

Report commissioned by: Example Client Organisation: Example Company



Example Bulk Carrier

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT UNITED STATES 1st MAY 2023





Ref: 0/0000 Issued On: May 1 2023

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Pre-sale report reference:	0/0000
Report commissioned for:	Example Client
Organisation:	Example Company
PDF generated for:	example@example.com
Time & date:	10:59 (UTC) on 1st May 2023



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Carbon Neutral Organisation PAS 2060





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INSPECTION SUMMARY





rt, 1 May 2023



26 Hours Aboard



The Example Vessel (ex. "Example Vessel 1"; "Example Vessel 2") is an example DWT, example Gross Tonnage, example flagged, geared Large Handy Bulk Carrier vessel built to a good standard by Example Shipyard, in China, under Example Class supervision. She was delivered on the 1st October 2011. The vessel is now Classed with Example Class.

A Pre-Sale Inspection of the vessel was conducted on the 1st May 2023 and the 2nd May 2023 in Example Port, United States by Idwal under instruction from Example Company.

Good cooperation was provided by the ship's crew including access to the available cargo holds and ballast tanks. The vessel was alongside, discharging at the time of inspection.

The vessel was found to be in a 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.



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	Evamplem
	Example III



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The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally maintained. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good with 16 deficiencies and 0 detentions in the 10 inspections conducted in the past three years.

The vessel's Attained EEXI was calculated to be between 6.64 and 7.06, which is above the required EEXI of 5.42, and therefore the vessel will require the installation of technologies to reduce the EEXI score.



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COMPARE YOUR IDWAL GRADE

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



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







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.

Average Idwal grade
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.



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KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
•	Developing corrosion seen over the edges of most fittings on the weather decks and corrosion was seen over some localised areas of the decks. Corrosion and paint breakdown was seen on ventilation heads, pipeline supports, pipework U-bolts, bulwarks and sounding pipes. Developing corrosion was also seen on the checker plate cross over steps, mechanical vent heads and hatchways and weather tight openings.	Routine maintenance to be considered to arrest further deterioration,.	\$5000 - \$20000
•	Developing corrosion seen over the stringer plates and longitudinal edges in the F.P.T.	Routine maintenance to be considered to arrest further deterioration.	\$5000 - \$20000
•	Hydraulic oil leaks were seen from the hatch cover operating system at No.2 cargo hold and No.3 cargo hold hatch cover hydraulic piston aft inner was missing. The hydraulic pistons had hydraulic leakage traces at no.1 cargo hold fore port side, No.2 cargo hold aft and fore port side, No.3 cargo hold fore port side (2 pcs), No.4 cargo hold aft starboard side and No.5 cargo hold aft port and starboard sides.	Leakages to be arrested.	\$5000 - \$20000
•	Some of the working platforms in way of the crane jibs were wasted and were likely not safe to work on.	To be renewed as considered necessary.	\$1000 - \$5000
•	Slight dents/damages were seen on the handrails, ladders and pipe guards in the cargo holds.	To be monitored and repaired as considered necessary.	\$1000 - \$5000
•	Developing scaling corrosion seen on the hatch cover retaining channel edges, skirts and underside plating.	To be maintained to arrest further deterioration.	\$1000 - \$5000
•	The P.max. recorded during the latest M.E. performance test for cyl.1 showed notable deviation from the mean.	The fuel injection equipment should have been checked and the P. max adjusted in line with the makers instruction.	\$0



•	It was reported that an IMO approved Ballast Water Treatment System is installed with no documentation provided onboard to verify it's USCG compliance	This is recommended to be further investigated	\$0
•	Cargo crane slewing bearing wear was reportedly not recorded at regular intervals and rocking tests not conducted. The master stated that rocking tests were not conducted and recorded. There was no records on board.	It is recommended to regular monitor the slewing bearing wear of cranes to prevent in service failures.	\$0
	The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system	Positive.	\$0
	The vessel is fitted with an airseal on 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.



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DECARBONISATION SUMMARY

The vessel was delivered to the market before the EEDI requirements, and therefore has no EEDI score assigned. Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 6.64 and 7.06. This Attained EEXI score is above the required EEXI of 5.42, and therefore the vessel will require the installation of technologies to reduce the EEXI score; the forthcoming regulatory compliance has been graded as fair accordingly. Accurate SFOC information for the Aux. Eng. at (50%) load was not provided and the "SFCAE,app" has been used as per paragraph 2.2.4 of resolution MEPC.333(76) to calculate the EEXI. The engines may have a test report included in the NOX Technical File and may therefore have the SFOC specified by the manufacturer or confirmed by a verifier and thus the EEXI calculation provided may not be accurate though it is the most accurate assessment possible given the limited information provided during the inspection. 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.

