



PRE-PURCHASE
INSPECTION

EXAMPLE GENERAL CARGO

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT UNITED ARAB
EMIRATES

1st MAY 2023



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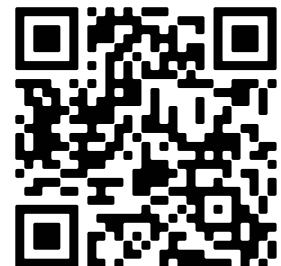
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ADDITIONAL DOCUMENTS



Vessel documents



Vessel photos



INSPECTION SUMMARY



Example port
United
Arab
Emirates



1 May
2023



Status:
Standing
by



8 Hours
Aboard



No
documents
provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged LNG Carrier vessel built to a good standard by example shipyard in South Korea, under example class supervision and was delivered on the 1st February 2002. The vessel remains Classed with example class.

A Pre-purchase Inspection of the vessel was conducted on the 1st May 2023 in example port, United Arab Emirates by Idwal under instruction from example client..

Fair cooperation was provided by the ship's crew with access granted to the ballast tanks. but not the cargo tanks. The vessel was alongside, standing by at the time of inspection.

The vessel was found to be in good overall condition with an Idwal Grade at 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.

77

IDWAL
GRADE

VESSEL PARTICULARS









Ship Name	Example Vessel
Previous Name	Example Vessel 1
IMO Number	123456789
Port of Registry	Example Port
Ship Type	General Cargo
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 well maintained. The vessel was found to provide a safe working environment. The vessel has not had a Port State Control inspection in the last 3 years as per public access sources.

Given the good condition of the vessel it is estimated that the OPEX levels are likely to be as per industry norms for vessels of a similar age, type and size.

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	Several documents have not been provided.	These have since been requested how has not been submitted for review.	\$0
✖	A Ballast Water Treatment System (BWTS) was in the process of being retrofitted. However no information has been provided if this has been commissioned by Class attendance nor if the International Ballast Water Management certificate has been credited with D-2 compliance.	It is recommended that this is further investigated and verified at the earliest opportunity.	\$0
✖	No Class status report has been provided for review. Therefore, the absence of any Conditions of Class (CoC) cannot be accurately confirmed.	For information.	\$0
—	The vessel was seen to be lacking critical spares due to several critical spares were missing as per critical spares list including but not limited to steering gear O-ring pipe flange and BWTS pump, electric motor and flow meter as well as gas detection system	Ensure the vessel has adequate spares as recommended by the ship manager Safety Management System (SMS).	\$1000 - \$5000
—	Crew recreation room furniture upholstery was torn and deteriorated.	It is recommended that the affected furnishings are refurbished at the earliest convenience.	\$1000 - \$5000
—	Kyma performance display unit screen was defective and not legible at the time of he inspection.	It is recommended that this is rectified at the earliest convenience.	\$1000 - \$5000
—	Isolated spot corrosion and superficial corrosive staining in way of fixtures attached to the exterior of the Moss Rosenberg tanks as well as accommodation superstructure.	It is recommended that the affected areas are treated and restored at the earliest opportunity.	<\$1000
—	Evidence of recent weld works and repairs identified on the weather deck staircase.	It is recommended that the new welded areas are coated at the earliest opportunity.	<\$1000
—	Navigation light mast had moderate localized corrosion concentrated on light fixtures as well as on nearby horn support bracket.	It is recommended that the affected areas of corrosion are treated and restored at the earliest convenience.	<\$1000

	Isolated corrosive superficial staining on jib and cargo hose handling crane operating mechanisms	It is recommended that the affected areas of corrosion are treated and restored at the earliest opportunity.	<\$1000
	The main switchboard was seen to have low insulation readings with Main Switch Board 220 V distribution has low insulation Megohm	Investigate and rectify cause of the low insulation as soon as possible.	\$0
	Mooring wires had superficial corrosive staining as well as signs of deterioration.	It is recommended that the affected wires are further examined and replaced if deemed requisite.	\$0
	Provision cranes had localized corrosion with signs of scaling on jib and machinery casing.	The provision cranes were in the process of undergoing cosmetic maintenance at the time of inspection. It is recommended that this is further verified.	\$0
	Vessel is reportedly fitted with CCTV cameras that cover key operational areas.	Positive.	\$0
	The vessel is reportedly fitted with free 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 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.

