



PRE-SALE
REPORT

EXAMPLE CHEMICAL TANKER

IMO Number: 123456789

INSPECTED AT EXAMPLE PORT, MALAYSIA

1st MAY 2023



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ADDITIONAL DOCUMENTS



Vessel documents



Vessel photos



INSPECTION SUMMARY

Example
Port,
Malaysia1 May
2023 - 2
May 2023Status:
Loading12.5 Hours
AboardLimited
documents
provided

The Example Vessel is an example DWT, example Gross Tonnage, example flagged, Chemical Tanker vessel built to a Good standard by example shipyard, in South Korea under example class supervision and was delivered on the 2nd June 2007. The vessel remains Classed with example class.

A Pre-Sale Inspection of the vessel was conducted on the 1st May 2023 to 2nd May 2023 in example port, Malaysia by Idwal under instruction from example company.

Good cooperation was provided by the ship's crew including access to the cargo tanks and ballast tanks. 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.

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IDWAL
GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	Example Vessel 1
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Chemical Tanker
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

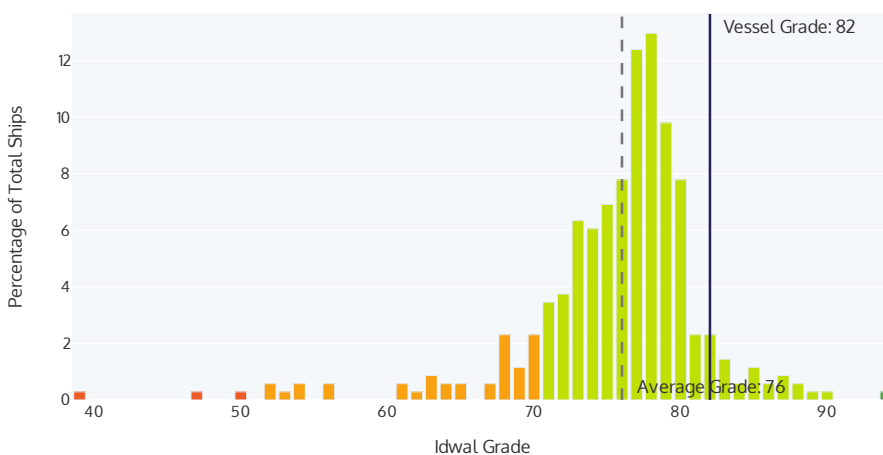
The onboard management was found to be good with the Safety Management system found to be well implemented and the vessel generally in good condition. The vessel was found to provide a safe working environment. The Port State Control (PSC) history was found to be good to very good with 5 deficiencies and 0 detentions in the 6 inspections conducted in the past three years.

The vessel's Attained EEXI was calculated to be between 10.32 and 10.96, which is above the required EEXI of 7.77, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

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 SR Tanker vessels

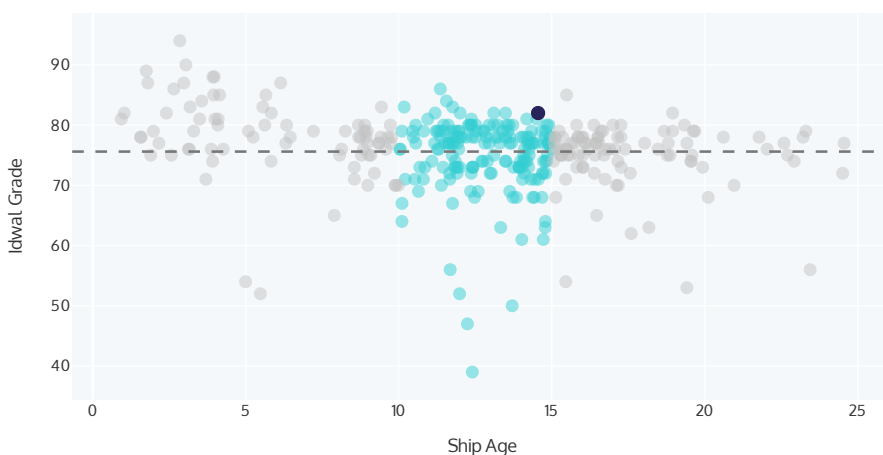


This graph shows the distribution of Idwal Grades against your ship's sector.

