Condition Survey Report- Gas Tanker

Incomplete

Score	0 / 201 (0%)	Flagged items	0	Actions	0

Site conducted	Unanswered
Condition Survey	
Type of report:	
Ship name:	
IMO No:	
Business Group	
Date survey completed:	
Location- survey port:	
Surveyor's name:	
Survey company:	
Surveyor's ref. no.:	
Order club:	American Club
Club ref. no.:	

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Inspection	0 / 201 (0%)

1.1 PARTICULARS

1.1.1 Ship's name:

1.1.2 Ex. names:

1.1.3 IMO No:

1.1.4 Flag state:

1.1.5 Builder:

1.1.6 Year built:

1.1.7 Class society:

1.1.8 Class notations:

1.1.9 Ship type & brief description:

1.1.10 GT:

1.1.11 DWT:

1.1.12 Last docking:

1.1.13 Last Class Renewal:

CREW MATRIX

Add rank

2. CIRCUMSTANCES OF SURVEY

Describe in brief the circumstances under which the survey was carried out, such as, but not limited to, the date and the time the for the Club

*** Not Applicable (NA) items and Not Inspected (NI) items (giving details of item number)**

Details

2.1 Ship's trading pattern:

2.2 Cargo onboard and last three cargoes

2.3 Master's name:

2.4 Company name on the ISM DOC:

2.5 Name of owner's representative:

2.6 Time under present management

2.7 Ballast tanks inspected*:

2.8 Cargo holds/tanks inspected*:

3.1 Survey summary

Following the completion of the survey, and based on the surveyor's overall impression of the vessel, the surveyor is requested to rate the following areas (1=excellent 2=good 3=fair 4=poor 5=very poor) and provide remarks if rated Fair, Poor or Very Poor on the reason/s why

Shipboard management:

Safety:

Fire safety:

Life saving appliances:

Pollution and environmental awareness:

Navigation:

Apparent structural condition:

Machinery:

Cargo worthiness :

Shipboard Security and Cyber Security

Maintenance and housekeeping :

3.2 Surveyor's summary

Advise on the subject(s) which give rise to the most concern regarding safety of crew, vessel or cargo:

Surveyor's general comments and summary

Survey report enclosures- please upload survey images including pictures of relevant documents.

4.1 Class and Statutory Certificates	0 / 2 (0%)

4.1.1 Are the relevant class and statutory certificates valid? Does the vessel possess all necessary certification?

4.1.2 Are certificates without any conditions, recommendations, exemptions or memoranda affecting safety of life, ship, cargo or environment?

Additional information

4.3 Crew	0 / 17 (0%)

4.3.1 Are at least officers proficient in Maritime English to communicate efficiently?

4.3.2 If crew is multinational is there a common language understood by all?

4.3.3 Does the company have a briefing / de-briefing policy for Master/Chief Engineers prior to joining/after signing off?

4.3.4 Is random or specific drug and alcohol testing carried out?

4.3.5 Is manning in compliance with the Safe Manning Certificate?

4.3.6 Are familiarization records available (new joiners) filled out and complete?

4.3.7 Do the general labor and living conditions onboard appear to be satisfactory?

Note: Any concerns regarding non-compliance with MLC should be mentioned. Cross check the crew list the rest hours records. Bunkering check list to be cross checked with rest hours records to verify proper record keeping of work/rest hours as per MLC/STCW requirements

4.3.8 Does the member provide any seafarer wellbeing programs to their crew? If so, please list them with a short description.

4.3.9 Is there evidence that the crew use the American Club/IDESS IT Computer Based Training (CBTs) tools, including as a minimum: Clean Seas: Complying with MARPOL 73/38 and Entry into Enclosed Spaces, and/or other non-American Club CBTs, whether onboard or ashore? The crew training records and relevant active PC-software should be demonstrated (if applicable) to the surveyor onboard (type of CBT has to be specified in the survey-report).

Please refer to the description at https://www.american-club.com/page/education-training-tools

4.3.10 Is there an appraisal system within the organization and is it followed?

Note: Surveyor to review and comment on the appraisal method, the form(s) in use and whether these forms cover the essential aspects.

