IDWAL

Report commissioned by:

Example Client

Organisation:

Example Company

PRE-PURCHASE INSPECTION

EXAMPLE BULK CARRIER

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, TURKEY

1st MAY 2023

REPORT TERMS OF USE

This report is intended for the sole use of **Example Client** and is designed to offer a condition evaluation of the subject vessel, as found on the day of the survey and in the opinion of the surveyor concerned. The report is subject to any access restrictions as described herein, and subject always to the level of cooperation afforded to the surveyor during the inspection itself. All details are given in good faith, and without guarantee.

This report has been prepared and issued by Idwal Marine Services Ltd to its Customer, **Example Client of Example Company**, in accordance with, and subject to, the General Terms and Conditions of Idwal Marine Services Ltd, a copy of which can be obtained at www.idwalmarine.com/terms-conditions. Attention is particularly drawn to restrictions on reproduction and disclosure of, and limits on reliance on, this Report as more fully set out therein.

To access all documents related to this report, and verify the authenticity of its contents, please view the full version available here:

customer.idwalmarine.com/0-0000

Pre-sale report reference:	0/0000
Report commissioned for:	Example Client
Organisation:	Example Company
PDF generated for:	example@example.com
Time & date:	13:41 (UTC) on 1st May 2023

At Idwal, we are proud to run a carbon neutral business and provide the industry's first carbon neutral inspection service. Idwal has been carbon neutral since 2021 and has achieved PAS 2060 certification from Carbon Footprint Ltd.

Carbon Neutral Organisation PAS 2060

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example port Turkey | 1 May 2023 | Status: Standing by | 8 Hours Aboard | Majority of documents provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, gearless Bulk Carrier vessel built to a good standard by example shipbuilding, in South Korea under example class supervision and was delivered on the 1st July 2012. The vessel remains Classed with example class.

A Pre-purchase Inspection of the vessel was conducted on the 1st May 2023 in example port, Turkey by Idwal under instruction from Example Client.

Good cooperation was provided by the ship's crew with access provided to the cargo holds, but the ballast tanks were not available for entry. The vessel was at anchor, standing by at the time of inspection.

The vessel was found to be in good overall condition with an Idwal Grade above the average for vessels of a similar age, type and size but with a few notable items found during the inspection. These are reported specifically in the notable items section of this report.

80 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	Example Vessel 1
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Bulk Carrier
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Shipbuilder
Delivery Date	01/01/2008
Dead Weight	Example MT
Gross Tonnage	Example MT
Net Tonnage	Example MT
Length Overall	Example m
Breadth	Example m
Depth	Example m
Summer Draught	Example m
Lightweight	Example MT

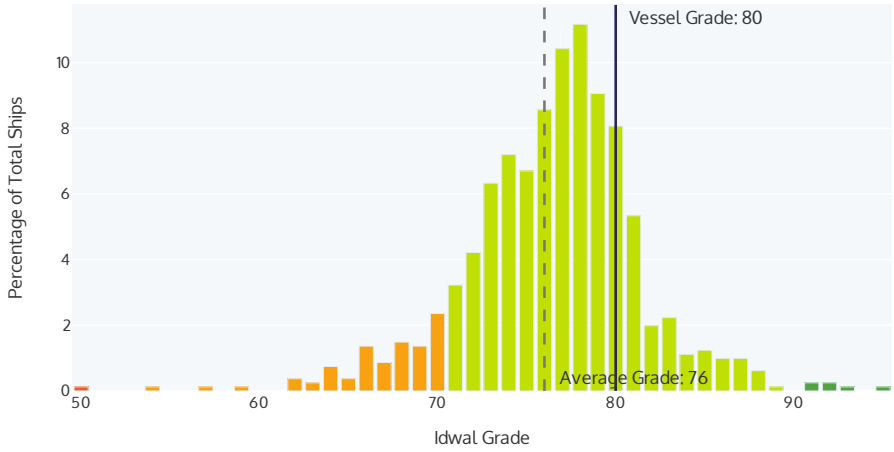
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally found to provide a safe working environment. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 8 inspections conducted in the past three years.

An up to date International Energy Efficiency Certificate was provided for review which stated that the vessel has an Attained EEXI of 3.47 which is at the Required EEXI of 3.47.

COMPARE YOUR IDWAL GRADE

This section of the report allows you to compare your ship's grade with similar ships.

Your Idwal Grade vs other Panamax Bulk Carrier vessels



This graph shows the distribution of Idwal Grades against your ship's sector.

KEY

Your Idwal Grade — Average Idwal Grade - - -

Grade range

≥ 90 | 70 - 89 | 50 - 69 | 30 - 49

Your Idwal Grade vs other Panamax Bulk Carrier vessels, age 10-15 years

This graph shows your ship's Idwal Grade compared against other ships inspected in the same sector, within a similar age range, and how it compares against the average Idwal Grade for the sector.

KEY

Your Idwal grade — Average Idwal grade - - -

All sector ships — Age comparable ships

The ship's grade may appear different when compared with the average of the two graphs. This is as a result of the second graph comparing a smaller and more focused sample of ships.

For a more in-depth analysis of where your vessel compares amongst its peers, please contact your Idwal sales rep.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
−	A suspected minor indentation was sighted in way of frames 195-200 on the port side of the hull.	To be further investigated and any required repairs conducted a soon as practical.	**$1000 - $5000**
−	Several ballast tank remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, were noted to be out of order.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
−	The vessel was seen to be lacking critical spares due to several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring	Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).	**$1000 - $5000**
−	The piping over the incinerator, located on the boiler deck, was found to be oil soaked, with fuel oil droplets observed on the incinerator indicating a potential leak.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
−	The latest lube oil analysis reports showed 'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number , as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines.	The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	**$1000 - $5000**
−	The hydraulic cut-off valve of the mooring winch on aft part of main deck was found with localised areas of corrosion.	Remedial cosmetic maintenance to be carried out as soon as practical.	**<$1000**
−	The provisions lifting appliance was seen to be in a fair condition with the safety latch of the hook found to be damaged and not operational.	To be further investigated and rectified as soon as practical.	**<$1000**
−	Provisions equipment was seen with excess frosting with minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework.	De-frost and rectify root cause of excess ice build-up.	**<$1000**

