

Owner's Comments

Vessel:	M/T Virtual	IMO-no.:	9999999
Inspection Company:	SHELL (STASCO)	Name of Inspector:	Capt. DanShipWeb
Place of inspection:	Hamburg	Date of inspection:	2004-08-11

3.7		Y	N	NS	NA
-----	--	---	---	----	----

Comments

What is the frequency of

- | | |
|----------------------------------|-----------|
| (1) Unannounced drug testing | 12 months |
| (2) Unannounced alcohol testing | 12 months |
| (3) Routine medical examinations | 24 months |

Owner's Comments

The company's alcohol policy is 0,0 mg/100ml. The frequency of testing is as follows:
 Two external unannounced tests for drug and alcohol per year.
 Two internal unannounced tests for drug and alcohol per year.
 The frequency of unannounced drug and alcohol tests is approximately 3 months and not as stated 12 month.

5.1	Is a satisfactory level of safety management being demonstrated?	Y	N	NS	NA
-----	--	---	---	----	----

Comments

Ship's appointed Safety Officer was the 1st officer.
 Ships representative last visited the vessel in dry-dock in June 04.
 Safety meetings were held every three months.

Owner's Comments

Safety meetings are held monthly. Minutes from the meetings are forwarded to the company, which adds comments to the items raised. The comments are returned to the vessel.

5.17	Are lifeboat drills held in accordance with SOLAS requirements?	Y	N	NS	NA
------	---	---	---	----	----

Comments

Lifeboat, fire, and other drills conducted on a monthly basis.
 Free fall lifeboat was last waterborne 28/3/04
 Rescue boat was last waterborne 12/5/04

Additional Comments:

There was an electrically operated HP water washing machine on the stbd side of the poop, with the electric cable leading across the deck to a socket in the Bosun's store.

There were no goggles readily available at the grinding machine in the Bosun's store.

Owner's Comments

The vessel has confirmed to the safety department that it has been made very clear to all crewmembers that electrical cables must be disconnected from the socket as soon as the work has been completed.

New goggles were placed at the grinding machine immediately after the inspection.

Owner's Comments

Vessel:	M/T Virtual	IMO-no.:	9999999
Inspection Company:	SHELL (STASCO)	Name of Inspector:	Capt. DanShipWeb
Place of inspection:	Hamburg	Date of inspection:	2004-08-11

6.7	Are there adequate arrangements to prevent any oil spill entering the water?	Y	<input checked="" type="radio"/> N	NS	NA
-----	--	---	------------------------------------	----	----

Comments

During ballasting operations the 'Trim Tank' was seen to be overflowing through its vents on the foc'sle causing water to cascade down the maindeck. Although all scupper plugs were fitted, the port aft one was removed to allow the water to escape.

It was noted that the oil spill contingency pump (air operated 'Wilden' type) was not fitted with an earth bonding wire.

Owner's Comments

The AB on duty supervised the drainage of water, preventing any oil entering the water.

A bonding wire has been fitted to the spill contingency pump.

6.10	Are the engine room bilge oily water separator filtering and control systems in a satisfactory condition?	Y	<input checked="" type="radio"/> N	NS	NA
------	---	---	------------------------------------	----	----

Comments

The engine room emergency bilge suction valve was not clearly marked (rectified during inspection)

Oily Water Separator not used operationally due to vessel's trading pattern. All engine room bilges and sludge are pumped ashore.

Separator alarm and divert valve are tested periodically.

The bilge overboard valve was locked and warning notice posted.

Owner's Comments

The Emergency bilge suction valve in the engine room has now been clearly marked. This was done during the inspection.

6.11	Are Oil Record Book parts I and II correctly completed and up to date?	Y	<input checked="" type="radio"/> N	NS	NA
------	--	---	------------------------------------	----	----

Comments

6.11.4 The method of disposal of 35 m3 of slops resulting from a recent tank cleaning operation was not recorded.

6.11.4 35m3 of slops were generated in a recent tank cleaning operation. Their disposal was not recorded although the Master stated they had been pumped ashore.

Owner's Comments

The Chief Officer and Master have confirmed that the Oil Record Book was immediately updated. All slops are pumped to reception facilities ashore.