ΕΕΧΙ

Required EEXI

Attained EEDI/EEXI

5.42 gCO₂/t.nm

6.64 - 7.06

gCO₂/t.nm

Vessel does not meet the EEDI/EEXI requirement and requires additional retrofitting of technologies



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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:





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DESIGN AND CONSTRUCTION

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The construction and design was found to be good overall, with the vessel built to IACS

standards and Rules in China, by Example Shipyard with the keel laid on the 01-Oct-2010. The vessel is of a standard design (Example design) and has five (5) cargo holds covered by weathertight end folding steel hatch covers and four (4) center mounted electro hydraulic Cargo Cranes with 360 degree rotation fitted between hatches. The holds are of a double-bottom design (bx-shaped). The machinery arrangement is conventional for a vessel of this type and includes a slow speed, 2-stroke Main Engine coupled to a Fixed Pitched Propeller via a single shaft, three (3) Aux. Eng. Generator sets and a single Vertical Composite Boiler. The single rudder is driven by a conventional Steering Gear Actuator. The vessel is subject to the Enhanced Survey Program (ESP) and holds a Class notation for In Water Surveys. No UTM report was made available for review. 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 an MGO cooler, incinerator sludge burning system, UMS capabilities and 2-stroke engine adaptive cylinder lubricators.



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HULL

The hull was seen to be in a good overall condition, with the hull able to be inspected from the port side only. The vessel was found to be free of both major and minor structural defects and had only minor spots of scaling corrosion, covering up to approximately 3% of the visible surface area, with coating breakdown and corrosion mainly located over the boot-top section of vertical sides, likely due to routine fender abrasions and across the bow from the anchor chaffing across. Hull markings were well painted and legible with minor marine fouling observed. The vessel's last out of

water bottom survey was credited on the 07-Aug-21 at the Example Shipyard, China, with the vessel's next bottom survey due by the 07-Aug-2024. The vessel has physical features for underwater inspection in lieu of drydocking survey and thus, subject to class approval, the vessel can carry out intermediate bottom surveys in-water in lieu of dry-docking. If the next bottom survey is conducted inwater, then the vessel will not be required to dry-dock until her Third Special Survey which is due by the 15-May-2026.



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MOORING DECKS

The Mooring decks were seen to be in a good condition overall with the decks found to be free 80 from structural defects. Only minor spot corrosion, covering up to approximately 2% of the mooring deck plating total surface area, was sighted with coating breakdown and corrosion mainly located in the vicinity of the windlass foundations. Deck fittings were found to be in a fair condition. Minor, developing corrosion was seen on the deck fitting edges such as the bulwarks, ventilation heads, rollers and bollards. Fairleads and mooring rollers were 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. Corrosion and paint breakdown was seen on the mooring machinery structural edges,

foundations and fittings, including the brake bands and linkages and dog-clutches and linkages. Some edge wastage was seen in way of the gear covers. Band brake linings were seen to have adequate remaining thickness. The visible sections of the anchor chains and mooring ropes were in a good overall condition. Mooring practices were seen to be fair with overlapping turns on the tension drums however, snap-back zone warnings were seen to be posted at the entrances to mooring areas as per the latest industry best practice. The Bosun's store was in a good overall condition with no issues to the structure, coatings or housekeeping observed. 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.



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WEATHER DECKS AND FITTINGS

The Weather Decks and Fittings were seen to be in a fair to good condition overall, with a slight backlog of remedial corrosion and coating maintenance in multiple areas of the decks and in way of fittings. The decks were found to be free of structural defects and had only minor scaling corrosion, covering up to approximately 5-10% of the main deck plating total surface area, with coating breakdown and corrosion seen to be most prominent in way of the cross decks. Deck fittings were

found to be in a fair condition. Corrosion and paint breakdown was seen on ventilation heads, pipeline supports, pipework U-bolts, bulwarks and sounding pipes. Developing corrosion was also seen on the checker plate cross over steps, mechanical vent heads and hatchways and weather tight openings. Pipework and fittings were seen to be generally free of leakages. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Developing corrosion seen over the edges of most fittings on the weather decks and corrosion was seen over some localised areas of the decks. Corrosion and paint breakdown was seen on ventilation heads, pipeline supports, pipework U-bolts, bulwarks and sounding pipes. Developing corrosion was also seen on the checker plate cross over steps, mechanical vent heads and hatchways and weather tight openings.	\$5000 - \$20000
Corrective Action: Routine maintenance to be considered to arrest further deterioration,.	





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BALLAST TANKS AND SYSTEMS

Ballast tanks and systems were deemed to be in a fair to good overall condition, with developing corrosion seen within the Fore Peak Tank (F.P.T.). The Fore Peak Tank and No. 1 Top Side Tanks (Port and Starboard Sides) were entered for inspection and photographs of previous tank entries in Feb-22 were provided for review. From the inspections conducted, it was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor scaling corrosion, covering up to approximately 5% of the ballast tanks total surface area, with coating breakdown and

corrosion mainly located over the stringer plates and longitudinal edges in the F.P.T. Ballast tank fittings such as ladders and pipework were seen to be in a fair overall condition. Corrosion was observed on handrails, ladders, manhole seals and U-bolt for the pipework. Anodes were seen to be depleted up to 20%. 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 fully operational and all ballast pumps were in good working order and in good visual condition.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Developing corrosion seen over the stringer plates and longitudinal edges in the F.P.T. **Corrective Action:** Routine maintenance to be considered to arrest further deterioration.

