

An error has occurred while processing PictureBox 'pictureBox1':
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----- InnerException -----
The underlying connection was closed: An unexpected error occurred on a receive.
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The client and server cannot communicate, because they do not possess a

Maritec Tanker Management Private Limited

Vessel - Bitu Atlantic (IMO: 9382085)

An error has occurred while processing PictureBox 'pictureBox2':
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----- InnerException -----
The underlying connection was closed: An unexpected error occurred on a receive.
----- InnerException -----
The client and server cannot communicate, because they do not possess a common algorithm

Inspection Type 001 - Vessel Internal Audit

Inspection Date 27 Sep 2021

Inspector Nawin Khaware

From Port Gibraltar

To Port Tarragona

Hours Onboard 144 H

Avg Audit Findings 54 %

No of NCRs 2

No of observation 19

Crew Interview & Attendance Record

Staff Name	Rank	Remarks
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Auditor Signature

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An error has occurred while processing PictureBox 'pictureBox3':
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The underlying connection was closed: An unexpected error occurred on a receive.
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The client and server cannot communicate, because they do not possess a common algorithm

Nawin Khaware

Maritec Tanker Management Private Limited

Vessel - Bitu Atlantic (IMO: 9382085)

Negative Findings

Defect ID	Chapter	Category	Question	Answer Details	Is Critical	Status	Link
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Additional NCRs

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Defect ID	NCR No	Observations	Date of Disposition	Status
152	11/2021	<p>Requirements : As per FSS code, Fixed Firefighting CO2 release system cabinet must be secured by means of Lock/Key arrangement so that inadvertent release of CO2 system could be avoided. The key must be accessible to designated personnel/ship's crew so that CO2 could be released during real emergency.</p> <p>Observation : It was observed that CO2 release cabinet for T.O.B. room was secured by means of lock and key arrangement however key was left in the cabinet and it was not controlled, This poses a huge risk on vessel safety as CO2 could be released inadvertently by any unauthorized personnel.</p> <p>Action Plan by vessel : Vessel must make have an arrangement of small cabinet next to main CO2 release cabinet for keeping the cabinet Key inside it. The key cabinet should have arrangement of Glass in front panel so that same could be broken in emergency for taking out the keys for releasing CO2 in the T.O.B. room during any emergency.</p>		Pending
153	12/2021	<p>Requirements : As per FSS code, All the vents and opening of any compartment should have proper sealing arrangements so that same could be closed in case if there is a fire incident in the compartment.</p> <p>Observation : It was observed that closing arrangements of T.O.B. Room mushroom vent was fully jammed and was stuck in open position due to which sealing arrangement of said compartment is inappropriate. Such lack of maintenance poses a huge risk to the vessel safety as compartment cannot be sealed in case of fire and so making the system ineffective.</p> <p>Action Plan by vessel : T.O.B. room vents and all other vents must be greased and lubricated properly and responsible officer must ensure sealing arrangements of all enclosed compartments are working properly and a proper PMS routines to be carried out for all vents and flaps.</p>		Pending

Additional Observations

Defect ID	Observations	Date of Disposition	Status
151	Vessel has been provided with Videotel training system onboard. While checking records & interviewing crew members, it was found that some of crew members have not yet completed the basic training on videotel which should have been completed as per specified time period after their joining onboard. Vessel Training officer need to take more interest & encourage crew members to participate more enthusiastically in shipboard training program.	25 Oct 2021	Completed
154	Brake liner of mooring winch forward mooring winch outer drum has been thinned down and requiring replacement. During mooring operation at Tarragona, found mooring brake was holding satisfactorily however it is prudent to get this changed on priority as vessel doing several STS operations at Lome where strain on ropes are likely to be high and the present condition might pose a risk to mooring safety.	04 Oct 2021	Completed

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155	Sealing rubber gasket for various vents/flaps in forecandle deck (like Bosun store flaps etc..) are deteriorated upto extent where it fails to provide adequate sealing arrangements to the respective compartments. This must be investigated and to be renewed on priority.	25 Oct 2021	Completed
156	Due change of fuel as vessel trading in EU waters, found oil sweating from M/E on the platform of emergency maneuvering area. Leaked oil on the machinery surface could pose a serious fire hazard hence as a prudent practice these oil leak must be cleaned and vessel should maintain all ship's machinery in leak proof condition.		Pending
157	Light covers of following places are found broken - Pump room 2nd and 4th platform, E/R bottom platform - near emergency exit.	29 Nov 2021	Completed
158	Purifier area in E/R - Observed various leaks from the pump seals/joints of HFO fuel circulating pump. Oil soaked lagging could be sighted on the pipelines of associated area.		Pending
159	Ergonomical hazard while accessing valve - T.O.B. Room main valve is situated at a height of almost 8 feet from the floor and one stand with height of 2-3 feet could be sighted for accessing this valve operation however with present arrangement also system not looks effective hence suggest to increase the height of platform suitable for the operator so that valve could be operated without putting any strain on his upper body.		Pending
160	T.O.B. Quick closing valve (port side) didn't closed properly while testing was carried out remotely. The reason must be investigated properly and issues must be resolved on priority.		Pending
161	During crew interview, it was brought to our notice that Fendering /De-fendering operation appears to be quite risky as same is carried out in heist or may be swing of fenders are not being controlled properly due improper handling of guiding ropes as it's . One of the valve spindle in the manifold area was broken due touching of fender which went uncontrolled. Vessel is advised to carry out the proper training of all the staff on fendering/de-fendering operation.	28 Oct 2021	Completed
162	E/R workshop - visor kept on the top of grinding machine was not providing clear view as it had lots of scratches on it. Suggest to renew the visor.		Pending
163	Insulation mats were found missing from various 440 V control panels. As per requirements, any panels supplying 230 Volt and above should have proper insulation matting underneath.	09 Oct 2021	Completed
164	M/E turbocharger exhaust manifold lagging appears in poor condition. To be renewed.		Pending
165	During E/R rounds it was observed that lots of old valves/pipelines/fittings are lying behind the M/E Cyl. oil storage tank which poses hazard to vessel as items might shift from it's stowed position leading to damaging various machinery in the vicinity. Suggest to discard all these items at first available opportunity.		Pending
166	Fire control station, Passage to Hypermist release cabinet for E/R are not cleared as SCBA box was found lying in front of cabinet making the area inaccessible. Ship staff must ensure that passage to any FFA equipment/cabinets must be kept clear at all times.	02 Nov 2021	Completed
167	Upper deck - No. 6 - Fire locker, One SCBA sets are kept in this locker and also same locker is being used as Electrical stores where items are loosely lying on deck and stores are not in tidy condition. Suggest to keep the stores intact and make one proper box for keeping SCBA items.	28 Oct 2021	Completed
168	Galley Supply vent - Mushroom type - Rubber gasket on closing flaps was found in poor condition which causes improper sealing of the vents. Requires renewal.	29 Oct 2021	Completed
169	Safety guard of power tools (Disc grinder) was found missing.	29 Oct 2021	Completed
170	Both side Gangway Lifebuoy S.I. Lights were not working properly, same was rectified by the attending officer once pointed out to him. However vessel should ensure a routine maintenance on LSA/FFA items are performed diligently and same must be verified by Senior officer during rounds.	27 Sep 2021	Completed

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 171 Form B 3.00 - Deck and engine officer familiarization checklist was completed for few of onboard
 officers/engineers.

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Vessel - Bitu Atlantic (IMO: 9382085)

20 Oct 2021

Completed

Positive / Neutral Findings

Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.01 - Are the general condition, visual appearance and cleanliness of the hull satisfactory?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.02 - Is the Company's policy up dated, posted at public spaces and formally accepted/understood by all crewmembers?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.03 - Check records of ship's Safety and Environmental Committee meetings (every effort should be made to participate in a Committee meeting).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.04 - Check records of the Shore Safety Committee (SSC)/Management Review Committee (MRC) minutes/decisions forwarded to the vessel	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.05 - Are the Master and crew able to describe what Safety and Environmental excellence means in practice?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.06 - Is the Master aware of his overriding authority and where is this stated in the SMS?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.07 - Is the Master aware of his obligation to submit an SMS review? Check records of previous Masters' reviews.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.08 - Check records of rest hours and watch schedules. Are they posted? Are they monitored by the Company?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.09 - Does the Master and the C/E regularly report all maintenance jobs, repair jobs and defects? Check records and follow up.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.10 - Have you received (written or verbal) complaints/protests/claims by clients, ratings, etc. since the last internal audit?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.11 - Have these been analyzed and all necessary corrective/preventive actions implemented?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.12 - Has the Master attended a ship-handling course?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.13 - Is the Master handing over form available and signed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.14 - Has the Company representatives visited the vessel within the last six months?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.15 - Check Superintendent ship's inspection reports and compare with crew members inspection reports	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.16 - Are there any deficiencies/repairs imposed by Company superintendents, the Class, PSC, etc. not yet rectified? If yes, what is the rectification schedule? Check tasks assignments.	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.17 - Are the Master and crew familiar with the SMS procedures? Are the Master and crew aware of the Company objectives & policy and the concept of continuous improvement?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.01 - General Issues - Master's Office	01.01.18 - Other Comments		No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.01 - Are all ship's Certificates available, valid and properly filed? (Original copies available, validity, stamps, signatures, endorsements & entries. Continuous Synopsis Record (CSR): Ensure consistency of information).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.02 - Is a current Crew List available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.03 - Is age verification made of newly joining crew? No person below the minimum age of 18 shall be employed or engaged or work on a ship.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.04 - Are the crewmembers paid on a Monthly basis and is a signed Monthly Statement of Account available for each crew member?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.05 - Are all crew members' employment contracts, including any applicable Collective Bargaining Agreement, available onboard and in the English language?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.06 - Are all crew members' employment contracts according to MLC standard A2.1.and are they signed by both sides?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.07 - Does the manning level meet or exceed that required by the Min. Safe Manning Certificate? (It should not be necessary for the Master or C/E to keep regular watches by adopting a three-watch system).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.08 - Are all seafarers' Certificates as per SMS available and valid (medical cards, Competency Certs, Flag endorsements, BTM, BRM, etc.)? Check competency in assigned duties.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.09 - Are there at least two officers onboard with GO certificate?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.10 - Is vessel's Cook properly certified?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.11 - Is documentation (certificate/license etc.) available onboard proving the compliance of the Manning Agent(s) with MLC 2006 requirements?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.12 - Is the MLC 2006 available onboard?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.13 - Is a copy of the applicable national provisions regarding repatriation available onboard?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.14 - Have any complaints been made? Have these been followed up and closed?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.15 - If the vessel is subject to the ESP, is the report file maintained? (An oil tanker > 5 years shall have a file of survey reports, the results of all scantling measurement and the statement of structural work carried out. This file shall be available 1 year prior vessel's 5th anniversary and accompanied by a Condition Evaluation Report (CER) with conclusions on structural condition of ship and its residual scantlings. 'Substantial corrosion' is wastage > 25% of allowable margins, but within acceptable limits. Each ES File must contain a CER for each ES carried out).	Grade - Yes Answer Remark : ESP file onboard.	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.16 - If the vessel is over 130 m. and over 10 years old, has the criteria for longitudinal strength of the hull girder been met? (Evaluations are required at Safety Con. Cert. renewal surveys. Results are available within the CER).	Grade - Yes Answer Remark : As per ESP program.	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.17 - If the vessel has been enrolled in a CAP what hull rating has been awarded?	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.18 - If the vessel is subject to CAS, are copies of the CAS Final Report and Review Record available? (Compliance with CAS is aligned to ESP concurrent with intermediate or renewal surveys. CAS is applied to all S/H tankers of 15 years or older).	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.19 - Has a Survey Plan for the CAS been completed and submitted 2 months prior commencement?	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.20a - Is the following documentation available on board - Main structural plans for cargo and ballast tanks	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.20b - Is the following documentation available on board - Previous repair history	Grade - Yes Answer Remark : As per JOT-PMS.	No	

