



PRE-PURCHASE
INSPECTION

EXAMPLE LPG CARRIER

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, EXAMPLE COUNTRY
1st MAY 2023



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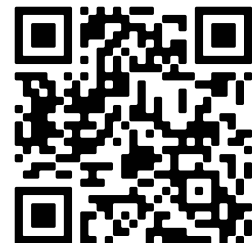
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ADDITIONAL DOCUMENTS



Vessel documents



Vessel photos



INSPECTION SUMMARY

Example port,
example
country

1 May 2023

Status:
Standing
by8.5 Hours
AboardMajority of
documents
provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, LPG Carrier vessel built to a good standard by example shipbuilding, in South Korea, under example class supervision and was delivered on the 1st June 2014. The vessel is now Classed with example class.

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

Good cooperation was provided by the ship's crew with access granted to the ballast tanks. The vessel was at anchor, standing by at the time of inspection.

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

80

IDWAL
GRADE

VESSEL PARTICULARS

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

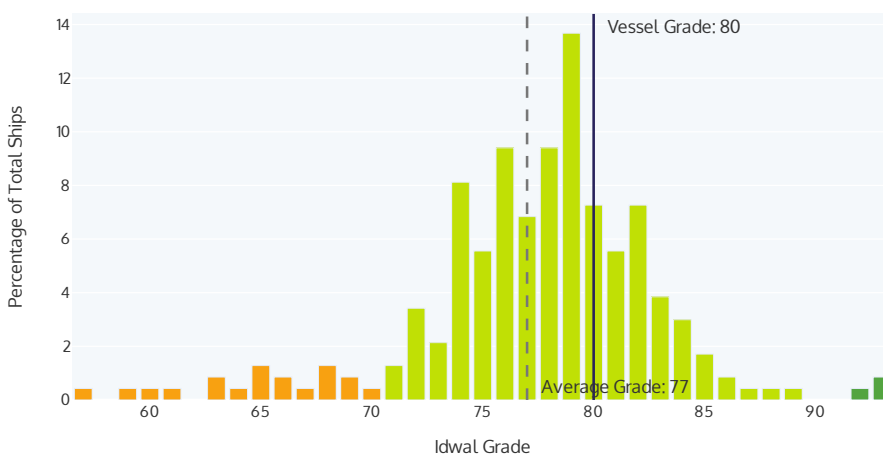
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally good. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good to very good with 2 deficiencies and 0 detentions in the 4 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.

