
PART B-CONDITION ASSESMENT REPORT
VESSEL: MV LPG GAS XXXXXXXX
GAS CARRIER

PART-B : PRE- PURCHASE INSPECTION REPORT



SEPTEMBER 17, 2018

AT ANCHORAGE, SINGAPORE

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1.0 General Information

LPG GAS XXXXXXXX is fully refrigerated LPG carrier, with two number of type C, Cargo tanks, total capacity 5018.349 M³. The vessel was built at Fukuoka Shipbuilding Co. Ltd. Japan and was delivered on July 1997. Vessel is class with LR. Vessel has her fourth special survey done on July 2017, all class, and statutory and commercial certificates are valid and available. Vessel was maintained in apparently in fair condition.

2.0 General Particulars

Previous names:	Silver Dream / Sweet Dream / Zhong Long
IMO No.:	999999999
Registered owner	EMPIRE SPIRIT LTD
Managers:	Brave Maritime corporation S.A
Charterer:	Brave Maritime Corporation SA
Port of Registry/Flag	Majuro, Marshall Islands
Building yard:	Fukoka Ship Building, Japan
Hull No	F-1197
Keel Laying	24 January 1997
Delivery	16 July 1997
Type	Gas Tanker, Single Hull
Class	LR
Class characters:	LIQUIFIED GAS CARRIER, SHIP TYPE 2 PG, LPG INDEPENDENT TANK TYPE C, MAX PRESSURE 18.0KG/CM2 AND MINIMUM TEMPERATURE ZERO DEGREES CENTIGRADE
Class period:	15 July 2017 to 14 July 2022

Trading Area:

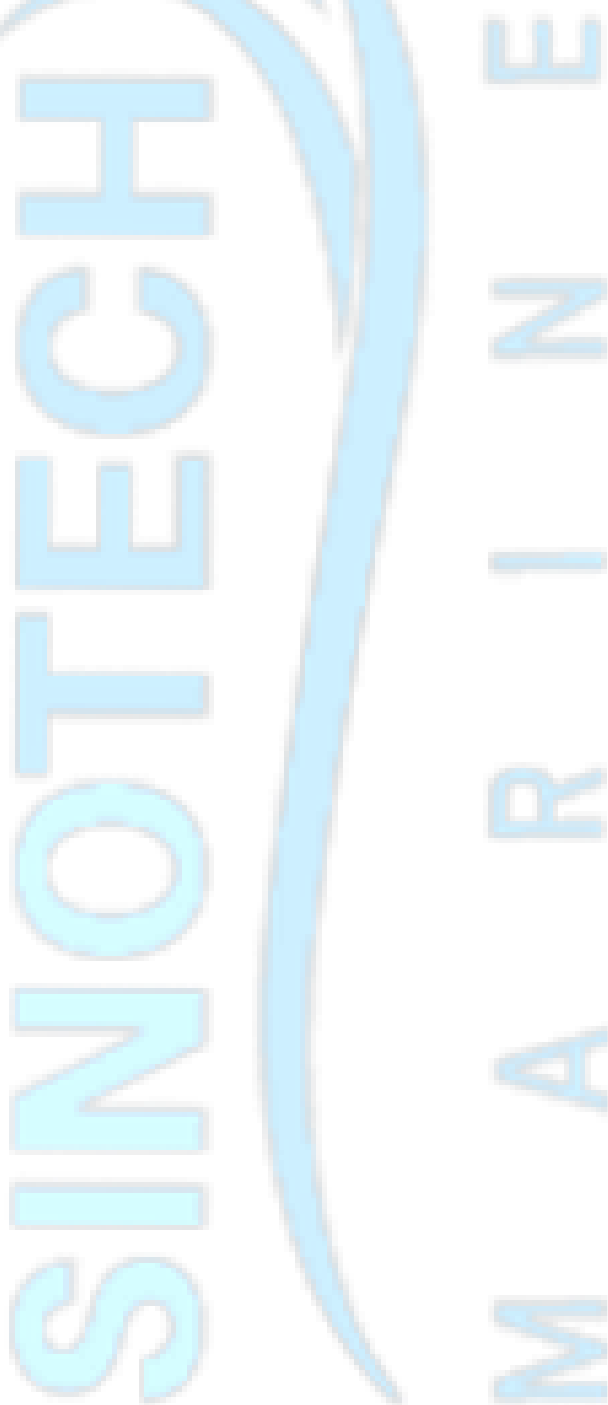
Far east

Hull Painting Scheme

Type of Hull Coating and Paint
Maker

Sea Grandpix 660 HS Antifouling by Chogoku

Name of the vessel:



3.0 Measurement and Tonnage Particulars

Length Over All	M 99.0	Length BP	M 92.9
Breadth (moulded)	M 7.8	Depth (moulded)	M 7.8
Draught (summer)	M 5.064	Deadweight:	MT 3800.09
Displacement (summer)	MT 8511.11	Light weight:	MT 2611.70
Tonnage measurements:			
	International	Suez Canal	Panama
GT	4402.00 MT		
NT	1321.00 MT		

3.1 Speed, Consumption and Endurance

Consumption of **MAIN ENGINE** according Ship log abstract:

LOAD	FUEL CONSUMPTION/DAY	SPEED
APPROX. 70 % MCR		
APPROX. 50 % MCR	HFO 7.85 mt/0.82 mt DO	10.5
APPROX. 30 % MCR		

Consumption of Fuel Oil in **AUX ENGINE & AUX BOILER** as per to log abstract

LOAD	CONDITION	LOGBOOK	
		FO	DO
AUX ENGINE	At sea		0.82
	Idle at port		0.75
	Active at port		
AUX BOILER	At sea		
	Idle at port		
	Active at port		

Consumption of Lube Oil

Main Engine Cylinder Oil (load dependent)	165 Liters/day (Alpha setting _%)
Avg. Main Engine Crankcase Oil	20 liters per day
Avg. Aux. Engine Crankcase	5 liters per day per set

3.2 MANNING

CREW COMPLIMENT	Master, Chief engineer, Chief Officer, Second engineer
	Second officer, Third Officer, Third engineer, Fourth Engineer
	3 Abs, OS, 2 Oilers, 1 wiper, 1 Cook, 1 Fitter
	TOTAL 17
	Minimum Safe Manning 12
COMMENTS	

4.0 VESSEL CERTIFICATES

Certificate name	Issued	Expiry	Anniversary date
Registry Certificate	11 Jul 2018		
Radio Station License	09 Oct 2017	08 Oct 2021	
International Tonnage Certificate	05 Aug 2017		
Panama Canal Tonnage Certificate			
Suez Canal Tonnage Certificate			
Certificate of Class	05 Aug 2017	14 Jul 2022	
International Load Line Certificate	05 Aug 2017	14 Jul 2022	15 Jul 2018. No endorsement in certs
Cargo Ship Safety Construction Certificate	05 Aug 2017	14 Jul 2022	15 Jul 2018. No endorsement in certs
Cargo Ship Safety Equipment Certificate	05 Aug 2017	14 Jul 2022	15 Jul 2018. No endorsement in certs
Cargo Ship Safety Radio Certificate	05 Aug 2017	14 Jul 2022	15 Jul 2018. No endorsement in certs
International Oil Pollution Prevention Certificate (MARPOL Annex-1)	27 Jan 2018	14 Jul 2022	15 Jul 2018. No endorsement in certs

International Air Pollution Prevention Certificate (MARPOL Annex VI)	05 Aug 2017	14 Jul 2022	15 Jul 2018. No endorsement in certs
International Sewage Pollution Prevention Certificate (MARPOL Annex IV)	05 Aug 2017	14 Jul 2022	15 Jul 2018. No endorsement in certs
Minimum Safe Manning Document	08 Aug 2017		
International Anti-Fouling Certificate	05 Aug 2017	14 Jul 2022	
Document of Compliance (ISM Code)	06 Jul 2016	21 Jul 2021	
Safety Management Certificate	27 Jan 2018	26 Jan 2023	
International Ship Security Certificate	27 Jan 2018	26 Jan 2023	
Maritime Labor Convention Certificate	27 Jan 2018	26 Jan 2023	
Document of compliance with the special requirements for ships carrying Dangerous Goods (SOLAS II-2/19.4)	08 Jul 2016	21 Jul 2021	
International Certificate of Fitness for carriage of liquefied Gases in Bulk (LNG and LPG)	27 Jan 2018	14 Jul 2022	
International Energy Efficiency Certificate	05 Aug 2017	14 July 2022	
Ballast Water Management Statement of compliance	05 Aug 2017	14 July 2022	
Continuous Synopsis of Records	01 Sep 2017		

Last PSC Inspection	18 Jul 2018		
Last SIRE Report	Not known		
Last Gyro Compass 1 Service	12 Aug 2018		
Last Gyro Compass 2 Service	12 Aug 2018		
SSAS Shore Test	18 Jul 2017		
EAL Compliance Statement	Not known		
CO2 Extinguisher System Service	10 Jul 2018		
Dry Powder/foam Annual Inspection	31 Jul 2017		
Enhanced Survey Report file (SOLAS Reg. II1/2.22), Exemption Certificates, etc.			