⊖	External superstructure fittings were seen to be in a fair condition with two of the lightings, fitted at port and starboard sides of engine room fan housing, were found to be damaged at the foundation.	To be further investigated and rectified as soon as practical.	**<$1000**
⊖	The main engine was seen to be in a fair condition with the exhaust temperature gauge on cylinder number 5 noted to be opaque.	To be further investigated and rectified as soon as practical.	**<$1000**
⊖	One 6 litres breathing apparatus cylinder, located in the fire locker in deck store upper deck, found with low pressure - 180 bar with the required being 300 bar +/- 10%.	To be further investigated and rectified as soon as practical.	**<$1000**
⊖	The paint store fan damper was seen to be covered with nets that obstructed the access and operation, as well as missing open/close markings sighted on the ventilation dampers on poop deck.	To be further investigated and rectified as soon as practical.	**<$1000**
⊖	Several ventilation louvers of engine room port and starboard side fans were found to be broken.	To be further investigated and rectified as required.	**<$1000**
⊖	It was noted that the paint store fan was making a loud noise when in operation.	To be further investigated and rectified as required.	**<$1000**
⊖	Several air driven hand tools were found with tampered trigger mechanism in the deck stores.	To be further investigated and rectified as soon as practical to ensure safe operation of all hand tools it maintained.	**<$1000**
⊖	Electrical socket box, located at the forward side of each hatch coaming were found corroded due to seawater sprays. Salt composition was apparent inside the boxes.	Rubber packings of the electrical boxes are recommended to be renewed.	**<$1000**
⊖	The vessel was seen to have a Class Actionable Item, dated September 2022, requiring a BWTS repeater panel is to be installed in the deck office.	For information.	**$0**
✓	It was reported that a USCG approved BWTS is installed	Positive.	**$0**
✓	The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system	Positive.	**$0**
✓	The vessel has completed an out of water bottom survey within 12 months from the date of inspection.	Positive.	**$0**

	The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard.	Positive.	**$0**

Please note, all costs are estimations only, based on industry averages, and may vary depending on locations and scopes of work. These costs are provided to assist the reader to consider the potential Capex or Opex impact of the related Notable Item and should not be used for budgeting purposes without further internal assessment of their accuracy.

DECARBONISATION SUMMARY

An up to date International Energy Efficiency Certificate was provided for review which stated that the vessel has an Attained EEXI of 3.47 which is at the Required EEXI of 3.47. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

EEXI

Required EEXI	Attained EEDI/EEXI
3.47	3.47
$gCO_2/t.nm$	$gCO_2/t.nm$

This vessel meets the required EEDI/EEXI

GRADING DATA

The Idwal Grade® is an industry recognised measure of asset integrity. Using proprietary algorithms, the Idwal Grade is programmatically calculated from over 500 individual data points, captured during a rigorous and standardised inspection process. Our data-driven methodology ensures that our reports are consistent, accurate and free from bias.

SUB GRADES

The methodology used to calculate the Idwal Grade® is also applied to the grading of the different vessel areas and categories. Two key areas are the overall vessel condition and vessel management:

Condition	77	Management	87

The following are grades representing individual areas of interest of the vessel:

Design and Construction	90	Hull	80
Mooring Decks	80	Weather Decks and Fittings	80
Ballast Tanks and Systems	70	Accommodation	80
Bridge and Navigation Equipment	80	Engine Room and Machinery	70
Fire Fighting Equipment and Systems	70	Lifesaving Appliances	80
Safe Working Environment	80	Pollution Control	80
Onboard Management	80	Vessel Capabilities and Cargo Systems	80
Forthcoming Regulatory Compliance	100	Crew Welfare	80
Crew Performance	80	Safety Management	80
Planned Maintenance System (PMS)	80	Classification and Certification	80
PSC Performance	100		

DESIGN AND CONSTRUCTION

The construction and design was found to be good to very good overall, with the vessel built to IACS standards and Rules in South Korea by Example Shipyard with the keel laid in December 2011. The vessel is a Bulk Carrier, with 7 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 2, MAN B&W and the vessel has 3 Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey Program (ESP) and holds a Class notation for In Water Surveys. No Cargo Lifting Appliances are fitted and the vessel cannot carry it's own grabs. The UTM report, sighted onboard only with no digital copy provided, showed only minor steel diminution. The structure and Hull of the vessel is fitted with additional features as follows: new panama mooring fixtures. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and the engine room and machinery are fitted with MGO cooler, engine power limiter, incinerator sludge burning system, UMS capabilities, 2-stroke engine mechanical lubricator and centralised sea water cooling.

HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from all round at the anchorage. The vessel was found to be free of major structural defects, however, a suspected minor indentation was sighted in way of frames 195-200 on the port side but was free of coating breakdown and corrosion. Minor abrasions were sighted around the midships area from suspected fender contact. Hull markings were well painted and legible with no marine fouling observed. The vessel's last out of water bottom survey was carried out on 01-Sept-22, with the vessel's next out of water bottom survey due by 07-Jun-27.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: A suspected minor indentation was sighted in way of frames 195-200 on the port side of the hull. **Corrective Action:** To be further investigated and any required repairs conducted a soon as practical.	$1000 - $5000

Description	Estimated Cost [USD]

Issue: The vessel has completed an out of water bottom survey within 12 months from the date of inspection.

Corrective Action: Positive.

$0

MOORING DECKS

80

The Mooring decks were seen to be in a good condition overall with the decks found to be free of structural defects and had only minor localised spot corrosion, up to approximately 2% of the mooring deck plating total surface area, mainly located to deck plating and around foundations of fittings. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Hydraulic windlasses and winches were reported to be fully operational and free from hydraulic leakage as observed. Mooring machinery was in generally fair condition with scattered areas of corrosion and rust staining noted to the drums as well as to hydraulic pipework, but with band brake linings seen to have adequate remaining thickness. Anchor chains and mooring ropes were in a good overall condition. Snap-back zone warnings were seen to be posted at the entrances to mooring areas as per industry best practice. The Bosun's store was in a fair overall condition with it noted that the housekeeping could be improved upon. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet seen to be available near to the Foc'sle.

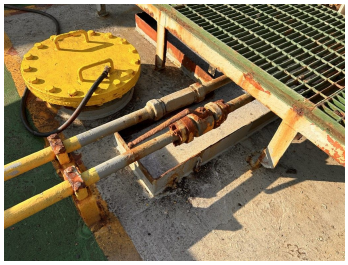
WEATHER DECKS AND FITTINGS

80

The Weather Decks and Fittings were seen to be in good condition overall, with the decks found to be free of structural defects and had only minor localised spot corrosion, up to approximately 2% of the main deck plating total surface area, mainly located to deck walkways. Deck fittings were found to be in a fair condition with scattered areas of corrosion noted to the pipework, though signs of on-going cosmetic maintenance were noted. Localised areas of corrosion were also noted to sections of the side handrails however, pipework and fittings were seen to be generally free of leakages. Deck mooring machinery were in fair overall condition with the hydraulic cut-off valve of the mooring winch on aft part of main deck found with localised areas of corrosion. The accommodation ladders and gangways were in a good overall condition, with no notable defects found however, the provisions lifting appliances fitted on the deck were in a fair overall condition with the safety latch of the hook found to be damaged and not operational.