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 LPG Tanker vessels



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

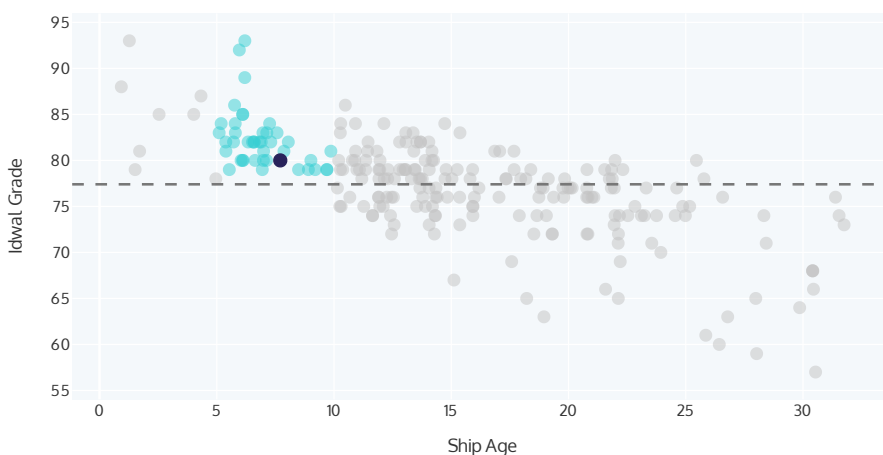
KEY

Your Idwal Grade Average Idwal Grade

Grade range

≥ 90 70 - 89 50 - 69 30 - 49

Your Idwal Grade vs other LPG Tanker 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]
	The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard.	Various upgrades and modifications may be required if the vessel wishes to trade in the USA.	\$0
	Coating breakdown and corrosion on the hull was seen to be moderate across the boot-top.	Areas of Coating Breakdown and Corrosion should be addressed when possible.	\$20000 - \$50000
	The bow thruster is reportedly in working condition, but require repairs. At the date of the attendance, the condition was out of order as for the repairs the delivery of the coupling assembly for the repairs was expected.	Repair thruster as soon as possible to ensure full manoeuvrability.	\$20000 - \$50000
	Hull markings were seen to be partly obscured.	Touch up of hull markings should be considered at the earliest opportunity to ensure legibility.	\$1000 - \$5000
	Provisions equipment was seen with excess frosting due in the Meat Room ice accumulation noted	De-frost and rectify root cause of excess ice build-up	<\$1000
	It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance	This is recommended to be further investigated	\$0
	The vessel holds a Class approved Inventory of Hazardous Material (IHM)	An IHM is required for entry into EU ports.	\$0
	The vessel is reportedly fitted with free to access unlimited use Wi-Fi system	None	\$0
	The following additional engine room machinery is installed: fuel mass flowmeters, MGO cooler, sea water box coolers	None	\$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 08 / 2015 with an Energy Efficiency Design Index (EEDI) score of 20.19, within the regulatory requirements at the time. This EEDI score is therefore the vessel's current Attained EEXI score. 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

20.73

gCO₂/t.nm

Attained EEDI/EEXI

20.19

gCO₂/t.nm

This vessel meets the required EEDI/EEXI

GRADING DATA



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

SUB GRADES

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

Condition



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 shipbuilder with the keel laid on 30/06/2014. The vessel is a LPG Carrier, with 2 tanks, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 2, and the vessel has 3 NOx Tier 2 Auxiliary Engines, and 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. The UTM report showed only minor steel diminution. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-gps and the engine room and machinery are fitted with fuel mass flowmeters, MGO cooler, incinerator sludge burning system, UMS capabilities, 2-stroke engine mechanical lubricator, centralised sea water cooling and sea water box coolers.

NOTABLE ITEMS

Description

Estimated
Cost
[USD]



Issue: The following additional engine room machinery is installed: fuel mass flowmeters, MGO cooler, sea water box coolers

Corrective Action: None

\$0

HULL

70

The hull was seen to be in a fair to good overall condition, with the hull able to be inspected from all round at the anchorage. The vessel was found to be free of both major and minor structural defects but had moderate scattered and spot corrosion, up to

approximately 10% of the surface area, mainly located across the boot-top. Hull markings were partly obscured with no marine fouling observed. The vessel's last out of water bottom survey was carried out on 20-Oct-20, with the vessel's next out of water bottom survey due by 20-Oct-23.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Coating breakdown and corrosion on the hull was seen to be moderate across the boot-top.

\$20000 -
\$50000

Corrective Action: Areas of Coating Breakdown and Corrosion should be addressed when possible.

Description

Estimated Cost [USD]



Issue: Hull markings were seen to be partly obscured.

Corrective Action: Touch up of hull markings should be considered at the earliest opportunity to ensure legibility.

\$1000 -
\$5000

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 free of significant coating breakdown and corrosion. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. All Hydraulic windlasses and winches were reported to be fully operational and free from hydraulic leakage as observed. Mooring machinery was in generally good condition with the band brake linings seen to have substantial thicknesses. Anchor chains and mooring

ropes were in a good overall condition. 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.

WEATHER DECKS AND FITTINGS

90

The Weather Decks and Fittings were seen to be in good to very good condition overall, with the decks found to be free of structural defects and was free of significant coating breakdown and corrosion. Deck fittings were found to be in a good condition with

pipework and fittings free of leakages. The accommodation ladders and gangways were in a good overall condition, with no notable defects found, as were provisions lifting appliances.