4.3.11 Can ship's Officers demonstrate their knowledge on the procedural requirements for enclosed space entry based on their safety management system and calibration / checking of portable gas detection equipment?

4.3.12 Can ship's Officers demonstrate their knowledge on the procedural actions when a fire alarm is triggered during bridge watch?

Note: Surveyor may consider the possibility to conduct a drill if time and opportunity permits

4.3.13 Can ship's Officers demonstrate their knowledge on the procedural requirements / actions if there is a failure in critical bridge equipment during sailing such as ECDIS or the radar?

4.3.14 Can ship's Officers demonstrate their knowledge on emergency steering procedures? Operations of the emergency steering gear to be demonstrated by any officer (including junior officers) with the supervision of an experienced engineer to protect the equipment if there is any mishandling.

4.3.15 Can ship's Officers demonstrate their knowledge on a randomly selected operational check list. This should be briefly described by officers as is applicable to the SMS on board.

4.3.16 Can ship's Officers and crewmember demonstrate their knowledge on the permit to work system and the procedural requirements for working aloft based on their safety management system?

4.3.17 Can the engineering team (not just the Chief Engineer or officer on watch) explain and demonstrate their roles in a dead ship procedure exercise? Please list personnel who were involved in this exercise.

Additional information

4.4 Safe Working 0 / 14 (0%)

4.4.1 As observed, are safe working practices, including work permit procedures, implemented, and adhered to? Are the work permits closed upon completion of work. Is there an effective lock-out, tag-out and isolation system in place when carrying out maintenance or identifying machinery under repair?

4.4.2 Are portable oxygen and gas detection meters, appropriate to the vessel type and cargo, provided and regularly calibrated?

4.4.3 Is relevant personal protective equipment and clothing, appropriate to the vessel type and cargo, provided and in use?

4.4.4 Is adequate lighting provided throughout the vessel?

4.4.5 Are alarms from cold stores and freezers in apparent satisfactory condition?

4.4.6 Are walkways, stairways, catwalks, ladders, platforms and handrails, as applicable, in apparent satisfactory condition throughout the vessel?

4.4.7 Are mobile safety guards such as rails, lines and wires etc., provided and in use?

4.4.8 Are derricks, cranes and other lifting equipment properly maintained / marked? Have periodical inspections and testing been carried out?

4.4.9-(a) Are the pilot ladders in apparent satisfactory condition, properly marked and certified?

4.4.9-(b) Are the remaining boarding arrangements (e.g., accommodation ladders, gangways, specialist personnel transfers for offshore installations or OSV-vessels, etc.) in apparent satisfactory condition and safely rigged?

4.4.10 Are the following Loss Prevention publications present onboard; Four (4) comic pamphlets, nine (9) comic safety posters?

4.4.11 Is clearly visible cautionary signage posted / displayed at the entrances to mooring decks, including midships winches to warn those involved in mooring operations that the entire area should be considered a potentially hazardous snap-back zone, and is there evidence that suitable training awareness is incorporated into safety meetings and/or pre-mooring toolbox talks

4.4.12 Are trips, falls and overhead hazards identified and highlighted appropriately? Are the mooring work-areas

non-slip and orderly?

4.4.13 Are emergency response drills carried out frequently on board in accordance with SMS, and the records maintained, including drill matrix and detailed log for each drill with comments, evaluation of performance and conducted scenarios? Can crew /officers explain– their last drill scenario and what they learned?

Note: Surveyor may consider the possibility to conduct a drill if time and opportunity permits

Additional information

4.5 Hygienic Standard and House Keeping 0 / 4 (0%)

4.5.1 Are crew galley and pantries clean and tidy? Is fitted equipment in apparent satisfactory condition? Are suitable food handling procedures in place?

4.5.2 Are provision and cold stores clean, tidy and maintained to correct temperature?

4.5.3 Is the general house-keeping standard, including sanitation, satisfactory?

4.5.4 Is the sewage system in apparent good order?

Additional information

4.6 Fire Safety 0 / 16 (0%)

4.6.1 Is the fire detection system in apparent satisfactory condition?

4.6.2 Are fire pumps, mains, hydrants, extinguishers, and monitors in apparent satisfactory condition? Is the fire main isolation valve suitably marked?

