SIRE 2.0 Report

Report LXHQ-2893-4382-6569 (C)

Vessel Name	SIRE 2.0 Trial - FINNANGER
IMO	9387712
Inspection Date	06/08/2022
Report Type	Contingency
Contingency Reason	Tablet damaged

Vessel and Operator Particulars

Name of the vessel
Finnanger

Vessel IMO number
9387712

Date the inspection was completed
Saturday, August 6, 2022

Was a full inspection of the vessel completed
No

Port of inspection
Rotterdam

Flag
NORWAY

Deadweight
46251.00

Date the vessel was delivered
30 October 2009

Name of the OCIMF inspecting company
SIRE 2.0 Trial - CHEVRON SHIPPING

Date and time the inspector boarded the vessel
06 August 2022 07:30

Date and time the inspector departed the vessel
06 August 2022 15:45

Time taken for the inspection
8.15 hours

Name of the inspector
SIRE 2.0 Observer - Tony Jones

Date the HVPQ was last updated
14 July 2022

Vessel's operation at the time of the inspection
Discharging

Products being handled
Clean petroleum products, Chemicals

Vessel type
Chemical carrier Type II

Hull type
Double hull

Name of the vessel's operator
SIRE 2.0 Trial - WESTFAL-LARSEN MANAGEMENT AS

Date the current operator assumed responsibility for the vessel
30 October 2009

Date of the last port state control inspection
31 May 2022

Name of classification society
DNV GL

Date of departure from the last dry dock
19 December 2019

What is the vessel's designation as recorded on IOPP cert
Oil Tanker

Name of vessel's P&I club
GARD

Operator General Comments

Friday, September 23, 2022 by Mr SIRE 2.0 Trial - Maksims Popovs
SIRE 2.0 Trial inspection conducted on FINNANGER in Rotterdam 06.08.2022

2. Certification and Documentation

2.1. Certification

2.1.1. Were the Master and senior officers familiar with the company procedure for maintaining the vessel's statutory certification up to date, were all certificates and documents carried onboard up to date and was the vessel free of conditions of class or significant memoranda?

PIQ additional data

2.1.1 What was the date of the last visit by a Classification Society surveyor?

2.1.1.1 Date of last visit
24 October 2021

2.1.1.2 Purpose of visit
Annual surveys

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

2.2. Management Oversight

2.2.1. Had the vessel been attended by a company Superintendent at approximately six-monthly intervals and were reports available to demonstrate that a systematic vessel inspection had been completed during each attendance declared through the pre-inspection questionnaire?

PIQ additional data

2.2.1001 Has a Technical Superintendent with a senior marine engineer, naval architect or mechanical engineering background attended the vessel and completed a full inspection of the vessel during the preceding eighteen months?

2.2.1001.1 Technical Superintendent inspection completed?
Yes

2.2.1001.2 Date from - Last:
30 May 2022

2.2.1001.3 Date to - Last:
03 June 2022

2.2.1001.4 Number of Days - Last
4

2.2.1001.5 Type of Inspection - Last
Physical

2.2.1001.6 Date from - Second Last
09 December 2021

2.2.1001.7 Date to - Second Last
09 December 2021

2.2.1001.8 Number of Days - Second Last
1

2.2.1001.9 Type of Inspection - Second Last
Remote

2.2.1001.10 Date from - Third Last
24 February 2021

2.2.1001.11 Date to - Third Last
24 February 2021

2.2.1001.12 Number of Days - Third Last
1

2.2.1001.13 Type of Inspection - Third Last
Remote

2.2.1002 Has a Marine Superintendent, possessing a senior deck officer's licence and having sailed in a senior rank on tankers, attended the vessel and completed a full inspection of the vessel during the preceding eighteen months?

2.2.1002.1 Marine Superintendent inspection completed?
Yes

2.2.1002.2 Date from - Last:
08 February 2022

2.2.1002.3 Date to - Last:
08 February 2022

2.2.1002.4 Number of Days - Last
1

2.2.1002.5 Type of Inspection - Last
Remote

2.2.1002.6 Date from - Second Last
10 August 2021

2.2.1002.7 Date to - Second Last
10 August 2021

2.2.1002.8 Number of Days - Second Last
1

2.2.1002.9 Type of Inspection - Second Last
Remote

2.2.1002.10 Date from - Third Last
01 March 2021

2.2.1002.11 Date to - Third Last
01 March 2021

2.2.1002.12 Number of Days - Third Last
1

2.2.1002.13 Type of Inspection - Third Last
Remote

Process

As expected – procedure and/or document present.
A Marine Superintendent and the vessels DPA were in attendance during the inspection.

2.3. Structural Assessment

2.3.1. Were the Master and Chief Engineer familiar with the company procedure to maintain the Enhanced Survey File in accordance with Classification Society rules, and was the vessel free of any visible or documentary evidence of concerns with the structural condition of the hull or cargo and ballast tank coatings?

PIQ additional data

2.1.1 What was the date of the last visit by a Classification Society surveyor?

2.1.1.1 Date of last visit
24 October 2021

2.1.1.2 Purpose of visit
Annual surveys

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

2.4. Defect Management

2.4.1. Were the senior officers familiar with the company procedure for reporting defects to vessel structure, machinery and equipment to shore-based management through the company defect reporting system and was evidence available to demonstrate that all defects had been reported accordingly?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Engineer Officer: As expected.**

2.4.2. Where defects existed to the vessel's structure, machinery or equipment, had the vessel operator notified class, flag and/or the authorities in the port of arrival, as appropriate to the circumstances, and had short term certificates, waivers, exemptions and/or permissions to proceed the voyage been issued where necessary?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

2.7. Safety Management System

2.7.2. Did the SMS identify clear levels of authority and lines of communication between the Master, ship's officers, ratings and the company, and were all onboard personnel familiar with these arrangements as they related to their position?

Process **As expected – procedure and/or document present.**

Human **Junior Deck Officer: As expected.**

Human **Senior Deck Officer: As expected.**

2.8. General Information

2.8.1. Was the OCIMF Harmonised Vessel Particulars Questionnaire (HVPQ) available through the OCIMF SIRE Programme database completed accurately to reflect the structure, outfitting, management and certification of the vessel?

Process **As expected – procedure and/or document present.**

3. Crew Management

3.3. Crew Training

3.3.4. Had the Chief Engineer and all engineer officers attended a shore-based engine room management simulator course covering routine and emergency machinery operations within the previous five years?

PIQ additional data

3.3.4 Had the chief engineer and all engineer officers attended a shore-based engine room management simulator course, covering routine and emergency machinery operations, within the previous five years?

3.3.4.1 Shore-based engine room management simulator course attended?
Yes

3.3.4.2 Provide details of course
LAPA training simulator Riga

Process **As expected – procedure and/or document present.**

3.4. Crew Compliance

3.4.1. Was there an effective system in place to record and monitor the hours of rest for all personnel onboard in compliance with STCW, MLC or the regulatory requirements applicable to the vessel?

Process **As expected – procedure and/or document present.**
DNV electronic software in use on board.

Human **Senior Deck Officer: As expected.**

Human **Rating: As expected.**

3.5. Crew Familiarisation

3.5.1. Had the company developed an effective familiarisation programme that covered the personal safety and professional responsibilities of all onboard personnel, including visitors and contractors, and were records available to demonstrate that the familiarisation had been completed as required?

PIQ additional data

3.5.1 How does the company ensure ECDIS type specific training is effectively delivered to the Master and navigation officers?

3.5.1.1 Select company approved primary delivery method
Shore based manufacturer training followed by installation-specific Familiarisation onboard

Process **As expected – procedure and/or document present.**

Human	**Junior Deck Officer: As expected.**

4. Navigation and Communications

4.1. Navigation Equipment

4.1.1. Were the Master and navigation officers familiar with the company procedures for the set up and operation of the ECDIS units fitted to the vessel and were records available to demonstrate that the ECDIS had been operated in accordance with company procedures at all stages of a voyage?

PIQ additional data

4.1.1 What is the primary means of navigation?

4.1.1.1 Primary means of navigation
ECDIS with ECDIS back up

Hardware **Free from obvious deterioration or deficiency.**
Vessel was fitted with three ECDIS units.

Process **As expected – procedure and/or document present.**

Human **Junior Deck Officer: As expected.**

4.1.2. Were the Master and navigation officers familiar with the company procedures for managing and operating the radar/ARPA units fitted to the vessel, and were records available to demonstrate that the units had been operated and tested in accordance with company procedures?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Junior Deck Officer: As expected.**

4.1.4. Were the Master and navigation officers familiar with the company procedures for using the Automatic Identification System (AIS) fitted to the vessel and were records available to confirm that periodic checks and tests had been carried out in accordance with the procedures?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Junior Deck Officer: As expected.**

4.1.5.	Were the Master and navigation officers familiar with the company procedure for the use of the Bridge Navigational Watch Alarm System (BNWAS) and were records available to demonstrate that it had been operated and tested in accordance with the procedure?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

4.1.7.	Were the Master and navigation officers familiar with the company procedures for operating and managing the echo sounder and were records maintained to demonstrate that the equipment fitted to the vessel had been tested and operated in accordance with the company expectations?
Hardware	**Free from obvious deterioration or deficiency.** Shallow water alarm satisfactorily tested.
Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

4.1.8.	Were the Master and navigation officers familiar with the company procedures for the operation and testing of the speed and distance measuring devices fitted to the vessel and were records available to demonstrate that periodic tests had been completed as required by the procedures?
Hardware	**Free from obvious deterioration or deficiency.** Speed log was used as input into both ARPA's.
Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

4.1.12.	Were the Master and navigation officers familiar with the company procedures relating to the magnetic and gyro compasses carried onboard, and were records available to demonstrate their accuracy and reliability?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**

Human	**Junior Deck Officer: As expected.**

4.2. Navigational Procedures

4.2.1. Were the Master and navigating officers familiar with the company passage planning procedures and had all voyages been appraised, planned, executed and monitored in accordance with company procedures, industry best practice and both local and international rules?

Process	**As expected – procedure and/or document present.** Passage planning was detailed and carried out to a good standard.
Human	**Junior Deck Officer: As expected.**

4.2.2. Were the Master and navigation officers familiar with the company under keel clearance (UKC) policy and procedure, and were records available to demonstrate that the required calculations had been completed at the appropriate points during each voyage and the vessel had remained in compliance with the UKC policy?

PIQ additional data

4.2.2 Minimum dynamic under keel clearance
4.2.2.1 During open sea passage - state company under keel clearance policy 20% of deepest draft
4.2.2.3 During coastal / restricted waters passage - state company under keel clearance policy 15% of deepest draft
4.2.2.5 Within port limits - state company under keel clearance policy 10% of deepest draft
4.2.2.7 While alongside - state company under keel clearance policy 10% of deepest draft
4.2.2.9 While at SBM/CBM berths - state company under keel clearance policy 10% of deepest draft
4.2.2.11 At anchor - state company under keel clearance policy 10% of deepest draft

Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

4.2.7. Were the Master and navigation officers familiar with the company procedure for the carriage and management of nautical publications and was evidence available to demonstrate that publications had been managed in accordance with the procedure?

Hardware	**Free from obvious deterioration or deficiency.**

Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

4.3. Bridge and Machinery Space Team Management

4.3.1. Were the Master and navigation officers familiar with the company procedures defining the minimum bridge team composition and engine room operating mode and were records available to demonstrate that recent voyages had been planned and executed in accordance with company expectations?

Process	**As expected – procedure and/or document present.** Changes of Bridge watch levels were recorded in the deck log book.
Human	**Junior Deck Officer: As expected.**

4.3.2. Were the engineer officers familiar with the company procedures defining machinery space operating mode and, where required to be attended, the machinery space team composition during the various stages of a voyage, and were records available to confirm the machinery space had been operated accordingly?

Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

4.4. Communications Equipment and Procedures

4.4.3. Were the Master and officers familiar with the location, purpose and operation of the survival craft portable two-way VHF radios and were they in good order with records available to demonstrate that had they been inspected and tested as required?

Hardware	**Free from obvious deterioration or deficiency.** Satisfactorily tested, emergency spare batteries available.
Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

5. Safety Management

5.1. Emergency Response Plans and Drills

5.1.1. Were the Master and officers familiar with the onboard emergency response plans, and were records available to demonstrate that all mandatory and company defined emergency drills had been completed and documented as required by company procedures?

Process **As expected – procedure and/or document present.**
A company defined drill matrix was being followed.

Human **Senior Deck Officer: As expected.**

5.1.4. Were the Master and officers familiar with the shipboard emergency plan for enclosed space rescue, and had drills taken place to test the effectiveness of the shipboard emergency response plan in accordance with company procedures?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

5.1.8. Were the Master and officers familiar with the shipboard emergency plan for collision, and had drills taken place to test the effectiveness of the shipboard emergency response plan in accordance with company procedures?

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

5.2. Fixed Fire Protection Systems

5.2.1. Were the Master, officers and ratings familiar with the starting procedure for the emergency fire pump, and were records available to demonstrate that the emergency fire pump and its location had been maintained and tested in accordance with company procedures?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human	**Senior Engineer Officer: As expected.**

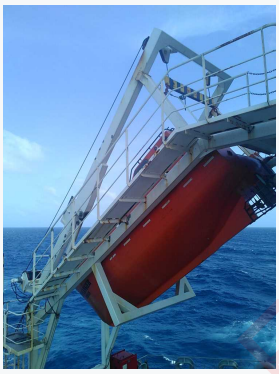
5.2.3. Were the Master and officers familiar with the location, purpose and operation of the vessel's fixed fire detection and fire alarm system, and was the equipment in good working order, regularly inspected, tested and maintained?

Hardware	**Free from obvious deterioration or deficiency.** Main alarm panel located on the bridge with a slave panel located in the foam room.
Process	**As expected – procedure and/or document present.**
Human	**Senior Engineer Officer: As expected.**

5.4. Life saving appliances

5.4.2. Were the Master and officers familiar with the operation of the free-fall lifeboat, its release systems and its launching appliance, and was the equipment in satisfactory condition with records available to demonstrate that it had been inspected and tested in accordance with company procedures?

Operator uploaded photos



Hardware	**Free from obvious deterioration or deficiency.** Engine and rudder movement satisfactorily tested.
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

5.4.3. Were the Master and officers familiar with the operation of the dedicated rescue boat and launching appliance, and were they in good order with records available to demonstrate that they had been inspected and tested as required?

Hardware	**Observable or detectable deficiency.**

Lifesaving, Safety & Emergency Equipment: Other - text

Instructions for the use of the portable hydraulic pumps to operate the rescue boat davit were not clear and could not be easily followed.

Operator Comments

Friday, September 23, 2022 by Mr SIRE 2.0 Trial - Maksims Popovs

Immediate Cause

Control valves for rescue boat in fair condirion.
Marking not clearly visible.

Root Cause

Lack of monitoring and maintenance.

Corrective Action

All Control valves were reconditioned

Preventative Action

Launching Instructions and markings have been upgraded.
Ensure timely upgrade of LSA based on scheduled inspection and maintenance.
This report has been shared with our fleet as lesson learned for verification follow up and closing.

Process	**As expected – procedure and/or document present.**
Human	**Senior Engineer Officer: As expected.**

5.4.6.	Were the lifebuoys, and associated lights, smoke floats and lifelines, in good order, clearly marked and correctly distributed around the ship?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Junior Deck Officer: As expected.**

5.4.7.	Were the Master, officers and ratings familiar with the immersion suits, and were the immersion suits in good order, readily accessible and their location(s) clearly indicated?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**

Human	**Rating: As expected.**

5.5. Permits to work

5.5.1. Were the Master, officers and ratings familiar with the company enclosed space entry procedures, and was evidence available to demonstrate that all enclosed space entries had been made in strict compliance with the procedures?

Process **Not as expected – procedure and/or document deficient.**

9.1.4 - Permit to work system: Procedure clarity and understandability

Enclosed space entry permits were being pre completed on the computer and there was no evidence to show that the physical checks had been carried out.

Operator Comments

Friday, September 23, 2022 by Mr SIRE 2.0 Trial - Maksims Popovs

Immediate Cause
Unclear documenttation

Root Cause
The first part of the permit is done on the computer. Then gas measurements and re-checks are handwritten on the permit at the space entrance.
However, this was not fully documented during the inspection on subject permit.

Corrective Action
Spot checks on several other permits conducted and all confirmed to clearly documenting gas measurement and re-checks

Preventative Action
This report has been shared with our fleet as lesson learned for verification follow up and closing.

Human **Senior Deck Officer: As expected.**

5.6. Fixed and portable gas detecting systems

5.6.1. Were the Master and officers familiar with the purpose, operation, testing, maintenance and calibration of the vessel's portable and personal gas measurement instruments, and was the equipment on board sufficient, in good working order, regularly tested and periodically calibrated?

Hardware **Free from obvious deterioration or deficiency.**
Maintenance contract in place with Martin Bruusgaard.

Process **As expected – procedure and/or document present.**
A define list of instruments to be carried on board was presented to the inspector.

Human **Senior Deck Officer: As expected.**

5.7. Safety Management

5.7.1. Had all onboard incidents been reported and investigated in accordance with company procedures, and was an incident investigation report or a summarised lessons learned bulletin available for each incident at or above a defined threshold?

PIQ additional data

5.7.1001 Have any of the following incidents occurred during the previous 12 months - a pollution incident that resulted in release to the environment of any substance covered by MARPOL Annex I, II, IV, V and VI in excess of that permitted by the applicable regulations?

5.7.1001.1 A pollution incident that resulted in release to the environment of any substance covered by MARPOL Annex I, II, IV, V and VI in excess of that permitted by the applicable regulations.
No

5.7.1002 Have any of the following incidents occurred during the previous 12 months - an uncontrolled release of LNG/LPG vapour?

5.7.1002.1 An uncontrolled release of LNG/LPG vapour.
No

5.7.1003 Have any of the following incidents occurred during the previous 12 months - an incident where the vessel had been hard aground?

5.7.1003.1 An incident where the vessel had been hard aground
No

5.7.1004 Have any of the following incidents occurred during the previous 12 months - an incident where the vessel had touched bottom?

5.7.1004.1 An incident where the vessel had touched bottom
No

5.7.1005 Have any of the following incidents occurred during the previous 12 months - an incident where the vessel had been suspected of touching bottom?

5.7.1005.1 An incident where the vessel had been suspected of touching bottom.
No

5.7.1006 Have any of the following incidents occurred during the previous 12 months - a collision or allision with another vessel irrespective of whether damage had been caused to either vessel?

5.7.1006.1 A collision or allision with another vessel irrespective of whether damage had been caused to either vessel.
No

5.7.1007 Have any of the following incidents occurred during the previous 12 months - an allision with a fixed or floating structure or navigation mark irrespective of whether damage had been caused to the vessel or the fixed or floating structure or navigation mark?

5.7.1007.1 An allision with a fixed or floating structure or navigation mark irrespective of whether damage had been caused to the vessel or the fixed or floating structure or navigation mark.
No

5.7.1008 Have any of the following incidents occurred during the previous 12 months - an allision with a terminal during a berthing manoeuvre which resulted in damage to either the vessel or the terminal structure?

5.7.1008.1 An allision with a terminal during a berthing manoeuvre which resulted in damage to either the vessel or the terminal structure.
No

5.7.1009 Have any of the following incidents occurred during the previous 12 months - a breach of the hull plating which did not result in flooding?

5.7.1009.1 A breach of the hull plating which did not result in flooding.
No

5.7.1010 Have any of the following incidents occurred during the previous 12 months - total loss of main propulsion or a blackout while navigating in open waters?

5.7.1010.1 Total loss of main propulsion or a blackout while navigating in open waters.

No

5.7.1011 Have any of the following incidents occurred during the previous 12 months - partial loss of main propulsion while navigating in open waters?

5.7.1011.1 Partial loss of main propulsion while navigating in open waters.

No

5.7.1012 Have any of the following incidents occurred during the previous 12 months - total loss of main propulsion or a blackout while navigating in territorial waters or within 12 miles of land?

5.7.1012.1 Total loss of main propulsion or a blackout while navigating in territorial waters or within 12 miles of land.

No

5.7.1013 Have any of the following incidents occurred during the previous 12 months - partial loss of main propulsion while navigating in territorial waters or within 12 miles of land?

5.7.1013.1 Partial loss of main propulsion while navigating in territorial waters or within 12 miles of land.

No

5.7.1014 Have any of the following incidents occurred during the previous 12 months - blackout while at a berth or at anchor?

5.7.1014.1 Blackout while at a berth or at anchor.

No

5.7.1015 Have any of the following incidents occurred during the previous 12 months - total loss, even momentarily, of steering capability at any time while the vessel was underway?

5.7.1015.1 Total loss, even momentarily, of steering capability at any time while the vessel was underway.

No

5.7.1016 Have any of the following incidents occurred during the previous 12 months - contained hydrocarbon/chemical spill greater than 1.0m3 anywhere onboard (deck, pumproom, machinery spaces, mooring deck, etc.)?

5.7.1016.1 Contained hydrocarbon/chemical spill greater than 1.0m3 anywhere onboard (deck, pumproom, machinery spaces, mooring deck, etc.).

No

5.7.1017 Have any of the following incidents occurred during the previous 12 months -loss of one or both anchors?

5.7.1017.1 Loss of one or both anchors.

No

5.7.1018 Have any of the following incidents occurred during the previous 12 months - damage to a windlass restricting the ability to recover an anchor without repairs?

5.7.1018.1 Damage to a windlass restricting the ability to recover an anchor without repairs.

No

5.7.1019 Have any of the following incidents occurred during the previous 12 months - mooring tail/line (ship supplied) failure while moored at a conventional/CBM berth or while conducting STS operations?

5.7.1019.1 Mooring tail/line (ship supplied) failure while moored at a conventional/CBM berth or while conducting STS operations.

No

5.7.1020 Have any of the following incidents occurred during the previous 12 months - break out/away from a berth resulting in the vessel being out of the normal operating envelope for the marine loading arms (MLA) or hoses?

5.7.1020.1 Break out/away from a berth resulting in the vessel being out of the normal operating envelope for the Marine Loading Arms (MLA) or hoses.

No

5.7.1021 Have any of the following incidents occurred during the previous 12 months - cargo hose crane wire failure while connecting or disconnecting hoses at a terminal?

5.7.1021.1 Cargo hose crane wire failure while connecting or disconnecting hoses at a terminal.
No

5.7.1022 Have any of the following incidents occurred during previous 12 months - accommodation ladder hoisting wire failure?

5.7.1022.1 Accommodation ladder hoisting wire failure.
No

5.7.1023 Have any of the following incidents occurred during the previous 12 months - notification of an investigation into an alleged violation of international regulations such as MARPOL / COLREGS?

5.7.1023.1 Notification of an investigation into an alleged violation of international regulations such as MARPOL / COLREGS.
No

5.7.1024 Have any of the following incidents occurred during the previous 12 months - structural or pipeline system failure causing migration of liquid within or between the cargo, ballast or bunker spaces?

5.7.1024.1 Structural or pipeline system failure causing migration of liquid within or between the cargo, ballast or bunker spaces.
No

5.7.1025 Have any of the following incidents occurred during the previous 12 months - contamination of ballast water by hydraulic oil?

5.7.1025.1 Contamination of ballast water by hydraulic oil.
No

5.7.1026 Have any of the following incidents occurred during the previous 12 months - flooding of any space directly from the sea?

5.7.1026.1 Flooding of any space directly from the sea.
No

5.7.1027 Have any of the following incidents occurred during the previous 12 months - fire or explosion anywhere onboard?

5.7.1027.1 Fire or explosion anywhere onboard.
No

5.7.1028 Have any of the following incidents occurred during the previous 12 months - a work related lost time injury?

5.7.1028.1 A work related lost time injury.
No

5.7.1029 Have any of the following incidents occurred during the previous 12 months - a work related fatality?

5.7.1029.1 A work related fatality.
No

Process **As expected – procedure and/or document present.**

5.8. Area Safety Inspections

5.8.1. Were the Master and officers familiar with the company procedure for safety inspections of the main deck areas, and had inspections been effective in identifying hazards to health, safety and the environment?

Hardware **Free from obvious deterioration or deficiency.**

Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

5.8.2.	Were the Master and officers familiar with the company procedure for safety inspections of the machinery spaces, and had inspections been effective in identifying hazards to health, safety and the environment?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Engineer Officer: As expected.**

5.8.5.	Were the Master and officers familiar with the company procedure for safety inspections of the forecastle, and had inspections been effective in identifying hazards to health, safety and the environment?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

6. Pollution Prevention

6.3. Ballast Operations

6.3.1. Were the Master and officers familiar with the company procedures for the safe operation of the ballast water management system (BWMS), and was the equipment in satisfactory condition and used in accordance with the company procedures and manufacturer's instructions?

PIQ additional data

6.3.1 Is the vessel fitted with an approved ballast water management system (BWMS)?

6.3.1.1 Approved ballast water management system?
Yes

Hardware **Free from obvious deterioration or deficiency.**
The system had been retrofitted and consisted of a UV and filtration system, the unit was house in a dedicated space on the main deck.

Process **As expected – procedure and/or document present.**

Human **Senior Engineer Officer: As expected.**

7. Maritime Security

7.3. Communications and Monitoring

7.3.1.	Were the Master and officers familiar with regional maritime security reporting requirements and operation of the ship security alert system (SSAS) and had this equipment been regularly tested?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

8. Cargo and Ballast Systems

8.2. Chemicals

8.2.1. Were the Master and officers familiar with the company procedures for the operation of the inert gas system, and had the inert gas system been used in accordance with these procedures, industry guidance, and SOLAS and IBC regulations?

Process **As expected – procedure and/or document present.**
The vessel was fitted with a Nitrogen generating system which was in use during the inspection.

Human **Senior Engineer Officer: As expected.**

8.2.2. Were the Master and officers familiar with the company procedures that addressed the carriage of inhibited cargoes, and had these procedures been followed?

Process **As expected – procedure and/or document present.**
Cargoes on board during the inspection were not required to be inhibited.

Human **Senior Deck Officer: As expected.**
The OP described the procedures and required documentation when carrying inhibited cargoes.

8.2.7. Were the Master and officers familiar with the company procedures relating to the safety equipment required by the IBC Code, including SCBAs, and was the equipment in satisfactory condition ready for immediate use?

Hardware **Free from obvious deterioration or deficiency.**
SCBA were observed to be on standby at the manifold during the discharge operation.

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.2.8. Were the Master and officers familiar with the company procedures addressing the protective equipment required by the IBC Code, and was this equipment in satisfactory condition and suitable for the products being handled?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.3. Oil and Chemical

8.3.2. Were the Master and officers familiar with the purpose, operation and testing of the nitrogen generator inert gas system, and had the system been operated and maintained in accordance with the manufacturer's instructions and company procedures?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Engineer Officer: As expected.**

8.3.4. Were the Master and officers familiar with the company procedures for the maintenance, testing and setting of the cargo tank high-level and high-high-level alarms, and were these alarm systems fully operational and properly set?

Hardware **Free from obvious deterioration or deficiency.**
5 port High high and high level alarms satisfactorily tested.

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.3.5. Were the Master, deck officers and deck ratings familiar with the company procedures for dipping, ullaging and sampling flammable static accumulator cargoes in non-inerted tanks, and were these procedures being followed?

Hardware **Free from obvious deterioration or deficiency.**
Vessel was fully inerted with Nitrogen during the inspection.

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.3.6. Were the Master and deck officers familiar with the company procedures for loading flammable static accumulator cargoes into non-inerted tanks, and were these procedures being followed?

Process **As expected – procedure and/or document present.**
Vessel was fully inerted with Nitrogen during the inspection.

Human **Senior Deck Officer: As expected.**

8.3.12. Were the Master and officers familiar with the company procedures for the use of portable cargo ullage/temperature/interface (UTI) measurement and sampling equipment, and was the equipment in satisfactory condition and used in accordance with the company procedures?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Junior Deck Officer: As expected.**

8.3.14. Were the Master and officers familiar with the company procedures for the operation, inspection, testing and maintenance of the cargo tank venting systems, and were the systems in satisfactory condition?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.3.23. Were the Master and officers familiar with the company procedures for the maintenance, testing and calibration of the cargo temperature monitoring equipment, and was the equipment in satisfactory condition?

Hardware **Free from obvious deterioration or deficiency.**
Cargo tanks fitted with fixed temperature sensors.

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.99. All types

8.99.1. Were the Master and all officers directly involved in cargo transfer operations familiar with the company procedure for planning cargo and ballast transfers, and were records available to demonstrate that cargo operations had been planned in accordance with the company procedure and conducted in accordance with the agreed plan?

Process **As expected – procedure and/or document present.**

Human **Senior Deck Officer: As expected.**

8.99.2.	Were the Master and all officers with a direct responsibility for cargo, tank cleaning or ballast operations familiar with the requirements of the ISGOTT Ship/Shore Safety Checklist (SSSCL) and, were appropriate sections of the SSSCL in use with all applicable provisions and agreements maintained throughout?
Hardware	**Free from obvious deterioration or deficiency.** Repeated checks carried out at 4 hourly intervals.
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

8.99.10.	Were the Master and officers a familiar with the company procedures for the inspection and maintenance of the bonding arrangements for independent cargo tanks, process plant and cargo pipelines and, were these arrangements in satisfactory condition?
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

9. Mooring and Anchoring

9.1. Mooring Equipment Management

9.1.1. Were the Master and deck officers familiar with the company procedures for the testing and correct operation of the mooring winch brakes, and were records available to demonstrate that brakes had been tested periodically, after maintenance or when there was evidence of premature brake slippage?

Operator uploaded photos

Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

10. Machinery Spaces

10.2. Machinery Status

10.2.1. Were the officers familiar with the starting procedure for the emergency generator and were records available to demonstrate that the emergency generator had been tested according to company procedures?