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



Management



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

Design and Construction



Hull



Mooring Decks



Weather Decks and Fittings



Ballast Tanks and Systems



Accommodation



Bridge and Navigation Equipment



Engine Room and Machinery



Fire Fighting Equipment and Systems



Lifesaving Appliances



Safe Working Environment



Pollution Control



Onboard Management



Vessel Capabilities and Cargo Systems



Forthcoming Regulatory Compliance



Crew Welfare



Crew Performance



Safety Management



Planned Maintenance System (PMS)



Classification and Certification



PSC Performance



DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in South Korea, by example shipyard with the keel laid on 11/11/2000. The vessel is a LNG Carrier, with four cargo tanks. The vessel is fitted with a MHI turbo electric steam main engine. The vessel is also provided with a steam propulsion system for power generation, there are two turbo alternators and two diesel generator engines. The turbo alternators and main boilers can also work off of boil off gas. The two diesel generators are example manufacturer engines. It is not on the Enhanced

Survey Program or Extended Dry Docking schedule but does hold 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 integrated bridge system, machinery space control system repeater panel and internal and external cctv system and the engine room and machinery are fitted with high voltage systems, incinerator sludge burning system, UMS capabilities, centralised sea water cooling and dual air handling unit refrigeration compressors.

NOTABLE ITEMS

Description

Estimated Cost [USD]



Issue: Several documents have not been provided.

Corrective Action: These have since been requested how has not been submitted for review.

\$0

Description

Estimated Cost [USD]



Issue: A Ballast Water Treatment System (BWTS) was in the process of being retrofitted. However no information has been provided if this has been commissioned by Class attendance nor if the International Ballast Water Management certificate has been credited with D-2 compliance.

\$0

Corrective Action: It is recommended that this is further investigated and verified at the earliest opportunity.

Description

Estimated
Cost
[USD]

Issue: No Class status report has been provided for review. Therefore, the absence of any Conditions of Class (CoC) cannot be accurately confirmed.

\$0

Corrective Action: For information.

Description

Estimated
Cost [USD]

Issue: Vessel is reportedly fitted with CCTV cameras that cover key operational areas.

\$0

Corrective Action: Positive.

HULL

90

The hull was seen to be in a good to very good overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of both major and minor structural defects and was free of coating breakdown and corrosion. The vessel has undergone hull blasting and re-coating during the recent dry docking. The coating applications was

found to have been carried out to a good standard with no patchy or thinly applied areas identified at the time of the inspection. 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 10-May-23, with the vessel's next out of water bottom survey due by 09-May-26.

NOTABLE ITEMS

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 corrosion, up to approximately 5% of the mooring deck plating total surface area, mainly located on plating beneath operating platforms and in way of mooring machinery save alls as well as on weld seams. It was also noted at the time of the inspection several miscellaneous dry dock equipment and items were left scattered on the mooring decks including but not limited to scaffolding, waste collection skips as well as cables. It is also pertinent to note that there was a temporary shore side lifting appliance situated aft of the accommodation superstructure. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Hydraulic windlass(es) and winches were reported to be fully operational and free

from hydraulic leakage as observed. Mooring machinery was in generally good condition with the band brake linings seen to have substantial thicknesses. It was also identified that the machinery casing in way of the mooring windlass had been reportedly renewed. Anchor chains were in a good condition, however mooring ropes were in a fair condition, due to superficial corrosive staining as well as signs of deterioration. Mooring practices were seen to be good and 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 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.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Mooring wires had superficial corrosive staining as well as signs of deterioration.

Corrective Action: It is recommended that the affected wires are further examined and replaced if deemed requisite.