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01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.20c - Is the following documentation available on board - Cargo and ballast history	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.21 - Check (approved) manuals (T&S, Loading manual, ODME manual, IG manual, COW Operations & Equipment manual, P&A manual (for Ch. tankers), etc.) (The list of cargoes which the vessel is allowed to carry attached to CoF will include Appendix III substances, but that in P&A Manual will not. List in P&A Manual is different to that of CoF in that it contains info on miscibility (the percentage of the product which is soluble in water) and whether cargoes are suitable for cleaning by ventilation. That in CoF contains the conditions of carriage).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.22 - Is the library up to date and are all manuals and drawings prescribed in SMSM available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.23 - Is an up to date index of Company's Circulars available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.24 - Is a ship specific SOLAS training (LSA and FF) manual available in public spaces and up to date? Check crew awareness.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.02 - Certificates – Documents	02.01.25 - Other Comments		No	
01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.01 - Check SMS filing system. Is the SMS available to all prescribed positions and up to date?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.02 - Check awareness of Officers for the filing system. Choose anyone of the department's files and ask an Officer to describe the numbering, the contained documents, the filing procedure, etc.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.03 - Master: Have you or other crew members ever submitted a written request for SMS revision? Check records and implementation of the relevant procedure.	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.04 - Are the SMSM amended as per last amendment record? Are all superseded documents removed/ destroyed from areas of work and replaced by the amended controlled documents?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.05 - Is the SMS distributed to the persons noted on the distribution list?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.06 - Are all SMS prescribed forms been regularly sent to the Company?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.03 - Management Of Change - Document Control / Filing System	03.01.07 - Other Comments		No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.01 - Are familiarization, handover and all other relevant SMS forms properly filed and dully signed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.02 - Was there enough time for the familiarization of the new Master and Officers by their predecessors?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.03 - Are the duties and responsibilities relevant to the SMS known and accepted by all personnel?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.04 - Is the crew aware of the DPA/EMR name/contact details/duties and responsibilities?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.05 - Does the crew communicate satisfactorily in a common language?	Grade - Yes Answer Remark : Official working language is english.	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.06 - Is the crew aware of the various alarms and signals (general alarm, fire alarm, UMS alarm, fire identification alarm, Sprinkler alarm, St. Gear alarm, M/E alarms, Dead man alarm, watertight doors alarm, etc.). Are the emergency sound signals posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.07 - Check appraisals and crew members' comments on their evaluations.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.08 - Are any issues (i.e. training needs) highlighted in appraisals given priority and resolved?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.09 - Check implementation of the Training Plan. Ensure that crew training is undertaken within the specified time frame	Grade - No Answer Remark : rew training is not conducted as per specified time frame.	No	

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01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.10 - Has any training requirement been requested by employees? Check Company's response	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.11 - Check methods/aids and audiovisual aids used for training	Grade - Yes Answer Remark : Videotel training system is used onboard.	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.12 - Is regular training to the use of LSA, FFE, critical systems and equipment, etc. and in survival at sea being undertaken? (Instructions given at drills and all the following shall be covered within 2 months: • Operation and use of inflatable liferafts; • Problems of hypothermia, first-aid treatment for hypothermia and other first-aid procedures; • Instructions for use of LSA in severe weather/sea conditions; • Operation/use of fire-extinguishing appliances, etc. Training on davit-launched liferafts & launching appliances at intervals of not more than 4 months).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.13 - Is vessel equipped with ECDIS? Have all Deck Officers attended relevant training courses?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.14 - Check implementation of disciplinary procedures	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.15 - Does the Master immediately advise Company of signed on and off crewmembers particulars and amends the crew list accordingly?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.16 - Are crew members timely replaced when they request so? What is the average interval required for effecting the replacement?	Grade - No Answer Remark : Due ongoing pandemic and closure of various country borders, crew timely relief remain a challenge for the Crewing team.	No	
01.00 - Vessel Internal Audit	01.04 - Familiarisation – Handing Over – Training And Evaluation Procedures	04.01.17 - Other Comments		No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.01 - Are drills conducted as per schedule?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.02 - Does the Master evaluate the result of every drill to identify training needs and lessons learnt?	Grade - Yes Answer Remark : Drill debriefing to be done more thoroughly.	No	