BALLAST TANKS AND SYSTEMS

90

Ballast tanks and systems were deemed to be in a good to very good overall condition. Fore-peak, Side ballast tanks No. 7 port side and starboard side were entered for inspection and photographs of previous tank entries in 27-Mar-23 were provided for review. It was seen that the ballast tanks were found to be generally free of significant structural defects and were free of significant coating breakdown and corrosion. Ballast tank

fittings such as ladders and pipework were seen to be in a good overall condition with Anodes seen to be depleted up to 5%. Tanks were seen to have 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 found to be free from deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality. The Crew Welfare was found to be in good to very 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. 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 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. Provision room components were seen to have isolated defects such as in the Meat Room with ice accumulation noted. The external superstructure was found to be free of structural defects and was free of significant 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.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: Provisions equipment was seen with excess frosting due in the Meat Room ice accumulation noted

Corrective Action: De-frost and rectify root cause of excess ice build-up

<\$1000



Description

Estimated
Cost [USD]**Issue:** The vessel is reportedly fitted with free to access unlimited use Wi-Fi system**Corrective Action:** None

\$0

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. The vessel's VDR was found to be free from any unanticipated alarms with collection instructions posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation, as listed on form E of the safety equipment certificate is a dual ECDIS system which were found to be up to date. An in-date compass deviation card was seen to be posted near to the helm and the compass deviation log was well maintained and without any major deviations. The

vessel is licensed to cover GMDSS sea areas A1, A2, and A3 and had a valid shore-servicing agreement in place. The radio batteries were seen to be well maintained and in good condition and the EPIRB, SART and VHF handheld batteries were all in date as required. Berth to berth passage plans were seen on-board and were signed by all navigating officers with nautical publications provided in Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

60

The Engine room and machinery were found to be in a fair overall condition due to the Bow Thruster being out of operation with the engine room generally found to be very clean. During the inspection the Auxiliary Engines, purifiers, 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 found to be equipped with adequate critical spares as recommended by the ship manager Safety Management System (SMS) which were seen to be neatly stowed and secured. A review of the latest lube oil analysis reports provided showed no areas of concern. The NOx Technical file was up to date and last updated on 17-Apr-23. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. A review of the latest Main Engine performance report provided showed no areas of concern. A review of the latest engine running hours showed that the Cylinder heads, Pistons, Bearings and Cylinder liners

overhauls were within the service hours. The bow thruster is reportedly in working condition, but require repairs. At the date of the attendance, the condition was out of order as for the repairs the delivery of the coupling assembly for the repairs was expected. The 3 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. A review of the latest Auxiliary engines performance report provided showed no areas of concern. Auxiliary engines running hours data showed no areas of concern. The vessel's steam boiler was found to be fully operational and in good condition. The boiler safety valves were seen to be satisfactory and free of tampering. All Auxiliary equipment was found to be fully operational and in good condition. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. The machinery spaces are operated in Unmanned mode and the alarm and control system was seen to be free of any serious alarms. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

NOTABLE ITEMS

Description

Estimated Cost [USD]

Issue: The bow thruster is reportedly in working condition, but require repairs. At the date of the attendance, the condition was out of order as for the repairs the delivery of the coupling assembly for the repairs was expected.

\$20000 -
\$50000

Corrective Action: Repair thruster as soon as possible to ensure full manoeuvrability.

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 CO2 and Water Spray fixed firefighting in the engine room, Water Spray and Deck Foam for the cargo areas and Galley CO2 in the accommodation. Fixed firefighting systems were all reported to be in good working condition with operating instructions clearly posted. The main and emergency fire pumps were reportedly fully operational and both were found to be in a good condition, free of leakages. 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. It was also noted additionally fixed dry powder fire extinguishing 2x800L is available for the cargo manifolds area.

LIFESAVING APPLIANCES

80

Lifesaving appliances were seen to be in a good overall condition with all equipment regularly serviced and inspected as required. The vessel is fitted with 1 free-fall lifeboat, which was seen to be in good overall condition externally and internally. The lifeboat engine was tested during the inspection and found to be in good working order. The vessel's rescue boat was found to be in a good overall condition and ready for immediate use. The vessel is equipped with 3 life rafts, which were found to be in good condition with Hydrostatic Release Units (HRUs) in date and correctly rigged. Davits and lowering

arrangements were found to be in good condition overall with evidence of regular maintenance, servicing and inspection sighted and evident. Ancillary lifesaving equipment such as lifejackets, immersion suits and EEBD's etc. were found to be in good condition and ready for immediate use with man overboard smoke and light signals seen to be in date. Embarkation ladders were found to be in a good, well maintained condition with the pyrotechnics and line throwing apparatus found to be stored appropriately and within their expiry dates.

SAFE WORKING ENVIRONMENT

80

Safe working was deemed to be good overall with no unsafe practices observed during the inspection and the vessel presenting a generally safe working environment. Hazards were seen to be clearly marked and external walkways adequately coated with non-slip paint and free of trip hazards. Adequate PPE was seen to be worn by crew at all times and portable gas detection meters were provided and calibrated. Hazardous substances were seen to be generally safely managed with appropriate Material Safety Data Sheets provided. Risk Assessments (RA)

were seen to be up to date and satisfactory with enclosed space entry procedures followed and an effective Permit To Work (PTW) system in place. Main and emergency exits were clearly identified and unobstructed with all IMO signage seen to be satisfactory. Pilot ladders and boarding arrangements were seen to be in a good, safe condition. Regular drills were conducted on board with the last drill conducted on the 19-Apr-23, which was an ENCLOSED SPACE ENTRY & RESCUE 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 found to be fully operational and in good overall condition, with no obvious defects. The OWS was simulation tested during the inspection and the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be sealed and locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker or box was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 22-Apr-23. It was reported that an IMO approved Ballast Water Treatment System (BWTS) is fitted onboard with no documentation provided onboard to verify it's USCG compliance which was found 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 was not found to be Vessel General Permit (VGP) compliant, as the vessel had no valid oil-to-water interface controls such as Environmentally Acceptable Lubricants (EALs) or an Airseal. 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 13-Apr-23. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 15-Oct-22. The vessel's incinerator was found to be fully operational and in good overall condition, with no obvious defects. The vessel complies with IMO 2020 regulations by employing the use of Very Low Sulphur Fuels Oils (VLSFO) with a sulphur content of less than 0.5%.

NOTABLE ITEMS

Description

Estimated
Cost
[USD]



Issue: The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard.

Corrective Action: Various upgrades and modifications may be required if the vessel wishes to trade in the USA.

\$0

Description

Estimated
Cost
[USD]

Issue: It was reported that an IMO approved BWTS is installed with no documentation provided onboard to verify it's USCG compliance

Corrective Action: This is recommended to be further investigated

\$0

Description

Estimated
Cost [USD]

Issue: The vessel holds a Class approved Inventory of Hazardous Material (IHM)

Corrective Action: An IHM is required for entry into EU ports.

\$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 Non Class-approved system-based Planned

Maintenance System (PMS) was not fully integrated with the SMS for ordering of spares and general vessel management. The Port State Control (PSC) history was found to be good to very good with 2 deficiencies and 0 detentions in the 4 inspections conducted in the past three years. The vessel's flag is not targeted by any Memorandum of Understanding (MoU) or the USCG. Security access controls were deemed to be satisfactory with the vessel conforming to International Ship and Port Security (ISPS) standards. The Master and crew were prepared for the inspection and provided good cooperation with the majority of requested documents provided.

VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. The vessel is a fully pressurised LPG Carrier equipped with 2 sets of cargo tanks, and can carry up to 2 segregations of cargo. No tanks could be entered as the vessel had cargo in its tanks however, photographs of tank entries in the vessel's last dry docking were provided for review. Cargo tank structural members were found to be free of damage as were tank fixtures, such as ladders and pipework etc. The void spaces surrounding cargo tanks could not be entered therefore their internal condition could not be verified. The last cargo carried was butane. The compressor room was found to be in good condition, though no airlocks are fitted. 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 condition as observed. 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 Maximum Allowable Relief Valves (MARVs) were in good condition and operating pressures were clearly marked. 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 Cargo heater, Nitrogen plant, Cargo Booster Pumps, Cargo pipework insulation, Compressor and Condenser were all found to be in good condition with no operational defects reported or seen. Cargo tank insulation was seen to be in a generally good condition with areas of repair work noted to be in good condition.

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:

407.2 m³

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

82.5 m³

What fuel type does the vessel run on for the majority of the time?

