



Ship Inspection Report (SIRE) Programme

000008 / Santa Maria / IMO: 9252412 / Gregory Atkins / 29 Jul 2019

Complete

Score	31 / 411 (7.54%)
Document No.	000008
Vessel Name	Santa Maria
Vessel IMO Number	IMO: 9252412
Name of Inspector	Gregory Atkins
Conducted on	29 Jul 2019 09:00 PST

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Completion	45
Media summary	46

Chapter 1	7 / 15 (46.67%)
General Information	7 / 15 (46.67%)
Date the inspection was completed	29 Jul 2019 19:29 PST
Was a full inspection of the vessel completed?	No
Please note why, and also the areas of the ship that were not inspected Inspection of other areas from chapters 3-12 will be continued tomorrow due to other matters I needed to attend at last minute	
Port Of Inspection	United States
Flag	Japan
Deadweight (metric tonnes)	38238
Date the Vessel was delivered	26 Jul 2019 19:29 PST
Name of the OCIMF inspecting company	Sonangol Marine Services
Date and time the inspector boarded the vessel	29 Jul 2019 09:00 PST
Date and time the inspector departed the vessel	29 Jul 2019 10:30 PST
Is an up to date OCIMF Harmonised Vessel Particulars Questionnaire (HVPQ) maintained and is it readily available?	Yes
Vessel's Operation at the time of the inspection	Discharging
Product(s) being handled	Vegetable oils Animal oils
Vessel Type	Shuttle tanker
 Photo 1	
Hull Type	Centre tank double bottom
Name of the Vessel's Operator	Hiroshima Kubota
Date the current operator assumed responsibility for the vessel	25 Jul 2019 19:29 PST

Date of the last port State control inspection	14 Jun 2019 19:29 PST
Port of the last Port State Control inspection	Japan
Name of Classification society	Nippon Kaiji Kyokai
Date of expiry of the Class Certificate	12 Jul 2021 19:29 PST
Date of departure from the last class-credited drydock/repair period or in water survey	14 Jun 2019 19:29 PST
Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete	Yes
Additional Comments:	

Chapter 2

24 / 29 (82.76%)

Certification and documentation

13 / 15 (86.67%)

Are all the statutory certificates listed below, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates?

Certificate of Registry	Yes
Continuous Synopsis Record	Yes
Document of Compliance (DoC)	Yes
Safety Management Certificate (SMC)	Yes
Safety Equipment Certificate, supplement by Form E	Yes
Safety Radio Certificate, Supplemented by Form R	Yes
Safety Construction Certificate	Yes
IOPP Certificate, Supplemented by Form A or B	Yes
What is the vessel's designation as recorded in the IOPP Certificate, Form B, Question 1.11?	Product carrier not carrying fuel oil or heavy diesel oil as referred to in regulation 20.2 or lubricating oil
Minimum Safe Manning Document	Yes
Certificate of Fitness for the Carriage of Chemicals or Gas	Yes
Noxious Liquid Substances (NLS) Certificate	Yes
Civil Liability Convention (1992) Certificate	No
Captain of the ships says they lost their copy. I requested a follow up for this document but until further notice this item is marked as non-compliant	
Maritime Labour Convention (2006)	No
Same with above. Marked as non-compliant until follow up of copy of certificate	
Ballast Water Management Certificate	Yes
Is the vessel's P and I Club a member of the International Group?	Yes
Safety Management and Operators Procedures Manual	3 / 4 (75%)

Do the operator's procedures manuals comply with ISM Code requirements?	Yes
Does the Operator's representative visit the vessel at least bi-annually?	Yes
However, according to record and personnel, Operator representative missed its last visit	
Is a recent operator's internal audit report available and is a close-out system in place for dealing with non-conformities?	No
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?	Yes
Survey and Repair History	2 / 3 (66.67%)
Is the vessel free of conditions of class or significant recommendations, memoranda, or notations?	Yes
Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)?	No
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?	Yes
Anti-Pollution	5 / 5 (100%)
Are the Engine Room (Part I) and Cargo (Part II) Oil Record Books (ORBs) correctly completed, free of any pollution incidents, violations and are slop/waste oil disposal certificates provided?	Yes
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 as per IOPP Form B?	Yes
Is the vessel in possession of an approved Volatile Organic Compounds (VOC) Management Plan and the deck officers aware of the general contents and requirements of the plan?	Yes
Is the vessel provided with an approved Ballast Water and Sediments Management Plan, are records maintained of all ballast water exchanges or treatment operations and are the officers aware of BWM requirements?	Yes
Does the vessel have a Ship Energy Efficiency Management Plan (SEEMP) and are officers aware of the general requirements relating to the plan?	Yes

Is the vessel free of any documentary or visual evidence to indicate any structural concerns?

No

Class records of structural repairs are present as well as a Condition Evaluation Report containing conclusions on the structural condition of the ship and its residual scantlings.

If any cargo/ballast tanks, void or hold spaces were sighted from the deck, were they in good order, free from oil contamination and could the vessel easily check or sample segregated ballast prior to deballasting?

Yes

Additional Comments

Chapter 3

0 / 8 (0%)

Crew Mangement

0 / 4 (0%)

Does the manning levels meet or exceed that required by the Minimum Safe Manning Document?