On the class listing out printed out on 17 sep. 18, most of the annual surveys due on 15Jul 2018. We do not see the endorsement on the copies given to us.

4.1 CLASS SURVEY STATUS

Certificate name	Issued/ done	Expiry/ done	Remarks
Class renewal	15 Jul 2017	14 Jul 2022	
Intermediate survey		15 Jul 2019	
Annual survey	14 Jul 2017	15 Jul 2018	
Dry Docking in-	14 Jul 2017	13 Jul 2020	
water-survey		15 Jul 2019	
Normal shaft survey	31 Aug 2017	31 Aug 2022	
Boiler survey	31 Jul 2017	31 Jul 2020	

4.2 CLASS STATUS REPORT

Class name	LRS
Last class report	19 Sep 2018
Current condition of class	None
Current memoranda of class	None
Comments	

4.3 SUMMARY OF LAST DRY DOCKING

JOB DESCRIPTION	REMARKS
Ship's hull	Spot blast & Paint
ME overhauled	All units
ME turbocharger overhauled	Overhauled
Ship's plating Ultrasonic Thickness	Fourth special Measurements

Measured	
All cargo system relative safety valves calibrated	Carried out
Cargo Pumps Overhauled	No record
Steering Gear and Rudder inspected	Yes
Tail Shaft and Propeller	Stern tube bearing & seals renewed

4.4 PSC INSPECTION MAJOR FINDINGS

Date	Place	Detention	Deficiencies	Severity
19 Jul 2018	Kaoshiung	No	Nil	
10 Jan 2018	Hongkong	Detained	13	Detained
16 Oct 2017	Hongkong	No	Ni	

5.0 CARGO TANK Capacities

DESCRIPTION OF CARGO AREA	Capacities
TANK 1	2508.440 M ³
TANK 1S	M ³
TANK 2	2509.909 M ³
TANK 2S	M ³
TANK 3P	M ³
TANK 3S	M ³
TANK 4P	M ³
TANK 4S	M ³
Total	5018.349 M³

5.1 DECK CRANES (Not Applicable)

NO.OF CRANES	
MAKER	
CAPACITY	
COMMENTS	

5.2 OTHER TANKS CAPACITIES

TANK	CAPACITIES
BALLAST TANKS	1842.48 M3
HFO TANKS	503.01 M3
DO TANKS	58.85 M3
LSMDO/MGO	M3
LSFO	M3
LUBE OIL TANKS	37.66 M3
FRESH WATER TANKS	158.62 M3

5.3 DECK MACHINERIES

NAME	Capacities
Windlass and Mooring Winches	Windlass: 13.2 T X 9 m/min Winches: 5 T X 15 m/min
Accommodation Ladder winch	-
Rescue Boat Davit/winch	-
Bunker Davit /winch	0.1 T. Ooike Seikansyo Co LTD
Hose Crane	Port 2 T, Stbd 0.9 T X 15 M/min. Ooike Seikansyo Co LTD
Provision Crane	0.3 T- Ooike Seikansyo Co LTD
Lifeboat Davit/winch	-

6.0 MACHINERY

6.1 PROPULSION PLANT

MAIN ENGINE	
MAKER	Makita Mitsui MAN
BUILDER	Mitsui MAN
TYPE	7 S 26 MC
OUTPUT	3815 X 250 rpm 100 % MCR 3242 X 237 rpm 85 % MCR
BORE/STROKE	260 X 980 mm
FUEL	380 CST
Any Observation/comments about engine design and lay out:	

RUNNING HOURS SINCE LAST OVERHAUL					
Cylinder unit	Piston	Cylinder cover	Exhaust Valve	Cylinder liner	Main bearing
No. 1	1510	1510	3199	1510	3199
No. 2	196	196	3199	196	3199
No. 3	200	200	3199	200	3199
No. 4					

	196	196	196	196	3199
No. 5	779	779	1328	779	3199
No. 6-	0	196	0	0	3199
No. 7	780	780	3199	780	3199

TURBOCHARGER SYSTEM

RH FROM LAST OVERHAUL	196
MAKER	MET
TYPE	
RPM	
NO OF TURBOCHARGER	1
AUX BLOWER LAST OVERHAUL	3197
COMMENTS	Turbocharger details Not available

6.2 POWER GENERATION PLANT

AUX ENGINE

MAKER	YANMAR
TYPE	6LAAL-UTN
OUTPUT	240KW/300KVA @ 1200RPM
FUEL	Diesel Oil

TURBOCHARGER

MAKER

TYPE

AUX ENGINE RUNNING HOURS

NAME

TOTAL RH

RH SINCE LAST OVERHAUL

AUX ENGINE 1

89805

1219

AUX ENGINE 2

88043

100 Recently overhauled

AUX ENGINE 3

NA

Comments:

6.3 AUX MACHINERY DETAILS

NAME	MAKE & TYPE	REMARKS/COMMENTS/OBSERVATION
SHAFT ALTERNATOR	NA	
BOILER	Tortoise Engineering MKSC 14-600/350	
AIR COMPRESSOR	Matsubara VERTICAL 2 STAGE WATER-COOLED / 32.5 M3/HR MODEL: MS92-A	
DECK AIR COMPRESSOR	NA	
SEPRATOR	MMPX304SGP-11-60 Alfa Laval	Two units for FO & 2 For LO
BALLAST PUMP		
INCINERATOR	BGW-10, 98,000 KCL/H. Miura Co Ltd	
FIRE PUMP		
FRESH WATER GENERATOR	L-N10F Alfa Laval 6 T/day	
OILY WATER SEPRATOR	HMS-100 1 cum/hr. Heishin Kikai	
REFER PLANT	Airtec Company, Japan	
AIR CON PLANT	Airtec Company, Japan	
ELEVATOR	NA	
CATHODIC PROTECTION	Electrode type 260 cum/hr	
SEWAGE PLANT	SBT 25-1 cum/hr. Taiko Kikai	
BWTS	NA	

MAIN DECK MACHINERY

WINDLASS	Kawasaki Industries	
MOORING WINCH		
ANCHOR	Kiyomoto Iron works	
CHAIN	Kinugawa Chain works	
MOORING WICHES	Kawasaki Industries	
HOSE CRANES		
MOORING LINES		

CARGO HANDLING EQUIPMENT

CARGO PUMP	Shinko Deep well 4 stage Electric	300 cum/hr. at 110 m head for Butane 250 cum/hr. at 120 m head for VCM
CARGO COMPRESSOR	Tanabe Machinery 450 cum/hr.	Two numbers provided
EMERGENCY PUMP	NA	
STRIPPING PUMP	NA	
CARGO TANK SAFETY VALVE	7.0 /18 bar setting	
IGG	NA	
CARGO HEATER	Na	
GAS DETECTION SYSTEM	NA	
KNOCK OUT DRUM	NA	

NAVIGATIONAL & RADIO EQUIPMENTS

STANDARD COMPASS	TOKIMEC / SH 1673	
GYRO COMPASS	TOKIMEC INC. SH-165A	Reflection type

