Oil Companies International Marine Forum

Revised Ship Inspection Report (SIRE) Programme

Report Number	HCVR-8426-7617-5878
Report Template	VIQ7 - Petroleum (4401)
Vessel Name	DHT Colt
IMO Number	9813450
Date of Inspection	25 Apr 2020
Port of Inspection	Singapore Singapore [SGSIN]
Inspecting Company	KOCH SHIPPING PTE LTD
Selected variants	Crude oil washing
	Inert Gas
	Pumproom
	STS operations

Section 1

Chapter 1: General Information

General Information

1.1	Name of the vessel:	DHT Colt
1.2	Vessel IMO Number:	9813450
1.3	Date the inspection was completed:	25 Apr 2020
1.4	Was a full inspection of the vessel completed	Yes
1.5	Port of inspection:	Singapore Singapore [SGSIN]
1.6	Flag:	Hong Kong
	Other Inspector Comments: Vessel changed flag from Isle of Man on 07 September 2019.	
1.7	Deadweight: (metric tonnes)	319713.00
	Other Inspector Comments: Comments: Vessel was allocated with 6 multiple load lines associated with following dead weights: 319,713 MT, 299,969.6 MT, 284,990.3 MT, 279,981.4 MT, 274,997.6 MT and 258,989.0 MT. At the time of the inspection the second deepest load line (299969 MT) was assigned, this was noted to be correctly marked and visible on the ship side.	
1.8	Date the vessel was delivered:	25 May 2018
1.9	Name of the OCIMF inspecting company:	KOCH SHIPPING PTE LTD
1.10	Date and time the inspector boarded the vessel	25 Apr 2020. 08:10 (UTC +08:00)
1.11	Date and time the inspector departed the vessel	25 Apr 2020. 16:50 (UTC +08:00)
	Other Inspector Comments: Inspection was completed over a single session.	
1.12	Time taken for inspection.	8.10
	Other Inspector Comments: A 30 minutes lunch break was recorded.	
1.13	Name of the inspector:	For inspecting company only
1.14	Is an up to date OCIMF Harmonised Vessel Particulars Questionnaire (HVPQ) maintained and is it readily available?	Yes
1.15	Vessel's operation at the time of the inspection:	Discharging

1.16	Product(s) being handled:	Crude oil
1.17	Vessel type:	Crude/Product Tanker
1.18	Hull type:	Double hull
1.19	Name of the vessel's operator:	Goodwood Ship Management Pte Ltd
1.20	Date the current operator assumed responsibility for the vessel:	25 May 2018
1.21	Date of the last port State control inspection:	24 Feb 2019
1.22	Port of the last Port State Control inspection:	Corpus Christi,USA
	Other Inspector Comments: Vessel was inspected under USCG. This was an initial inspection. Nil deficiency was recorded	
1.23	Name of Classification society:	Lloyds Register
	Other Inspector Comments: No class change was recorded for last 6 months.	
1.24	Date of expiry of the Class Certificate:	24 May 2023
	Other Inspector Comments: Date of last annual was recorded as 02 May 2019.	
1.25	Date of departure from the last class-credited drydock/repair period or in water survey	Not applicable
	Other Inspector Comments: No dry dock or under water inspections were recorded since delivery.	
1.26	Does the vessel have a recent class Survey Status Report and are past Class Survey Records complete:	Yes

Additional Comments

1.99 Additional Comments

Vessel was a conventional tanker with sunken poop deck.
Cargo Tank Configuration: 1X to 5X, Slop Port and Stbd.
Ballast Tank Configuration: Fore Peak + 1W - 5W + Aft Peak.

There was a marine and technical superintendent on board at the time of the inspection.

There was a marine superintendent on board at the time of the inspection.
An opening meeting was held with the Master, chief officer and chief engineer and a schedule was agreed for carrying out them inspection without conflicting or interfering with the ship's planned operations and crew rest hour requirements.