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

Are all personnel able to communicate effectively in a common language?

Has the Master attended a ship handling course where applicable?

Crew Qualifications

0 / 3 (0%)

Does the officers' matrix posted for the vessel on the SIRE website accurately reflect the information relating to the officers on board at the time of the inspection?

Are those officers who have immediate responsibility for cargo transfer, in possession of the Certificates of Specialized Training as applicable to the type of cargo being carried?

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

Drug and alcohol policy

0 / 1 (0%)

Does the operators Drug and alcohol policy meet OCIMF guidelines?

Additional Comments

Chapter 4	0 / 26 (0%)
Navigation and Communications	0 / 26 (0%)
Policies, Procedures and Documentation:	0 / 6 (0%)

Are the deck officers' familiar with the Company navigation procedures and instructions and are the Company navigation procedures comprehensive?

Is the vessel maintaining an adequate record of all navigational activities, both at sea and during pilotage?

Are procedures in place for the testing of bridge equipment before arrival/departure and check-lists in effective use for pre-arrival, pre-departure, watch handover and master-pilot exchange?

Are fire and safety rounds being completed after each watch, recorded in the deck log and are the staff conducting the rounds aware of their duties here?

Are the deck officers' familiar with the operators Under Keel Clearance policy, able to demonstrate satisfactory UKC calculations for the last voyage and is the policy comprehensive?

Has the Bridge been adequately manned at all stages of the voyage and at anchor and were lookout arrangements adequate?

Navigation Equipment	0 / 14 (0%)
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Is navigation equipment appropriate for the size of the vessel and in good order?

Are navigation lights in good order, the OOW aware of the procedures for testing the lights and actions in event of a failure?

Are the Standard Magnetic and Gyro compasses in good order and is the OOW aware of the requirements for taking compass errors and is the compass error book maintained.

Was the hand steering in use for the vessels transit from pilotage to the berth as appropriate and are deck officer's familiar with the changeover from hand steering to auto and vice versa?

Are the Deck Officers familiar with procedures to retain the VDR data in the event of an incident?

Is there an effective Chart and Publication (Paper and Electronic) Management System in place and are the deck officer's familiar with the process including the effective management of T and P notices?

Are deck officers aware of the requirements for managing Navtex and Navarea Warnings and is there evidence of an effective system in place to monitor these warnings?

Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board?

Is the master and deck officers' familiar with the safety parameter settings for the ECDIS and have the safety settings been correctly applied for the vessels passage?

Were the charts used for the previous voyage appropriate?

Are the master and deck officers aware of the requirements of Electronic Chart Display and Information System (ECDIS) and does the system fitted meet SOLAS and flag state requirements?

Has the vessel been safely navigated in compliance with international regulations and are deck officers' familiar with these requirements?

Is the master and deck officers aware of the requirements for the echo sounder and is there evidence that it has been in use as appropriate during the voyage?

Was a comprehensive berth to berth passage plan available for the previous voyage and were the deck officers aware of position fixing requirements including the use of parallel indexing both at sea and during pilotage?

Communications

0 / 6 (0%)

Are deck officers' familiar with the preparation and transmission of distress and urgency messages on the GMDSS equipment, are instructions clearly displayed and equipment in good order?

Are officers aware of the function of the ship security alert system and how it operates?

Are the officers aware of the periodical test requirements for GMDSS equipment and is the radio logbook correctly maintained with entries of such tests?

Is there a maintenance program in place to ensure the availability of the radio equipment?

Is the vessel equipped with sufficient intrinsically safe portable radios for use on deck?

Are survival craft portable VHF radios and Search and Rescue Locating Devices in good order and charged?

Additional Comments

Are officers' familiar with the process for conducting Risk Assessments for routine and nonroutine tasks? Do operators provide adequate procedures for conducting RA? and is there sufficient evidence of this process undertaken?

Is there evidence of a permit to work system in place for hazardous activities, are the crew aware of these requirements and is there documented evidence of compliance?

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

Are all hand torches approved for use in gas hazardous areas?

Are the ship's officers able to demonstrate their familiarisation with the operation of fixed and portable firefighting, lifesaving and other emergency equipment?

Are the crew aware of the requirements for wearing personal protective equipment such as boiler suits, safety footwear, eye, and ear protection, safety harnesses, respiratory and chemical protective equipment?

Are crew members participating in safety meetings? and is there evidence of effective discussions on safety-related issues with shore management feedback?

Are the crew aware of the requirements for reporting of accidents, incidents, nonconformities and near misses and is there an effective system of reporting and follow up investigation in place?

Are the officers and ratings aware of the requirements of the ISGOTT Ship/Shore Safety Check List (SSSCL) and are the provisions of the checklist being complied with?

Are the crew aware of the requirements to keep external doors, ports, and windows closed in port and is the accommodation space atmosphere maintained at a slightly higher pressure than that of the ambient air?

Is loose gear on deck, in stores and in internal spaces properly secured?

Drills, Training and Familiarisation

0 / 4 (0%)

Are the crew familiar with the location and operation of fire and safety equipment and have familiarizations been effectively completed for all staff?

