Report commissioned by:

Example Individual

Organisation:

Example Organisation

CONDITION REPORT

EXAMPLE VESSEL

IMO Number: 123456789

INSPECTED AT SINGAPORE
01st October 2022

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REPORT SECURITY I.D. b354d1ed-100f-176e-6ad6-1593e695e738

CONTENTS

ADDITIONAL DOCUMENTS

Vessel documents

Vessel photos

INSPECTION SUMMARY

Singapore, Singapore

10 Nov 2022

Status: Standing by

12.5 Hours Aboard

Limited documents provided

The Example Vessel is an Example DWT, Example Gross Tonnage, Example flagged, gearless Bulk Carrier vessel built to a good standard by Example Shipbuilding -in Japan under Example Class supervision and was delivered on the 1st January 2007. The vessel remains Classed with Example Class.

A Condition Inspection of the vessel was conducted on the 01st October 2022 in Singapore, Singapore by Idwal under instruction from Example Organisation.

Good cooperation was provided by the ship's crew with access provided to the cargo holds, but the ballast tanks were not available for entry. Previous inspection photos of both were also provided for review. The vessel was at anchor, standing by at the time of inspection.

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

68 IDWAL GRADE

VESSEL PARTICULARS

Ship Name	Example Vessel
Previous Name	N/A
IMO Number	123456789
Port of Registry	Example Port
Ship Type	Bulk Carrier
Flag	Example Flag
Classification Society	Example Class
Registered Owner	Example Owner
Technical Manager	Example Manager
Shipbuilder	Example Report Shipbuilding 01/01/2007
Delivery Date	
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

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

Given the fair overall condition of the vessel, OPEX levels are likely to be up to 5% higher than for vessels of a similar age, type and size, until the notable items identified have been rectified.

The vessel's Attained EEXI was calculated to be between 2.68 and 2.84, which is above the required EEXI of 2.42, and therefore the vessel will require the installation of technologies to reduce the EEXI score.

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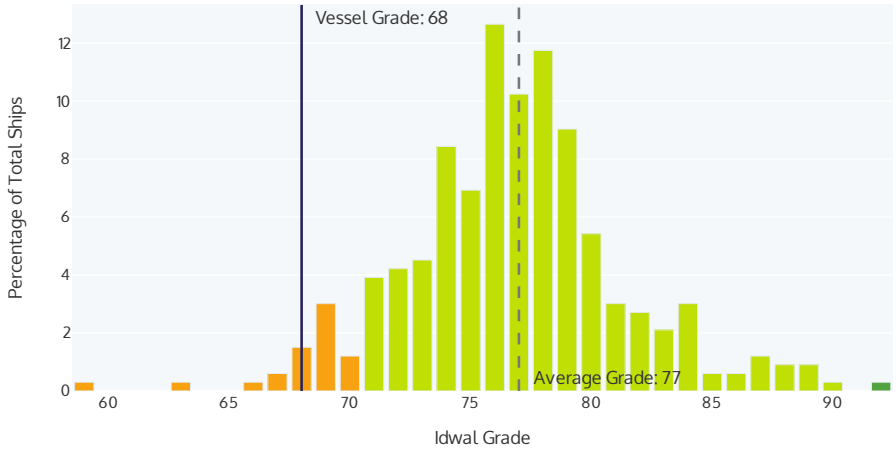
COMPARE YOUR IDWAL GRADE

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

Your Idwal Grade vs other Capesize Bulk Carrier vessels



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

KEY

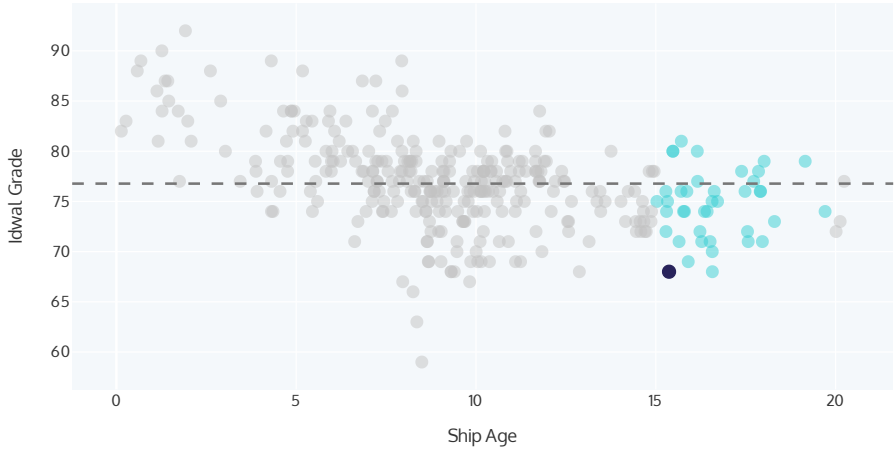
Your Idwal grade

Average Idwal grade

Grade range

> 90 | 71 - 90 | 51-70 | 30 - 50

Your Idwal Grade vs other Capesize Bulk Carrier vessels, age 15-20 years



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

KEY

Your Idwal grade

Average Idwal grade

All sector ships

Age comparable ships

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

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

KEY NOTABLE ITEMS

	Description	Action / Timeline	Estimated Cost [USD]
✖	As per crew provided data Main Engine units 2 and 4 as well as Auxiliary Engine number 3 were noted to be overdue their stated overhaul intervals.	To be further investigated and any required overhauls carried out as soon as practical.	**$5000 - $20000**
✖	The vessel has Conditions of Class as follows: detailing thickness measurements to be taken in cargo hold number 1, a repair required to a section of pipework in cargo hold number 4 both with due dates of 30 Nov 2022, and the malfunctioned Water Ingress Alarm System to be rectified as soon as practical with a due date of 29 Dec 2022 noted.	The Conditions should be thoroughly addressed to Class satisfaction by the due date.	**$50000+**
−	A minor leak was noted from the main fire pump.	To be further investigated and rectified as soon as practical.	**<$1000**
−	All auxiliary engine alternation bearings were observed to be dirty.	To be further investigated and rectified as soon as practical.	**<$1000**
−	Auxiliary engine number 2 observed to be 'hunting' during the inspection, between 850rpm-920rpm.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
−	Air conditioning cooling pump observed to be leaking from the seal.	To be further investigated and rectified as soon as practical.	**<$1000**
−	Minor leaks were noted from the HFO transfer pump and the hydrophore pump.	To be further investigated and rectified as soon as practical.	**<$1000**
−	IMO symbols were seen to be missing in numerous locations in the accommodation block.	To be further investigated and rectified as soon as practical.	**<$1000**
−	TRO unit number 1 was observed to have an additional fan rigged for cooling.	To be further investigated and rectified as soon as practical.	**<$1000**
−	The vessel is reportedly fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard, however no evidence was provided to verify this.	To be further investigated to verify compliance in this regard.	**$20000 - $50000**
−	An infestation of cockroaches was seen in the garbage locker.	To be further investigated and rectified as soon as practical.	**<$1000**