\$5000 - \$20000





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ACCOMMODATION

The accommodation areas were seen to be in a good condition overall with floor and wall 80 coverings found to be in good condition and upholstery and furniture found to be free from significant 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. En suite cabins were provided for all crew members and additional recreation spaces and equipment items were provided for the crew. Recreational WiFi was available for the crew. 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 however, temperatures were not all at the required levels. The temperatures of the meat and fish rooms were slightly higher than required. Provision room components were seen to be generally free of frosting and deterioration. The external superstructure was found to be free of structural defects and had only minor spot corrosion, covering up to approximately 1% of the surface area, with coating breakdown and corrosion mainly located over welding grooves in way of the front of the superstructure.. The external superstructure fittings were seen to be in a good overall condition with all external accommodation doors in good working order and properly closing.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The vessel is reportedly fitted with paid to access unlimited use Wi-Fi system	
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BRIDGE AND NAVIGATION EQUIPMENT

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 is outfitted with a standard suite of navigational equipment with little beyond compliance. 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 onboard 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.



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ENGINE ROOM AND MACHINERY

The Engine room and machinery were found to be in a good overall condition, with no significant 80 defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, purifiers, pumps, air compressors, sewage treatment plant and engine room fans and ballast water treatment system were seen running. Bilges and tank tops were generally free of oil or water. Pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion with pipework insulation lagging seen to be all clean and intact. Housekeeping was seen to be to a good overall standard with the vessel reported to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The NOx Technical file was up to date and last updated on 20-Apr-23. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed some areas of note. The P.max. for Cyl.1 showed notable deviation from the mean. The fuel injection equipment should have been checked and the P. max adjusted in line with the makers instruction. A review of the latest engine running hours showed that the Bearings and Cylinder Liners overhaul

schedules are subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads and Pistons overhauls were within the service hours. It should be noted that for this model of engine, piston overhauls can be extended to 32,000 hours if subject to Condition Based Monitoring (CBM). Propulsion systems, such as shafts 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 provided indicated that none of the major overhauls were overdue. 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 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

	Estimated
Description	Cost
	[USD]



\$0

Issue: The P.max. recorded during the latest M.E. performance test for cyl.1 showed notable deviation from the mean.



Corrective Action: The fuel injection equipment should have been checked and the P. max adjusted in line with the makers instruction.



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FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire Fighting Equipment and Systems were found 80 to be in a good condition overall. The vessel was 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 Local Water Spray and CO2 fixed firefighting in the engine room, CO2 for the cargo areas and Galley CO2 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 with BA equipment found fully charged and ready for use. 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 good overall condition with no defective shut down equipment sighted. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.



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LIFESAVING APPLIANCES

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 a 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.



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SAFE WORKING ENVIRONMENT

Safe working was deemed to be a fair to good overall. The vessel presented a generally safe working environment. Mooring practices were seen to be fair with overlapping turns on the tension drums. Hazards were seen to be clearly marked. Non-slip paint reapplication was continuing on the main deck. 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 13-May-23, which was an fire and abandon ship drill.



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POLLUTION CONTROL

Pollution control was deemed to be good to very good overall and generally found to be well 90 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 sealed and 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 or box 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 21-May-23. An IMO approved Ballast Water Treatment System (BWTS) is fitted onboard with no documentation provided onboard to

verify it's USCG compliance. The BWTS was reported to be fully operational and in good overall condition. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is fitted with an airseal on 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 19-May-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 07-May-23. 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: It was reported that an IMO approved Ballast Water Treatment System is installed with no documentation provided onboard to verify it's USCG compliance	¢o
Corrective Action: This is recommended to be further investigated	\$0



Estimated
Cost
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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 vessel reportedly has a Non Class-approved

system-based Planned Maintenance System (PMS). The Planned Maintenance System has been graded as fair to good accordingly. The Port State Control (PSC) history was found to be good with 16 deficiencies and 0 detentions in the 10 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.