RADAR	JMA 7303 & JMA 7252-9 JRC	One Radar is defective & spare is provided
ECO SOUNDER	JFE 570-S JRC	
GPS	JRC GPS NAVIGATOR JRC NWZ-4610 GPS	
ECDISC	Maris 900 Primary & Back up	Approved type, Electronic Navigation done
NAVTEX RECEIVER	NCR-333 JRC	
SPEED LOG	Tokimec TD -201	
GMDSS	JRC JSS-720	
VDR	AMI-GFV MARINE/ AMI-VR2272B	
AIS	JHS-183 AIS-JRC	

LIFE SAVING & FIRE FIGHTING EQUIPMENT

LIFEBOAT	Miura Vider	
RESCUE BOAT		
LIFE RAFT	Toyo Tire & rubber	
FIRE FIGHTING SYSTEM	Kawasaki CO2 system	Co2 system protects Engine room & Cargo compressor room. Dry powder & Water spray provided for the Cargo area
FIRE MAN OUTFIT		
SCABA SET		

7.0 SHIP CONDITION QUESTIONNAIRE & ASSESSMENT

1.0	Hull External	Yes	No	Comments/Assessment
1.1	Is there any sign of significant corrosion, pitting or damage on the Hull exterior Plating?		N	
1.2	Is there any Hull fouling or breakdown of Coating?	Y		Hull fouling significant under water portions
1.3	<i>Are Draft Marks/Plimsoll marks clearly visible and well maintained without rust.</i>	Y		
1.4	<i>Does the Coating in forward area has any significant rubbing, rusting or damage?</i>		N	
1.5	<i>Does the Coating in Mid-ship area has any significant rubbing, rusting or damage?</i>		N	
1.7	Does the Coating in aft area has any significant rubbing, rusting or damage?		N	
1.8	<i>Does the Coating in the Boot top area has any significant rubbing, rusting or damage?</i>		N	
1.9	<i>Were propeller blade tips visible? If yes, how was the condition?</i>		N	
1.10	<i>Was rudder stock and horn visible, if yes, how was the condition?</i>		N	
1.11	Was Bilge Keel section visible? If yes how was the condition?		N	

1.12	<i>Was Hull Anodes visible? If yes, how was the condition?</i>		N	
1.13	<i>Were ICCP current and voltage within Normal range?</i>			Not sure if available
1.14	Was any Sea Chest visible? If yes, how was the condition?		N	

Surveyor's Comments on Condition Assessment of Hull Externals

Hull minor rib caging effect on the aft portion on either side noted. Tug marks blacked areas, and about 5% of rusting on parallel body noted. Biofouling on the underwater parts noted and requires cleaning before trading to improve ships performance

2.0	FOC'SLE DECK & POOP DECK	Yes	No	Comments/Assessment
2.1	Are mooring rope snap back zones clearly marked?		N	Snap zone entry areas marked
2.2	Are fair leads, capstans and rollers being in good condition and can they be moved freely by hand ?	Y		
2.3	<i>Is there any sign of oil leakage from windlass and mooring winches?</i>		N	
2.4	<i>Is the hydraulic pipes and control valve blocks in good condition? Is control lever held in neutral position, when there is no operation?</i>	Y		
2.5	<i>Are Windlass break band and drum collar in good condition?</i>		N	Brake ban & collar severely rusted
2.6	<i>Is there any signs of visible damage, or significant rusting or leakage in Foc'sle deck and poop deck?</i>		N	
2.7	Are mooring rope and heaving lines in good condition?	Y		
2.8	<i>Are anchor chains in good condition no visible sign of significant wear or crack/fretting or twisting or any other damages?</i>	Y		
2.9	<i>Does anchor cable stoppers sit properly in place?</i>	Y		
3.0	<i>Does anchors stow in position and apparently in good condition?</i>	Y		
3.1	<i>Does the forward and aft mast appear in good condition?</i>	Y		
3.2	Is the general condition of deck plating and coating in good condition?	Y		

Surveyor's Comment on the condition of the Forecastle and Poop Deck

Deck plating in fair condition. Paint faded and stained under the areas of machinery. Paint scabs noted in general all over on the deck. Oxygen, Acetylene room door edges wasted. Looks like Skylight hooked open which reduces air intake to the engines and thus could affect the performance. Some of the blower vent mushrooms and connections noted rusted requiring attention. Windlass platform underside appears significantly rusted and wasted. Age related pitting noted on the Bollards & Fairleads

3.0	MAIN DECK & Out fitting	Yes	No	Comments/Assessment
3.1	Is there any visible sign of significant damage to the deck plating or deck coating?		N	
3.2	Is there any visible sign of significant rust, pitting, damage or modification, or temporary repair on deck fire line?		N	
3.3	Are sounding pipes, caps, air ventilators, flaps, plugs, air pipes in good condition, rust free, and freely operating ?	Y		
3.4	<i>Are weather tight doors, stores, and hatch opening covers, are in good condition, providing apparently enough sealing</i>	Y		
3.5	<i>Are cross decks areas and mast houses are accessible and well maintained? /</i>	Y		
3.6	<i>Are accommodation ladder/gangways free of rust, damage, wire condition is good, turn table rotating smoothly, no jerky movement, safety net in place and well-greased?</i>		N	Port accommodation ladder is missing. We could not see the operation of Starboard ladder. Appears to be in order
3.7	Are deck pipes, conduit, marking, save-alls, in good condition?	y		
3.8	<i>Are deck paint stores, bosun's stores, and shelters in good condition?</i>	Y		
3.9	<i>Are bulwark on port and starboard sides in good condition?</i>	Y		

Surveyor's comment on condition of the Main Deck

Maintenance In hand on the main deck with spot ruts still very much existing. Rust stains and spot rust under the platforms, fittings noted. Paint scabs noted all over the deck. Overall, the cosmetic condition is fair to good

4.0	Cargo Pumping & Re-liquefaction System	Yes	No	Comments Assessment
4.1	Is there any visible significant damage or defect or abnormal rust on deck fittings such as deck pipelines, flanges, valves, booby hatches, sounding pipes, air vents, and cable conduits etc.		N	
4.2	<i>Are Bunker davit, lifeboat davit, and provision crane structures in good condition and apparently in operational state?</i>	Y		
4.3	Did you find any kind of damages such as corrosion/pitting/holes/ clamps/inserts/modifications/temporary repair weld on Fire & Ballast pipelines, and hydraulic pipelines?		N	
4.4	<i>Are lashing materials sufficient and in good condition, if applicable to vessel type?</i>			Not applicable
4.5	<i>Are Jibs, jib rests, sheaves, cable drums and pulleys of hose handling cranes apparently in good condition and free of rust, pitting, deformation or any other kind of damage?</i>			Not applicable
4.6	<i>Are Hydraulic systems of the hose handling crane in good condition free of oil leakages, any alarm on the control panel such as overheat/overload etc.?</i>	Y		
4.7	Is there any significant sign of damage/ defect/ excessive rust /oil leakage /damage to lips sealing /deformation		N	
4.8	<i>Whether Crane operation were being used during the inspection? If Yes, is the operation was smooth with normal load/ normal lube oil temperature/normal electric current/normal level noise and vibrations?</i>		N	
4.9	<i>Are the booster pumps working normal without any leakage and vibration?</i>			Not applicable
4.10	<i>Are cargo compressors in good condition with no visible sign of damage/ gas leakage? Are records of safety devices test available on-board?</i>	Y		Visually appears good

4.11	Are safety protection devices of cargo compressors in good condition and function properly?	Y		Reported good
4.12	Are the bulkhead stuffing boxes of cargo compressors in good condition without any leakage / crack / sign of overheating or serious vibration?	Y		
4.13	<i>Are cargo pumps in good condition without any sign of leakage and running smoothly without any abnormal vibration?</i>	Y		
4.14	<i>Are flexible hoses of cargo compressor's Glycol line in good condition without any kinks/cracks or any other visible defects.</i>			No flexible hose
4.15	<i>Is there any visible leakage inside Cargo compressor room? Any leakage indication by means of cold spots or smell if any must be checked.</i>		N	
4.16	<i>Are all Level controllers of various fittings inside Cargo compressor room in good working condition? Do they give any indication of being operated manually or out of use?</i>	Y		
4.17	<i>Are all Electrical fittings of cargo part inside cargo compressor room/Motor room and on deck in good condition without any breach or damage of its gas tight arrangements?</i>	Y		
4.18	Are heat exchangers as fitted on deck (For Vaporizer or Heater or Condenser or intercoolers) in good condition and free from any leakages. Are all fittings of the heat exchangers in good working condition?	NA		This is just a push up compressor
4.19	<i>Are the various relief valves fitted on cargo lines on deck in good working condition and records maintained on board to show they have been tested during docking repairs?</i>	Y		
4.20	<i>Are all remote controlled Hydraulic/Pneumatic valves of cargo lines in good working condition and being operated remotely? Are their open/close indicators in CCR in working condition and matching with the correct valve positions?</i>	Y		
4.21	<i>Is the fixed fire-fighting system as fitted for Vent stacks in good working condition?</i>			