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01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.03 - Have these evaluations identified any training needs for the crew? Check follows up.	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.04 - Are the drills providing a comprehensive test of all communication and mobilization systems?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.05 - Are drills scenarios credible, realistic and with varied content and duration? (i.e. Fire drills include: reporting to stations & preparing for duties described in muster list, starting a fire pump, using at least the 2 required jets of water, checking fireman's outfit & other personal rescue equipment, checking relevant communication eq., watertight doors, fire doors, fire dampers & main inlets & outlets of vent. systems in drill area; and checking necessary arrangements for abandoning the ship).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.06 - Check that as far as is reasonable, rescue boats other than lifeboats which are also rescue boats are launched every 3 months with their assigned crew aboard and maneuvered in water.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.07 - Are drills participants familiar and trained with their roles and responsibilities? Check awareness of Emergency Procedures and Duties/Muster list.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.08 - Who are the Company's Emergency Response Team members?	Grade - Yes Answer Remark : As per Muster List.	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.09 - Is a system to provide a 24-hour damage-stability and structural-integrity assessment service available (in-house or under contract)?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.10 - Where can you find information pertaining to third parties that may be involved in emergencies (contact details for Rescue centers, salvage, towing, media consultants, Class societies, Flag States, etc.)? Check availability and that information is up to date.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.11 - Has a SOPEP shore ship drill been carried out during the last 12 months?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.12 - Check records of fire rounds after each watch. (A lookout should not leave the bridge during the watch).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.13 - Are all Officers aware of the emergency procedures for dealing with leakage, spillage or fire involving the cargo? A sufficient number of them to be trained in first aid for cargoes carried.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.05 - Emergency Response And Drills	05.01.14 - Other Comments		No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.01 - Environmental Protection	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.02 - Identify the Company's EMR, his duties and responsibilities.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.03 - Check implementation of environmental practices and improvements into shipboard activities.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.04 - Check familiarity of personnel with environmental aspects, impacts and targets.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.05 - Are all responsibilities relevant to EMS known and are they formally accepted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.06 - Assess all records related to any failure of the EMS, including a review of non conformities and respective corrective/preventive actions.	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.07 - Assess the policy, procedures, and current practices associated with the Master and C/E's capability to communicate regarding issues relating to the EMS with shore side personnel and the DPA, and review such communications.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.08 - Are the legal and other requirements list properly updated to include all applicable legislation?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.09 - Are purchasing and supply activities environmentally friendly?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.10 - Assess the policy, procedures and current practices to ensure that vendors, technicians, and other non-crew members follow SMS and EMS requirements regarding pollution prevention and environmental protection.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.11 - Check all EMS relevant records and reports.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.12 - Are there oil spill trays installed below the bunkering manifold and the bunker tanks vent heads? Are the drain plugs in position?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.13 - Is the Ballast Water Management Plan followed and are relevant records being maintained? Assess the policy, procedures and current practices.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.14 - Check records of training of crew on Environmental issues. Assess the frequency/adequacy of shipboard pollution prevention and environmental protection meetings and training.	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.15 - Has the Garbage Record Book been correctly completed? Review garbage disposal receipts. Garbage Record Book is kept onboard 2 years. (Disposal into the sea of all plastics and incinerator ashes from plastic products is prohibited. If food waste is being disposed overboard, there must be strict separation in the galley. Ash disposal ashore or at sea should be recorded (start finish time, position, quantity, receiver and signed by responsible officer and each page by Master). The burning of plastic containing vinyl or PVC below 800oC may produce toxic emissions. Garbage incineration is prohibited in Baltic Sea).	Grade - Yes Answer Remark : Garbage record is being filled out correctly, shore landing receipt was filed properly.	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.16 - Are there garbage disposal instruction and pollution prevention signs posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.17 - Are various hazardous solid waste (batteries, medical waste, fluorescent lamps, aerosol cans, chemical waste, old paint, pyrotechnics, fire detectors, plastic, etc.) adequately handled?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.18 - Is the operating manual for the incinerator available? Check IMO type approval Certificate	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.19 - Are specific warning notices posted to safeguard against the accidental opening of the overboard discharge valve from the OWS? (The overboard valve should be sealed and provided with a notice indicating that the valve should not be opened without the authority of the C/E or Master).	Grade - Yes Answer Remark : Overboard discharge valve has been secured by means of locking/seals and cable tie arrangements.	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.20 - Check bunkering procedures and their documentation	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.21 - Check entries for bunkering in the Oil Record Book.	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.22 - Are bunker samples (identification, storage, disposal) taken as per SMS requirements?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.23 - Are Bunker Delivery notes taken in accordance with MARPOL requirements? Check sulphur content	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.24 - Are Officers aware of ECA requirements and Fuel Oil change procedures?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.25 - Compare entries for bunker tanks soundings/ROB data in the E/R logbook with actual figures	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.26 - Assess the adequacy and performance of the OWS, Incinerator, Sewage System and any other pollution prevention equipment to handle the quantities and types of wastes developed during normal operations (this includes evaluation of capacities for all tanks or containers associated with the management of sludges, bilges and oily or other wastes. It includes evaluation of documentation tracking, maintenance and repair, modifications of all pollution prevention equipment and notifications of equipment failure to the Company. Assessment of adequacy and performance of OWS includes an operational test under actual operational conditions, as per manufacturer's recommendations. Test includes 1 hour of continuous processing of contents of Bilge Holding Tank without dilution, conducted in the presence of C/E or 2nd E/R. If an actual discharge is not feasible due to vessel's location, then discharge to be made to bilge or another tank as per procedures approved by Class. Soundings of Bilge Holding Tank to be made before and after the test and made a part of the audit record. All alarms to be recorded and retained and made a part of the audit record. All the above to be recorded in ORB)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.27 - Is the overboard discharge for the OWS secured?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.28 - Are environmental tags on overboard and intermediate flanges installed as necessary? (Bilge-Aux. Boilers -Sewage-Sludge piping system)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.29 - Are related E/R Officers aware of the OWS, Incinerator, and etc. operation?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.30 - Check OWS, Incinerator, etc. maintenance records	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.31 - Date of last OWS test	Grade - Yes Answer Remark : Last OWS used on 28th May 2021.	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.32 - Are Incinerator operations regularly recorded?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.33 - Compare entries for bilge/sludge tanks soundings in the E/R logbook with actual figures	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.34 - Assess the policy, procedures, current practices and equipment used to maintain refrigeration units, including availability and status of refrigerant recovery units, procedures for recovering refrigerants and maintenance of a leak log	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.35 - Check approved and up to date SOPEP/SMPEP/VRP	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.36 - Is the oil pollution prevention equipment available to the SOPEP/SMPEP prescribed positions?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.37 - Does the plan include a description of equipment, its location, a plan for deployment, and specific crewmember duties for handling small spills?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.38 - Is the crew familiar with the use of the equipment and their duties according to the SOPEP/ SMPEP and emergency response plan?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.39 - Is double sided printing in non-official printings encouraged?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.40 - Are records concerning fresh water consumption kept?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.41 - Are the E/R bilge alarm tests regularly carried out and recorded in the relevant Test Log?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.42 - Are the bilge & sludge shore delivery receipts attached to the ORB?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.43 - Do quantities on receipts agree with the corresponding ORB entries?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.44a - Are the following entries regularly carried out in the E/R Logbook - • Extraordinary operations related to the bunker and E/R FO and LO tanks (when occurred): Records of the problem commencement and resolving, the treatment followed and waste products handling procedures must be kept	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.44b - Are the following entries regularly carried out in the E/R Logbook - Unintended/accidental release of water, FO, LO from any E/R machinery (when occurred): Records include leakage date, quantity released, root cause and corrective/preventive actions	Grade - No Answer Remark : Records could not be sighted.	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.45 - Is all equipment with oil to sea interface in good condition?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.46 - Is there any oil leakage from the stern tube system? If yes, is it reported to the Company?	Grade - No Answer Remark : No leakages.	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.47 - Check awareness of personnel about relevant SMS procedures	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.06 - Environmental Protection	06.01.48 - Other Comments		No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.01 - Is the annual schedule for internal audits sent onboard on time?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.02 - Are audits performed in line with the audit schedule?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.03 - Is a near-miss reporting and hazards identification program followed and promoted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.04 - Are significant safety deficiencies that cannot be rectified by ships' staff immediately reported? Does a full assessment of the situation undertaken with Management before the operation can continue?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.05 - Are deviations from agreed routines recorded and reported to Company for action if required?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.06 - Is there a copy of the last vessel internal and external audit available?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.07 - Check NCRs identified by the last internal and external audits	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.08 - Have all responsible personnel been informed on non conformities, near misses, etc	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.09 - Are all NCRs thoroughly investigated, analyzed and properly closed out? Ensure corrective/ preventive actions are implemented. Ensure that all actionable items have been closed out as soon as is reasonably practicable	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.10 - Are the Master and the Officers aware of the difference between non conformities, accidents and near misses? Are they aware of the reporting procedure?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.11 - Has the Master or crew reported any NCRs, incidents or near misses? Check follow up	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.12 - Was any incident happened since last internal audit? If yes, check Company's reaction. Check all reports/records related to all incidents	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.13 - Are conclusions from investigations used to reduce the risk of any recurrence or related incidents? Check Company's follow up of such incidents and assistance provided to the ship	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.14 - Are there at least 2 people on board who are capable of conducting incident investigations, risk assessments, etc.? (Check qualifications. Describe the basic steps to be followed during an investigation)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.15 - Check records/database of all Risk Assessments conducted	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.16 - Are all recognized potential hazards or otherwise undesirable operations in the risk-assessment programs fully documented and used to improve the SMS?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.07 - Audits, Incidents, Ncrs, Near Misses, Etc	07.01.17 - Other Comments		No	

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01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.01 - Check Safety Officer's inspection records	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.02 - Check periodic Health Risk Assessments/Job Hazards Analysis (monitoring of physical hazards, noise, inventorying hazardous materials, assessing human factors). Check health awareness campaigns to promote high standards of housekeeping and hygiene?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.03 - Are public spaces, smoke rooms, mess rooms, sanitary areas, food storerooms/handling spaces, refrigerators, galleys and pantries clean, tidy and in a hygienic condition?(Sanitary facilities: Sufficient, not damaged, clean. Galley/handling spaces: Clean, tidy and supply of hot & fresh cold water)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.04 - Are the galley's filters clean? (A cause of fires is accumulation of unburnt fuel or fatty deposits in galley ranges, within flue pipes & in filter cowls of galley vents. Oil & deep fat fryers fitted with thermostats to cut off the electrical power. Thermostats working, fire damper at lowest duct position, fan stop outside galley, fire extinguisher, fire blanket, etc.)	Grade - Yes Answer Remark : weekly.	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.05 - Ensure that the arrangement in any working space is satisfactory to prevent accidents and that there are always free entrances/escapes to and from such spaces	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.06 - Is there an up to date inventory of medicines? (Locker as per flag requirements, no expired medicines)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.07 - Check Hospital (venting, alarm system, WC, sterilization equipment, resuscitation equipment O2, instruction manual, filled spare cylinders, mask with straps, anti-AIDS kit, medical gloves, first aid kit, Int. Medical Guide, etc.)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.08 - Is an Officer designated to take charge of medical care/hospital/medicines (Medical Officer)?	Grade - Yes Answer Remark : Second officer is designated Medical officer under the guidance of Master.	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.09 - Are Crew Medical Records available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.10 - Is the stretcher store position marked?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.11 - Is a permanent arrangement provided for lifting an unconscious person from the pump room, including provisions of a suitable stretcher or harness and is it in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.12 - Is the Company D&A policy posted in the public spaces?	Grade - Yes Answer Remark : Company is having zero D&A policy.	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.13 - Check records of the unannounced alcohol tests carried out by the Master to all crew members	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.14 - Record the date of the last unannounced D&A test by the external contractor	Grade - Yes Answer Remark : Done annually - 20 Sept 2021.	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.15 - Are adequate resources available to care for the welfare of crew? (Accommodation, rest/recreation facilities, hygiene, air conditioning, access to ship/shore medical facilities, eligibility for compassionate leave, etc.)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.16 - Are the general condition, visual appearance and cleanliness of the external and internal spaces and the weather decks satisfactory?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.17 - Are the accommodation spaces in good condition and clean? (Rails, cabin doors identified for each crew member, lifesaving labels, no uncovered lights, open doors securing hooks, ventilation & heating in order, etc.)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.18 - Is the deck, internal and working spaces lighting adequate?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.19 - Are the provision refrigerator spaces alarms and thermometers in good order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.20 - Are posters/signs and other markings in proper places?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.21 - For vessels with an Ice Class notation: Are ALL crew provided with suitable clothing and training? (Vessels equipped to maintain temperature in accommodation, protect the hull, deck machinery, pipelines, ventilators, air inlets, sea inlets and ballast system against freezing. Means to receive and display ice charts & ice navigation info to be installed. Protection to prevent wheelhouse windows from freezing to be provided. If wheelhouse not totally enclosed, protected locations on bridge wings & searchlights on each bridge wing to be provided)	Grade - No Answer Remark : Vessel classified as non-ice class.	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.22 - Are smoking regulations posted and being adhered to and are smoke rooms identified? (Designated smoking areas within accommodation or E/R should be agreed with the terminal. Notices should be posted in public areas stating which the smoking areas for this port are, and each smoking area should be identified at the access to the area. Smoking areas should not have doors or ports that open directly on open decks)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.23 - Are all ports and doors into passageways kept closed except when in use?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.24 - Are laundries free of accumulations of clothing that could constitute a fire hazard?	Grade - No Answer Remark : Good housekeeping to be maintained inside laundry.	No	
01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.25 - Is the use of all mechanical lighters, mobile phones, portable lighters with electrical ignition sources, etc. prohibited?	Grade - Yes Answer Remark : Gangway notice is in place.	No	