4.6.3 Are fire stations in tidy condition and is it evident that the firefighting equipment has been tested in connection with firefighting drills?

4.6.4 Are there sufficient self-contained breathing apparatus and spare bottles?

4.6.5 Are self-contained breathing apparatus in good condition sufficiently charged and cylinders within test date?

4.6.6 Are emergency escape sets provided?

4.6.7 Are Damage Control and fire hose lockers in apparent satisfactory condition?

4.6.8 Are fixed fire-extinguishing systems in apparent satisfactory condition with release instructions posted?

4.6.9 Are combustible and hazardous liquids stored in designated spaces and provided with Material Safety Data sheets?

4.6.10 Are acetylene and oxygen bottles stored in well ventilated and securely, signed designated places?

4.6.11 Are main and emergency exits clearly marked and unobstructed?

4.6.12 Is the fire integrity, including fire doors, fire dampers, shutters and bulkhead penetrations (where visible) throughout the vessel in apparent satisfactory condition?

4.6.13 Are the machinery rooms and other spaces free from temporary flexible hoses for liquid's transfer?

4.6.14 Are all flexible pipes, hoses and hose assembly installed as designed by original manufacturer only when necessary to accommodate relative movement between fixed piping and machinery parts, and shorter than 1.5 meters, free of sharp bends and not over-twisted?

Are crew-members familiar with firefighting safety equipment? Test the crew knowledge of the type of fire extinguishers provided on board? Can randomly chosen ratings (not engineering officers) explain their roles in the event of a fire emergency?

4.6.16 Is the Fire Plan stowed in a weathertight container with a current crew list?

Additional information

4.7 Life Saving Appliances

0 / 8 (0%)

4.7.1 Are lifeboats, rescue boats and their davits operational and in apparent satisfactory condition, including the on-load release mechanism? Are crew-members familiar with which lifeboat they are assigned to and their muster station? Furthermore, they should be able to identify any lifeboat designated as the rescue boat (either port or stbd, if no separate rescue boat?

4.7.2 Has the manufacturer or their approved representative serviced the on-load release?

4.7.3 Are life rafts and hydrostatic releases properly secured / fitted and in apparent satisfactory condition?

4.7.4 Are life buoys, self-igniting lights, and MOB of approved type in various locations and in apparent satisfactory condition?

4.7.5 Are life vests of approved type, properly stowed and sufficient in numbers?

4.7.6 4.7.6 Is the medicine locker sufficiently stocked, tidy and contents in date? Is there a first aid manual and are the crew sufficiently trained?

4.7.7 Are signs for safety equipment in place marked with IMO symbols and instructions written in the working language of the vessel?

4.7.8 Are emergency escape route fluorescent markings fitted and in apparent satisfactory condition?

Additional information

4.8 Pollution Control

0 / 12 (0%)

4.8.1 Are save-alls and spill containment arrangements in apparent satisfactory condition?

4.8.2 Is the vessel apparently free from any hull, bulkhead, valve or pipe-line leakage, including hydraulic lines, liable to cause pollution or affect safe operations?

4.8.3 Is the vessel provided with an approved SOPEP / SMPEP and, if applicable, a VRP?

4.8.4 Is sufficient oil spill clean-up equipment available as per the SOPEP / SMPEP Manual?

4.8.5 Is the Oil Record Book Part I (and, if applicable, Part II) properly filled out and up to date?

4.8.6 Are bunkering / oil transfer procedures in place, and if observed, adhered to?

4.8.7 Is oily water separator in apparent satisfactory condition, instructions posted and 15ppm monitor calibrated? Can vessel staff demonstrate how to display the electronic data history of the OWS if so equipped? Date last calibration test of OWS oil content meter, certificate available?

4.8.8 Is a Garbage Management Plan in place and is the

Garbage Record Book up to date? Is garbage segregation effective? Are garbage bins covered or have lids?