4.22	Are the cargo hoses as provided in good working condition and pressure tested to accepted standards?			
4.23	<i>Are the cargo pipeline supports in good condition and free from corrosion and cracks?</i>	Y		
4.24	<i>Bonding connections if provided for cargo pipelines to be checked if in place effectively and at all flanges as required?</i>			Not provided
4.25	<i>Is the Cargo booster pump shaft sealing system in good working condition?</i>			Not applicable
4.26	<i>Various gauges (Level gauges, Float gauges, Differential pressure gauges) as fitted inside cargo compressor room and on deck in good working condition?</i>	Y		
4.27	<i>Various manometers, pressure gauges, Temperature indicators and other indicators of cargo control and automation system in good working condition and free from any physical damages?</i>	Y		
4.28	<i>If cascade system of cargo compressors is fitted, then is it fully operational and in use? Last Cascade operation to be checked and verified from records?</i>			NA
4.29	Are the expansion valves as fitted in cargo compressor room in good working condition?			NA
4.30	<i>All external doors, ports and windows in the accommodation, stores etc. as located in Gas hazardous zone in good gas tight condition? Any gas tight integrity issue should be noted and mentioned.</i>	Y		
4.31	<i>Check records to confirm E.S.D. system has been tested regularly and confirm closing times of manifold valves (max.30 secs) has been set and being achieved.</i>	Y		Reported in order. Records not accessible
4.32	<i>Are all light fittings on deck (In Gas hazardous zones) of EXP rating and free from any visible defect?</i>	Y		
4.33	<i>N2 or Methanol injection system as fitted in good working condition and free from any visual defects?</i>			NA

4.34	Cargo deck tanks (If fitted) to be checked and confirmed for all its fittings to be in good working condition? If possible, to check records of last when the tanks were used.			NA
4.35	<i>If cargo loading/discharging is in progress or compressors are running for conditioning of the cargo tanks, then sealing integrity of closed valves to be checked by means of cold spot check on the piping after the closed valves.</i>			NA
4.36	<i>Is the air lock space alarm of cargo compressor room/Motor room as fitted in good working condition?</i>			NA
4.37	<i>Local and remote readings of cargo tank level indicators to be noted down and compared and confirm whether okay?</i>	Y		Remote readings not applicable
4.38	<i>Local and remote readings of cargo tank temperatures to be noted and compared and confirm whether okay?</i>	Y		Remote readings not applicable
4.39	<i>Is the fixed gas detection system in good working condition?</i>	Y		
4.40	Is the record of regular calibration and testing of gas detection system being maintained?	Y		Reported maintained
4.41.	<i>Are all detecting location of fixed gas detection system operational and none by passed? This is to be checked from the fixed gas detection system panel.</i>		N	Alarm noted in Air conditions area
4.42	<i>Is the fixed DCP system of deck maintained in operational readiness?</i>	Y		
4.43	<i>Are the DCP hoses of fixed gas detection system free of surface cracks, kinks and aging related damages?</i>	Y		
4.44	<i>Are all Nitrogen propellant containers placed on DCP boxes on deck fully charged and in operational readiness condition?</i>	Y		
4.45	<i>Are all DCP guns as placed in DCP boxes in good condition and free from any physical damages/defects? Fixed monitors of DCP to be checked for operational readiness and any defects.</i>	Y		

4.46	Are all remote operated valves of cross over in good working condition and being operated remotely?			NA. All valves local operation only except ESD
4.47	<i>Are all electrical motors inside motor room free from any visible defects? Are all meters/gauges as fitted on electrical panels inside Electric motor room operational and free from any visual defects?</i>	Y		
4.48	<i>Water Glycol heating/cooling system as fitted to be checked for any visual defects and as practical to be verified if Glycol is in circulation as desired?</i>	Y		
4.49	<i>Are fusible element plugs as fitted above electrical motors, cross overs, at tank domes, at deck tanks etc. properly placed and not painted over.</i>	Y		
4.50	Inert gas system to be checked visually and records to be checked/verified to confirm its last usage. Various fittings/gauges of Inert gas system to be checked for its operational condition.			NA
4.51	<i>Inert gas records to be checked to confirm desired due point of IGG sent to cargo holds were achieved during last usage.</i>			NA
4.52	<i>Check and verify what emergency unloading arrangement for cargo tanks are provided. Make a note of same.</i>			NA
4.53	<i>Is deck water spray system piping's on deck and at accommodation front in good condition and free form any leakage signs or excessive corrosion?</i>	Y		
4.54	<i>Nozzles of deck spray system to be closely checked to ensure all of them are in place and unblocked and visually in good operating condition. Records to be checked of when was deck spray system tested last.</i>	Y		
4.55	Cargo hold educator system piping to be checked for excessive corrosion or defects of any. Valves of cargo hold educting system to be verified for its free movement. Record of last testing to be verified.	Y		Reported good
4.56	<i>If possible, to check and verify good condition of flame screens as fitted on cargo tank vent heads on the vent masts.</i>			Not checked
4.57	<i>Are the cargo compressor room and motor room ventilation fans fully in operation and free from any defects/noise/vibrations or any other defects?</i>	Y		

4.58	<i>Gas tight bulkhead gland seals and air lock doors of cargo machinery electrical rooms to be checked closely for any defects.</i>	Y		Gland seals are in order,
4.59	<i>Check and verify vessel has all cargo reducers on board as provided by shipyard.</i>	Y		
4.60	<i>Are all remote gauges of pressure, temperature, tank levels and other process parameters in operational condition in the cargo control panel in CCR?</i>			NA. All local measurements only
4.61	Emergency eye shower stations if provided to be checked for its operational readiness and defects if any.	Y		

Surveyor Comments

Cargo pumping & push up compressors appeared to be in order and no problem reported. We smelled Gas leak around no2 Cargo dome