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01.00 - Vessel Internal Audit	01.08 - Health And Hygiene	08.01.26 - Other Comments		No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.01 - Are portable gas and oxygen analyzers appropriate to the cargoes being carried and are they in order? Check spares and suitable means for calibration. (At least 2 oxygen, % volume hydrocarbon, LEL and toxic gas analyzers for enclosed space or P/R entry. Vessels equipped with IG also carry 2 analyzers for measuring hydrocarbon content in an inert atmosphere.)	Grade - Yes Answer Remark : Vessel provided with 02 multi gas detectors and 4 personal gas minotors. All are in working condition.	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.02 - Are the portable gas and oxygen analyzers instruction manuals available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.03 - Are Officers familiar with their use and calibration? (Analyzers are checked for correct operation before each use. Nitrogen must generally be used when calibrating oxygen analyzers, but some multiple function analyzers use a test gas which serves all the functions of analyzer with one sample gas and which has oxygen 20.9%. In case of hydrocarbon gas analyzers, the correct test gas specified by the manufacturer must be used and Officers must know what the result of using that test gas should be)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.04 - Check records of regular testing and calibration of portable analyzers, as per manufacturers' recommendations. (There must be a routine for the replacement of parts i.e. filters at recommended intervals. The use of a self-test facility does not necessarily mean that an analyzer is operating correctly. It is possible for a machine to satisfactorily self-test, but then fail to register a lack of oxygen or the presence of gas. The only way to be sure that a machine is operating satisfactorily is to use a sample check gas. Crew to be aware whether or not these analyzers are in fact capable of doing so accurately. An analyzer designed to do so is the MSA Tankscope)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.05 - Where toxic gases may be encountered, are appropriate toxic gas detection analyzers available and in order? (Personal H2S gas monitoring instruments for personnel engaged in cargo operations is recommended. Two toxic gas detectors are required on vessels carrying noxious liquids. There should be an adequate supply of valid tubes (e.g. Dragger tubes), specific to cargoes carried. An up to date inventory of tubes to be maintained. Personnel to be aware that some instrument sensors could be poisoned if exposed to high concentrations of CO2)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.06 - Is sufficient span calibration gas available for the fixed and portable analyzers onboard?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.07 - Are hot work procedures in accordance with SMS requirements? Check Head Office approvals	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.08 - Are pump room entry procedures including the checking of the atmosphere being complied with? A notice should be displayed at the P/R entrance with entry requirements	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.09 - Are all works for which a work permit is required carried out as per SMS procedures and latest industry requirements?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.10 - Is the electric welding equipment in good condition and instructions/safety guidelines posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.11 - Are Safety procedures being followed when using portable welding / burning equipment?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.09 - Work Permits	09.01.12 - Other Comments		No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.01 - Are written procedures for Cargo/Ballast and transfer practiced/known?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.02 - Is the vessel free of inherent intact stability problems? (T&S manuals deal only with arrival and departure and crew members to be aware that stability problems may exist at intermediate stages during cargo transfers. Ascertain that vessel meets IMO intact stability criteria by requesting the C/O to demonstrate, using the class approved loading instrument, the intact stability at the worst case condition, i.e. all tanks slack and max. free surface)	Grade - Yes Answer Remark : No inherent stability problem. vessel provided with center line bulkhead in Cargo tanks.	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.03 - Has a Cargo/Ballast plan been prepared (with detailed sequence of cargo and ballast transfer) and followed?(It covers all stages of transfer operations and contains: quantity & grade of each parcel, density, temperature and other properties, a plan of distribution, lines & pumps to be used, transfer rates and max. allowable pressures, critical stages of the operation, notice of rate change, venting requirements, stability & stress info, drafts and trims, ballast operations, Emergency stop procedures, Emergency spill procedures & spill containment & hazards of cargoes, and also, as required: Precautions against static generation, initial start-up rates, control of cargo heating systems, line clearing, COW procedures, UKC limits, bunkering & special precautions required for the particular operation)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.04 - Has the Cargo plan been signed by the watch Officers & Junior Officers to indicate understanding?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.05 - Are damage stability guidelines available? Is the Master aware of the worst damage stability condition? (Damage stability is assessed under the IBC Code)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.06 - Are cargo or ballast tanks free of sloshing or weight restrictions? Are Officers aware of the dangers of high free surface effects and the possibility of structural damage due to sloshing?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.07 - Are the Cargo Operations filing/records up to date and forwarded to the Company as required? Check forms/logbooks for completeness and accuracy of entries i.e. hourly rates, over side and P/R checks, valve position checks, etc	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.08 - Is the ORB Part II updated as per MARPOL requirements?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.09 - If a loading computer or program is in use, is it Class approved? (It should calculate SF & BM in any load or ballast condition at specified readout points and should indicate the permissible values	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.10 - Do records indicate that the loading computer is tested regularly for operational accuracy? (Class approved data should be used and the tests should be carried out at least quarterly)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.11 - Is information on cargo loading limitations available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.12 - Is information on maximum cargo loading rates and venting capacities posted in the CCR?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.13 - Is the Cargo Record Book correctly completed and up to date? (When carrying chemicals under either a CoF or a NLS Cert.)	Grade - No Answer Remark : Vessel is an oil tanker.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.14 - When an unfamiliar cargo is to be carried, is there a procedure (e.g. risk assessment) to review the cargo safety aspects and handling procedures? (For each chemical carried a review of the carriage requirements should have been made in order to ensure that the cargo plan contains all necessary information for the safe carriage of the product. The review should reference: IBC Code Ch. 17, CoF, P&A Manual and MSDS)	Grade - No Answer Remark : Vessel is classified as oil tanker.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.15 - Is a cargo compatibility chart available?	Grade - No Answer Remark : Not applicable.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.16 - Check records of calibration of key cargo instrumentation and temperature and pressure gauges	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.17 - Are legible and up to date pipeline and/or mimic diagrams of the cargo, IG and venting systems available in the CCR?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.18 - Is a tank cleaning plan established prior to cleaning operations?	Grade - No Answer Remark : Vessel is dedicated Butimen carrier and hence tank cleaning operation is never planned on this vessel.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.19 - Is a completed ISGOTT Ship/Shore Safety checklist available and followed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.20 - Is the verbal communication between the ship and the shore adequate? Are records of regular communications checks with the shore maintained?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.21 - Are Material Safety Data Sheets (MSDS) posted/available for all the products (including Crude Oil) being handled and are all Officers familiar with their use?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.22 - If the vessel is COW, has a checklist been completed and a COW plan prepared and followed?	Grade - No Answer Remark : NA.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.23 - Are records maintained of previous COW operations?	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.24 - Do records indicate that the COW system has been pressure tested prior to use?	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.25 - Is the person in charge of COW operations suitably qualified? (i.e.: (a) Have at least 1 year of experience with duties on discharge of cargo and COW. Where his duties have not included COW, he shall have completed training in COW as per Res. A.446 (XI); (b) Have participated at least twice in COW one of which on the particular or in a similar ship; and (c) Be knowledgeable of contents of the Operations & Equipment Manual)	Grade - No Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.26 - Do records indicate that oxygen readings of the tanks to be crude oil washed have been checked by portable meter and found to be within maximum permissible limits?	Grade - No Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.27 - Are the trim, the drafts and the mooring arrangement been checked during cargo operations?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.28 - Is the calculation of the cargo volume in each tank possible?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.29 - If applicable, please produce ODME print out. Is there evidence of recent testing?	Grade - Yes Answer Remark : Tank cleaning is not planned on this vessel as it's dedicated Bitumen carrier.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.30 - If the ODME has not been operational, was the fact recorded in the ORB? (The time of, and reason for, the failure and the time when the system was made operational again should be recorded in the ORB)	Grade - No Answer Remark : Not applicable.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.31 - Are decontamination showers and an eye-wash, where required, provided in marked locations? (For Chemical tankers on deck in convenient locations and operable in all ambient conditions)	Grade - No Answer Remark : Not applicable	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.32 - Is the type of foam compound suitable for the cargoes which the vessel is certified to carry? (Ship should be provided with a fixed deck foam system. Only one type of foam should be supplied. For cargoes for which foam is not effective or incompatible, additional arrangements to the satisfaction of the administration should be provided. Regular protein foam should not be used)	Grade - Yes Answer Remark : Vessel having normal protein foam.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.33 - Are weather forecasts received and assessed before commencing any operations?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.34 - Are emergency escape sets provided for every person on board, where required? (Ships intended for carriage of some Chemical cargoes shall be provided with suitable respiratory and eye protection for all on board: Filter type respiratory protection is unacceptable. SCBA duration of service > 15 minutes. Emergency escape respiratory protection should not be used for fire-fighting or cargo handling purposes and marked to that effect)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.35 - Is the accommodation air conditioning system maintained on partial re-circulation during cargo operations? (Accommodation should be kept under positive pressure to prevent entry of vapours. The operation of sanitary & galley extraction fans will cause vacuum, so the air conditioning intakes must not be kept fully closed)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.36 - Are all required external doors, ports and windows kept closed in port? (If doors have to be opened for access, they should be closed immediately after use. Where practical, a single door to be used in port. Doors that must be kept closed to be marked. Doors and openings can be open if vessel is storing provided there is no possibility of gas entering the accommodation and doors do not remain open for longer than necessary)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.37 - Are all cargo hoses and lines in order, tested annually to the design working pressure and marked accordingly? Check records of all hose tests and inspections. Every 2.5 years, pipelines to be tested to 1.5 times of their designed working pressure.(Each hose should be stenciled or marked with the date of testing, its specified max. working pressure and, if used in services other than the ambient temperature services, its max. and min. service temperature, as applicable. The specified max. working pressure should be >10 bar gauge. This requirement applies to cargo hoses delivered after 1/7/02. Each hose should also be individually numbered)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.38 - Are personnel aware of the requirements for the emergency shutdown system (ESD)?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.39 - Is the ESD system tested prior to cargo transfer and are records maintained?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.40 - Is a log kept of I.G. operations, test and maintenance?	Grade - No Answer Remark : I.G. is not used for this cargo.	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.41 - Are the P/V valves in order, tight, inspected and cleaned as part of the PMS? (High jet cones and flaps should not be jacked open, particularly when loading. Verify that P/V valves are tight and venting system is operated as per SOLAS. High velocity vents are not fitted with flame screens and their correct operation relies on a pressure buildup within the compartment, which opens the valve at a predetermined level and then results in gas exit velocity > 30 m/sec. This provides protection against passage of flame (speed 7.5 m/sec). Request the manual lifting of P/V valves. P/V valves are checked for free movement prior operation as per Ship to Shore Safety Check List. Date of last overhaul	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.42 - Check records of cargo system and equipment maintenance, including the overhaul of the non-return valve or equivalent fitted forward of the deck water seal, with positive means of closure. (As an alternative, an additional valve having such means of closure may be provided forward of the non-return valve to isolate the deck water seal from the IG main)	Grade - Yes Answer Remark : I.G. not in use.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.43 - Are cargo pumps and associated equipment fully operational?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.44 - Are scuppers properly plugged and is the deck area free of oil?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.45 - Are safety procedures related to cargo operations strictly adhered?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.46 - Are Ship-to-Ship transfer checklists completed and SMS procedures implemented (if applicable)? (Five checklists are used at time of transfer and when operation is planned: 1. Pre-fixture information; 2. Before operations commence; 3. Before run-in and mooring; 4. Before cargo transfer; and 5. Before unmooring)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.47 - Have senior deck Officers had open-water STS transfer experience within the last 12 months?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.48 - Are procedures provided for STS operations as per OCIMF/ICS STS Transfer Guide?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.49 - Please explain the voyage files for the last voyage.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50a - Are voyage instructions and guidelines forwarded to the vessel regarding - Details for the next port and the attending agent?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50b - Are voyage instructions and guidelines forwarded to the vessel regarding - Possible mooring and depth restrictions for the next port of call?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50c - Are voyage instructions and guidelines forwarded to the vessel regarding - Information and Safety Data Sheets for the next cargo?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50d - Are voyage instructions and guidelines forwarded to the vessel regarding - Cargo loading / unloading particular requirements for the next cargo?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50e - Are voyage instructions and guidelines forwarded to the vessel regarding - Expected bunkering operations?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50f - Are voyage instructions and guidelines forwarded to the vessel regarding - Special navigation and sea traffic information?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50g - Are voyage instructions and guidelines forwarded to the vessel regarding - Expected crew changes at next port?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.50h - Are voyage instructions and guidelines forwarded to the vessel regarding - Type and quantity of spare parts forwarded for delivery to the next port of call, etc.	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.51 - Check awareness of crew for SMS procedures related to Static electricity precautions. (When a tank is maintained in an inert condition, when static non-accumulator cargoes are being handled, or when the tank atmosphere is non-flammable, no anti-static precautions are necessary. Question should only be completed for vessels carrying static accumulator cargoes in non-inert tanks. Static accumulator cargoes are all those except fuel with anti-static additive, heavy black fuel oils, crude oil, alcohols, ketones, residual fuel oils, black diesel oils and asphalts (bitumen). Some chemicals are known static accumulators i.e. Cumene, Cyclohexane, Diethylether, Heptanes, MTBE, Nonene, Octenes, Styrene, Toluene and Xylene. In case of doubt it shall be assumed that a product is a static accumulator)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.52 - Are precautions relating to maximum flow rates during initial loading being observed? (Depending upon the trade, a number of loading rates need to be determined for each cargo tank, which will be dependent on max. flow rates in cargo lines for different products and loading operations. The following flow rates may need to be calculated for each section of the cargo system: • A loading rate based on a linear velocity of 1 m/sec. at the tank inlet for the initial loading rate for static accumulator cargoes into non-inerted tanks; • A loading rate based on a linear velocity of 7 m/sec. for bulk loading static accumulator cargoes into non-inerted tanks; • A loading rate based on a linear velocity of 12 m/sec. for loading non-static accumulator cargoes and also for loading static accumulator cargoes into inerted tanks. This velocity is provided for guidance and is considered as a rate above which pipeline erosion may occur at pipe joints and bends)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.53 - Are required relaxation periods being observed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.54 - Are metal tapes, UTI tapes, and other gauging or sampling devices bonded before being introduced into tanks?(UTI tapes which have quick couplings to connect the unit to the vapour lock may not require bonding wires. However, the internal bonding of such units should be checked every 6 months as per manufacturer's requirements)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.55 - Are natural fiber ropes, as opposed to synthetic, used for dipping etc.? (Dipping, ullaging or sampling with non-metallic equipment lowered on clean natural fiber line is permissible at any time)	Grade - No Answer Remark : Closed gauging is in use.	No	