\$0

WEATHER DECKS AND FITTINGS

70

The Weather Decks and Fittings were seen to be in a fair to good condition overall, with the decks found to be free of structural defects and was free of coating breakdown and corrosion. At the time of the inspection several miscellaneous dry dock equipment and items were left scattered on the mooring decks including but not limited to timber, scaffolding, tools, waste collection skips as well as cables partially obscuring areas of the weather deck. There were also signs of ongoing maintenance being undertaken on the vent heads. As well as recent weld works and repairs identified on the weather deck steps. There was also evidence of spot coating maintenance being undertaken on weather deck fittings such as access hatches. Deck fittings were found to be in a fair condition due to isolated spot corrosion and superficial

corrosive staining in way of fixtures attached to the exterior of the Moss Rosenberg tanks as well as accommodation superstructure however, pipework and fittings were seen to be generally free of leakages and deck mooring machinery was in good condition. There was also evidence of recent weld works and repairs identified on the weather deck staircase. 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 due to provision cranes had localized corrosion with signs of scaling on jib and machinery casing. The provision cranes were in the process of undergoing cosmetic maintenance at the time of inspection.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Isolated spot corrosion and superficial corrosive staining in way of fixtures attached to the exterior of the Moss Rosenberg tanks as well as accommodation superstructure.

Corrective Action: It is recommended that the affected areas are treated and restored at the earliest opportunity.

<\$1000

Description

Estimated
Cost
[USD] **Issue:** Evidence of recent weld works and repairs identified on the weather deck staircase.**Corrective Action:** It is recommended that the new welded areas are coated at the earliest opportunity.

<\$1000

Description

Estimated
Cost
[USD] **Issue:** Provision cranes had localized corrosion with signs of scaling on jib and machinery casing.**Corrective Action:** The provision cranes were in the process of undergoing cosmetic maintenance at the time of inspection. It is recommended that this is further verified.

\$0

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. The 2S was entered for inspection however no photographs of previous tank entries were provided for review due to no ballast tanks inspection pictures were provided during inspection. The inspected ballast tanks were found to be generally free of significant structural defects and had only minor spot corrosion, up to approximately 2% of the ballast tanks total surface area, mainly located on bulkheads and scallop holes.

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 20%. Tanks were seen to have no mud/sediment accumulation and 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.

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 were found to be in fair condition due to crew recreation room furniture upholstery was torn and deteriorated. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. This is despite there being ongoing scheduled dock work tasks. There was also protective covering sheets over parts of the flooring to minimize dirt accumulation and wear. 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 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 be generally free of frosting and deterioration. 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 good overall condition with all external accommodation doors in good working order and properly closing. It was also noted the Crew Welfare was found to be in good overall with it noted that the vessel is fitted with a free and unlimited Wi-Fi system and crew were reported to have access to a well-stocked bond store.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Crew recreation room furniture upholstery was torn and deteriorated.

Corrective Action: It is recommended that the affected furnishings are refurbished at the earliest convenience.

\$1000 -
\$5000

Description

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

\$0

BRIDGE AND NAVIGATION EQUIPMENT

70

The Bridge and navigation equipment were found to be in a fair to 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. However, the Kyma performance display unit screen was defective and not legible at the time of the inspection. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Paper and 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. However, it was identified that the navigation light mast had moderate localized corrosion concentrated on light fixtures as well as on nearby horn support bracket.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Kyma performance display unit screen was defective and not legible at the time of the inspection.

\$1000 -

Corrective Action: It is recommended that this is rectified at the earliest convenience.

\$5000



Description

Estimated
Cost
[USD]

Issue: Navigation light mast had moderate localized corrosion concentrated on light fixtures as well as on nearby horn support bracket.

Corrective Action: It is recommended that the affected areas of corrosion are treated and restored at the earliest convenience.

<\$1000

ENGINE ROOM AND MACHINERY

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. During the inspection the Auxiliary Engines, 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 good overall condition, free of leaks, temporary repairs and significant corrosion with pipework lagging seen to be all clean and intact. 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). 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 05-Jan-23. The vessel is fitted with a turbo electric steam main engine was in good overall condition with no significant defects sighted or reported by crew onboard. The vessel is provided with a steam propulsion system for power generation, there are two turbo alternators and two diesel generator engines. The turbo alternators and main boilers can also work off of boil

off gas. The two example diesel generator engines were in good working. With the exception of the critical spares list and lube oil analysis reports, no documents were provided for review in respect of the engine room these include but are not limited to main and auxiliary engine running hours and maintenance as well as performance reports. Propulsion systems, such as shafts, gearing and bearings including the Bow thruster were in good working order with no defects reported or sighted. 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 however, insulation readings were seen to be low due to main Switch Board 220 V distribution has low insulation Megohm.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: The vessel was seen to be lacking critical spares due to several critical spares were missing as per critical spares list including but not limited to steering gear O-ring pipe flange and BWTS pump, electric motor and flow meter as well as gas detection system

\$1000 -

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

\$5000

Description

Estimated
Cost
[USD]

Issue: The main switchboard was seen to have low insulation readings with Main Switch Board 220 V distribution has low insulation Megohm

\$0

Corrective Action: Investigate and rectify cause of the low insulation as soon as possible.