Diesel / Gas Oil

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	Example	
Model	Example		Example	Example	Example	
Mark/Series/Revision	Example		Example	Example	Example	
Number of Cylinders	5		6	5	6	
Speed (RPM)	167		900	900	900	
Bore (mm)	350		165	165	165	
Stroke (mm)	1,550		265	265	265	
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	178.08		215	215	215	
Nox Tier	2		2	2	2	
Fuel Oil Consumption at full load (tonnes/day)	10.2		1.6	1.5	1.6	
Cylinder Oil Consumption (litres/day)	55					
System Oil Consumption (litres/day)	20		3	3	3	

Major Overhaul Interval (Hours)			12,000	12,000	12,000	
Running Hours since last overhaul (Hours)			10,969	6,434	9,717	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	12.9	10.8
Loaded Service	15	11.8
Ballast Eco	13.4	9.7
Ballast Service	15.6	11.1

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		16,000
Pistons		12,000
Bearings		30,000
Cylinder Liners		12,000

Main Engine No.1

Unit Running Hours

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	9,252	9,252	9,252	9,252	9,252							
Pistons	9,252	9,252	9,252	9,252	9,252							
Bearings	9,252	9,252	9,252	9,252	9,252							
Cylinder Liners	9,252	9,252	9,252	9,252	9,252							

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? ☒ Yes

Ice class:

IB

Survey	Date Last Completed	Date Next Due
Main / Special / Renewal	20-Oct-20	20-Oct-25
Intermediate		16-Nov-23
Annual	05-Nov-22	16-Aug-23
Bottom In Water		20-Oct-23
Bottom in dry dock	20-Oct-20	20-Oct-23

What was the location of the last out-of-water docking?

Example shipyard

Is the vessels last dry dock report provided and attached?

☒ Yes

Does the vessel intend to dry dock before the next scheduled bottom survey?

☐ No

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

17 Aug 2,015 Sea Water Ballast Tanks subject to Annual Survey: None 17 Aug 2,015 Main Engine Barred Speed Range in Normal and Continuous Running Condition : 107 -126 RPM 17 Aug 2,015 Type and location of HT steel used:AH32, AH36, DH32, DH36, EH32 and EH36 as follows; 1. Side shell is mainly AH36 and DH36 at Cargo area 2. Bottom shell is mainly AH32 at Cargo area 3. Bilge strake is mainly DH32, and Bilge keel is EH32 at Cargo area 4. Upper deck is mainly EH36 at Cargo area 04 Nov 2,015 The additional Class notation Ice Class IB for navigation in ice is assigned for the following maximum and minimum draughts fore and aft and for the following minimum engine output: Maximum draught: Aft: 7.188 m, Fore: 6.893 m Minimum draught: Aft: 4.851 m, Fore: 3.288 m Minimum engine output: 3,031 kW

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:

900,000

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

Standing by

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

☒ Yes

Under what IACS Class society supervision was the vessel built?

Example class

Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?

Yes

Did the UTM report show any diminution of steelwork?

Minor

Please provide further details

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

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☒ Differential-GPS

FURUNO

Engine Room & Firefighting

What features were seen in the engine room?

☒ Fuel Mass Flowmeters

ENDRESS + HAUSER

☒ MGO Cooler

ALFA LAVAL, KOREA

☒ Incinerator sludge burning system

Example

☒ UMS Capabilities (regardless of Class notation)

Example

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

Example

☒ Centralised Sea Water cooling

Example

☒ Sea Water Box coolers

Example

HULL

Hull Condition

What sections of the hull were inspected?

All round (at anchor)

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

☒ Yes

Was the vessel free of any minor structural damage or indentations?

☒ Yes

What was the level of Hull coating breakdown and corrosion?

Moderate

Coating breakdown and corrosion was mainly located in the following areas:

across the boot-top

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

10%

Type of coating breakdown and corrosion:

☒ Scattered☒ Spot

What was the condition of the hull markings?

Partly obscured

What type of anti-fouling coating was applied?

CHUGOKU SAMHWA PAINTS LTD., SEA GRANDPRIX

What level of marine fouling was seen?

None

Were fenders installed on the hull?

☐ No

What were the vessels draughts?

Fwd: (m)	2.8
Aft: (m)	5.75

Was the upper sections of the rudder visible?

☒ 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?

Good

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

Substantial

Were clutching and gearing arrangements sufficiently greased? ☒ Yes

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

Good

What type of mooring lines did the vessel have?

Rope

What was the condition of the mooring ropes / wires?

Good

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

☒ Yes

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

☒ Yes*Date of last test*

29-Aug-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.?

