipment could not be started and on investigation found out that fuse was burnt, same was replaced and BNWAS was tested working satisfactorily. Master has confirmed that BNWAS is working satisfactorily and alarms tested. Equipment will be tested on daily basis and same to be logged down in log book.	
2)	5.34	Flashback arrestors were not fitted at the hotwork workstation in the engine room workshop as recommended.	We would like to state that the gas cutting equipment was not in use and was having flashback arrestors fitted on top. Workshop flashback arrestors were fitted and engine staff advised to check same prior using the equipment. Same was added in checklist and to be verified prior using the equipment.	

Sr. No.	Ref No.	Observations	Comments	Photo
3)	8.33	Covers for the electrical connection boxes for the cargo tank gauging system on deck were broken from hinges and wires were exposed. (Note: Upgrading/Renewal was in progress).	We would like to update that Chief officer has already noticed same and renewal of hinges was planned. After completion of cargo, same was renewed. Master has been advised to attend such job on priority.	
4)	8.39	Temperature gauge for cargo tank No.2 Port was not working.	We would like to state that local temperature gauge was not working however remote gauge was working satisfactorily. Master has confirmed that new gauge was fitted and working satisfactorily. We had advised Master to verify local as well as remote gauges prior every operation.	
5)	8.47	Insulations on condensate and vapour lines on main deck were damaged at many locations. (Note : Repair work was in progress as per vessel's plan).	Vessel was in process of renewing damaged insulations on condensate and vapour lines, same has been completed now. Master has confirmed that all lines are rechecked for insulation and found in satisfactory condition.	
6)	11.41	Waste oil incinerator burner was not working properly, developing less pressure.	We would like to state that required spares are on order and could not be connected due to lead period. Vessel has landed sludge ashore recently and are monitoring the situation at regular	

Sr. No.	Ref No.	Observations	Comments	Photo
			intervals.	
7)	12.2	Draft marks below 8.0 meters on the external hull on port & stbd sides had rusted and was not readable.	The vessel has been stationed at Nipah anchorage for STS operations. Due to long anchorage period because of which there is an excessive marine growth. Prior sailing out after this commercial schedule, we shall be carrying out extensive cleaning of hull to remove all the marine growth of the hulls sides and are looking in to possibility of underwater cleaning soon.	
8)	12.6	Pipe stands, clamps and supports on Fire Line, sprinkler lines and service pipes on deck were heavily rusted. (Note: Maintenance work was in progress).	The cosmetic up gradation of the vessel is the ongoing process. The vessel already started the maintenance and had already covered area from forecastle till compressor room. All pipe stands, clamps and supports on Fire line, Sprinkler lines and service pipes on deck are attended to. Master has confirmed that maintenance has been updated in PMS and vessel will be carrying out maintenance as per PMS as required.	



SIRE INSPECTION REPORT

OWNER'S COMMENTS:

Observation list was discussed with onboard management team and rectification of all observation was planned.

Vessel has successfully closed the observations and on receipt of Inspection report Owner's comments were uploaded for review.

Acceptance/approval from IDEMITSU was received after review of uploaded comments/rectification plan.

Confidential

TO: Seine Navigation Pte Ltd
FROM: Idemitsu Tanker Co.,Ltd.
DATE: 27th March 2015

Sub. - SENNA PRINCESS "

Dear Sirs,

We confirmed operator comments of the subjected vessel.
We require no further information at this time.

The inspection report has the validity of 12 months as our vetting data from the date of inspection, as far as no serious incident or no change in the ownership, management or classification society is reported within this period.

However, our ship vetting is done each time a vessel is offered for Idemitsu business.

Best regards,



Capt. Koichi Miyagawa
Manager
Ship Vetting Service
Idemitsu Tanker Co., Ltd.