



SIRE 2.0 Report

Report LTFZ-7070-0594-7277

Vessel Name CALLUNA GAS

IMO 9914058

Report Type Full

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Vessel and Operator Particulars

Name of the vessel

CALLUNA GAS

Vessel IMO number

9914058

Date the inspection was completed

08 Oct 2024

Was a full inspection of the vessel completed

Yes

Port of inspection

Masan, Korea

Flag

PANAMA

Deadweight

55086.00

Date the vessel was delivered

28 February 2022

Name of the OCIMF inspecting company

PHILLIPS66

Date and time the inspector boarded the vessel

08 Oct 2024 08:49 (UTC +09:00)

Date and time the inspector departed the vessel

08 Oct 2024 17:29 (UTC +09:00)

Time taken for the inspection

08:27

Time taken override reason**Name of the inspector**

For Submitting Company Only

Date the HVPQ was last updated

05 October 2024

Vessel's operation at the time of the inspection

Idle

Products being handled

Other

Vessel type

LPG Type 2G

Hull type

Double bottom

Name of the vessel's operator

IINO MARINE SERVICE CO. LTD.

Date the current operator assumed responsibility for the vessel

05 October 2024

Date of the last port state control inspection

Name of classification society

Nippon Kaiji Kyokai

Date of departure from the last dry dock

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

Other

Name of vessel's P&I club

The North of England Protecting & Indemnity Association Limited

Vessel's local time zone

UTC +09:00

Operator General Comments

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

05 October 2024

2.1.1.2 Purpose of visit

Other

2.1.1.3 If Other, provide details

Management of Change

Hardware **Observable or detectable deficiency.**

Vessel Certification: Maintenance task available – records incompatible with condition seen

Latest CSR #4 was issued by Flag State Panama on 05 Oct 2024 after change of management, however there were neither further CSR #5 nor CSR #4 form-2 amendment, including SMC and ISSC. SMC and ISSC were conducted by class NK on 05 Oct 2024 but current CSR #4 did not contain the SMC and ISSC. This was rectified during closing meeting.

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

Human **Senior Deck Officer: Not as expected.**

SSO was not aware of the responsibility of the amendment and the maintenance of CSR as per ISPS code.

2. Custom and practice surrounding use of procedures

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?

No

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?

No

Process As expected – procedure and/or document present.

2.3. Structural Assessment

2.3.2. Were the Master and Chief Engineer familiar with the company procedure to maintain the Class Survey File, and was the vessel free of any visible or documentary evidence of concerns with the structural condition of the hull or hold space 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

05 October 2024

2.1.1.2 Purpose of visit

Other

2.1.1.3 If Other, provide details

Management of Change

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Senior Engineer Officer: As expected.

2.3.3. Were the Master and senior officers familiar with the company cargo, ballast & void space inspection and reporting procedure and, were records available to demonstrate that all inspections had been accomplished within the required time frame with reports completed in accordance with company instructions?

PIQ additional data

2.3.3001 What is the required frequency of inspection for cargo tanks?

2.3.3001.1 Required frequency of inspection for cargo tanks?

36 months

2.3.3001.2 What is the date of the oldest inspection report for all cargo and slop tanks in the current sequence of tank inspections?

26 May 2022

2.3.3002 What is the required frequency of inspection for ballast tanks?

2.3.3002.1 Required frequency of inspection for ballast tanks?

12 months

2.3.3002.2 What is the date of the oldest inspection report for all ballast tanks in the current sequence of tank inspections?

09 April 2024

2.3.3003 What is the required frequency of inspection for void spaces?

2.3.3003.1 Required frequency of inspection for void spaces?

12 months

2.3.3003.2 What is the date of the oldest inspection report for all void spaces in the current sequence of void space inspections?

07 December 2023

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 Deck Officer: As expected.

Human Junior 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 Not as expected – procedure and/or document deficient.

4.1.2 - Defect reporting system: No procedure

There was no company procedure which required that defects to vessel structure, machinery and equipment were evaluated by shore management to determine whether notifications to Class, Flag and/or other external stakeholders were required.