KEY

Your Idwal Grade	Average Idwal Grade
Grade range	
	≥ 90
	70 - 89
	50 - 69
	30 - 49

Your Idwal Grade vs other SR Tanker vessels, age 10-15 years



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



KEY

Your Idwal grade	Average Idwal grade
All sector ships	Age comparable ships

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

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

KEY NOTABLE ITEMS

Description	Action / Timeline	Estimated Cost [USD]
 The vessel is reportedly not fitted with a Ballast Water Treatment System (BWTS).	This will be required by the vessels next IOPP renewal date of 9th November 2023.	\$300000
 The vessel is reportedly fitted with paid to access limited use Wi-Fi system	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 the market before the EEDI requirements, and therefore has no EEDI score assigned. Based on information provided by the vessel during the inspection, the Attained EEXI score was calculated to be between 10.32 and 10.96. This Attained EEXI score is above the required EEXI of 7.77, and therefore the vessel will require the installation of technologies to reduce the 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

7.77

gCO₂/t.nm

Attained EEDI/EEXI

10.32 - 10.96

gCO₂/t.nm

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

GRADING DATA



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

SUB GRADES

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

Condition



Management



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

Design and Construction



Hull



Mooring Decks



Weather Decks and Fittings



Ballast Tanks and Systems



Accommodation



Bridge and Navigation Equipment



Engine Room and Machinery



Fire Fighting Equipment and Systems



Lifesaving Appliances



Safe Working Environment



Pollution Control



Onboard Management



Vessel Capabilities and Cargo Systems



Forthcoming Regulatory Compliance



Crew Welfare



Crew Performance



Safety Management



Planned Maintenance System (PMS)



Classification and Certification



PSC Performance



DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in South Korea by example shipyard with the keel laid on 1st May 2007. The vessel is a Chemical Tanker, with 18 tanks, driven by a fixed pitch, direct drive propeller. The Main Engine is an example engine and the vessel has 3 Auxiliary

Engines, and no shaft generator. No UTM report was made available for review. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and the engine room and machinery spaces are fitted with an incinerator sludge burning system and 2-stroke engine cylinder lubricator.

HULL

90

The hull was seen to be in a good to very good overall condition, with the hull able to be inspected from the starboard side only. The vessel was found to be free of major structural defects, however a minor indentation was observed at WBT 3S area. The hull was free of coating breakdown and corrosion. However, areas of historic corrosion throughout the hull appeared to

have been freshly re-coated. Minor areas of scuffing were observed on the upper sections of the anti-fouling coating. Hull markings were well painted and legible with no marine fouling observed. The vessel's last out of water bottom survey was reportedly carried out in May 2023, with the vessel's next out of water bottom survey due by 8th May 2026.

MOORING DECKS

90

The Mooring decks were seen to be in a good to very good condition overall with the decks found to be free of structural defects and largely free of coating breakdown and corrosion. Minor areas of the mooring decks were seen to be slightly dust covered at the time of inspection. Deck fittings were found to be in a good condition with fairleads and mooring rollers free to turn when tested. However, minor areas of operator platform gratings were seen to be rusted. Areas of historic corrosion on the mooring decks and fittings were seen to have been re-coated. 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 fair overall condition with some minor instances of coating breakdown/dirtiness. Sections of the deck compressor casing were seen to be missing. 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 largely free of coating breakdown and corrosion. Deck fittings were found to be in a good condition with pipework

and fittings free of leakages. Minor areas of historic corrosion on deck and fittings have been re-coated. 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