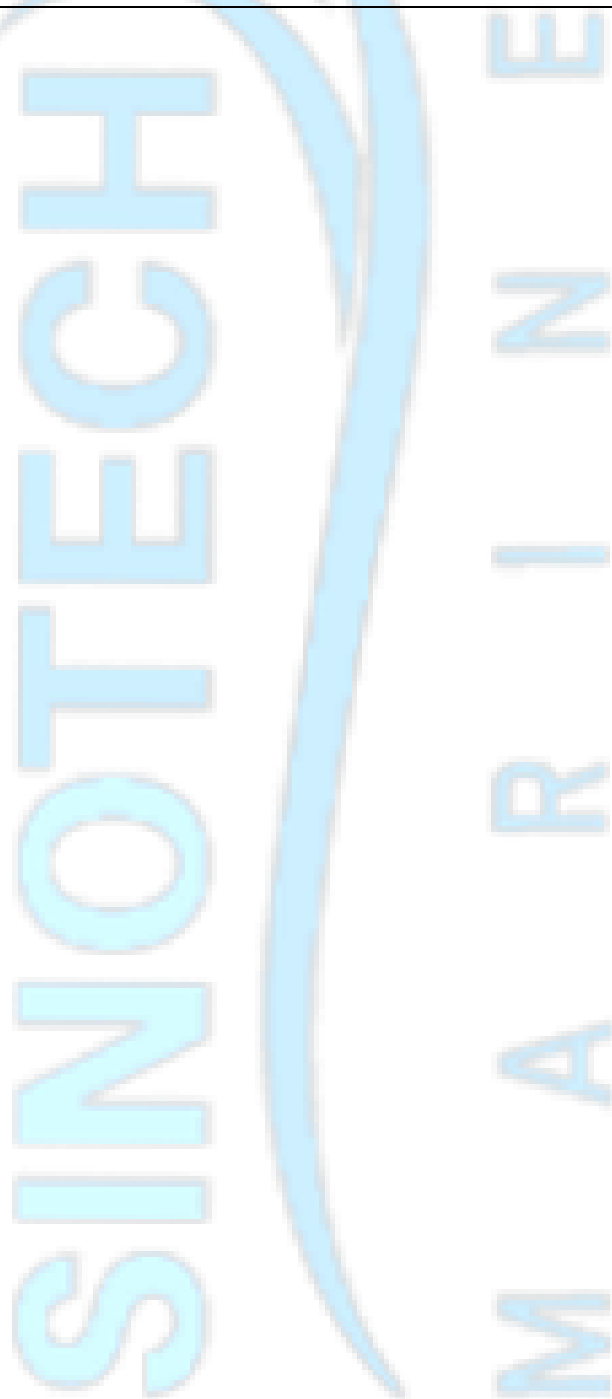
5.0	Cargo Tanks, Tank Domes & Cargo hold spaces	Yes	No	Comments (Assessment)
5.1	Are tank dome coamings in good condition without any significant sign of damage/deformation of flat bar/excessive rust/damaged coating?	Y		
5.2	<i>Are rubber seals of tank dome in good condition without any sign of cracks / aged / gas leakage?</i>			No access to Rubber seals
5.3	<i>Are all fittings such as safety valves, cargo filling valve, cargo pump outlet valve in good condition and free of rust?</i>	Y		
5.4	Are cargo lines, vapour lines, condensate lines, sampling lines etc. on top of tank dome in good condition without any sign of leakage and free of rust?	Y		
5.5	<i>Are cargo tank safety valves properly set and secured and setting value stenciled on or near the safety valve?</i>	Y		
5.6	<i>Are gauging instruments or tank radar in good condition without any sign of break down, aged of electric cable, loose of connection?</i>	Y		
5.7	<i>Are other transmitters such tank temperature and tank pressure in good condition without any sign of break down, aged of electric cable, loose of connection?</i>			No remote measurements in this ship
5.8	Are all local gauges, such as pressure gauges, temperature gauges and level gauges if any, in good condition without any sign of damage, leakage and false reading?	Y		
5.9	<i>Are bellows as fitted at cargo tank safety valves are free of any visual defect/cracks</i>	Y		
5.10	<i>Are the seals of cargo tank safety valves intact?</i>	Y		

5.11	Is the bulkhead valves as placed cargo tank domes in operating condition and records available of when these valves were last operated			NA
5.12	<i>Are the sampling lines on cargo tank domes in good condition free from corrosion/soft patches etc. ?</i>	Y		
5.13	<i>Are the sampling lines on cargo tank domes provided with double valve arrangements?</i>	Y		
5.14	<i>Are the top spray, bottom spray lines of condensate line in good condition and valves able to be operated freely?</i>			NA
5.15	<i>Are all hydraulic/pneumatic valves as fitted on cargo tank domes in good operating conditions and being operated from CCR without any concerns?</i>	Y		
5.16	Are the PV valves or Relief valves as fitted on cargo hold spaces in operational condition? Calibration record to check.	Y		
5.17	<i>Emergency vent hatch arrangement (if fitted) for cargo tank holds to check for visual defects if any.</i>			NA
5.18	<i>HV and HBL alarm arrangement on cargo tank domes to be checked and verified for its operational condition.</i>	Y		Reported good
5.19	<i>All penetration points of cargo tank domes to be closely observed for the insulating material condition around that area and to check condition of stub pieces. Any visual defects to be noted.</i>	Y		
5.20	<i>Is there any sign significant Coating damages like hard rusting, loose rusting, peel off, blisters, material wastage, and pitting etc.?</i>		N	
5.21	Is there any visible sign of damage to the coating or structure or frames found on the Side Plating of hull and Bulkheads of the hold space?	N		

5.22	<i>Are structural frames in the way of hold space in good condition?</i>	Y		
5.33	<i>Is the hold space Lighting in good condition?</i>		N	Lighting not good
5.34	<i>Is the tank top in good condition without any visible damage, loose rust and deformation?</i>		N	Widespread spot rust noted on tank top face plate of farms & floors
5.35	<i>Are hold space ladders in good condition free of any visible damage?</i>	Y		
5.36	<i>Are the Bilge wells clean and clear of any deposit/obstruction, filters in place?</i>	Y		
5.37	Is the hold space bilge pumping arrangement visibly in good condition and working	Y		
5.38	<i>Are holds space bilge alarms tested regularly and records of test results are maintained?</i>	Y		Reported tested and good
5.39	<i>Is there any significant damage found to the insulation of the cargo tank?</i>		N	
5.40	<i>Are all vertical support of cargo tanks in good condition and well maintained?</i>	Y		
5.41	<i>Are all anti rolling chocks of cargo tanks in good condition and well maintained?</i>			NA
5.42	Are all anti floating chocks of cargo tanks on both wing slop in good condition and well maintained?			NA
5.43	<i>Are all longitudinal fixation chocks of cargo tanks on bottom in good condition and well maintained?</i>			NA

Surveyor's Comments about the condition of the tank dome and cargo piping:

Steam line insulation perished in no1 Hold space. Saddle supports are in good condition. Widespread spot rust noted on tank top face plate of farms & floors



6.0	Ballast Tanks/Void Spaces	Yes	No	Comments (Assessment)
6.1	Is there USCG approved Ballast Water Treatment System fitted on-board? If no, is there written approval granted by USCG for the due date of installation of BWTS on-board?		N	
6.2	<i>Are tanks and void spaces free from significant damage, pitting, wastage and Scaling? Please advise tanks inspected in the comments.</i>		N	
6.3	<i>Is the Coating of the ballast tanks apparently in good condition free from significant sign of hard rust, wastage, damage, pee-off, blister etc.</i>	Y		
6.4	Are anodes installed and active with suitable amount remaining?	Y		
6.5	<i>Are steel structure and Stringer Plates, Brackets & Girders inside ballast tanks are free from buckling/fractures/doubtlers/temporary repairs?</i>	Y		
6.6	<i>Is there significant deposit of mud or oil contamination inside ballast tanks?</i>		N	
6.7	<i>Is the bunker pipelines passing through ballast tanks are in good condition free from any leakage?</i>			Bunker lines not passing
6.8	<i>Is manhole covers, seals and ladders in good condition?</i>	Y		
6.9	Is ballast tanks remote operation valve in good condition and no sign of leakage of oil?	Y		
6.10	<i>Is the record of Ballast Pump operation and capacity test are maintained? Is Ballast pump capacity compliant with requirements?</i>	Y		Reported good. Records not sighted
6.11	<i>Is ballast tank bilges educator apparently in good condition?</i>	Y		
6.12	<i>Is Ballast valve control panel and hydraulic pipeline in good condition?</i>	Y		

6.13	<i>Is the Fore peak tank free of excessive mud deposit, buckling, fracture, doublets, temporary repairs or any other kind of damage, and fitted with active anodes?</i>			Not checked as not available
6.14	Did you inspect Top side ballast tank on either side of the ships? Please list the name of the Ballast tanks inspected.	Y		1 S, P & S Aft peak

Surveyor's Comment about condition of Ballast Tanks/Void Spaces/ Pumping arrangement

1P: Spot rust developed on underdeck, Longitudinal edges, and Transverse beak edges. Also, about 10 % scattered rust on Transverse bulkhead and sides. Ladders noted to have concentrated spot rust, but structurally in fair condition. Anodes wasted about 30 %

Aft Peak P & S: Entry manhole edges & access ladders rusted extensively. Manhole edges, scallops, face plates of transverses noted to have concentrated rust patches. Underdeck and connections found to have extensive rust of about 40 %.

