
***INSPECTION REPORT FOR FIREFIGHTING
APPLAINCES ONBOARD***

M/Y “EMPEROR ELITE”



PORT GHALIB
MARSA ALAM,
EGYPT

ON
24th July, 2025

Preface

At the request of **"HYDOR P&I"**, we; the undersigned surveyor did attend on board M/Y **"EMPEROR SKYE"** on **24th July, 2025** at **11:50 hrs. (L.T.)**, while it lays afloat at **Port Ghalib, Marsa Alam - Egypt**, in order to carry out an inspection on the firefighting appliances onboard the captioned Yacht.

We report as follows,

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1.Yacht's Particulars:

Name	EMPEROR ELITE
Type	Motor Yacht
Year of Build	2006
Construction Material	Wood
LOA	37 m
Beam	6.7 m
GRT	281.29 tons
NRT	198.54 tons
Fuel Capacity	16 tons
Fresh Water Capacity	8 tons
Engines	2x CAT, 725 HP, 1,400 rpm "operating"
Generators	1x Perkins, 100 KVA 1x Doosan, 200 KVA
Max. Speed	14 knots
Cruising Speed	11 knots
Number of Cabins	15 cabins (1x Diver, 13x guests, 1x crew)
Number of Crew	13 members
Number of Guests	<ul style="list-style-type: none"> • 37 guests as stated in the navigation permit • 26 as reported by the captain



2.Yacht's Condition:

A thorough visual inspection was carried out across all accessible areas of the liveaboard yacht, including guest accommodations, crew quarters, galley, engine room, safety equipment stations, communal areas, exterior hull, and all deck levels. The vessel was found to be in overall satisfactory condition, with no visible deficiencies, safety hazards, or structural irregularities observed at the time of inspection. Housekeeping standards were well-maintained, and all accessible systems, fixtures, and fittings appeared to be well-maintained and in sound operational condition.

The navigation equipment—including the GPS, radar, and VHF communication systems—was visually checked and found to be in place and generally well-maintained. However, it was observed that the echo sounder was not functioning properly during the inspection, as no depth reading was displayed on the unit. This issue should be investigated and rectified to ensure safe navigation, especially in shallow or unfamiliar waters.

The last reported dry dock date was on **unknown**; the corresponding dry dock report was not available for verification.





3. Firefighting and Life-saving Appliances:

3.1 Firefighting and fire detection systems:

The yacht is provided with a total of **33x fire extinguishers** located as follows:

SN	Weight	Type	Manufacture	Quantity	Location
01	2 kg	Dry Powder	Bavaria	14	x1 in each guest cabin (14 in total)
02	6 Kg	Dry Powder	Bavaria	6	x1 in the cabins' corridor x1 in the saloon x1 in dining area x1 in the navigation cabin x1 in crew accommodation x1 on the upper deck
03	9 Kg	Dry Powder	Bavaria	2	x1 in the engine room x1 on the diving deck
04	9 Liter	Foam	Bavaria	5	x1 in Galley x1 in the cabins' corridor x1 in the navigation cabin x1 in the engine room x1 on the diving deck
05	6 Kg	Auto-Dry Powder	Bavaria	4	x1 above each engine (2 in total) x1 above each generator (2 in total)
06	2 kg	Auto-CO ₂	SRI	1	x1 in the engine room
07	6 Kg	CO ₂	Bavaria	2	x2 in the engine room

According to the firefighting appliances certificate, all fire extinguishers onboard were last serviced by **Red Sea Co.** on **January 5, 2025**.

It should be noted that the certificate states that the yacht is equipped with three 9 kg dry powder fire extinguishers; however, only two units were located onboard during the inspection, positioned as indicated in the previously provided table. In addition, two 6 kg CO₂ fire extinguishers were found installed inside the engine room, though these were not listed in the certificate. This discrepancy between the documented and actual firefighting inventory should be addressed to ensure compliance and accurate recordkeeping.

All portable fire extinguishers found onboard were in good condition. Pressure gauges indicated correct charge levels, safety pins were securely inserted, and tamper seals were intact. No signs of damage or irregularities were observed during the inspection.





The yacht is also provided with **two fire extinguisher balls**, both are located in the saloon and both were found expired.



The yacht is also provided with a total of **18 fire blankets**:

- 2x located in each guest cabin in the lower deck except for cabin No.8 which had only one blanket (total of 15 blankets)
- 1x in the galley
- 2x inside the engine room.





A **CONVOY fire detection and alarm system** is installed onboard, with the main control panel located in the saloon. Smoke and heat detectors are strategically positioned throughout the vessel — including the navigation cabin, upper deck, saloon, galley, all accommodation cabins, and the engine room — providing broad and effective coverage.

During the inspection, the fire panel's indicator lights were tested and confirmed to be fully functional. Additionally, both the audible alarm and a sample of connected detectors were tested, verifying that the system is in good operational condition at the time of the survey.





Additionally, **carbon monoxide alarms** are installed on the lower deck — one in the corridor outside the guest cabins and another inside the engine room. Both alarms were tested during the inspection and confirmed to be operational.



The **fire hose system** was also tested and found to be in proper working condition, delivering sufficient water pressure to support an effective firefighting response.



The **evacuation plan** was found posted inside all accommodation cabins, providing clear guidance for emergency situations. The primary emergency exit for the lower deck is located in **Cabin No.7**, and the designated escape route was clearly marked throughout the vessel.

Additionally, the corridor on the lower deck is equipped with two emergency torches, positioned at both ends to aid visibility during power outages or low-visibility conditions.