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01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.56 - If portable tank cleaning hoses are used, are continuity tests carried out and the results recorded? (Portable tank washing hoses should have a bonding wire within them for electrical continuity. Hoses marked to allow identification. A record to be kept showing the date and result of electrical continuity testing. Hoses tested for electrical continuity in a dry condition prior to use for tank cleaning. Resistance<6 ohms per meter length)	Grade - No Answer Remark : No tank washings is carried out onboard as vessel is a dedicated Bitumen tanker.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.57 - Are cargo pipe joints bonded? (All gasketed cargo pipe joints and hose connections should be electrically bonded. Some gaskets are electrically conductive and bonding is not required)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.58 - Check awareness of personnel about relevant SMS procedures	Grade - Yes Answer Remark : Some training is needed on SMS procedures and guidelines for ship staff.	No	
01.00 - Vessel Internal Audit	01.10 - Cargo And Other Operations	10.01.59 - Other Comments		No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.01 - Is maintenance of mooring equipment completed annually as per PMS? Check records of inspection and maintenance of mooring bits, ropes, windlasses, winches, wires, etc. (Splicing of ropes is acceptable but reduces strength by 10%. Splices in eyes and for repairs should have a min. of 5 tucks. Attention to eyes of mooring wires. If more than 3 broken wires in any strand, or 5 in any adjacent strands in a length of wire 10 times the diameter, the damaged part requires removal & the wire re-splicing. Check routine for maintenance & lubrication of wires. Individually identified & tagged mooring lines allow tracing. A log of where they are deployed to be maintained. Vessel MUST be fitted with closed chocks. Smit type brackets are NOT acceptable)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.02 - Are certificates available for all mooring ropes and wires? (A file showing the locations of the winches should be maintained. Test certificates for mooring lines, Mandel/Tonsberg shackles and synthetic tails should show to which winch each component has been fitted)	Grade - Yes Answer Remark : Vessel using mrring hawsers.	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.03 - Check records of tests of winch brakes. (Winch brakes MUST be tested annually and the proper setting recorded. Winch brakes are normally designed to hold 80% of the line's min. breaking load and will be set in service to hold 60% of mooring line's min. breaking load. Brake holding capacity may be expressed in tonnes or as a percentage of a line's min. breaking load. The primary brake to be set to hold 60% of mooring line's min. breaking load. New equipment to be designed to hold 80% of line's min. breaking load, but can be adjusted down to 60%. Ideally, a brake should hold and render within a very small range and once it renders, should shed only enough load to bring the line tension back to a safe level. The band brake with screw is marginally satisfactory and requires care. Specifications to be available on winch drum to show the design holding capacity and the torque required on hand wheel or lever to achieve this. Where self-storing winches are fitted check awareness of the need to monitor the brake holding capacity to ensure that brakes will render well before ropes reach their min. breaking load and part. If mooring lines have a min. breaking load in excess of that for which the winch was originally designed, the brakes shall be set to render at 60% of min. breaking load of mooring line for which the winch was designed. If the overstrength line is of a greater diameter than the mooring line, full stowage on the drum must be made and in the case of split-drum winches, must not result in excess layers on the tension part of the drum when in use)	Grade - Yes Answer Remark : Last winch brake test was completed in Sept 2021.	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.04 - Are there emergency towing arrangements readily available for deployment forward and aft?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.05 - Are the emergencies towing-off wires (fire wires) of appropriate size, in a satisfactory condition and do they conform to OCIMF recommendations?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.06 - Is there a record of routine risk assessment to ensure that all anticipated mooring arrangements and equipment ensure the safety of shipboard personnel?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.07 - Are there spare mooring ropes and wires available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.08 - Is sufficient crew on board at all times to attend moorings?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.09 - Are there records of the inspection and maintenance of mooring bits, mooring ropes, windlasses, mooring winches, wires and equipment and are they in good condition?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.10 - Are moorings satisfactorily deployed and tended?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.11 - Are the mooring ropes properly reeled to the winch drums and secured/turned up correctly to the bits (one turn prior to figures of eight etc.)?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.12 - Are all powered mooring lines secured on brakes and are the winches out of gear?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.13 - On split drum winches are all the lines made fast with no more than one layer on each tension side of the drum?	Grade - No Answer Remark : Split drums not available.	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.14 - If mooring tails are fitted to wires, do they have proper connecting links and are they correctly fitted?	Grade - No Answer Remark : Fitted with mooring hawsers.	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.15 - Are all mooring lines stowed neatly to minimize tripping hazards and are mooring areas clear and unobstructed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.16 - Do mooring winch foundations, brake linings, drums and pins in a satisfactory condition?	Grade - Yes Answer Remark : Brake drums might requiring maintenance during next DD as moderate pittings on brake drums could be observed on Spring winches.	No	

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01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.17 - Are bitter end securing arrangements unobstructed and outside the chain locker?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.18 - Are the rollers rotating freely?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.19 - Are the anchors ready for use? (anchor chain cables and stoppers in good condition)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.20 - Are anchors and chains in good condition?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.11 - Mooring And Anchoring	11.01.21 - Other Comments		No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.01 - Are all deck openings, watertight doors, portholes, etc., in order and capable of being properly secured?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.02 - Has a Safety Officer been designated and trained to undertake this role?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.03 - Are all alarms regularly tested (with the main and emergency source of power) and in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.04 - Is the vessel equipped with sufficient number of intrinsically safe portable radios? (to allow communications between CCR, the deck officer, the deck watch, Master and the pumpman)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.05 - Are the portable pumps on deck ready for use?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.06 - Is personal protective equipment provided and being worn by all personnel, as appropriate?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.07 - Are all hand torches approved for use in gas-hazardous area?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.08 - Is all loose gear on deck, in stores and in internal spaces properly secured?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.09 - Are all emergency systems & equipment operational and are starting/operating instructions posted?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.10 - Are all Officers familiar with LSA, FFE and all emergency and critical systems/equipment?(I.e. main and emergency fire pumps, steering gear in emergency mode, donning and use of BA and oxygen resuscitation eq., etc.)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.11 - Are alleyways free of obstructions and exits clearly marked?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.12 - Are the cables switchboards and other electrical equipment protected from spray and in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.13 - Is the fire plan available in the accommodation and in watertight containers outside the accommodation P&S? Does it correspond to the actual vessel condition? Is a crew list included?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.14 - Are the fire doors operating satisfactorily?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.15 - Are the Oxygen / Acetylene bottles located to a dedicated, marked and ventilated space, outside of the accommodation and the E/R? Are there instructions and warnings signs posted (bottles to be closed when not in use)?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.16 - Are vent fire flaps, vent fan stops and funnel dampers marked and in good condition?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.17 - Are the ventilation ducts and air pipes marked with serving space name and equipped with satisfactory closing arrangements?	Grade - No Answer Remark : T.O.B. Room mushroom vent covers badly rusted and closing wheel jammed. Requiring maintenance.	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.18 - Are inspection records for the Fixed Gas detection equipment available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.19 - Are the muster stations clearly marked?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.20 - Are updated muster lists displayed on the bridge, E/R and accommodation spaces(to show duties assigned to crew: •Closing of watertight doors, fire doors, valves, scuppers, side scuttles, portholes, etc.; • Equipping of survival craft and other LSE; • Preparation and launching of survival craft; • General preparations of other LSE; • Muster of passengers; • Use of communication eq.; • Manning of fire parties assigned to deal with fires; and • Special duties assigned for use of FFE and installations. The muster list to specify which officers are assigned to ensure that LSA and FFE are in order/ ready for use and their substitutes. To be prepared before ship proceeds to sea)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.21 - Are ship-specific LSA maintenance instructions available and are weekly, monthly, etc. inspections being carried out? (A report of the inspection to be entered in the logbook. Instructions illustrated when possible and include for each appliance: • Maintenance & repair instructions; • A schedule of periodic maintenance; • A diagram of lubrication points with recommended lubricants; • A list of replaceable parts; and • A list of sources of spare parts)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.22 - Are there instructions for the use of the LSA and lifejacket donning instructions been posted in prominent locations?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.23 - Are the positions of the lifejackets marked?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.24 - Are the lifejackets available to the forward store, the bridge and the engine control room in order, equipped with light, whistle and reflective tape and is the vessel's name written on them?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.25 - Are immersion suits in order? Are they distributed as per SOLAS requirements?	Grade - Yes Answer Remark : Closing jibs requiring waxing/maintenance.	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.26 - Are lifeboat and liferaft operating instructions displayed? (Be easily seen under emergency lighting conditions)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.27 - Are liferafts secured correctly, in good condition and ready for use?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.28 - Is there a manrope available to the forward liferaft?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.29 - Are the liferaft hydrostatic release units valid, in good condition and correctly mounted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.30 - Is the rescue boat, including its equipment and launching arrangement in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.31 - Are the lifeboats and their equipment in order and ready for use? (Check for expired equipment)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.32 - Is there a maintenance and test schedule for lifeboat on-load release gear?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.33 - Are the lifeboat embarkation ladders in good condition and ready for use?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.34 - Check the "man-overboard" lifebuoys and the release device	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.35 - Are safety signs used according to IMO requirements?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.36 - Are lifebuoys, lights, buoyant lines, quick release mechanisms and self-activating smoke floats in order? (Lifebuoys shall be: • So distributed as to be available on P&S and as far as practicable on all open decks extending to ship's side; • At least one to be placed in vicinity of stern; and • Capable of being rapidly cast loose and not permanently secured. At least one lifebuoy on each side of the ship to be fitted with a buoyant line>twice the height at which it is stowed above waterline in lightest seagoing condition, or 30 m. whichever is greater. Half of total lifebuoys provided with self-igniting lights. Two also provided with lifebuoy self-activating smoke signals capable of quick release from bridge. Lifebuoys with lights & those with lights & smoke signals to be distributed equally on P&S and shall not be the lifebuoys provided with lifelines. Lifebuoys intended to operate the quick-release arrangement provided for the self-activated smoke signals and self-igniting lights shall have a sufficient mass)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.37 - Are there instructions for the use of the FFE been posted in prominent locations?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.38 - Are the fire lockers / stations marked and fully equipped?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.39 - Are the fire extinguishers in order, valid and operating instructions posted on them?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.40 - Are the fireman outfits in order and their position clearly marked?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.41 - Are the BA sets ready for use and their bottles full? Are there spare bottled available?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.42 - Is there a BA compressor available and in order?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.43 - Are the fire pumps and the emergency fire pump operational and starting/operating instructions posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.44 - Are hoses and nozzles in order and ready for use? (Randomly select and check isolating valves)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.45 - Is there firefighting equipment available in the paint store and in good condition? (Fixed automatic or manually activated system or portable fire extinguisher)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.46 - Are EEBD's in accommodation (at least 2), P/R and E/R in order and ready for use? Training in their use is mandatory. Spares shall be kept. (Duration>10 minutes. Instructions or diagrams illustrating their use to be printed on EEBD. An EEBD, when stored, shall be protected from environment. Maintenance requirements, serial No. , date of manufacture and shelf life to be also printed. Training EEBD's to be marked)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.47 - Are ship-specific FFE maintenance instructions available and are weekly, monthly, etc. inspections being carried out? Check maintenance, testing and inspections. (Maintenance plan to include: Fire mains, fire pumps & hydrants, hoses, nozzles & Int. shore connections; Fixed fire detection & fire alarm systems; Fixed fire extinguishing systems & other fire extinguishing appliances; Automatic sprinkler, Vent. systems, including fire & smoke dampers, fans and their controls; Emergency shutdown of fuel supply; Fire doors and their controls; General emergency alarm systems; EEBDs; Portable fire extinguishers and spares; Fire fighter's-outfits; IG systems; Deck foam systems; Fire safety arrangements in cargo pump rooms; and Flammable gas detectors)	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.48 - Check ship-specific fire safety operational booklets. (With crew's responsibilities for general fire safety while loading & discharging cargo & while under way. It shall provide reference to pertinent firefighting & emergency cargo handling instructions of IBC Code, IGC Code and IMDG Code, as appropriate. It shall include provisions for preventing fire spread to cargo area due to ignition of flammable vapours and procedures for cargo tank gas -purging and/or gas-freeing)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.49 - Are fixed fire detection & alarm systems in order and tested regularly? (There shall be a procedure for whenever a zone of fire detection is isolated to ensure that relevant crew is aware of isolation & reason and to ensure that zone is reinstated asap. The E/R shall not be operated unmanned with any zone in space isolated. Spaces not covered by fire detection shall be covered by regular fire patrols. Such patrols shall not utilise bridge lookout during darkness)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.50 - Are the locations of LSE and FFE marked with IMO symbols and operating instructions posted (easily seen under emergency lighting conditions, symbols in accordance with IMO Res.A760)? (Containers, brackets, racks and stowage locations shall be marked. If more than one device is stowed in a location, the number of devices shall also be indicated)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.51 - Are all cargo derricks, cranes and other lifting equipment in order, marked (SWL) and has periodical testing and inspection been carried out? Check records and Register/Certificates of Lifting Appliances. Check records of operators' training (Cargo lifting eq. shall be load tested every 5 years & examined by a competent person annually. Other lifting eq. is not regulated except as required by Class, but shall be tested and examined similarly. The min. SWL for which test is required is 1 ton. A Chain Register is not required, but there must be records supporting test and examination)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.52 - Check records of regular inspection and testing of lifting devices, wire slings, cranes, portable and beam chain blocks, pad eyes, lifting beams etc	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.53 - Is the Garbage Management Plan followed? Is the relevant training been carried out? (Garbage collection points, garbage segregation / handling / disposal). If an incinerator is installed is the ash disposal ashore or at sea been recorded (start finish time, position, quantity, receiver and signed by responsible officer and each page by the master. Book is kept on board for 2 years)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.54 - Are there portable approved radios available and operational for mooring/cargo operations?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.55 - Are Officers familiar with operation of the steering gear in the emergency mode?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.56 - Do decks in working areas have clearly identified non-slip surfaces?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.57 - Is the helicopter landing /winching space marked?	Grade - No Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.58 - Is deck well maintained (main deck, pipe lines, deck fittings etc.)?	Grade - No Answer Remark : Dome spot to moderate rust could be observed specially in forward section of deck area. Need derusting and painting.	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.59 - Check awareness of the department personnel about relevant procedures.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.12 - Deck – Deck Officers And Crew	12.01.60 - Other Comments		No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.01 - Is the bridge ventilation and lighting satisfactory?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.02 - Is there adequate lighting, ventilation, ITU publications, electric shock card & clock on the Bridge?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.03 - Are there fire extinguishers available on the bridge and in the radio room?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.04 - Is the watch schedule posted on the bridge?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.05 - Are the duties of the watch-standing officers and ratings defined/posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.06 - Are the Master's day and night standing orders posted? Have the deck officers countersigned them as being read and understood?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.07 - Is a look-out maintained at all times when the vessel is at sea? (The OOBW may be the sole look-out in daylight provided that on each occasion: The situation has been assessed and it has been established that it is safe to do so; Full account has been taken of all relevant factors i.e. weather, visibility, traffic density, proximity of dangers to navigation and attention necessary when navigating in or near traffic separation schemes; Assistance is available to be summoned to bridge when any change so requires).	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.08 - Is navigation and position fixing equipment in order? Are the weekly, monthly, etc. checks carried out and recorded?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.09 - Are periodical tests of communications equipment being carried out? (Tests to be carried out: Daily: • The proper functioning of the DSC facilities without radiation of signals; • Battery voltage checks; • Printers.Weekly: • Function of DSC by means of a test call when within communication range of a coast station; • Where the reserve source of energy is not batteries, the reserve source to be tested. Monthly: • Each EPIRB tested to determine its capability to operate properly using the means provided on device and without using the satellite system; • Each SART using the in-built test facility and checked for security & signs of damage; • The security and condition of all batteries providing a source of energy for any part of the radio installation; • The condition of all aerials and insulators; • Each survival craft two-way VHF equipment, on a frequency other than channel 16)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.10 - Are there operating instructions posted for the various navigation and communication eq.?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.11 - Are the various alarms operational? Check alarms test schedules, checks carried out and dates/signatures.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.12 - Is the bridge visibility adequate, the wiper window operational and the side doors close gastight?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.13 - Are all check lists related to navigation correctly completed and properly filed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.14 - Are all OOBW aware with the procedures related to these check lists?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.15 - Is the Bridge log book correctly maintained with all required entries in ink and is a record being kept of all the navigational activities and incidents, both at sea and under pilotage? (Position, course and speed, times and positions when passing waypoints, land or sea marks, weather and sea conditions, incidents, pilot embarkation/disembarkation, times of attendance and connection /disconnection of tugs, times of berthing/unberthing, etc. An electronic chart display system with GPS input (provided the equipment is in order and the datum used in each case is the same) provides a good record of the navigational activities)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.16 - Is the Radar log properly maintained?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.17 - Is there a flag locker equipped with complete set of signalling flags?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.18 - Is the wheelhouse poster/ship's maneuvering characteristics posted on the bridge?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.19 - Are procedures for the testing of bridge equipment before arrival and departure followed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.20 - Is the steering gear auto to manual change-over and emergency steering change-over procedure posted?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.21 - Is there a magnetic compass deviation card available and posted (updated annually)? Do errors recorded in compass error book agree (difference < 3 degree) with the deviation card? Are gyro and magnetic compass errors being taken at every watch and are they being recorded? (A comparison between magnetic & gyro headings shall be made at each course alteration & recorded in Bridge Logbook. Where weather conditions or traffic density makes it impractical, this should be noted in Bridge Logbook or Compass Error Book. The error of gyro shall be determined by external observations, celestial bearings, transits etc. and the gyro & magnetic compass headings then compared to determine the magnetic compass error. Where a gyro repeater is used to take a bearing, an accurate comparison between the repeater & master gyro shall be made)	Grade - Yes Answer Remark : Vessel require to swing as recorded deviation in Log does not correspond with Deviation card.	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.22 - Are all compass repeaters correctly adjusted? Are the indications of all gyro compass repeaters same with master gyro compass?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.23 - Is the GMDSS distress alarm operational and regularly tested?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.24 - Is the GMDSS shore based maintenance contract available and valid?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.25 - Is the GMDSS Log being maintained correctly? (The following to be recorded: • A summary of distress, urgency & safety communications; • Important incidents relating to radio service; • Where appropriate, the position of ship at least once per day; • A summary of condition of radio eq., including its sources of energy; • Personnel assigned responsibility for sending a distress alert instructed to operate properly all radio eq.; • Necessary info on use of radio eq. to relevant crewmembers; • Pre-sailing checks to ensure all equipment is in working condition; • Results of testing of DSC distress & safety radio eq. by means of a test call at least once a week; • Results of testing of distress & safety radio eq. by means of test at least once each day but without radiating any signal; • The on-load and off-load daily test of batteries; • Results of weekly hydrometer or load test of batteries; • Results of monthly security check of each battery and its connections)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.26 - Check all internal communication systems (telephones, public address system)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.27 - Is the safety signals poster posted on the bridge?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.28 - Are all nautical publications of current edition and up to date? (Light lists, pilot books (with supplement), radio signals (for RDF), port entry information (last edition-no corrections allowed), tide tables (last edition-no corrections allowed), radio lists, sailing directions, Chart Catalogue, Int. Code of signals, Naut. Almanac, Ship's Routing, NtM, Annual Summary of NtM and all other publications necessary for the intended voyage)	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.29 - Check system established to ensure that nautical publications and charts are on board and current. Check contract with chart agent	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.30 - Is the chart correction procedure followed (Chart correction book updated, charts corrected according to the last Notice to Mariners, etc.)? Check UKC and calculation of Squat	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.31 - Are all replaced charts and nautical publications destroyed/put apart?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.32 - Is there a passage plan available for the last voyage (berth to berth) and correctly completed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.33 - Has the vessel been safely navigated and in compliance with international regulations? Were the charts used for the previous voyage appropriate (largest scale)? (Check charts of the complete previous voyage, use of correct traffic separation zones, chart preparation, course safe & highlighted, passing distances safe & highlighted, after course points highlighted, hazards highlighted & safe water limits marked, maintenance of safe distance off the coast, avoidance of prohibited areas & dangerous wrecks, adherence to printed notes on charts, etc.)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.34 - Was position fixing satisfactory throughout the previous voyage and the frequency of plotted fixes in accordance with the passage plan? (The OOW: Uses dead reckoning techniques to check position fixes; Cross-checks position fixes using independent sources of information. This is important when electronic position fixing systems such as GPS are used; Uses visual navigation aids to support electronic position-fixing methods i.e. landmarks in coastal areas and celestial navigation in open waters. The safe progress of the ship along the planned tracks shall be closely monitored at all times. This will include regularly fixing the position of ship, particularly after each course alteration)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.35 - Are there more than one position fixing methods used/charted, where possible? Was radar parallel indexing used to monitor the position of the vessel? (Fixed points i.e. lighthouses & headlands shall be used in preference to floating objects, which shall be checked for position before being used for parallel indexing. Visual and radar position fixing and monitoring techniques should be used whenever possible. GPS positions should always be verified)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.36 - During pilotage was the position of the vessel adequately monitored?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.37 - Is the echo sounder operational and logging paper available? Was it in operation during approaching, prior departure and while in shallow waters? Is the start-stop date and time recorded? (The date and time of passing significant land or seamarks to be marked. Electronic echo sounders have an inbuilt 24-hour memory which can be recalled. If an electronic memory is not provided, there should be a printed record)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.38 - Has the GPS been adjusted to the correct datum? (GPS is referenced to WGS84 & GPS receiver shall maintain referenced to that datum. Hydrographic offices are changing charts to WGS84 and these charts include the legend "WGS84 positions can be plotted directly on this chart". Some charts contain info on lat. and long. Shift values that should be applied to GPS positions before charted. Occasionally these can be significant, and many charts still show land or obstructions in wrong position when compared with GPS data. Accuracy of positions using GPS can be affected by differences in datums, solar activity & powerful radar or radio transmissions, including deliberate jamming. Discrepancies in charted positions of obstructions can also introduce differences between GPS positions & traditional methods)	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.39 - Is there an adequate system for dealing with navigation warnings, NAVTEX warnings, weather reports, etc. and are they being charted/properly filed? (Check adequacy and up to date filing system for Temporary & Preliminary Notices, Navaera and Navtex. Warnings must be charted and chart they have been entered on must be recorded on the warning notice in order that the warning can be removed when notice is cancelled. The OOW should sign the warnings received to show that they have been checked. Those which are relevant should be charted)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.40 - Is the Bridge equipment Battery logbook correctly completed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.41 - Are radio emergency batteries in a satisfactory condition and fully charged?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.42 - If applicable, is the emergency radio battery log up to date? (Where a reserve source of energy consists of rechargeable accumulator batteries, their capacity shall be checked every 12 months, when the ship is not at sea)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.43 - Is the rudder position indicator, the engine rpm indicator and the propeller pitch indicator visible from the bridge wings?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.44 - Are pyrotechnics and the line throwing apparatus in date and in order? (12 rocket parachute flares stowed on or near the bridge. Check line throwing appliance (with 4 projectiles, 4 lines and instructions). An illustrated table describing the life-saving signals shall be available to the OOW)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.45 - Are instructions for operating the digital selective calling (DSC) and satellite communications equipment in an emergency displayed?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.46 - Are survival craft portable VHF radios and SARTs in good order and charged?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.47 - Are VHF's provided with dedicated primary batteries, for use in the event of a distress, equipped with a non-replaceable seal to indicate that it has not been used?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.48 - Is a continuous listening watch maintained on VHF channel 16?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.49 - Are the vessel's Call Sign and Inmarsat ship station identity marked on the radio installation?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.50 - Are Officers aware of the requirements for position updating on two-way communications equipment? (All two-way communication equipment which is capable of automatically including ship's position in distress alert shall be automatically provided with this info from an internal or external navigation receiver. If such a receiver is not installed, the ship's position and time at which it was determined shall be manually updated every 4 hours, while ship is underway, so that it is always ready for transmission by the equipment)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.51 - Is the course recorder operational and set to local or GMT time?	Grade - Yes Answer Remark : GMT time.	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.52 - Is the auto pilot off course alarm operational and daily checked?	Grade - Yes Answer Remark : Daily checks also recorded in Log book.	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.53 - Check if Daily Noon Report is transmitted to the Head Office as required.	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.54 - Has a qualified GO been designated (not the Master) to handle distress communications?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.55 - Ensure that Satellite communications eq. normally operates at 1.6 GHz and the power levels generated are not sufficient to present an ignition hazard (they may be used whilst ship is in port).	Grade - Yes Answer Remark : Vessel fitted with AIS activated SART.	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.56 - Is EPIRB fitted, armed, labelled correctly and inspected as per manufacturer's requirements? (In accessible position, ready to be manually released & capable of being carried by 1 person into a survival craft, capable of floating free if ship sinks, automatically activated when afloat & capable of being activated manually. EPIRB tested every 12 months with emphasis on frequency stability, signal strength & coding. The Flag may extend this to 17 months. Vessel's name, serial number & maritime mobile services identity (MMSI or 15 Hex ID) to be indicated on EPIRB. Inspection of EPIRB include: • Inspection of housing to ensure it is undamaged; • Inspection of hydrostatic release unit to ensure it is in order and in date. Releases to be renewed after 2 years; • Inspection of lanyard, which should be neatly stowed and not attached to ship; • Ensuring that markings remain decipherable; • Checking battery to ensure it is in order & in date; • Carrying out a self-test. Most EPIRB's have a self-test facility (usually a spring-loaded switch). When activated a light will indicate that test circuits are operating correctly and sometimes this will also activate the strobe light. The self-test switch is held for no more than 2 flashes of strobe light, or no longer than 1 min. after the first self-test mode burst transmission. When the self-test is activated on a 406 Mhz EPIRB, the EPIRB is allowed to radiate a single burst which is coded so that it is ignored by COSPAS-SARSAT. EPIRB must never be tested by actual operation. The annual testing of 406 MHz satellite EPIRB's required by SOLAS IV/15.9 requires test equipment capable of performing all measurements as per MSC/Circ. 1040)	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.57 - Check records of Master's Navigational audits	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.58 - Check records of independent Navigational audits	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.59 - Are the GMDSS and other communication equipment antennae correctly installed and in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.60 - Are all books in bridge library according with inventory list and updated?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.61 - Are there operating instructions posted for the various bridge equipment?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.62 - Are VHF's provided with dedicated primary batteries, for use in the event of a distress, equipped with a non-replaceable seal to indicate that it has not been used?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.63 - Are fire patrols been carried out and recorded?	Grade - Yes Answer Remark : Fire patrol being carried out during hours of darkness.	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.64 - From the checks carried out are checklists correspond to the vessel actual condition?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.13 - Bridge	13.01.65 - Other Comments		No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.01 - Are the C/E and the other E/R staff familiarization and hand over forms available and signed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.02 - Is the watch schedule posted in the E/R?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.03 - Are the E/R logbook correctly filled in and all SMS prescribed entries regularly carried out?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.04 - Is the engine movement (bell) book correctly maintained, up to date, with entries in ink?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.05 - Is the ORB correctly completed? (Delivery receipts, signatures, remaining quantity in sludge and bilge tanks coincides with entries C11 and adequate for the next voyage. Check of last shore delivery. Calculate the quantity that should be delivered based on operating hours).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.06 - Do the sludge and bilge tanks in Form B of the IOPP Cert. and those listed in ORB, agree? (In Part 1, the section C is used for the disposal of sludge and other oil residues i.e. drainage, leakage, exhausted oil, etc. and it should be completed at the end of each voyage or weekly if more than one voyage within the week. Sections D and/or E are used for disposal of bilge water. Receipts for all disposals to facilities to be attached)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.07 - If the disposal of E/R oily water or sludge to a cargo or slop tank has taken place, has this been recorded in both ORBs, was the receiving tank free of cargo and have the transfer arrangements been approved by Class?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.08 - Are all emergency systems & equipment operational and starting/operating instructions posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.09 - Is personal protective equipment provided and being worn by all personnel, as appropriate?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.10 - Are all hand torches approved for use in gas-hazardous area?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.11 - Are the duties of the watch-standing officers and ratings defined/posted?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.12 - Is an engineer's call alarm fitted, in order, tested regularly and the results recorded? (Sound on bridge, in duty engineer's quarters and in public rooms. If not answered within the specified period a back-up alarm system should be activated. A PA announcement prior to the test would be beneficial).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.13 - Do records indicate the regular testing of emergency equipment? (Emergency fire pump, main fire & foam pumps, emergency air compressor, emergency generator, emergency generator switchboard, emergency steering, quick closing valves, emergency stops and bilge ejectors. Testing of the emergency generator to be carried out under load, but to do this may require the vessel to be blacked out. This test is carried out annually. Where fitted, the emergency air compressor to be regularly tested to the starting pressure of the diesel generator. The emergency air reservoir to be permanently maintained at required pressure)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.14 - Are there operating instructions of the LSA and FFE (emergency generator, fire pump, steering gear, and other emergency and critical equipment) posted? (Each emergency generating set arranged to be automatically started shall be equipped with starting devices with a stored energy capability of at least 3 consecutive starts. A second source of energy shall be provided for additional 3 starts within 30 minutes unless manual starting. Where the emergency generator starting source relies on a single starter motor, then a spare starter motor should be available)	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.15 - Are the main deck, P/R, E/R and other fixed fire extinguishing systems in order? Are there operating instructions of the fixed fire extinguishing system posted outside protected spaces?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.16 - Are chemicals properly stowed and are MSDSs available? (PPE including a face shield, apron, gloves and an eye-wash should be provided at the place where chemicals are stored)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.17 - Is a proper storage and handling of ALL chemicals provided? (tidiness, designation, safety measures)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.18 - Check instructions and procedures for E/R emergency preparedness and actions in emergencies and for ensuring that all essential E/R equipment is available and operational	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.19 - Are the required safety posters posted in the engine room workshop?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.20 - Is fixed piping for welding-cutting equipment steel welded and pipe work free of grease?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.21 - Are flashback arrestors fitted at the work station and are they in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.22 - Is the Engine store in order and all items secured to avoid moving in case of heavy seas?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.23 - Are the fixed fire detection and alarm systems in order and tested regularly?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.24 - Are the engine personnel aware of operation of the fixed fire detection and extinguishing system?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.25 - Are there F.O., hydraulic oil and L.O. analyses available at the intervals as per the SMSM?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.26 - Are the fire and foam line isolation valves marked and properly working?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.27 - Check the fire pump remote control starting devices.	Grade - Yes Answer Remark :	No	