FIRE FIGHTING EQUIPMENT AND SYSTEMS

80

Fire Fighting Equipment and Systems were found to be in a good condition overall and 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, Foam and CO2 fixed firefighting in the engine room, CO2 and Water Spray for the cargo areas and Galley CO2 in the accommodation. As per the documents onboard the CO2 fire extinguisher cylinders had been checked, refilled and pressure tested in April 2023. 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. 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. The fire doors were found to be in good condition, closing effectively and free from any unauthorised 'hold-open' arrangements.

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 2 davit launched lifeboats, which were seen to be in good overall condition externally and internally. The lifeboat engine(s) was not tested during the inspection, but was reported 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 7 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 14-Apr-23, which was an abandon ship drill.

POLLUTION CONTROL

90

Pollution control was deemed to be good to very good overall and generally found to be well implemented on board with the vessel free of pollution hazards. Crew onboard reported that 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 not tested during the inspection though 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 16-Apr-23. A Ballast Water Treatment System (BWTS) was in the process of being retrofitted at the time of the inspection.

However no information has been provided if this has been commissioned by Class attendance nor if the International Ballast Water Management certificate has been credit with D-2 compliance. 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 29-Mar-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: The vessel is fitted with an airseal on 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 computer-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. It was noted that the vessel has not had a Port State Control inspection in the last 3 years as per public access sources and therefore has been graded as good overall. 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 but with no documents provided.

VESSEL CAPABILITIES AND CARGO SYSTEMS

60

The vessel capabilities and cargo systems were assessed to be in fair condition for a vessel of the same age and type. Cargo tanks and void spaces were not permitted to be entered during the inspection and no vessel inspection photographs or inspection reports were provided for review but have been requested from the vessel owner/manager. The vessel is a Moss Rosenberg spherical tank type B LNG gas carrier equipped with 4 sets of cargo tanks. The compressor and motor room were found to be in generally good condition with no significant defects sighted or reported by crew onboard. Cargo pipework was in good overall condition with pipes, manifolds and relevant deck equipment were suitably marked. The hose handling crane was in full working order and in good structural condition as observed, however there was isolated corrosive superficial staining on jib and cargo hose handling crane

operating mechanisms. Tank level, pressure and temperature monitoring systems were in full working order and the Cargo Control Room (CCR) was in a good overall condition. Cargo Emergency Shutdown Devices (ESDs) were in full working order as observed. The vessel is fitted with a vent mast, which was seen to be in a good overall condition. Gas monitoring instruments are provided on board which were calibrated, with records of calibration provided. Fixed gas monitoring equipment was in full working order. The vessel's last SIRE inspection nor HVPQ has been provided. These have since been requested, however have not been submitted for review. The LNG vaporiser, inert gas system, HD & LD compressors, spray pumps and cargo pipework insulation were all found to be in good condition with no operational defects reported or seen at the time of the inspection.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Isolated corrosive superficial staining on jib and cargo hose handling crane operating mechanisms

Corrective Action: It is recommended that the affected areas of corrosion are treated and restored at the earliest opportunity.

<\$1000

OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:

m³

Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:

4,867.2 m³

Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:

331.1 m³

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	Example		Example	Example		
Model	Example		Example	Example		
Mark/Series/Revision	Example		Example	Example		
Number of Cylinders			8	8		
Speed (RPM)			720	720		
Bore (mm)			280	280		
Stroke (mm)			320	320		
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			194.8	194.8		
Fuel Oil Consumption at full load (tonnes/day)			6	6		
Major Overhaul Interval (Hours)			10,000	10,000		

Main Engine Maintenance

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)?