Numerous fuel and bilge oil vent heads were seen to be missing the required wire mesh.	To be further investigated and rectified as soon as practical.	**<$1000**
The davits and lowering arrangements were seen to be in a fair condition with the port and starboard limit switches reported to be faulty, as well as port side emergency release lever seen to be misaligned.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
Suspected leaks noted from both the port and starboard anchor wash lines.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
All ram seals on the steering gear unit were observed with minor leaks and zero clearance available for tightening.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
Waste oil settling tank filter seen with a minor leak.	To be further investigated and rectified as soon as practical.	**<$1000**
Bitter end release arrangements were obstructed.	Ensure easy access is provided to Bitter end release arrangements.	**<$1000**
Localised areas of corrosion were noted around the main mast.	To be further investigated and rectified as soon as practical.	**<$1000**
The majority of the winch and windlass brake adjustment bolts were seen to require calibration.	To be further investigated and rectified as soon as practical.	**<$1000**
Numerous gauge and controls on the ballast console located in ship offices were reported to be faulty.	To be further investigated and rectified as soon as practical.	**$1000 - $5000**
No evidence was provided that the Oil Content 15ppm Meter (OCM) was calibrated as required.	Ensure OCM is calibrated and sufficient evidence is available.	**<$1000**
There were no clear pilot boarding instructions posted.	Post instructions when possible.	**<$1000**
Main deck air pipe, in way of hold number 3 port side, was seen to be leaking.	To be further investigated and rectified as soon as practical.	**<$1000**
Heavy corrosion noted to the main deck air pipe, forward of cargo hold number 5.	To be further investigated and rectified as soon as practical.	**<$1000**
Areas of deformation were noted to several sections of the main deck railings.	To be further investigated and rectified as soon as practical.	**<$1000**
Provision crane hook was seen to be missing the safety latch.	To be further investigated and rectified as soon as practical.	**<$1000**
A leak was noted from ballast pump number 2.	To be further investigated and rectified as soon as practical.	**<$1000**

⊖	Hospital medicine cabinet was seen to be without an inventory list.	To be further investigated and rectified as soon as practical.	**<$1000**
✓	The vessel is reportedly fitted with paid to access and limited use Wi-Fi system.	Positive.	**$0**
✓	A US coastguard approved Ballast Water Treatment System (BWTS) is installed.	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 2.68 and 2.84. This Attained EEXI score is above the required EEXI of 2.42, 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

2.42

$gCO_2/t.nm$

Attained EEDI/EEXI

2.68 - 2.84

$gCO_2/t.nm$

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	68	Management	69

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

Design and Construction	80	Hull	70
Mooring Decks	60	Weather Decks and Fittings	70
Ballast Tanks and Systems	70	Accommodation	80
Bridge and Navigation Equipment	80	Engine Room and Machinery	60
Fire Fighting Equipment and Systems	70	Lifesaving Appliances	70
Safe Working Environment	80	Pollution Control	70
Onboard Management	70	Vessel Capabilities and Cargo Systems	40
Forthcoming Regulatory Compliance	60	Crew Welfare	70
Crew Performance	80	Safety Management	70
Planned Maintenance System (PMS)	60	Classification and Certification	60
PSC Performance	100		

DESIGN AND CONSTRUCTION

80

The construction and design was found to be good overall, with the vessel built to IACS standards and Rules in Japan by Example Shipbuilding - Example with the keel laid in December 2004. The vessel is a Bulk Carrier, with 9 holds, driven by a fixed pitch, direct drive propeller. The Main Engine is a NOx Tier 1, MAN B&W and the vessel has 3 Auxiliary Engines, and no shaft generator. It is subject to the Enhanced Survey Program (ESP) but does not hold a Class notation for in Water Surveys. No Cargo Lifting Appliances are fitted and the vessel cannot carry it's own grabs. No UTM report was made available for review. Apart from the equipment required by international rules and regulations, the bridge is also fitted with differential-GPS and the engine room and machinery are fitted with incinerator sludge burning system, UMS capabilities and 2-stroke engine mechanical lubricator.

HULL

70

The hull was seen to be in a fair to good overall condition, primarily due to the levels of corrosion noted, 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 and had only minor scattered spot corrosion, up to approximately 10% of the surface area, mainly located to midships boot top and anti-foulings from suspected fender and tug abrasions, as well as to the bow area. Rust staining was also noted from several scuppers. Hull markings were well painted and legible with minor marine fouling observed. The vessel's last out of water bottom survey was carried out on 15-Jun-20, with the vessel's next out of water bottom survey due by 14-Jun-23.

MOORING DECKS

60

The Mooring decks were seen to be in a fair condition overall, primarily due to the leaks noted from both the port and starboard anchor wash lines. The decks were found to be free of structural defects and free of coating breakdown and corrosion, with minor rust staining noted around the foundations of fittings. 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 good condition with the band brake linings seen to have substantial thicknesses however, clutching and gearing arrangements were found to be dry and in need of greasing. It was also noted that the majority of the winch and windlass brake adjustment bolts were seen to require calibration. Anchor chains and mooring ropes were in a good overall condition. 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 suspected leaks noted from both the port and starboard anchor wash lines. The bitter end release arrangements were seen to be obstructed, which may delay emergency releasing of the anchor chain. The emergency towing booklet was seen to be available near to the Foc'sle.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Suspected leaks noted from both the port and starboard anchor wash lines. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

Description	Estimated Cost [USD]
Issue: Bitter end release arrangements were obstructed. **Corrective Action:** Ensure easy access is provided to Bitter end release arrangements.	<$1000

	Description	Estimated Cost [USD]
	Issue: The majority of the winch and windlass brake adjustment bolts were seen to require calibration. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

WEATHER DECKS AND FITTINGS

70

The Weather Decks and Fittings were seen to be in fair to good condition overall, primarily due to the numerous fuel and bilge oil vent heads that were seen to be missing the required wire mesh. The decks were found to be free of structural defects and had only minor scattered spot corrosion, up to approximately 5% of the main deck plating total surface area, mainly located to deck weld seams and cross deck plating. Deck fittings were found to be in a fair condition with deck air pipe, in way of hold number 3 port side, seen to be leaking, as well as heavy corrosion noted to the main deck air pipe, forward of cargo hold number 5. Areas of deformation were also noted to several sections of the main deck railings however, pipework and fittings were seen to be generally free of leakages and deck mooring machinery was in good condition. The accommodation ladders and gangways were in a good overall condition, with no notable defects found however, the provisions lifting appliances fitted on the deck were in a fair overall condition with the safety latch was seen to be missing from the hook.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Numerous fuel and bilge oil vent heads were seen to be missing the required wire mesh. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Main deck air pipe, in way of hold number 3 port side, was seen to be leaking. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Heavy corrosion noted to the main deck air pipe, forward of cargo hold number 5. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Areas of deformation were noted to several sections of the main deck railings. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: Provision crane hook was seen to be missing the safety latch. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