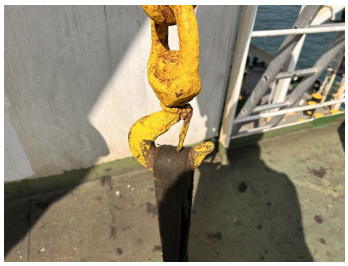
NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The hydraulic cut-off valve of the mooring winch on aft part of main deck was found with localised areas of corrosion. **Corrective Action:** Remedial cosmetic maintenance to be carried out as soon as practical.	<$1000



Description	Estimated

	Cost [USD]
Issue: The provisions lifting appliance was seen to be in a fair condition with the safety latch of the hook found to be damaged and not operational. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000



BALLAST TANKS AND SYSTEMS

70

Ballast tanks and systems were deemed to be in a fair to good overall condition primarily due to the issues sighted to several remote gauges. No tanks could be entered as all tanks were ballasted, though the fore peak void space was available for entry, however, photographs of previous tank entries in 26-Aug-22 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and were free of coating breakdown and corrosion. Ballast tank fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 5%. Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be not properly operating with several remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, noted to be out of order however, all ballast pumps were in good working order and in good visual condition.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Several ballast tank remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard, were noted to be out of order. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

ACCOMMODATION

80

The accommodation areas were seen to be in a good condition overall with floor and wall coverings found to be in good condition and upholstery and furniture found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality. The Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a paid to access unlimited use Wi-Fi system and crew were reported to have access to a minimally stocked bond store. The Air Handling Unit (AHU) was found to be maintaining a comfortable temperature and was seen to be in good condition with no defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working order. The galley was found to be in a clean condition with the galley hoods also found to be kept clean. The vessel's walk-in cold rooms were found to be clean and hygienic with temperatures at the required levels. Provision room components were seen to have isolated defects with minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion. The external superstructure fittings were seen to be in a fair overall condition with two of the lightings, fitted at port and starboard sides of engine room fan housing, found to be damaged at the foundation but with all external accommodation doors in good working order and properly closing.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Provisions equipment was seen with excess frosting with minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external pipework. **Corrective Action:** De-frost and rectify root cause of excess ice build-up.	<$1000

Description	Estimated Cost [USD]
Issue: External superstructure fittings were seen to be in a fair condition with two of the lightings, fitted at port and starboard sides of engine room fan housing, were found to be damaged at the foundation. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated

	Cost [USD]
Issue: The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system **Corrective Action:** Positive.	$0

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. An in-date compass deviation card was seen to be posted near to the helm and the compass deviation log was well maintained and without any major deviations. The vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

70

The Engine room and machinery were found to be in a fair to good overall condition primarily due to the issues noted with the lube oil analysis results and the suspected leak noted from a section of pipework. However, no significant defects were reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, Main Engine, pumps, air compressors and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in a deteriorated condition with the piping over the incinerator, located on the boiler deck, was found to be oil soaked, with fuel oil droplets observed on the incinerator indicating a potential leak. Housekeeping was seen to be to a good overall standard with the vessel lacking critical spares as recommended by the ship manager Safety Management System (SMS). As per the provided document several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring A review of the latest lube oil analysis reports provided showed some areas of concern as follows: 'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number , as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines. The Main Engine was reported to be fully operational but was seen to be in a fair overall condition with the exhaust temperature gauge on cylinder number 5 noted to be opaque. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Bearings overhaul schedule is subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads, Pistons and Cylinder liners overhauls were within the service hours. Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted. The 3 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hours data showed no areas of concern. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition. The purifiers were not seen in operation at the time of inspection, however crew reported all were fully operational. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

NOTABLE ITEMS

Description	Estimated Cost [USD]

Issue: The vessel was seen to be lacking critical spares due to several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring

Corrective Action: Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).

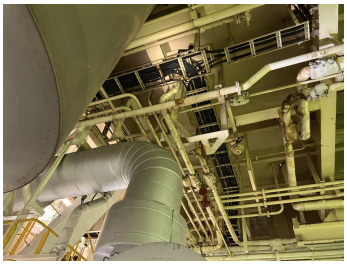
$1000 - $5000

Description	Estimated Cost [USD]

Issue: The piping over the incinerator, located on the boiler deck, was found to be oil soaked, with fuel oil droplets observed on the incinerator indicating a potential leak.

Corrective Action: To be further investigated and rectified as soon as practical.

$1000 - $5000



Description	Estimated Cost [USD]

	Issue: The latest lube oil analysis reports showed 'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number , as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines. **Corrective Action:** The oils should be refreshed and re-tested as soon as possible. Oils with only a 'caution' warning are suitable for continued use.	$1000 - $5000

Description	Estimated Cost [USD]
Issue: The main engine was seen to be in a fair condition with the exhaust temperature gauge on cylinder number 5 noted to be opaque. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

70

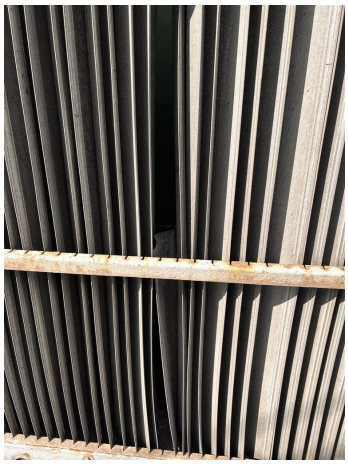
Fire Fighting Equipment and Systems were found to be in a fair to good condition overall primarily due to the low pressure sighted in on BA bottle. The vessel was however generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with Water Spray and CO2 fixed firefighting in the engine room, CO2 for the cargo areas and Galley Wet Chemical in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. A fire pump was tested during the inspection and was found to deliver adequate pressure. The fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition though BA equipment was not fully charged and ready for use with one 6 litres breathing apparatus cylinder, located in the fire locker in deck store upper deck, found with low pressure - 180 bar with the required being 300 bar +/- 10%. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a fair overall condition, with various defects found such as the paint store fan damper seen to be covered with nets that obstructed the access and operation, as well as missing open/close markings sighted on the ventilation dampers on poop deck. Several ventilation louvers of engine room port and starboard side fans were found to be broken, as well as it noted that the paint store fan was making a loud noise when in operation. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: One 6 litres breathing apparatus cylinder, located in the fire locker in deck store upper deck, found with low pressure - 180 bar with the required being 300 bar +/- 10%. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: The paint store fan damper was seen to be covered with nets that obstructed the access and operation, as well as missing open/close markings sighted on the ventilation dampers on poop deck. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Several ventilation louvers of engine room port and starboard side fans were found to be broken. **Corrective Action:** To be further investigated and rectified as required.	<$1000



	Description	Estimated Cost [USD]
	Issue: It was noted that the paint store fan was making a loud noise when in operation. **Corrective Action:** To be further investigated and rectified as required.	<$1000