Good

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. ☐ No

BALLAST TANKS AND SYSTEMS

Ballast Tanks and Systems Condition

Were ballast tanks entered?

☒ Yes

Please provide further details

Tanks Entered: Fore-peak, Side ballast tanks No. 7 port side and starboard side

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

☒ Yes

Date photos were provided:

27-Mar-23

Were inspection reports or reports of the tanks condition provided?

☒ Yes

Were the tanks free of any structural damage or indentations?

☒ Yes

What was the level of Ballast Tank coating breakdown and corrosion?

None

Were ballast tanks coatings certified to PSPC standards?

☒ Yes

What was the condition of ballast tank fittings (e.g. ladders, handrails, pipes & manhole seals)?

Good

Were the ballast tanks fitted with sacrificial anodes?

☒ Yes

Anode depletion:

5%

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

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?

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 controlled and substances seen to be locked away? ☒ Yes

Was 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?

☒ No*In the Meat Room ice accumulation noted*

Were lock-in alarms or handles in good working condition?

☒ Yes

External Areas Condition

Was the external Superstructure / Accommodation Block found to be free from damages?

☒ Yes

Were accommodation external doors found to be in good condition and providing an adequate seal?

☒ Yes

What was the level of external accommodation superstructure coating breakdown and corrosion?

None

What was the general condition of external superstructure fittings?

Good

Crew Welfare

What is the average contract length for crew members?

Officers:

6 Months

Crew:

9 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

☒ Television

☒ Games console

☒ Karaoke

☒ Entertainment Library - Books, DVDs, Games, etc.

☒ Musical Instruments

☒ 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?

☒ Fridge

☒ Carpets

☒ Television

☒ Sofa

☒ Desk

☒ Ample storage

Does the vessel have any onboard training facilities?

Yes

Type of onboard training facilities:

☒ Videotel
☒ Other☒ Seagull*Please provide further details*

REFLECTIVE LEARNING & SHELL PROGRAMM

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

Was the view from the bridge clear and unobstructed? ☒ 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

16

Was the Echo Sounder fully operational?

☒ Yes

Were the RADARs fully operational?

☒ Yes

Were the "blind sectors" posted near to the RADARs?

☒ Yes

Does the vessel receive up to date weather information?

☒ Yes

26-Apr-23

What type of weather updating service does the vessel use?

Weather fax

Was an in-date compass deviation card posted near to the helm?

☒ Yes

Was a compass deviation log kept, up to date and free of any major deviations?

☒ Yes

Were azimuth rings (bearing diopters) found to be available on the bridge?

☒ Yes

Communication Condition

What GMDSS sea areas was the vessel licensed to cover?

☒ A1

☒ A2

☒ A3

☒ A4

Were the radio batteries seen to be in good condition?

☒ Yes

Were the EPIRBs, SARTs and Emergency Hand Held VHF Batteries within their expiry dates?

☒ Yes

Battery expiry dates

EPIRBs

01-Jun-26

SARTs

01-Jul-26

VHF

01-Feb-24

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

☒ Yes

Documentation Condition

Were berth to berth passage plans seen on-board?

Yes

Were passage plans signed by all navigating officers?

☒ Yes

What format were nautical publications provided in?

Electronic

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

☒ Yes

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

☒ Yes

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

☒ Yes

Date of last test

26-Apr-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?

- | | |
|--|--|
| <input checked="" type="checkbox"/> Auxiliary Engines | <input checked="" type="checkbox"/> Purifiers |
| <input checked="" type="checkbox"/> Pumps | <input checked="" type="checkbox"/> Air compressors |
| <input checked="" type="checkbox"/> Sewage treatment plant | <input checked="" type="checkbox"/> Auxiliary Boiler |
| <input checked="" type="checkbox"/> 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?

Very 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)?

☒ Yes

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?

☒ No

Was the NOx Technical file kept up to date?

☒ Yes

Date of entry:

17-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?

☒ Bow Thruster

Was the thruster(s) in good working condition?

☒ No

as declared, generally the bow thruster is in working condition, but require repairs. At the date of the attendance, the condition was out of order as for the repairs the delivery of the coupling assembly for the repairs was expected.