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

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

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

Enclosed Space and Pump Room Entry Procedures

0 / 5 (0%)

Are the officers aware of the industry requirements for enclosed space entry and have these been correctly followed?

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

Are pump room, compressor rooms and trunk spaces (as applicable) adequately ventilated?

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

Are the crew aware of the permanent arrangements provided for lifting an incapacitated person from the cargo and, if applicable, the ballast pump room, including the provision of a suitable stretcher or harness and is the equipment in good order?

Monitoring Non-Cargo Spaces

0 / 2 (0%)

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

Where there is a fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are there recorders and alarms in order?

Gas Analysing Equipment

0 / 1 (0%)

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

Hot Work Procedures

0 / 3 (0%)

Are officers aware of the requirements for hot work and are hot work procedures in accordance with the recommendations of ISGOTT and OCIMF guidelines?

Are officers aware of safety guidelines for electric welding equipment, are written guidelines posted and equipment in good order?

Is gas welding and burning equipment in good order and spare oxygen and acetylene cylinders stored apart in a well-ventilated location outside of the accommodation and engine room?

Life Saving Equipment

0 / 7 (0%)

Are the officers aware of the requirements of LSA, are there ship-specific life-saving equipment maintenance instructions available and are weekly and monthly inspections being carried out?

Are the officers aware of the maintenance requirements for lifeboat, liferaft, rescue boat release hooks, and free-fall lifeboat release systems, where fitted and, are lifeboats, rescue boat and liferafts including associated equipment well maintained ready for use?

Are lifeboats, including their equipment and launching mechanisms, in good order and have they been launched and manoeuvred in the water in accordance with SOLAS requirements?

Is the rescue boat, including its equipment and launching arrangement, in good order and officers' familiar with the launch procedures?

Are lifebuoys, associated equipment, and pyrotechnics in good order, clearly marked and are there clear procedures in place to ensure that only intrinsically safe lights are located in the gas hazardous areas?

Are lifejackets in good order and correctly located?

Are immersion suits in a good order, correctly positioned

and officers aware of maintenance and carriage requirements?

Fire Fighting Equipment

0 / 11 (0%)

Are ship-specific fire training manuals and safety operational booklets available? and are the crew aware of the general contents and location of the manuals?

Are the crew aware of the fixed firefighting equipment fitted, are ship specific firefighting equipment maintenance instructions available and is maintenance being carried out?

Are records available to show that samples of foam compound have been tested at regular intervals?

Are the crew aware of the location and use of the International Shore Connection, is it readily available externally, is a fire control plan exhibited within the accommodation, also a copy available externally and equipment correctly marked on the plan?

Are fire mains, pumps, hoses, nozzles and isolating valves in good order, available for immediate use and clearly marked?

Are officers aware of the requirements for testing fixed fire detection and alarm systems and are the systems in good order and tested regularly?

Are the crew familiar with the fixed fire extinguishing systems, where fitted, are they in good order and are clear operating instructions posted?

Is the emergency fire pump in fully operational condition, starting instructions clearly displayed and are officers able to operate the pump?

Are portable fire extinguishers in good order with operating instructions clearly marked and are crew members familiar with their operation?

Are crew members familiar with the donning of Emergency Escape Breathing Devices (EEBD's) located in the accommodation, engine room, and pump room (as applicable) and are they in good order and ready for immediate use?

Are fire flaps clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance?

Material Safety Data Sheets (MSDS)

0 / 1 (0%)

Are Material Safety Data Sheets (MSDS) on board for all the cargo, bunkers, chemicals, paints and other products being handled, and are all officers' familiar with their use?

Access 0 / 1 (0%)

Is the vessel provided with a safe means of access and are all available means of access (gangway/accommodation ladder/pilot ladder/transfer basket) in good order and well maintained?

Sample Arrangements 0 / 1 (0%)

Is there a suitable means for storing of cargo and bunker samples cargo and bunker sample locker situated within the main cargo area and is it in good order?

Additional Comments

Chapter 6

0 / 22 (0%)

Pollution Prevention

0 / 3 (0%)

Are the ship's crew familiar with their duties in relation to the Shipboard Oil Pollution Emergency Plan (SOPEP) / Shipboard Marine Pollution Emergency Plan (SMPEP), is the plan maintained updated with emergency contacts readily available?

Is the ship fitted with a main deck boundary coaming and scupper arrangement that is effectively plugged during operations?

Are means readily available for dealing with small oil or chemical spills?

Cargo Operations and Deck Area Pollution Prevention

0 / 7 (0%)

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

If ballast lines pass through cargo and/or Bunker tanks are they tested regularly, and the results recorded?

Are adequate manifold spill containers and gratings in place under the cargo manifolds, fitted with suitable drainage arrangements and are they empty?

Have bunker pipelines been satisfactorily tested on an annual basis and is there suitable evidence of this test?

Are unused cargo and bunker pipeline manifolds fully bolted and are all drains, vents and unused gauge stems, suitably blanked or capped?

Is suitable spill containment fitted around all fuel, diesel and lubricating oil tank vents and hydraulic deck machinery?

Are the arrangements for the disposal of oily water in the forecastle and other internal spaces adequate and are officers aware of these requirements?