Owner's Comments

Vessel:	M/T Virtual	IMO-no.:	9999999
Inspection Company:	SHELL (STASCO)	Name of Inspector:	Capt. DanShipWeb
Place of inspection:	Hamburg	Date of inspection:	2004-08-11

7.2	Were any cargo or ballast tanks inspected?	Y	N	NS	NA
-----	--	---	----------	----	----

Comments

No tanks were entered during this inspection.

Cargo and ballast tanks were fully coated. Coating condition stated to be good.

Owner's Comments

This is correct. The vessel has been dry-docked recently and all cargo and ballast tanks were thoroughly inspected on this occasion. They were all found in a very good condition.

8.11	Is the pumproom free of evidence of persistent pipeline leaks or leakage of cargo into the bilges?	Y	N	NS	NA
------	--	---	----------	----	----

Comments

There was a small quantity of product in the pumproom bilges. This was stated as being due to leaking 'Seut' type valves.

Owner's Comments

The pumproom bilges were cleaned immediately after the inspection. All 'Seut' type valves were examined and tightened if necessary.

10.2	[Is all mooring equipment in a satisfactory condition?	Y	N	NS	NA
------	--	---	----------	----	----

Comments

Vessel's mooring ropes were of polypropylene material and were in good condition.

Winch brake testing had been carried out on 13/11/03 but it was not stated whether the resultant figure was 'holding' value or whether the brakes rendered at that point.

Mooring machinery was hydraulic powered.

Owner's Comments

The polypropylene mooring ropes will be replaced by COMPOFLEX 20, which is a mixture of 80% High tenacity Bexcord (high strength polypropylene) and 20% Polyester, when they are due for replacement.

A new certificate has been manufactured on board, which clearly identifies the Brake holding capacity as well as the force, which has to be applied to the jack before the brake slips.

Owner's Comments

Vessel:	M/T Virtual	IMO-no.:	9999999
Inspection Company:	SHELL (STASCO)	Name of Inspector:	Capt. DanShipWeb
Place of inspection:	Hamburg	Date of inspection:	2004-08-11

12.10	Is the engine room, steering compartment and machinery clean and free from obvious leaks?	Y	N	NS	NA
-------	---	---	---	----	----

Comments

The purifier room bilges contained fuel oil.
The main engine bilges were also oily - it was stated that this oil had come from a Lub oil leak on the main engine adjacent to the lub oil pressure regulator. The leak had been repaired but cleaning of the bilges was still to be carried out.

No other water, fuel or lub oil leaks were apparent.

Owner's Comments

All bilges in the purifier room and the engine room were cleaned before departure from Port of inspection.

15.4	Are the officers and crew suitably qualified, and is their training and experience adequate?	Y	N	NS	NA
------	--	---	---	----	----

Comments

The 1st Engineer did not hold a DCE for Chemicals.
There was no formal programme of regular chemical-specific medical checks and blood tests.

Owner's Comments

The 1st Engineer has been replaced with a new 1st Engineer, which holds all required certificates.

According to Danish Maritime Occupational Health Service, DMOHS, the taking of blood samples from crew members does not give any early warnings except if you know exactly what to look for in these blood samples and since the vessel trades different chemicals the only ones to benefit from these tests would be the doctors, this also according to the DMOHS.
The EU cancer directive has been made into a technical directive A nr. 1 of 31 august 1999 by the DMA, Danish Maritime Authorities.
The directive emphasizes the need for separating the crew from cargoes by amongst other things making closed loading system.
Our company has implemented this directive on all our vessels.

15.12	Is the gas detection equipment functional, and in a satisfactory condition?	Y	N	NS	NA
-------	---	---	---	----	----

Comments

Only one Draeger pump was available for toxic vapour testing.
Some of the Draeger test tubes were noted to be past their expiry date.

Owner's Comments

An additional Draeger pump will be purchased for the vessel.

The date expired test tubes will only be used for initial measurement. As the vessel is not regularly trading with chemicals the Draeger tubes are supplied to the vessel on a case-by-case basis.

Owner's Comments

Vessel:	M/T Virtual	IMO-no.:	9999999
Inspection Company:	SHELL (STASCO)	Name of Inspector:	Capt. DanShipWeb
Place of inspection:	Hamburg	Date of inspection:	2004-08-11