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

Good

Power Generation

How many Auxiliary Engines does the vessel have?

3

Were the auxiliary engines in good working condition?

☒ Yes

What condition did the Auxiliary Engines appear to be in?

Good

Were Auxiliary Engines performance reports provided for review?

☒ Yes

Were the performance reports satisfactory?

☒ Yes

Does the vessel have a shaft generator?

☒ No

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

☒ No

Auxiliary Machinery

Does the vessel have an Auxiliary Boiler?

☒ Yes

What type of boiler is fitted?

Steam

Was the boiler in good working condition?

☒ Yes

What condition did the Boiler appear to be in?

Good

Were boiler safety valves in satisfactory condition?

☒ Yes

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

Was all engine room pipework free of leakages? ☒ 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? | <input checked="" type="checkbox"/> Yes |
| Was the Engine Control and Alarm system free of any serious alarms? | <input checked="" type="checkbox"/> Yes |
| Does the vessel have an Unmanned Machinery Space (UMS) notation? | <input checked="" type="checkbox"/> Yes |
| Does the machinery space operate in UMS mode? | <input checked="" type="checkbox"/> Yes |
| Were all Electrical distribution systems in good working condition? | <input checked="" type="checkbox"/> Yes |
| Were Main Switchboard Insulation readings adequate? | <input checked="" type="checkbox"/> Yes |
| Were distribution and switchboard panels protected with approved rubber matting? | <input checked="" type="checkbox"/> 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

01-Sept-22

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

Did the fire pump maintain adequate pressure?

☐ Off

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:

poop deck port side

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:

23-Sept-22

How many lifeboats is the vessel equipped with?

1

What type of lifeboat is the vessel fitted with?

Free-fall

What was the external condition of the lifeboat(s)?

Good

What was the internal condition of the lifeboat(s)?

Good

Were Lifeboat Engines able to be tested? ☒ Yes

Were lifeboat engines in good working order? ☒ Yes

What was the condition of the rescue boat?

Good

How many life rafts does the vessel have?

3

What was the condition of the life rafts?

Good

Were Liferaft Hydrostatic Release Units (HRU) in date and correctly rigged? ☒ 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-Aug-25

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? | <input checked="" type="checkbox"/> No |
| Did the vessel provide a safe working environment? | <input checked="" type="checkbox"/> Yes |
| Were all hazard markings clear? | <input checked="" type="checkbox"/> Yes |
| Were external walkways adequately coated with anti-slip paint and free of trip hazards? | <input checked="" type="checkbox"/> Yes |
| Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)? | <input checked="" type="checkbox"/> Yes |
| Is Personal Protective Equipment (PPE) provided and worn by crew? | <input checked="" type="checkbox"/> Yes |
| Are 'Enclosed Space Entry' procedures implemented? | <input checked="" type="checkbox"/> Yes |
| Is an effective Permit To Work (PTW) process implemented? | <input checked="" type="checkbox"/> Yes |

Date of last PTW:

26-Apr-23

- | | |
|--|---|
| Is an effective Risk Assessment (RA) process in place? | <input checked="" type="checkbox"/> Yes |
| Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? | <input checked="" type="checkbox"/> Yes |
| Are main and emergency exits clearly identified and unobstructed? | <input checked="" type="checkbox"/> Yes |
| Are sufficient portable oxygen and gas detection meters provided and regularly calibrated? | <input checked="" type="checkbox"/> Yes |

Date of last calibration:

11-Apr-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

Does the vessel have an adverse history of accidents and near-misses?

☒ No

Is the vessel equipped with an approved SOLAS training manual?

☒ Yes

Were the pilot ladders and boarding arrangements in a good, safe condition?

☒ Yes

Does the vessel have clear pilot boarding instructions posted?

☒ Yes

Are regular drills conducted on board?

☒ Yes**Last drill date**

19-Apr-23

Last drill type

ENCLOSED SPACE ENTRY & RESCUE

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

Were scuppers plugged in port as required? ☒ Yes

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

08-Aug-20

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

22-Apr-23

Category of last entry

C & I

Were previous bunkering checklists correctly filled out?

☒ Yes

Date of last bunkering

19-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:

UV

Other type:

GloEn-PATROL

What regulation is listed on the Ballast Water Management Certificate?