☒ No

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	10-May-23	26-Feb-28
Intermediate	27-Feb-23	27-Feb-26
Annual	27-Feb-23	27-Feb-24
Bottom in dry dock	10-May-23	09-May-26

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

Hull coating, Boiler super heater tubes re-tubing, retro fitting of Ballast Water Treatment Plant.

Has the vessel remained with the same flag since build?

☒ Yes

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

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?

No, not available

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

- ☒ Integrated Bridge system
- ☒ Machinery Space Control System repeater panel
- ☒ Internal and External CCTV system

CCTV is provided covering deck and Machinery space.

Engine Room & Firefighting

☒ High Voltage (>1,000V) Systems

High voltage transformers are provided for cargo pump motors.

☒ Incinerator sludge burning system

Incinerator is provided with sludge burning system.

☒ UMS Capabilities (regardless of Class notation)

Machinery space is operated in UMS mode occasionally.

☒ Centralised Sea Water cooling

Two LT coolers are provided.

☒ Dual Air Handling Unit Refrigeration compressors

Four AC compressors are provided.

HULL

Hull Condition

What sections of the hull were inspected?

Stbd 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?

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:

on plating beneath operating platforms and in way of mooring machinery save alls as well as on weld seams

The amount of surface area coating breakdown and corrosion was approximately:

5%

Type of coating breakdown and corrosion: ☒ Localised

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?

Good

What amount of band brake lining was seen to be remaining?

Substantial

What condition were the visible sections of the anchor chains seen to be in?

Good

What type of mooring lines did the vessel have?

Wire

What was the condition of the mooring ropes / wires?

Fair

Please provide further details

superficial corrosive staining as well as signs of deterioration

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

15-Nov-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?

☒ 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?

None

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

Fair

Please provide further details

Isolated spot corrosion and superficial corrosive staining in way of fixtures attached to the exterior of the Moss Rosenberg tanks as well as accommodation superstructure.

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

☒ Yes

What was the condition of the mooring winches?

Good

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

provision cranes had localized corrosion with signs of scaling on jib and machinery casing. The provision cranes were in the process of undergoing cosmetic maintenance at the time of inspection.

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

☐ No

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?

☒ Yes

Please provide further details

Tanks Entered: 25

Were recent (last 12 months) ballast tank inspection photographs provided?

☒ No

Were inspection reports or reports of the tanks condition provided?

☒ No

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:

on bulkheads and scallop holes

The amount of surface area coating breakdown and corrosion was approximately:

2%

Type of coating breakdown and corrosion:

☒ Spot

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:

20%

How much mud/sediment was seen inside the ballast tanks?

None

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)?

☒ 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

ACCOMMODATION

Internal Accommodation 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?

Fair

Please provide further details

crew recreation room furniture upholstery was torn and deteriorated

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?

☒ Yes

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

Type of coating breakdown and corrosion:

☒ Spot

What was the general condition of external superstructure fittings?

Good

Crew Welfare

What is the average contract length for crew members?

Officers:

3 Months

Crew:

6 Months

Was Wi-Fi provided on-board?

Yes, Free, 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?

☒ Yes

What Public Recreation equipment did the crew have access to?

☒ Free Weights

☒ Fixed weight machine

☒ Treadmill

☒ Cycling Machine

☒ Table Tennis

☒ Swimming Pool

☒ Television

☒ 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 religious or cultural events (i.e. Christmas, Independence days etc.)?

☒ Yes

What facilities were provided in crew cabins?

☒ Sofa

☒ Desk

☒ Ample storage

Does the vessel have any onboard training facilities?

Yes

Type of onboard training facilities:

☒ Videotel☒ Seagull

Is there a crew suggestion policy in place?

☒ Yes

Does the crew have access to a bonded store?

Yes, well stocked

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

18

Does the vessel receive up to date weather information?

☒ Yes

19-Nov-22

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

18-Nov-26

SARTs

07-Jun-24

VHF

26-May-26

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?

Paper and 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*

19-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?

☒ Yes

Were the bridge wing manoeuvring controls reported to be fully operational and free from signs of water ingress?