Chapter 2: Certification and Documentation

Certification

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

Crew details on 20 Apr 2020

Officer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Master	Indian	Master II/2	India	Yes	Oil, Chemical and Gas	Advanced	Yes	4.6	4.0	8.0	8.0	0.0	2.03	Good
Chief Officer	Indian	Master II/2	Singapore	Yes	Oil	Advanced	Yes	9.2	1.6	10.3	10.3	0.0	2.90	Good
2nd Officer	Indian	Chief Mate II/2	India	Yes	Oil	Advanced	Yes	9.1	1.2	2.8	2.8	2.8	7.57	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Yes	Oil	Advanced	Yes	7.9	1.9	1.9	1.9	1.9	5.77	Good
3rd Officer	Indian	OOW (Deck) II/1	India	Yes	Oil	Advanced	Yes	5.6	0.7	0.7	0.7	0.7	2.90	Good

Engineer Crew

									Years in service					
Rank	Nationality	Cert. Comp.	Issuing country	Admin. accept	Tanker cert.	Specialised Tanker Training	Radio qual.	Oper-ator	Rank	Tanker type	All types	Watch	Mo. tour	English prof.
Chief Engineer	Indian	Chief Eng III/2	United Kingdom	Yes	Oil	Advanced	N/A	1.2	2.8	11.6	11.6	0.0	2.90	Good
2nd Engineer	Indian	Second Eng III/2	India	Yes	Oil	Advanced	N/A	10.4	2.3	5.2	5.2		6.97	Good
3rd Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	7.3	1.1	2.5	2.5	2.5	5.77	Good
4th Engineer	Indian	OOW (Eng) III/1	India	Yes	Oil	Advanced	N/A	0.8	1.2	1.2	1.2	1.2	5.00	Good
ETO	Indian	Electro Technical Officer III/6	India	Yes	Oil	Basic	N/A	4.2	20.2	12.2	12.2	0.0	2.90	Good

Section 2

Key questions marked Yes without comment.

Chapter 2: Certification and Documentation

Anti Pollution

2.10, 2.12, 2.13, 2.14

Structure

2.15

Chapter 3: Crew Management

Crew Qualifications

3.5, 3.6

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.4

Navigation Equipment

4.8, 4.9, 4.10, 4.11, 4.13, 4.15, 4.16, 4.17, 4.18, 4.20

Communications

4.21, 4.22, 4.24, 4.25, 4.26, 4.27

Chapter 5: Safety Management

Safety Management

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

Drills, Training and Familiarisation

5.12, 5.13, 5.14, 5.15

Enclosed Space and Pump Room Entry Procedures:

5.17, 5.20

Gas Analysing Equipment

5.23

Hot Work Procedures

5.24, 5.25, 5.26

Life Saving Equipment

5.27, 5.28, 5.31, 5.32, 5.33

Fire Fighting Equipment

5.34, 5.35, 5.37, 5.38, 5.39, 5.40, 5.41, 5.42, 5.44

Material Safety Data Sheets (MSDS)