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VESSEL CAPABILITIES AND CARGO SYSTEMS

Vessel capabilities and cargo systems were deemed to be in a fair to good overall condition 70 with a few minor maintenance items identified. Holds No.1, 3, 4 and 5 were entered for inspection and photographs of previous hold entries from Apr-23 were provided for review. The inspected cargo holds were found to be free of structural defects and had only minor spot corrosion, covering up to approximately 1% of the surface area, with coating breakdown and corrosion mainly located over the lower stools and slopping plates. Cargo hold fittings such as ladders, handrail and pipe guards etc. were seen to have minor damages with slight dents/damages seen on the handrails, ladders and pipe guards in the cargo holds. The last cargo carried prior to this inspection was Borax Mineral, with the next intended cargo reported to be Soya Beans. The cargo holds were free of signs of water ingress both from internal and external sources. Cargo monitoring systems such as bilges and water ingress sensors etc. were reported to be fully operational and regularly tested. The vessel is fitted with Hydraulic folding type 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 spot corrosion, covering up to approximately 5% of the surface area, with coating breakdown and corrosion mainly located over the edges of the hatch covers and the undersides had some blistering.. Hatch cover operating systems were in full working order but were seen to be in fair condition. Hydraulic oil leaks were seen from the hatch cover operating system at No.2 cargo hold and No.3 cargo hold hatch cover hydraulic piston (aft-inner) was missing. The hydraulic pistons had hydraulic leakage traces at no.1 cargo hold fore port side, No.2 cargo hold aft and fore port side, No.3 cargo hold hatch cover fore port side (2 pcs), No.4 cargo hold hatch cover aft starboard side and No.5 cargo hold hatch cover aft port and starboard sides. Hatch cover rubber seals and retaining channels were in fair overall condition with corrosion seen on the retaining channels . As reported, at the request of the charterer, expanding foam is applied to the joints on the sides and bottom of the hatch covers, and sealing tape is applied to the joints on the upper parts of the hatch covers. 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 had only minor scattered, spot corrosion, covering up to approximately 5% of the surface area, with coating breakdown and corrosion mainly located over the lower part of the hatch coaming and brackets of the hatch coaming. Compression bar/strips were seen to be in good condition with hatch coaming drain channels free of major 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 fitted with collapsible log stanchions and lashing point, which were found to be in good condition and ready for use. Lashing equipment was seen to be in a fair condition with corrosion seen on the lashing equipment and log stanchions though the inventory was up-to-date as observed. The vessel is fitted with wire operated cargo grabs, which were found to be free of structural defects and had only minor scaling corrosion, covering up to approximately 7% of the surface area, with coating breakdown and corrosion mainly located on the inside of the grabs and the sides and the edges of the grabs. The vessel has 4 cargo lifting appliances, which were found to be in a fair to good overall condition. Cargo lifting appliances all cranes were seen in operation and all were reported to be fully operational. Lifting appliances were found to be generally free of significant structural defects and had only minor spot corrosion, covering up to approximately 5% of the surface area, with coating breakdown and corrosion mainly located over the Jib edges, body and working platforms. Some of the working platforms in way of the crane jibs were wasted and were likely not safe to work on. Wires were in good overall condition as were motors and hydraulic systems, which were free of defects and leaks. Lifting appliances components, such as sheaves, blocks and cylinders were seen to be in a good overall condition with controls and operating positions in good condition and safety devices



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fully operational. No evidence of bearing rocking tests were provided for review. The master stated that rocking tests were not conducted and recorded. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Hydraulic oil leaks were seen from the hatch cover operating system at No.2 cargo hold and No. cargo hold hatch cover hydraulic piston aft inner was missing. The hydraulic pistons had hydraulic leakage traces at no.1 cargo hold fore port side, No.2 cargo hold aft and fore port side, No.3 cargo hold fore port side (2 pcs), No.4 cargo hold aft starboard side and No.5 cargo hold aft port and starboard sides. Corrective Action: Leakages to be arrested.	3 \$5000 - \$20000



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D	escription	Estimated Cost [USD]
ls: W	sue: Some of the working platforms in way of the crane jibs were wasted and were likely not safe to ork on.	\$1000 -
Co	orrective Action: To be renewed as considered necessary.	\$5000



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Description

Estimated Cost [USD]

Issue: Slight dents/damages were seen on the handrails, ladders and pipe guards in the cargo holds.

Corrective Action: To be monitored and repaired as considered necessary.

\$1000 - \$5000



Description

Estimated Cost [USD]



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\$1000 -\$5000

Issue: Developing scaling corrosion seen on the hatch cover retaining channel edges, skirts and underside plating.

Corrective Action: To be maintained to arrest further deterioration.

<image>

Description	Estimated Cost
	[03D]
Issue: Cargo crane slewing bearing wear was reportedly not recorded at regular intervals and rocking tests not conducted. The master stated that rocking tests were not conducted and recorded. There was no records on board.	¢0,
Corrective Action: It is recommended to regular monitor the slewing bearing wear of cranes to prevent in service failures.	ΦU



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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:	1,299.9 m ³
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	366.3 m ³
What fuel type does the vessel run on for the majority of the time?	Light Fuel Oil (LFO)
Does the vessel have any energy efficiency technologies installed?	× No



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Engines Table

	Main Main Engine Engine 1 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	Example	Example	Example	Example	
Model	Example	Example	Example	Example	
Number of Cylinders	5	5	5	5	
Speed (RPM)	127	720	720	720	
Bore (mm)	500	200	200	200	
Stroke (mm)	1,910	300	300	300	
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	173.4	215	215	215	
Nox Tier	1	1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	24	1.2	1.2	1.2	
Cylinder Oil Consumption (litres/day)	145				
System Oil Consumption (litres/day)	16.7	5	5	5	
Major Overhaul Interval (Hours)		11,000	11,000	11,000	
Running Hours since last overhaul (Hours)		269	4,345	2,567	