BALLAST TANKS AND SYSTEMS

70

Ballast tanks and systems were deemed to be in a fair to good overall condition, primarily due to the issues reported with various gauges and controls. No tanks could be entered as none were prepared for inspection however, photographs of previous tank entries in 19-Oct-21 were provided for review. From the photographs provided, it was seen that the ballast tanks were found to be generally free of significant structural defects and had only minor scattered spot corrosion, up to approximately 5% of the ballast tanks total surface area, mainly located to deck head weld seams and edges of supports. 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 10%. Tanks were seen to have a minimal amount of mud/sediment accumulation but were free of any signs of staining from sewage or marine fouling. Ballast control systems such as valves and gauges were reported to be not properly operating with numerous gauge and controls on the ballast console located in ship offices reported to be faulty however, all ballast pumps were in good working order though some were seen to be in a fair overall condition with minor leak noted from pump number 2.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Numerous gauge and controls on the ballast console located in ship offices were reported to be faulty. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

Description	Estimated Cost [USD]
Issue: A leak was noted from ballast pump number 2. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

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 drugs and controlled substances locked away. The associated drugs log was not kept up to date with no up to date inventory list seen to be in place. The accommodation was found to be outfitted to an average quality. The Crew Welfare was found to be in a fair to good overall with it noted that the vessel is fitted with a paid to access and limited use Wi-Fi system and crew were reported to have access to a minimally 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 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Hospital medicine cabinet was seen to be without an inventory list. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]

Issue: The vessel is reportedly fitted with paid to access and 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. 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. RADAR blind sectors were seen to be posted near the RADARs with the compass deviation card up-to-date and available near to the helm. The compass deviation log was found to be satisfactory, with no major deviations and generally up-to-date. 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 however, localised areas of corrosion were noted around the main mast.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: Localised areas of corrosion were noted around the main mast. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

ENGINE ROOM AND MACHINERY

60

The Engine room and machinery were found to be in a fair overall condition, primarily due to the overdue engine maintenance and the numerous minor leaks noted from several pumps. However, no significant defects were reported or observed with the engine room generally found to be clean. During the inspection the Auxiliary Engines and air compressors 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. 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 25-Jul-22. 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 Bearings and Cylinder Liners overhaul schedules are subject to Condition Based Monitoring (CBM) and therefore no dedicated overhaul intervals are provided and Cylinder heads were due an overhaul on unit(s) No. 2 and No. 4 and Pistons were due an overhaul on unit(s) No. 2 and No. 4. It should be noted that for this model of engine, piston overhauls can be extended to 32,000 hours if subject to Condition Based Monitoring (CBM). Propulsion systems, such as shafts, gearing and bearings were in good working order with no defects reported or sighted. The 3 Auxiliary Engines were reported to be fully operational but were seen to be in a fair overall condition with engine number 2 observed to be 'hunting' during inspection, between 850rpm-920rpm, as well as all engine alternation bearings observed to be dirty. A review of the latest Auxiliary engines performance report provided showed no areas of concern. A review of the latest Auxiliary engine running hours showed that engine number 3 was overdue the stated overhaul interval. 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 barring pumps, which were in fair condition with the air conditioning cooling pump seen to be leaking from the seal as well as minor leaks noted from the HFO transfer pump and the hydrophore pump. It was also noted that the waste oil settling tank filter was seen with a minor leak. The steering gear was seen in good working order, but wasn't free of leakage with all ram seals on the steering gear unit observed with minor leaks and zero clearance available for tightening. The emergency steering instructions were 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: As per crew provided data Main Engine units 2 and 4 as well as Auxiliary Engine number 3 were noted to be overdue their stated overhaul intervals. **Corrective Action:** To be further investigated and any required overhauls carried out as soon as practical.	$5000 - $20000

	Description	Estimated Cost [USD]
	Issue: All auxiliary engine alternation bearings were observed to be dirty. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

	Description	Estimated Cost [USD]
	Issue: Auxiliary engine number 2 observed to be 'hunting' during the inspection, between 850rpm-920rpm. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

	Description	Estimated Cost [USD]

Issue: Air conditioning cooling pump observed to be leaking from the seal.

Corrective Action: To be further investigated and rectified as soon as practical.

<$1000

Description	Estimated Cost [USD]
Issue: Minor leaks were noted from the HFO transfer pump and the hydrophore pump. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: All ram seals on the steering gear unit were observed with minor leaks and zero clearance available for tightening. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

Description	Estimated Cost [USD]

Issue: Waste oil settling tank filter seen with a minor leak.

Corrective Action: To be further investigated and rectified as soon as practical.

<$1000

FIRE FIGHTING EQUIPMENT AND SYSTEMS

70

Fire Fighting Equipment and Systems were found to be in a fair to good condition overall, primarily due to the leak noted from the fire pump. The vessel was generally free of fire hazards with all firefighting equipment seen to be regularly serviced and inspected. The fire detection and alarm system was found to be fully operational and was free of signs of tampering and alarms. The vessel is fitted with Water Spray and Foam fixed firefighting in the engine room, none for the cargo areas and none 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. However, issues were seen such as a minor leak noted from the main fire pump. 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: A minor leak was noted from the main fire pump. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

LIFESAVING APPLIANCES

70

Lifesaving appliances were seen to be in a fair to good overall condition, primarily due to the faults reported with the lifeboat davit limit switches. The vessel is fitted with 2 davit launched lifeboats, which were seen to be in good overall condition externally and internally. The lifeboat engines were tested during the inspection and found to be in good working order. The vessel has no dedicated rescue boat and uses the port lifeboat as a rescue boat. 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 fair overall condition with the port and starboard limit switches were reported to be faulty, as well as port side emergency release lever seen to be misaligned however, evidence of regular inspection and maintenance was provided and sighted. 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.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: The davits and lowering arrangements were seen to be in a fair condition with the port and starboard limit switches reported to be faulty, as well as port side emergency release lever seen to be misaligned. **Corrective Action:** To be further investigated and rectified as soon as practical.	$1000 - $5000

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 though improvements could be made to IMO signage with IMO symbols were seen to be missing in numerous locations in the accommodation block. Pilot ladders and boarding arrangements were seen to be in a good safe condition though clear instructions were not posted due to there were no clear pilot boarding instructions posted. Regular drills were conducted on board with the last drill conducted on the 31-Oct-22, which was an Abandon ship and Fire drill.