5.46

Access

5.47

Sample Arrangements

5.48

Chapter 6: Pollution Prevention

Pollution Prevention

6.1, 6.2, 6.3

Cargo Operations and Deck Area Pollution Prevention

6.6, 6.7, 6.8, 6.9, 6.10

Pump Rooms and Oil Discharge Monitors

6.12

Engine and Steering Compartments

6.16, 6.18, 6.19, 6.20

Ballast Water Management

6.21, 6.22

Chapter 7: Maritime Security

Policies and Procedures

7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.9, 7.11, 7.12, 7.13

Cyber Security

7.14, 7.15, 7.16, 7.17

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.2, 8.3

Stability and Cargo Loading Limitations

8.5

Cargo Operations and Related Safety Management

8.7, 8.8, 8.10, 8.11, 8.13

Ullaging, Sampling and Closed Operations

8.16, 8.17, 8.18

Venting Arrangements

8.20, 8.21

Inert Gas System

8.23, 8.24, 8.25, 8.26, 8.28

Crude Oil Washing

8.32, 8.33, 8.34, 8.35, 8.36

Manifold Arrangements

8.41, 8.42, 8.43

Pump Rooms

8.44, 8.45, 8.46, 8.47, 8.48

Cargo Hoses

8.49

Ship to Ship Transfer Operations

8.51, 8.52, 8.53, 8.54, 8.55

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.2, 9.3, 9.4, 9.5, 9.7

Mooring procedures

9.13

Mooring equipment

9.14, 9.15, 9.17, 9.18, 9.19

Anchoring equipment

9.20, 9.21, 9.22, 9.23, 9.24

Single Point Moorings

9.25, 9.26

Emergency Towing Arrangements

9.28, 9.29

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

10.1, 10.3, 10.4, 10.5, 10.6, 10.8, 10.9, 10.10

Planned Maintenance

10.13

Safety Management

10.14, 10.15, 10.17

Fire Fighting Equipment

10.18, 10.20, 10.21, 10.24, 10.25, 10.27, 10.28, 10.29

Machinery Status

10.32, 10.35, 10.37, 10.38

Steering Compartment

10.40, 10.42, 10.43, 10.44

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

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

Electrical Equipment

11.9, 11.10, 11.11

Accomodation Areas

11.14, 11.15, 11.16, 11.17

Section 3

Chapter 2: Certification and Documentation

Certification

2.1 Are all the statutory certificates listed below, where applicable, valid and have the annual and intermediate surveys been carried out within the required range dates? [Y] N NS NA

Other Inspector Comments: Total no of CSRs - 03
DOC was issued by ABS on behalf of Hong Kong for Oil.
ISPS and ISM was issued by ABS on behalf of Hong Kong were issued Full Term.
CLC for bunkers, Oil pollution and Wreck Removal were noted valid.
Vessel carried ITF Blue card.
Vessel carried valid USCG Documentation as follows:
COC expiry on 24 February 2021
COFR (Fedral) expiry 01 July 2021

Safety Management and the Operators Procedures Manuals

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

Other Inspector Comments: Key elements of the code, Masters authority and crew responsibilities was clearly defined.
Vessel had SMS manuals in electronic format which were available to the crew over various work stations.
An updated electronic copy on a stand alone laptop was held as a backup with the Master.

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

Other Inspector Comments: Last two superintendent's visits were recorded as follows:
25 January 2020 (Marine)
07 September 2019 (Technical)

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

Other Inspector Comments: Last internal audit was recorded 25 January 2020.
01 non conformance and 02 Observations were recorded.
A formal close out for the audit was available.

2.6 Does the Master review the safety management system, report to the operator on any deficiencies and does the operator respond to the Master's review? [Y] N NS NA

Other Inspector Comments: Master reviewed the SMS quarterly.
There was provision that each review was to be formally closed by the Operator.
Last Master's audit of the SMS was recorded 11 February 2020.

Survey and Repair History

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

Other Inspector Comments: The latest class status report showed the vessel to be free of any conditions of class and no memoranda being noted.

2.8 Has the vessel been enrolled in a Classification Society Condition Assessment programme (CAP)? Y N NS [NA]

2.9 Are procedures in place to carry out regular inspections of cargo and ballast tanks, void spaces, trunks and cofferdams by the vessel's personnel and are records maintained? [Y] N NS NA

Other Inspector Comments: Cargo tanks were inspected at intervals not exceeding 30 months.
Last inspected on 22 May 2018.
Ballast tanks were inspected at intervals not exceeding 06 months.
Last inspected on 22 March 2020.
Coffer-dams were inspected at intervals not exceeding 06 months.
Last inspected on 20 April 2020.
Fresh water tanks were inspected at intervals not exceeding 12 months.
Last inspected on 20 July 2019.
No structural defects were noted in the tank inspection records.

Anti Pollution

2.11 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? [Y] N NS NA

Other Inspector Comments: Vessel was equipped with non permanent means for transferring sludge to Port Slop tank.
No transfers were recorded in the past 6 months.