80

Ballast tanks and systems were deemed to be in a good overall condition. WBT 8P and 8S were entered for inspection however no photographs of previous tank entries were provided for review. The inspected ballast tanks were found to be generally free of significant structural defects and had only minor localised and spot corrosion, covering up to approximately 5% of the ballast tanks total surface area, mainly located on bulkheads, deck plating and on the edges of internal structural framing. Minor areas of staining were identified in

some locations. Evidence of touch up maintenance was sighted. 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 around 10% on average. 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. Some areas of floor tiling showed evidence of use related wear. Minor areas of linoleum were stained in communal spaces. However, upholstery and furniture were found to be free from any significant deterioration and defects. The levels of housekeeping and cleanliness was found to be good with levels of hygiene also seen to be good in the sanitary facilities. The hospital was seen to be well equipped and ready for use with the drugs seen to be controlled and secured and with the associated drugs log kept up to date. The accommodation was found to be outfitted to an average quality. 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 be generally free of frosting and deterioration. The external superstructure was found to be free of structural defects and was free of coating breakdown and corrosion. The external superstructure fittings were seen to be in a good overall condition with all external accommodation doors in good working order and properly closing. The crew welfare was found to be good with adequate recreational facilities and Wi-Fi fitted on board.

NOTABLE ITEMS

Description

Estimated Cost [USD]



Issue: The vessel is reportedly fitted with paid to access limited use Wi-Fi system

Corrective Action: Positive.

\$0

BRIDGE AND NAVIGATION EQUIPMENT

80

The Bridge and navigation equipment were found to be in a good condition overall with housekeeping found to be good and with all bridge equipment reported to be fully operational. One active alarm code was seen on the VDR panel. It was unclear if this was related to the vessel being alongside. Further investigation is recommended. However, collection instructions were posted nearby and with the Bridge Navigation Watch Alarm System (BNWAS) reported to be fully operational. The vessel's primary means of navigation was seen to be 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 Paper and Electronic format. Master's standing and night orders were found to be signed by all navigating officers with the bridge log book correctly filled in and the GMDSS logbook also up to date and correctly filled in. The Monkey island was found to be in a good overall condition with the mast, aerials and antennas seen to be satisfactory and free of defects.

ENGINE ROOM AND MACHINERY

80

The Engine room and machinery were found to be in a good overall condition, with no significant defects reported or observed and with the engine room generally found to be clean. However, various sections of floor plating on the bottom level were seen to be dirty. It should be noted that various Engine Room related documentation were not provided for detailed review: critical spares inventory, recent lube oil analysis, Main Engine and Auxiliary Engine performance reports and Main Engine and Auxiliary Engine running hours. 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 however, some pipework lagging had areas of deterioration and staining. The NOx Technical file was up to date and last

updated on 29th April 2023. The Main Engine was reported to be fully operational and was seen to be in good condition, with no major visible defects. The 3 Auxiliary Engines were reported to be fully operational and were seen to be in good condition, with no major visible defects. The crew stated that all auxiliary equipment that was not in operation at the time of inspection, including the bow thruster, were working satisfactorily. 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. The steering gear was seen in good working order, free of leakage with emergency steering instructions seen to be posted nearby. Electrical distribution systems including the main switchboard were in good working order and switchboard insulation readings were adequate.

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, 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. A fire pump was tested during the inspection and was found to deliver adequate pressure. The

fire main and ancillaries such as hydrants and valves were in good overall condition, free of defects. Fire extinguishers were all in good condition and all portable equipment were positioned in accordance with the fire plan. Firefighting outfits and associated equipment were all in good condition with BA equipment found fully charged and ready for use. The emergency generator was tested during the inspection and found to be in good working order and in a good overall condition. Remote shutdown emergency devices such as quick closing valves, machinery stops and ventilation dampers were deemed to be in a good overall condition with no defective shut down equipment. 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 presenting a generally safe working environment. Hazards were seen to be clearly marked though anti-slip coatings were not seen to be applied on deck walkways. 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 9th May 2023, which was a Fire, Abandon Ship and Rescue Boat Launch 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.

No documentation was provided to verify that the vessel has a Class approved Inventory of Hazardous Materials (IHM). The vessel's Oily Water Separator (OWS) was found to be fully operational and in good overall condition, with no obvious defects. The OWS was not tested during the inspection though the 15ppm Oil Content Meter (OCM) was seen to be calibrated. The bilge overboard was seen to be sealed 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 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 29th April 2023. The vessel is reportedly not fitted with a Ballast Water Treatment System (BWTS), which will be required before the next International Oil Pollution Prevention (IOPP)

certificate expiry date on the 9th November 2023. The vessel's ballast record book was seen to be up to date and correctly filled in. No documentation was provided to verify that the vessel uses Environmentally Acceptable Lubricants (EAL's) in the Stern Tube and Bow Thruster. 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 14th May 2023. The Emission Control Area (ECA) change-over logbook was reviewed and found with the date of last entry to be 25-Dec-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 is reportedly not fitted with a Ballast Water Treatment System (BWTS).