NOTABLE ITEMS

Description	Estimated Cost [USD]
Issue: IMO symbols were seen to be missing in numerous locations in the accommodation block. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: There were no clear pilot boarding instructions posted. **Corrective Action:** Post instructions when possible.	<$1000

POLLUTION CONTROL

70

Pollution control was deemed to be fair to good overall, primarily due to the additional cooling noted in way of TRO unit number 1. Pollution control was 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 though no evidence was provided that the 15ppm Oil Content Meter (OCM) was calibrated as required. The bilge overboard was seen to be locked against unauthorised opening and the oily water treatment system as a whole was seen to be free from signs of tampering or unauthorised modification. The SOPEP locker was found to be well stocked with SOPEP equipment in good condition and an accurate list of equipment posted nearby. The Oil Record Book (ORB) was seen to be well-maintained and up-to-date, with the last entry on the 09-Nov-22. A US coastguard approved Ballast Water Treatment System (BWTS) is fitted and was found to be fully operational but was in fair condition with the TRO unit number 1 observed to have an additional fan rigged for cooling. The vessel's ballast record book was seen to be up to date and correctly filled in. The vessel is reportedly fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard, however no evidence was provided to verify this. No sewage treatment plant is fitted on the vessel, and sewage is held in a tank before discharging ashore. 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. However an infestation of cockroaches was seen in the garbage locker. The Garbage Record Book (GRB) was seen to be well-maintained and up-to-date, with the last entry on the 10-Nov-22. The Emission Control Area (ECA) change-over logbook was reviewed and found to be satisfactory with the date of last entry on 10-Mar-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:** TRO unit number 1 was observed to have an additional fan rigged for cooling. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: The vessel is reportedly fitted with an Environmentally Acceptable Lubricant (EAL) in the stern tube and is therefore Vessel General Permit (VGP) compliant in this regard, however no evidence was provided to verify this. **Corrective Action:** To be further investigated to verify compliance in this regard.	$20000 - $50000

Description	Estimated Cost [USD]
Issue: An infestation of cockroaches was seen in the garbage locker. **Corrective Action:** To be further investigated and rectified as soon as practical.	<$1000

Description	Estimated Cost [USD]
Issue: No evidence was provided that the Oil Content 15ppm Meter (OCM) was calibrated as required. **Corrective Action:** Ensure OCM is calibrated and sufficient evidence is available.	<$1000

Description	Estimated

	Cost [USD]
Issue: A US coastguard approved Ballast Water Treatment System (BWTS) is installed. **Corrective Action:** Positive.	$0

ONBOARD MANAGEMENT

70

Onboard management was found to be fair to good overall, primarily due to the overdue engine maintenance. The paper-based Safety Management System (SMS) was deemed to be functioning and well implemented in general, with Permits to Work (PTW), risk assessments and procedures understood and followed. Onboard management was found to deal with accidents, near misses and deficiencies in an effective manner and regular safety committee meetings were carried out on board. The vessel's MLC certificate was valid with records of hours of rest (ILO) correct and up to date and maximum work hours not regularly exceeded. The PMS system was found to be kept up to date though some critical overdue work orders were noted as follows: Main Engine units 2 and 4 as well as Auxiliary Engine number 3 were noted to be overdue their stated overhaul intervals. 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 very good with 0 deficiencies and 0 detentions in the 2 inspections conducted in the past three years. The vessel's flag is targeted by the United States Coastguard (USCG) and therefore will likely be subject to increased scrutinization by port state control (PSC). 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.

Report commissioned by and for the sole use of Example Individual of Example Organisation. PDF generated for example@example.com at 00:00 (UTC) on 01st October 2022

REPORT SECURITY I.D. b354d1ed-100f-176e-6ad6-1593e695e738

VESSEL CAPABILITIES AND CARGO SYSTEMS

40

Vessel capabilities and cargo systems were deemed to be in a poor overall condition, primarily due to the three open Conditions of Class. Hold number 1 was entered for inspection and photographs of previous hold entries from 29-Oct-22 were provided for review. The inspected cargo holds were found to be free of structural defects but had heavy scattered, scaling and spot corrosion, greater than approximately 30% of the surface area, mainly located throughout holds but more so around the side shell plating. More concentrated areas were noted in hold number 1 as per the relevant Condition of Class. Cargo hold fittings such as ladders, handrail and pipe guards etc. were seen to have damage with a repair required to a section of pipework in cargo hold number 4 as per the relevant Condition of Class. The last cargo carried was Iron ore, with the next intended cargo reported to not yet be assigned. The cargo holds were free of signs of water ingress both from internal and external sources. Cargo monitoring systems such as bilges, temperature sensors, water ingress sensors etc. were not full operational with the Water Ingress Alarm System noted to be malfunctioning as per the relevant Condition of Class. The vessel is fitted with Side rolling hatch covers, which were seen to be well aligned and closing correctly. Hatch covers were found to be free of structural defects and had only minor scattered spot corrosion, up to approximately 5% of the surface area, mainly located to top sides. Hatch cover operating systems were in full working order and were seen to be in good condition, free of corrosion and leakages. Hatch cover rubber seals and retaining channels were in good overall condition and free of temporary means of sealing such as foam or sealing tape. Hatch cover securing and hold open arrangements along with landing pads were seen to be in a good overall condition with no notable defects observed. Hatch coamings and longitudinal continuation brackets were found to be free of structural defects and had only minor localised spot corrosion, up to approximately 5% of the surface area, mainly located to edges of supports. Compression bar/strips were seen to be in good condition with hatch coaming drain channels free of corrosion, scaling and debris and the hatch coaming non-return valves clear and operational. Stability calculations were seen to be carried out and the vessel holds a Document of Compliance (DOC) for the carriage of Dangerous Goods (DG). The vessel is gearless.

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OPERATIONAL DATA

Operational Data Condition

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

Total High Sulphur Fuel Oil (HSFO) capacity:	m^3
Total Very and Ultra Low Sulphur Fuel Oil (VLSFO and ULSFO) capacity:	3,484.9 m^3
Total Marine Gas Oil (MGO) and Diesel Oil (DO) capacity:	1,128 m^3

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

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

Engines Table

	Main Engine 1	Main Engine 2	Aux Engine 1	Aux Engine 2	Aux Engine 3	Aux Engine 4
Designer	MAN B&W	N/A	Yanmar	Yanmar	Yanmar	
Model	MC		6N18AL-UV	6N18AL-UV	6N18AL-UV	
Number of Cylinders	6		6	6	6	
Speed (RPM)	91		900	900	900	
Bore (mm)	700		180	180	180	
Stroke (mm)	2,674		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	166.6		208.2	208.2	208.2	
Nox Tier	1		1	1	1	
Fuel Oil Consumption at full load (tonnes/day)	60.11		2.5	2.5	2.5	
Cylinder Oil Consumption (litres/day)	490					
System Oil Consumption (litres/day)	50		5	5	5	
Major Overhaul Interval (Hours)			8,000	8,000	8,000	
Running Hours since last overhaul (Hours)			2,072.4	6,711.8	9,242.5	

	Vessel Speed (knots)	Consumption (t/day)
Loaded Eco	10.27	34.73
Loaded Service	13.05	49.51
Ballast Eco	8.21	26.5
Ballast Service	14.96	50.02

Main Engine Maintenance

Component	Condition Based Monitoring?	Overhaul Interval
Cylinder Heads		10,000
Pistons		10,000
Bearings	Yes	
Cylinder Liners	Yes	