LIFESAVING APPLIANCES

80

Lifesaving appliances were seen to be in a good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 1 free-fall lifeboat, which was seen to be in good overall condition externally and internally. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA) were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good, safe condition. Regular drills were conducted on board with the last drill conducted on the 11-May-23, which was an Fire in Engine room drill. Several air driven hand tools were however found with tampered trigger mechanism in the deck stores.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Several air driven hand tools were found with tampered trigger mechanism in the deck stores. **Corrective Action:** To be further investigated and rectified as soon as practical to ensure safe operation of all hand tools it maintained.	<$1000

POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was simulation tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 20-May-23. It was reported that a US coastguard approved Ballast Water Treatment System (BWTS) is fitted which was found to be fully operational and in good overall condition. The vessel was seen to have a Class Actionable Item, dated September 2022, requiring a BWTS repeater panel is to be installed in the deck office. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. The vessel's sewage treatment plant was found to be fully operational and in good overall condition, with no obvious defects. Garbage segregation was found to be good, with adequate, labelled containers and garbage seen to be well sorted and containers seen to be made of approved non-combustible materials. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 21-Apr-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 18-Oct-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel was seen to have a Class Actionable Item, dated September 2022, requiring a BWTS repeater panel is to be installed in the deck office. **Corrective Action:** For information.	$0

	Description	Estimated Cost [USD]
✓	**Issue:** It was reported that a USCG approved BWTS is installed **Corrective Action:** Positive.	$0

	Description	Estimated Cost [USD]
✓	**Issue:** The vessel is fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. **Corrective Action:** Positive.	$0

ONBOARD MANAGEMENT

80

Onboard management was found to be good overall. The paper-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be very good with 0 deficiencies and 0 detentions in the 8 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation with the majority of requested documents provided.

VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. Holds 2 and 4 were entered for inspection and photographs of previous hold entries from 19-Apr-23 were provided for review. The inspected cargo holds were found to be free of structural defects and had only minor localised spot corrosion, up to approximately 2% of the surface area, mainly located to bulkheads. Cargo hold fittings such as ladders, handrail and pipe guards etc. were seen to be generally free of damage. The last cargo carried was Coal (Coking, Steam Coal), with the next intended cargo reported to be Grain (Wheat, Maize, Rye, Barley etc). The cargo holds were free of signs of water ingress both from internal and external sources. Cargo monitoring systems such as bilges, temperature sensors, water ingress sensors etc. were reported to be fully operational and regularly tested. The vessel is fitted with Side rolling hatch covers, which were seen to be well aligned and closing correctly. Hatch covers were found to be free of structural defects and had only minor scattered spot corrosion, up to approximately 5% of the surface area, mainly located to the topsides, more so around covers 1, 2, and 3. Hatch cover operating systems were in full working order and were seen to be in good condition, free of corrosion and leakages. Hatch cover rubber seals and retaining channels were in good overall condition and free of temporary means of sealing such as foam or sealing tape. Hatch cover securing and hold open arrangements along with landing pads were seen to be in a good overall condition with no notable defects observed. Hatch coamings and longitudinal continuation brackets were found to be free of structural defects and were free of coating breakdown and corrosion. Compression bar/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG). The vessel is gearless.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Electrical socket box, located at the forward side of each hatch coaming were found corroded due to seawater sprays. Salt composition was apparent inside the boxes. **Corrective Action:** Rubber packings of the electrical boxes are recommended to be renewed.	<$1000

OPERATIONAL DATA

Operational Data Condition

Does the vessel have an Exhaust Gas Cleaning System (EGCS)? ☒ No

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	2,444.5 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	251.9 m^3

What fuel type does the vessel run on for the majority of the time?	Heavy Fuel Oil (HFO)

Does the vessel have any energy efficiency technologies installed? ☒ No

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	MAN B&W	N/A	MAN B&W	MAN B&W	MAN B&W	
Model	MC-C		6L16/24	6L16/24	6L16/24	
Mark/Series/Revision	8					
Number of Cylinders	6		6	6	6	
Speed (RPM)	92.8		1,200	1,200	6,601,200	
Bore (mm)	600		160	160	160	
Stroke (mm)	2,400		240	240	240	
Specific Fuel Oil Consumption (SFOC) (g/kWhr) At 75% load for ME and 50% load for AEs, corrected to ISO conditions, as stated on Nox technical files	185.6		207	207	207	
Nox Tier	2		2	2	2	
Fuel Oil Consumption at full load (tonnes/day)	46.3		3.31	3.3	3.3	
Cylinder Oil Consumption (litres/day)	130		10	10	10	
System Oil Consumption (litres/day)	33					

Major Overhaul Interval (Hours)			16,000	16,000	16,000	
Running Hours since last overhaul (Hours)			14,332	14,730	4,521	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	11.2	17.5
Loaded Service	12.5	23.0
Ballast Eco	11.5	17.1
Ballast Service	12.8	21

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		24,000
Pistons		24,000
Bearings	Yes	
Cylinder Liners		24,000

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	3,448	3,448	3,448	3,448	3,448	3,448						
Pistons	3,448	3,448	3,448	3,448	3,448	3,448						
Bearings	3,448	3,448	3,448	3,448	3,448	3,448						
Cylinder Liners	3,448	3,448	3,448	3,448	3,448	3,448						

Class Surveys

Were all Class and Statutory certificates valid? ☑ Yes

Is the vessel on the Extended Dry Docking (EDD) program? ☒ No

Is the vessel on the Enhanced Survey Program (ESP)? ☑ Yes

Does the vessel have an In Water Survey Class notation? ☑ Yes

Is the vessel ice classed? ☒ No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	08-Jun-22	07-Jun-27
Intermediate		08-Jun-25
Annual	08-Jun-22	08-Jun-23
Bottom In Water		31-Aug-25
Bottom in dry dock	01-Sept-22	07-Jun-27

What was the location of the last out-of-water docking?	*Example shipyard*
Is the vessels last dry dock report provided and attached?	☒ No
Provide details of works done in last dry dock	*The drydocking report was provided in printed copy and during the inspection reviewed. The vessel completed her 2nd. special survey during the dry docking between 22-08-2,022 and 01-09-2,023. Following works had been completed during the dry docking : 1- Wear down measurement of tail shaft and rudder, 2- Over/board valve inspection, 3- Boiler pressure test, 4- Load test of lifting appliances/accommodation ladders, 5- Measurement of anchor chain, 6- Measurement of Main Engine ; - Piston rods, - Liners (6 units), - Stuffin box, 7- Propeller polishing, 8- Steel renewal at: - Side shell Stbd side : 350x350x16 AH36, - Port side girder, fr.29 : 400x600x16 AH36, - Bilge Keel Starboard side : 4,500x250x12 x 16 AH36 9. High pressure washing of hull and recoated.*
Has the vessel remained with the same flag since build?	☒ No
Please provide details of previous flags	*Example flag*
Has the vessel remained with the same Class since build?	☑ Yes
In total, how many of the following does the vessel have?: Conditions of Class, Recommendations of Class, Statutory Findings, Statutory Items, Conditions of Authority, Etc.	0
Does the vessel have any Class Memos, Observations or Additional Requirements?	☑ Yes
Please provide further details	*one detailing that a BWTS repeater panel is to be installed in the deck office, as well as several others of an informative and statutory nature*
The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:	1,000,000

What was the status of the vessel at the time of inspection?	Standing by

DESIGN AND CONSTRUCTION

Design and Construction Condition

Has the vessel been built to the standards and Rules of an IACS-member Class Society?