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	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	11.5	22
Loaded Service	12.5	24
Ballast Eco	12.5	22
Ballast Service	13.5	24

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		11,000
Pistons		11,000
Bearings	Yes	
Cylinder Liners	Yes	



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Main Engine No.1				Unit I	Running Hou	irs						
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	5,776	2,684	4,035	1,297	3,889							
Pistons	5,776	2,684	4,035	1,297	3,889							
Bearings	52,024	52,024	52,024	52,024	52,024	52,024						
Cylinder Liners	52,024	52,024	52,024	52,024	52,024							

Class Surveys

Were all Class and Statutory certificates valid?	Ves
Is the vessel on the Extended Dry Docking (EDD) program?	X No
Is the vessel on the Enhanced Survey Program (ESP)?	Ves
Does the vessel have an In Water Survey Class notation?	Ves
Is the vessel ice classed?	🗴 No

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	07-Aug-21	15-May-26
Intermediate		25-Aug-24
Annual	22-Jul-22	25-Aug-23
Bottom In Water		07-Aug-24
Bottom in dry dock	07-Aug-21	15-May-26



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What was the location of the last out-of-water docking?	Example Shipyard
Is the vessels last dry dock report provided and attached?	Yes
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?	× No
Please provide details of previous Class societies	Example Class
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	Administrative in nature only.
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:	700,000
What was the status of the vessel at the time of inspection?	Discharging


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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?	No, not available

Hull & Structure

Bridge & Communication

What features were seen on the bridge?



Manufacturer: Furuno Type:GP-150 Serial Nos: 6,401-9,053/6,401-9,054

Engine Room & Firefighting

What features were seen in the engine room?



Manufacturer: Alfa Laval Type: MG-FG Serial No:30,109-24,284

V Incinerator sludge burning system

Manufacturer: Teamtec Type: OG 200C Serial No: 09,709 Burner Maker: Fremo Burner Type: F-50-45-T Burner Capacity: 18-28 l/h

UMS Capabilities (regardless of Class notation)

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

Maker: Hyundai Heavy Industries Serial No.: HMA-819



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HULL

Hull Condition

What sections of the hull were inspected?	Port side
Was the vessel free of any major structural damage or indentations?	✓ Yes
Was the vessel free of any minor structural damage or indentations?	✓ Yes
What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	boot-top section of vertical sides, likely due to routine fender abrasions and across the bow from the anchor chaffing across.
The amount of surface area coating breakdown and corrosion was approximately:	3%
Type of coating breakdown and corrosion:	Scaling Spot
What was the condition of the hull markings?	Well painted and clearly legible
What level of marine fouling was seen?	Minor
Were fenders installed on the hull?	× No



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MOORING DECKS

Mooring Decks Condition

Were the decks free of any structural damage or deformations?	Ves 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:	vicinity of the windlass foundations
The amount of surface area coating breakdown and corrosion was approximately:	2%
Type of coating breakdown and corrosion:	Spot
What was the general condition of the deck fittings?	Fair
Please provide further details	Corrosion was seen on the deck fitting edges such as the bulwarks, ventilation heads, rollers and bollards.
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



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What was the condition of the mooring machinery?	Fair
Please provide further details	Corrosion and paint breakdown was seen on the mooring machinery structural edges, foundations and fittings including the brake bands and linkages and dog-clutches and linkages. Some edge wastage was seen in way of the gear covers.
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.	▶ No overlapping turns on tension drums.
Was the last brake test seen to be stencilled on the mooring winches?	Yes
Date of last test	04-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?	Neat and tidy with items secured
Were the bitter end release arrangements seen to be clear and unobstructed?	Ves Yes
Was an 'emergency towing booklets/procedures' available near to the foc'sle?	Yes



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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:	Cross decks	
The amount of surface area coating breakdown and corrosion was approximately:	10%	
Type of coating breakdown and corrosion:	Scaling Spot	
What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?	Fair	
Please provide further details	Corrosion and paint breakdown was seen on ventilation heads, pipeline supports, pipework U-bolts, bulwarks and sounding pipes. Developing corrosion was also seen on the checker plate cross over steps, mechanical vent heads and hatchways and weather tight openings.	
Does the vessel have mooring winches fitted on the main deck?	× No	
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)?	Good	



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Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.