Main Engine No.1	Unit Running Hours											
	1	2	3	4	5	6	7	8	9	10	11	12
Cylinder Heads	3,130	1,669,716,697	3,130	15,219	5,261	1,561						
Pistons	3,130	1,669,716,697	3,130	15,219	5,261	1,561						
Bearings	15,103	4,215	15,103	4,215	15,103	4,215						
Cylinder Liners	17,442.6	27,322.46	17,442.6	27,322.46	27,322.46	27,322.46						

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	15-Jun-20	10-Jun-25
Intermediate		10-Sept-23
Annual	15-Sept-22	14-Jun-23
Bottom in dry dock	15-Jun-20	14-Jun-23

What was the location of the last out-of-water docking?	*Example location*
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?	☒ No
Please provide details of previous flags	*Example*
Has the vessel remained with the same Class since build?	☑ Yes
Does the vessel have any Conditions of Class or Recommendations of Class?	☑ Yes
Please provide further details	*detailing thickness measurements to be taken in cargo hold number 1, a repair required to a section of pipework in cargo hold number 4 both with due dates of 30 Nov 2,022, and the malfunctioned Water Ingress Alarm System to be rectified as soon as practical with a due date of 29 Dec 2,022 noted*
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:	1,200,000
What was the status of the vessel at the time of inspection?	Standing by

DESIGN AND CONSTRUCTION

Design and Construction Condition

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

☑ Yes

Under what IACS Class society supervision was the vessel built?	Example Class
Did the vessel provide Ultrasonic Thickness Measurement (UTM) reports?	No, not available

Hull & Structure

Bridge & Communication

What features were seen on the bridge?

☑ Differential-GPS

Engine Room & Firefighting

☑ Incinerator sludge burning system

Sludge enabled incinerator

☑ UMS Capabilities (regardless of Class notation)

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

Alpha Lubricator

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?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to midships boot top and anti-foulings from suspected fender and tug abrasions, as well as to the bow area. Rust staining was also noted from several scuppers
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?	Well painted and clearly legible
What type of anti-fouling coating was applied?	Nippon Paint Marine Coating Co. Ltf, ECOLOFLEX SPC150 HyB: Brown / Light Brown, Brown B / Light Brown, Brown C / Light Brown C. ECOLOFLEX SPC200: Brown LF / Light Brown LF, Light Brown K / Dark Brown K, Brown Z / Light Brown Z.
What level of marine fouling was seen?	Minor

Were fenders installed on the hull? ☒ No

What were the vessels draughts?

Fwd: (m)	8.8
Aft: (m)	8.9

Was the upper sections of the rudder visible? ☑ Yes

What condition was the rudder in?	Good

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?	☒ No
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 *11-Oct-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?	Fairly neat with some scattered equipment

Were the bitter end release arrangements seen to be clear and unobstructed? ☒ No *Bitter end release arrangements were obstructed*

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

WEATHER DECKS AND FITTINGS

Weather Decks and Fittings Condition

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

What was the level of coating breakdown and corrosion observed on the decks?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to deck weld seams and cross deck plating
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

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

Please provide further details

deck air pipe, in way of hold number 3 port side, was seen to be leaking, as well as heavy corrosion noted to the main deck air pipe, forward of cargo hold number 5. Areas of deformation were also noted to several sections of the main deck railings

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

What was the condition of the mooring winches?	Good

Were deck equipment and pipework free of leakages? ☑ Yes

What was the condition of the accommodation ladders or gangways?	Good

Was the vessel fitted with a provision lifting appliance(s)? ☑ Yes

What was the condition of the provision lifting appliance(s)?	Fair
Please provide further details	*the safety latch was seen to be missing from the hook*

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?	☒ No
Please provide further details	*Reason tanks were not entered: none were prepared for inspection*
Were recent (last 12 months) ballast tank inspection photographs provided?	☑ Yes
Date photos were provided:	*19-Oct-21*
Were inspection reports or reports of the tanks condition provided?	☑ Yes
Were the tanks free of any structural damage or indentations?	☑ Yes

What was the level of Ballast Tank coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to deck head weld seams and edges of supports
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion:	☑ Scattered	☑ Spot
Were ballast tanks coatings certified to PSPC standards?	☒ No	

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?	Minimal
Please provide further details	%

Were the tanks seen to be free from any signs of staining from oil, sewage or marine fouling?	☑ Yes	
Were ballast tank manhole covers seen to be in good condition?	☑ Yes	
Were the remote ballast control systems fully operational (e.g. valves, gauging etc)?	☒ No	*numerous gauge and controls on the ballast console located in ship offices were reported to be faulty*
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?	Fair
Please provide further details	*minor leak noted from pump number 2*

ACCOMODATION

Internal Accomodation Condition

Were accommodation spaces used for their assigned purposes?	☑ Yes	
What was the condition of the flooring and wall coverings?	Good	
What was the condition of the upholstery and furniture?	Good	
What were the general levels of housekeeping and cleanliness?	Good	
What was the level of hygiene of the sanitary facilities?	Good	
Was all laundry equipment in good working order?	☑ Yes	
Was the Hospital well equipped and ready for use?	☑ Yes	
Were the drugs controlled and substances seen to be locked away?	☑ Yes	
Was the associated drugs log kept up to date?	☒ No	*up to date inventory list was not seen to be in place*
What was the quality of accommodation outfitting?	Average quality of outfitting	
Did the Air Handling Unit (AHU) maintain a comfortable temperature?	☑ Yes	
What was the condition of the AHU?	Good	

Galley Condition

What was the level of cleanliness in the Galley?	Clean	
Was all galley equipment operational?	☑ Yes	
What was the general condition of galley equipment?	Good	
Were the insides of Galley hoods clean?	☑ Yes	
What type of cold provisions stores does the vessel have?	Walk-in stores / Cold rooms	
Were provisions stores well organised with no provisions stored directly on the deck?	☑ Yes	
Were provisions stores clean and hygienic?	☑ Yes	
Were provisions stores at the required temperatures?	☑ Yes	
Were provision stores temperatures recorded and records kept nearby?	☒ No	*Provisions stores temperature records were not recorded or kept near the stores.*
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:	2 Months
Crew:	2 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? ☑ Swimming Pool ☑ Television

What was the quality of crew recreation facilities?	Fair

Crew recreation facilities were to a fair/poor standard due to: *limited recreation devices available*

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

Does the vessel have any onboard training facilities?	Yes

Type of onboard training facilities: ☑ Other

Please provide further details	*H*

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	*44*	
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	*08-Nov-22*

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-Nov-32
SARTs	01-Jul-26
VHF	01-Jul-25

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

Documentation Condition

Were berth to berth passage plans seen on-board?	Yes	
Were passage plans signed by all navigating officers?	☑ Yes	
What format were nautical publications provided in?	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		*10-Nov-22*