Pump Rooms and other Oil Discharge Monitors

0 / 3 (0%)

Are pump room / trunk space bilge high level alarms fitted, regularly tested and the results recorded?

Are adequate arrangements provided for pipeline draining

and the disposal of pump room bilge accumulations?

If an ODME is fitted, is it in good order, well maintained and any operational downtime recorded in the ORB?

Engine and Steering Compartments

0 / 7 (0%)

Are the engine room bilge oily water pumping and disposal arrangements in good order?

Are emergency bilge pumping arrangements ready for immediate use; is the emergency bilge suction clearly identified and, where fitted, is the emergency overboard discharge valve provided with a notice warning against accidental opening?

Have disposals of sludge and other machinery waste been conducted in accordance with MARPOL requirements?

Is the oily water separator in good order, free from unauthorized modifications and are the engineers well familiar with its operation and data recovery procedure where applicable?

Are specific warning notices posted to safeguard against the accidental opening of the overboard discharge valve from the oily water separator?

If the oily water separator is not fitted with an automatic stopping device, do entries in the Oil Record Book Part 1 indicates that it has not been used in a Special Area?

Is the vessel correctly segregating garbage and able to store garbage in a safe hygienic manner onboard and is the garbage being handled in accordance with the vessel's garbage management plan and is garbage record book being correctly maintained.

Ballast Water Management

0 / 2 (0%)

If the vessel is provided with an approved Ballast Water Treatment System, is the system in good order, used where required and are officer's familiar with the safe operation of the same?

Where a Ballast Water Treatment Plant is fitted is it maintained in accordance with manufacturers and vessels planned maintenance requirements?

Additional Comment

Chapter 7	0 / 18 (0%)
Maritime Security	0 / 18 (0%)
Policies and Procedures	0 / 14 (0%)
Does the vessel have an approved Ship Security Plan?	
Is the Master & Crew aware of the name and contact details of the company security officer, and are these details posted?	
Are ship security records related to port calls being maintained?	
Is the hull free from visible structural defects that warrant further investigation?	
Are records of training and maintenance of equipment related to the ship security plan available?	
Has the ship's security officer been trained to undertake this role and do they understand their responsibilities?	
If fitted, is the vessel's dedicated standalone security communications equipment regularly tested?	
Does the vessel have a routine to regularly test the ship security alert system?	
Does the Passage Plan include security-related information for each leg of the voyage?	
Does the vessel have a voyage/transit security risk assessment?	
Does the vessel have procedures for vessel hardening?	
Does the Master/SSO have a clear understanding of the procedures for voluntary security reporting?	
Is an adequate deck watch being maintained to prevent unauthorised access in port?	
Has the company provided a list of security charts, publications and guidelines to the ship?	
Cyber Security	0 / 4 (0%)

Are Cyber Security Policy and Procedures part of the Safety

Management System and is there a Cyber Response Plan onboard?

Are the crew aware of the company policy on the control of physical access to all shipboard IT/OT systems?

Does the company have a policy or guidance on the use of personal devices onboard?

Is Cyber Security awareness actively promoted by the company and onboard?

Additional Comments

Chapter 8	0 / 125 (0%)
Cargo and Ballast Systems - Petroleum	0 / 125 (0%)
Policies, Procedures and Documentation	0 / 4 (0%)

Are the officers aware of the operator's policy statements, guidance, and procedures, including information on maximum loading rates and venting capacities with regard to safe cargo operations?

Are legible and up to date pipeline and/or mimic diagrams of cargo, inert gas and venting systems, as applicable, available in the pumproom(s) and cargo control area and deck officer's familiar with the systems?

Is information readily available on maximum loading and vent capacities?

Are cargo pump performance curves available, are deck officers aware of the test requirements for the cargo lines, vapor lines, and inert gas lines in good order and is there recorded evidence of regular testing where applicable?

Stability and Cargo Loading Limitations	0 / 3 (0%)
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If a loading computer or programme is in use, is it class approved, regularly tested and are officers aware of the test requirements including damage stability?

Has a cargo plan been prepared and followed with a detailed sequence of cargo and ballast transfers documented, stress, intact and damage stability and are any limitations, where applicable understood by the cargo watch officers and clearly documented?

Is the vessel free of inherent intact stability problems? and are officers aware of these problems or risks of structural damage due to sloshing, and actions required if the vessel takes on an unstable condition and/or an angle of loll?

Cargo Operations and Related Safety Management	0 / 9 (0%)
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Are all officers and ratings aware of the carriage requirements including emergency procedures for the specific cargo onboard and are officers' familiar with the vessel's cargo system, including emergency discharge arrangements?

Are the cargo, ballast and stripping pumps, educators and their associated instrumentation and controls including

temperature monitoring, in good order and is there recorded evidence of regular testing?

Are officers aware of the column/cofferdam purging routines where deep well pumps are fitted and is the pump leakage within tolerable limits?

Are the officers and ratings aware of the location of the cargo pump emergency stops, is the emergency cargo pump shutdown system in good order and is there recorded evidence of regular testing?

Are the cargo and ballast system valves in good order and is there recorded evidence of regular testing?

Are the cargo system ullage gauges, vapour locks and UTI tapes in good order and is there recorded evidence of regular testing?

Are the remote and local temperature and pressure sensors and gauges in good order and is there recorded evidence of regular testing?