Corrective Action: This will be required by the vessels next IOPP renewal date of 9th November 2023.

\$300000

ONBOARD MANAGEMENT

90

Onboard management was found to be good to very good overall. The computer-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date with no critical overdue work orders. The Class-approved system-based

Planned Maintenance System (PMS) was 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 5 deficiencies and 0 detentions in the 6 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 but with limited documents provided for review.

VESSEL CAPABILITIES AND CARGO SYSTEMS

80

Vessel capabilities and cargo systems were deemed to be in a good overall condition. The vessel is equipped with 18 cargo tanks, and can carry up to 18 segregations of cargo. COT 8P and 8S were entered for inspection, however no photographs of previous tank entries 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. Cargo tanks had only minor localised and spot corrosion, covering up to approximately 5% of the surface area, mainly located in sporadic spots on bulkheads, deck heads and tank bottoms. Evidence of touch up maintenance was sighted. The crew reported that heating coils are fitted in the slop tanks only. The vessel has independent tanks on deck, which were seen to be in a good condition. A Framo cargo pumping system is fitted, which was fully operational and in good condition. Cargo pipework was in a good condition and save all's were free of cargo residue. The tank cleaning system was reportedly in full working order. The hose handling crane was in full working order and in good

condition as observed. Pressure-Vacuum valves were in a good condition with operating pressures clearly marked. The vessel is not fitted with a mast riser. The vessel is fitted with a Vapour Emission Control System (VECS), which was seen to be in a good overall condition, though the vapour manifold was seen without distinguishing colour identification. For cargo tank inerting, the vessel is fitted with a Nitrogen generator system that was in full working order and in good condition as observed. Gas monitoring instruments were provided on board and were adequately calibrated as required. The Cargo Control Room (CCR) was seen in a good condition with all Emergency Shutdown Devices and monitoring systems in full working order. A Class-approved loading computer is installed on board. The vessel's last SIRE inspection was reported to have been carried out in March 2023 and 4 observations had been recorded. However, no specific details were provided for review. It was reported that the vessel is planned to be enrolled under CAP during the next dry dock.

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:

393.7 m³

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

28.7 m³

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

Light Fuel Oil (LFO)

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

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	
Mark/Series/Revision	7		EV	EV	EV	
Number of Cylinders	6		6	6	6	
Speed (RPM)	136		720	720	720	
Bore (mm)	420		180	180	180	
Stroke (mm)	1,764		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	179.0		215.0	215	215	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	28		2.5	2.5	2.5	
Cylinder Oil Consumption (litres/day)	110.0		0.0	0.0	0.0	
System Oil Consumption (litres/day)	20.0		10.0	10.0	10.0	

Major Overhaul Interval (Hours)			8,000	8,000	8,000	
Running Hours since last overhaul (Hours)			3,074	4,122	2,982	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	11.00	16.5
Ballast Eco	11.0	15.5

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		16,000
Pistons		16,000
Bearings		8,000
Cylinder Liners		8,000

Main Engine No.1

Unit Running Hours

	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	125	125	125	125	125	125						
Pistons	0	0	0	0	0	0						
Bearings	125	5,876	5,876	5,876	5,876	5,876						
Cylinder Liners	125	125	125	125	125	125						

Class Surveys

Were all Class and Statutory certificates valid? ☒ Yes

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

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

Does the vessel have an In Water Survey Class notation? ☒ No

Is the vessel ice classed? ☒ No

Survey

Date Last Completed

Date Next Due

Main / Special / Renewal	08-May-23	09-Nov-23
Intermediate	12-Dec-21	
Annual	09-Feb-23	
Bottom in dry dock	08-May-23	08-May-26

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

Example shipyard

Is the vessels last dry dock report provided and attached?