☒ Yes

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☒ Air compressors☒ Auxiliary Boiler☒ Pumps☒ Off☒ Refrigeration
CompressorWas 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?

☒ YesWas the vessel equipped with adequate critical spares
as recommended by the ship manager Safety
Management System (SMS)?☒ No

*several critical spares were missing as
per critical spares list including but not
limited to steering gear O-ring pipe flange
and BWTS pump, electric motor and flow
meter as well as gas detection system*

Were spares neatly stowed and correctly secured?

☒ YesWere all sounding pipe self-closing devices in good
working order and sounding pipes capped?☒ YesWere recent copies of lube oil analysis reports
provided for review?☒ YesWere any caution (amber) or action (red) alerts seen
on the lube oil analysis reports?☒ No

Was the NOx Technical file kept up to date?

☒ Yes

Date of entry:

05-Jan-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?

☒ No

No documents were provided for review upon request

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?

☒ Bow Thruster

Was the thruster(s) in good working condition?

☒ Yes

What condition did the thruster(s) appear to be in?

Good

Power Generation

How many Auxiliary Engines does the vessel have?

4

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?

☒ No

No documents were provided for review upon request

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? ☒ Yes

Was all pipework free of temporary repairs? ☒ Yes

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? ☒ 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? ☒ No

*Main Switch Board 220 V distribution
has low insulation Megohm*

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

18-Apr-23

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

What was the vessels Fixed fire detection systems?

Engine Room

Cargo Holds

Accommodation

☒ 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****Accommodation**☒ 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?

☒ No

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:

Upper deck

Was the BA equipment fully charged in good condition? ☒ Yes

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? ☒ Yes

Were all remote machinery shutdown systems well labelled and in good working order? ☒ Yes

LIFESAVING APPLIANCES

Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☒ Yes

Date of last service:

16-Apr-23

How many lifeboats is the vessel equipped with?

2

What type of lifeboat is the vessel fitted with?

Davit launched

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? ☐ No

Were lifeboat engines in good working order? ☒ Yes

What type of rescue boat was fitted?

Dedicated Rescue Boat

What was the condition of the rescue boat?

Good

How many life rafts does the vessel have?

7

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?

30-Apr-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?

14-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:

15-May-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

14-Apr-23

Last drill type

abandon ship

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? ☒ No

Was the 15ppm meter calibrated? ☒ Yes

Date of calibration

28-Apr-23

Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted? ☒ Yes

Means of securing ☒ Sealed
☒ 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

16-Apr-23

Category of last entry

/

Were previous bunkering checklists correctly filled out?

☒ Yes

Date of last bunkering

11-Apr-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 BWTS Manufacturer

Type:

Electrolysis

What regulation is listed on the Ballast Water Management Certificate?

D-1

Type of BWTS approval:

IMO approval

Was the BWTS operational?

☒ No

Installation was in progress at the time of inspection.

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

09-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?

☒ 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

29-Mar-23

Category of last entry

B

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?

☒ No

no information provided

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?

Heavy Fuel Oil (HFO)

Does the vessel have any energy efficiency technologies installed?

☒ No

Is the vessel ice classed?

☒ No

Auxiliary Engines

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

194.8

Does the vessel have a shaft motor (Power Take-In)?

☒ No

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?

☒ Yes

How was the SMS Implemented?

Software / Electronic System

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

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

19-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

Example PMS

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:

0

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

Watchman at gangway.

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?

No documents provided

Please provide further details

No documents were provided by the vessel for review.

What was the overall impression of the general management of the vessel?

Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - GAS CARRIER

Cargo Tanks

How many Cargo Tanks does the vessel have?

4

Type of Gas Carrier

LNG

Type of Containment

Fully Refrigerated

Cargo Tank Capacities

(m³)

CT No.1 combined

34,298.5

CT No.2 combined

34,284.5

CT No.3 combined

34,287.9

CT No.4 combined

34,229

Cargo Tank Capacities

(m³)

Total Capacity

137,099.9

Were the Cargo tanks able to be entered and inspected?

☒ No

Why were tanks not entered?

Cargo tanks were not available for inspection.

Were recent vessel cargo tank inspection photographs provided?