7.0	Accommodation	Yes	No	Results/Comments
7.1	<i>Is the general condition of Accommodation superstructure good free from visible damage, buckling, fracture, and rusting?</i>	Y		
7.2	<i>Are various markings, stencils, placards and posters in good condition?</i>	Y		
7.3	Are accommodation sky doors in good condition, provide water tightness?	Y		
7.4	<i>Are common areas in the accommodation such as Mess-rooms, Dayrooms, Galley, Alley ways, offices and staircases clean, tidy and maintained in good condition?</i>	Y		
7.5	<i>Are self-closing devices fitted on fire doors and in good condition and closing the doors fully?</i>	Y		
7.6	Are crew cabins clean, well-appointed and adequate for the number of crew on-board?	Y		
7.7	Are the laundry and sanitary places clean, tidy and maintained in good condition?		N	Common Sanitary spaces stinking
7.8	<i>Is Cooking range in good condition without any low insulation alarm?</i>	Y		
7.9	<i>Are Waste Commutator dispenser fitted with appropriate mesh and arrangements to protect disposal in ports?</i>		N	Not available
7.10	<i>Are the dry provision and refrigerated rooms clean, tidy and maintained in good condition?</i>	Y		
7.11	Are the temperatures of the refrigerated rooms maintained at correct levels and equipment working in good condition? (for Meat, Fish and Vegetable)	Y		

7.12	<i>Is the hospital clean, tidy and organized and medicine locker maintained in good condition with proper arrangement for disposal of expired medicines?</i>	Y		
7.13	<i>Is the hospital toilet clean, tidy and maintained in good condition?</i>	Y		
7.14	<i>Is the refer room alarm is regularly tested and records maintained on-board?</i>	Y		Reported tested
7.15	<i>Is the air-con room clean, tidy and well maintained. No abnormal noise, current, leakage of oil or water, dampers moving freely, condensation drains clear?</i>		N	Room is dirty, Paint faded. Could see some water accumulation
7.16	<i>Are records of air-con leakage test maintained? Is there kit available for collection of refrigerants, if applicable? Records of refrigerant re-charge maintained on-board.</i>		N	No access to any record
7.17	Is the general condition of floor tiles in the accommodation	Y		Bare steel floor
7.18	Are the necessary Signs and placards in place?	Y		
7.19	<i>Is the Medical locker well maintained without any expired medicines?</i>	Y		
7.20	<i>Is the Air con blower room in good condition?</i>		N	Same as item 7.15
7.21	<i>Does the Blower room drain clear, no sign of deposit?</i>		N	Same as item 7.15
7.22	<i>Is the Drier room in good condition?</i>			No dedicated drier room
7.23	Is the level of Clinginess and Hygiene in the accommodation satisfactory?		N	Crew common bath, Sanitary spaces Condition to improve

7.24	<i>Is the Laundry in good condition?</i>	Y		
7.25	<i>Is there a dedicated Garbage station with proper color coding for the segregation of the cargo?</i>	Y		
7.26	<i>Is the overall Condition of accommodation structure normal?</i>	Y		
7.27	<i>Is the Coating inside the accommodation bulkhead normal?</i>	Y		

Surveyor's Comments on the Condition of Accommodation

Accommodation is Japanese style. Only Master and Chief engineer have attached bath & toilet. For all other, it is common. Common sanitary spaces are stinking. We can see buckets & drum to store water indicating some water rationing. Gym pedal cycle is in the officer's mess room as there is no other dedicated gym.

8.0	Navigation & Communication System	Yes	No	Comments Assessment
8.1	Is the Bridge arrangement & layout workable?	Y		
8.2	Is the Navigational Equipment in good condition?		N	1 Radar is not working.
8.3	<i>Is the Communication Equipment, General Emergency Alarm, and Public addresser in good condition and regularly tested?</i>	Y		Reported tested
8.4	<i>Are Emergency batteries in good condition and their current and voltage in normal range?</i>	Y		
8.5	<i>Does the vessel have latest charts and publication and record of revisions available on board?</i>	Y		Electronic charts Dual ECDIS in use
8.6	<i>Does the vessel have dual ECDIS installed with its backup system?</i>	Y		
8.7	<i>Is the BANWAS alarm operational?</i>	Y		
8.8	Are the Navigation lights operational and tested regularly?	Y		Reported good
8.9	<i>Is the Emergency communication equipment, SAT-C, GMDSS in normal operational condition</i>	Y		Reported operational
8.10	<i>Does the Ship e-mail system in normal condition?</i>	Y		
8.11	<i>Are the Radars operational and maintained in good condition without any alarm on the panel?</i>		N	One Radar is not good. A new unit is supplied.
8.12	Is there record available for the routine testing of the Ship fire alarm system?	Y		

8.13	Is the SART in good condition with valid battery life?	Y		
8.14	<i>Is the EPIRB in good condition with valid battery life?</i>	Y		
8.15	<i>Is the SAS Alarm regularly tested and recorded?</i>	Y		
8.16	<i>Are the Pyro-techniques in good condition and within their expiry date?</i>	Y		
8.17	Is the watch keeper Binoculars in good condition?	Y		

Surveyor's Comment on Condition of the Navigation and Communication Equipment

For vessels Is of this age, maintenance cost of the Navigation equipment is quite high especially on Radars and Gyro unless they are renewed

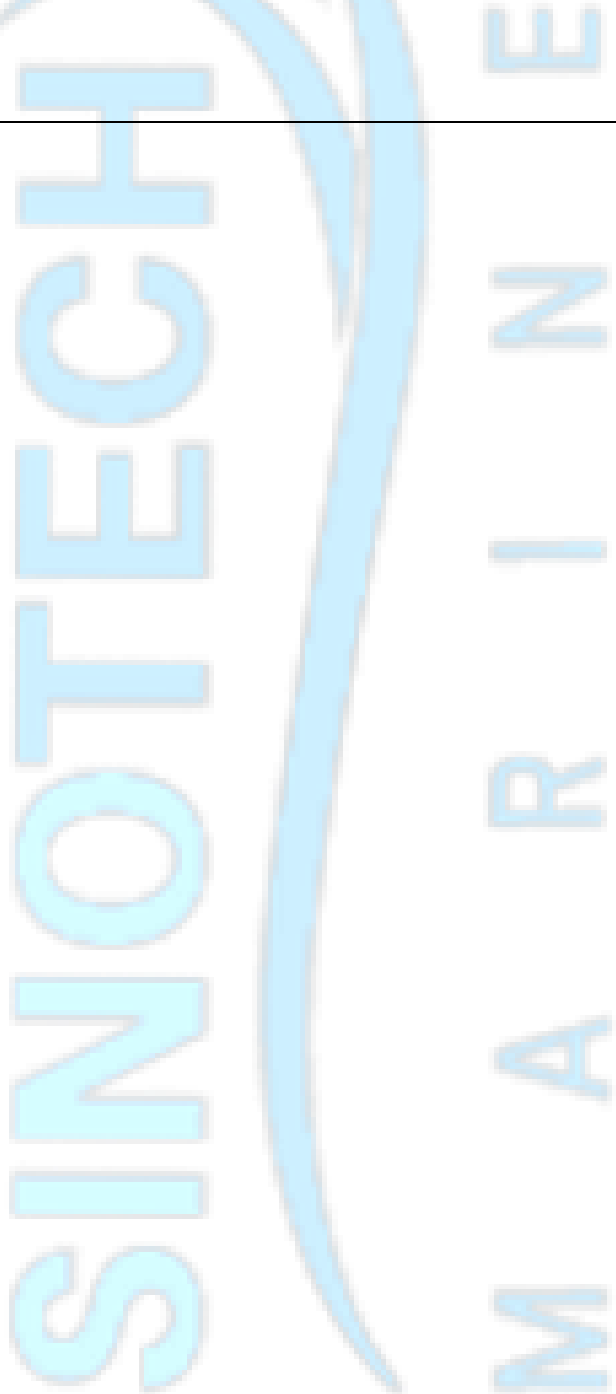
9	Life Saving Appliances	Yes	No	Comments Assessment
9.1	Are Lifeboat, engine & davit condition in good condition without any sign of damage, corrosion, wastage, rust and deformation?	Y		
9.2	Is the Rescue boat & Davit in good condition without any sign of damage, corrosion, wastage, rust and deformation?	Y		
9.3	<i>Are the SCBA sets & spare Cylinders in good condition? Please state number of total SCBA sets on-board?</i>	Y		
9.4	<i>Are the EEBD in good condition and deployed at appropriate location?</i>	Y		
9.5	<i>Are the Life buoy & Life jackets in normal condition & Quantity?</i>	Y		
9.6	<i>Is the Emergency escape route well equipped and illuminated?</i>	Y		
9.7	Is the MOB equipment in normal condition?	Y		
9.8	<i>Are the Life rafts & Davit in normal condition without any sign of visible damage?</i>	Y		
9.9	<i>Is the Life Raft Hydrostatic release mechanism not expired and in good condition?</i>	Y		
9.10	<i>Are the Life vest, Immersion suits & TPA in good condition?</i>	Y		
9.11	Are Sign, Symbols & tutorial in place for operation of lifeboat, life rafts and other lifesaving appliances?	Y		