☒ No

Provide details of works done in last dry dock

not provided for review

Has the vessel remained with the same flag since build?

☒ No

Please provide details of previous flags

Example flag

Has the vessel remained with the same Class since build?

☒ Yes

In total, how many of the following does the vessel have?: Conditions of Class, Recommendations of Class, Statutory Findings, Statutory Items, Conditions of Authority, Etc.

0

Does the vessel have any Class Memos, Observations or Additional Requirements?

☒ No

The cost for the next out of water bottom survey or dry docking based on a far eastern shipyard and includes all survey and normal maintenance costs is approximately estimated at:

1,000,000

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

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, not available

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☒ Differential-GPS

JRC

Engine Room & Firefighting

- ☒ Incinerator sludge burning system
- ☒ UMS Capabilities (regardless of Class notation)
- ☒ 2-Stroke Engine Adaptive Cylinder Oil Control e.g. MAN B&W Alpha Lubricator

HULL

Hull Condition

What sections of the hull were inspected?

Stbd side

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

☒ Yes

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

☒ No*A minor indentation was observed at WBT 3S area*

What was the level of Hull coating breakdown and corrosion?

None

What was the condition of the hull markings?

Well painted and clearly legible

What level of marine fouling was seen?

None

Were fenders installed on the hull?

☒ No

MOORING DECKS

Mooring Decks Condition

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

What was the level of coating breakdown and corrosion observed on the decks?

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

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

26-Jun-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?

Minor instances of coating breakdown and 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

WBT 8P and 8S

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

☒ No

Were inspection reports or reports of the tanks condition provided?

☒ No

Were the tanks free of any structural damage or indentations?

☒ Yes

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

Minor

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

on bulkheads, deck plating and on the edges of internal structural framing. Minor areas of staining were identified in some locations. Evidence of touch up maintenance was sighted

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

5%

Type of coating breakdown and corrosion:

☒ Localised

☒ Spot

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

Good

Were the ballast tanks fitted with sacrificial anodes?

☒ Yes

Anode depletion:

10%

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

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?

☒ Yes

What was the condition of the flooring and wall coverings?

Fair

Please provide further details

*some areas of floor tiling showed evidence of use related wear.
Minor areas of linoleum were stained in communal spaces*

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?

None

What was the general condition of external superstructure fittings?

Good

Crew Welfare

What is the average contract length for crew members?

Officers:

3 Months

Crew:

3 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?

☒ Yes

What Public Recreation equipment did the crew have access to?

☒ Free Weights

☒ Fixed weight machine

☒ Treadmill

☒ Cycling Machine

☒ Table Tennis

☒ Basketball hoop

☒ Television

☒ Karaoke

☒ Public Computer

☒ En-suite facilities for all crew members

What was the quality of crew recreation facilities?

Good

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

☒ Yes

What facilities were provided in crew cabins?

☒ Sofa

☒ Desk

☒ Ample storage

Does the vessel have any onboard training facilities?

Yes

Type of onboard training facilities:

☒ Seagull

Is there a crew suggestion policy in place?

☒ Yes

Does the crew have access to a bonded store?

Yes, well stocked

Are the crew given additional periods of rest throughout the working week (e.g Sunday off)?

Yes

BRIDGE AND NAVIGATION EQUIPMENT

General Condition

Was all the bridge equipment reported to be fully operational? ☒ Yes

Was the bridge found to be clean and well maintained with good housekeeping? ☒ Yes

Were all required bridge equipment annual performance tests (e.g. VDR and AIS) completed in the last 12 months? ☒ Yes

Was the vessel fitted with a Voyage Data Recorder (VDR)? ☒ Yes

Type of VDR fitted:

VDR

Was the VDR seen to be free from any unanticipated alarms? ☒ No

one active alarm code was seen on the VDR panel. It was unclear if this was related to the vessel being alongside. Further investigation is recommended

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

20

Does the vessel receive up to date weather information?

☒ Yes

19-May-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-Jul-26

SARTs

01-Dec-23

VHF

01-Sept-26

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

☒ Yes

Documentation Condition

Were berth to berth passage plans seen on-board?