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Maritec Tanker Management Private Limited

Vessel - Bitu Atlantic (IMO: 9382085)

Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.28 - Are the SMS procedures for the changing of the relief valve set pressure followed?	Grade - Yes Answer Remark : All maintenance as per JOT PMS system.	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.29 - Are vent outlet protective or flame screens fitted as required? Are flame screens accessible and removable, in order, inspected and cleaned as per PMS and are there records available? Date of last overhaul(The vacuum valve of a P/V valve will be fitted with a flame screen)	Grade - Yes Answer Remark : PV valve maintenance has been carried out as per JOT PMS routine.	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.30 - Are there safety goggles for chemicals in the battery room and safety instructions posted? (batteries must be deeply discharged often and then recharged)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.31 - Where an emergency generator is not fitted, are E/R emergency batteries in order and fully charged? The emergency batteries must supply the designed power load for up to 18 hours	Grade - No Answer Remark : Vessel fitted with Emergency Gen.	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.32 - Is battery log book correctly completed?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.33 - Are the E/R bilge high level alarms regularly tested and the results recorded?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.34 - Are the E/R bilges dry and clean/free of oil?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.35 - Are the bilge overboard valves marked closed and sealed? (warning sign posted).	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.36 - Is the pump room ventilation system working properly?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.37 - Is the level of lighting in the pump room adequate?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.38 - Is the pump room clean, tidy and free of combustible material?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.39 - Are pump room fire and flooding dampers clearly marked as to their operation and in order?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.40 - Are pump room bilge high level alarms regularly tested and the results recorded?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.41 - Are the pump room bilges free of cargo product, leakages and excess oil residues?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.42 - Are the E/R emergency stops and shut offs (ventilation fans, fuel pumps and the quick closing valves for fuel and lub. oil tanks) marked? Check test record.	Grade - Yes Answer Remark : E/R blower stabd side - holding wire requires to be renewed.	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.43 - Are the sounding pipe automatic closing arrangements closed and operational?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.44 - Are the Oily Water Separator (OWS) and alarm operational and operating instructions posted?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.45 - When in port is the OWS/Oil filtering equipment overboard discharge valve(s) closed/secured?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.46 - Check hazard/warning/pollution prevention notices posted	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.47 - Check boiler testing frequency, and relevant records	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.48 - Is the fixed oxygen analyzer system calibrated?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.49 - Are records kept for maintenance jobs carried out by the crew or external subcontractors?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.50 - Check awareness of the department personnel about relevant procedures. Check awareness and implementation of the PMS and the Defect reporting system	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.14 - Engine Room	14.01.51 - Other Comments		No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.01 - Are the steering gear room communication systems with the bridge (two systems) operational?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.02 - Is the steering gear equipment clean with no hydraulic leakages?	Grade - Yes Answer Remark : Some amount of hyd. oil was swaeting around steering gear motors.	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.03 - Is the steering compartment fitted with suitable handrails, gratings or other non-slip surfaces?	Grade - Yes Answer Remark :	No	

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Chapter	Category	Question	Answer Details	Is Critical	Link
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.04 - Are the arrangements for provision of heading information adequate? (Ships with emergency steering positions provided with a telephone or other means of communication for relaying heading information to such positions. In addition, ships provided with arrangements for supplying visual compass readings to the emergency. Steering position)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.05 - Is there a gyro compass repeater installed at the emergency steering gear position?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.06 - Is the rudder angle indicator operational and visible from the emergency steering position?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.07 - Is the entrance to the steering gear room free of obstacles and independent of the E/R?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.08 - Is the steering gear test prior to departure carried out and recorded?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.09 - Has the emergency steering gear been tested within the last 3 months? Check records (Drills include direct control within steering compartment, communications with bridge and, if applicable, operation of alternative power supplies)	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.10 - Are emergency steering gear changeover procedures displayed in the steering compartment?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.11 - Are auto to manual steering changeover procedures clearly identified? Instructions with a block diagram for remote control systems and steering gear power units shall be displayed	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.12 - Are officers familiar with operation of the steering gear in the emergency mode?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.15 - Steering Gear	15.01.13 - Other Comments		No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.01 - Are the SMS procedures and records for supply of spares kept?	Grade - Yes Answer Remark :	No	

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01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.02 - Are there any urgently requested spares not delivered onboard?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.03 - Check verification on board by the Master and/or the C/E upon the delivery of purchased goods against the delivery receipt and confirmation of delivery communicated to the Office	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.04 - Check Company's instructions for optimum spare parts inventory. Are spares levels reflecting vessels' trading area?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.05 - Is vessel supplied with necessary spares and supplies? Check records/inventories	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.06 - Does the PMS and defect reporting system also monitor spares inventory and highlights any shortages? Check records	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.07 - Is a comprehensive and up to date inventory of spare parts being maintained?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.08 - Are Master and local Agent informed about delivery details when goods are shipped by postal services?	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.16 - Spares And Supplies	16.01.09 - Other Comments		No	
01.00 - Vessel Internal Audit	01.17 - Dry-Docks (DD) And Repairs	17.01.01 - Please describe the dry-docking procedure. How do you prepare pre-docking schedule reports?	Grade - Yes Answer Remark : Evidence of DD file could be verified onboard.	No	
01.00 - Vessel Internal Audit	01.17 - Dry-Docks (DD) And Repairs	17.01.02 - Check if reports of repair works are kept in the respective files	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.17 - Dry-Docks (DD) And Repairs	17.01.03 - Check last DD spec/repairs file which should contain: List of work carried out by Yard/Repairers, reports of surveys carried out, thickness measurements (if applicable), survey planning document, list of work to be carried out by the crew, calibration/measurements taken by the yard, etc	Grade - Yes Answer Remark :	No	
01.00 - Vessel Internal Audit	01.17 - Dry-Docks (DD) And Repairs	17.01.04 - Check familiarity of relevant personnel with DD planning and SMS relevant requirements	Grade - Yes Answer Remark :	No	