D-2

Type of BWTS approval:

IMO 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

13-Apr-23

Is the Vessel General Permit (VGP) compliant?

☒ No

The vessel does not use Environmentally Acceptable Lubricants (EALs) in the stern tube or has an airseal and is therefore not VGP compliant in this regard

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

Does the vessel have a garbage management plan?

☒ Yes

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*

13-Apr-23

Category of last entry

A, B, C, D, I, F, oily sludge

Air - Marpol Annex VI

Does the vessel have a valid IAPP certificate?

☒ Yes

Is the vessel compliant with IMO 2,020 Sulphur cap regulations?

☒ Yes

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*

15-Oct-22

EEXI

Does the vessel have an EEDI score assigned at build? ☒ Yes

What is the EEDI score? 20.19

What fuel type does the vessel run on for the majority of the time?

Diesel / Gas Oil

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

Is the vessel ice classed? ☒ Yes

Ice class: IB

Main Engine(s)

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

178.08

Auxiliary Engines

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

215

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?

16-Aug-25

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

31-Mar-23

Does the vessel management deal with accidents, near-misses and deficiencies in an effective manner?

☒ Yes

Are regular safety committee and management meetings carried out on board?

☒ Yes

Does the vessel have a valid MLC certificate?

☒ Yes

Were Hours of Rest (ILO) records correct and up to date?

☒ Yes

Last updated

26-Apr-23

Are hours of maximum permissible work regularly exceeded?

☒ No

Is an effective Planned Maintenance System (PMS) implemented and kept up to date?

☒ Yes

What type of Planned Maintenance System (PMS) does the vessel have?

Non Class-approved system

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

☒ No

Were there any critical overdue PMS work orders?

☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:

4

No. of Deficiencies in Past three years:

2

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

LEVEL 1

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

☒ Yes

Are random or specific drug and alcohol testing carried out?

☒ Yes

Tests Carried out by

Onboard by Master

External Company

Were the Master and crew prepared for the Inspection?

☒ Yes

What level of cooperation was provided by the crew and Master?

Good

Were documents provided as requested?

Majority of documents provided

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

Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - GAS CARRIER

Cargo Tanks

How many Cargo Tanks does the vessel have?	2
How many cargo segregations can the vessel carry?	2
Type of Gas Carrier	LPG
Type of Containment	Fully-Pressurised

Cargo Tank Capacities

(m³)

CT No.1 combined	Example
CT No.2 combined	Example

Cargo Tank Capacities

(m³)

Total Capacity	Example
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Were the Cargo tanks able to be entered and inspected?

☒ No

Why were tanks not entered?

Cargo tanks are not Gas-Free

Were recent vessel cargo tank inspection photographs provided?

☒ Yes

Date photographs were taken:

05-Nov-22

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?

☒ Yes

Were void spaces and cofferdams found to be free of structural damage?

☒ Yes

What was the level of coating breakdown and corrosion observed in the void spaces?

None

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?

LPG MIX

What is the next intended cargo to be carried?

LPG MIX

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?

350

What is the manufacturer of the deep well pumps?

Example Manufacturer

Were all the pumps fully operational?

☒ Yes

What condition were the pumps in?

Good

Is the vessel fitted with a compressor room?

☐ No

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*Motor room airlocks were not in full working order due to:*

COMPRESSOR ROOM & MOTOR ROOM ON SAME LOCATION

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

☒ Yes*Motor room airlock alarms were not fully operational due to:*

N/A

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?

Good

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?

Yes

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?

29-Nov-22

How many observations were raised in the last SIRE inspection?

3

Have all observations been fully resolved?

☒ Yes

What was the date of the last CDI inspection?

25-Sept-22

How many observations were raised in the last CDI inspection?

5

Have all observations been fully resolved?

☒ Yes

Is the vessel older than 15 years?

☒ No

Equipment (LPG)	Fully operational?	Condition
Vaporiser	NA	
Cargo heater	Yes	Good
Inert Gas (IG) system	NA	
Nitrogen plant	Yes	Good
Cargo Booster	Yes	Good
Spray Pumps	NA	
Reliquification plant	NA	
Cargo Pipework insulation	Yes	Good
Compressor	Yes	Good
Condenser	NA	