Yes

Were passage plans signed by all navigating officers?

☒ Yes

What format were nautical publications provided in?

Paper and Electronic

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

☒ Yes

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

☒ Yes

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

☒ Yes*Date of last test*

19-May-23

External Condition

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

☒ Yes

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

☒ Yes

Were bridge wing manoeuvring controls fitted?

☒ 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?

- | | |
|--------------------------------------------------------------|------------------------------------------------------|
| <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?

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

not provided for 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?

☒ No

not provided for review

Was the NOx Technical file kept up to date?

☒ Yes

Date of entry:

29-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?

☒ No

not provided for review

Was there any overdue maintenance on the Main Engine Turbochargers?

☒ Yes

not provided for review

Propulsion

What type of propulsion does the vessel have?

Fixed Pitch Propeller (FPP)

Were the Propulsion systems, including shafts, machinery and electric motors, if relevant, in good working condition?

☒ Yes

What type of thruster systems does the vessel have?

☒ Bow Thruster

Was the thruster(s) in good working condition?

☒ Yes

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

Good

Power Generation

How many Auxiliary Engines does the vessel have?

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?

☒ No

not provided for 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? | <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"/> No |
| 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

26-Apr-23

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

What was the vessels Fixed fire detection systems?

Engine Room

Cargo Holds

Accommodation

☒ Flame

☐ Flame

☐ Flame

☒ Smoke

☐ Smoke

☒ Smoke

☒ Heat

☐ Heat

☒ Heat

☐ Smoke & Heat
(Combined)

☐ Smoke & Heat
(Combined)

☐ Smoke & Heat
(Combined)

Was the fire detection system reportedly fully operational? ☒ Yes

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

What is the vessels Fixed firefighting systems?

Engine Room**Cargo Holds****Accommodation**☒ CO2☐ CO2☐ Water Mist☐ Foam☒ Deck Foam☒ Galley CO2☒ Water Spray☐ Water Spray☐ Wet Chemical☐ None☐ None☐ None

Were all fixed fire fighting systems in good working condition?

☒ Yes

Were clear operating instructions posted for the fixed firefighting systems?

☒ Yes

Was the fixed firefighting system release protected against unauthorised operation?

☒ Yes

Was the main fire pump working?

☒ Yes

Was the emergency fire pump working?

☒ Yes

Was a fire pump tested during the inspection?

☒ Yes

Did the fire pump maintain adequate pressure?

☒ Yes

Were the main and emergency fire pumps in good condition and free of leakages?

☒ Yes

What was the condition of the fire main and ancillaries such as pipework hydrants and valves?

Good

Does the vessel have a fire control station?

☒ Yes

Were all portable equipment in place as per the fire plan?

☒ Yes

Were all fire extinguishers in good condition?

☒ Yes

Were the firefighting outfits and associated equipment in good condition?

☒ Yes

Were the International Shore Connections on board?

☒ Yes

Location:

Main Deck

Was the BA equipment fully charged in good condition?

☒ Yes

Was the Emergency Generator tested during the inspection?

☒ Yes

Was the Emergency Generator in working order?

☒ Yes

Were Emergency Generator Starting instructions clearly posted?

☒ Yes

What was the condition of the Emergency Generator?

Good

Was the "18 hour" fuel level marked on the emergency generator fuel tank?

☒ Yes

Was the Quick Closing Valve system in good working order?

☒ Yes

Were fire doors in good condition and effectively closing?

☒ Yes

Were fire doors free of unauthorised "hold-open" arrangements?

☒ Yes

Were all ventilation dampers remote closing positions well labelled and in good working order?

☒ Yes

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

☒ Yes

LIFESAVING APPLIANCES

Lifesaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☒ Yes

Date of last service:

27-Apr-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?

27-Apr-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?