3.2 life-saving appliances:

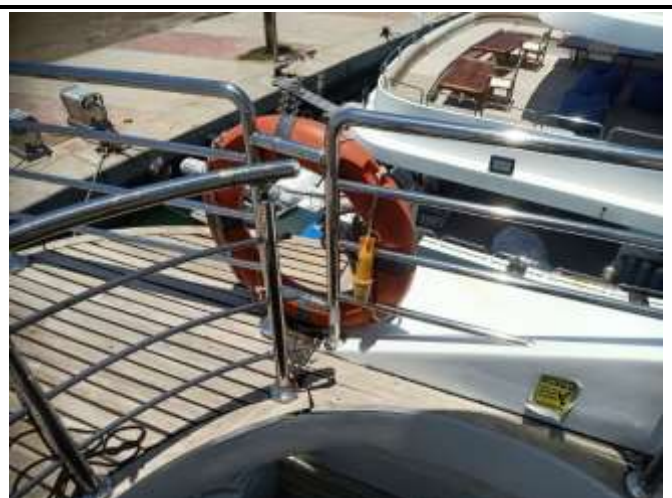
As for the life-saving appliances, the yacht is provided with:

- 68x life jackets, stored in each cabin (2x per cabin), and on the upper deck.
- 8x life buoys, each with a 30 meters' rope.
- 1x Safe link SART
- 1x EPIRB
- 2x life rafts, each with a capacity of 25 persons.
- 2x tender boat.

All appliances were visually inspected and found in good condition with no visible remarks. The last inspection for the life rafts was carried out on **January 4, 2025** as stated in the life raft certificate.













First aid, medical box and the oxygen bottle were inspected, all medicines were found valid and well stored.





4. Crew Familiarization:

As part of the inspection, a meeting was held with the captain, engine room personnel, and deck crew to evaluate their preparedness for fire emergencies. The crew demonstrated a solid understanding of the use of fire extinguishers, evacuation protocols, and their individual roles during various fire-related scenarios. Their responses reflected a good level of situational awareness and coordination.

According to the captain, the most recent fire drill was conducted approximately one week prior to the inspection. However, no formal records or logbook entries were available for verification. It was also observed that prior to each voyage, the crew delivers a safety briefing to guests using a PowerPoint presentation, which outlines key emergency procedures, including the locations of firefighting equipment and life-saving appliances. The presentation slides were reviewed during the inspection and found to be informative and appropriately structured.

Additionally, the crew reported that fire drills are carried out before each trip to ensure that all guests are familiar with the safety measures and emergency response protocols onboard.

5. Conclusion:

Our inspection can be summarized as follows:

❖ Firefighting Appliances:

- The vessel is fitted with 33 fire extinguishers; all inspected units were in good condition with correct pressure and intact tamper seals.
- The yacht is equipped with 18 fire blankets; all cabins had two except Cabin No.8, which had only one.
- A CONVOY fire detection and alarm system is installed and was tested during the inspection—found to be fully functional.
- Carbon monoxide alarms in the engine room and lower deck corridor were also operational.
- The fire hose system was tested and confirmed to provide sufficient water pressure for emergency use.

❖ **Life-saving Appliances:**

- The vessel is adequately equipped with life-saving appliances: 68 life jackets, 8 life buoys with ropes, 2 life rafts (25-person capacity each), 1 EPIRB, 1 SART, and 2 tender boats.
- All life-saving equipment was visually inspected and found to be in satisfactory condition with no visible defects.
- Medical kits, including a first aid box and oxygen bottle, were found complete and all medications checked were within expiry dates.

❖ **Surveyor's Observations:**

- The yacht was generally well-maintained with no visible structural issues or housekeeping deficiencies.
- Navigation equipment was present and well-kept; however, the echo sounder was not displaying depth readings during the inspection and requires immediate attention.
- Emergency evacuation plans were posted in all cabins, and emergency routes were clearly marked.
- Two emergency torches were located at each end of the lower deck corridor and found in place.
- The date for the last dry dock was unknown and no report was available for review.
- A discrepancy was noted between the firefighting certificate and actual inventory: only two of the three certified 9 kg dry powder extinguishers were located, and two 6 kg CO₂ extinguishers installed in the engine room were not listed in the certificate.
- Two expired fire extinguisher balls were found in the saloon and should be replaced.

❖ **Crew assessment:**

- The crew demonstrated a satisfactory level of knowledge in fire extinguisher operation, evacuation procedures, and role-specific emergency response.
- Safety briefings are provided to guests prior to each voyage via a structured PowerPoint presentation.
- While the captain reported a fire drill was conducted one week prior to inspection, no documentation or drill log was available for confirmation.
- The crew stated that a fire drill is conducted before every trip to ensure guests are informed and prepared.

❖ **Recommendations:**

- Investigate and rectify the malfunctioning echo sounder to ensure navigational safety.
- Update the firefighting equipment certificate to reflect the actual onboard inventory and replace the expired fire extinguisher balls.
- Maintain proper documentation of fire drills and safety briefings for audit and verification purposes.
- Ensure regular review and verification of safety equipment inventory against certification records to maintain compliance.

In general, The yacht was found to be generally well-maintained and equipped with essential firefighting and life-saving appliances. While most systems were in good operational condition, minor discrepancies in safety equipment documentation, expired fire extinguisher balls, and the absence of formal fire drill records were noted. Addressing these issues will enhance compliance and reinforce onboard safety readiness.

This report has been issued to the best of our ability and without prejudice to liability

Surveyor

Eng. Aamin Ibrahim Bassuny