☑ Yes

Under what IACS Class society supervision was the vessel built?	Example Class
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	Yes
Did the UTM report show any diminution of steelwork?	Minor

Please provide further details

The latest UTM report provided showed minor levels of steel diminution.

Hull & Structure

What features were seen on the hull?

☑ New Panama mooring fixtures

Retrofit was carried out during the last dry docking.

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

2 DGPS units were installed on the brdige.

Engine Room & Firefighting

What features were seen in the engine room?

☑ MGO Cooler

3 Plate type, MGO coolers were provided on board for main engine, auxiliary engines and the boiler. Maker : SPX.

☑ Engine Power Limiter (EPL)

What is the new maximum power of the Main Engine as limited by the EPL? (kW) *6,853*

Kongsberg power limitation software was installed which was integrated to governor unit.

☑ Incinerator sludge burning system

500,000 kcal/h, 581 kw incinerator was provided.

☑ UMS Capabilities (regardless of Class notation)

The vessel was classified with UMS notation and the engine room was maintained in UMS mode.

☑ 2-Stroke Engine Adaptive Cylinder Oil Control e.g. MAN B&W Alpha Lubricator

Alpha lubricator was provided.

☑ Centralised Sea Water cooling

HULL

Hull Condition

What sections of the hull were inspected?	All round (at anchor)

Was the vessel free of any major structural damage or indentations?	☑ Yes	
Was the vessel free of any minor structural damage or indentations?	☒ No	*suspected minor indentation sighted in way of frames 195-200 on the port side*

What was the level of Hull coating breakdown and corrosion?	None
What was the condition of the hull markings?	Well painted and clearly legible
What level of marine fouling was seen?	None

Were fenders installed on the hull?	☒ No

MOORING DECKS

Mooring Decks Condition

Were the decks free of any structural damage or deformations?	☑ Yes
What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to deck plating and around foundations of fittings
The amount of surface area coating breakdown and corrosion was approximately:	2%
Type of coating breakdown and corrosion:	☑ Localised ☑ Spot
What was the general condition of the deck fittings?	Good
Were fairleads and mooring rollers free to move when tested?	☑ Yes
Were all mooring machinery reported to be fully operational?	☑ Yes
What type of windlass(es) and winches were fitted?	Hydraulic
Were the windlass(es) and winches seen to be free of hydraulic oil leaks?	☑ Yes
Was the mooring machinery hydraulic pump unit (HPU) seen to be free from leaks?	☑ Yes
What was the condition of the mooring machinery?	Fair
Please provide further details	*scattered areas of corrosion and rust staining noted to the drums as well as to hydraulic pipework*

What amount of band brake lining was seen to be remaining?	Moderate/Adequate
What condition were the visible sections of the anchor chains seen to be in?	Good
What type of mooring lines did the vessel have?	Rope
What was the condition of the mooring ropes / wires?	Good

Were safe mooring practices observed? i.e. no overlapping turns on split drum, chafing of lines or unsafe leading. ☑ Yes

Was the last brake test seen to be stencilled on the mooring winches? ☑ Yes

Date of last test	*10-Sept-22*

What type of snap back warning signs/zones were posted?	Signs at the entrance to the mooring decks

Was the Bosun's / Foc'sle store available for inspection? ☑ Yes

What was the condition of the bosun's store structure?	Structurally sound with no visible damage
What was the condition of the bosun's store coatings?	Coatings fully intact with no corrosion
Was the condition of the bosun's store housekeeping?	Fairly neat with some scattered equipment

Were the bitter end release arrangements seen to be clear and unobstructed? ☑ Yes

Was an 'emergency towing booklets/procedures' available near to the foc'sle? ☑ Yes

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations? ☑ Yes

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to deck walkways
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?	Fair

Please provide further details

scattered areas of corrosion noted to the pipework, though signs of on-going cosmetic maintenance were noted. Localised areas of corrosion were also noted to sections of the side handrails

Does the vessel have mooring winches fitted on the main deck? ☑ Yes

What was the condition of the mooring winches?	Fair

Please provide further details

hydraulic cut-off valve of the mooring winch on aft part of main deck was found with localised areas of corroison

Were deck equipment and pipework free of leakages? ☑ Yes

What was the condition of the accommodation ladders or gangways?	Good

Was the vessel fitted with a provision lifting appliance(s)? ☑ Yes

What was the condition of the provision lifting appliance(s)?	Fair
Please provide further details	*safety latch of the hook was found to be damaged and not operational*
Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.	☑ Yes *a spare anchor was secured on main deck, starboard side.*

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No
Please provide further details	*Reason tanks were not entered: all tanks were ballasted, though the fore peak void space was available for entry*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*26-Aug-22*
Were inspection reports or reports of the tanks condition provided?	☑ Yes
Were the tanks free of any structural damage or indentations?	☑ Yes
What was the level of Ballast Tank coating breakdown and corrosion?	None
What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?	Good
Were the ballast tanks fitted with sacrificial anodes?	☑ Yes
Anode depletion:	*5%*
How much mud/sediment was seen inside the ballast tanks?	Minimal
Please provide further details	*%*
Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes

Were ballast tank manhole covers seen to be in good condition?	☑ Yes	
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☒ No	*several remote gauge indicators, from tanks 3 port and starboard, 4 port, and 5 port and starboard,were noted to be out of order*
Were the ballast and/or anti-heeling pumps reported to be fully operational?	☑ Yes	

What condition were the ballast and/or anti-heeling pumps in?	Good

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes
What was the condition of the flooring and wall coverings?	Good
What was the condition of the upholstery and furniture?	Good
What were the general levels of housekeeping and cleanliness?	Good
What was the level of hygiene of the sanitary facilities?	Good
Was all laundry equipment in good working order?	☑ Yes
Was the Hospital well equipped and ready for use?	☑ Yes
Were the drugs found to be controlled and secured with the associated drugs log kept up to date?	☑ Yes
What was the quality of accommodation outfitting?	Average quality of outfitting
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☑ Yes
What was the condition of the AHU?	Good

Galley Condition

What was the level of cleanliness in the Galley?	Clean	
Was all galley equipment operational?	☑ Yes	
What was the general condition of galley equipment?	Good	
Were the insides of Galley hoods clean?	☑ Yes	
What type of cold provisions stores does the vessel have?	Walk-in stores / Cold rooms	
Were provisions stores well organised with no provisions stored directly on the deck?	☑ Yes	
Were provisions stores clean and hygienic?	☑ Yes	
Were provisions stores at the required temperatures?	☑ Yes	
Were provision stores temperatures recorded and records kept nearby?	☑ Yes	
Were provisions machinery, pipework and door seals free of frosting and deterioration?	☒ No	*minor ice accumulation noted on the upper corner of fish room inner door frame, as well as to sections of the external piprwork*
Were lock-in alarms or handles in good working condition?	☑ Yes	

External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?	☑ Yes	
Were accommodation external doors found to be in good condition and providing an adequate seal?	☑ Yes	
What was the level of external accommodation superstructure coating breakdown and corrosion?	None	

What was the general condition of external superstructure fittings?	Fair

Please provide further details

two of the lightings, fitted at port and starboard sides of engine room fan housing, were found to be damaged at the foundation

Crew Welfare

What is the average contract length for crew members?