09-May-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? ☒ No

anti-slip coatings were not seen to be applied on deck walkways

Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)? ☒ Yes

Is Personal Protective Equipment (PPE) provided and worn by crew? ☒ Yes

Are 'Enclosed Space Entry' procedures implemented? ☒ Yes

Is an effective Permit To Work (PTW) process implemented? ☒ Yes

Date of last PTW:

20-May-23

Is an effective Risk Assessment (RA) process in place? ☒ Yes

Was evidence of the annual and 5-yearly inspections of both fixed and portable lifting equipment and appliances sighted? ☒ Yes

Are main and emergency exits clearly identified and unobstructed? ☒ Yes

Are sufficient portable oxygen and gas detection meters provided and regularly calibrated? ☒ Yes

Date of last calibration:

20-May-23

What is the working language of the vessel?

English

Are standing orders, procedures, instructions and manufacturers' manuals written in a language which can be understood by the crew?

☒ Yes

Are all IMO signs correctly placed, and compliant with IMO requirements?

☒ Yes

Is the vessel equipped with an approved SOLAS training manual?

☒ Yes

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

☒ Yes

Are regular drills conducted on board?

☒ Yes

Last drill date

09-May-23

Last drill type

Fire, Abandon Ship and Rescue Boat Launch

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)?

☒ No

The vessel does not hold a Class approved Inventory of Hazardous Material (IHM)

Oil - Marpol Annex I

Is an Oily Water Separator (OWS) fitted? ☒ Yes

Was the OWS reportedly operational? ☒ Yes

What was the condition of the OWS?

Good

Was the OWS Tested? ☒ No

Was the 15ppm meter calibrated? ☒ Yes

Date of calibration

18-Apr-23

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

Means of securing ☒ Sealed

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications? ☒ Yes

Was the SOPEP locker or box well stocked?

☒ Yes

What was the condition of the SOPEP equipment?

Good

Was a list of SOPEP equipment posted and accurate?

☒ Yes

Was the Oil Record Book (ORB) up to date and correctly filled in?

☒ Yes*Date of last entry*

29-Apr-23

Were previous bunkering checklists correctly filled out?

☒ Yes*Date of last bunkering*

26-Mar-23

Were bunker samples correctly stored?

☒ Yes

Does the vessel have a Ballast Water Treatment System (BWTS) fitted?

☒ No*The vessel is not equipped with a Ballast Water Treatment System (BWTS)**Date of International Oil Pollution Prevention (IOPP) certificate expiry*

09-Nov-23

What regulation is listed on the Ballast Water Management Certificate?

D-1

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

☒ Yes*Date of last entry*

13-May-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?

☐ No

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

14-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

25-Dec-22

EEXI

Does the vessel have an EEDI score assigned at build?

☒ No

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

Light Fuel Oil (LFO)

Does the vessel have any energy efficiency technologies installed?

☒ No

Is the vessel ice classed?

☒ No

Main Engine(s)

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

179.0

Auxiliary Engines

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

215.0

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

☒ No

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

09-Nov-23

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

26-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

19-May-23

Are hours of maximum permissible work regularly exceeded?

☐ No

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

☒ Yes

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

Class-approved system

Name of PMS

Example PMS

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

☒ Yes

Were there any critical overdue PMS work orders?

☒ No

Port State Control (PSC) inspection history

No. of Inspections in Past three years:

6

No. of Deficiencies in Past three years:

5

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

Gangway Log

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?

Limited documents provided

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

Well managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - TANKER

Cargo Tanks

How many Cargo Tanks does the vessel have?	18
How many cargo segregations can the vessel carry?	18

Cargo Tank Capacity (m³)

COT No.1 combined	1,589.00 m³
COT No.2 combined	3,266.00 m³
COT No.3 combined	2,760 m³
COT No.4 combined	2,763.00 m³
COT No.5 combined	2,760 m³
COT No.6 combined	2,760 m³

Cargo Tank Capacity (m³)

COT No.7 combined	2,757 m³
COT No.8 combined	2,606 m³
COT No.9 combined	m³
COT No.10 combined	m³
Slop Tank No.1	380 m³
Slop Tank No.2	398 m³
Total Capacity	22,039 m³

Were the Cargo tanks able to be entered and inspected?

☒ Yes

COT 8P and 8S

Were recent vessel cargo tank inspection photographs provided?

☒ No

Were inspection reports or other information relating to the cargo tanks' condition provided?