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?	☒ No	*localised areas of corrosion noted around the main mast*
Were bridge wing manoeuvring controls fitted?	☒ No	
Were bridge wing engine speed and compass repeaters seen to be in good working condition?	☑ Yes	

ENGINE ROOM AND MACHINERY

General Condition

What equipment was seen running?	☑ Auxiliary Engines ☑ Air compressors ☑ 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	*no data provided with it noted that various spares were in the process of being delivered*
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:		*25-Jul-22*
Were Chief Engineer Standing Orders clearly posted and signed by all engineers?	☑ Yes	
Were all machinery special tools provided and in good condition?	☑ Yes	

Main Engine Condition

Was the main engine in good working condition?	Yes
What condition did the Main Engine appear to be in?	Good
Were Main Engine performance reports provided for review?	☑ Yes
Were the performance reports satisfactory?	☑ Yes
Was there any overdue maintenance on the Main Engine Turbochargers?	☒ No

Propulsion

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

Power Generation

How many Auxiliary Engines does the vessel have?	3
Were the auxiliary engines in good working condition?	☑ Yes
What condition did the Auxiliary Engines appear to be in?	Fair
Please provide further details	*engine number 2 was observed to be 'hunting' during inspection, between 850rpm-920rpm, as well as all engine alternation bearings observed to be dirty*

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	Fair
Coolers	Yes	Good
Air Compressors	Yes	Good
Fresh Water Generator	Yes	Good
Filters	Yes	Good
Fans	Yes	Good
Refrigeration Systems	Yes	Good

Why was 'No', 'Fair' or 'Poor' selected above?	*the air conditioning cooling pump was to be leaking from the seal as well as minor leaks noted from the HFO transfer pump and the hydrophore pump*

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?	☒ No
Was the emergency steering communication equipment and gyro repeater working as required?	☑ Yes
Were emergency steering instructions posted nearby?	☑ Yes

Was the Engine workshop clean and tidy?	☑ Yes

ECR and Electrical

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

FIRE FIGHTING EQUIPMENT AND SYSTEMS

Fire and Safety Appliances Condition

Was the vessel free of fire hazards? ☑ Yes

Was all fire and safety equipment regularly serviced? ☑ Yes

Date of last service	10-Nov-22

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

What was the vessels Fixed fire detection systems?

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

Was the fire detection system reportedly fully operational? ☑ Yes

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

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

Were all fixed fire fighting systems in good working condition?	☑ Yes	
Were clear operating instructions posted for the fixed firefighting systems?	☑ Yes	
Was the fixed firefighting system release protected against unauthorised operation?	☑ Yes	
Was the main fire pump working?	☑ Yes	
Was the emergency fire pump working?	☑ Yes	
Was a fire pump tested during the inspection?	☑ Yes	
Did the fire pump maintain adequate pressure?	☑ Yes	
Were the main and emergency fire pumps in good condition and free of leakages?	☒ No	*minor leaks noted from the main fire pump*
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:	*Fire control room*
Was the BA equipment fully charged in good condition?	☑ Yes
Was the Emergency Generator tested during the inspection?	☑ Yes
Was the Emergency Generator in working order?	☑ Yes
Were Emergency Generator Starting instructions clearly posted?	☑ Yes
What was the condition of the Emergency Generator?	Good
Was the "18 hour" fuel level marked on the emergency generator fuel tank?	☑ Yes
Was the Quick Closing Valve system in good working order?	☑ Yes
Were fire doors in good condition and effectively closing?	☑ Yes
Were fire doors free of unauthorised "hold-open" arrangements?	☑ Yes
Were all ventilation dampers remote closing positions well labelled and in good working order?	☑ Yes
Were all remote machinery shutdown systems well labelled and in good working order?	☑ Yes

LIFESAVING APPLIANCES

Lifsaving Appliances Condition

Were all Lifesaving Appliances regularly serviced? ☑ Yes

Date of last service:	03-Jan-22
How many lifeboats is the vessel equipped with?	2
What type of lifeboat is the vessel fitted with?	Davit launched
What was the external condition of the lifeboat(s)?	Good
What was the internal condition of the lifeboat(s)?	Good

Were Lifeboat Engines able to be tested? ☑ Yes

Were lifeboat engines in good working order? ☑ Yes

What type of rescue boat was fitted?	Lifeboat designated as rescue boat
Which lifeboat is designated?	Port
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?	Fair
Please provide further details	*port and starboard limit switches were reported to be faulty, as well as port side emergency release lever seen to be misaligned*
What Date is the next Davit wire due for change?	04-Mar-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?	31-Oct-22
Were all lifejackets, immersion suits, EEBDs and other lifesaving ancillary equipment in good condition and ready for use?	☑ Yes
Were Man Overboard Buoy (MOB) smoke and light signals in date?	☑ Yes
Were the embarkation ladders in a good, well maintained condition?	☑ Yes
Were pyrotechnics and line throwing apparatus available, stored in an appropriate container and within their expiry dates?	☑ Yes

SAFE WORKING ENVIRONMENT

Safe Working Environment Condition

Were any unsafe practices observed during the inspection?	☒ No
Did the vessel provide a safe working environment?	☑ Yes
Were all hazard markings clear?	☑ Yes
Were external walkways adequately coated with anti-slip paint and free of trip hazards?	☑ Yes
Are all hazardous substances including safely managed and stored with relevant Material Safety Data Sheets (MSDS)?	☑ Yes
Is Personal Protective Equipment (PPE) provided and worn by crew?	☑ Yes
Are 'Enclosed Space Entry' procedures implemented?	☑ Yes
Is an effective Permit To Work (PTW) process implemented?	☑ Yes
Date of last PTW:	10-Nov-22
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:	24-Feb-22

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?	☒ No	*IMO symbols were seen to be missing in numerous locations in the accommodation block*
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?	☒ No	*There were no clear pilot boarding instructions posted.*
Are regular drills conducted on board?	☑ Yes	
Last drill date	31-Oct-22	
Last drill type	Abandon ship and Fire	

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?	☒ No	*No evidence was provided that the Oil Content 15ppm Meter (OCM) was calibrated as required.*
Was the Bilge Overboard valve secured against unauthorised opening with adequate signage and warnings posted?	☑ Yes	
Means of securing	☑ Locked	

Was the oily water treatment system including valves and pipework free of any signs of tampering, bypass, or modifications?	☑ Yes
Was the SOPEP locker or box well stocked?	☑ Yes
What was the condition of the SOPEP equipment?	Good
Was a list of SOPEP equipment posted and accurate?	☑ Yes
Was the Oil Record Book (ORB) up to date and correctly filled in?	☑ Yes
Date of last entry	*09-Nov-22*
Category of last entry	*C*
Were previous bunkering checklists correctly filled out?	☑ Yes
Date of last bunkering	*10-Nov-22*
Were bunker samples correctly stored?	☑ Yes
Does the vessel have a Ballast Water Treatment System (BWTS) fitted?	☑ Yes