Officers:	7 Months
Crew:	9 Months

Was Wi-Fi provided on-board?	Yes Paid, Unlimited
What is the approximate average internet speed?	Average (Able to access social media apps and websites with ease)

Is access provided to catering facilities or food at all times?

- [x] Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Basketball hoop
- [x] Television
- [x] Karaoke
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] Barbecue
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Good

Are crew given time and resources to celebrate religious or cultural events (i.e. Christmas, Independence days etc.)?

- [x] Yes

What facilities were provided in crew cabins?

- [x] Sofa
- [x] Desk

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities: ☑ Seagull

Is there a crew suggestion policy in place? ☒ No

Please provide further details

complaint procedure was in place instead of the suggestion policy.

Does the crew have access to a bonded store?	Yes, minimal stock
Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?	Yes

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	☑ Yes
Was the bridge found to be clean and well maintained with good housekeeping?	☑ Yes
Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months?	☑ Yes
Was the vessel fitted with a Voyage Data Recorder (VDR)?	☑ Yes
Type of VDR fitted:	*VDR*
Was the VDR seen to be free from any unanticipated alarms?	☑ Yes
Were the VDR collection instructions posted and known to the Master?	☑ Yes
Was the vessels Bridge Navigation and Watch Alarm System (BNWAS) fully operational, and turned on when at sea?	☑ Yes
Normal time setting at sea	*12 mins*

Navigation Condition

	Primary	Secondary
What was the vessels primary & secondary means of navigation as listed on Form E?	ECDIS	ECDIS

Were the primary & secondary means of navigation found to be up to date?	☑ Yes

Latest update week	*19*	
Does the vessel receive up to date weather information?	☑ Yes	*20-May-23*

What type of weather updating service does the vessel use?	Digital subscription

Was an in-date compass deviation card posted near to the helm?	☑ Yes
Was a compass deviation log kept, up to date and free of any major deviations?	☑ Yes
Were azimuth rings (bearing diopters) found to be available on the bridge?	☑ Yes

Communication Condition

What GMDSS sea areas was the vessel licensed to cover?	☑ A1	☑ A2	☑ A3	☒ A4
Were the radio batteries seen to be in good condition?	☑ Yes			
Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates?	☑ Yes			

	Battery expiry dates
EPIRBS	01-Dec-23
SARTs	01-Nov-26
VHF	16-Oct-24

Was a valid GMDSS shore servicing certificate seen to be posted near to radio equipment?	☑ Yes

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes

Were passage plans signed by all navigating officers? ☑ Yes

What format were nautical publications provided in?	Electronic

Were the Master's standing orders and night orders found to be signed by all navigating officers? ☑ Yes

Was the bridge log book up to date and correctly filled in? ☑ Yes

Was the GMDSS log book up-to-date and correctly filled in? ☑ Yes

Date of last test	*20-May-23*

External Condition

Was the Monkey Island found to be in good, well maintained condition? ☑ Yes

Were the main mast, aerials and antennas seen to be in good condition and free from damage? ☑ Yes

Were bridge wing manoeuvring controls fitted? ☒ No

Were bridge wing engine speed and compass repeaters seen to be in good working condition? ☑ Yes

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Pumps ☑ Sewage treatment plant ☑ Refrigeration Compressor ☑ Main Engine(s) ☑ Air compressors ☑ Auxiliary Boiler	
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes	
What was the general cleanliness of the Engine Room?	Clean	
Were bilges and tank tops free of oil and water?	☑ Yes	
Was housekeeping to a good overall standard?	☑ Yes	
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☒ No	*several items were noted to be missing, including: nozzles for main engine fuel injectors, Emergency generator Gasket valve cover (1 pc), and Main Air compressor oil ring*
Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☑ Yes	*'Urgent' warning noted from the main engine before filter due to high lead content, and 'Attention' warning noted from the emergency generator due to low base level number , as well as 'Attention' warnings noted from three 'unknown' systems with crew reporting that these were the auxiliary engines*

Was the NOx Technical file kept up to date?	☒ No	*not provided for review*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes	
Were all machinery special tools provided and in good condition?	☑ Yes	

Main Engine Condition

Was the main engine in good working condition? Yes

What condition did the Main Engine appear to be in?	Fair
Please provide further details	*the exhaust temperature gauge on cylinder number 5 was noted to be opaque*

Were Main Engine performance reports provided for review?	☑ Yes
Were the performance reports satisfactory?	☑ Yes
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No

Propulsion

What type of propulsion does the vessel have?	Fixed Pitch Propeller (FPP)

Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition?	☑ Yes
What type of thruster systems does the vessel have?	☑ None

Power Generation

How many Auxiliary Engines does the vessel have?	3

Were the auxiliary engines in good working condition?	☑ Yes
What condition did the Auxiliary Engines appear to be in?	Good
Were Auxiliary Engines performance reports provided for review?	☑ Yes
Were the performance reports satisfactory?	☑ Yes
Does the vessel have a shaft generator?	☒ No
Does the vessel have a shaft motor (Power Take-In)?	☒ No

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?	☑ Yes
What type of boiler is fitted?	Steam
Was the boiler in good working condition?	☑ Yes
What condition did the Boiler appear to be in?	Good
Were boiler safety valves in satisfactory condition?	☑ Yes

Equipment	Fully operational?	Condition
Purifiers	Yes	Good
Pumps	Yes	Good
Coolers	Yes	Good
Air Compressors	Yes	Good
Fresh Water Generator	Yes	Good
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

Was all engine room pipework free of leakages?	☒ No	*the piping over the incinerator, located on the boiler deck was found to be oil soaked with fuel oil droplets observed on the incinerator indicating a potential leak*
Was all pipework free of temporary repairs?	☑ Yes	
Was all pipework free of corrosion or soft patches?	☑ Yes	

What condition was pipework lagging in?	Stain

Was the steering gear in good working condition?	☑ Yes
Was the steering gear free of leakages?	☑ Yes
Was the emergency steering communication equipment and gyro repeater working as required?	☑ Yes
Were emergency steering instructions posted nearby?	☑ Yes

Was the Engine workshop clean and tidy?	☑ Yes

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes
Does the machinery space operate in UMS mode?	☑ Yes
Were all Electrical distribution systems in good working condition?	☑ Yes
Were Main Switchboard Insulation readings adequate?	☑ Yes
Were distribution and switchboard panels protected with approved rubber matting?	☑ Yes

FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire and Safety Appliances Condition

Was the vessel free of fire hazards? ☑ Yes

Was all fire and safety equipment regularly serviced? ☑ Yes

Date of last service	27-Mar-23

Were all relevant Fire and Safety instructions correctly posted? ☑ Yes

What was the vessels Fixed fire detection systems?