☒ No

Were cargo tank structural members found to be free from damage (e.g. side plating, sumps and framing)?

☒ Yes

Are the cargo tanks coated?

Fully coated

Were the cargo tank fittings such as ladders, hand rails and pipe guards etc. found to be free from damage?

☒ Yes

What was the level of cargo tank coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	in sporadic spots on bulkheads, deck heads and tank bottoms. Evidence of touch up maintenance was sighted
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:

☒ Localised☒ Spot

What was the last cargo carried?	Sunflower Oil
----------------------------------	---------------

What is the next intended cargo to be carried?	Palm Oil
------------------------------------------------	----------

Were all heating coils reportedly operational?

☒ Yes

Is pipework passing through the tanks seen to be in good condition?

☒ Yes

Does the vessel have any independent tanks, i.e. tanks located on the deck?

☒ Yes

What condition were the independent tanks in?	Good
-----------------------------------------------	------

Pumping and Piping Systems

What type of main cargo pumps are fitted?	Hydraulically driven deep well
-------------------------------------------	--------------------------------

What is the capacity of each of the deep well pumps?	300 m ³ /hr
------------------------------------------------------	------------------------

What is the manufacturer of the deep well pumps?	Framo
--------------------------------------------------	-------

Were deep well pump cofferdams regularly purged?

☒ Yes

Were all the pumps fully operational?

☒ Yes

What condition were the pumps in?

Good

Was the pump room accessible?

☒ Yes

What cargo stripping arrangements is the vessel fitted with?

Dedicated stripping pumps

Were stripping arrangements fully operational?

☒ Yes

What condition were the stripping arrangements in?

Good

Is pumping system oil condition monitoring carried out?

☒ Yes*Frequency (months): 1*

Were oil tests results satisfactory?

☒ Yes

Is the pump room clean and tidy and are bilges free from cargo residues?

☒ Yes

Are cargo pumps and shaft bearings in apparent good condition?

☒ Yes

Are pump room and other machinery space fans operational and in good condition?

☒ Yes

Is pump room floor plating clear and well secured?

☒ Yes

Are spill trays and save all areas in good condition and free from cargo?

☒ Yes

What condition was the cargo pipework in?

Good

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

☒ Yes

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

Not carried

Is the Vessel Fitted with Tank Cleaning Equipment?

☒ Yes

Is the Tank Cleaning system in full working order?

☒ Yes

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

☒ Yes

Were the crane(s) seen in operation?

☒ Yes

Is the crane in full working order?

☒ Yes

What condition was the crane(s) in?

Good

Monitoring and Safety Arrangements

Are tanker level monitoring systems in full working order?

☒ Yes

Does the vessel have a dedicated Cargo Control Room (CCR)?

☒ Yes

Is the CRR in good overall condition?

☒ Yes

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

☒ Yes

Is the vessel fitted with an Inert Gas (IG) system?

☒ Yes*Nitrogen generator*

Is the IG system in full working order?

☒ Yes

What condition was the IG system in?

Good

What condition were the Pressure-Vacuum (PV) Breakers in?

Good

Were the operating pressures clearly marked on the PV Breakers?

☒ Yes

Is the vessel fitted with a Mast Riser?

☒ No

What condition was the Deck seal in?

Good

Is the vessel fitted with a Vapour Emission Control System (VECS)?

☒ Yes

Type:

O2 and Pressure

Make:

Scanjet

Is the VECS in full working order?

☒ Yes

What condition was the VECS in?

Good

Is the vapour manifold clearly marked?

☒ Yes

Are hoses pressure tested and certificated?

☒ Yes

What condition were the hoses in?

Good

Are hoses regularly tested for continuity?

☒ Yes

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

N/A - No fire wires fitted

Is the vessel provided with suitable gas monitoring instruments?

☒ Yes

Are the monitoring instruments calibrated and records available?

☒ Yes

Does the vessel have a loading computer?

Yes, Class approved

Vetting

What was the date of the last SIRE inspection?

14-Mar-23

How many observations were raised in the last SIRE inspection?

4

Have all observations been fully resolved?



No

no information provided

Is the vessel older than 15 years?



No