🗴 No



Vessel: Ref: Example Vessel 0/0000

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition	
Were ballast tanks entered?	Ves
Please provide further details	Tanks Entered: Fore Peak Tank, No. 1 Top Side Tanks (Port and Starboard Sides)
Were recent (last 12 months) ballast tank inspection photographs provided?	✓ Yes
Date photos were provided:	01-Feb-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?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	stringer plates and longitudinal edges in the F.P.T.
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	Scaling Spot
What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?	Fair
Please provide further details	Corrosion was observed on handrails, ladders, manhole seals and

U-bolt for the pipework



Were the ballast tanks fitted with sacrificial anodes?	Ves	
Anode depletion:	20%	
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?	X No	Corrosion was observed on manhole covers and seals.
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	Yes	
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



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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



Was all galley equipment operational?	
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?	
Were provisions stores clean and hygienic? Yes	
Were provisions stores at the required temperatures? X No <i>The temperatures of the meat and fish rooms were slightly higher than required temperatures</i>	red.
Were provision stores temperatures recorded and Yes records kept nearby?	
Were provisions machinery, pipework and door seals free of frosting and deterioration?	
Were lock-in alarms or handles in good working condition?	
External Areas Condition	
Was the external Superstructure / Accommodation Yes Block found to be free from damages?	
Were accommodation external doors found to be in good condition and providing an adequate seal?	
What was the level of external accommodation superstructure coating breakdown and corrosion?Minor	
Coating breakdown and corrosion was mainly located in the following areas:	re.
The amount of surface area coating breakdown and corrosion was approximately:1%	



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Type of coating breakdown and corrosion: Spot What was the general condition of external Good superstructure fittings? **Crew Welfare** What is the average contract length for crew members? Officers: 9 Months 9 Months Crew: Was Wi-Fi provided on-board? Yes Paid, Unlimited Fast (Able to stream music or short videos in low What is the approximate average internet speed? quality) Is access provided to catering facilities or food at all \checkmark Yes times? What Public Recreation equipment did the crew have Fixed weight machine Free Weights access to? Treadmill Cycling Machine Basketball hoop Television Karaoke **Musical Instruments** Barbecue Public Computer En-suite facilities for all crew members What was the quality of crew recreation facilities? Good Are crew given time and resources to celebrate Ves 🗸 religious or cultural events (i.e. Christmas, Independence days etc.)? What facilities were provided in crew cabins? V Desk Sofa Ample storage



Does the vessel have any onboard training facilities?	Yes
Type of onboard training facilities:	Seagull
Is there a crew suggestion policy in place?	Yes
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



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BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational?	Ves
Was the bridge found to be clean and well maintained with good housekeeping?	Ves
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?	Ves
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?	Ves	



Latest update week	20			
Does the vessel receive up to date weather information?	Ves	21-May-23		
What type of weather updating service does the vessel use?		Other		
Other type:	INMARSAT			
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	x 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 d	ates	
EPIRBS		29-Feb-28	1	
SARTs		30-Jun-24		
VHF		31-Jul-25		
Was a valid GMDSS shore servicing certificate seen to be posted near to radio equipment?	Yes			



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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?	Ves Yes
Were the main mast, aerials and antennas seen to be in good condition and free from damage?	Ves
Were bridge wing manoeuvring controls fitted?	🗴 No
Were bridge wing engine speed and compass repeaters seen to be in good working condition?	Ves



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ENGINE ROOM AND MACHINERY

General Condition What equipment was seen running? **Auxiliary Engines** Purifiers Pumps Air compressors Sewage treatment Auxiliary Boiler plant Refrigeration Compressor Other Engine Room Fans and Ballast Water Treatment System Was the engine room free of any significant defects, V Yes either reported by crew or observed? 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 🗸 Yes as recommended by the ship manager Safety Management System (SMS)? Were spares neatly stowed and correctly secured? 🗸 Yes Were all sounding pipe self-closing devices in good Yes working order and sounding pipes capped? Were recent copies of lube oil analysis reports Ves Yes provided for review? Were any caution (amber) or action (red) alerts seen 🗴 No on the lube oil analysis reports?



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Was the NOx Technical file kept up to date?	Yes	
Date of entry:		20-Apr-23
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?		Good
Were Main Engine performance reports provided for review?	Ves	
Were the performance reports satisfactory?	X No	P.max. for cyl.1 showed notable deviation from the mean. The fuel injection equipment should have been checked and the P. max adjusted in line with the makers instruction.
Was there any overdue maintenance on the Main Engine Turbochargers?	X 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?	V None	



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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?	Ves



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?	Yes	
Was all pipework free of temporary repairs?	Ves	
Was all pipework free of corrosion or soft patches?	Yes	
What condition was pipework lagging in?	Clean	
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?	Ves	
Was the Engine workshop clean and tidy?	Yes	



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ECR and Electrical

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



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FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire and Safety Appliances Condition Was the vessel free of fire hazards? V Yes Was all fire and safety equipment regularly serviced? 🗸 Yes Date of last service 05-Jun-22 Were all relevant Fire and Safety instructions correctly V Yes posted? What was the vessels Fixed fire detection systems? **Engine Room Cargo Holds** Accomodation 🗸 Flame 🗶 Flame 🗶 Flame Smoke V Smoke Smoke V Heat 🗶 Heat Heat Smoke & Heat (Combined) Smoke & Heat (Combined) Smoke & Heat (Combined) Was the fire detection system reportedly fully Yes operational? Was the fire detection system free of alarms or signs 🗸 Yes of tampering?