10	Fire Fighting Appliances	Yes	No	Comments Assessment
10.1	Is the Fire detection system in good condition without any abnormal alarm?	Y		
10.2	<i>Is the Fixed firefighting system in good condition with last service records available onboard?</i>	Y		
10.3	<i>Is the Emergency fire pump in satisfactory condition?</i>		N	Showed a low discharge pressure (1 to 2 bar) while running
10.4	<i>Is the Emergency generator in good condition?</i>	Y		
10.5	<i>Is the Deck fire hydrants free of rust and can be easily opened?</i>	Y		
10.6	<i>Is the Fire line on deck in good condition?</i>	Y		
10.7	Is the Engine room fire line in good condition?	Y		
10.8	<i>Is the Engine room fire hydrant free of rust and eased?</i>	Y		
10.9	<i>Is the Foam monitors in good condition?</i>			Dry powder system on-board
10.10	<i>Is there record of Foam quality test & total QTY?</i>			Dry powder system on-board. Test record available
10.12	<i>Cargo hold fire detection system</i>			Not applicable
10.13	Is the deck Fire line deck isolation valve in good condition?	Y		

10.14	<i>Are Fire extinguishers regularly serviced?</i>	Y		
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Surveyor's Comment on Condition of the Firefighting Appliances

Maintained in good order



11	Machinery Space & Electrical System	Yes	No	Comments Assessment
Main Engine				
11.1	Is Main Engine apparently in good condition with no leakages of FO or LO or Cool. FW, or Exhaust gases noticed?	Y		
11.2	<i>Is the Main Engine Performance normal at optimal loads? Please analyze running parameters in the engine logbook during the full load operation. Please confirm no abnormal alarm from the alarm history record, abnormal generation of sludge, abnormal FO & LO consumption etc.</i>	Y		Performance record from the office shows engine running at 85% MCR. We have seen in the logbook engine running around 50% load or lesser. We are not sure if the engine is capable to run on high loads
11.3	<i>Are the Main Engine Control (Remote, Telegraph, local Telegraph, & Governor System, Cylinder Lubricator systems) appeared to be in good operational condition?</i>	Y		Engine Non-UMS
11.4	<i>Are Main Engine Safeties such as shut-downs, slow-downs, and various overload alarms are not by-passed and /or de-activated? Please</i>		N	No access Alarm history log Engine Non-UMS
	<i>check alarm history to confirm no abnormal alarms during operation. Please state if Engine Room is operated Un-manned or not? If yes, whether Deadman and UMS alarms system operational and test records available?</i>			
11.5	Are the fuel consumption & cylinder oil consumptions as recorded in the Engine logbook in normal ranges as compared with Sea Trial data/ Charter Party data?		N	There is no data to compare. Does not meet Form C charter party data
11.6	<i>Is the regular analysis of LO samples of various engine and deck machinery carried out by shore lab and no abnormal results indicated in the test results? Are the results in satisfactory range?</i>	Y		Report 09 Apr 2018 checked
11.7	<i>Is the Main engine structure in good condition and free of any sign of significant damage?</i>	Y		

11.8	Are the Crank case relief doors in good condition and free of oil deposit or any error alarm on the Oil mist detector?	Y		
11.9	<i>Are the Main Engine Crankcase doors in good condition?</i>	Y		
11.10	<i>Are the Main Engine Safety control system in operational condition and tested regularly?</i>	Y		Reported checked
11.11	<i>Are the Main Engine bracings in the normal condition without any sign of damage?</i>	Y		
11.12	<i>Are the Main Engine high pressure fuel pipes in good condition?</i>	Y		
11.13	<i>Is the condition of Main Engine Exhaust manifold and uptake in good condition?</i>	Y		
11.14	Are the Main Engine Exhaust temp at full load running within in normal range?	Y		As per performance data provided, Exh temperatures are in order
11.15	<i>Are the Running parameters of main engine in the normal range as per engine logbook records?</i>	Y		
11.16	<i>Are the Bottom end bolts of Main Engine foundation in good condition?</i>	Y		
11.17	<i>Are the chokes free of any sign of damage?</i>	Y		
11.18	<i>Is the area under the Main Engine flywheel clear of any leakage, deposit?</i>	Y		
11.19	<i>Is the main Engine Air Distributor in normal condition?</i>	Y		

11.20	Is the Automatic air control valve in normal operational condition?	Y		
11.21	<i>Are the Main Engine Fuel pumps free of leakages?</i>	Y		
11.22	<i>Is the Main Engine Crank Case oil and Cylinder oil within normal range?</i>	Y		
11.23	<i>Are the Main engine remote stops & shutdowns regularly tested and results recorded?</i>	Y		Reported tested
11.24	Is the Turning gear in good condition and with no visible sign of damage to gears?	Y		
11.25	<i>Is the Engine control console in operational condition with no alarm?</i>	Y		
Aux Engine				
11.26	Is the Aux engine: Performance satisfactory? Confirm Performance parameters recorded in the engine logbook are in normal ranges and no alarms visible on the control panel.	T		
11.27	<i>Is there any overdue maintenance of Aux. Engines? If yes, please state in the comments with running hours since last overhaul.</i>		N	
11.28	<i>Is there any sign of leakage of LO, FO or cool water Aux. engine, particularly from fuel pump, cylinder heads, and flywheel areas?</i>		N	Some water and DO traces noted under flywheel
11.29	Are the Running parameters of Aux engine within normal ranges as per the records?	Y		
Stern Tube and Shafting				
11.30	<i>Is EAL in use on-board with compliant seals in the stern tube?</i>		N	Stern tube cooled by Sea water

11.31	<i>Is there any visible abnormality or sign of damage to intermediate shaft (such as crack, rust, corrosion, overheating on the surface), deformation, intermediate shaft bearing found?</i>		N	
11.32	Is the shaft earth voltage within normal range?			Not checked
11.33	<i>Are stern tube bearing temperatures in the logbook within normal range?</i>		N	No record in Logbook
Aux. Boiler				
11.34	Is the Boiler burner operation found normal with no leakage or sign of damage with normal parameters?	Y		
11.35	<i>Are the Boiler mountings (Safety valve, apparently in normal condition and tested regularly?</i>	Y		
11.36	<i>Are the boiler water level remote indicator, low alarms and shut down, flame failure alarm and fuel shut apparently okay and tested regularly as per records?</i>		N	No access to record to confirm
11.37	<i>Abnormal alarm found on the control panel of boiler?</i>	N		
11.38	<i>Aux boiler structure including furnace, uptake, foundation, insulation in normal condition with no visible sign of damage?</i>	N		
11.39	Are the boiler water test results in normal range with chemical levels maintained?		N	No record shown
Miscellaneous Items				
11.40	<i>Is the Workshop kept tidy and clean?</i>	Y		
11.41	<i>Are the Spare & Storerooms in tidy and clean condition?</i>	Y		