Ballast Water Treatment System

Manufacturer:	Example Manufacturer
Type:	Filtration
What regulation is listed on the Ballast Water Management Certificate?	D-2
Type of BWTS approval:	USCG approval
Was the BWTS operational?	☑ Yes

What was the condition of the BWTS?	Fair
Please provide further details	*TRO unit number 1 was observed to have an additional fan rigged for cooling*

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

Date of last entry *06-Nov-22*

Is the Vessel General Permit (VGP) compliant? ☑ Yes *Due to the use of an EAL or the airseal arrangements in place for the stern tube, the vessel is considered VGP compliant in this regard for trade to the USA*

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

Type of EAL *Mobile SHC AWARE ST 100*

Sewage - Marpol Annex IV

Was a Sewage Treatment Plant fitted? ☒ No

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	*10-Nov-22*
Category of last entry	*A,C,F*

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	*10-Mar-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?	Heavy Fuel Oil (HFO)
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):	166.6

Auxiliary Engines

Specific Fuel Oil Consumption (SFOC) (g/kWhr):	208.2

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

What is the expiry date of the International Air Pollution Prevention (IAPP) certificate?	10-Jun-25

ONBOARD MANAGEMENT

Onboard Management Condition

Does the vessel have a functioning Safety Management System (SMS)?	☑ Yes
How was the SMS Implemented?	Paper Documents
Were the officers familiar with, and allowed easy access to, the SMS?	☑ Yes
Was the SMS well implemented on board, with Permits to Work, Risk Assessments and Safety procedures understood and followed?	☑ Yes
Is the SMS system regularly reviewed by the Master?	☑ Yes
Date of last review	30-Aug-22
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	02-Nov-22
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	*Main Engine units 2 and 4 as well as Auxiliary Engine number 3 were noted to be overdue their stated overhaul intervals*
Were there any critical overdue PMS work orders?	☑ Yes	*Main Engine units 2 and 4 as well as Auxiliary Engine number 3 were noted to be overdue their stated overhaul intervals*

Port State Control (PSC) inspection history

No. of Inspections in Past three years:	2
No. of Deficiencies in Past three years:	0
No. of Detentions in Past three years:	0

Is the vessel flag targeted by Port State Authorities? ☑ Yes

USCG:	Targeted

Is an effective system of security access control, conforming to ISPS standards, in place upon boarding the vessel? ☑ Yes

Type of access control	single point entry

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?	Fairly managed

VESSEL CAPABILITIES AND CARGO SYSTEMS - BULK

Vessel Capabilities and Cargo Systems - Bulk Condition

Cargo hold	Capacity (m³)	Uniform deck load limit (t/m²)	Steel Coil Capacity By: Total weight (mt)
Cargo Hold No.1	18,783.4		
Cargo Hold No.2	22,445.3		
Cargo Hold No.3	22,526.6		
Cargo Hold No.4	22,526.6		
Cargo Hold No.5	23,279.5		
Cargo Hold No.6	22,410.		
Cargo Hold No.7	22,520.2		
Cargo Hold No.8	22,292.3		
Cargo Hold No.9	19,178.7		
Total	195,962.6		0

How many cargo holds does the vessel have?	9

Were the cargo holds able to be entered and inspected? ☑ Yes

Which holds were entered	number 1

Were recent vessel cargo hold inspection photographs provided? ☑ Yes

Date photographs were taken: *29-Oct-22*

Were any cargo hold inspection reports or condition information provided? ☑ Yes

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

Were the cargo hold fittings such as ladders, hand rails and pipe guards etc. found to be free from damage? ☒ No *a repair is required to a section of pipework in cargo hold number 4 as per the relevant Condition of Class*

What was the level of cargo hold coating breakdown and corrosion?	High
Coating breakdown and corrosion was mainly located in the following areas:	throughout holds but more so around the side shell plating, more so in hold number 1 as per the relevant Condition of Class
The amount of surface area coating breakdown and corrosion was approximately:	30%

Type of coating breakdown and corrosion: ☑ Scaling ☑ Scattered ☑ Spot

What was the last cargo carried?	Iron ore
What is the next intended cargo to be carried?	not yet assigned

Were all cargo monitoring systems (e.g. bilges, temperatures, water ingress etc.) fully operational and regularly tested? ☒ No *the Water Ingress Alarm System was noted to be malfunctioning as per the relevant Condition of Class*

Were cargo hold bilges dry, clean and clear of debris or cargo? ☑ Yes

Were the cargo holds free from signs of water ingress? ☑ Yes

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

What is the method of cargo hold ventilation?	Natural

Can any cargo holds be ballasted? ☑ Yes *2, 4, and 8*

Hatch Covers Condition

What type of hatch covers are fitted?	Side rolling
What was the make of the Hatch covers?	Example Manufacturer

Were the hatch covers found to be correctly aligned? ☑ Yes

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

What level of coating breakdown and corrosion was seen on the hatch covers?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to top sides
The amount of surface area coating breakdown and corrosion was approximately:	5%

Type of coating breakdown and corrosion: ☑ Scattered ☑ Spot

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

What was the condition of the hatch cover operating system, free from corrosion, leakage etc.?	Good
What was the condition of the hatch cover rubber seals/gaskets and retaining channels?	Good

Were the hatch covers free from temporary means of sealing such as expanding foam or sealing tape?	☑ Yes
What was the condition of hatch cover securing arrangements?	Good
What was the condition of hatch cover hold-open arrangements?	Good
What was the condition of the hatch cover landing pads?	Fair
Please provide further details	*areas of operational wear and tear noted*

Hatch Coamings Condition

Were the hatch coamings found to be free from structural damage, paying particular attention to hatch coaming longitudinal stays?	☑ Yes
What was the level of hatch coaming coating breakdown and corrosion?	Minor
Coating breakdown and corrosion was mainly located in the following areas:	to edges of supports
The amount of surface area coating breakdown and corrosion was approximately:	5%
Type of coating breakdown and corrosion:	☑ Localised ☑ Spot
Were the compression bars/strips seen to be in good condition?	☑ Yes
Were the hatch coaming drain channels seen to be free from corrosion, scaling or debris?	☑ Yes
Were hatch coaming non-return valves found to be clear and fully operational?	☑ Yes

Documentation and Additional Features

Does the vessel have a Document of Compliance (DOC) for the carriage of dangerous goods?	☑ Yes
Does the vessel have a Certificate of Authority to carry grain?	☒ No
Was there an approved Cargo Loading Manual on board?	☑ Yes
Is the vessel certified to carry heavy cargoes?	☒ No
Was there an approved stability booklet on board?	☑ Yes
Did the vessel use a Class-approved computer based loading/stability software?	☑ Yes

Name of software	Load -King Vers. 1.0

Were previous and current stability calculations seen to be carried out?	☑ Yes
Is the vessel fitted with equipment for the carriage of additional cargoes (e.g. Log stanchions, lashing points etc.)?	☒ No
Does the vessel carry her own cargo grabs?	☒ No

CARGO LIFTING APPLIANCES

Cargo Lifting Appliances Condition

IDWAL

CLASS RECORDS
REVIEW

Example Vessel

IMO Number: 123456789

1st OCTOBER 2022

SCOPE & PURPOSE

A Class records review was conducted at the request of Example Organisation for the purpose of highlighting any notable facts, defects, or historical events relevant to the Bulk Carrier Example Vessel.