☒ No

- Were cargo tank structural members found to be free from damage? ☒ Yes
- Were the cargo tank fittings such as ladders, hand rails and pipe guards etc. found to be free from damage? ☒ Yes
- Does the vessel have void spaces surrounding the cargo tanks? ☒ Yes
- Were the void spaces and cofferdams surrounding the cargo tanks able to be entered for inspection? ☒ No
- Were the void spaces and cofferdams adjacent to cargo tanks free of any cold spots with no damage/deterioration to insulation. ☒ Yes
- Does the vessel have any independent tanks, i.e. tanks located the deck? ☒ No

What was the last cargo carried?

LNG

What is the next intended cargo to be carried?

LNG

Pumping and Piping Systems

What type of main cargo pumps are fitted?

Electrically Driven deep well

m³/hr

What is the capacity of the deep well pumps?

1,500

What is the manufacturer of the deep well pumps?

Ebara

- Were all the pumps fully operational? ☒ Yes

What condition were the pumps in?

Good

Is the vessel fitted with a compressor room?

☒ Yes

What was the condition of the compressor room?

Good

Were the airlocks on the compressor room in good working order?

☒ Yes

Were compressor room airlock audible and visual alarms in full working order?

☒ Yes

Do the compressor room fans maintain a positive pressure in the Compressor Room?

☒ Yes

Is the vessel fitted with a motor room?

☒ Yes

What was the condition of the motor room?

Good

Were the airlocks on the motor room in good working order?

☒ Yes

Were motor room airlock audible and visual alarms in full working order?

☒ Yes

Do the motor room fans maintain a positive pressure in the Motor Room?

☒ Yes

What condition was the cargo pipework in?

Good

Are deck cargo piping, manifolds and relevant deck equipment suitably marked?

☒ Yes

Are reducers and removable U-bends, if carried, in good condition?

Yes

Is the vessel fitted with a hose handling crane(s)?

☒ Yes

Is the crane in full working order?

☒ Yes

What condition was the crane(s) in?

Fair

*The crane was in fair/poor condition due to:**isolated corrosive superficial staining on jib and cargo hose handling crane operating mechanisms*

Monitoring and Safety Arrangements

Are tank level, pressure and temperature monitoring systems in full working order?

☒ Yes

Is the Cargo Control Room (CCR) in good overall condition?

☒ Yes

Are all cargo Emergency Shutdown Devices (ESD) in full working order?

☒ Yes

What condition were the Maximum Allowable Relief Valves (MARVs) in?

Good

Were the operating pressures clearly marked on the MARVs?

Yes

Is the vessel fitted with Vent Masts?

☒ Yes

What condition was the Vent Masts in?

Good

Are Vent Masts fitted with a Fixed Fire Fighting system?

☒ Yes

What condition was the Vent Masts Fixed Fire Fighting Extinguishing system in?

Good

If appropriate, are fire wires in good condition and properly rigged?

N/A - No fire wires fitted

Is the vessel provided with suitable gas monitoring instruments?

☒ Yes

Are the monitoring instruments calibrated and records available?

☒ Yes*No evidence of calibration of Gas monitoring Instruments was provided.*

Does the vessel have a loading computer?

Yes, Class approved

Is all Fixed Gas monitoring equipment in full working order?

☒ Yes

Are Float Level Gauges fitted?

☒ Yes

What condition was the Float Level Gauges in?

Good

Vetting

What was the date of the last SIRE inspection?

06-Mar-23

Is the vessel older than 15 years?

☒ Yes

Is the vessel enrolled in a Condition Assessment Program (CAP)?

☐ No*No info provided.*

Equipment (LNG)	Fully operational?	Condition
Boil-off/Warm up heaters	Yes	Good
LNG Vaporiser	Yes	Good
Forcing Vaporiser	Yes	Good
Nitrogen Generator	Yes	Good
Nitrogen Tank	Yes	Good
Inert Gas / Dry Air generator	Yes	Good
Glycol Water Heater	Yes	Good
High Duty (HD) Compressors	Yes	Good
Low Duty (LD) Compressors	Yes	Good
Stripping/Spray Pumps	Yes	Good
Gas Combustion Unit (GCU)	NA	
Cargo Pipework insulation	Yes	Good
Reliquification plant	NA	
Cofferdam Heating System	NA	