Engine Room	Cargo Holds	Accomodation
☑ Flame	☒ Flame	☒ Flame
☑ Smoke	☑ Smoke	☑ Smoke
☑ Heat	☒ Heat	☑ Heat
☒ Smoke & Heat (Combined)	☒ Smoke & Heat (Combined)	☒ Smoke & Heat (Combined)

Was the fire detection system reportedly fully operational? ☑ Yes

Was the fire detection system free of alarms or signs of tampering? ☑ Yes

What is the vessels Fixed firefighting systems?	Engine Room	Cargo Holds	Accomodation
	☑ CO2	☑ CO2	☒ Water Mist
	☒ Foam	☒ Deck Foam	☒ Galley CO2
	☑ Water Spray	☒ Water Spray	☑ Wet Chemical
	☒ None	☒ None	☒ None

Were all fixed fire fighting systems in good working condition?	☑ Yes
Were clear operating instructions posted for the fixed firefighting systems?	☑ Yes
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes
Was the main fire pump working?	☑ Yes
Was the emergency fire pump working?	☑ Yes
Was a fire pump tested during the inspection?	☑ Yes
Did the fire pump maintain adequate pressure?	☑ Yes
Were the main and emergency fire pumps in good condition and free of leakages?	☑ Yes
What was the condition of the fire main and ancillaries such as pipework hydrants and valves?	Good
Does the vessel have a fire control station?	☑ Yes
Were all portable equipment in place as per the fire plan?	☑ Yes
Were all fire extinguishers in good condition?	☑ Yes
Were the firefighting outfits and associated equipment in good condition?	☑ Yes

Were the International Shore Connections on board?	☑ Yes	
Location:	*Starboard side, upper deck*	
Was the BA equipment fully charged in good condition?	☒ No	*6 liters breathing apparatus cylinder, located in the fire locker in deck store, upper deck was found with low pressure, 180 bar with the required being 300 bar +/- 10%*
Was the Emergency Generator tested during the inspection?	☑ Yes	
Was the Emergency Generator in working order?	☑ Yes	
Were Emergency Generator Starting instructions clearly posted?	☑ Yes	
What was the condition of the Emergency Generator?	Good	
Was the "18 hour" fuel level marked on the emergency generator fuel tank?	☑ Yes	
Was the Quick Closing Valve system in good working order?	☑ Yes	
Were fire doors in good condition and effectively closing?	☑ Yes	
Were fire doors free of unauthorised "hold-open" arrangements?	☑ Yes	
Were all ventilation dampers remote closing positions well labelled and in good working order?	☒ No	*missing open/close marking on the ventilation dampers on poop deck*
Were all remote machinery shutdown systems well labelled and in good working order?	☒ No	*paint store fan damper was seen to be covered with nets that obstructed the access and operation*

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	27-Mar-23
How many lifeboats is the vessel equipped with?	1
What type of lifeboat is the vessel fitted with?	Free-fall
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Good

Were Lifeboat Engines able to be tested? ☑ Yes

Were lifeboat engines in good working order? ☑ Yes

What was the condition of the rescue boat?	Good
How many life rafts does the vessel have?	3
What was the condition of the life rafts?	Good

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged? ☑ Yes

What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?	Good
What Date is the next Davit wire due for change?	28-Jun-27

Were legible launching/recovery instructions posted near to survival craft?	☑ Yes
Was evidence of regular maintenance, service and inspection of the launching appliances sighted and evident?	☑ Yes

What was the date of the last abandon ship drill?	27-Apr-23

Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☑ Yes
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☑ Yes
Were the embarkation ladders in a good, well maintained condition?	☑ Yes
Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?	☑ Yes

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No
Did the vessel provide a safe working environment?	☑ Yes
Were all hazard markings clear?	☑ Yes
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☑ Yes
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	☑ Yes
Is Personal Protective Equipment (PPE) provided and worn by crew?	☑ Yes
Are 'Enclosed Space Entry' procedures implemented?	☑ Yes
Is an effective Permit To Work (PTW) process implemented?	☑ Yes
Date of last PTW:	20-May-23
Is an effective Risk Assessment (RA) process in place?	☑ Yes
Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted?	☑ Yes
Are main and emergency exits clearly identified and unobstructed?	☑ Yes
Are sufficient portable oxygen and gas detection meters provided and regularly calibrated?	☑ Yes
Date of last calibration:	20-Feb-23

What is the working language of the vessel?	English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?	☑ Yes
Are all IMO signs correctly placed, and compliant with IMO requirements?	☑ Yes
Is the vessel equipped with an approved SOLAS training manual?	☑ Yes
Were the pilot ladders and boarding arrangements in a good, safe condition?	☑ Yes
Are regular drills conducted on board?	☑ Yes

Last drill date	11-May-23
Last drill type	Fire in Engine room

POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)?	☑ Yes	
Is the vessel free of pollution hazards?	Yes, with no hazards	
Does the vessel have a Class approved Inventory of Hazardous Materials (IHM)?	☑ Yes	*The vessel holds a Class approved Inventory of Hazardous Material (IHM)*

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted?	☑ Yes	
Was the OWS reportedly operational?	☑ Yes	
What was the condition of the OWS?	Good	
Was the OWS Tested?	☑ Yes	
Means of testing	*Simulated*	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration	*22-Dec-21*	
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes	
Means of securing	☑ Locked	

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes
Was the SOPEP locker or box well stocked?	☑ Yes
What was the condition of the SOPEP equipment?	Good
Was a list of SOPEP equipment posted and accurate?	☑ Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes
Date of last entry	*20-May-23*
Category of last entry	*C-12.4*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*27-Mar-23*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example Manufacturer
Type:	Electrolysis
What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	USCG approval
Was the BWTS operational?	☑ Yes

What was the condition of the BWTS?	Good

Was the Ballast Record Book up to date and correctly filled in? ☑ Yes

Date of last entry	*08-Apr-23*

Is the Vessel General Permit (VGP) compliant? ☑ Yes

Due to the use of an EAL or the airseal arrangements in place for the stern tube, the vessel is considered VGP compliant in this regard for trade to the USA

How is the vessel VGP Compliant? *Environmentally Acceptable Lubricant ☑ Stern Tube EAL