Summary

The Example Vessel is an example DWT Bulk Carrier with a gross tonnage of example MT. The vessel was built under Example Class supervision by Example Shipbuilder, Japan. She was delivered on the 1st January 2007. The vessel is Example flagged.

This review of the records shows that there are 3 Conditions of Class and 2 Class memos. There have been no major incidents reported with this vessel for groundings and no cases of being cancelled or suspended by Class.

Current Conditions of Class and Class memos are detailed as-issued in Appendix IV.

Nothing in the Class records review was found that would indicate the vessel has been involved in any serious incidents or that any significant works relating to the vessel's structure have been carried out. Likewise, nothing was found in the Class records that would indicate any history of significant machinery related problems or repairs required. Insofar as the Class records show, the vessel is compliant with all currently applicable international regulations.

It was noted that the vessel brought forward it's second Special Survey to 2015, all future surveys are aligned with this fact. The next Special Survey Date is 01st June 2025 (4th Special Survey).

In conclusion, the vessel's class records indicate full compliance with Class requirements, with no significant adverse history evident.

APPENDIX I – Vessel particulars

Vessel name:	Example Vessel
IMO number:	123456789
Date of delivery:	01/01/2007
Port of registry:	Example Port
Flag:	Example Flag
Class:	Example Class
Owners:	Example Owners
Managers:	Example Managers
DWT:	Example DWT
GT:	Example GT
Main engine manufacturer:	Example Manufcaturer
Model:	Example Model
Total power:	Example kW
Rated speed:	Example rpm
Previous names:	N/A
Capacity:	Example m^3 (Grain)

APPENDIX II – Survey Status

The vessel is X old. All Class and statutory certificates delegated to Class were found to be in order and current. The next special survey is due in approximately X months.

Survey	Yes	No	Remarks
Is the vessel subject to an Extended Dry Docking (EDD) program?	☐	☑	
Is the vessel on an Enhanced Survey Program (ESP)?	☑	☐	

Survey	Date last completed	Date next due
Main/ Special / Renewal	18th March 2020	10th June 2025
Intermediate	28th May 2018	10th March 2023 to 10th September 2023
Annual	15th September 2022	10th March 2023 to 10th September 2023
Bottom in water	28th May 2018	14th June 2023 (with Class approval)
Bottom in dry dock	18th March 2020	14th June 2023 or 10th June 2025 (if Intermediate is carried out in Water)

- The annual surveys have a window of ±3 months, and the intermediate survey window begins from the opening of the 2nd annual window to the closing of the 3rd annual window.
- No intermediate survey is required in the first survey cycle.
- The special survey must be completed every five years, by the due date, and can be done from the opening of the 4th annual survey window.

- The vessel must dry dock at least two times in any 5-year period, unless the vessel has an In-water survey Class notation, allowing one of the dockings to be done in-water instead.

- A vessel may perform an in-water survey in lieu of dry docking without an in-water survey Class notation, but only by applying to, and gaining express permission from the Classification society.

APPENDIX III - Class notations

Class notations summarise the various standards applicable to the vessel in terms of cargoes that may be carried, hull strength, ship type, survey scheme, trades permitted, ability to carry hazardous cargo, machinery restrictions and limitations as well as a very large number of additional attributes. The notations for this vessel were reviewed and found to be as expected for a ship of this type, intended trade and era of build.

The vessel has the following Class notations:

Class Notations:

- NS* - Classification Character for a ship, the plans of which have been approved by the Society in accordance with the Rules, and which has been built under survey for classification of the Society's Surveyors.
- BC, SHC 2,4,6,8 E - Bulk Carrier, Strengthened for Heavy Cargoes, Nos. 2,4,6 & 8 Holds may be empty.
- 1C - Propeller Shaft Kind 1C.
- ESP – The vessel is on the Enhanced Survey Programme.
- PSCM – Propeller Shaft Condition Monitoring System.
- IHM – Inventory of Hazardous Materials.
- MNS* – Classification of Main Propulsion Machinery assigned to a ship having Classification Character NS*.

APPENDIX IV – 'Open' Conditions of Class and Class Memos

Note - All errors in spelling and grammar (SIC) are intentionally left as-is to preserve originality.

Conditions

COC 1 Date Issued: 15 Sep 2022 Due Date: 30 Nov 2022
Thickness measurements of the side shell plating are to be taken in No.1 Cargo Hold, in the middle region of the side shell frames between Fr.274 to Fr.262 on P-side and Fr.271 to Fr.262 on S-side, by the due date indicated below. (DueDate: 30 Nov 2022)
Narrative: "*During the close-up survey it was noted that the side shell plating in No.1 Cargo Hold on P&S side shows corrosion and to an extend that the surveyor requires thickness measurements to be taken. The taking of measurements is necessary in order to determine if the thickness of the side shell plating is within acceptable limit or if there is a 'suspect area' which must then be recorded and dealt with as may be necessary. Taking of thickness measurements at Saldanha Bay was not possible due to short port stay and ongoing cargo loading operation while in port.*"

COC 2 Date Issued: 15 Sep 2022 Due Date: 30 Nov 2022
The pipe on forward bulkhead used for temperature measuring inside the No.4 Cargo Hold (P-side) is to be repaired by the due date indicated below. The pipe is detached along its entire length, i.e. it is no longer supported by its holding brackets. (DueDate: 30 Nov 2022)
Narrative: "*Repair work at Saldanha Bay was not possible due to short port stay and ongoing cargo loading operation while in port. A cherry picker will be necessary to carry out this repair.*"

COC 3 Date Issued: 05 Jul 2022 Due Date: 29 Dec 2022
The malfunctioned Water Ingress Alarm System should be rectified by the due date below, provided Authorization letter issued by flag administration (Ref.:SEG-038506, dated 30 September 2022) is to be followed. (DueDate: 29 Dec 2022)

Class Memos

MO 1 Date Issued: 05 Jul 2022
The malfunctioned Water Ingress Alarm System should be rectified by the due date below, provided Authorization letter issued by flag administration (Ref.:SEG-038506, dated 30 September 2022) is to be followed. (DueDate: 29 Dec 2022)

MO 2
Sampling point(s) referred to MARPOL ANNEX VI Regulation 14.10 shall be fitted or designated not later than the first renewal survey of IAPP certificate on or after 1 April 2023.

APPENDIX V – Historic Conditions of Class and Class Memos

Note - All errors in spelling and grammar (SIC) are intentionally left as-is to preserve originality.

Conditions

No relevant historic conditions of Class were found upon reviewing the Class History.

Class Memos

No relevant historic Class Memos were found upon reviewing the Class History.