Structure

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

Other Inspector Comments: Water ballast tanks 4P and 2S were sighted from deck level.
Area visible was free of hard rust and fittings were noted intact.

Additional Comments

2.99 Additional Comments

Chapter 3: Crew Management

Crew Management

3.1 Does the manning level meet or exceed that required by the Minimum Safe Manning Document? Y N NS NA

Other Inspector Comments: Manning level exceeded the required levels:
Minimum Manning Certificate Requirement
- Officers : 07 / Crew : 8
Actual manning level
- Officers : 10 / Crew : 15
Additionally, there was 1 cadet and 1 electrical officer on board.

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

Other Inspector Comments: Compliment maintained hours of work and rest using "Pal" program available over various work stations.
The format highlighted if there was a non compliance with work rest regulations.
The compliance was monitored on daily basis by the departmental heads.
IMO and ILO regulations were followed as per Operators policy.

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

Other Inspector Comments: Common working language was recorded as English.

3.4 Has the Master attended a ship handling course where applicable? Y N NS NA

Other Inspector Comments: Master had 4.0 years sea time in rank.

Crew Qualifications

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

Other Inspector Comments: All navigating officer's had completed shore based manufacturer training as well as equipment specific training. Additionally all officers completed an on board training from the Master upon joining the vessel.

Drug and Alcohol Policy

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

Other Inspector Comments: Operator's policy allowed carriage of beer which was control issued by Master.
Operator defined max. BAC was 40mg/100ml.

Frequency of unannounced drug testing: 12 monthly, last conducted on 21 August 2019.
Frequency of unannounced Alcohol testing: monthly, last conducted on 19 April 2020.

Additional Comments

3.99 Additional Comments

Chapter 4: Navigation and Communications

Policies, Procedures and Documentation

4.1 Are the deck officers' familiar with the Company navigation procedures and instructions and are the Company navigation procedures comprehensive? Y N NS NA
Other Inspector Comments: A comprehensive set of Operator's instructions were noted as a part of the manual. A copy of the pertinent chapter was placed on the bridge for reference.

4.2 Is the vessel maintaining an adequate record of all navigational activities, both at sea and during pilotage? Y N NS NA
Other Inspector Comments: Deck log book format was comprehensive and included columns to record major entries.
Radar log books contained performance monitor checks during every watch whilst at sea.
Bridge Movement Book was maintained in conjunction with deck log books in order to record events.
Telegraph was incorporated with printer to record engine movements.

4.3 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? Y N NS NA
Other Inspector Comments: Company ISM check lists for critical operations were completed on laminated sheets and recorded in the deck log book.

4.5 Are the deck officers' familiar with the operators Under Keel Clearance policy, able to demonstrate satisfactory UKC calculations for the last voyage and is the policy comprehensive? Y N NS NA
Other Inspector Comments: Operators UKC Policy defined the following:
Shallow Waters / Coastal Passages/Confined Waters: 10% of vessel's current max static draft
Whilst underway: 1.5% of the moulded breadth of the vessel but not less than 0.60 meters which ever is greater.
Whilst alongside a berth or SBM/CBM - 1.5% of the moulded breadth of the vessel but not less than 0.30 meters
At Offshore exposed locations when berthed or moored at SBM/CBM: 10% of the vessel's draft but not less than 0.60 meters.

4.6 Has the Bridge been adequately manned at all stages of the voyage and at anchor and were lookout arrangements adequate? Y N NS NA
Other Inspector Comments: Operator instructions with a guide line matrix for various situations supplemented by Master's standing orders was presented.

Navigation Equipment

4.7 Is navigation equipment appropriate for the size of the vessel and in good order? [Y] N NS NA

Other Inspector Comments: Operation of lights and alarms tested during the course of the inspection.

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

Other Inspector Comments: Designated folio management for electronic charts and nautical publications was with Navtor.
Weekly Notices to mariner were supplied electronically.
Last correction received on board was Week 16 of 2020.

4.14 Are Master and deck officer's familiar with the operation of the ECDIS system fitted on board? [Y] N NS NA

Other Inspector Comments: Vessel's primary and back up system were ECDIS.
Master and second officer was found familiar with the operation of the ECDIS. They were correctly able to demonstrate various operational feature of the ECDIS.

4.19 Is the master and deck officers aware of the requirements for the echo sounder and is there evidence that it has been in use as appropriate during the voyage? [Y] N NS NA

Other Inspector Comments: Vessel equipped with fore and aft transducer and printer.

Communications

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

Other Inspector Comments: Second Officer explained the correct procedure for sending a designated distress using SATCOM-C.

Additional Comments

4.99 Additional Comments

Chapter 5: Safety Management

Safety Management

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

Other Inspector Comments: Chief Engineer was the designated Safety Officer for the vessel. Safety Officer course encompassing risk analysis and accident investigation had been completed.

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

Other Inspector Comments: Last safety meeting was recorded dated 28 March 2020 and Operator's response was documented.

5.8 Are the crew aware of the requirements for reporting of accidents, incidents, non-conformities and near misses and is there an effective system of reporting and follow up investigation in place? [Y] N NS NA

Other Inspector Comments: Vessel had recorded 12 near misses over the last 3 months and nil incident for the last 6 months.
All incidents and accidents were formally reported and recorded and the Operator had formal addressing of each prior a close out.

5.9 Are the officers and ratings aware of the requirements of the ISGOTT Ship/Shore Safety Check List (SSSCL) and are the provisions of the check list being complied with? [Y] N NS NA

Other Inspector Comments: The ship ~ shore check list had been completed with all relevant information.
Items marked "R" where rechecked and recorded at 4 Hrly intervals.

Enclosed Space and Pump Room Entry Procedures:

5.16 Are the officers aware of the industry requirements for enclosed space entry and have these been correctly followed? [Y] N NS NA
Other Inspector Comments: Comprehensive enclosed space entry procedures were noted.

5.18 Are pump room, compressor rooms and trunk spaces (as applicable) adequately ventilated? [Y] N NS NA
Other Inspector Comments: Vessel was equipped with 2 pump room fans and both were noted operational.

5.19 Are the officers aware of the correct settings of pump room fire and flooding dampers and are the dampers clearly marked and in good order? [Y] N NS NA
Other Inspector Comments: Function of dampers was tested during pump room rounds.
Officer of watch was noted aware of correct settings.

Monitoring Non-Cargo Spaces:

5.21 Are spaces adjacent to cargo tanks, including pipe ducts, regularly monitored for accumulations of gas with an operable fixed and / or portable measuring equipment? [Y] N NS NA
Other Inspector Comments: Fixed gas detection system covered the Pump room, water ballast tanks, aircon intake and accommodation spaces.

5.22 Where a fixed system to monitor flammable atmospheres in non-cargo spaces is fitted, are recorders and alarms in order? [Y] N NS NA
Other Inspector Comments: Vessel was provided with fixed sampling system.
Monthly test records were sighted.

Life Saving Equipment

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

Other Inspector Comments: Life boat engines were started using batteries in each boat and equipment including rations checked randomly.

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

Other Inspector Comments: Port lifeboat was also the designated rescue boat for the vessel.

Fire Fighting Equipment

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

Other Inspector Comments: Last annual foam analysis were recorded.
Certificate stated the sampled foam to be fit for further service.

5.43 Are crew members familiar with donning breathing apparatus and are Fireman's Outfits in good order and ready for immediate use? Y N NS NA

Other Inspector Comments: AB demonstrated the donning and testing procedure for CABA.

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

Other Inspector Comments: Fire flaps were noted colour coded and numbered for easy identification.

Additional Comments

5.99 Additional Comments

Chapter 6: Pollution Prevention

Cargo Operations and Deck Area Pollution Prevention

6.4	Are Annex 1 and 2 overboard valves and cargo system sea valves suitably secured, thoroughly checked closed prior to commencement of cargo transfer and where provided, sea valve-testing arrangements in order and regularly monitored for leakage? Other Inspector Comments: Annex 2 : Not applicable. Over board line valves were noted blanked and padlocked with the keys under the supervision of the Chief Officer.	[Y]	N	NS	NA
6.5	If ballast lines pass through cargo and/or Bunker tanks are they tested regularly, and the results recorded?	Y	N	NS	[NA]

Pump Rooms and Oil Discharge Monitors

6.11	Are pump room / trunk space bilge high level alarms fitted, regularly tested and the results recorded? Other Inspector Comments: Tested during the course of the inspection.	[Y]	N	NS	NA
6.13	If an ODME is fitted, is it in good order, well maintained and any operational downtime recorded in the ORB? Other Inspector Comments: ODME had not been reported faulty over the period of last 6 months.	[Y]	N	NS	NA

Engine and Steering Compartments

6.14 Are the engine room bilge oily water pumping and disposal arrangements in good order? [Y] N NS NA

Other Inspector Comments: The engine room emergency suction could be used with the main sea water cooling pump and with main fire pump.

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

Other Inspector Comments: Emergency bilge valve was clearly identified by colour and label. Valve was lashed closed using breakable plastic seals to prevent against accidental opening.

6.17 Is the oily water separator in good order, free from unauthorised modifications and are the engineers well familiar with its operation and data recovery procedure where applicable? [Y] N NS NA

Other Inspector Comments: Simulated alarms to check set point and test shut down during the course of engine room rounds.

Additional Comments

6.99 Additional Comments

Chapter 7: Maritime Security

Policies and Procedures

7.8 Does the Passage Plan include security related information for each leg of the voyage? [Y] N NS NA

Other Inspector Comments: Recorded on each leg of voyage plan.

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

Other Inspector Comments: Vessel had documented hardening procedures manual and equipment on board.

Additional Comments

7.99 Additional Comments

Chapter 8: Cargo and Ballast Systems - Petroleum

Policies, Procedures and Documentation

8.1 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? [Y] N NS NA

Other Inspector Comments: Information was clearly posted in the CCR.

Stability and Cargo Loading Limitations

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

Other Inspector Comments: Vessel used Class approved loading program "NAPA" .
Loading computer was on line and incorporated damage stability calculations.
Chief Officer was noted familiar with the test requirements of the equipment.

8.6 Is the vessel free of inherent intact stability problems, are officer's 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. [Y] N NS NA

Other Inspector Comments: All cargo, ballast and fuel tanks when part filled on the loadicator gave results showing positive GM and adequate residual stability.

Cargo Operations and Related Safety Management

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

Other Inspector Comments: Vessel not designed with FRAMO or submersible pumps.

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

Other Inspector Comments: Vessel carried 4 Nos. UTI tri mode tapes which were annually calibrated.

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

Other Inspector Comments: Overfill alarms were noted with independent power source.
Tested during the course of the inspection.

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

Other Inspector Comments: Only Port Slop tanks were equipped with steam heating coils.
System was in not use at the time of inspection.

Venting Arrangements

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

Other Inspector Comments: Vessel had following pressure control arrangements :
Primary : Individual tank Hi Velocity valves.
Secondary : Common IG line connected to Liquid PV breaker.
Additionally vessel had remote pressure monitoring for individual cargo tanks with user defined alarms.
Alarms noted correctly set for inerted tank condition.

Operating Pressures :
Pressure Side Venting + 1400mm Aq
Vacuum Side Venting - 350mm Aq

The liquid PV breaker setting were:
Pressure Side Venting + 1800 mmAq
Vacuum Side Venting - 750 mmAq

Inert Gas System

8.22 Was the inert gas system in use and operating satisfactorily at the time of the inspection? [Y] N NS NA

Other Inspector Comments: Oxygen content at time of deck rounds as tested in 5 Stbd COT was noted as 3.2%.

8.27 Is the liquid level in the deck seal at the correct level, clearly visible and are officers aware of requirements to periodically check the level? [Y] N NS NA

Other Inspector Comments: Vessel was fitted with a wet type deck seal.