Are the cargo tank high level and overfill alarms in good order and is there recorded evidence of regular testing?

Where fitted, is the condition of the cargo tank heating system satisfactory, is it regularly tested and is any observation tank free of oil?

Ullaging, Sampling and Closed Operations

0 / 3 (0%)

If the vessel is handling volatile or toxic cargoes, is it operating in a closed condition?

Is the vessel provided with an approved vapour control system?

Do tank hatches, tank cleaning apertures and sighting ports appear to be liquid and gas tight?

Venting Arrangements

0 / 3 (0%)

Are the officers aware of the primary and secondary cargo tank venting systems and are the systems functioning correctly?

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

transfer?

Are the P/V valves in good order, inspected and cleaned as part of a regular planned maintenance routine and are there records to support this?

Inert Gas System

0 / 10 (0%)

Was the inert gas system in use and operating satisfactorily at the time of the inspection?

Is there evidence to show that regular maintenance has been conducted on the inert gas system, including the overhaul of the non-return valve(s)?

Are the deck officers aware of required actions in the event of the inert gas failure and are all cargo tanks maintained under positive pressure throughout?

Is the inert gas system including instrumentation, alarms, trips and pressure and oxygen recorders, in good order?

Was the fixed oxygen analyzer calibrated immediately prior to use of the inert gas system and do local and remote oxygen and pressure recorders, where fitted, agree?

Is the liquid level in the deck seal at the correct level, clearly visible and are officers aware of requirements to periodically check the level?

Does the P/V breaker appear to be in good order?

If the vessel is provided with a nitrogen generator/bottle manifold system, are the officers and crew aware of the specific hazards associated with nitrogen gas?

Are officers and ratings aware of safe entry requirements for the inert gas room(s), are these procedures being followed and where applicable, is fixed oxygen detection provided?

Are the officers' familiar with the dangers associated with over pressurization of the cargo tanks and are procedures implemented to avoid overpressure due to purging, blowing and pigging with nitrogen?

Crude Oil Washing

0 / 5 (0%)

Is the Crude Oil Washing system approved and are officers aware of the requirements within the COW Manual?

Are the officers aware of the IMO requirements for COW and

is the vessel complying with such requirements?

If the vessel is Crude Oil Washing, has the COW system been tested for integrity, appropriate checks complete and all associated COW equipment in good operational order?

Is the tank cleaning heater, where fitted, effectively isolated from the crude oil washing line and any hydrant-type connections on the crude oil washing lines securely sealed?

Are records maintained of previous COW operations?

Static Electricity Precautions:

0 / 4 (0%)

Are deck officers aware of the precautions necessary to avoid static discharge including maximum flow rates and settling periods for flammable cargoes in non-inert tanks?

Are officers aware if the vessel is fitted with full depth sounding pipes, is this information clearly displayed and are officers aware of the additional precautions relating to cargo tanks that are not fitted with full depth pipes?

Are precautions followed for metal tapes, gauging or sampling devices and portable tank cleaning equipment (as applicable) before being introduced into tanks?

Are deck officers aware of the hazards associated with tank cleaning after the carriage of volatile products and the need to avoid the free fall of liquid into tanks?

Manifold Arrangements

0 / 3 (0%)

Are the manifolds and associated valves in good order, blank flanges of an equivalent rating to that of the pipelines and pressure gauges fitted outboard of the manifold valves on both sides and monitored for leakage?

If the vessel is fitted with vapor return manifolds, are they in good order including those for SBM use as appropriate?

Does the vessel's piping system appear to be free of unauthorized inter-connections between cargo, bunker and ballast systems?

Pump Room

0 / 5 (0%)

On vessels with pump rooms and trunk spaces, are they free of evidence of significant leaks from machinery, pipework, valve glands and instrumentation and bilges clean?

Are bulkhead seals gas-tight and, if required, well lubricated?

Is the pump room gas monitoring system in good order, regularly checked and are officers aware of the alarm settings?

Is the bilge pump in good order and can it be operated from a position outside the pump room?

Is all lighting in the pumproom or trunk space operational and does it appear adequate to illuminate the space?

Cargo Hoses

0 / 1 (0%)

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

Cargo Lifting Equipment

0 / 1 (0%)

Are all cranes and other lifting equipment properly marked, regularly inspected, tested and are the vessels crew aware of maintenance requirements?

Ship to Ship Transfer Operations - Petroleum

0 / 5 (0%)

Are the officers and crew familiar with the requirements and risks during ship to ship operations?

Does the POAC have the necessary qualifications and experience and are officers aware of these requirements?

Are closed fairleads and mooring bitts provided?

Are officers aware of the requirements of the ship-to-ship transfer checklists and are there records of STS operations maintained?

If a ship-to-ship transfer was in progress during the inspection, was it conducted in accordance with the recommendations of the OCIMF/ICS STS Transfer Guide?

Combination Carriers

0 / 7 (0%)

Are the operator's procedures provided and are records maintained for changing between the wet and dry modes?

Have the senior deck officers had at least one years' experience operating in wet service?

Are hatch covers of the dual seal type, are they seated correctly and are they sealed and gas tight?

Do records indicate that the pipe tunnel is clean and free of evidence of leakage?

Are bilge pumping systems for forward spaces in good order?

Is the vessel equipped with bilge alarms in the forward spaces and holds?

If the vessel uses portable hoses for crude oil washing, are these in good order and do records support that they have been regularly tested?

Shuttle Tankers

0 / 62 (0%)

Personnel Management

0 / 4 (0%)

Do all key personnel on board involved in DP operations comply with the IMCA and UKOOA minimum requirements for experience and training?

Do DP personnel undergo assessed refresher training e.g. DP CAP?

Record the DP manning arrangements

Record the Engine Room manning arrangements during shuttle tanker operations

Is there an Electronic Technician on-board with approved training on the maintenance of DP system?

Have officers and ratings had shore-based training in helicopter handling operations?

Dynamic Positioning and Navigation Equipment

0 / 8 (0%)

Does the vessel have on board a copy of the most recent FME(C)A?

Do the failure modes meet IMO MSC Circ.645 with fail as set, or fail to zero?

Is a record of the DP proving trials available on board?

Have the recommendations (if any) from the DP proving trials been addressed?

Does the vessel have on board a copy of the most recent annual DP trial report (if required)?

Have recommendations from the DP annual trial report been addressed and closed out as required?

Are all personnel involved in DP operations familiar with the FME(C)A?

If modifications have been undertaken, has the FME(C)A been up-dated and the modifications proven by testing?

Dynamic Positioning (DP) Operations

0 / 11 (0%)

Have DP operations been incident-free in the last 12 months?

Does the vessel have a DP Incident reporting system?

Does the vessel review the risk assessments for shuttle tanker operations prior to DP operations?

Is the DP control console located so that the DPO can also observe the controls, the external environment and the working operations of the vessel?

Are manual controls and emergency stops located within easy reach?

What level of power/thrust can be achieved from the main propellers when going astern?

Can the controls for position reference systems be accessed within easy reach of the DP control station?

Does the vessel have a comprehensive DP operating manual on board?

Are all personnel involved in DP operations familiar with the manual and demonstrate an understanding of its contents?

Are checklists in place to cover bridge, engine room, and electrical systems prior to DP operations?

Are DP Capability Plots in place to cover the normal and expected operations?

Dynamic Positioning Equipment

0 / 10 (0%)

Are all the thrusters in good order?

Is the Dynamic Positioning equipment on board in good order?

Are all position reference systems in good order?

Are the offsets adequately filed?

Does the vessel have a data recorder that records all DP parameters?

Is there a procedure for checking the secure power supply systems prior to DP operations?

If the vessel is DP class 2 (or equivalent), does the DP system have a continuous analysis function checking that in terms of thrust and power the vessel can maintain position after the worst case failure?

Do the operational procedures include guidance on the number of generators to be running at different power loads and are DPOs and engineers familiar with them?

Are consequence analysis alarms used as input to the contingency matrix?

Is the DP system included within the Planned Maintenance System (PMS)?

Cargo Operations

0 / 12 (0%)

Are the appropriate loading terminal procedures manuals on board for each offshore terminal to which the vessel trades?

Are deck officers familiar the appropriate loading terminal procedures manuals on board for each offshore terminal to which the vessel trades?

Are weather forecasts received and assessed before commencing offshore operations?

Are records of regular communications checks with the installation maintained?

Is there a checklist for bridge or bow control station instrumentation and control systems and has it been correctly completed?

Is there a checklist for engine room machinery and has it been correctly completed?

Does the vessel apply the same practices when loading from the offshore terminal as for an onshore terminal?

Are green line interlocks working satisfactorily?

Is there a service report available for the tension load cells?

Is the deluge system in good order and is it pressurized during loading?

Are the emergency shut-down systems in good order and tested regularly?

Is the telemetry system in good order?

Bow Loading Systems (BLS) and Submerged Turret Loading (STL) Operations

0 / 7 (0%)

Has the BLS been subject to an FME(C)A process?

Are the BLS and/or STL systems in good order?

Are checklists for the operation of the BLS and/or STL systems available and is there evidence of their consistent use?

Are seals on the STL buoy hatch and the STL room watertight door in good order?

Is the alarm for the STL room watertight door in good order and tested regularly?

Are indicators for closing devices in good order?

Are BLS and/or STL areas fitted with detection/extinguishing systems and are they in good order?

Safety Management at Offshore Installations

0 / 6 (0%)

Have communications been established and is there a backup communication system?

Have communications been established with the field standby vessel?

Are written emergency procedures for offshore loading provided?

Are drills pertaining to these procedures held regularly?

Is there a procedure for emergency towing?

Are emergency towing trials carried out?

Pollution Prevention Specific to Offshore Installations

0 / 4 (0%)

Does the SOPEP address procedures specific to shuttle tanker operation?

Are BLS and/or STL spaces free of oil?

If an oil discharge monitor is fitted in the STL room, is it in good order?

Is the vessel equipped with an appropriate system for draining the BLS and/or STL spaces?

Additional comments

0 / 7 (0%)

0 / 6 (0%)

0 / 5 (0%)

order?

If mooring winches in a gas hazardous area are electrically powered, are motors Ex 'd' rated and have insulation tests been carried out and the results recorded?

Are mooring wires, lines, synthetic tails and connecting apparatus in good order?

Are pedestal fairleads, roller fairleads and other rollers well-greased and free to turn and are bitts and chocks free of grooving?

Anchoring Equipment

0 / 5 (0%)

Are windlasses, anchors, locking bars and cables in good order and operating effectively?

Except while alongside, when locking bars are in place, were the anchors cleared and ready for immediate use during port entry?

Are bitter end securing arrangements unobstructed and outside the chain locker?

Are the chain locker doors securely battened down?

Is the crew aware of the design limitations of their anchor windlass and systems?

Single Point Moorings

0 / 3 (0%)

Is single point moorings(SPM) and associated equipment fitted to OCIMF recommendations?

If the vessel is equipped for mooring at single point moorings, does it meet the recommendations as applicable, contained in Mooring Equipment Guidelines?

If the vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release?

Emergency towing arrangements

0 / 2 (0%)

Are emergency towing arrangements readily available for deployment at both ends of the vessel?

Does the vessel have on board Emergency Towing Procedures?

Additional Comments

Chapter 10	0 / 54 (0%)
Engine and Steering Compartments	0 / 54 (0%)
Policies, Procedures and Documentation	0 / 11 (0%)

Are the engineers aware of the procedures for the safe operation of the machinery plant including their duties and watch standing instructions as per the Company SMS and are these instructions clearly defined?

If the machinery space is certified for unmanned operation is it being safely operated in that mode without regular alarms occurring under normal conditions?

Are the engineers demonstrating knowledge and understanding of the chief engineers standing orders and instructions and are the standing orders posted and signed by all engineers?

Are the engineers familiar with safe entry requirements to the machinery space when operating in the UMS mode, especially with regards to the use of the dead man alarm where fitted?

Are engineers aware of the entries required in the engine room log book, and are the entries clear, comprehensive and adequately maintained?

Can the engine room staff demonstrate full knowledge of essential emergency equipment and are instructions clearly posted on site for safe operation?

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

Are the vessels staff engaged in bunkering operations well aware of safe transfer requirements and are detailed bunker transfer instructions available?

Are the engineers aware of the requirements for vessels operating within a ECA and are there clear procedures available regarding use of low sulphur fuels in boilers, main plant and auxiliary engines?

Are the engineers aware of the requirements and precautions necessary to control the change from residual to low-sulphur fuels and are these requirements posted?

If the vessel is fitted with a class approved Exhaust Gas Cleaning System are the officers well familiar with the system and safety requirements and are these documented?

Planned Maintenance

0 / 2 (0%)

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

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

Safety Management

0 / 4 (0%)

Is an engineer's call alarm fitted and is it in good order and tested regularly and the results recorded?

Are all areas of the machinery space well illuminated, emergency escape routes clearly marked, unobstructed and are ship's crew familiar with the escape routes?

Are engineers aware of the testing requirements and able to demonstrate familiarity with the procedure for testing of emergency equipment?

Are engineers aware of the operation of the machinery space liquid fuel system remote closing valves, and are the closing devices regularly tested and in good order?

Fire Fighting Equipment

0 / 14 (0%)

Are officers aware of the location of the accommodation and engine room ventilation fan emergency stops, are they clearly marked to indicate the spaces they serve and is there evidence of regular testing and maintenance?

Are diesel engine fuel delivery pipes adequately jacketed or screened, exhaust lines and hot surfaces protected from spray and surrounding areas free from fuel or lube oil leakage?

Are purifier rooms and fuel and lubricating oil handling areas ventilated and clean?

If the vessel class notation allows UMS operation, are main engine bearing temperature monitors, or the crankcase oil mist detector, in good order?

Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?

Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray?

Is deck insulation provided to the front and rear of medium power (i.e. 220V and above) electrical switchboards and is it in good order?

Are gauge glass closing devices on oil tanks of a self-closing, fail-safe type and not inhibited?

Are self-closing sounding devices to double bottom tanks in good order and closed?

Are all moving machinery provided with effective guards and adequate eye protection available?

Are records maintained for the regular inspection and testing of lifting devices and loose gear?

Are machinery spaces and steering compartments clean and free from obvious leaks and is the overall standard of housekeeping and fabric maintenance satisfactory?

Is the bilge high-level alarm system regularly tested and are records maintained?

Are seawater pumps, sea chests, and associated pipework in good order and free of hard rust and temporary repairs, particularly outboard of the ship-side valves?

Machinery status

0 / 7 (0%)

Are the following, where applicable, all in good order and do they appear to be well maintained?

Are engineers familiar with the procedure for taking over the controls for maneuvering the vessel from the bridge in an emergency?

Are officers fully familiar with all starting procedures for the emergency generator and are these procedures clearly and displayed?

Is the emergency generator reserve fuel tank provided with sufficient fuel?

Where an emergency generator is not fitted, are engine room emergency batteries in good order and fully charged?

Is all electrical equipment including junction boxes and cable runs in good order?

Are switchboards free of significant earth faults?

Steering Compartment

0 / 6 (0%)

Are the officers aware of the test requirements for the steering gear both pre-departure and for emergency steering drills and have these tests been conducted satisfactorily with operating instructions clearly posted?