Type of EAL	*Clarity Synth. EA Hydraulic 100*

Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted? ☑ Yes

Was the Sewage Treatment Plant operational? ☑ Yes

What was the condition of the Sewage Treatment Plant?	Good

Does the vessel have a sewage holding tank? ☑ Yes

What was the condition of the Sewage Holding Tank?	Good

Garbage - Marpol Annex V

How was the condition of Garbage segregation?	Good

Were Garbage containers of approved, non-combustible type? ☑ Yes

Was the Garbage Record Book (GRB) up to date and correctly filled in?	☑ Yes
Date of last entry	*21-Apr-23*
Category of last entry	*C*

Air - Marpol Annex VI

How does the vessel comply with IMO 2,020 regulations?	Use of Very Low Sulphur Fuel Oils (VLSFO), MGO, DO etc.
Does the vessel use Ozone Depleting Substances (ODS) as Refrigerant Gas?	☒ No
Was an Incinerator fitted?	☑ Yes
Was the Incinerator operational?	☑ Yes
What was the condition of the Incinerator?	Good
Does the vessel have an Emission Control Area (ECA) change-over log?	☑ Yes
Date of last entry	*18-Oct-22*

EEXI

Does the vessel have an EEDI score assigned at build?	☑ Yes
What is the EEDI score?	*3.47*
What fuel type does the vessel run on for the majority of the time?	Heavy Fuel Oil (HFO)
Does the vessel have any energy efficiency technologies installed?	☒ No

Is the vessel ice classed? ☒ No

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	185.6

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	207

Does the vessel have a shaft motor (Power Take-In)? ☒ No

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	07-Jun-27

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☑ Yes
How was the SMS Implemented?	Paper Documents
Were the officers familiar with, and allowed easy access to, the SMS?	☑ Yes
Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?	☑ Yes
Is the SMS system regularly reviewed by the Master?	☑ Yes
Date of last review	27-Feb-23
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	22-May-23
Are hours of maximum permissible work regularly exceeded?	☒ No
Is an effective Planned Maintenance System (PMS) implemented and kept up to date?	☑ Yes

What type of Planned Maintenance System (PMS) does the vessel have?	Class-approved system
Name of PMS	Danaos

Was the PMS a fully integrated type system? (i.e. has integration with the SMS, spares ordering and is accessible by shore side management) ☑ Yes

Were there any critical overdue PMS work orders? ☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	8
No. of Deficiencies in Past three years:	0
No. of Detentions in Past three years:	0

Is the vessel flag targeted by Port State Authorities? ☒ No

Is an effective system of security access control, conforming to ISPS standards, in place upon boarding the vessel? ☑ Yes

Type of access control	ID check, deck watch at access. Security Level was 1.

Do the Master and Chief Engineer have an effective hand over procedures? ☑ Yes

Are random or specific drug and alcohol testing carried out? ☑ Yes

Tests Carried out by	Onboard by Master	External Company

Were the Master and crew prepared for the Inspection? ☑ Yes

What level of cooperation was provided by the crew and Master?	Good
Were documents provided as requested?	Majority of documents provided
What was the overall impression of the general management of the vessel?	Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - BULK

Vessel Capabilities and Cargo Systems - Bulk Condition

Cargo hold	Capacity (m³)	Uniform deck load limit (t/m²)	Steel Coil Capacity By: Total weight (mt)
Cargo Hold No.1	12,780	20	
Cargo Hold No.2	13,985	20	
Cargo Hold No.3	13,990	20	
Cargo Hold No.4	13,990	20	
Cargo Hold No.5	13,990	20	
Cargo Hold No.6	13,990	20	
Cargo Hold No.7	13,811	20	
Total	96,536		0

How many cargo holds does the vessel have?	7

Were the cargo holds able to be entered and inspected? ☑ Yes

Which holds were entered	holds 2 and 4

Were recent vessel cargo hold inspection photographs provided?	☑ Yes
Date photographs were taken:	*19-Apr-23*
Were any cargo hold inspection reports or condition information provided?	☑ Yes
Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)?	☑ Yes
Were the cargo hold fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☑ Yes

What was the level of cargo hold coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to bulkheads
The amount of surface area coating breakdown and corrosion was approximately:	2%

Type of coating breakdown and corrosion: ☑ Localised ☑ Spot

What was the last cargo carried?	Coal (Coking, Steam Coal)
What is the next intended cargo to be carried?	Grain (Wheat, Maize, Rye, Barley etc)

Were all cargo monitoring systems (e.g. bilges, temperatures, water ingress etc.) fully operational and regularly tested?	☑ Yes
Were cargo hold bilges dry, clean and clear of debris or cargo?	☑ Yes
Were the cargo holds free from signs of water ingress?	☑ Yes
Were the cargo holds free from signs of previous and/or current internal leaks (e.g. from manholes or adjacent tanks etc)?	☑ Yes

What is the method of cargo hold ventilation?	Natural

Can any cargo holds be ballasted? ☑ Yes *No.4 Cargo Hold*

Hatch Covers Condition

What type of hatch covers are fitted?	Side rolling
What was the make of the Hatch covers?	MacGregor

Were the hatch covers found to be correctly aligned? ☑ Yes

Were the hatch cover found to be free from structural damage? ☑ Yes

What level of coating breakdown and corrosion was seen on the hatch covers?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to the topsides, more so around covers 1, 2, and 3
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

Were the hatch cover operating systems found to be fully operational? ☑ Yes

What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?	Good
What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Good

Were the hatch covers free from temporary means of sealing such as expanding foam or sealing tape? ☑ Yes

What was the condition of hatch cover securing arrangements?	Good
What was the condition of hatch cover hold-open arrangements?	Good
What was the condition of the hatch cover landing pads?	Good

Hatch Coamings Condition

Were the hatch coamings found to be free from structural damage, paying particular attention to hatch coaming longitudinal stays? ☑ Yes

What was the level of hatch coaming coating breakdown and corrosion?	None

Were the compression bars/strips seen to be in good condition? ☑ Yes

Were the hatch coaming drain channels seen to be free from corrosion, scaling or debris? ☑ Yes

Were hatch coaming non-return valves found to be clear and fully operational? ☑ Yes

Documentation and Additional Features

Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods? ☑ Yes

Does the vessel have a Certificate of Authority to carry grain? ☑ Yes

Was there an approved Cargo Loading Manual on board? ☑ Yes

Is the vessel certified to carry heavy cargoes? ☑ Yes

Was there an approved stability booklet on board? ☑ Yes

Did the vessel use a Class-approved computer based loading/stability software?	☑ Yes

Name of software	Example Software

Were previous and current stability calculations seen to be carried out?	☑ Yes
Is the vessel fitted with equipment for the carriage of additional cargoes (e.g. Log stanchions, lashing points etc.)?	☒ No
Does the vessel carry her own cargo grabs?	☒ No

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition