Report commissioned by:

Example Client

Organisation:

Example Company

PRE-SALE REPORT

EXAMPLE GENERAL CARGO

IMO Number: 123456789

INSPECTED AT DURBAN SOUTH AFRICA

1st MAY 2023

REPORT TERMS OF USE

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Pre-sale report reference:	00/0000
Report commissioned for:	Example Client
Organisation:	Example Company
PDF generated for:	example@example.com
Time & date:	15:33 (UTC) on 1st May 2023

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

Carbon Neutral Organisation PAS 2060

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Example port South Africa

1 May 2023

Status: Loading

5.5 Hours Aboard

Majority of documents provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, geared General Cargo vessel built to a good standard by example shipyard, in People's Republic Of China under example class supervision and was delivered on the 18th February 2016. The vessel is still Classed with example class.

A Pre-Sale Inspection of the vessel was conducted on the 1st May 2023 in example port, South Africa by Idwal under instruction from example company.

Good cooperation was provided by the ship's crew however, no access was granted to the cargo holds or ballast tanks, though some areas of the cargo holds were able to be inspected from the weather deck level, and the vessel was alongside, loading at the time of inspection.

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

81 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 was generally in a good condition. The vessel was found to provide a safe working environment and the Port State Control (PSC) history was found to be good to very good with 10 deficiencies and 0 detentions in the 11 inspections conducted in the past three years.

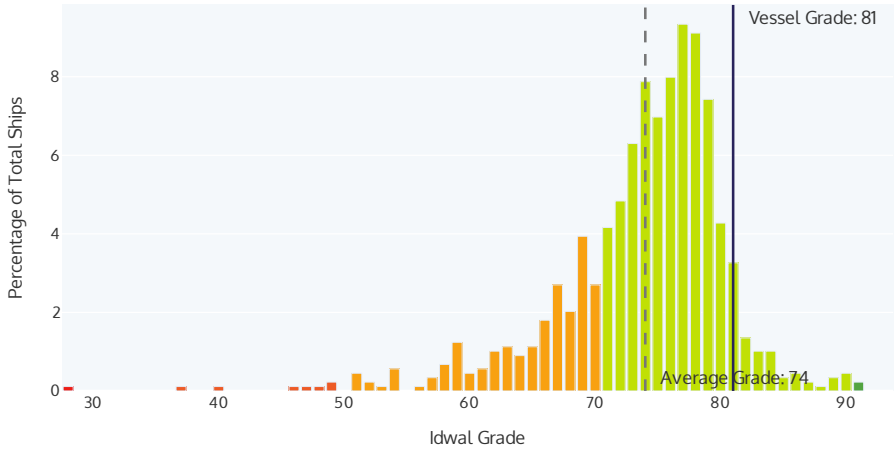
Given the good condition of the vessel it is estimated that the OPEX levels are likely to be as per industry norms for vessels of a similar age, type and size.

The vessel was delivered to market in December 2017 with an Energy Efficiency Design Index (EEDI) score of 4.24, within the regulatory requirements at the time. Based upon the submitted Class IEE certificate and supplement, the Attained EEXI score was recorded to be 4.24, and this Attained EEXI score was noted to have been below the required EEXI of 7.30.

COMPARE YOUR IDWAL GRADE

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

Your Idwal Grade vs other General Cargo vessels



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

KEY

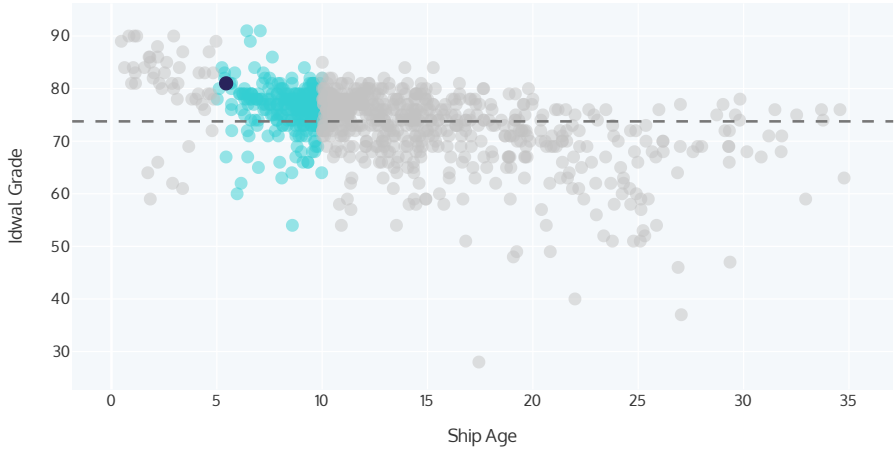
Your Idwal Grade

Average Idwal Grade

Grade range

≥ 90 | 70 - 89 | 50 - 69 | 30 - 49

Your Idwal Grade vs other General Cargo vessels, age 5-10 years



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

KEY

Your Idwal grade

Average Idwal grade

All sector ships

Age comparable ships

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

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

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
−	As observed from the provided Auxiliary Engine (AE) running hours, all fuel pumps for each AE and the air cooler cleaning for AE nos. 1 and 3 may possibly have been overdue maintenance.	To further investigate and to carry out any required maintenance as soon as practical.	**$5000 - $20000**
−	As observed from the provided main engine running hours, the following components and maintenance were indicated to have possibly been overdue: piston rings for unit no. 3; 2 fuel pumps; thrust bearing; guide shoes; torsional vibration damper; driving wheels; servo oil pumps.	To further investigate and to carry out any required maintenance as soon as practical.	**$5000 - $20000**
−	Evidence of minor suspected leakages were observed at some of the cargo hold hatch cover control levers.	These are recommended to be further investigated and rectified as required.	**<$1000**
−	1 Class memo of note was observed on the provided Class status report; this recorded an indentation in the shell plating on the starboard side in way of frame no. 33 and 8.4m below the main deck.	For information.	**$0**
−	The latest lube oil analysis reports showed that AE no. 1 had a caution for an increased viscosity, and AE no. 3 had a caution for an increased water content.	The provided lube oil analysis results were observed to have recommended purification of the oils for further use.	**$0**
✓	It was reported that a USCG approved BWTS is installed.	Positive.	**$0**
✓	En-suite facilities are reportedly provided in all cabins.	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 reportedly fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard.	Positive.	**$0**

	As observed from the provided general arrangement plan, the vessel was reportedly fitted with a rudder bulb.	Positive.	**$0**

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

DECARBONISATION SUMMARY

The vessel was delivered to market in December 2017 with an Energy Efficiency Design Index (EEDI) score of 4.24, within the regulatory requirements at the time. Based upon the submitted Class IEE certificate and supplement, the Attained EEXI score was recorded to be 4.24, and this Attained EEXI score was noted to have been below the required EEXI of 7.30. For more information about technologies to reduce a vessel's EEXI, the creation of the EEXI technical file or operational measures to reduce a vessel's Attained CII, please contact your Idwal sales representative.

EEXI

Required EEXI

NaN

$gCO_2/t.nm$

Attained EEDI/EEXI

4.24

$gCO_2/t.nm$

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	79	Management	85

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

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

DESIGN AND CONSTRUCTION

80

The design and construction was found to be good overall, with the vessel built to IACS standards and Rules in People's Republic Of China by example Shipyard. The vessel is a General Cargo ship with 5 cargo holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 2 example manufacturer, and the vessel has 3 Auxiliary Engines but no shaft generator. It is not on the Enhanced Survey Program or Extended Dry Docking schedule but does hold a Class notation for In Water Surveys, and 4 Cargo Lifting Appliances are fitted. As observed from the provided general arrangement plan, the vessel was reportedly fitted with a rudder bulb and apart from the equipment required by international rules and regulations, the bridge is also reportedly fitted with differential-GPS and a CCTV system. The engine room and machinery are reportedly fitted with an incinerator sludge burning system, UMS capabilities, centralised sea water cooling and dual air handling unit refrigeration compressors.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: As observed from the provided general arrangement plan, the vessel was reportedly fitted with a rudder bulb. **Corrective Action:** Positive.	$0

HULL

80

The hull was seen to be in a good overall condition, with the hull able to be inspected from all round while alongside. The vessel was found to be free of major structural defects, however, 1 Class memo of note was observed on the provided Class status report; this recorded an indentation in the shell plating on the starboard side in way of frame no. 33 and 8.4m below the main deck. The hull was seen to have had only minor localised surface corrosion, less than approximately 5% of the hull's total surface area, mainly located at scupper exits and at a localised area of the port forward side of the hull. Abrasive marks were also observed at several locations that were likely to have been caused by contact with shoreside fenders and tugboats. 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 22-Feb-23, with the vessel's next out of water bottom survey due by 05-Dec-27.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: 1 Class memo of note was observed on the provided Class status report; this recorded an indentation in the shell plating on the starboard side in way of frame no. 33 and 8.4m below the main deck. **Corrective Action:** For information.	$0

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 the deck plating was generally seen to have had minimal signs of notable coating breakdown. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested, and all hydraulic windlasses and winches were reported to be fully operational and free from hydraulic leakage as observed. Minor surface corrosion was observed at localised areas of the foremast. Mooring machinery was in a generally good condition, however, minor surface corrosion was observed at some areas, such as on the casings and hydraulic components, but with the band brake linings seen to have had substantial thicknesses. Visible sections of the anchor chains and mooring ropes were in a good overall condition, and mooring practices were seen to be good with snap-back zone warnings seen to have been posted at the entrances to mooring areas, as per industry best practice. The Bosun's store was seen to have had no obvious structural issues or notable coating breakdown or corrosion, but was fairly neat with some scattered equipment. The bitter end release arrangements were seen to be clear and unobstructed and the emergency towing booklet was seen to be available near to the Foc'sle.

WEATHER DECKS AND FITTINGS

80

The weather decks and fittings were seen to be in good condition overall, with the decks found to be free of structural defects and had only minor localised surface corrosion, less than approximately 5% of the main deck plating total surface area, mainly located on weld seams, around fittings and at cross deck areas. Some areas of previously active pitting corrosion were observed, but the affected areas had been recoated. Deck fittings were found to be in a good condition, though some fittings were observed to have had localised areas of early onset corrosion such as on vent heads however, 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 provision lifting appliances.

BALLAST TANKS AND SYSTEMS

80

Ballast tanks and systems were deemed to be in a good overall condition. No ballast tanks were entered due to operational limitations, however, photographs of previous tank entries in March 2023 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and were seen to have been well coated with minimal signs of notable coating breakdown. Ballast tank fittings, such as ladders and pipework, were seen to be in a good overall condition, and the tanks were seen to have had a minimal amount of mud/sediment accumulation, but were free of any signs of staining from sewage or marine fouling in the provided photographs. Ballast control systems, such as valves and gauges, were reported to be fully operational, and all ballast pumps were reportedly in good working order and were in a 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 free from deterioration and notable 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 with the Air Handling Unit (AHU) found to have been maintaining a comfortable temperature, and the AHU was seen to be in good condition with no notable defects. The galley equipment was deemed to be in a good overall condition with all equipment reportedly in good working order, and the galley was found to be in a very 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, and 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 localised surface corrosion, less than approximately 5% of the structure's total surface area, mainly located around portholes and underneath the bridge wings, but the structure was generally seen to have had adequate coating. 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. Crew welfare was found to have been fair to good overall with it noted that the vessel was reportedly fitted with a paid to access, limited use Wi-Fi system, onboard training facilities and en-suite facilities are reportedly provided in all cabins.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: En-suite facilities are reportedly provided in all cabins. **Corrective Action:** Positive.	$0

BRIDGE AND NAVIGATION EQUIPMENT

80

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

ENGINE ROOM AND MACHINERY

70 The engine room and machinery were found to be in a fair to good overall condition due to the provided main engine and auxiliary engine running hours observed to have indicated multiple possible overdue maintenance tasks. As observed from the provided Auxiliary Engine (AE) running hours, all fuel pumps for each AE and the air cooler cleaning for AE nos. 1 and 3 may possibly have been overdue maintenance. As observed from the provided main engine running hours, the following components and maintenance were indicated to have possibly been overdue: piston rings for unit no. 3; 2 fuel pumps; thrust bearing; guide shoes; torsional vibration damper; driving wheels; servo oil pumps. It is recommended to further investigate and to carry out any required maintenance as soon as practical. Despite this, no significant defects were reported or observed and the engine room was generally found to be clean. During the inspection, the Auxiliary Engines, various pumps, air compressors, auxiliary boiler, refrigeration compressor and sewage treatment plant were seen running. Bilges and tank tops were generally free of oil or water and pipework was seen to be in good overall condition, free of leaks, temporary repairs and significant corrosion however, some pipework lagging had areas of deterioration and staining. Housekeeping was seen to be to a good overall standard but whilst a critical spares list was provided for review, the minimum quantities required for each spare were not seen to have been recorded and therefore, it could not be accurately confirmed if the vessel had adequate critical spares at the time of this review. A review of the latest lube oil analysis reports provided showed that AE no. 1 had a caution for an increased viscosity, and AE no. 3 had a caution for an increased water content; the provided lube oil analysis results were observed to have recommended purification of the oils for further use. The NOx Technical file was up to date and last updated on 26-Apr-23. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects, and a review of the latest Main Engine performance report provided showed no obvious areas of concern. A review of the latest main engine running hours showed that the main bearings overhaul schedule is reportedly subject to Condition Based Monitoring (CBM) and therefore, no dedicated overhaul intervals are provided, and cylinder heads, pistons and cylinder liners overhauls were within the service hours. Propulsion systems, such as shafts, gearing and bearings, were reportedly 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 reports provided showed that whilst the data provided showed no obvious concerns, the engine loads at which the tests were conducted at could not be clearly ascertained from the report and therefore, an accurate assessment of the performance of the auxiliary engines was not possible at the time of this review. The vessel's steam boiler was reported to be fully operational and in good condition, with the boiler safety valves seen to have been satisfactory and free of tampering. All auxiliary equipment was reported to be fully operational and in good condition, and the steering gear was reportedly in good working order, free of leakage and had 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 reportedly in good working order however, a slightly low insulation reading was observed on the 220V switchboard that is recommended to be further investigated.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: As observed from the provided Auxiliary Engine (AE) running hours, all fuel pumps for each AE and the air cooler cleaning for AE nos. 1 and 3 may possibly have been overdue maintenance. **Corrective Action:** To further investigate and to carry out any required maintenance as soon as practical.	$5000 - $20000

Description	Estimated Cost [USD]
Issue: As observed from the provided main engine running hours, the following components and maintenance were indicated to have possibly been overdue: piston rings for unit no. 3; 2 fuel pumps; thrust bearing; guide shoes; torsional vibration damper; driving wheels; servo oil pumps. **Corrective Action:** To further investigate and to carry out any required maintenance as soon as practical.	$5000 - $20000

Description	Estimated Cost [USD]
Issue: The latest lube oil analysis reports showed that AE no. 1 had a caution for an increased viscosity, and AE no. 3 had a caution for an increased water content. **Corrective Action:** The provided lube oil analysis results were observed to have recommended purification of the oils for further use.	$0

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 reported to be fully operational and was free of signs of tampering and alarms. The vessel is reportedly fitted with CO2 and Water Spray fixed firefighting in the engine room, CO2 for the cargo areas and Galley Wet Chemical in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. The fire main and ancillaries, such as hydrants and valves, were in good overall condition, free of notable 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 1 free-fall lifeboat, which was seen to be in good overall condition externally and internally. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment, such as lifejackets, immersion suits and EEBD's etc, were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection, and the vessel presented 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, and regular drills were conducted on board with the last drill conducted on the 26-Apr-23, which was a fire and abandon ship drill.

POLLUTION CONTROL

80

Pollution control was deemed to be good overall and generally found to be well implemented on board with the vessel free of pollution hazards. The vessel holds a Class-approved Inventory of Hazardous Materials, which is required for entry into EU ports. The vessel's Oily Water Separator (OWS) was reported to be fully operational and in good overall condition, with no obvious defects. The OWS was simulation tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 07-May-23. It was reported that a US coastguard approved Ballast Water Treatment System (BWTS) is fitted which 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 reportedly fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard. The vessel's sewage treatment plant was reported 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 07-May-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 22-Feb-23. The vessel's incinerator was reported 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 a USCG approved BWTS is installed. **Corrective Action:** Positive.	$0

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

ONBOARD MANAGEMENT

80

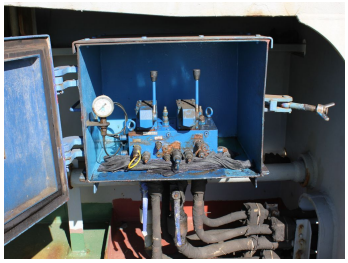
Onboard management was found to be good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near 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 Class-approved system-based Planned Maintenance System (PMS) was fully integrated with the SMS for ordering of spares and general vessel management, and the PMS system was found to be kept up to date with no critical overdue work orders. The Port State Control (PSC) history was found to be good to very good with 10 deficiencies and 0 detentions in the 11 inspections conducted in the past three years, and the vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation with the majority of requested documents provided.

VESSEL CAPABILITIES AND CARGO SYSTEMS

80 Vessel capabilities and cargo systems were deemed to be in a good overall condition. No cargo holds could be entered due to operational limitations, however, some areas of some of the cargo holds were able to be inspected from the weather deck level, and photographs of previous hold entries in March 2023 were provided for review. From the provided photographs, cargo hold structural members were found to be free of damage as were hold fixtures, such as ladders, hand rails etc, and from the photographs provided, it was seen that the Cargo Holds had only minor localised surface corrosion, less than approximately 5% of the holds total surface area, mainly located on the tank tops however, tank top corrosion is common to this vessel type due to the tank tops generally being uncoated. The cargo holds were generally seen to have had adequate coating in the provided photographs. The last cargo carried was Bulk Coal, with the next intended cargo reported to be General Cargo. The holds were free of signs of water ingress and in addition, the holds were also free of signs of internal leaks. The vessel is fitted with hydraulic folding 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 localised spot corrosion, less than approximately 5% of the hatch cover surface area, mainly located on the topside plating. Hatch cover operating systems were reportedly in full working order but evidence of minor suspected leakages were observed at some of the cargo hold hatch cover control levers that are recommended to be further investigated and rectified as required. Hatch cover rubber seals and retaining channels were in good overall condition with hold-open arrangements also in good condition, though remnants of sealing tape were observed at some areas of the cargo hold hatch covers that may possibly have been due to a previous charterer requirement, but this may require further investigation. Landing pads in good condition with no excessive wear visible or reported with hatch cover securing arrangements also in good condition. Hatch coamings were found to be free of structural defects and had only minor localised surface corrosion, less than approximately 5% of the hatch coaming total surface area, mainly located on the side plating. Compression bars/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris, and the hatch coaming non-return valves were clear and operational. The vessel has a Document of Compliance (DOC) for the carriage of dangerous goods, but does not hold a Document of Authority (DOA) to carry grain. The approved cargo loading manual and stability booklet were found to be on board and stability calculations were seen to be carried out, with the vessel reported to have been equipped with a Class-approved computer based stability software. Nos. 2 and 4 cargo holds are reportedly fitted with hydraulically operated tween decks, which were seen to be in good condition. The vessel is certified to carry heavy cargoes and lashing equipment was seen to be in a good condition with an up-to-date inventory seen, and cargo securing fittings were also found to be in good condition. The vessel is not equipped to carry Reefer containers. The vessel has 4 cargo lifting appliances, which were found to be in a good overall condition. All 4 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 localised surface corrosion, less than approximately 5% of the cranes total surface area, mainly located at minor areas of the cranes such as on the jibs, but the cranes were generally well coated. Wires were in good overall condition as were motors and hydraulic systems, which were reportedly 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 were reportedly fully operational. The slewing bearings were found to be in a good overall condition with evidence of bearing rocking tests conducted and recorded. Lifting appliances were regularly examined by shore side technicians with maintenance records accurate and up-to-date. The vessel is reportedly fitted with 4 remote control grabs which were generally in a good condition, but with minor surface corrosion on the scoops.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Evidence of minor suspected leakages were observed at some of the cargo hold hatch cover control levers. **Corrective Action:** These are recommended to be further investigated and rectified as required.	<$1000



OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	1,842 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	171.3 m^3

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

Does the vessel have any energy efficiency technologies installed? ☑ Yes

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	Example	N/A	Example	Example	Example	
Model	Example		Example	Example	Example	
Number of Cylinders	5		6	6	6	
Speed (RPM)	95		900	900	900	
Bore (mm)	500		180	180	180	
Stroke (mm)	2,050		280	280	280	
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	165.7		233.8	233.8	233.8	
Nox Tier	2		2	2	2	
Fuel Oil Consumption at full load (tonnes/day)	24.5		1.76	1.76	1.76	
Cylinder Oil Consumption (litres/day)	130		0	0	0	
System Oil Consumption (litres/day)	20		15	15	15	
Major Overhaul Interval (Hours)			12,000	12,000	12,000	
Running Hours since last overhaul (Hours)			9,845	2,147	10,821	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12	23
Loaded Service	12.8	25
Ballast Eco	13	21
Ballast Service	13.5	22.5

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		36,000
Pistons		36,000
Bearings	Yes	
Cylinder Liners		36,000

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	1,861	1,861	4,978	1,861	1,861							
Pistons	1,861	1,861	4,978	1,861	1,861							
Bearings	24,692	24,692	797	24,692	24,692							
Cylinder Liners	1,861	1,861	4,978	1,861	1,861							

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	22-Feb-23	05-Dec-27
Intermediate	10-Oct-20	05-Mar-26
Annual	22-Feb-23	05-Mar-24
Bottom In Water	26-Nov-21	22-Feb-26
Bottom in dry dock	22-Feb-23	05-Dec-27

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?	☑ 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
Does the vessel have any Class Memos, Observations or Additional Requirements?	☑ Yes
Please provide further details	*2 Class memos were observed on the provided Class status report; 1 recorded was informative in nature regarding air pipe automatic closing devices, and the other memo recorded an indentation in the shell plating on the starboard side in way of frame no. 33 and 8.4m below the main deck*
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:	800,000
What was the status of the vessel at the time of inspection?	Loading

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, vessel less than 10 years old

Hull & Structure

What features were seen on the hull?

☑ Rudder Bulb

as observed from the provided general arrangement plan, the vessel was reportedly fitted with a rudder bulb

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

Furuno GP-170

☑ Internal and External CCTV system

reportedly fitted and displayed on the bridge and the master's cabin covering various areas of the vessel, however, this is recommended to be confirmed as it was unable to be verified at the time of this review

Engine Room & Firefighting

☑ Incinerator sludge burning system

CSSC NANJING LUZHOU

☑ UMS Capabilities (regardless of Class notation)

as per Class notation E0

☑ Centralised Sea Water cooling

HT/LT Central cooling systems reportedly fitted

☑ Dual Air Handling Unit Refrigeration compressors

reportedly fitted with 2 air conditioning compressors

HULL

Hull Condition

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

Was the vessel free of any major structural damage or indentations? ☑ Yes

Was the vessel free of any minor structural damage or indentations? ☒ No

1 Class memo was observed on the provided Class status report dated 03-Apr-23; this recorded an indentation in the shell plating on the starboard side in way of frame no. 33 and 8.4m below the main deck

What was the level of Hull coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	at scupper exits and a localised area of the port forward side of the hull. Abrasive marks were also observed at several locations that were likely to have been caused by contact with shoreside fenders and tugboats
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface

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?	None
What was the general condition of the deck fittings?	Good
Were fairleads and mooring rollers free to move when tested?	☑ Yes
Were all mooring machinery reported to be fully operational?	☑ Yes
What type of windlass(es) and winches were fitted?	Hydraulic
Were the windlass(es) and winches seen to be free of hydraulic oil leaks?	☑ Yes
Was the mooring machinery hydraulic pump unit (HPU) seen to be free from leaks?	☑ Yes
What was the condition of the mooring machinery?	Fair
Please provide further details	*in a a generally good condition, however, minor surface corrosion was observed at some areas, such as on the casings and hydraulic components*
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?	Rope
What was the condition of the mooring ropes / wires?	Good

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

☑ Yes

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

☒ No *the last brake test was reportedly carried out on 21 Feb 2,023*

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

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

☑ Yes

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

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

☑ Yes

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

☑ Yes

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

Were the decks free of any structural damage or deformations?	☑ Yes
What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	on weld seams, around fittings and at cross deck areas. Some areas of previously active pitting corrosion were observed, but the affected areas had been recoated
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	☑ Localised ☑ Surface
What was the general condition of the deck fittings e.g handrails, brackets, vent heads, walkways, lighting etc.?	Fair
Please provide further details	*generally in a good condition, though some fittings were observed to have had localised areas of early onset corrosion such as on vent heads*
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

Does the vessel carry any major spares on external decks e.g. propeller blades, anchor etc.	☑ Yes	*Spare anchor secured aft of the Foc'sle deck*

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?	☒ No
Please provide further details	*Reason tanks were not entered: operational limitations*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*01-Mar-23*
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?	None
What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?	Good
Were the ballast tanks fitted with sacrificial anodes?	☒ No
Anode depletion:	%
How much mud/sediment was seen inside the ballast tanks?	Minimal
Please provide further details	%
Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes

Were ballast tank manhole covers seen to be in good condition?	☑ Yes
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☑ 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

ACCOMODATION

Internal Accomodation Condition

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

Galley Condition

What was the level of cleanliness in the Galley?	Very 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?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	around portholes and underneath the bridge wings, but the structure was generally seen to have had adequate coating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:

- [x] Localised
- [x] Surface

What was the general condition of external superstructure fittings?	Good

Crew Welfare

What is the average contract length for crew members?

Officers:	10+ Months
Crew:	10 Months

Was Wi-Fi provided on-board?	Yes. Paid, Limited

What is the approximate average internet speed?	Average (Able to access social media apps and websites with ease)

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

- [x] Yes

What Public Recreation equipment did the crew have access to?

- [x] Free Weights
- [x] Fixed weight machine
- [x] Treadmill
- [x] Cycling Machine
- [x] Table Tennis
- [x] Television
- [x] Karaoke
- [x] Entertainment Library - Books, DVDs, Games, etc.
- [x] En-suite facilities for all crew members

What was the quality of crew recreation facilities?	Good

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

- [x] Yes

What facilities were provided in crew cabins?

- [x] Sofa
- [x] Desk

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities: ☑ Other

Please provide further details	*Top Wisdom CBT*

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

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	*10-May-23*

What type of weather updating service does the vessel use?	Other

Other type:	*Sat C and Navtex*

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	31-May-25
SARTs	31-May-26
VHF	31-Jan-25

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

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes
Were passage plans signed by all navigating officers?	☑ Yes
What format were nautical publications provided in?	Electronic
Were the Master's standing orders and night orders found to be signed by all navigating officers?	☑ Yes
Was the bridge log book up to date and correctly filled in?	☑ Yes
Was the GMDSS log book up-to-date and correctly filled in?	☑ Yes
Date of last test	*09-May-23*

External Condition

Was the Monkey Island found to be in good, well maintained condition?	☑ Yes
Were the main mast, aerials and antennas seen to be in good condition and free from damage?	☑ Yes
Were bridge wing manoeuvring controls fitted?	☒ No
Were bridge wing engine speed and compass repeaters seen to be in good working condition?	☑ Yes

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Air compressors ☑ Auxiliary Boiler ☑ Pumps ☑ Sewage treatment plant ☑ Refrigeration Compressor	
Was the engine room free of any significant defects, either reported by crew or observed?	☑ Yes	
What was the general cleanliness of the Engine Room?	Clean	
Were bilges and tank tops free of oil and water?	☑ Yes	
Was housekeeping to a good overall standard?	☑ Yes	
Was the vessel equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS)?	☒ No	*whilst a critical spares list was provided for review, the minimum quantities required for each spare were not seen to have been recorded and therefore, it could not be accurately confirmed if the vessel had adequate critical spares at the time of this review*
Were spares neatly stowed and correctly secured?	☑ Yes	
Were all sounding pipe self-closing devices in good working order and sounding pipes capped?	☑ Yes	
Were recent copies of lube oil analysis reports provided for review?	☑ Yes	
Were any caution (amber) or action (red) alerts seen on the lube oil analysis reports?	☑ Yes	*AE no. 1 had a caution for an increased viscosity, and AE no. 3 had a caution for an increased water content*

Was the NOx Technical file kept up to date?	☑ Yes
Date of entry:	*26-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?	☑ Yes
Were the performance reports satisfactory?	☑ Yes
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No

Propulsion

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

Power Generation

How many Auxiliary Engines does the vessel have?	3

Were the auxiliary engines in good working condition?	☑ Yes	
What condition did the Auxiliary Engines appear to be in?	Good	
Were Auxiliary Engines performance reports provided for review?	☑ Yes	
Were the performance reports satisfactory?	☒ No	*whilst the data provided showed no obvious concerns, the engine loads at which the tests were conducted at could not be clearly ascertained from the report and therefore, an accurate assessment of the performance of the auxiliary engines was not possible at the time of this review*
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?	Stain
Was the steering gear in good working condition?	☑ Yes
Was the steering gear free of leakages?	☑ Yes
Was the emergency steering communication equipment and gyro repeater working as required?	☑ Yes
Were emergency steering instructions posted nearby?	☑ Yes
Was the Engine workshop clean and tidy?	☑ Yes

ECR and Electrical

Was the Engine Control Room clean and tidy?	☑ Yes	
Was the Engine Control and Alarm system free of any serious alarms?	☑ Yes	
Does the vessel have an Unmanned Machinery Space (UMS) notation?	☑ Yes	
Does the machinery space operate in UMS mode?	☑ Yes	
Were all Electrical distribution systems in good working condition?	☑ Yes	
Were Main Switchboard Insulation readings adequate?	☒ No	*a slightly low insulation reading was observed on the 220V switchboard that is recommended to be further investigated*
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	20-Feb-23

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

What was the vessels Fixed fire detection systems?

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

Was the fire detection system reportedly fully operational? ☑ Yes

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

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

Were all fixed fire fighting systems in good working condition?	☑ Yes
Were clear operating instructions posted for the fixed firefighting systems?	☑ Yes
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes
Was the main fire pump working?	☑ Yes
Was the emergency fire pump working?	☑ Yes
Was a fire pump tested during the inspection?	☒ 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 - Port and Starboard sides of the accommodation*

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

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	20-Mar-23
How many lifeboats is the vessel equipped with?	1
What type of lifeboat is the vessel fitted with?	Free-fall
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Good

Were Lifeboat Engines able to be tested? ☑ Yes

Were lifeboat engines in good working order? ☑ Yes

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

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

What was the condition of the Davits and lowering arrangements for the lifeboat(s), rescue boat and liferafts?	Good
What Date is the next Davit wire due for change?	20-Feb-28

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?	26-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:	09-Mar-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:	12-Feb-23

What is the working language of the vessel?	English

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

Last drill date	26-Apr-23
Last drill type	fire and 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?	☑ Yes	
Means of testing	*Simulated*	
Was the 15ppm meter calibrated?	☑ Yes	
Date of calibration	*26-Nov-21*	
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes	
Means of securing	☑ Locked	

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes
Was the SOPEP locker or box well stocked?	☑ Yes
What was the condition of the SOPEP equipment?	Good
Was a list of SOPEP equipment posted and accurate?	☑ Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes
Date of last entry	*07-May-23*
Category of last entry	*I*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*17-Mar-23*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example BWTS Manufacturer
Type:	Other
Other type:	*Filtration + UV + US prefiltration*
What regulation is listed on the Ballast Water Management Certificate?	D-2

Type of BWTS approval:	USCG approval

Was the BWTS operational? ☑ Yes

What was the condition of the BWTS?	Good

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

Date of last entry — *30-Apr-23*

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

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

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

Type of EAL — *BIOSTAT 150*

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	*07-May-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?	☑ Yes
Date of last entry	*22-Feb-23*

EEXI

Does the vessel have an EEDI score assigned at build?	☑ Yes
What is the EEDI score?	*4.24*

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? ☑ Yes

Is the vessel ice classed? ☒ No

Main Engine(s)

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	165.7

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	233.8

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	05-Dec-27

Year	**What were the vessel's CII scores (From the IMO DCS data)? (gramsCO2/ton.Nautical mile)**
2021	6.18

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
Date of last review	15-Feb-23
Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?	☑ Yes
Are regular safety committee and management meetings carried out on board?	☑ Yes
Does the vessel have a valid MLC certificate?	☑ Yes
Were Hours of Rest (ILO) records correct and up to date?	☑ Yes
Last updated	09-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 class

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:	11
No. of Deficiencies in Past three years:	10
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	Identification check

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

VESSEL CAPABILITIES AND CARGO SYSTEMS - GENERAL CARGO

Vessel Capabilities and Cargo Systems - General Cargo Condition

Cargo hold	Capacity (m^3)	Capacity in holds (TEU)	Steel Coil capacity by: No. of coils	Capacity on deck (TEU)
Cargo Hold No.1	10,674.6	25	416	
Cargo Hold No.2	10,755.9	25	525	
Cargo Hold No.3	11,995.9	25	525	
Cargo Hold No.4	10,755.9	25	525	
Cargo Hold No.5	12,381.8	25	537	
Total	56,564.1	125	2,528	0

How many cargo holds does the vessel have?	5

Were the cargo holds able to be entered and inspected? ☒ No

Why could holds not be entered?	operational limitations, however, some areas of some of the cargo holds were able to be inspected from the weather deck level

Were recent vessel cargo hold inspection photographs provided? ☑ Yes

Date photographs were taken: *01-Mar-23*

Were cargo holds structural members found to be free from damage (e.g. side plating, tank top and framing)?	☑ Yes
Were the cargo hold fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?	☑ Yes

What was the level of cargo hold coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	on the tank tops however, tank top corrosion is common to this vessel type due to the tank tops generally being uncoated. The cargo holds were generally seen to have had adequate coating in the provided photographs
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Localised	☑ Surface
If the vessel is geared, does the vessel have heavy lift Capabilities?	☒ No	

What was the last cargo carried?	Bulk Coal
What is the next intended cargo to be carried?	General Cargo

Were the cargo holds free from signs of water ingress?	☑ Yes
Were the cargo holds free from signs of previous and/or current internal leaks (e.g. from manholes or adjacent tanks etc)?	☑ Yes

What is the method of cargo hold ventilation?	Natural

Hatch Covers Condition

What type of hatch covers are fitted?	Hydraulic folding type

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:	on the topside plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Localised	☑ Spot

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

What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?	Fair
Please provide further details	*evidence of minor suspected leakages were observed at some of the cargo hold hatch cover control levers that are recommended to be further investigated and rectified as required*
What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Good
What was the condition of hatch cover securing arrangements?	Good
What was the condition of hatch cover hold-open arrangements?	Good
What was the condition of the hatch cover landing pads?	Good

Hatch Coamings Condition

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

What was the level of hatch coaming coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	on the side plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface

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? ☒ No

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

Is the vessel certified to carry heavy cargoes? ☑ Yes

Was there an approved stability booklet on board? ☑ Yes

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

Name of software:	Shipmanager-88

Were previous and current stability calculations seen to be carried out? ☑ Yes

Is the vessel fitted with movable bulkheads and tween decks? ☑ Yes *Nos. 2 and 4 cargo holds are reportedly fitted with hydraulically operated tween decks*

What was the condition of the tween decks and movable bulkheads?	Good
What was the condition of the vessels lashing equipment?	Good

Was there an up to date lashing inventory? ☑ Yes

What was the condition of fixed cargo securing fittings, such as container sockets, pad-eyes, D-rings and fixed stacking cones, etc.?	Good

Reefer Containers

Is the vessel equipped to carry Reefer containers? ☒ No

	Reefer Capacity
Total	0

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

Crane	Safe Working Load (SWL) (t)	Reach (m)	Date of last wire change
1	36	28.2	24-Oct-19
2	36	28.2	18-Feb-23
3	50	28.2	05-Sept-22
4	50	28.2	06-Dec-22

How many Cargo Lifting Appliances does the vessel have?	4
What type of cargo lifting appliances are fitted?	TTS Electro-hydraulic cargo cranes

Were the cargo lifting appliances seen in operation? ☑ Yes *all 4 cranes*

Please state which lifting appliances were seen in operation *all 4 cranes*

Were all cargo lifting appliances fully operational? ☑ Yes

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:	at minor areas of the cranes such as on the jibs, but the cranes were generally well coated
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Localised ☑ Surface

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? ☑ Yes

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? ☑ Yes

Were cargo lifting appliances angle indicators free to move? ☑ Yes

Was the Safe Working Load (SWL) clearly marked on the cargo lifting appliances? ☑ Yes

What condition were the cargo lifting appliances components such as sheaves, blocks and cylinders in?	Good

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