11.42	Is the Purifier room free of oil leakages and purifiers operating in normal condition with no sign of abnormality	Y		
11.43	<i>Is the Refer & Air con plant operating in normal condition? What type of the Refrigerant is in use on-board? Is the refrigerant collection kit available on-board? Records of regular leakage testing and re-charging available on-board?</i>	Y	N	Refer plant is Ok. Air con in accommodation not effective. There is Refrigeration collection kit. R 407 C gas used. There are still R 22 bottles. R 410 gas used for Bridge air con unit. No access to records
11.44	<i>Is the Tank Top Clean, free of any leakage or deposits?</i>		N	Tank top rusted with deposits, though not oily
11.45	<i>Are Bilge wells free of any sign of oil contamination?</i>	Y		
11.46	Is the Engine room operated under UMS mode? Are operation & records of alarms maintained?		N	
11.47	<i>Are Quick closing valves and arrangement in good condition and operation regularly tested?</i>	Y		Reported tested
11.48	<i>Does the Emergency escape free of any obstruction, deformation, damage and well illuminated with rescue gears like safety harness, pulley and rope arrangement in good condition?</i>	Y		
11.49	<i>Are the Auxiliary machineries such as LO coolers, FW Coolers, FO Heaters, LO Heaters, Fuel Oil and LO filters, LO and FO pumps, Cooling water pumps in good condition and free of leakage and no visible sign of any damage?</i>	Y		Sea water pumps provided with gland packing and noted water leaks. All other areas fair in condition
11.50	Are the engine room various pumps running normal with current and load within acceptable ranges?	Y		
11.51	<i>Are the general Fuel oil piping's in the engine room in good condition?</i>	Y		

11.52	Does the ship have Critical spares as per the class requirement?		N	Though we could not access any record, there is no spare Main engine liner on-board
11.53	<i>Are the Main air bottles structure in good condition?</i>	Y		
11.54	<i>Are the Main air compressors operating normal with temperature and pressure normal and cutting off in auto?</i>		N	Heard knocking sound while running
11.55	<i>Are Airline valves in normal condition?</i>	Y		
11.56	<i>Is the Main switch board in normal condition with insulation of 220V and 440 Volts normal?</i>	Y		440 & 100 V-System
11.57	Is the Emergency switch board in good condition with normal voltage and current levels?	Y		
11.58	<i>Is the Alarm monitoring system operational and in normal condition?</i>	Y		
11.59	<i>Is the engine room well illuminated with lighting guards</i>	Y		

Surveyor's Comment on the condition of Machineries & Electrical Systems

Fresh water generator production is low. Main engine run on 50% or less MCR only. Not sure if there is any problem to run on higher power. All seven Main engine units opened past two months. It appears two liners renewed. We saw seven old liners, one removed Aux Eng. crank shaft & one Aux engine removed cylinder block in engine room. There is no spare Main engine liner on board

12	Pollution Prevention & Control	Yes	No	Comments Assessment
12.1	Is an approved Incinerator fitted on-board and apparently in operational condition with no visible damage to body, furnace, refractory, burner and fan? Are records of incinerator maintained on-board?	Y		Refractory conditions not known. Reported record maintained
12.2	<i>Is an approved Sewage Treatment plant installed and operational on-board? Records of test and dosing available on-board? Is there a sewage holding tank fitted on-board with content level indicator?</i>	Y		No access to any record
12.3	<i>Is OWS Piping appeared to be in order without any visible un-authorized modification or any by-passing arrangement present?</i>	Y		
12.4	Is the Oil Record Book properly filled-up and up to date?		N	No access to records
12.5	<i>Is the engine room & deck free of oil leakages posing potential risk to pollution?</i>	Y		No access to records
12.6	<i>Is there Bunkering & Oil transfer procedure in place and displayed?</i>	Y		
12.7	<i>Is an approved OWS installed with apparently in good condition with 15 PPM monitor calibrated and 3- way valve functional test records available?</i>	Y		No access to records
12.8	Are there any temper proof seals fitted in the piping of the OWS and flanges on pipe leading to overboard?	Y		
12.9	<i>Are the operation and test procedure for the OWS clearly identified and displayed near the equipment?</i>	Y		
12.10	<i>Are deck Scupper plugs in place and no sign of potential pollution risk? Are the pugs visibly in good condition?</i>	Y		

12.11	Is there a class approved SOPEP/ SMPEP and a VRP, with an updated IMO coastal state contact listing on-board?	Y		
12.12	<i>Are Deck save-alls fitted with drain plugs as required?</i>	Y		
12.13	<i>Is the SOPEP equipment available and maintained in good condition?</i>	Y		
12.14	<i>Is the Garbage record book up to date?</i>	Y		Reported update
12.15	<i>Is the list of ODS equipment, records of regular leakage test available in the PMS?</i>		N	In general, there is no access to records
12.16	Is there a fuel change over procedure in place for vessel operation in Emission Control Areas and records of fuel change over maintained as per MARPOL – Annex-VI requirements.		N	Did not see any display of procedures
12.17	<i>Is there proper segregation of garbage with placards describing the color coding in place and appropriate storage on-board?</i>	Y		
12.18	<i>Oil Discharge Monitoring Equipment (ODME) properly maintained and manual & auto means of discharge working satisfactorily; records of ODME operation properly maintained; Oil/Water Interface Detector properly maintained, and the unit is apparently in satisfactory operating condition; calibration & inspection of the equipment carried out and records properly maintained (Reg. 31 & 32 of MARPOL Annex 1, as amended)</i>		NA	

Surveyor's Comment on the condition on Pollution Prevention and Control

Equipment's appear to be in order. There is no access to any Document as we were told to get from the office

13	Shipboard Management & Crew Welfare	Yes	No	Comments Assessment
13.1	Is the Shipboard Safety Management System effectively implemented? Are Internal ISM audits regularly carried out?	Y		
13.2	Is there an effective Planned Maintenance System on board and updated by the crew regularly? Which PMS system is currently in use on-board?		N	Ship staff not willing to share the documentation.
13.3	Is there a procedure for reporting Defects & keeping follow-up on pending Corrective actions?		N	Ship staff not willing to share documentation
13.4	<i>Are records of Non-conformity, accidents, near misses, root cause analysis and corrective actions maintained on-board?</i>		N	Ship staff not willing to share documentation
13.5	<i>Are the SOLAS equipment test records maintained on-board?</i>	Y		
13.6	<i>Are the MARPOL equipment testing records maintained on-board?</i>	Y		
13.7	Does the Crew compliment on-board comply with the requirements of the Safe Manning Certificate issued by Flag State?	Y		
13.8	<i>Are the Critical operation contingency plans in place and displayed in common areas with duties of the responsible crew members?</i>	Y		
13.9	<i>Is there an approved stability booklet on-board and in use?</i>	Y		
13.10	<i>Do you find records of Superintendent inspections records on-board?</i>		N	Not checked Ship staff not willing to share any document
13.11	<i>What nationalities of crew on-board and common language of communication among them? Please list them in the remark column.</i>	Y		

13.12	Is there an approved loading computer onboard and stability/loading stress calculation are carried out as per the requirements?	Y		
13.13	<i>Are critical records like Oil Record Book, Garbage Record Book, Ballast water record book, Engine Logbooks, and Deck Logbooks maintained as required?</i>	Y		
13.14	<i>Are the records of crew familiarization, handing and taking over reports of Master/Chief Engineer prior joining of senior staff available on-board?</i>	Y		
13.15	<i>Is the record of defects found during PSC Inspection and corrective actions maintained on-board?</i>	Y		Reported in order
13.16	<i>Are the record of random drug and alcohol tests maintained on-board?</i>	Y		

Surveyor's comment on effectiveness of Crew ship and Crew Welfare

Crew performance fair. Crew welfare condition suspect

8. Disclaimer

Whilst every reasonable effort has been made to survey the vessel concerned in accordance with instructions, neither SINOTECH Marine Corporation (HK) LTD. nor the Inspector conducting the inspection, accept any responsibility whatsoever for failure to survey or inspect any item of hull or machinery that is not reasonable, accessible or available for inspection, or (in the case of machinery) opened up for inspection and having regard always to the condition of the vessel and its location, whether or not the machinery was seen in operation and the time available for the carrying out of the Survey.

This report is without prejudice to any stake holder of the vessel. This report contains facts observed by the inspector and information shared by the Master/ CE/ crew of vessel. No observation (indicating apparent damage to equipment or malfunction of machinery) in this report has been investigated to ascertain the cause or extent of damage/ defect. The inspector and his employer is not responsible for any claims based on interpretation of information in this report.

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