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What is the vessels Fixed firefighting systems? **Engine Room Cargo Holds** Accomodation 🗸 со2 🗸 со2 🗴 Water Mist Galley CO2 🗴 Foam X Deck Foam \checkmark Water Spray 🗴 Water Spray 🗶 Wet Chemical 🗶 None 🗶 None 🗶 None Were all fixed fire fighting systems in good working Yes condition? Were clear operating instructions posted for the fixed 🖌 Yes firefighting systems? Was the fixed firefighting system release protected 🖌 Yes against unauthorised operation? Was the main fire pump working? Was the emergency fire pump working? Was a fire pump tested during the inspection? Did the fire pump maintain adequate pressure? Were the main and emergency fire pumps in good Yes condition and free of leakages? What was the condition of the fire main and ancillaries Good such as pipework hydrants and valves? Does the vessel have a fire control station? 🗸 Yes Were all portable equipment in place as per the fire 🗸 Yes plan? Were all fire extinguishers in good condition? Were the firefighting outfits and associated Yes equipment in good condition?



Were the International Shore Connections on board?	Yes
Location:	on the upper deck (both sides)
Was the BA equipment fully charged in good condition?	Yes
Was the Emergency Generator tested during the inspection?	Ves Yes
Was the Emergency Generator in working order?	Ves
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?	Yes
Were all remote machinery shutdown systems well labelled and in good working order?	Yes



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LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced?	Ves Yes
Date of last service:	21-Jul-22
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?	Ves



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?	24-Oct-25
Were legible launching/recovery instructions posted near to survival craft?	Ves
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?	13-May-23
Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	Ves
Were Man Overboard Buoy (MOB) smoke and light signals in date?	Ves
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



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SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	X 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?	🗴 No	Non-slip paint re-application continuing on the main deck.
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?	Ves	
Are sufficient portable oxygen and gas detection meters provided and regularly calibrated?	Yes	
Date of last calibration:		24-Mar-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?	Ves Yes
Last drill date	13-May-23
Last drill type	Fire and abandon ship



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POLLUTION CONTROL

General Condition

Was Pollution Control well implemented within the on board Safety Management System (SMS)?	Ves	
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?	Ves	
What was the condition of the OWS?		Good
Was the OWS Tested?	Ves	
Means of testing	Simulated	
Was the 15ppm meter calibrated?	Ves	
Date of calibration		15-Jul-21
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	Ves	
Means of securing	Sealed	



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?	Ves Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	✓ Yes
Date of last entry	21-May-23
Category of last entry	C, /
Were previous bunkering checklists correctly filled out?	Ves
Date of last bunkering	23-Apr-23
Were bunker samples correctly stored?	Ves
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	₩ Yes
Ballast Water Treatment System	
Manufacturer:	Example BWST
Туре:	UV
What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	IMO approval
Was the BWTS operational?	✓ Yes



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What was the condition of the BWTS?	Good
Was the Ballast Record Book up to date and correctly filled in?	Ves Yes
Date of last entry	12-May-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 Airseal
Sewage - Marpol Annex IV	
Was a Sewage Treatment Plant fitted?	Ves
Was the Sewage Treatment Plant operational?	Ves 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



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Was the Garbage Record Book (GRB) up to date and correctly filled in?	Yes	
Date of last entry		19-May-23
Category of last entry	В	

Air - Marpol Annex VI

technologies installed?

Is the vessel ice classed?

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	07-May-23
EEXI	
Does the vessel have an EEDI score assigned at build?	× No
What fuel type does the vessel run on for the majority of the time?	Light Fuel Oil (LFO)
Does the vessel have any energy efficiency	× No

× No



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Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	173.4
Auxiliary Engines	
Specific Fuel Oil Consumption (SFOC) (g/kWhr):	215
Does the vessel have a shaft motor (Power Take-In)?	X No
What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	Example date



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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?	Ves Yes
Date of last review	08-Mar-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	20-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?	Non Class-approved system
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:	10
No. of Deficiencies in Past three years:	16
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 control
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
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


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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	7,069	20	6,645
Cargo Hold No.2	9,652	20	9,266
Cargo Hold No.3	9,053	20	8,691
Cargo Hold No.4	9,650	20	9,264
Cargo Hold No.5	8,060	20	7,576
Total	43,484		41,442
How many cargo holds does the vessel have?		5	
Were the cargo holds able to be entered and inspected?	\checkmark	Yes	
Which holds were entered		No.1, 3, 4 and	d 5
Were recent vessel cargo hold inspection photographs provided?	\checkmark	Yes	
Date photographs were taken:		02-Apr-23	