Operator uploaded photos

PIQ additional data

10.2.1 What system provides the primary source of emergency power
10.2.1.1 Primary source of emergency power Emergency generator

Hardware **Free from obvious deterioration or deficiency.**
Satisfactorily tested using both primary and secondary means.

Process **As expected – procedure and/or document present.**

Human **Senior Engineer Officer: As expected.**

10.2.6. Were the Chief Engineer and engineer officers familiar with the company procedures for the operation, inspection and testing of the emergency air compressor and emergency air reservoir, and was the equipment in satisfactory condition?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Junior Engineer Officer: As expected.**

10.3. Safety Management

10.3.2. Were the engineer officers familiar with the purpose and setting of the insulation monitoring devices provided on the primary and secondary distribution systems, and were the distribution switchboards free of significant earth faults?

Hardware **Free from obvious deterioration or deficiency.**

Process **As expected – procedure and/or document present.**

Human **Junior Engineer Officer: As expected.**

10.3.7. Was gas welding and cutting equipment in good order, and spare oxygen and acetylene cylinders stored apart in a well-ventilated location outside of the accommodation and engine room?

Hardware **Free from obvious deterioration or deficiency.**

10.4. Planned Maintenance Systems

10.4.2. Did the vessel operator subscribe to a lube oil and hydraulic oil analysis program and was a procedure in place to act on the results and trends identified by the analysis?

PIQ additional data

10.4.2 Is the vessel subscribed to a lube oil analysis program?

10.4.2.1 Is the vessel subscribed to a lube oil analysis program?
Yes

10.4.2.2 Main engine sump
Yes

10.4.2.3 Frequency - Main engine sump
0-3 months

10.4.2.4 Main engine cylinder
Yes

10.4.2.5 Frequency - Main engine cylinder
0-3 months

10.4.2.6 Stern tube lubricating oil
Yes

10.4.2.7 Frequency - Stern tube lubricating oil
0-3 months

10.4.2.8 Main engine turbo charger
Not applicable

10.4.2.14 Emergency generator engine sump
Yes

10.4.2.15 Frequency - Emergency generator engine sump
4-6 months

10.4.2.16 Steering gear hydraulic oil
Yes

10.4.2.17 Frequency - Steering gear hydraulic oil
0-3 months

10.4.2.18 Thruster gear oil
Not applicable

10.4.2.24 Mooring winch hydraulic oil
Yes

10.4.2.25 Frequency - Mooring winch hydraulic oil
4-6 months

10.4.2.26 Hose cranes hydraulic oil
Yes

10.4.2.27 Frequency - Hose cranes hydraulic oil
4-6 months

10.4.2.28 Stores crane hydraulic oil
Yes

10.4.2.29 Frequency - Stores crane hydraulic oil
4-6 months

10.4.2.30 Winch / windlass gear case oil
Yes

10.4.2.31 Frequency - Winch / windlass gear case oil
4-6 months

Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Engineer Officer: As expected.**

10.5. Conventional Bunkering Management

10.5.1. Were the Master, Chief Engineer, officers, and ratings involved in bunkering operations, familiar with the company bunkering procedures, and were records available to demonstrate that bunker operations had been planned and conducted in accordance with the company procedure?

Process	**As expected – procedure and/or document present.** Records for the last bunkering operation were reviewed and found in order.
Human	**Senior Engineer Officer: As expected.**

10.5.2. Were the Chief Engineer and engineer officers familiar with the company procedures for bunker fuel oil sampling and analysis, and were records available to demonstrate that samples had been taken and retained or analysed in accordance with the procedure?

PIQ additional data

	10.5.2 Is the vessel subscribed to a fuel oil analysis program?
	10.5.2.1 Is the vessel subscribed to a fuel oil analysis program? Yes
	10.5.2.2 Heavy Oil Yes
	10.5.2.3 Is fuel analysed for every bunkering? Yes
	10.5.2.4 Marine Diesel Oil / Gas Oil Yes
	10.5.2.5 Is fuel analysed for every bunkering? Yes
Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Engineer Officer: As expected.**

11. General Appearance and Condition

11.1. Photograph comparison

11.1.1. Was photograph no.1, bow area from dead ahead, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.2. Was photograph no.2, hull forward end starboard side, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.3. Was photograph no.3, hull forward end port side representative, of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.4. Was photograph no.4, hull aft end starboard side, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.5. Was photograph no.5, hull aft end port side, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.6. Was photograph no.6, transom from right astern, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.7. Was photograph no.7, forecastle port side looking towards fairleads, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.8. Was photograph no.8, forecastle starboard side looking towards fairleads, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.9. Was photograph no.9, port or starboard windlass, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.10. Was photograph no.10, forward main deck showing condition of deck (and external framing), representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.11. Was photograph no.11, Forward main deck showing condition of piperack, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

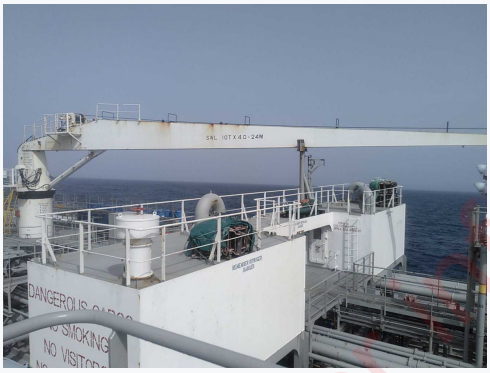
11.1.12. Was photograph no.12, one mooring winch including the brake setting arrangement, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.13. Was photograph no.13, one hose crane with an overall view, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos



Photograph **Photo provided representative.**

11.1.14. Was photograph no.14, one hose crane hoisting winch, stowed wire and limit switches, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.15. Was photograph no.15, starboard manifold looking from aft to forward, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

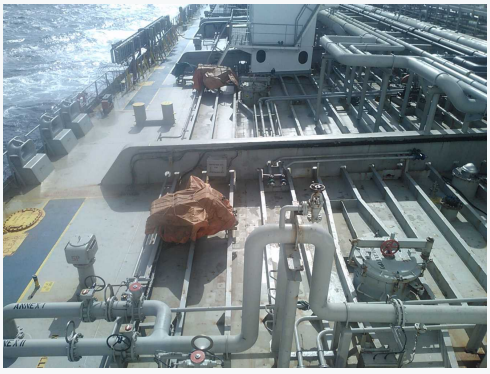
11.1.16. Was photograph no.16, starboard manifold looking forward to aft representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.17. Was photograph no.17, aft main deck showing condition of deck (and external framing), representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos



Photograph **Photo provided representative.**

11.1.18. Was photograph no.18, aft main deck showing condition of Piperack, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.19. Was photograph no.19, poop deck looking from midships to starboard including fairleads, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.20. Was photograph no.20, aft emergency towing equipment storage arrangement, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

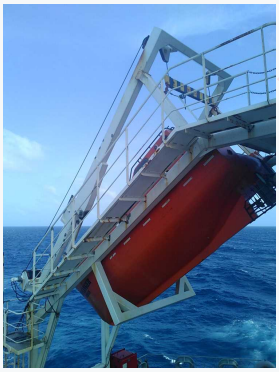
11.1.21. Was photograph no.21, aft emergency towing equipment deployment system, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.22. Was photograph no.22, lifeboat and davit, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos



Photograph **Photo provided representative.**

11.1.23. Was photograph no.23, the emergency generator or accumulator batteries, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.24. Was photograph no.24, engine room general view showing top of main engine, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.25. Was photograph no.25, one generator engine, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.26. Was photograph no.26, the oil filtering equipment, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.27. Was photograph no.27, the incinerator, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

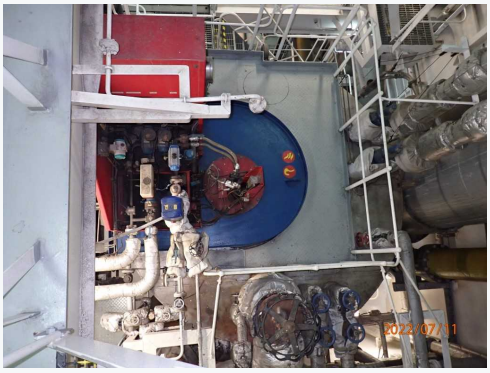
11.1.28. Was photograph no.28, one boiler from the front, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.29. Was photograph no.29, one boiler from the top showing control equipment, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos



Photograph **Photo provided representative.**

11.1.30. Was photograph no.30, purifier room general view, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.31. Was photograph no.31, main engine side showing local control station, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.32. Was photograph no.32, steering gear room general view showing access, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

11.1.33. Was photograph no.33, main steering gear, representative of the condition as seen onboard at the time of the inspection and, if so, was it free of any areas for concern?

Operator uploaded photos

Photograph **Photo provided representative.**

Unvalidated PIQ Responses

2. Certification and Documentation

3. Structural Assessment

3001 What is the required frequency of inspection for cargo tanks?

Required frequency of inspection for cargo tanks?	**6 months**
What is the date of the oldest inspection report for all cargo and slop tanks in the current sequence of tank inspections?	**Tuesday, June 28, 2022**

3002 What is the required frequency of inspection for ballast tanks?

Required frequency of inspection for ballast tanks?	**6 months**
What is the date of the oldest inspection report for all ballast tanks in the current sequence of tank inspections?	**Thursday, February 3, 2022**

3003 What is the required frequency of inspection for void spaces?

Required frequency of inspection for void spaces?	**6 months**
What is the date of the oldest inspection report for all void spaces in the current sequence of void space inspections?	**Monday, March 21, 2022**

5001 Is the vessel enrolled in a condition assessment programme (CAP)?

Enrolled in a condition assessment programme (CAP)?	**No**

5. Management of Change

1001 Have any structural changes been made to the vessel and/or its fittings during the preceding twelve months?

Have any structural changes been made?	**No**

1002 Has any new equipment been retrofitted to the vessel during the previous twelve months?

Has any equipment been retrofitted?	**No**

1003 Has any equipment listed on Safety Equipment Certificate form E, Safety Radio Certificate form R or IOPP Certificate form A/B been replaced on a non like-for-like basis during the preceding twelve months?

Equipment replaced	**No**

1004 Has any equipment been decommissioned during the preceding twelve months?

Equipment decommissioned	**No**

7. Safety Management System

1001 In what language(s) is the SMS provided on board?

Primary Language	**English**
Language 2	**None**

1002 What is the common working language onboard?

Common working language	**English**

8. General Information

2 Please specify the last three Port State Control (PSC) inspections

Has the vessel undergone a PSC inspection?	**Yes**
What was the date of the last PSC inspection?	**Tuesday, May 31, 2022**
In which port did the inspection take place?	**Pyeongtaek**
Under which PSC MOU?	**Tokyo MoU**

How many deficiencies were recorded?	**3**
Was the vessel detained ?	**No**
Has the inspection data been entered in the OCIMF PSC database?	**Yes**
What was the date of the second last PSC inspection?	**Tuesday, December 29, 2020**
In which port did the inspection take place?	**Jubail**
Under which PSC MOU?	**Riyadh MoU**
How many deficiencies were recorded?	**0**
Was the vessel detained ?	**No**
Has the inspection data been entered in the OCIMF PSC database?	**Yes**
What was the date of the third last PSC inspection?	**Tuesday, March 10, 2020**
In which port did the inspection take place?	**Point Lisas**
Under which PSC MOU?	**Carribean MoU**
How many deficiencies were recorded?	**0**
Was the vessel detained ?	**No**
Has the inspection data been entered in the OCIMF PSC database?	**Yes**

3. Crew Management

1. Crew Qualification

3001 What is the minimum complement required by the Minimum Safe Manning Document?

Minimum total complement?	**14**
Deck officers including the Master?	**4**
Watchkeeping engineer officers including the Chief Engineer when operating in UMS mode?	**3**
Watchkeeping engineer officers including the Chief Engineer when operating in manned mode?	**3**
Deck ratings?	**4**
Engine room ratings?	**1**
General purpose ratings, where carried?	**Not applicable**
Catering ratings?	**1**

3002 What is the company standard complement for the vessel during routine operations?

Standard total complement for the vessel during routine operations?	**22**
Deck officers including the Master?	**4**
Watchkeeping engineer officers including the Chief Engineer?	**4**
Electricians, ETO's and specialist cargo engineers?	**1**
Deck ratings including bosun and pumpman?	**8**
Engine room ratings including machinists and fitters?	**4**
General purpose ratings, where carried?	**Not applicable**
Catering ratings?	**3**

3003 Does the SMS include the provision of additional manning, over and above the company standard complement, for continuous/extended/repeated STS operations?

Additional manning, over and above the company standard complement, for continuous/extended/repeated STS operations?	**No**

3004 Does the SMS include the provision of additional manning, over and above the company standard complement, for continuous/extended/repeated inter-harbour operations and/or short voyages of less than 24 hours?

Additional manning, over and above the company standard complement, for continuous/extended/repeated inter-harbour operations and/or short voyages of less than 24 hours?	**No**

3005 Does the SMS include the provision of additional manning, over and above the company standard complement, for operations requiring implementation of additional security measures?

Additional manning, over and above the company standard complement, for operations requiring implementation of additional security measures?	**No**

3006 Does the SMS include the provision of additional manning for any other operations?

Does the SMS include the provision of additional manning for any other operations?	**Yes**
Please provide details	**Cargo operations**
Additional deck officers?	**None**
Additional engineer officers?	**None**
Additional deck ratings?	**1**
Additional engine room ratings?	**1**

3007 What is the minimum interval required between the relief of the senior officers from the same department?

Minimal Interval (days)	**14**

2. Crew Evaluation

1 Has a static navigational assessment been conducted by a member of the shore staff during the preceding twelve months?

Static navigational assessment conducted?	**No**

2	Has a dynamic navigational assessment been conducted by a member of the shore staff during the preceding twenty four months?	
Dynamic navigational assessment conducted by a member of the shore staff?		**No**
3	Has a dynamic navigational assessment been conducted by a third party contractor during the preceding twelve months?	
Dynamic navigational assessment conducted by a third party contractor?		**No**
4	Has an unannounced remote navigational assessment, which included review of VDR & ECDIS data, been conducted by an independent contractor or specialist company representative during the preceding twelve months?	
Unannounced remote navigational assessment		**No**
5	Has a comprehensive cargo audit in accordance with TMSA 6.4.2 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?	
Comprehensive cargo audit?		**No**
6	Has a comprehensive engineering audit in accordance with TMSA 4.4.5 been conducted by a member of the shore staff during the preceding twelve months(specify operations observed and evaluated)?	
Comprehensive engineering audit?		**No**
7	Has a comprehensive mooring and anchoring audit in accordance with TMSA 6A.4.3 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?	
Comprehensive mooring and anchoring audit?		**No**
8	Has a Behavioural Competency Assessment programme (in alignment with the OCIMF / INTERTANKO best practice guidance) been implemented onboard?	
Behavioural Competency Assessment programme implemented?		**No**

3. Crew Training

1	Have the master and all navigation officers onboard at the time of the inspection attended a BTM/BRM training course, which included navigational exercises conducted within a Bridge Simulator, within the past five years?	
BTM/BRM training course attendance?		**Yes**
Was course participation and content under the control of the company?		**Yes**
Provide details of course		**LAPA training simulator Riga. NTC simulator Manila.**
3	Have the master, all deck officers and cargo engineers onboard at the time of the inspection attended a shore -based cargo simulator course appropriate to the vessel type in the previous five years?	
Shore based cargo simulation course attended?		**No**

4. Crew Compliance

2001	What was the date of the last drug test conducted onboard by a third party testing organisation or by onboard collecting of samples for later analysis?	
Date of last test drug test		**Tuesday, May 24, 2022**
What percentage of those onboard at the time were tested?		**100**

2002	What was the date of the last unannounced alcohol test initiated by the vessel operator?	
Date of last unannounced alcohol test		**Friday, June 3, 2022**
What percentage of those onboard at the time were tested?		**100**
2003	What is the maximum permitted BAC while onboard?	
Maximum blood alcohol content in %		**0.04**
2004	Did any drug or alcohol tests conducted onboard during the previous twelve months result in a confirmed positive result for a prohibited substance?	
Confirmed positive result(s)		**No**

5. Safety Management

6. Fixed and portable gas detecting systems

4	Is the vessel outfitted to use LNG as fuel?	
Is the vessel outfitted to use LNG as fuel?		**No**

7. Safety Management

2	How many near-miss reports have been submitted by vessel staff during the previous 12 months?	
Number of near-miss reports		**24**

8. Cargo and Ballast Systems

3. Oil and Chemical

13	What type of secondary venting arrangements are provided for cargo tanks?	
Secondary venting arrangements		**One full flow p/v valve and a pressure sensor with readout in the ccr fitted on each cargo tank**

99. All Types

8	Is the vessel provided with cargo transfer hoses?	
Cargo transfer hoses?		**Yes**
3002	Is the vessel subject to any intact stability concerns due to large width tanks, undivided double bottoms or "U" shaped ballast tanks?	
Intact stability concerns due to large width tanks, undivided double bottoms or "U" shaped ballast tanks?		**No**

12. Ice Operations

1. Ice operations training

1	Does the vessel have a Certificate for ships operating in Polar Waters?	

Does the vessel have a Certificate for ships operating in Polar Waters?	**No**

2 Does the vessel have an ice notation?

Does the vessel have an ice notation?	**No**

3 Does the vessel have a winterisation notation?

Does the vessel have a winterisation notation?	**No**

4 Does the vessel trade in areas where sub-zero temperatures may be routinely expected?

Does the vessel trade in areas where sub-zero temperatures may be routinely expected?	**No**

6. Ice navigation procedures

1001 What ice navigation training has been provided to the Master and Chief Mate onboard at the time of the planned inspection?

Ice navigation training - Master and Chief Mate?	**None**

1002 What ice navigation training has been provided to the officers in charge of a navigational watch onboard at the time of the planned inspection?

Ice navigation training - Officers?	**None**

1003 What ice navigation training has been provided to the ratings forming part of navigational watch onboard at the time of the planned inspection?

Ice navigation training - Ratings?	**None**