Human Senior Deck Officer: Not as expected.

OP interviewed was not familiar with the evaluation procedure by shore management to determine whether notify class, flag and/or other external stakeholders of defects to the vessel's structure, machinery or equipment.

1. Recognition of Safety criticality of the task or associated steps

2.5. Management of Change

2.5.1. Had the company Management of Change procedure been effectively implemented for changes affecting structure, machinery and equipment governed by Classification Society rules or statutory survey?

PIQ additional data

2.5.1001 Have any structural changes been made to the vessel and/or its fittings during the preceding twelve months?

2.5.1001.1 Have any structural changes been made?

No

2.5.1002 Has any new equipment been retrofitted to the vessel during the previous twelve months?

2.5.1002.1 Has any equipment been retrofitted?

No

2.5.1003 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?

2.5.1003.1 Equipment replaced

No

2.5.1004 Has any equipment been decommissioned during the preceding twelve months?

2.5.1004.1 Equipment decommissioned

No

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

2.6. Statutory Management Plans

2.6.3. Were the Master and senior officers familiar with the contents and requirements of the Ship Energy Efficiency Management Plan (SEEMP) and had these been fully implemented?

Process As expected – procedure and/or document present.

Human Senior Engineer 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

3.3.3. Had the Master, deck officers, and cargo/gas engineer where carried, attended a shore-based simulator course covering routine and emergency cargo operations within the previous five years?

PIQ additional data

3.3.3 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?

3.3.3.1 Shore based cargo simulation course attended?

Yes

3.3.3.3 Provide details of course

Liquefied Petroleum Gas Tanker Cargo & Ballast Handling Simulator - IMO Model Course 1.35

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.

Human Junior Deck Officer: 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

3.5.1.2 Select company approved secondary delivery method

Computer Based Training (CBT), 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.

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.

4.1.3. Were the Master and navigation officers familiar with the company procedures for operating and testing the steering control systems fitted to the vessel and were records available to demonstrate that operation and testing 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.

4.1.13. Were the Master and navigation officers familiar with the company procedures for the operation and testing of the VHF/DSC transceivers fitted to the vessel, and were records available to demonstrate that periodic tests and checks had been completed in accordance with company expectations?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Deck Officer: As expected.

4.1.14. Were the Master and navigation officers familiar with the company procedure for testing and using the daylight signalling lamp?

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.

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 ship's deepest static draft

4.2.2.2 During open sea passage - what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

1.62

4.2.2.3 During coastal / restricted waters passage - state company under keel clearance policy

15% of Ship's deepest static draft

4.2.2.4 During coastal / restricted waters passage - what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

1.21

4.2.2.5 Within port limits - state company under keel clearance policy

10% of the ship 's deepest navigational draft

4.2.2.6 Within port limits - what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

0.81

4.2.2.7 While alongside - state company under keel clearance policy

Either 1.5% of ship's extreme breadth or 0.30m, whichever is greater

4.2.2.8 While alongside - what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

0.56

4.2.2.9 While at SBM/CBM berths - state company under keel clearance policy

15% of deepest static draft

4.2.2.10 While at SBM/CBM berths - what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

1.21

4.2.2.11 At anchor - state company under keel clearance policy

Sheltered waters: 10% of maximum static draft

Except for Sheltered waters: 20% of maximum static draft

4.2.2.12 At anchor - what is the minimum dynamic under keel clearance required, in metres, for the ship in accordance with the company policy?

0.81

Process As expected – procedure and/or document present.

Human Junior Deck Officer: As expected.

4.2.3. Had the Master prepared Master's Standing Orders, supplemented by Daily Orders, which emphasised and reinforced the company expectations with regards to navigational requirements including restricted visibility, CPA/BCR and minimum passing distance from navigational dangers and navigational aids and, if so, had all navigation officers signed to acknowledge their understanding of the same?

Process As expected – procedure and/or document present.

Human Deck team task - historical: Not as expected.

The Company and Master's standing orders posted were not signed by all deck officers onboard for acknowledge their understanding at the time of inspection.

1. Recognition of Safety criticality of the task or associated steps

4.2.4. Were the Master and navigation officers familiar with the company electronic chart management procedures and were onboard ENC's and RNC's managed, corrected and used appropriately?

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.

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.

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 Engineer Officer: As expected.**

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

4.3.3. Were the Master and navigation officers familiar with the company procedures for integrating a pilot (or similar role*) into the bridge team and were records available to demonstrate that the process had been followed?

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

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

4.4. Communications Equipment and Procedures

4.4.6. Were the Master, officers and crew aware of the potential danger of using radio or mobile telephone equipment during cargo and ballast handling operations and was there a sufficient number of intrinsically safe portable radios for use in operational areas?

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

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

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

Human **Rating: 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.

Human Junior Deck Officer: As expected.

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

Process As expected – procedure and/or document present.

Human Junior 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 Rating: As expected.

Human Junior Engineer Officer: As expected.

Human Junior Deck Officer: As expected.

5.2.5. Were the Master and officers familiar with the location, purpose and operation of the vessel’s machinery space fixed high-expansion foam fire extinguishing system, and was the equipment in good working order, available for immediate use, and with operating instructions clearly displayed at the control stations?

PIQ additional data

5.2.4 What type of fixed fire extinguishing system is fitted in the machinery space?

5.2.4.1 Fixed fire fighting system - machinery space

Foam

5.2.5 What type of fixed fire extinguishing system is fitted in the cargo pumproom?

5.2.5.1 Fixed fire fighting system - cargo pumproom

None

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Engineer Officer: As expected.

5.2.9. Were the Master and officers familiar with the location, purpose and operation of the water-spray system for cooling, fire prevention and crew protection on deck, and was the equipment in good working order, regularly inspected, tested and maintained?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Deck Officer: As expected.

5.2.10. Were the Master and officers familiar with the location, purpose and operation of the fixed fire extinguishing system installed within enclosed spaces containing cargo handling equipment, and was the equipment in good working order and available for immediate use, with the release procedure and operating instructions displayed at the control stations?

Hardware Free from obvious deterioration or deficiency.

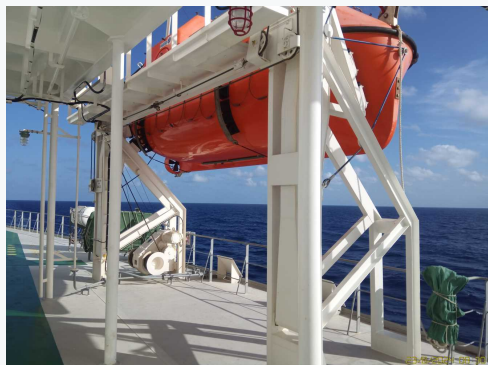
Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

5.4. Life saving appliances

5.4.1. Were the Master and officers familiar with the operation of the davit-launched lifeboats, release mechanisms and launching appliances, and were they in good order with records available to demonstrate that they had been inspected and tested as required?

Operator uploaded photos



Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Deck Officer: As expected.

5.4.9. Were the Master and officers familiar with the company procedures for the periodic testing and maintenance of the emergency lighting system, was there evidence of periodic testing, and was the system in proper operating condition?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Deck Officer: 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?

Hardware Free from obvious deterioration or deficiency.

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

Human **Rating: As expected.**

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

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

5.5.6. Were the Master and officers familiar with the company procedures for the control of hazardous energy, and was evidence available, through documented risk assessment or permits, that hazardous energy sources were routinely identified and isolated before working on, or in, machinery, systems or spaces where hazardous energy could be present?

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

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

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

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.**

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

Human **Junior 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.

5.8.4. Were the Master and officers familiar with the procedure for safety inspections of the cargo machinery rooms, 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.

5.8.5. 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.**

5.10. Safe Access

5.10.7. Were the Master, officers and crew familiar with the escape routes from the machinery spaces, pump rooms, compressor rooms, accommodation spaces and, when in port, from the vessel, and were these routes clearly marked, unobstructed and well illuminated?

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

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

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

Human **Rating: 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.

Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

6.5. Machinery Space Pollution Prevention

6.5.1. Were the Master and officers familiar with the emergency arrangements to pump out the machinery space bilges in the event of flooding, and were these arrangements prominently marked and in good order?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Engineer Officer: As expected.

7. Maritime Security

7.1. Ship Routing

7.1.1. Was security threat and risk assessment an integral part of voyage planning, and did the passage plan contain security related information for each leg of the voyage?

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

7.2. Ship Hardening and access control

7.2.1. Were the Master and officers familiar with the company procedures for hardening the vessel when entering areas of increased security risk, and was there a Vessel Hardening Plan (VHP) available?

PIQ additional data

7.2.1001 Does the vessel's usual trading area include entering or transit through areas of increased security risk?

7.2.1001.1 Does the vessel's usual trading area include entering or transit through areas of increased security risk?

Yes

7.2.1002 Does the vessel always carry sufficient material to fully implement its Vessel Hardening Plan?

7.2.1002.1 Does the vessel always carry sufficient material to fully implement its Vessel Hardening Plan?

Yes

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

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

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

7.2.2. Were the Master, officers and ratings familiar with the company procedures to control access to the vessel in port and to ensure the safety of visitors, and were these procedures effectively implemented?

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

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

Human **Rating: As expected.**

8. Cargo and Ballast Systems

8.6. Gas (common to all vessels under IGC Code)

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

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

8.6.2. Were the Master, officers, and ratings involved with cargo operations, familiar with the functions of the vessel's cargo transfer Emergency Shut Down (ESD) systems, and was the equipment in good working order, regularly inspected, tested and maintained?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Rating: As expected.

Human Junior Deck Officer: As expected.

8.6.5. Were the Master and officers familiar with the company procedures for monitoring the integrity of the containment system and maintaining the atmosphere in the interbarrier spaces and/or hold spaces in a safe condition, and had records been maintained?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

8.6.9. Were the Master and officers familiar with the company procedures for the use, inspection and testing of manifold reducers, spool pieces and other portable pipework, and were these items in satisfactory condition and properly fitted when in use?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

8.6.16. Were the Master and officers familiar with the filling limits (FL) and loading limits (LL) for the cargo tanks, and was this information readily available in the cargo control room or position?

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.
No records were available since the management was changed.

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 Not answerable.

Other - provide reason
No records were available since the management was changed.

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.

9.1.3. Were the Master, deck officers, and ratings involved with mooring operations, familiar with the content of the Line Management Plan and was the plan maintained in accordance with company instructions with mooring line, mooring tail and joining shackle certificates available for each item included within the Line Management Plan?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Senior Deck Officer: As expected.

10. Machinery Spaces

10.1. Engineering Procedures

10.1.1. Had the Chief Engineer prepared Standing Orders, supplemented by Daily Orders, which emphasised and reinforced the company expectations with regards to engine room management and, if so, had all engineer officers signed to acknowledge their understanding of the same?

Process As expected – procedure and/or document present.

Human Junior Engineer Officer: As expected.

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.

Process As expected – procedure and/or document present.

Human Junior Deck Officer: As expected.

10.3. Safety Management

10.3.3. Were the Chief Engineer and engineer officers familiar with the company procedures for safe entry into the machinery space(s) during UMS operation, including the operation and testing of the dead man alarm, if fitted?

Hardware Free from obvious deterioration or deficiency.

Process As expected – procedure and/or document present.

Human Junior Deck Officer: As expected.

Human Junior Engineer Officer: As expected.

10.5. Conventional Bunkering Management

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 Engine room team task - historical: Not as expected.

Bunkering to be recorded with sulphur content by code "C" #3 as per the requirement of Flag State Panama was not available in Oil Record Book III.

2. Custom and practice surrounding use of procedures

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?

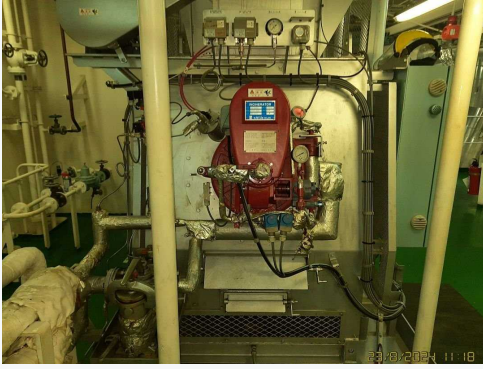
Operator uploaded photos



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?