Were any cargo hold inspection reports or condition information provided?	Ves	
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?	X No	Slight dents/damages were seen on the handrails, ladders and pipe guards in the cargo holds.
What was the level of cargo hold coating breakdown and corrosion?		Minor
Coating breakdown and corrosion was mainly located in the following areas:		lower stools and slopping plates.
The amount of surface area coating breakdown and corrosion was approximately:		1%
Type of coating breakdown and corrosion:	Spot	
What was the last cargo carried?		Other
Please provide further details	Borax Mineral	
What is the next intended cargo to be carried?		Other
Please provide further details	Soya Beans	
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?	X No	Borax and water were seen in the cargo hold bilge, although burlap was placed at the mouth of the bilge to prevent the cargo from entering the bilge.
Were the cargo holds free from signs of water ingress?	Ves	



Vessel: Example Vessel

Were the cargo holds free from signs of previous and/or current internal leaks (e.g. from manholes or adjacent tanks etc)?	Y es
What is the method of cargo hold ventilation?	Mechanical
Can any cargo holds be ballasted?	Yes No.3 CH
Hatch Covers Condition	
What type of hatch covers are fitted?	Hydraulic folding type
What was the make of the Hatch covers?	Example Manufacturer
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:	edges of the hatch covers and undersides had some blistering.
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	Spot
Were the hatch cover operating systems found to be fully operational?	Y es



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What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?	Fair	
Please provide further details	Hydraulic oil leaks were seen from the hatch cover operating system at No.2 cargo hold and No.3 cargo hold hatch cover hydraulic piston (aft-inner) was missing. The hydraulic pistons had hydraulic leakage traces at no.1 cargo hold fore port side, No.2 cargo hold aft and fore port side, No.3 cargo hold hatch cover fore port side (2 pcs), No.4 cargo hold hatch cover aft starboard side and No.5 cargo hold hatch cover aft port and starboard sides.	
What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Fair	
Please provide further details	Corrosion was seen on the retaining channels.	
Were the hatch covers free from temporary means of sealing such as expanding foam or sealing tape?	No Upon the request of the charterer, expanding foam is applied to the joints on the sides and bottom of the hatch covers, and sealing tape is applied to the joints on the upper parts of the hatch covers.	
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?	Fair	

Please provide further details

Corrosion was seen on the hatch cover landing pads.

Hatch Coamings Condition

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





What was the level of hatch coaming coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	lower part of hatch coaming and brackets of hatch coaming
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	Scattered Spot
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?	Ves
Was there an approved stability booklet on board?	Ves
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?	Ves Yes
Is the vessel fitted with equipment for the carriage of additional cargoes (e.g. Log stanchions, lashing points etc.)?	Yes Log stanchions and lashing points



What was the condition of the additional cargo equipment?	Good
What was the condition of the vessels lashing equipment?	Fair
Please provide further details	Corrosion was seen on the lashing equipment and log stanchions.
Was there an up to date lashing inventory?	✓ Yes
Does the vessel carry her own cargo grabs?	✓ Yes
What types of grabs are carried	Wire operated
What is the make and model of the grabs?	
Make	Example Make
Model	Example Model
Were the grabs found to be free from structural damage?	Yes
What level of coating breakdown and corrosion was seen on the grabs?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	On the inside of the grabs, the sides and the edges of the grabs
The amount of surface area coating breakdown and corrosion was approximately:	7%
Type of coating breakdown and corrosion:	Scaling Spot



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CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	30	24	
2	30	24	
3	30	24	
4	30	24	
How many Cargo Lifting Appliances does the vessel have?		4	
What type of cargo lifting appliances are fitted?	De	eck Cranes	
Were the cargo lifting appliances seen in operation?	Yes all cranes		
Please state which lifting appliances were seen in operation	all cranes		
Were all cargo lifting appliances fully operational?	Ves		
Were the cargo lifting appliances found to be free from structural damage?	Yes		



What level of coating breakdown and corrosion was seen on the cargo lifting appliances?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	Jibs, body and working platforms
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	Spot
In what condition were the wires for the cargo lifting appliances?	Good
In what condition were the cargo lifting appliances motors and hydraulic systems?	Good
In what condition were the cargo lifting appliances slewing bearings?	Good
Was slewing bearing wear monitored or rocking tests conducted and recorded?	No The master stated that rocking tests were not conducted and recorded. There was no records on board.
Were all safety features and equipment (e.g. limit switches) fitted on the cargo lifting appliances fully operational?	✓ Yes
In what condition were the cargo lifting appliances control and operating positions, including their operator cabs if fitted?	Good
Were cargo lifting appliances regularly examined by appropriately qualified shore side technician?	Ves Yes
Were cargo lifting appliances angle indicators free to move?	Yes
Was the Safe Working Load (SWL) clearly marked on the cargo lifting appliances?	Ves Yes
What condition were the cargo lifting appliances components such as sheaves, blocks and cylinders in?	Good



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Were cargo lifting appliances maintenance records accurate and up to date?

Ves