Is the steering gear emergency reserve tank fully charged?

Are the arrangements for the provision of communications with the wheelhouse and heading and rudder indication in good order?

Is access to steering gear unobstructed?

Is the steering compartment fitted with suitable handrails, gratings or other non-slip surfaces?

Are the officers and crew aware of the safe operating requirements of any watertight doors fitted?

LNG Bunkering Operations

0 / 10 (0%)

Are detailed LNG bunkering and fuel handling instructions/manual available?

Are risk assessments for LNG bunkering completed and available?

Are pre-bunkering checklists and verifications appropriately completed and carried out?

Does the vessel have an appropriate emergency response plan and PPE relevant to LNG bunker operations?

Does the vessel have an established emergency bunkering shut-down procedure which is agreed upon with the personnel from the supply facility and is tested prior to commencement of operations?

Is information on loading limitations for the LNG fuel tanks available?

Are the appropriate ship's personnel trained and certified in bunkering operations involving LNG as a marine fuel?

Are visible means provided to restrict access to the bunker manifold area during operations?

Are permanent fixed gas detection and alarms fitted at appropriate LNG bunkering manifold and vent areas and other required locations?

Are appropriate cryogenic spill protection measures tested and deployed?

Additional Comments

Chapter 11	0 / 18 (0%)
General Appearance and condition	0 / 17 (0%)
Hull superstructure and external weather decks	0 / 7 (0%)
Is the general condition , visual appearance and cleanliness of the hull satisfactory?	
Are hull markings clearly indicated and correctly placed?	
Is the general condition, visual appearance and cleanliness of the weather decks satisfactory?	
Are pipe stands, clamps, supports and expansion arrangements satisfactory?	
Are all deck openings, including weathertight doors, bridge windows, and portholes, in good order and capable of being properly secured?	
Are fuel, ballast and other space vents and air pipes in good order and does visual evidence indicate regular maintenance?	
Is the general condition, visual appearance and cleanliness of the superstructure satisfactory?	
Electrical Equipment	0 / 3 (0%)
Are the deck lights all operational and sufficient in number and range to illuminate the deck to facilitate safe working during darkness?	
Is the general condition of electrical equipment, including conduits and wiring, satisfactory?	
Are light fittings in gas-hazardous areas Ex 'd' rated and in good order?	
Internal Spaces	0 / 1 (0%)
Are forecastle stores free of water, internal spaces and storerooms clean, free from debris and tidy?	
Accommodation Areas	0 / 6 (0%)
Are accommodation, public spaces, sanitary areas, food store handling spaces, refrigerated spaces, galleys and pantries well illuminated, clean, tidy, in a hygienic condition	

and obstruction free?

Are laundries free of accumulations of clothing that could constitute a fire hazard?

If fitted, is the Ship's Hospital clean and tidy and ready for use?

Is the condition of electrical equipment in the accommodation satisfactory?

Is the level of accommodation lighting satisfactory?

Are personnel alarms in refrigerated spaces in good order and operational?

Additional Comments

Chapter 12

0 / 21 (0%)

Ice Operations

0 / 20 (0%)

Are procedures available for operations in ice or Polar Waters?

Are means in place to detect ice?

Are systems in place for the routine receipt of navigational, meteorological and environmental data including ice data, ice charts, and satellite images?

Has training specifically addressing navigation in ice or Polar Waters been provided to members of the vessel's complement in accordance with STCW Section A-V/4?

Are means in place on at least one main engine sea water chest to prevent its freezing or clogging?

Are procedures available for operations in sub-zero temperatures?

Are means and/or procedures in place to protect personnel from exposure to sub-zero temperatures?

Are means provided to maintain accommodation spaces at a temperature suitable for habitation?

Are means and procedures in place to ensure safe access and movement about the vessel in sub-zero conditions?

Are means in place to prevent the icing of wheelhouse windows?

Are radars fitted that are of a type classed as being suitable for operation in sub-zero temperatures?

Are means and/or procedures in place to ensure the operability of critical equipment and systems in sub-zero air temperatures?

Are means and/or procedures in place aimed at ensuring the ready availability of life saving appliances?

Are means and/or procedures in place aimed at ensuring the operability of fire-fighting systems?

Are means and/or procedures in place to ensure the proper functioning of air intakes and fire flaps?

Are means and/or procedures in place to protect piping systems on deck from the risk of freezing?

Are means and/or procedures in place to ensure the operability of ballast systems and any drenching systems at sea temperatures of -2°C and sub-zero air temperatures?

Are means or procedures in place to prevent the icing up of cargo tank primary and secondary venting arrangements?

Are means and/or procedures in place to prevent the icing up of air pipes to settling and service tanks required for the operation of the main propulsion plant and essential auxiliaries?

Has training specifically addressing operations in sub-zero temperatures and/or Polar water area and PWOM been provided to the vessel's complement?

Additional Comments

Completion

Overall Comments

Inspection of other areas from chapters 3-12 will be continued tomorrow due to other matters I needed to attend at last minute

Name & Signature of Inspector

A handwritten signature in black ink, appearing to be 'GA' with a stylized flourish.

Gregory Atkins
28 Jul 2019 20:05 PST

Media summary



Photo 1