4.8.9 Are appropriate procedures in place for switch over to low Sulphur fuel when trading in relevant areas?

4.8.10 Is there an approved Ballast Management Plan on board and is the Ballast Water Record Book properly completed as appropriate?

4.8.11 What is the status of the ship's implementation plan for compliance with the 0.50% SULFUR LIMIT UNDER MARPOL ANNEX VI Regulation by January 01, 2020? Are there in-line sampling points fitted or designated for PSC to check on a fuel being used in the engines? The Sampling point(s) referred to shall be present "not later than the first renewal survey of IAPP certificate on or after 01 April 2023".

4.8.12 If fitted, is the ship's incinerator in good operational condition? Are there adequate waste oil management methods?

Additional information

4.9 Bridge, Navigation and Communication

0 / 14 (0%)

4.9.1 Is bridge navigation and communication equipment in apparent satisfactory condition? Note: Surveyor should additionally check logbooks and weekly printouts.

4.9.2 Is there an apparent working system in place to correct nautical charts and publications?

4.9.3 If applicable, have officers undergone an approved ECDIS training course? (What type of specific familiarization training have the officers undergone?)

4.9.4 If fitted, is the Bridge Navigational Watch Alarm System in apparent satisfactory condition?

4.9.5 If fitted, is the Voyage Data Recorder operational?

4.9.6 If VDR is fitted, is the Master aware of how to save and retrieve data in the event of an incident?

4.9.7 Are regular checks on VDR operation implemented and recorded to ensure that the complete dataset is being correctly recorded? Date of last check?

4.9.8 Are Bridge Procedures, Company and master's Standing Orders, and records in place and followed?

4.9.9 Are navigation lights in apparent satisfactory condition?

4.9.10 Is passage planning properly carried out and covering berth to berth?

4.9.11 Is emergency communication between bridge-engine room and bridge-steering gear room in apparent satisfactory condition?

4.9.12 Is external weather routing in use for ocean voyages? (If external weather routing is NOT in use for ocean voyages please note an explanation in Section 2. CIRCUMSTANCES OF SURVEY)

4.9.13 Is the vessel's condition verified and recorded including trim, list, draft, and intact stability prior to sailing? Has a loading / discharge plan been prepared?

4.9.14 Can ship’s Officers demonstrate their knowledge on the stability booklet, cargo securing manual and software onboard. Is a sample condition printed out and cross checked with the stability booklet?

Additional information

4.10 Hull and Deck 0 / 12 (0%)

4.10.1 Is the visible condition of shell plating in apparent satisfactory condition?

4.10.2.(a) Is the visible condition of deck plating in apparent satisfactory condition?

4.10.2 (b) If sighted does the thickness gauging report show areas with steel diminution all below 20%?

4.10.2.(c) If available – provide date of the last UT thickness measurement report and the average (percentage) diminution of shell, deck, bottom, and hold/tank bulkhead plating thickness.

4.10.3 Are hull markings legible?

4.10.4 Are vents and air / sounding pipes on deck in apparent satisfactory condition with efficient closing devices and clearly marked with the compartment they serve?

4.10.5 Are deck wiring, piping, bulkhead penetrations and cable runs in apparent satisfactory condition?

4.10.6 Are hatch covers, coamings, stays and connections to

deck plating free of cracks / heavy corrosion?

4.10.7 Are weathertight doors and stores hatches fully operational and in apparent satisfactory condition?

4.10.8 Are windlasses, winches, rollers, fair leads, capstans, bollards and mooring lines in apparent satisfactory condition?

4.10.9 Are satisfactory emergency towing arrangements in place and in apparent satisfactory condition?

4.10.10 Are suitable vessel specific emergency towing procedures in place?

4.10.11 Are anchors and visible sections of anchor cables in apparent satisfactory condition? Is the bitter end release mechanism clearly marked

Additional information

4.11 Ballast Tanks & Void Spaces 0 / 8 (0%)

4.11.1 Are tanks and void spaces inspected apparently free from significant wastage, pitting and scale?

4.11.2 Is the corrosion protection (coating / anodes) in apparent satisfactory condition?

4.11.3 Is the inspected steel structure apparently free from buckling / fractures / doublers / temporary repairs / poor alignment etc.?