8.29 If the vessel is provided with a nitrogen generator / bottle manifold system, are the officers and crew aware of the specific hazards associated with nitrogen gas? Y N NS [NA]

8.30 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? Y N NS [NA]

Other Inspector Comments: Vessel's inert gas system was located in the main engine room space with adequate ventilation.

8.31 Are the officers' familiar with the dangers associated with over pressurisation of the cargo tanks and are procedures implemented to avoid over pressure due to purging, blowing and pigging with nitrogen? Y N NS [NA]

Other Inspector Comments: The vessel had not used shore based Nitrogen for clearing lines ect.
Chief Officer was noted aware of the danger of over pressurisation when considering such operations.

Cargo Lifting Equipment

8.50 Are all cranes and other lifting equipment properly marked, regularly inspected, tested and are the vessels crew aware of maintenance requirements? [Y] N NS NA

Other Inspector Comments: Vessel was equipped with 2 x 20 cargo hose handling crane midship and 1 x 5 ton provision handling crane on the Port quarter and 10 ton on stbd side.

Additional Comments

8.199 Additional Comments

Chapter 9: Mooring

Mooring Equipment Documentation and Management

9.1 Are certificates available for all mooring lines and wires? Y [N] NS NA

Inspector Observations: There were no individual marks or identification for identifying individual mooring shackles in use.

Other Inspector Comments: Well indexed file with all mooring ropes, wires and shackles certification was presented.
Vessel was equipped with wires on drums for mooring.

Initial Operator Comments: Cause:
The mooring shackles in use, were supplied to the vessel at the time of delivery and the body of the shackle had the following markings:
- *Serial number of the certificate. There was one certificate issued for all 20 mooring links, hence all the shackles had the same certificate number marked.*
- *MBL of the mooring link.*
- *Hull number of vessel.*
- *Date of Manufacture.*

However there was no additional marking which could be used to identify each mooring shackle individually.

Corrective Action and Preventive Measures:
We wish to confirm that after departure, all the mooring links were removed from the wires / tails and marked with individual serial numbers (1 ~ 20) by punch marking. Please find attached photo of the marking.
This observation has been circulated to all the vessels within the fleet for verification and compliance.

Attachment: DHT Colt - Marking on Mooring Shackle.pdf

9.6 If one or more bow stoppers are fitted, is a certificate attesting to the safe working load provided? [Y] N NS NA

Other Inspector Comments: Vessel fitted with 2 x 350 Ton bow stoppers.

Mooring procedures

9.8	Are moorings satisfactorily deployed and tended? Other Inspector Comments: Vessel moored at SBM.	[Y]	N	NS	NA
9.9	Are mooring lines secured to bitts and turned up correctly?	Y	N	NS	[NA]
9.10	Are all powered mooring lines correctly reeled on drums, secured on brakes and winches out of gear.	Y	N	NS	[NA]
9.11	On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum?	Y	N	NS	[NA]
9.12	If mooring tails are fitted to wires or HMSF lines, do they have proper connections and are they correctly fitted? Other Inspector Comments: Vessel was noted equipped with Mandel connecting shackles.	[Y]	N	NS	NA

Mooring equipment

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

Single Point Moorings

9.27	If the vessel is fitted with a hydraulically operated bow stopper, are safeguards provided to prevent its accidental release? Other Inspector Comments: Vessel was provided with a conventional counter weight bow stoppers.	Y	N	NS	[NA]

Additional Comments

9.99 Additional Comments

Chapter 10: Engine and Steering Compartments

Policies, Procedures and Documentation

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

Other Inspector Comments: Log book entries confirmed that vessel was operated with unmanned machinery space when Operator defined criteria were met.

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

Other Inspector Comments: Operator subscribed to following testing programs:
Fuel Oil - VPS
Lube / Hyd. Oil - Total

Last shore analysis dated 04 April 2020 showed that all samples landed were tested fit for further service.
There was evidence of fuel oil samples being tested prior consumption, lubricating / hydraulic oil samples being tested at 3 monthly intervals for machineries including main engine, aux. engine and mooring equipment.
Hydraulic oil was sampled for mooring equipment, cranes and cargo valve control.

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

Other Inspector Comments: Equipment was operational at the time of the inspection.

Planned Maintenance

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

Other Inspector Comments: Vessel used Class approved "Pal" PMS.
Random check showed no over due jobs and updated inventories.
Chief Engineer was noted familiar with the system.

Safety Management

10.16	Are engineers aware of the testing requirements and able to demonstrate familiarity with the procedure for testing of emergency equipment?	Y	N	NS	NA

Other Inspector Comments: Items tested during the course of the inspection were:
Emergency Generator
Emergency Fire pump
Oil Mist detector
Aux. Engine leak off alarm
Bilge Alarm

Fire Fighting Equipment

10.19	Are diesel engine fuel delivery pipes adequately jacketed or screened, exhaust lines and hot surfaces protected from spray and surrounding areas free from fuel or lube oil leakage? Other Inspector Comments: Surfaces were noted clean and with no evidence of leakage or impregnation of oil.	[Y]	N	NS	NA
10.22	Where hydraulic aggregate pumps are located within the main engine compartment, is an oil mist detector fitted?	Y	N	NS	[NA]
10.23	Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray? Other Inspector Comments: Main switch board was located in the ECR.	[Y]	N	NS	NA
10.26	Are self-closing sounding devices to double bottom tanks in good order and closed? Other Inspector Comments: Tested randomly during engine room bottom rounds.	[Y]	N	NS	NA
10.30	Is the bilge high level alarm system regularly tested and are records maintained? Other Inspector Comments: Tested during the course of the inspection.	[Y]	N	NS	NA
10.31	Are seawater pumps, sea chests and associated pipework in good order and free of hard rust and temporary repairs, particularly outboard of the ship-side valves? Other Inspector Comments: System noted without any soft patches or repairs. No evidence of hard rust noted.	[Y]	N	NS	NA

Machinery Status

10.33 Are engineers familiar with the procedure for taking over the controls for manoeuvring the vessel from the bridge in an emergency? [Y] N NS NA

Other Inspector Comments: Electrical Officer demonstrated local manoeuvring procedures during engine room rounds.

10.34 Are officers fully familiar with all starting procedures for the emergency generator and are these procedures clearly and displayed? [Y] N NS NA

Other Inspector Comments: The emergency generator was provided with electric coil (2 batteries) and spring actuator starters.
Tested during the course of the inspection.
The fuel tank quick closing valve operation was verified.

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

Steering Compartment

10.39 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? [Y] N NS NA

Other Inspector Comments: Chief engineer demonstrated the correct procedure for changing over to emergency steering during the course of the inspection.

10.41 Are the arrangements for the provision of communications with the wheelhouse and heading and rudder indication in good order? [Y] N NS NA

Other Inspector Comments: Vessel was provided with a gyro repeater at the emergency steering position.

Additional Comments

10.99 Additional Comments

Chapter 11: General Appearance and Condition

Hull, superstructure and external weather decks

11.1 Is the general condition, visual appearance and cleanliness of the hull satisfactory. [Y] N NS NA

Other Inspector Comments: Hull was noted clean with no traces of oil. Minor aberration of paint noted at fendering areas along the parallel body.

Internal Spaces

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

Other Inspector Comments: Galley, Pantries, Mess Room and Lounges were noted to be maintained neat and tidy with no signs of infestation.

Accomodation Areas

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

Other Inspector Comments: Officer and Crew accommodation were noted well equipped and furnished to good standards.

Additional Comments

11.99 Additional Comments

Hull was noted with minor paint aberration and no flaking.
Weather decks and Superstructure were maintained neat with no hard rust.
Accommodation areas were noted maintained clean and free of infestation.

Operator's initial comments entered by: Capt. Jupji Singh Hundal [ops@goodwoodship.com]

Operator's Initial General Comments