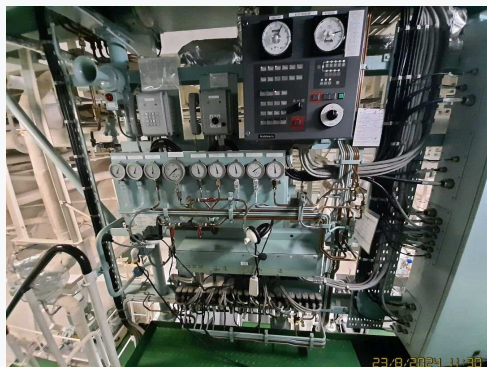
Operator uploaded photos



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.

11.1.60. Was photograph no.60, a cargo tank liquid dome including load and discharge valve, 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.

11.1.61. Was photograph no.61, electric motors for deepwell pumps, 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.

11.1.62. Was photograph no.62, compressor room internal 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.

Unvalidated PIQ Responses

2. Certification and Documentation

3. Structural Assessment

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

Enrolled in a condition assessment programme (CAP)?

Not applicable less than 15 yrs old

7. Safety Management System

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

Primary Language

English

1002 What is the common working language onboard?

Common working language	English
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8. General Information

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

Has the vessel undergone a PSC inspection?	No
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3. Crew Management

1. Crew Qualification

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

Minimum total complement?	12
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Deck officers including the Master?	3
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Watchkeeping engineer officers including the Chief Engineer when operating in UMS mode?	3
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Watchkeeping engineer officers including the Chief Engineer when operating in manned mode?	3
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Deck ratings?	5
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Engine room ratings?	3
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General purpose ratings, where carried?	Not applicable
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Catering ratings?	Not applicable
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3002 What is the company standard complement for the vessel during routine operations?

Standard total complement for the vessel during routine operations?	22
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Deck officers including the Master?	4
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Watchkeeping engineer officers including the Chief Engineer?	4
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Electricians, ETO's and specialist cargo engineers?	1
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Deck ratings including bosun and pumpman?	6
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Engine room ratings including machinists and fitters?	4
---	----------

General purpose ratings, where carried?	Not applicable
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Catering ratings?	3
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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
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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? **No**

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 **Ship Simulator and Bridge Teamwork - IMO Model Course 1.22**

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?

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

Provide details of course **Engine Room Simulator Course - IMO Model Course 2.07**

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 **07 October 2024**

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 **07 October 2024**

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 **0**

8. Cargo and Ballast Systems

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**

10. Machinery Spaces

4. Planned Maintenance Systems

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

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

Main engine sump **Yes**

Frequency - Main engine sump **0-3 months**

Main engine cylinder **Not applicable**

Stern tube lubricating oil **Yes**

Frequency - Stern tube lubricating oil **4-6 months**

Main engine turbo charger **Yes**

Frequency - Main engine turbo charger **4-6 months**

Alternator engine sump **Yes**

Frequency - Alternator engine sump **4-6 months**

Alternator engine turbo charger **Yes**

Frequency - Alternator engine turbo charger **0-3 months**

Emergency generator engine sump **Yes**

Frequency - Emergency generator engine sump **7-12 months**

Steering gear hydraulic oil **Yes**

Frequency - Steering gear hydraulic oil **7-12 months**

Thruster gear oil	Not applicable
Framo system hydraulic oil	Not applicable
Valve remote control hydraulic oil	Yes
Frequency - Valve remote control hydraulic oil	7-12 months
Mooring winch hydraulic oil	Yes
Frequency - Mooring winch hydraulic oil	7-12 months
Hose cranes hydraulic oil	Yes
Frequency - Hose cranes hydraulic oil	7-12 months
Stores crane hydraulic oil	Not applicable
Winch / windlass gear case oil	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**