4.11.4 Are manhole covers in apparent satisfactory condition?

4.11.5 Are tanks free from any sign of oil contamination?

4.11.6 Is pipe-work passing through tanks / void spaces in apparent satisfactory condition?

4.11.7 Are ballast valves (hydraulic / manual) and actuating systems, if appropriate, in apparent satisfactory condition?

4.11.8 Is the ballast pumping system fully functional and regularly inspected?

Additional information

4.12 Machinery Spaces 0 / 20 (0%)

4.12.1 Are engine compartments, including bilges, clean tidy and free from combustible materials?

4.12.2 Is main and auxiliary machinery in apparent satisfactory condition and free from significant oil or water leakages and/or temporary drains?

4.12.3 Is the engine monitoring and control system fully operational and regularly tested? Provide date of last full blackout test?

4.12.4 Is main switchboard protectively located and surrounded by non-conducting mat?

4.12.5 Is main switchboard earth fault monitoring equipment operational and indicating a satisfactory status?

4.12.6 Are self-closing devices of sight glasses on all oil tanks fully operational?

4.12.7 Are self-closing devices on engine room sounding pipes fully operational?

4.12.8 Are exhaust manifolds on machinery free from leaks and shielded with intact insulation?

4.12.9 Are FO / LO pipes and flanges adequately shielded? Is effective spray protection fitted to the fuel and oil pipes?

4.12.10 Are FO / LO purifiers and FO heaters / LO coolers and filters in apparent satisfactory condition?

4.12.11 Are engine spares properly stored and secured?

4.12.12 Does there appear to be sufficient spare parts?

4.12.13 Are ER pipe systems, sea suction and overboard valves free from apparent deterioration, leaks, temporary repairs and cement boxes?

4.12.14 Are ER gratings in place secured and in a clean and safe condition?

4.12.15 Is the steering gear tested, free from hydraulic leaks and in apparent satisfactory condition? Are instructions and equipment for emergency steering provided?

4.12.16 Are lube oil samples taken from main & auxiliary engines, all major engine room equipment, deck machinery and cranes for analysis at intervals not exceeding 3 months or the period specified in vessel's SMS for particular machinery? Confirm that the test results show the criteria

measured to be within acceptable limits.

4.12.17 Are all major engine room machinery items, deck machinery and cranes maintained within the Maker's scheduled intervals? Review engine room management schedule (established PMS intervals) and current running hours to confirm that there are no long overdue jobs and overhauls of main & auxiliary engines and major engine room machinery items.

4.12.18 Are appropriate procedures being followed for verification of fuel suitability, collecting representative bunker samples at ship's bunker-station during bunkering for testing & comparing to the ISO 8217 standard specification /reviewing results of fuel analysis for each stem of fuel prior to using it for engines onboard?

4.12.19 Are appropriate procedures being followed for onboard fuel-management based on recommendations made in the results of fuel analysis? Is purification efficiency regularly assessed by comparing fuel samples before and after oil purifier? (Recommended interval not exceeding 6 months).

4.12.20 Are emergency power sources such as emergency generator and batteries in apparent satisfactory condition? Operations of the emergency generator should be started by crew members under the supervision and without the direct guidance of an experienced officer.

Additional information

4.13 Shipboard Security and Cyber Security 0 / 16 (0%)

4.13.1 Is International Ship and Port Facility Security Plan (ISPS) in place? Have shipboard security procedures and records, including MARSEC level, access control of visitors prescribed by SPS (ISPS), etc., been inspected and found in order?

4.13.2 Are there Cyber–Security measures in place to control the use of removable media (USB memory sticks, CDs, DVDs, etc.) onboard? Are crew networks isolated from computer systems designated for ship's operations. Are there means for visitors (Surveyors / Cargo inspectors etc.) to print out paperwork on an isolated printer?

Note: The ship's cyber security policy and procedures should be inspected and it should be confirmed that they comprise part of the ship's management system. It should be verified that basic cyber hygiene rules, such as access restriction to shipboard computers and systems, procedures for the update of ENC/ECDIS, password protection, etc., are followed.

4.13.3 Is there an efficient password protection system in place for each ship-board computer?

4.13.4 Is antivirus protection software in place and regularly updated in the ship-board computer systems?

4.13.5 Are servers on board locked / protected from unauthorized access? Who has the keys?

4.13.6 Is there an internet policy for crew onboard and are the crew trained in its proper usage?

4.13.7 Is there evidence in the ship security file of a completed risk assessment establishing the risks of a cyber-attack and countermeasures?

4.13.8 Are contingency and Response procedures for a cyber event/attack in place?

4.13.9 Is the Ship Security Alert System (SSAS) tested quarterly or before entering high risk areas? Are all officers and crew familiar with its location(s)?

4.13.10 Does the vessel have the latest security charts and Best Management Practices (BMP) publications for the applicable high risk transit areas?

4.13.11 Have piracy prevention measures and their implementation been verified and confirmed in order?

4.13.12 Are records of a stowaway search performed before port departure in place, if applicable?

4.13.13 Has a security risk assessment been prepared for a High–Risk Area (HRA) transits, are records kept?

4.13.14 Does the vessel's trading route(s) potentially pass through HRA?

The item 4.13.14 should be "Yes" if vessel is trading worldwide. Otherwise, please describe ship's trading area and mark items 4.13.15 and 4.15.16 as "N/A" - not applicable.

4.13.15 Are ship security supplies available onboard?
This question only applicable if 4.13.14 is answered affirmatively.

4.13.16 Is a CITADEL designated in the Ship's Security Plan and equipped appropriately?
This question only applicable if 4.13.14 is answered affirmatively.

5.1 Cargo tanks and systems 0 / 32 (0%)

5.1.1 Are cargo tanks suitable for the carriage of nominated

cargoes (particularly with reference to types of cargoes and required temperatures / pressures)?

5.1.2 Are cargo tank coatings in apparent satisfactory condition and free from defects which could impair cargo worthiness?

5.1.3 Is the overall steel structure in cargo tanks apparently free from significant corrosion, pitting, scaling, buckling, dents, fractures, wastage, doublers, etc.?

5.1.4 Is plating under suction bell mouths in apparent satisfactory condition?

5.1.5 Are cargo pumps, ballast pumps and stripping arrangements fully operational, including associated monitoring alarms, instrumentation, and controls? Is there a fixed pumping arrangement available on main deck near the aftermost scupper to drain rain water or spilled cargo on deck, into slop or retention tank.

5.1.6 Are cargo pump emergency stops properly located and regularly tested?

5.1.7 Are emergency shutdown activation points properly located and regularly tested?

5.1.8 Are cargo and vapor lines clearly marked and are all lines lagged effectively? Have the deck cargo lines been pressure tested and marked with date of pressure test?

5.1.9 Are reducers, removable U-bends and cargo hoses, if carried, in apparent satisfactory condition?

5.1.10 Are hoses pressure tested, certificated and in apparent satisfactory condition?

5.1.11 Are hoses regularly tested for continuity?

5.1.12 Are spill trays and save-alls in apparent satisfactory condition and free from cargo? Drainage arrangements in good condition?

5.1.13 If fitted, is the over side water spray curtain effective?

5.1.14 Is the ship provided with portable instruments as required, is span gas available and are records of recent calibration kept?

5.1.15 Is the fixed and portable electrical equipment used suitable for use in hazardous areas?

5.1.16 Are superstructure and deckhouse doors, windows, air inlet flaps, etc. facing the cargo area in apparent satisfactory condition?

5.1.17 Is the compressor house / motor room / re-liquefaction plant space clean and tidy and are bilges free from cargo?

5.1.18 Are bulkhead seals between compressor house and motor room gas tight and well lubricated?

5.1.19 Are compressor house / motor room / re-liquefaction plant space fans operational?

5.1.20 Is the motor room ventilation maintaining positive pressure?

5.1.21 Is the compressor room ventilation maintaining negative pressure?

5.1.22 Is compressor house / motor room / re-liquefaction plant space floor plating satisfactory?

5.1.23 Are safe compressor house / motor room / re-liquefaction plant space procedures identified and complied with?

5.1.24 Is the cargo heating system apparently fully operational and well maintained?

5.1.25 Is the tank insulation (as viewed from void spaces) in apparent satisfactory condition? Confirm no visible cold spots as seen from void space?

5.1.26 Is the cargo re-liquefaction plant and associated machinery in apparent satisfactory condition?

5.1.27 If appropriate, are fire wires in apparent satisfactory condition and properly rigged?

5.1.28 Has the ship been inspected by OCIMF-Sire and / or CDI recently?

5.1.29 Are cargo tanks suitable for the carriage of the nominated cargoes?

5.1.30 Is cargo loaded in accordance with hazardous cargo codes?

5.1.31 Is cargo handled in accordance with the vessel’s Cargo Loading Manual?

5.1.32 Do cargo logs have start/stop times, draughts, weather, cargo rates?

Additional information

5.2 Inert Gas System

0 / 4 (0%)

5.2.1 Is the IGS, including instrumentation, alarms, trips, and pressure and oxygen recorder apparently operational and calibration records maintained? Is the crew aware of the IG sampling point?

5.2.2 If fitted, is the nitrogen generator system apparently operating satisfactorily?

5.2.3 Are the inter barrier space temperatures and pressure monitored and recorded?

5.2.4 Are fans, scrubber, deck seals, p/v breakers and non-return valve in apparent satisfactory condition?

Additional information

5.3 Closing appliances

0 / 5 (0%)

5.3.1 Are closing devices, associated gaskets and securing arrangements on the freeboard deck in apparent satisfactory condition?

5.3.2 Are tank domes, hatches, gaskets and securing devices in apparent satisfactory condition?

5.3.3 Are the cargo tank venting arrangements in apparent satisfactory condition?

5.3.4 Are the cargo tank, void spaces and inter barrier spaces (where fitted) relief valves set correctly and in apparent satisfactory condition? Date last test?

5.3.5 Are air locks between gas dangerous spaces and gas safe spaces, if fitted, in an operational state and in apparent satisfactory condition?

Additional information

5.4 Cargo Control

0 / 9 (0%)

5.4.1 Are primary and secondary cargo monitoring indicators, controls and panels in apparent satisfactory condition? Are all valve position and tank level indicators operational?

5.4.2 Are detailed cargo handling and tank cleaning plans prepared and are operations carried out and logged in accordance with the agreed plan?

5.4.3 Is the tank gauging system, apparently operational and cross checked with secondary readings if fitted?

5.4.4 Is the means for emergency discharge inspected and results recorded?

5.4.5 Are gas detection systems and bilge alarms operational, regularly tested and with results recorded?

5.4.6 If fixed gas detection and monitoring system is not fitted, are routines in place for regular monitoring with portable instruments?

5.4.7 Are safety guidelines regarding static hazards in place and strictly adhered to?

5.4.8 Is appropriate cargo specific information including Material Safety Data Sheets available on board?

5.4.9 Do deck officers have good knowledge of the ship's cargo system and loading/discharge procedures?

Additional information

5.5 Safety and Operational test (were the following tests carried out and found satisfactory?) 0 / 8 (0%)

5.5.1 Engine room bilge high level alarms.

5.5.2 Emergency fire pump with two fire hoses on separate hydrants.

5.5.3 Emergency power sources and emergency lighting.

5.5.4 Engine room remote stops and shutdowns.

5.5.5 Relevant cargo high level alarms.

5.5.6 Decontamination showers and eye baths on deck (operational under all ambient weather conditions?)

5.5.7 Emergency shut down system, including trips and valve timings? Is there regular testing of re-liquefaction plant emergency shutdown? Date of last test?

5.5.8 Deck spray system.

Additional information
Signatures
Master's signature: (For receipt only)
Surveyor's signature